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Executive Summary
Conditional Use Authorization and Planned Unit Development

HEARING DATE: AUGUST 11, 2016

Date:	July 28, 2016
Case No.:	**2014.1020CUA**
Project Address:	**1515 SOUTH VAN NESS AVENUE**
Zoning:	Mission Street NCT (Neighborhood Commercial Transit) Zoning District Mission Street Formula Retail Restaurant Subdistrict Mission Alcoholic Beverage Restricted Use Subdistrict Fringe Financial Service Restricted Use District 55/65-X Height and Bulk District
Block/Lot:	6571/001, 001A and 008
Project Sponsor:	Peter Schellinger, LMC San Francisco Holdings, LLC 492 9th Street. Suite 300 Oakland, CA 94607
Staff Contact:	Doug Vu – (415) 575-9120 Doug.Vu@sfgov.org
Recommendation:	**Approval with Conditions**

PROJECT DESCRIPTION

The proposed Project includes demolition of the existing building on the project site and new construction of a 55 to 65 feet tall, five- to six-story Planned Unit Development (PUD) with a total area of approximately 180,277 square feet that includes 138,922 square feet of residential uses for 157 dwelling units, approximately 5,241 square feet of commercial space in the form of one retail storefront and six trade shops on the ground floor, approximately 32,473 square feet dedicated to vehicular parking for 79 automobiles and 150 secure bicycle parking spaces in a partially underground garage. The proposed dwelling units would range in size from approximately 399 to 1,254 square feet and would include 88 studios, five one-bedroom units and 64 two-bedroom units. Private open space would be provided for ten units, and a total of 15,508 square feet of common open space would be provided through an internal courtyard and roof deck. The Project would also include a lot merger of Lots 001, 001A and 008 on Block 6571.

SITE DESCRIPTION AND PRESENT USE

The Project is located on three lots with a total area of approximately 35,714 sq. ft. that have approximately 172 ft. of frontage along South Van Ness Avenue, 245 ft. along 26th Street and 145 ft. along Shotwell Street. The project site is currently improved with a 31,680 sq. ft. two-story industrial building that was constructed in 1948 and most recently occupied by the McMillan Electric Company until early 2015.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Project is located in the southernmost area of the Mission Street Neighborhood Commercial Transit (NCT) District within the boundaries of the Mission Area Plan. The immediate context is mixed in character with residential, commercial and industrial uses. The neighborhood includes automotive repair uses to the north and west, three to four-story residential development to the north and east and commercial uses to the south that include a fuel station and automotive parts store. Within the broader vicinity are the Primera Iglesia Bautista Hispano Americana Church and Garfield Square Recreation Center. The project site is also located within the boundaries of the proposed Calle 24 Special Use District, which was established as part of the interim controls by the Board of Supervisors per Ordinance No. 133-15, and the Calle 24 Latino Cultural District, which was established by Board of Supervisors Resolution, File No. 140421 in May 2014. Other zoning districts in the vicinity of the project site include P (Public), RTO-M (Residential, Transit Oriented - Mission), RM-1 (Residential, Mixed-Low Density) and the 24th-Mission NCT (Neighborhood Commercial Transit) Zoning District.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on July 12, 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	July 22, 2016	July 20, 2016	22 days
Posted Notice	20 days	July 22, 2016	July 22, 2016	20 days
Mailed Notice	20 days	July 22, 2016	July 22, 2016	20 days

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

PUBLIC COMMENT/COMMUNITY OUTREACH

As of July 28, 2016, the Department has received nineteen letters of support for this project, including from the San Francisco Housing Action Coalition, S.F. Electrical Contractors Association/Electrical Workers Local 6, and the recent owner and tenant (McMillan Electric Company). The Department also

received four letters opposing the project, and two letters stating concerns about the development's proposed height and environmental impacts that were not analyzed in the Eastern Neighborhoods EIR. Copies of this correspondence have been included in the Commission's packet.

In addition to the required pre-application meeting that was held on December 15, 2014 at City College on 1125 Valencia Street, the Project Sponsor has conducted additional public outreach that included the following meetings:

DATE	ORGNIZATION / EVENT	LOCATION / ADDRESS
3/11/2015	Mission Economic Development Agency	2301 Mission Street
3/12/2015	Jamestown Community Center	3382 26th Street
4/7/2015	Mission Asset Fund	3269 Mission Street
5/13/2015	Town Hall Meeting #1	1500 South Van Ness Avenue
6/5/2015	Town Hall Meeting #2	1500 South Van Ness Avenue
10/22/2015	Town Hall Meeting #3	1500 South Van Ness Avenue
2/2/2016	CAST	70 Otis Street
2/24/2016	SF Housing Action Coalition (SFHAC)	95 Brady Street
4/4/2016	SFMade	926 Howard Street
4/12/2016	Open House #1	Mission Cultural Center - 2868 Mission Street
6/9/2016	La Cocina	2948 Mission Street
6/22/2016	Town Hall Meeting #4	Mission Cultural Center - 2868 Mission Street
6/30/2016	Open House #2	Mission Cultural Center - 2868 Mission Street

The Department acknowledges that numerous meetings were organized and facilitated by residents and stakeholder groups, but does not have a record of when they were held and at which locations.

ISSUES AND OTHER CONSIDERATIONS

- As part of the Conditional Use Authorization for a Planned Unit Development (PUD), the Commission may grant modifications 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 modifications from the rear yard, dwelling unit exposure, ground floor street frontage and off-street loading requirements pursuant to Planning Code Sections 134, 140, 145.1 and 152, respectively. Department staff is generally in agreement with the proposed modifications given the overall project and its design.
- The Project has elected to provide on-site affordable housing as identified in Planning Code Section 415.6, which requires twelve percent of the total number of units to be designated as part of the inclusionary affordable housing program. The Project contains 157 dwelling units and the Sponsor will fulfill this requirement by providing the nineteen affordable units on-site, which will be available for rent. As part of the project, the sponsor has entered into a Costa-Hawkins Agreement with the City of San Francisco. A copy of this agreement will be provided at the Planning Commission hearing.

- The Project would be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Eastern Neighborhoods Impact Fee (31,680 sq. ft. – Tier 2; Change in Use from PDR to Residential)	423 (@ $9.00)	$285,120
Eastern Neighborhoods Impact Fee (110,833 sq. ft. – Tier 2; New Residential)	423 (@ $15.29)	$1,694,637
Transportation Sustainability Fee (TSF) [EE filed on 12/3/2014 = Use TSF Rules – 50% Disc.] (31,680 sq. ft. – Change in Use from PDR to Residential)	411A (@ $0.13) x 50%	$2,059
Transportation Sustainability Fee (TSF) [EE filed on 12/3/2014 = Use TSF Rules – 50% Disc.] (89,879 sq. ft. – New Residential, Up to 99 DU)	411A (@ $7.74) x 50%	$347,832
Transportation Sustainability Fee (TSF) [EE filed on 12/3/2014 = Use TSF Rules – 50% Disc.] (52,657 sq. ft. – New Residential, 99 DU to 157 DU)	411A (@ $8.74) x 50%	$230,111
Residential Child-Care Impact Fee (31,680 sq. ft. – 10 Units or More; Change in Use - PDR)	414A (@ $0.26)	$8,237
Residential Child-Care Impact Fee (110,833 sq. ft. – 10 Units or More; New Residential)	414A (@ $1.83)	$202,825
	TOTAL	**$2,770,821**

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.

MISSION INTERIM ZONING CONTROLS

For "Large Projects," Planning Commission Resolution No. 19548 requires Conditional Use Authorization from the Planning Commission for any residential or mixed-use project that includes new construction of more than 75,000 gross square feet or 75 dwelling units. The Project Sponsor provided a summary of additional findings for the Mission Interim Zoning Controls (see attached). Staff has reviewed the Sponsor's submittal and confirmed the selected citations originate from an independent qualified professional.

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

In the Mission Interim Zoning Controls, the only study that addresses commercial displacement is the UC Berkeley Case Study for the Mission (UC Berkeley's Institute of Governmental Studies), which only addresses retail use. However, the Department has recognized the rapid pace of conversion of PDR uses throughout the city. The conversion of PDR is occurring more rapidly than previously anticipated, which has pointed to the need for a greater response from the City to help with business retention and relocation within San Francisco.

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

The Department recognizes that newer studies are underway to study the effect of market-rate housing on affordability. These studies may reach different conclusions, and it is clear that more research is needed to determine the effect with certainty. At the local level, the San Francisco market is very skewed due to the extreme mismatch between demand and supply. The Berkeley Study agrees that while market-rate development does help at the regional level, at a more localized/block level, certain projects may have a catalyzing or hyper-local effect that could exacerbate displacement pressures. While more analysis is needed and being conducted by outside researchers, the Mission Interim Zoning Controls does not expect that each development project will resolve the question or calculate its specific effect, but rather, will provide relevant information for the Commission's consideration, presenting a balance of the project's contributions as well as impacts (direct and potential).

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

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

General Plan, Housing Element:
Objective 1, Policies 1.1, 1.2; Objective 4, Policies 4.1, 4.4; Objective 11, Policies 11.3, 11.4, and Objective 12, Policy 12.2

Mission Area Plan:

Objective 1.2, Policy 1.2.1; Objective 2.1, Policy 2.1.1; Objective 2.3, Policies 2.3.3 & 2.3.5; Objective 3.1, Policy 3.1.1

The Project maximizes the allowable building height and provides the required unit mix for a total of 157 dwelling units that include 88 studios, five one-bedroom and 64 two-bedroom units. The Project provides for a range of housing needs, including family-sized housing. Of the 157 units, nineteen will be on-site affordable units, bringing new affordable housing into the neighborhood. The Project fully utilizes the controls offered in the Eastern Neighborhoods Area Plan and appropriately addresses the surrounding neighborhood. Therefore, the Project's housing production is supported by adopted housing policy pursuant to the Objectives and Policies in the Housing Element.

Although the Project results in a loss of PDR space, the previous owner and tenant used a portion of the proceeds from the sale of the Project Site in April 2015 to relocate its McMillan Electric Company to 1950 Cesar Chavez Street, which is approximately 1.1 miles from the 1515 South Van Ness Avenue. The proposed change of use would provide a substantial amount of new rental housing, including new on-site affordable units, which is a goal for the City and County of San Francisco. On balance, the Project is consistent with the Mission Interim Controls for Large Projects, as evidenced through the Project's compliance with the Mission Area Plan Objectives.

MISSION ACTION PLAN 2020

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

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

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

A draft Action Plan will be available in the late-Summer of 2016, with potential recommendations for pipeline projects and zoning changes. In the meantime, the interim controls are in effect to help inform

the Commissioners in their decision-making process. More information on the neighborhood trends and the MAP2020 process can be found at: http://sf-planning.org/mission-action-plan-2020

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant Conditional Use Authorization as described in the Mission 2016 Interim Zoning Controls pursuant to Planning Code Section 303 and Planning Commission Resolution No. 19548, and a Planned Unit Development, pursuant to Planning Code Sections 121.1, 303 and 304 to allow demolition of the existing building and new construction of a 55 to 65 feet tall, five- to six-story development with a total area of approximately 180,277 square feet that includes 138,922 square feet of residential uses for 157 dwelling units (including 88 studios, five one-bedroom and 64 two-bedroom units), approximately 5,241 square feet of commercial space that includes one corner retail storefront and six trade shops on the ground floor, and an approximately 32,473 square feet partially underground garage for 82 cars and 150 secure bicycle parking spaces on a lot more than 10,000 square feet in area, and to allow modifications to the requirements for rear yard, dwelling unit exposure, ground floor street frontage and off-street loading requirements pursuant to Planning Code Sections 134, 140, 145.1 and 152, respectively.

BASIS FOR RECOMMENDATION

- The Project complies with the applicable requirements of the Planning Code.
- The Project is, on balance, consistent with the Mission Interim Zoning Controls and the Objectives and Policies of the General Plan.
- The Project exhibits overall quality design, which relates to the surrounding context and neighborhood.
- The Project is located in a zoning district where residential, retail and trade shop uses are principally permitted.
- The Project in an appropriate in-fill development that will add 157 new dwelling units to the City's housing stock and 5,241 square feet of commercial space in an area that encourages the development of high-density, mid-rise housing and continuous ground floor commercial frontage with pedestrian-oriented retail activities.
- 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 is necessary and desirable, is compatible with the surrounding neighborhood, and would not be detrimental to persons or adjacent properties in the vicinity.
- The Project adds 157 new dwelling units to the City's housing stock including 88 studios, five one-bedroom and 64 two-bedroom units.
- The Project would permanently designate nineteen dwelling units as on-site, below-market rate, rental apartments.
- 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-Conditional Use Authorization
Parcel Map
Sanborn Map
Zoning Map
Height and Bulk Map
Aerial Photographs
Community Plan Exemption
Project Sponsor Submittal
- Affordable Housing Affidavit
- Costa-Hawkins Agreement (Pending)
- Anti-Discriminatory Housing Affidavit
- First Source Hiring Affidavit
- Architectural Drawings

Public Correspondence

Attachment Checklist

- ☒ Executive Summary
- ☒ Draft Motion
- ☒ Zoning District Map
- ☒ Height & Bulk Map
- ☒ Parcel Map
- ☒ Sanborn Map
- ☒ Aerial Photo
- ☒ Site Photos
- ☒ Environmental Determination
- ☒ First Source Hiring Affidavit
- ☒ Project Sponsor Submittal:

  Drawings: Existing Conditions
  - ☒ Check for Legibility

  Drawings: Proposed Project
  - ☒ Check for Legibility
  - ☒ 3-D Renderings:

  (New Construction or Significant Addition)
- ☐ Wireless Telecommunications Materials
  - ☐ Health Dept. Review of RF levels
  - ☐ RF Report
  - ☐ Community Meeting Notice
- ☒ Housing Documents
  - ☒ Inclusionary Affordable Housing Program: Affidavit for Compliance
  - ☒ Anti-Discriminatory Housing Affidavit

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

Planner's Initials

DV: G:\Documents\CUA\1515 South Van Ness Avenue_2014.1020CUA\Working Documents\1515 South Van Ness Ave_Executive Summary.doc

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

HEARING DATE: AUGUST 11, 2016

Case No.:	**2014.1020CUA**
Project Address:	**1515 SOUTH VAN NESS AVENUE**
Zoning:	Mission Street NCT (Neighborhood Commercial Transit) Zoning District Mission Street Formula Retail Restaurant Subdistrict Mission Alcoholic Beverage Restricted Use Subdistrict Fringe Financial Service Restricted Use District 55/65-X Height and Bulk District
Block/Lot:	6571/001, 001A and 008
Project Sponsor:	Peter Schellinger, LMC San Francisco Holdings, LLC 492 9th Street Suite 300 Oakland, CA 94607
Staff Contact:	Doug Vu – (415) 575-9120 Doug.Vu@sfgov.org

ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 303 PER THE MISSION 2016 INTERIM ZONING CONTROLS AND PLANNING COMMISSION RESOLUTION NO. 19548, AND A PLANNED UNIT DEVELOPMENT PURSUANT TO PLANNING CODE SECTIONS 121.1 AND 304 TO ALLOW DEMOLITION OF THE EXISTING BUILDING AND NEW CONSTRUCTION OF A 55 TO 65 FEET TALL, FIVE- TO SIX-STORY DEVELOPMENT WITH A TOTAL OF AREA OF 180,277 SQUARE FEET THAT INCLUDES 138,922 SQUARE FEET OF RESIDENTIAL USES FOR 157 DWELLING UNITS, 5,241 SQUARE FEET OF COMMERCIAL SPACE INCLUDING ONE CORNER RETAIL STOREFRONT AND SIX TRADE SHOPS AND A 32,473 SQUARE FEET PARTIALLY UNDERGROUND GARAGE FOR 79 AUTOMOBILE AND 150 BICYCLE PARKING SPACES ON A LOT MORE THAN 10,000 SQUARE FEET IN AREA, AND TO ALLOW MODIFICATIONS TO THE REQUIREMENTS FOR THE REAR YARD PURSUANT TO PLANNING CODE SECTION 134, DWELLING UNIT EXPOSURE PURSUANT TO PLANNING CODE SECTION 140, GROUND FLOOR STREET FRONTAGE PURSUANT TO PLANNING CODE SECTION 145.1 AND OFF-STREET LOADING REQUIREMENTS PURSUANT TO PLANNING CODE SECTION 152, FOR THE PROPERTY LOCATED AT 1515 SOUTH VAN NESS AVENUE, LOTS 001, 001A AND 008 IN ASSESSOR'S BLOCK 6571, WITHIN THE MISSION STREET NCT (NEIGHBORHOOD COMMERCIAL TRANSIT) ZONING DISTRICT AND THE 55/65-X HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 28, 2015, Peter Schellinger of LMC San Francisco Holdings, LLC (hereinafter "Project Sponsor") filed Application No. 2014.1020CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to demolish the existing building and construct a new five to six-story 55 to 65 feet tall, mixed use building with 5,241 square feet of commercial space and 157 dwelling units at 1515 South Van Ness Avenue (Block 6571 Lots 001, 001A and 008) 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 Commissions review as well as public review.

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

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

On July 12, 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 Commission Secretary is the custodian of records, located in the File for Case No. 2014.1020CUA at 1650 Mission Street, Fourth Floor, San Francisco, California.

On August 4, 2016, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014.1020CUA. At this hearing, the Commission continued the project to the public hearing on August 11, 2016.

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

MOVED, that the Commission hereby authorizes the Conditional Use Authorization for a Planned Unit Development requested in Application No. 2014.1020CUA, 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 on three lots with a total area of approximately 35,714 sq. ft. that have approximately 172 ft. of frontage along South Van Ness Avenue, 245 ft. along 26th Street and 145 ft. along Shotwell Street. The project site is currently improved with a 31,680 sq. ft. two-story industrial building that was constructed in 1948 and most recently occupied by the McMillan Electric Company until early 2015.

3. **Surrounding Properties and Neighborhood.** The Project is located in the southernmost area of the Mission Street Neighborhood Commercial Transit (NCT) District within the boundaries of the Mission Area Plan. The immediate context is mixed in character with residential, commercial and industrial uses. The neighborhood includes automotive repair uses to the north and west, three to four-story residential development to the north and east and commercial uses to the south that include a fuel station and automotive parts store. Within the broader vicinity are the Primera

Iglesia Bautista Hispano Americana Church and Garfield Square Recreation Center. The project site is also located within the boundaries of the proposed Calle 24 Special Use District, which was established as part of the interim controls by the Board of Supervisors per Ordinance No. 133-15, and the Calle 24 Latino Cultural District, which was established by Board of Supervisors Resolution, File No. 140421 in May 2014. Other zoning districts in the vicinity of the project site include P (Public), RTO-M (Residential, Transit Oriented - Mission), RM-1 (Residential, Mixed-Low Density) and the 24th-Mission NCT (Neighborhood Commercial Transit) Zoning District.

4. **Project Description.** The proposed Project includes demolition of the existing building on the project site and new construction of a 55 to 65 feet tall, five- to six-story Planned Unit Development (PUD) with a total area of approximately 180,277 square feet that includes 138,922 square feet of residential uses for 157 dwelling units, approximately 5,241 square feet of commercial space in the form of one retail storefront and six trade shops on the ground floor, approximately 32,473 square feet dedicated to vehicular parking for 82 cars and 150 secure bicycle parking spaces in a partially underground garage. The proposed dwelling units would range in size from approximately 399 to 1,254 square feet and would include 88 studios, five one-bedroom units and 64 two-bedroom units. Private open space would be provided for ten units, and a total of 15,508 square feet of common open space would be provided through an internal courtyard and roof deck. The Project would also include a lot merger of Lots 001, 001A and 008 on Block 6571.

5. **Public Comment**. The Department has received nineteen letters of support for this project, including from the San Francisco Housing Action Coalition, S.F. Electrical Contractors Association/Electrical Workers Local 6, and the recent owner and tenant (McMillan Electric Company). The Department also received four letters opposing the project, and two letters stating concerns about the development's proposed height and environmental impacts that were not analyzed in the Eastern Neighborhoods EIR.

   In addition to the required pre-application meeting that was held on December 15, 2014 at City College on 1125 Valencia Street, the Project Sponsor has conducted additional public outreach that included the following meetings:

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3/11/2015	Mission Economic Development Agency	2301 Mission Street
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4/12/2016	Open House #1	Mission Cultural Center - 2868 Mission

		Street
6/9/2016	La Cocina	2948 Mission Street
6/22/2016	Town Hall Meeting #4	Mission Cultural Center - 2868 Mission Street
6/30/2016	Open House #2	Mission Cultural Center - 2868 Mission Street

The Department acknowledges that numerous meetings were organized and facilitated by residents and stakeholder groups, but does not have a record of when they were held and at which locations.

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. **Non-Residential Floor Area Ratio.** Planning Code Sections 124 and 736.20 permit a maximum floor to area ratio of 3.6 to 1 for the subject 35,714 sq. ft. project site.

The Project proposes 5,241 sq. ft. of commercial space that is equal to a ratio of 0.14 to 1 and therefore complies with Planning Code Sections 124 and 736.20.

B. **Rear Yard**. Pursuant to Planning Code Section 134(a)(1)(C), a 25% rear yard or an area equal to that provided via inner courtyards shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of the building. The proposed project requires a rear yard of at least 8,929 sq. ft. at every residential level.

The Project proposes an inner courtyard that is approximately 8,687 sq. ft., which is 242 sq. ft. less than the required area; therefore, the Project requests a modification to this requirement as permitted under Planning Code Section 304 for Planned Unit Developments for the following reasons: 1) the Project includes residential uses with a comparable amount of usable open space totaling 16,506 sq. ft. at the inner courtyard and at the sixth floor of the building that will be more accessible to residents; 2) the Project is located on a block that includes an automotive parts store and two automotive repair shops and will not significantly impede the access of light and air to the adjacent properties; and 3) the Project will not adversely affect the block's interior open space because interior open space does not exist on the subject block.

C. **Usable Residential Open Space.** Planning Code Sections 135 and 736.93 require a minimum of 80 sq. ft. of private open space per dwelling unit, or 100 sq. ft. of common open space per dwelling unit. Private usable 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 usable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum are of 300 sq ft. Further, inner courts may be credited as common usable 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.

The Project provides 6,853 sq. ft. of usable common open space through a ground floor inner courtyard that measures 130 feet by 110 feet at its widest point to allow the minimum required amount of sunlight penetration. An additional 8,655 sq. ft. of common open space is provided by a roof deck at the sixth floor of the building. The Project also provides a combined 1,000 sq. ft. of private open space for ten ground floor units that open onto the inner courtyard. Although the Project also provides an additional 842 sq. ft. of non-compliant open space, the 15,508 sq. ft. of common usable open space exceeds the 14,700 sq. ft. that are required by the remaining 147 units. Therefore, the Project complies with Planning Code Sections 135 and 736.93.

D. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan, which includes elements from the Better Streets Plan, for new construction on a lot greater than a half-acre in size.

The Project will include a streetscape plan that will comply with the City's Better Streets Plan and include new street trees, landscape planters, sidewalk and other pedestrian improvements in compliance with Planning Code Section 138.1. This includes maintaining the sidewalk width at 12-ft. on 26th Street and 15-ft. on Shotwell Street, a new 2-ft. courtesy strip between the curb and sidewalk plantings, a corner bulb-out at South Van Ness Avenue and 26th Street that extends down 26th Street, potentially another bulb-out at 26th and Shotwell Streets, street trees, plantings, bicycle parking and other site furniture as needed. South Van Ness Avenue is a Vision Zero Corridor, and will receive a signal timing upgrade, new curb ramps, crosswalks and other pedestrian safety enhancements. Therefore, the Sponsor will coordinate with MTA on these design changes as it constructs the new bulb-out at 26th Street and South Van Ness Avenue to be consistent with other improvements planned for this intersection.

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

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

F. **Dwelling Unit Exposure.** Planning Code Section 140 requires the windows of at least one room in each dwelling unit to face directly on an open area that includes a public street, public alley at least 20 feet in width, side yard at least 25 feet in width, rear yard meeting the requirements of the Planning Code, or an inner court or a space between separate buildings on the same lot) which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The Project organizes all of the dwelling units to face South Van Ness Avenue, 26th Street, Shotwell Street or the inner courtyard. Due the "L" shape of the Project site and the reduced horizontal dimension of the courtyard at both ends of the building, three units on the fifth floor and two units on the sixth floor do not meet the exposure requirement. The encroachment of these units into the required open air space at the fifth and sixth floors is minimal. Therefore, the Project is seeking a modification to the dwelling unit exposure requirements for five dwelling units as part of the Planned Unit Development.

G. **Street Frontages in Neighborhood Commercial Districts.** Planning Code Section 145.1 requires the following for street frontages in Neighborhood Commercial Districts: (1) not more than 1/3 the width of the building facing the street may be devoted to ingress/egress to parking; (2) off-street parking at street grade must be set back at least 25 feet; (3) "active" use shall be provided within the first 25 feet of building depth at the ground floor; (4) ground floor non-residential uses in shall have a floor-to-floor height of 14-feet; (5) frontages with active uses shall be fenestrated with transparent windows; and, (6) decorative railings or grillwork placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular views

The Project meets the following requirements of Section 145.1: (1) the only automobile access to the Project is located at the portion of Shotwell Street that runs diagonal to the remainder of the street where a single 18-ft. wide garage door is proposed that is equal to 12.4 percent of the 145 feet of the Shotwell Street frontage; (2) the Project site decreases approximately ten feet in elevation from the front to the rear of the property and all proposed parking is located below grade at the basement level garage; (3) active uses including a corner commercial storefront, six trade shops, a residential amenity room and dwelling units with elevated stoops that have direct access to the public street are proposed along all three frontages of the building; (4) the corner commercial space at the ground floor will have a generous floor-to-ceiling height of 20-feet; and (5) significantly more than two-thirds of the total street frontages are fenestrated with transparent windows.

However, the six trade shops along 26th Street will each have a floor-to-ceiling height of 11-feet, which is less than the minimum required 14-feet. To mitigate this impact and promote an attractive, clearly defined street frontage that is pedestrian-oriented and fine-grained, the trade shops will be designed with wide openings that incorporate roll-up doors to provide direct access to the shops by the public during business hours. Therefore, the Project seeking a modification to the 14-feet minimum clear ceiling height requirement for the street-fronting trade shops units as part of the Planned Unit Development.

H. **Off-Street Parking**. Planning Code Section 151 principally permits 0.5 parking spaces per dwelling unit, and up to 0.75 spaces with Conditional Use authorization. Additionally, one off-street space for every 500 square-feet of occupied general retail uses is also permitted. The Project is principally permitted to have 79 residential spaces and ten commercial spaces, for a total of 89 spaces.

The Project proposes a total of 79 residential parking spaces in addition to two required car-share spaces, and no accessory commercial parking. Therefore, the Project complies with Planning Code Section 151.1.

I. **Off-Street Freight Loading**. Planning Section 152 requires one off-street loading space for residential buildings that are between 100,001 and 200,000 gross square feet in area.

The Project includes approximately 138,922 sq. ft. of residential uses and requires at least one off-street freight loading space. The Project provides two off-street service vehicle spaces at the basement level garage near South Van Ness Avenue and is requesting an exception to this requirement for one on-street freight loading space on 26th Street as part of the Planned Unit Development.

J. **Bicycle Parking.** Planning Code Section 155.2 requires one Class 1 bicycle parking space for each dwelling unit up to 100 units, and one Class 1 space for every four units above a density of 100 dwelling units. Additionally, one Class 2 space for every 20 units is required, and each 2,500 sq. ft. of occupied commercial floor area. The Project is required to have a minimum of 114 Class 1 and ten Class 2 bicycle parking spaces.

The Project includes a total of 150 Class 1 spaces located in two separate rooms at the basement level that have independent access to/from Shotwell Street and South Van Ness Avenue and eight Class 2 parking spaces at the corner of 26th Street and South Van Ness Avenue. Therefore, the Project complies with Planning Code Section 155.2.

K. **Curb Cuts.** Planning Code Section 155(l) limits driveways crossing sidewalks to be no wider than necessary for ingress and egress, and shall be arranged to minimize the width and frequency of curb cuts to maximize on-street parking spaces and minimize conflicts with pedestrian and transit movements.

The Project will utilize an existing 20-ft. wide curb cut along the portion of Shotwell Street that runs diagonal to the remainder of the street to provide ingress/egress to the basement level garage, will not eliminate any on-street parking spaces and will not result in any conflicts with pedestrians or transit movement in compliance with Planning Code Section 155.

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

The Project provides two car share spaces at the basement level garage to serve the 157 dwelling units and complies with Planning Code Section 166.

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

The Project is providing off-street parking that is accessory to the dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units in compliance with Planning Code Section 167.

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

The Project provides 88 studios, five one-bedroom and 64 two-bedroom units that are equal to 41 percent of the unit mix, which meets the requirements of Planning Code Section 207.6.

O. **Shadow Analysis.** Pursuant to Planning Code Section 295, projects over 40 feet in height that will cast any shade or shadow upon any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission requires approval by the Planning Commission pursuant to the provisions of Section 295.

A preliminary shadow analysis conducted by the Planning Department based on the plans submitted indicates that there would be no shadows cast on properties under the jurisdiction of the Recreation and Park Department. Therefore, the Project complies with Planning Code Section 295.

P. **Transportation Sustainability Fee.** Planning Code Section 411A imposes a Transportation Sustainability Fee ("TSF") that would apply to large projects such as 1515 South Van Ness Avenue. The TSF (Ordinance No. 200-15) that was adopted and went into effect on December 25, 2015 provides that residential, non-residential and PDR uses shall pay the TSF to address the burden that new development will create on the City's transportation network, including all modes of transportation. The TSF will provide revenue that is significantly below the costs that SFMTA and other transit providers will incur to mitigate the transportation infrastructure and service needs resulting from the development.

The Project includes approximately 147,804 gross sq. ft. of new development that is subject to the Transportation Sustainability Fee, as outlined in Planning Code Section 411A. However, the Project will receive a credit for the existing 31,680 sq. ft. of PDR use on the Project site. These fees must be paid prior to the issuance of the building permit application.

Q. **Child Care Requirement for Residential Projects.** Planning Code Section 414A requires the Department to determine the applicability of Section 414A to any development project requiring a First Construction Document and, if Section 414A is applicable, the number of gross square feet of space subject to its requirements, and shall impose these requirements as a condition of approval for issuance of the First Construction Document for the development project to mitigate the impact on the availability of child-care facilities that will be caused by the residents attracted to the proposed development project.

The Project proposes 157 new dwelling units totaling 138,922 sq. ft. and will be required to pay a fee for each net new gross square feet of residential development. These fees 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 would apply to projects that consist of 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the current Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 12% of the proposed dwelling units as affordable. This requirement is subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. Recently adopted Ordinance No. 76-16 (File No. 160255) will become effective after the election is certified and includes grandfathering provisions for projects that were submitted to the Planning Department prior to January 12, 2016.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project or submit to the Department a contract demonstrating that the project's on- or off-site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because, under Section 1954.52(b), the Project Sponsor has entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. and submits an Affidavit of such to the Department. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Mayor's Office Housing and the City Attorney's Office. The Project Sponsor has indicated the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions provided by the City and approved herein. The Project Sponsor submitted such Affidavit on January 16, 2016 and a draft of the Costa Hawkins agreement on July 11, 2016. The EE application was submitted on December 3, 2014. Pursuant to Planning Code Section 415.3 and 415.6 the current on-site requirement is 12%. Nineteen (19) units [ten (10) studios, one (1) one-bedroom and eight (8) two-bedroom] of the 157 units provided will be affordable rental units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable. The Project must execute the Costa Hawkins agreement prior to Planning Commission approval or must revert to payment of the Affordable Housing Fee.

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

The Project includes the construction of approximately 138,922 gross sq. ft. of new residential space and 5,241 gross sq. ft. of non-residential commercial use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees as outlined in Planning Code Section 423 and must be paid prior to the issuance of the building permit.

7. **Conditional Use Authorization for Development of Large Lots.** Planning Code Section 121.1 establishes the following additional criteria the Planning Commission shall consider for new construction on lots of the same size or larger than 10,000 sq. ft. in the Mission Street NCT District:

A. The mass and façade of the proposed structure are compatible with the existing scale of the district.

The proposed structure includes a mass and façade that takes cues from the existing structure and surrounding neighborhood with a combination of residential, commercial and industrial uses that are two to four stories in height to create a building that is the scale envisioned for this large site. The proposed development breaks up the massing by creating three distinct frontages and building features to visually break up the massing. Modulation is also incorporated on all floors and all sides of the structure to present a façade that is varied and interesting on a pedestrian level as well as on a larger scale.

B. The façade of the proposed structure is compatible with the design features of adjacent facades that contribute to the positive visual quality of the district.

The Project's design reflects the influences of the surrounding neighborhood and the site, and takes cues from the existing structure. The design integrates the rhythm of the existing bays in the commercial unit at the corner of South Van Ness Avenue and 26th Street and includes pedestrian scale walk-up units along 26th Street, across from the existing residential uses. Along South Van Ness Avenue, the design and façade reflects the more commercial and vibrant nature of the frontage, whereas along 26th Street and Shotwell Street, a more residential and smaller scale design is proposed to coincide with the more residential character of those streets. By breaking the design and massing into three distinct parts the building integrates well into the neighborhood and creates a positive visual addition to the neighborhood and district.

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

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

The surrounding neighborhood is comprised of a mix of residential and commercial buildings. To the west across South Van Ness Avenue are two story structures consisting of residential over ground floor automotive and retail uses. To the north across 26th Street are a two to three story multi-family residential development and a single-story automotive repair use. Across Shotwell Street to the east are several four story multi-family dwelling units and immediately adjacent to the Project site, to the south, are retail and automotive repair uses. In general, the Project Site is surrounded by predominately single- and multi-family residential uses to the north and south and commercial and industrial uses to the east and west.

The primarily residential use of the Project is consistent with the goals and objectives of the Mission Area Plan of the Eastern Neighborhoods Planning Area. In addition, the proposed commercial ground floor retail would activate the street level and serve the adjacent residential neighborhood. All building frontages will include improved pedestrian amenities such as landscaping and sidewalk improvements to create a pedestrian scale that is compatible with the surrounding neighborhood. The 0.8 acre Project site is large and the density and intensity proposed is compatible with the surrounding neighborhood and is desired given 1515 South Van Ness Avenue's location along major roadways and transit corridors. The use of the Project site for residential uses is also compatible with the surrounding character of the neighborhood and community.

B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

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

The Project site consists of an irregularly-shaped 35,714 sq. ft. lot with frontages along South Van Ness Avenue, 26th Street and Shotwell Street. A 31,680 square foot structure and associated surface parking lot currently exists on the Project site and would be demolished as part of the Project. Given the irregular lot shape, the Project proposes a single structure that maintains the street wall along all frontages but also provides an interior courtyard adjacent to the properties to the south to establish a mid-block pattern of open space for future block development.

The proposed structure conforms to the Planning Code requirements for height and bulk and steps down in height from South Van Ness Avenue to Shotwell Street. The Project site is also within two height districts and the proposed development complies with these 55- and 65-feet districts, which bisect along 26th Street, and provides a transition in vertical and horizontal massing where the height district change occurs.

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

   The Project includes 157 new dwelling units on a site adjacent to South Van Ness Avenue and just north of Cesar Chavez Street, which two major arterial roadways providing vehicular and transit access throughout the City. The Project proposes 79 off-street parking spaces and two dedicated car share spaces in a 32,473 sq. ft. underground garage via an 18-ft. wide drive aisle off Shotwell Street. The proposed parking ratio is 0.50 spaces per dwelling unit and the Project includes one on-street loading space along 26th Street. The Project also includes 150 Class 1 bicycle parking spaces at the basement level and ten Class 2 bicycle parking spaces adjacent to the residential entry. Pedestrian access to the Project will be via the main lobby along 26th Street and secondary access will be provided via the leasing office along South Van Ness Avenue.

   The Project is adjacent to an established street network of north-south and east-west arterials, and will not impact the accessibility or traffic patterns in the surrounding roadways. For these reasons, the Project will not result in parking or traffic that would be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.

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

   The Project would not create any noxious or offensive emissions such as noise, glare, dust and odor during construction or operation. All construction activities will comply with the San Francisco Building Code requirements for construction, which includes compliance with air quality control measures for dust and odor. The design of the façade will include non-reflective materials and will not result in or create glare. Operation of the Project site as a primarily residential development will not generate noxious or offensive emissions such as noise or odor.

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

   The Project will comply with the City's Better Streets Plan and will include active ground floor uses and significant new landscaping and streetscape improvements. The structure will be set back along South Van Ness Avenue to provide additional landscaping and interest at a pedestrian scale along this frontage. Along 26th Street, walk-up dwelling units are proposed that include small landscaped porches and other green areas. New street trees are proposed along all frontages as well as landscape planters and other pedestrian improvements.

   The Project includes significant open areas for use by the residents including 1,000 sq. ft. of private open space through at-grade private yards and 15,508 sq. ft. of common open space through a 6,853 sq. ft. ground floor patio courtyard and an 8,655 sq. ft. rooftop deck. In addition, there is 842 sq. ft. of other non-code compliant open space. In total, the Project is proposing 17,350 square feet of open areas for future residents. All parking facilities are located off-street and screened, as applicable, with adjacent landscaping enhancements. Additional lighting is also

provided adjacent to these areas for pedestrian safety and to indicate the location of vehicular ingress and egress.

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

The procedures for Planned Unit Developments under Planning Code Section 304 are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain provisions contained elsewhere in this Code. As discussed above, the Project requests modifications from the minimum rear yard, dwelling unit exposure, ground floor frontages and off-street loading requirements of Planning Code Sections 134, 140, 145.1 and 152, respectively. Otherwise, the Project meets all of the applicable provisions of the Planning Code and the General Plan.

D. Such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Use District; and

The Project is located within the Mission Street NCT Zoning District that has controls designed to permit moderate-scale buildings. New neighborhood-serving commercial development is encouraged mainly at the ground story with most commercial uses prohibited above the second story. A continuous retail frontage is promoted by requiring ground floor commercial uses in new developments and prohibiting curb cuts. Housing development in new buildings is encouraged above the ground story. Housing density is not controlled by the size of the lot but by physical envelope controls. The Project conforms to the stated purpose of this district and is an appropriate in-fill development that will add 157 new dwelling units to the City's housing stock and 5,241 square feet of commercial space in an area that encourages the development of high-density, mid-rise housing and continuous ground floor commercial frontage with pedestrian-oriented retail activities.

E. The use or feature satisfies any criteria specific to the use or feature in Subsections (g), et seq. of this Section.

The Project does not require Conditional Use Authorization for any use or feature listed in Subsection (g) et seq.

9. **Planned Unit Development.** Planning Code Section 304 establishes that in addition to the criteria applicable to conditional uses stated in Section 303, the proposed development shall also meet the following criteria:

A. Affirmatively promote applicable objectives and policies of the General Plan;

The Project promotes the applicable objectives and policies of the General Plan as described below.

B. Provide off-street parking adequate for the occupancy proposed;

The Project would provide 79 private accessory residential parking spaces, that is equal to 0.5 parking spaces per dwelling unit, which is consistent with the principally permitted parking under the Planning Code.

C. Provide open space usable by the occupants and, where appropriate by the general public, at least equal to the open spaces required by this Code;

The Project includes significant open areas for use by the residents including 1,000 sq. ft. of private open space through at-grade private yards and 15,508 sq. ft. of common open space through a 6,853 sq. ft. ground floor patio courtyard and an 8,655 sq. ft. rooftop deck. In addition, there is 842 sq. ft. of other non-code compliant open space. In total, the Project is proposing 17,350 square feet of open areas for future residents.

D. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of the Code for a district permitting a greater density, so that the Planned Unit Development would not be substantially equivalent to a reclassification of property;

The Project Site is located in the Mission Street NCT District where there is no defined limit on residential density. Rather, limits to density are restricted by physical envelope controls and Urban Design Guidelines of the Planning Code. In addition, density is limited by Planning Code Section 207.6, which provides that 40 percent of the total number of dwelling units must be two plus bedroom units or 30 percent of the total number of dwelling units must be three plus bedroom units. The Project is proposing that 64 of the 157 dwelling units (40.8%) would be two bedroom units. Thus, the proposed PUD for the Project is not equivalent to a reclassification of the property

E. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code;

The Project does not exceed the applicable height limits in which it is located. The Project maintains a height of 55-ft within the 55-X portion of the site, and a height of 65-ft within the 65-X portion of the site.

F. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code;

The Project proposes 5,241 sq. ft. of commercial space that is equal to a floor ratio of 0.14 to 1 and therefore complies with Planning Code Sections 124 and 736.20.

G. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code;

The proposed Project complies with this criterion because commercial and other residential accessory active uses will occupy the ground floor and residential uses will occupy the upper floors, consistent with the use limitations of the Mission Street NCT District pursuant to Planning Code Section 736.

H. In RTO and NCT Districts, include the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of block size, streets and alleys;

The Project site is an irregularly shaped lot located just north of Cesar Chavez Street along South Van Ness Avenue within the Mission Street NCT District, which is not subject to the mid-block alley controls under Section Planning Code Section 270.2. Additionally, the lot tapers from 26th Street to Shotwell Street and does not provide the width, depth or location on the block for an appropriate mid-block cut through or access.

I. Provide street trees as per the requirement of Section 138.1 of the Code;

The Project will comply with this criterion by providing the minimum required street trees as an element of the streetscape plan the Sponsor will develop and construct in collaboration with the Planning Department to be consistent with the Better Streets Plan.

J. Provide landscaping and permeable surfaces in any required setbacks in accordance with Section 132 (g) and (h).

The Project will comply with this criterion by providing landscaping and permeable surfaces as part of the streetscape plan that the Sponsor will develop and construct in collaboration with the Planning Department to be consistent with the Better Streets Plan.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1
Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.2

Focus housing growth and infrastructure necessary to support growth according to community plans. Complete planning underway in key opportunity areas such as Treasure Island, Candlestick Park and Hunter's Point Shipyard.

Policy 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The Project is a higher density residential development, which provides up to 157 new dwelling units in a mixed-use area that was recently rezoned as part of a long range planning goal to create a cohesive residential and mixed-use neighborhood. The Project will provide nineteen on-site affordable housing units for rent, which assist in meeting the City's affordable housing goals. The Project is also in close proximity to numerous public transportation options.

OBJECTIVE 4
FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1
Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4
Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5
Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

The Project will add 157 dwelling units to the City's housing stock, and meets the affordable housing requirements by providing for nineteen on-site permanently affordable units for rent.

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.

OBJECTIVE 12
BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2
Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

OBJECTIVE 13
PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1
Support "smart" regional growth that locates new housing close to jobs and transit.

Policy 13.1
Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

The Project responds to the site's mixed-character by providing new dwelling units, which appropriately address the adjacent residential, light industrial and retail commercial uses. The Project appropriately responds to the varied character of the larger neighborhood, and the building's facades provide a unique expression not commonly found within the surrounding area, while providing for a contrasting material palette. The Project site is ideally situated with easy access to transit routes along Mission Street and Cesar Chavez Street, and is within walking distance to the 24th Street Bay Area Regional Transit (BART) station that promotes "smart" regional growth.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 6. MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.9
Regulate uses so that traffic impacts and parking problems are minimized.

The project proposes 79 off-street parking spaces and two designated car-share spaces in an underground garage that are accessed by a single 20-foot wide vehicular driveway and curb cut along Shotwell Street. Two service vehicle loading spaces are also located in the garage and one on-street freight loading space is also proposed on 26th Street. The location of the basement level parking entrance/exit is the most appropriate for the project, ensures active uses are located along all the street frontages, and minimizes any conflicts with the pedestrian and transit movements.

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 provides 6,853 sq. ft. of usable common open space through a ground floor inner courtyard that measures 130-ft. by 110-ft. at its widest point to allow the minimum required amount of sunlight penetration. An additional 8,655 sq. ft. of common open space is provided by a roof deck at the sixth floor of the building. The Project also provides a combined 1,000 sq. ft. of private open space for ten ground floor units that open onto the inner courtyard. Although the Project also provides an additional 842 sq. ft. of non-compliant open space, the 15,508 sq. ft. of common usable open space exceeds the 14,700 sq. ft. that are required by the remaining 147 units. Therefore, the Project complies with Planning Code Sections 135 and 736.93.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:
IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

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

Policy 24.3:
Install pedestrian-serving street furniture where appropriate.

Policy 24.4:
Preserve pedestrian-oriented building frontages.

The Project includes active uses including a corner commercial storefront with a generous floor-to-ceiling height of 20-feet, six trade shops that will have large roll-up doors, a residential amenity room and dwelling units with elevated stoops that have direct access to the public street along all three frontages of the building that would also be more than two-thirds fenestrated with transparent windows. The Project will include a streetscape plan that will comply with the City's Better Streets Plan and include new street trees, landscape planters, sidewalk and other pedestrian improvements to further activate the building frontages.

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 150 Class 1 bicycle parking spaces and ten Class 2 bicycle parking spaces in secure, convenient locations, thus meeting the amount required by the Planning Code.

OBJECTIVE 34:
RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.1:
Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:
Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Policy 34.5:
Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

The Project adheres to the principally permitted parking amounts within the Planning Code. The 81 proposed parking spaces are adequate for the Project that are accessed by one ingress and egress point using an existing driveway that will not eliminate any existing on-street parking spaces.

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 1.3:
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.7:
Recognize the natural boundaries of districts, and promote connections between districts.

OBJECTIVE 3:
MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 3.1:
Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.3:
Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Policy 3.4:
Promote building forms that will respect and improve the integrity of open spaces and other public areas

OBJECTIVE 4:
IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.5:
Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:
Improve pedestrian areas by providing human scale and interest.

The Project's design reflects the influences of the surrounding neighborhood and the site, taking cues from the existing structure. The Project site includes three very distinct frontages and the building design responds to this unique context by breaking the building into three separate parts creating different visual experiences across the Project frontage. This change also affords the opportunity to create a different pedestrian experience at ground floor level on all three streets The Project site includes a unique a signature element at the corner of 26th Street and South Van Ness Avenue, and the building's massing is broken down and modulated with elements such as ground floor setbacks, bay windows, private patios and decks, and window variation. The exterior cladding is also varied with an expanded color palette to add to the scale and diversity of the building, integrating it into uniquely vibrant neighborhood.

MISSION AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1
STRENGTHEN THE MISSION'S EXISTING MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK

Policy 1.1.8
While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.

OBJECTIVE 1.2
IN AREAS OF THE MISSION WHERE HOUSING AND MIXED-USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1
Ensure that in-fill housing development is compatible with its surroundings.

Policy 1.2.3
In general, where residential development is permitted, control residential density through building height and bulk guidelines and bedroom mix requirements.

Policy 1.2.4
Identify portions of the Mission where it would be appropriate to increase maximum heights for residential development.

Housing

OBJECTIVE 2.1

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

Policy 2.1.1
Require developers in some formally industrial areas to contribute towards the City's very low-, low-, moderate- and middle-income needs as identified in the Housing Element of the General Plan.

OBJECTIVE 2.3
ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES

Policy 2.3.3
Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments unless all Below Market Rate units are two or more bedrooms.

Policy 2.3.5
Explore a range of revenue-generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.

Policy 2.3.6
Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to mitigate the impacts of new development on transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.

Built Form

OBJECTIVE 3.1
PROMOTE AN URBAN FORM THAT REINFORCES THE MISSION'S DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER

Policy 3.1.1
Adopt heights that are appropriate for the Mission's location in the city, the prevailing street and block pattern, and the anticipated land uses, while preserving the character of its neighborhood enclaves.

Policy 3.1.8
New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard open space does not exist, new development on mixed-use-zoned parcels should have greater flexibility as to where open space can be located.

OBJECTIVE 3.2
PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM

Policy 3.2.1
Require high quality design of street-facing building exteriors.

Policy 3.2.3
Minimize the visual impact of parking.

Policy 3.2.4
Strengthen the relationship between a building and its fronting sidewalk.

Policy 3.2.6
Sidewalks abutting new developments should be constructed in accordance with locally appropriate guidelines based on established best practices in streetscape design.

Transportation

OBJECTIVE 4.7
IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE MISSION

Policy 4.7.2
Provide secure, accessible and abundant bicycle parking, particularly at transit stations, within shopping areas and at concentrations of employment.

OBJECTIVE 4.8
ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS

Policy 4.8.1
Continue to require car-sharing arrangements in new residential and commercial developments, as well as any new parking garages.

Streets & Open Space

OBJECTIVE 5.3
CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD.

Policy 5.3.1
Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, "living streets" or green connector streets.

Policy 5.3.2
Maximize sidewalk landscaping, street trees and pedestrian scale street furnishing to the greatest extent feasible.

The Project includes the demolition of 35,714 sq. ft. of PDR space that served as the headquarters for the locally based McMillan Electric Company. This light industrial and commercial use is encouraged to be retained within the Mission, as it provides blue-collar jobs, assists in diversifying the neighborhood economy and provides a valued community resource. Although the Project results in a loss of PDR space, the development at 1515 South Van Ness Avenue includes a significant amount of new housing, including on-site BMR units as well as a diversity of housing types from small studios to larger family-sized units. The Project is made possible as the result of the sale of the subject parcels by the McMillian Electric Company which has already re-located to another location 1.5 miles away on Cesar Chavez Street. Overall, the Project includes appropriate uses encouraged by the Area Plan for this location. The Project provides 157 new dwelling units that will be available for rent. In addition, the Project is designed to meet the prescribed height and bulk limits, and includes the appropriate dwelling unit mix with more than 40% or 64 units having two bedrooms. The Project introduces a contemporary architectural vocabulary that is sensitive to the prevailing scale and neighborhood fabric and provides a high quality designed exterior that features a variety of materials, colors and textures including fiber cement board vertical siding, smooth cement plaster, durable wood tone solid composite paneling, metal siding, aluminum storefronts, iron and glass railings, and dark bronze frame aluminum windows. The Project provides ample private and common open space and also improves the public rights-of-way with new streetscape improvements, street trees and landscaping. The Project minimizes the impact of off-street parking in an underground garage and is in proximity to numerous public transit options. The Project is also compatible with the surrounding residential, commercial and light industrial land uses. The Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees. Despite the loss of PDR space, on balance, the Project meets the Objectives and Policies of the Mission Area Plan.

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

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

The Project Site is currently occupied by a commercial building and associated parking lot for McMillan Electric Company, an electrical contractor. The Project would demolish this building and develop a new mixed-use residential building with 157 dwelling units, six trade shops and 1,074 square-feet of ground floor commercial space. Thus, the Project would provide new, commercial retail space for the residents and adjacent residential neighborhood. In addition, the new residents of the project would frequent the nearby existing 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.

The Project site is located in a mixed-use neighborhood that proposes to provide 157 new, high quality residences, a corner retail storefront and six trade shop spaces for local artisans and makers. The Project embraces the character of the existing neighborhood in its design and quality of craftsmanship and is providing unit sizes compatible with the location.

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

The Project does not currently possess any existing affordable housing. The Project will comply with the City's Inclusionary Housing Program by providing nineteen below-market rate dwelling units for rent. Therefore, the Project will increase 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 is primarily a residential project that will create minimal, if any, new commuter traffic that could over burden local streets or impact neighborhood parking. The Project would provide 81 off-street parking spaces including two car share spaces that is equal to 0.5 spaces per dwelling unit.

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. The Project proposes a mixed-use residential and retail commercial development that will be consistent with the existing character of the Mission neighborhood. The previous owner and occupant, McMillan Electric Company has relocated to 1950 Cesar Chavez Street, which is located approximately 1.1 miles from 1515 South Van Ness Avenue. Its new location is more easily served by large trucks and is located in a predominately industrial and commercial neighborhood that is more compatible with its light industrial use. The Project will not result in the loss of a locally owned company or the displacement of any jobs.

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

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

G. That landmarks and historic buildings be preserved.

The Project site does not currently 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 cast new shadows on property under the jurisdiction of the Recreation and Park Commission, and is a distance away that it will not impact parks or open spaces or their sunlight or vistas.

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

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

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

11. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2014.1020CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 27, 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 303 and 304 Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on August 11, 2016.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 11, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use to allow demolition of the existing structures and construction of a 188,277 gross square feet, 55 to 65 feet tall and five- to six-story building that includes 138,922 square feet of residential uses for up to 157 dwelling units, 5,241 square feet of commercial spaces including one retail commercial storefront and six trade shops and a 32,473 square feet partially underground garage for 79 accessory automobile and 150 bicycle parking spaces on a development site more than 10,000 square feet in area, and to allow modifications to the requirements for rear yard pursuant to Planning Code Section 134, dwelling unit exposure pursuant to Planning Code Section 140, ground floor street frontages in Neighborhood Commercial districts pursuant to Planning Code Section 145.1 and off-street freight loading pursuant to Planning Code Section 152, for the property located at 1515 South Van Ness Avenue, Block 6571 and Lots 001, 001A and 008, pursuant to Planning Code Sections 121.1, 303 and 304 within the Mission Street Neighborhood Commercial Transit (NCT) Zoning District and the 55/65-X Height and Bulk Districts; in general conformance with plans, dated July 27, 2016, and stamped "EXHIBIT B" included in the docket for Case No. 2014.1020CUA and subject to conditions of approval reviewed and approved by the Commission on August 4, 2016, under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on August 11, 2016 under Motion No. **XXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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

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

6. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2014.1020ENV) 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

7. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with the Department of Public Works and the Metropolitan Transportation Agency, to refine the design and programming of the Streetscape Plan so that the plan generally will meet the standards of the Better Streets Plan, and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:
    - On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
    - On-site, in a driveway, underground;
    - On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
    - On-site, in a ground floor façade.
    - Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
    - Public right-of-way, underground; and based on Better Streets Plan guidelines;
    - Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
    - Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

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

PARKING AND TRAFFIC

12. **Unbundled Parking.** All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.
    For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

13. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 79 off-street accessory residential spaces.
    For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

14. Car Share Requirement. Pursuant to Planning Code Section 166, the Project shall provide at least two, and not more than five additional dedicated car-share parking spaces. The required car-share spaces shall be made available, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

15. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 150 Class 1 bicycle parking spaces and ten (10) Class 2 bicycle parking spaces for the 157 dwelling units and 5,241 sq. ft. of commercial space.
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

17. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

18. **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 Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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

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

20. **Residential Childcare Impact Fee.** Pursuant to Planning Code Section 414A, the Project Sponsor shall comply with the Residential Childcare Impact Fee provisions through payment of an Impact Fee pursuant to Article 4.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

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 415-558-6378, www.sf-planning.org

22. **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

MONITORING

23. **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

24. **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

25. **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

26. **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

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 AFFORDABLE HOUSING PROGRAM

29. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is currently required to provide 12% of the proposed dwelling units as affordable to qualifying households, but is subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. Recently adopted Ordinance No. 76-16 (File No. 160255) will become effective after the election is certified and includes grandfathering provisions for projects that were submitted to the Planning Department prior to January 12, 2016. The Project contains 157 units; therefore, 19 affordable units are currently required. The Project Sponsor will fulfill this requirement by providing the 19 affordable units on-site. If the Project is subject to a different requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable requirements at the time of compliance. If the

number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

1) **Unit Mix.** The Project contains 88 studios, 5 one-bedroom, and 64 two-bedroom units. Therefore, the required affordable unit mix is 10 studios, 1 one-bedroom, and 8 two-bedrooms, or the unit mix that may be required if the inclusionary housing requirements change as discussed above. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

2) **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

3) **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%), or the applicable percentage as discussed above, of the each phase's total number of dwelling units as on-site affordable units.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

4) **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.
As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

b. If the units in the building are offered for rent, the affordable unit(s) shall be rented to qualifying households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average fifty-five (55) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco," but these income levels are subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. If the Project is subject to a different income level requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable requirements. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.

d. Required parking spaces shall be made available to renters of affordable units according to the Procedures Manual.

e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions (as defined in California Government Code Section 65915 et seq.) provided herein. The Project Sponsor has executed the Costa Hawkins agreement and will record a Memorandum of Agreement prior to issuance of the first construction document or must revert payment of the Affordable Housing Fee.

g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.

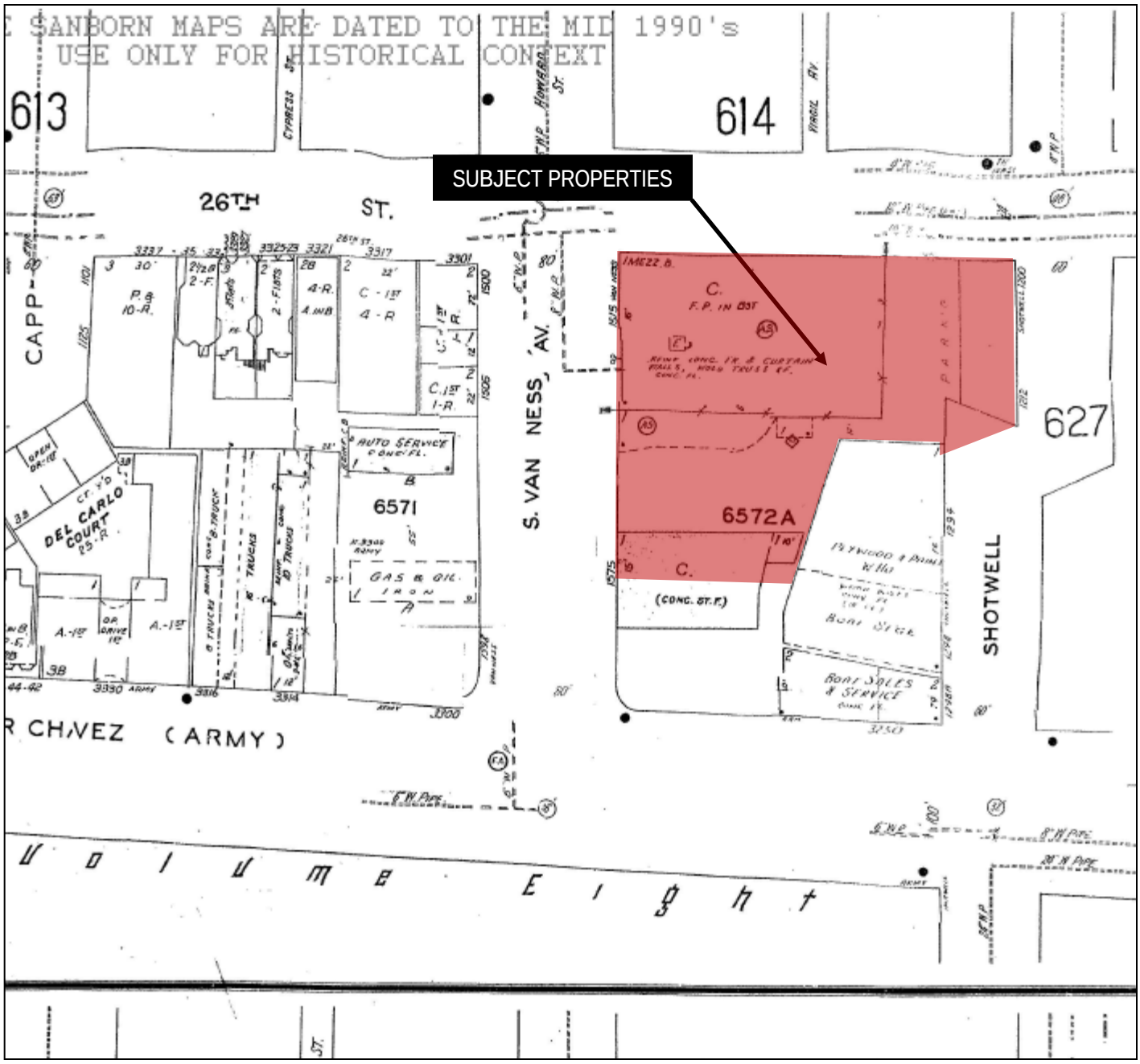
h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.

Block Book Map



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

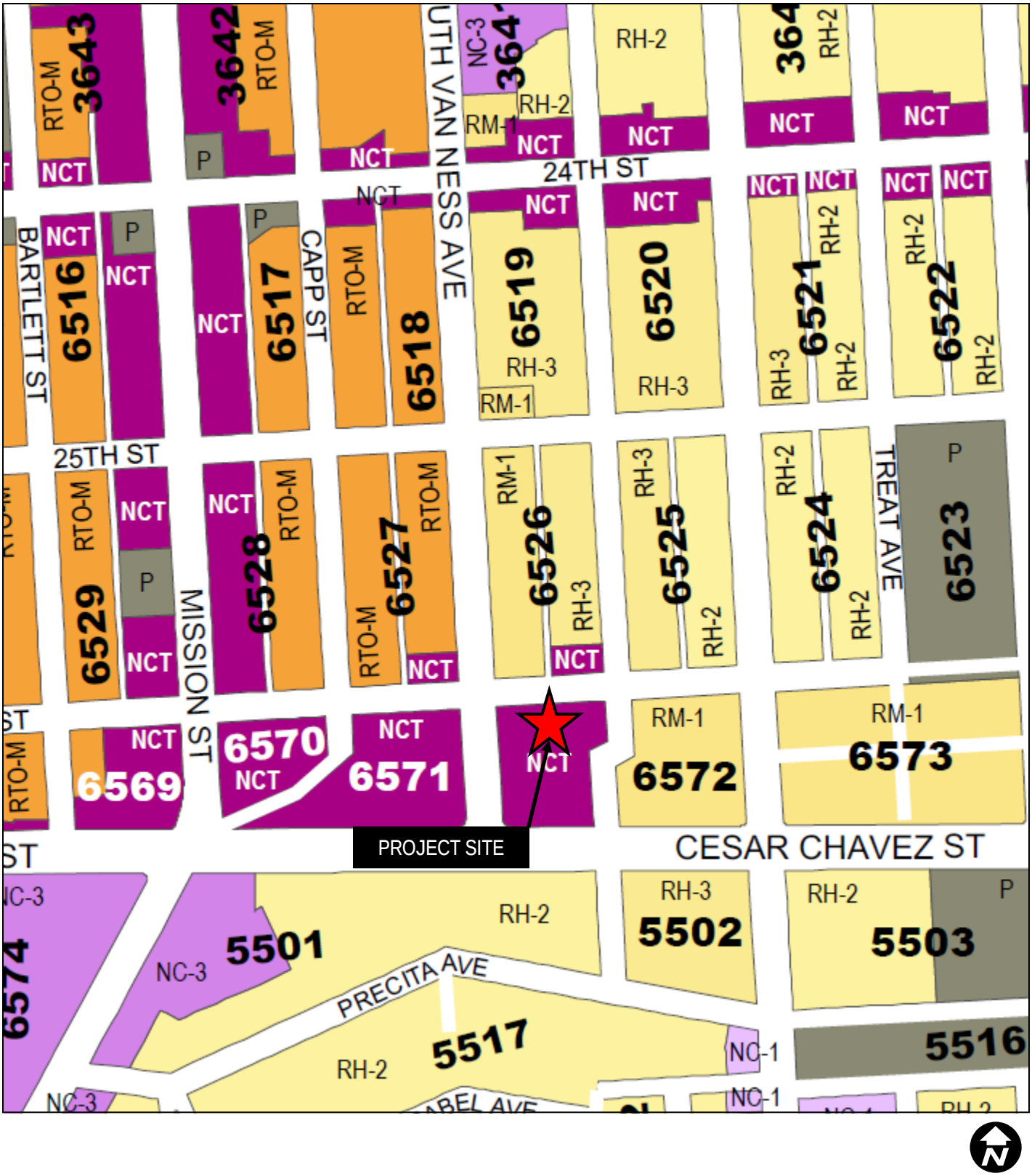
Sanborn Map*



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

Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

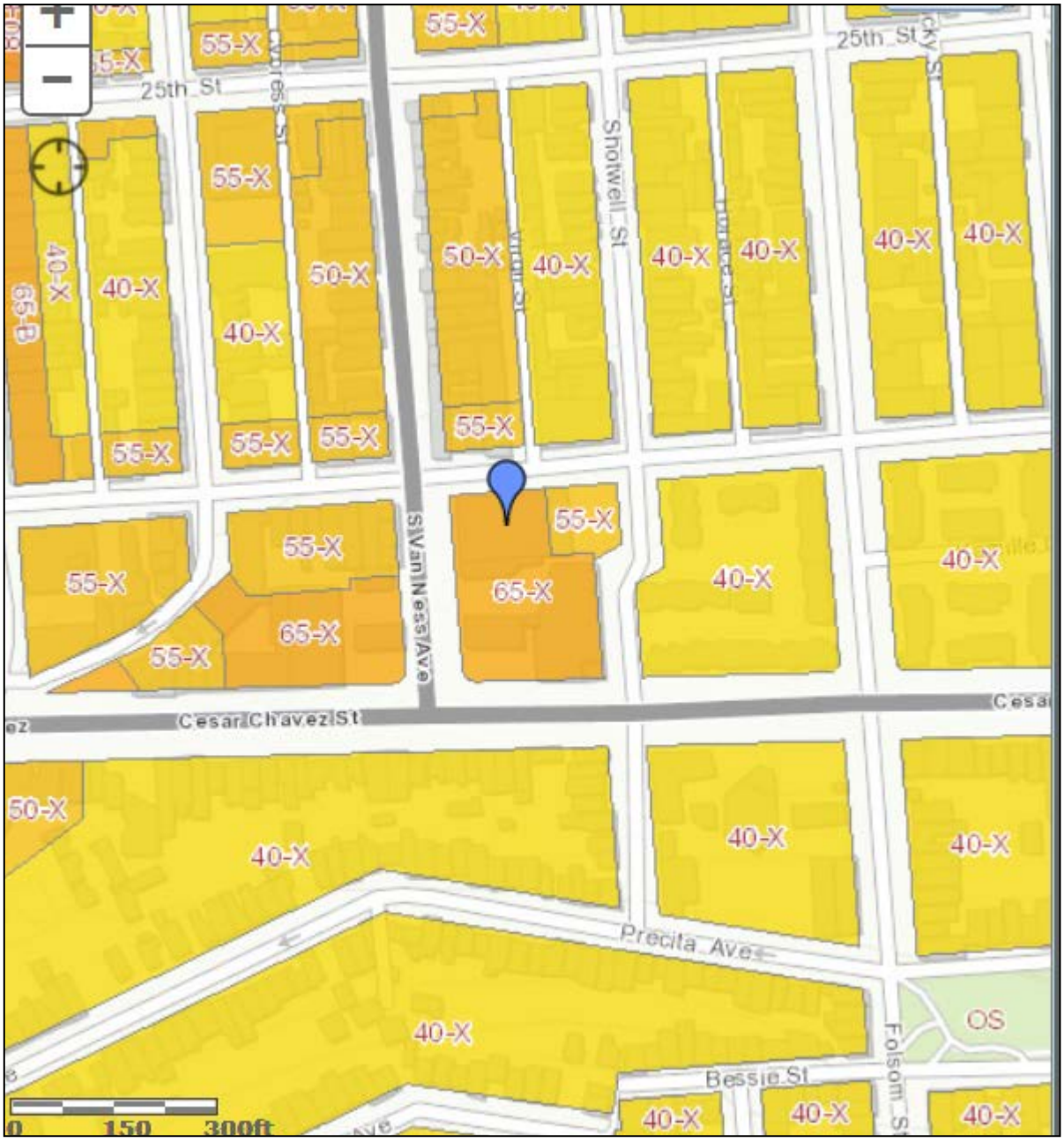
Zoning Map



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

SAN FRANCISCO
PLANNING DEPARTMENT

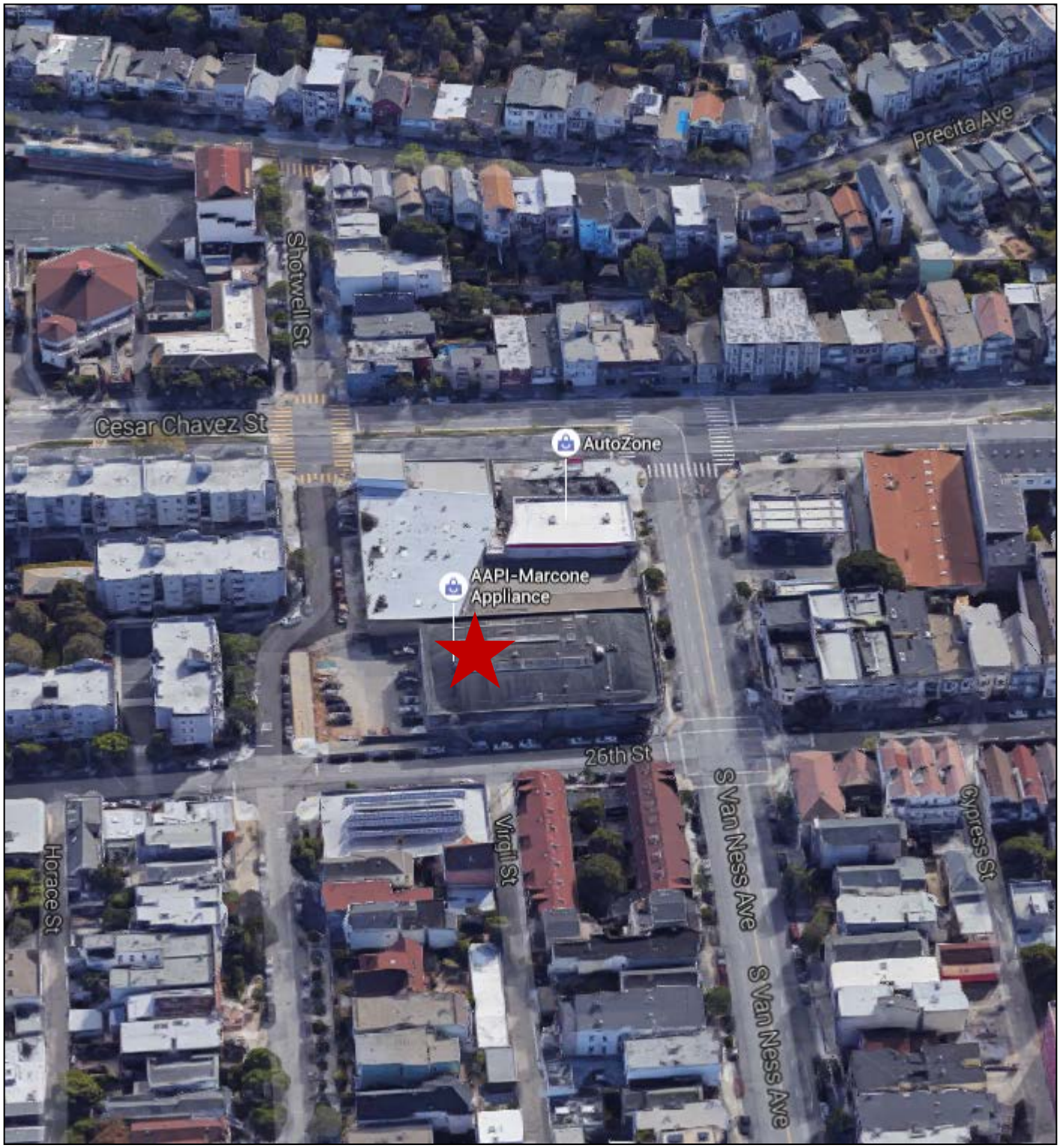
Height and Bulk Map



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

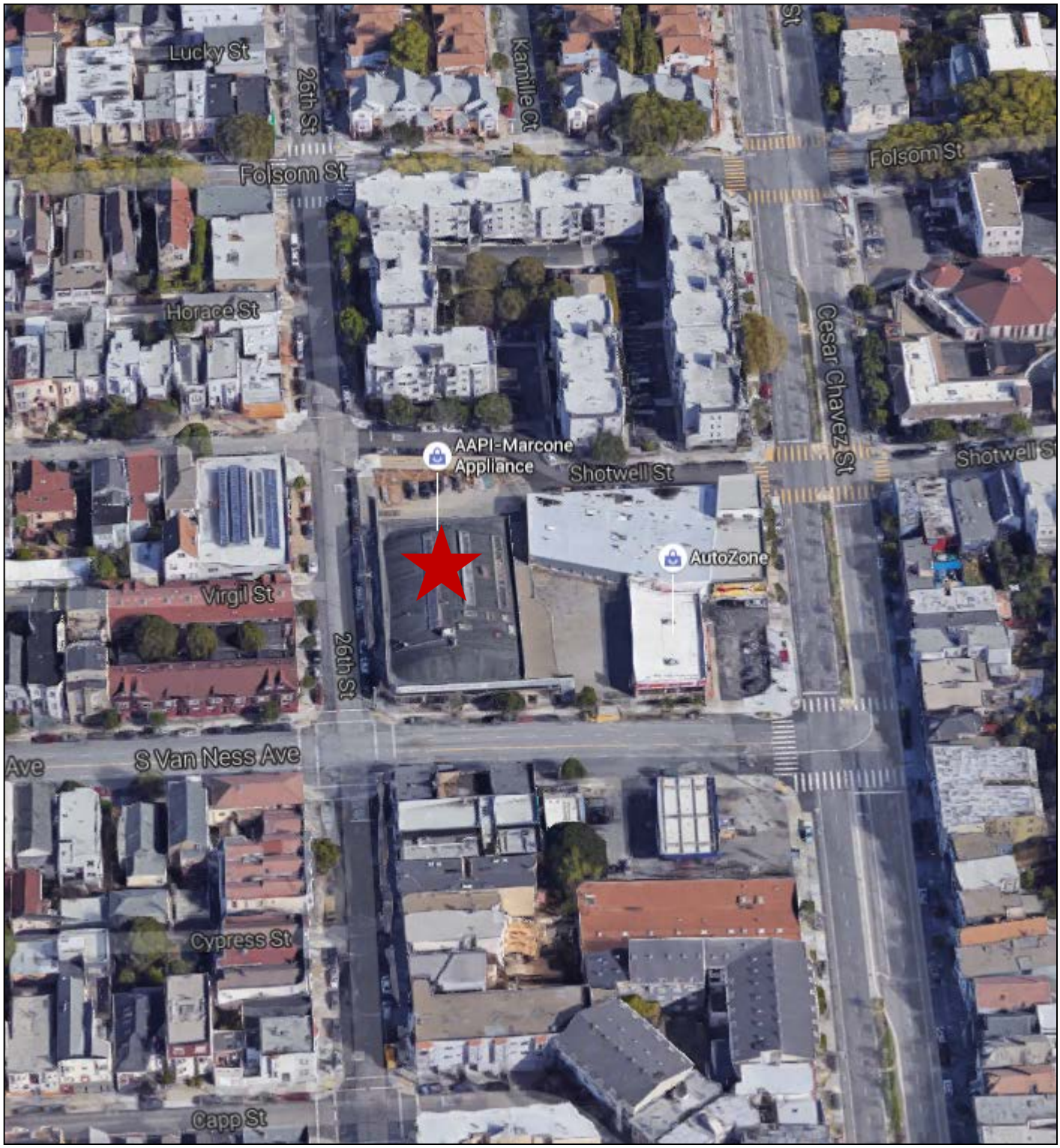
SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photo



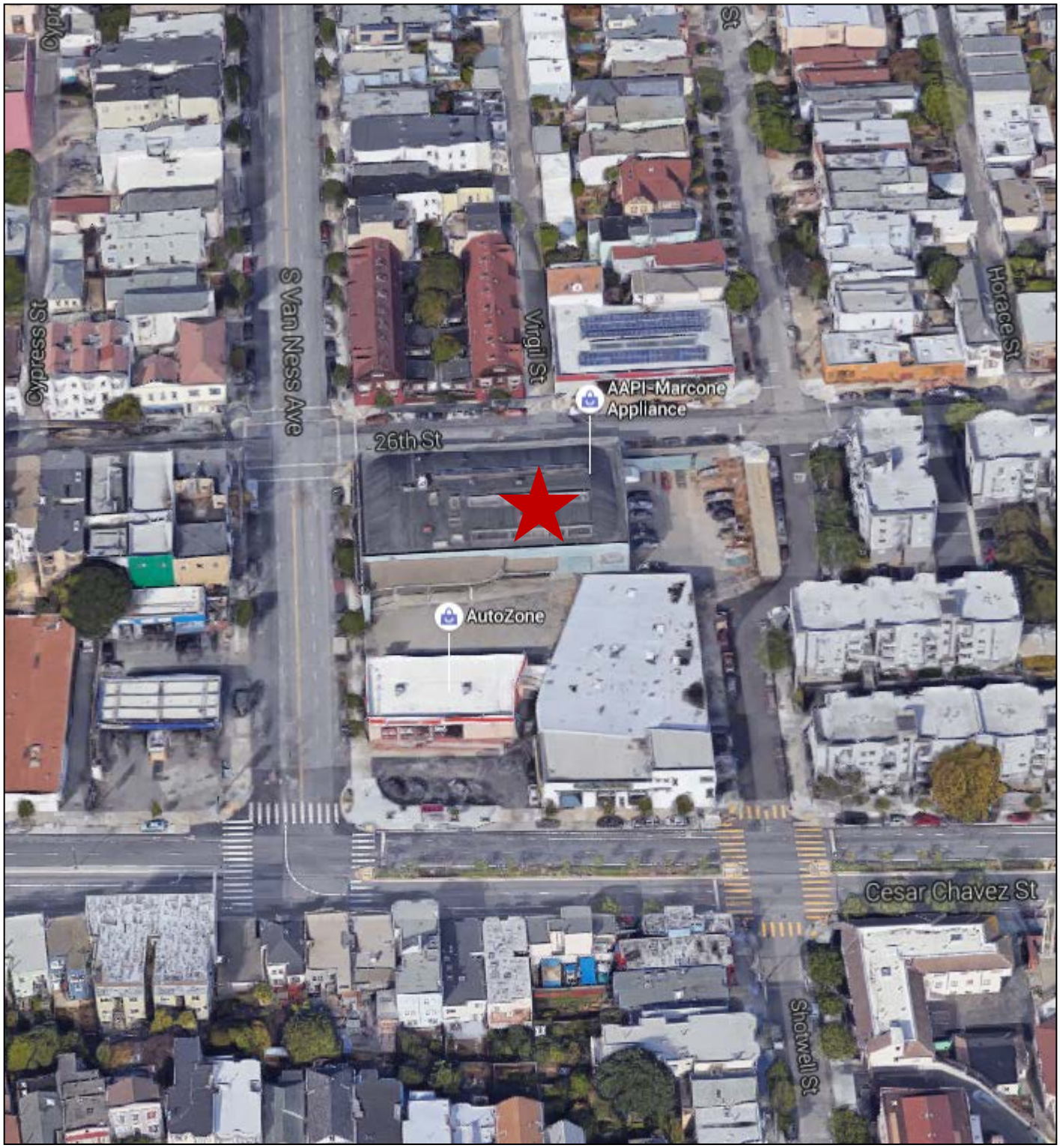
Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

Aerial Photo



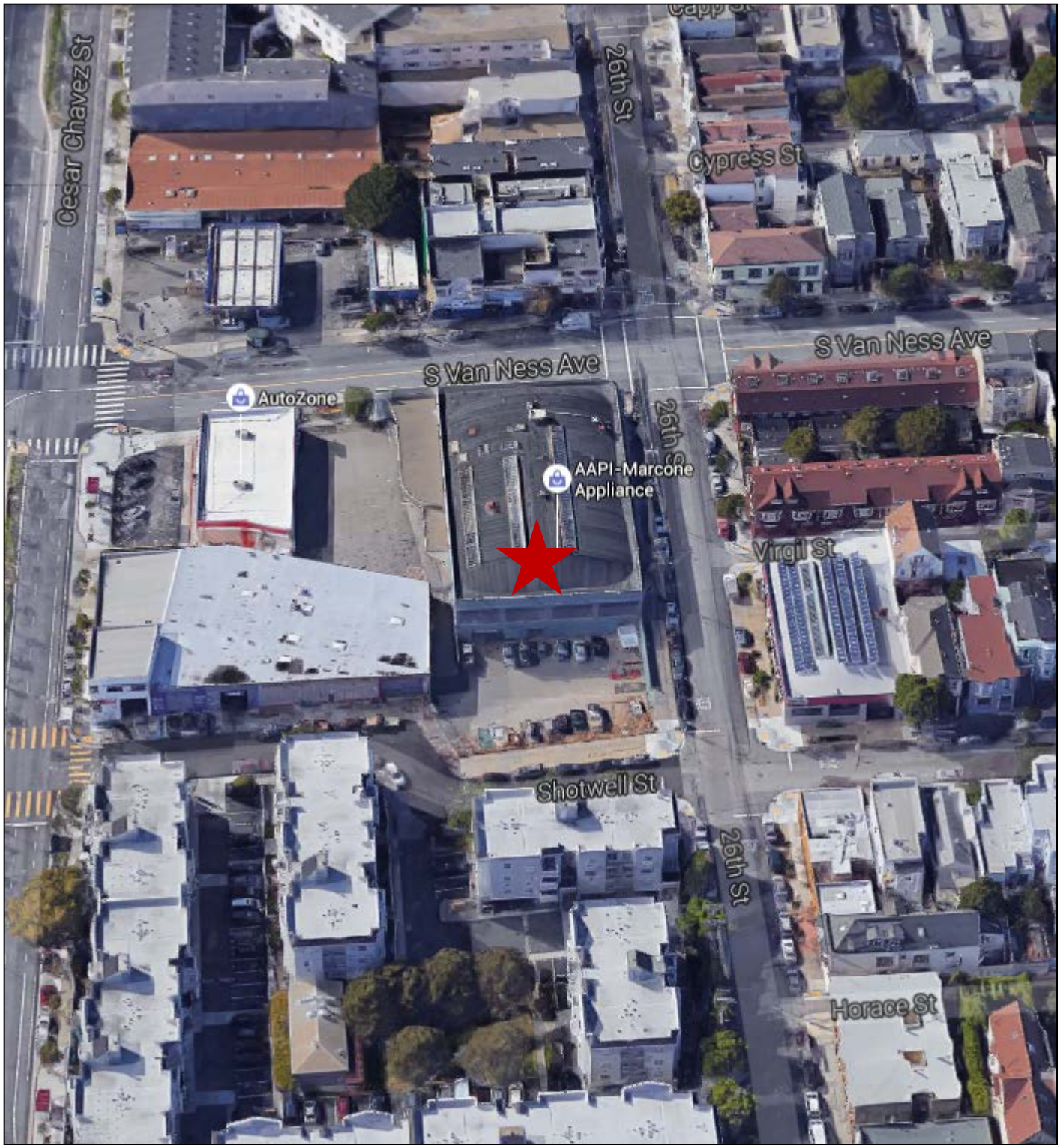
Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

Aerial Photo



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

Aerial Photo



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

Site Photo – South Van Ness Ave Frontage



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

Site Photo – Corner of 26th St & South Van Ness Ave



Site Photo – 26th Street Frontage



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

Site Photo – Shotwell Street Frontage



Conditional Use / Planned Unit Development
Case No. 2014.1020CUA
1515 South Van Ness Avenue

SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
EXEMPTION FROM ENVIRONMENTAL REVIEW

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.:	**2014.1020ENV**
Project Address:	**1515 South Van Ness Avenue**
Zoning:	Mission Street NCT (Neighborhood Commercial Transit) Use District 55-X and 65-X Height and Bulk District
Block/Lot:	6571/008, 001, 001A
Lot Size:	35,714 square feet
Plan Area:	Eastern Neighborhoods Area Plan
Project Sponsor:	Peter Schellinger – (415) 975-4982 peter.schellinger@lennar.com
Staff Contact:	Melinda Hue – (415) 575-9041 Melinda.Hue@sfgov.org

PROJECT DESCRIPTION

The project site is located on the northern portion of a block bordered by South Van Ness Avenue, 26th Street, Shotwell Street, and Cesar Chavez Street in San Francisco's Mission neighborhood. The project site currently includes a two-story, 34-foot-tall, 31,680-square-foot, production, distribution, repair (PDR) building (constructed in 1948) with a surface parking lot. The building was vacated in December 2015 by McMillan Electric, an electrical contractor business that has since moved to a new location at 1950 Cesar Chavez Street in San Francisco. The proposed project would include the demolition of the existing building and the construction of a five- to six-story, 55- to 65-foot-tall (up to 75 feet tall with roof-top equipment), approximately 180,300-square-foot mixed-use building. The proposed building would consist of 157 residential dwelling units and approximately 1,080 square feet of retail uses. The proposed

(Continued on next page.)

EXEMPT STATUS

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

DETERMINATION

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

SARAH B. JONES
Environmental Review Officer

July 12, 2016
Date

cc: Peter Schellinger, Project Sponsor; Supervisor David Campos, District 9; Doug Vu, Current Planning Division; Eiliesh Tuffy, Preservation Planner; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

project would also include six ground floor trade shop spaces ranging from 630 to 760 square feet each (approximately 4,200 square feet total). The spaces are anticipated to be retail units with some reserved space for goods production (e.g., jewelry making, bag making, ceramics). Usable open space would be provided in a courtyard, roof terrace and private patios. The proposed project would include a basement parking garage that would be accessed via an existing curb cut on Shotwell Street. The garage would include 79 parking spaces, two carshare spaces, and 150 Class I bicycle spaces. The proposed project would include eight Class II bicycle spaces provided on the sidewalks in front of the building entrances on South Van Ness Avenue and on 26th Street. Proposed streetscape improvements would include planting of 23 street trees, installation of corner bulb-outs on the southeast corner of South Van Ness Avenue and 26th Street and on the southwest corner of Shotwell Street and 26th Street, and the removal of a curb cut on South Van Ness Avenue. A new 40-foot-long on-street loading space is also proposed on 26th Street to accommodate larger delivery vehicles. Two service vehicle parking spaces would be located in the garage to accommodate smaller delivery vehicles.

Construction of the proposed project is expected to last 23 months. Construction of the proposed project would require excavation of up to approximately six feet and the removal of about 4,800 cubic yards of soil.

PROJECT APPROVAL

The proposed 1515 South Van Ness Avenue project would require the following approvals:

Actions by the Planning Commission

- Conditional Use Authorization for development on a lot larger than 10,000 square feet

Actions by other City Departments

- Approval of building permits from the San Francisco Department of Building Inspection (DBI) for demotion and new construction
- Approval of proposed streetscape improvements from San Francisco Municipal Transportation Agency (SFMTA)
- Approval of street and sidewalk permits from San Francisco Public Works for any modifications to public streets, sidewalks, protected trees, street trees, or curb cuts

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

COMMUNITY PLAN EXEMPTION OVERVIEW

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

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

This determination evaluates the potential project-specific environmental effects of the 1515 South Van Ness Avenue project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)[1]. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 1515 South Van Ness Avenue.

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

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

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

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

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

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

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

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 1515 South Van Ness Avenue site, which is located in the Mission District of the Eastern Neighborhoods, was designated as a site with a building height up to 55 to 65 feet.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1515 South Van Ness Avenue is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1515 South Van Ness Avenue project, and identified the mitigation measures applicable to the 1515 South Van Ness Avenue project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.[5,6] Therefore, no further CEQA evaluation for the 1515 South Van Ness Avenue project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located on the northern portion of a block bordered by South Van Ness Avenue, 26th Street, Shotwell Street, and Cesar Chavez Street in San Francisco's Mission neighborhood. The project site has frontage on 26th Street, South Van Ness Avenue, and Shotwell Street. The uses immediately south of the project site include auto repair and supply shops located within single-story buildings. A project is currently proposed at 1296 Shotwell Street, directly southeast of the project site, involving the demolition of the existing building and construction of a nine-story building with 96 senior affordable housing residential units. Uses further south, across Cesar Chavez Street, include two- to four-story residential uses. The areas to the west of the project site, across South Van Ness Avenue, include auto-related uses (gas station, auto repair), ground-floor retail and residential uses. Buildings range from one to three stories. A project is currently proposed at 3314 Cesar Chavez Street, west of the project site, involving the

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

[5] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1515 South Van Ness Avenue, April 5, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.1020ENV.

[6] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1515 South Van Ness Avenue, April 6, 2016.

demolition of the existing building and the construction of a six-story building with 52 residential units and 1,740 square feet of commercial space. The areas north of the project site, across 26th Street, include auto repair and residential uses. Buildings range from one to three stories as well. The areas east of the project site, across Shotwell Street, include a four-story residential development. The project site is located within a half-mile of the 24th Street BART Station and Muni bus lines 14-Mission, 49-Van Ness/Mission, 12-Folsom/Pacific, and 27-Bryant.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 1515 South Van Ness Avenue project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1515 South Van Ness Avenue project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The conversion of the existing PDR use to a mixed-use residential use would not contribute to the significant and unavoidable cumulative land use impact identified in the Eastern Neighborhoods PEIR. The project site was zoned NC-3 (Moderate-Scale Neighborhood Commercial District) prior to the rezoning of Eastern Neighborhoods, which did not encourage PDR uses and the rezoning of the project site to Mission Street NCT (Neighborhood Commercial Transit) was not included as part of the long-term PDR land supply loss that was considered a significant cumulative impact in the Eastern Neighborhoods PEIR. The proposed project would not involve the demolition of a historic resource and is not located within a historic district. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR. Transit ridership generated by the project would not considerably contribute to the transit impacts identified in the Eastern Neighborhoods PEIR. Based on the shadow fan analysis, the proposed project is not expected to shade any Planning Code Section 295 or non-Section 295 open spaces. The proposed project would shade nearby private property at levels commonly expected in urban areas.

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

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Applicable: though currently not proposed, piles could be	The project sponsor has agreed to, if piles for foundation

Mitigation Measure	Applicability	Compliance
	needed in lieu of ground improvements for building foundation purposes	purposes are needed, implement noise and vibration attenuation measures during construction.
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents	N/A
F-5: Siting of Noise-Generating Uses	Applicable: though noise-generating uses are not anticipated, exact uses for trade shop spaces are not yet known	The project sponsor has agreed to conduct and submit a detailed analysis of noise reduction requirements if trade shops accommodate future noise-generating uses.
F-6: Open Space in Noisy Environments	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents	N/A
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: superseded by the Dust Control Ordinance and project site not located within an Air Pollutant Exposure Zone	N/A

Mitigation Measure	Applicability	Compliance
G-2: Air Quality for Sensitive Land Uses	Not Applicable: project site not located within an Air Pollutant Exposure Zone and CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed project would include uses (residential, ground floor commercial) that would not emit substantial levels of DPM	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed project would include uses (residential, ground floor commercial) that would not emit substantial levels of other TACs	N/A
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: project site not located on site with previous studies	N/A
J-2: Properties with no Previous Studies	Applicable: project located on site with no previous studies	The project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #3 (Testing).
J-3: Mission Dolores Archeological District	Not Applicable: project site is not located within the Mission Dolores Archeological District	N/A
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A

Mitigation Measure	Applicability	Compliance
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: proposed project would involve demolition of an existing building	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to demolishing the existing buildings.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level	N/A

Mitigation Measure	Applicability	Compliance
	mitigation by SFMTA	
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on October 8, 2015 to adjacent occupants, and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Concerns related to physical environmental effects include land use impacts resulting from the loss of PDR; air quality impacts; wind and shadow impacts; traffic and parking impacts; hazardous materials impacts; and cultural resources impacts. These concerns are addressed in the land use; air quality; wind and shadow; transportation; hazards and hazardous materials; and cultural and paleontological resources sections of the CPE Checklist. In regards to potential parking impacts, pursuant to Public Resources Code 21099(d), parking impacts are not to be considered significant CEQA impacts for mixed-use residential development projects on in-fill sites in a transit priority area. The proposed project meets the criteria, as discussed under the Senate Bill 743 section of the CPE Checklist.

Comments related to topics outside the scope of CEQA were also received. These comments concerned socioeconomic issues such as displacement of existing low-income resident and jobs, displacement of organizations that contribute to the Calle 24 Latino Cultural District, and rise in housing costs due to increased development of market-rate housing. The proposed project is subject to the Mission 2016 Interim Zoning Controls, effective January 2016, which require additional information and analysis regarding the economic and social effects of the proposed project such as housing affordability, displacement, and loss of PDR. The project sponsor has prepared such additional analysis and has submitted this analysis to the Planning Department.[7] The Planning Commission will review and consider this analysis before making a decision and taking an approval action on the proposed project.

Environmental analysis under CEQA is required to focus on the direct and indirect physical changes to the environment that could reasonably result from a proposed project. Economic or social effects of a project are not considered significant environmental impacts, unless they lead to physical changes in the environment (CEQA Guidelines 15131). Accordingly, the displacement issue addressed under CEQA refers specifically to the direct loss of housing units that would result from proposed demolition of existing housing and the foreseeable construction of replacement housing elsewhere. This is because demolition of existing housing has the potential to result in displacement of substantial numbers of people and would necessitate the construction of replacement housing elsewhere. This would in turn

[7] Mission 2015 Interim Controls Additional Findings for 1515 South Van Ness Ave. Case No. 2014.1020CUA, submitted to Doug Vu, San Francisco Planning Department.

result in a number of direct and indirect physical changes to the environment associated with demolition and construction activities and new operational impacts.

As discussed under the population and housing section of the CPE Checklist, the project site does not contain any existing residential units and the proposed project would not result in any direct displacement of low-income residents. The existing building was vacated in December 2015 by McMillan Electric, an electrical contractor business that has since moved to a new location at 1950 Cesar Chavez Street in San Francisco. The proposed project would include approximately 1,080 square feet of retail uses and six trade shop spaces ranging from 630 to 760 square feet each (approximately 4,200 square feet total). These spaces are anticipated to be retail units with some reserved space for goods production (e.g. jewelry making, bag making, ceramics). Therefore, the proposed project would result in a small increase in jobs within the city. Additionally, as discussed under the cultural and paleontological resources section of the CPE Checklist, the existing building is not a historic resource and the project site is not located within a historic district. Finally, the possibility that the proposed project would contribute to rising housing costs is speculative with regard to potential physical changes that would result, and therefore is not a physical environmental effect subject to analysis under CEQA. Additional comments received were related to the building design, the quality of ground floor spaces, the project outreach process, and requests to be on the distribution list for future documents. Comments on the merits of the project that are not related to environmental analyses topics will be provided to decision-makers for consideration in their review of approval actions for the proposed project.

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

CONCLUSION

As summarized above and further discussed in the CPE Checklist[8]:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

[8] The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.1020ENV.

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

SAN FRANCISCO
PLANNING DEPARTMENT

PRESERVATION TEAM REVIEW FORM

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Preservation Team Meeting Date:		Date of Form Completion	9/14/2015

PROJECT INFORMATION:		
Planner:	Address:	
E. Tuffy	1515 South Van Ness Avenue	
Block/Lot:	Cross Streets:	
6571/008	Between 26th Street and Cesar Chavez Street	
CEQA Category:	Art. 10/11:	BPA/Case No.:
B		2014.1020ENV

PURPOSE OF REVIEW:			PROJECT DESCRIPTION:	
◉ CEQA	○ Article 10/11	○ Preliminary/PIC	○ Alteration	○ Demo/New Construction

DATE OF PLANS UNDER REVIEW:	Sept. 29, 2014 (massing only)

PROJECT ISSUES:	
☐	Is the subject Property an eligible historic resource?
☐	If so, are the proposed changes a significant impact?
	Additional Notes:
	Proposal is for the demolition of a 1948 auto showroom & repair shop to construct a new mixed-use building with 160 units of rental housing in the Mission Street NCT district. Recorded in 2008 during the South Mission Survey, the property was noted to require further research in order to make a determination. An Historic Resource Evaluation report completed by architecture + history, llc was submitted to fulfil that requirement.

PRESERVATION TEAM REVIEW:			
Historic Resource Present	○ Yes	◉ No *	○ N/A

Individual	Historic District/Context
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:	Property is in an eligible California Register Historic District/Context under one or more of the following Criteria:
Criterion 1 - Event: ○ Yes ◉ No	Criterion 1 - Event: ○ Yes ◉ No
Criterion 2 -Persons: ○ Yes ◉ No	Criterion 2 -Persons: ○ Yes ◉ No
Criterion 3 - Architecture: ○ Yes ◉ No	Criterion 3 - Architecture: ○ Yes ◉ No
Criterion 4 - Info. Potential: ○ Yes ◉ No	Criterion 4 - Info. Potential: ○ Yes ◉ No
Period of Significance: n/a	Period of Significance: n/a
	○ Contributor ○ Non-Contributor

Complies with the Secretary's Standards/Art 10/Art 11:	○ Yes	○ No	◉ N/A
CEQA Material Impairment:	○ Yes	◉ No	
Needs More Information:	○ Yes	◉ No	
Requires Design Revisions:	◉ Yes	○ No	
Defer to Residential Design Team:	Yes	◉ No	

* If No is selected for Historic Resource per CEQA, a signature from Senior Preservation Planner or Preservation Coordinator is required.

PRESERVATION TEAM COMMENTS:

The subject property, which is a 1948 auto showroom and repair shop, was reviewed as part of this project proposal based on a preservation consultant's Historic Resource Evaluation (dated Sept. 8, 2015). The existing building is located at the southeast corner of 26th Street and South Van Ness and occupies almost 1/3 of a city block. Directly across 26th Street to the north is Landmark #206, the Howard / 26th Street Cottages, which is a grouping of 2-1/2 story row houses with mid-block open space.

While the subject block was historically part of the larger Cogswell Polytechnical College campus grounds, the school's industrial skills' classrooms and workshop buildings were demolished around the time of the existing building's construction in the late-1940s. A local businessman, J.W. Allen, hired the engineering firm of Ellison & King to draw up plans for an auto sales and service building, which was expanded 2 years after its initial construction. The property housed auto-related uses for 40 years until it was occupied by McMillan Electric beginning in the 1980s.

Planning Department records, prior studies on the history of the city's automotive industry, and the consultant report did not produce any information to suggest that the property is eligible for listing due to connections with important events in history (Criterion 1). When asked to expand upon auto-related buildings in San Francisco after World War II, the report states that a small cluster of such buildings seems to have been focused west of the subject property, between Mission and Valencia streets.

J.W. Allen had only a brief, 2-year connection to the subject property. William Ellison, a partner in the named engineering firm, was known in his field but does not appear to be connected to this commission as an exemplary work of his or of the firm. And although the materials and overall architecture of the auto showroom is indicative of its time, it does not rise to a level to be considered a fine example of Mid-20th Century Modernism. For these reasons the property is not eligible for either significant persons (Criterion 2) or architecture (Criterion 3). Integrity of the original exterior design remains high, with changes limited to interior alterations.

Based on further research, the subject property does not appear eligible as either an individual resource, or as part of an historic district.

Signature of a Senior Preservation Planner / Preservation Coordinator:	Date:
Shannon	9/28/2015

1515 South Van Ness

(1948, Ellison & King, structural engineers)





(*Top photo*) View of the subject property, at the southeast corner of 26th St. and South Van Ness
(*Bottom photo*) Rear of the subject property, from the down-sloping east end of the lot

ATTACHMENT A:
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

MITIGATION MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
Cultural Resources					
Project Mitigation Measure 1: Archeological Testing (Mitigation Measure J-2 in the Eastern Neighborhoods PEIR). Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Prior to issuance of grading or building permits	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Project sponsor/ archeological consultant at the direction of the ERO.	Archeological consultant shall be retained prior to any soil disturbing activities. Date Archeological consultant retained: _____

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MITIGATION MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
Consultation with Descendant Communities: On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative[2] 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 Archaeological Resources Report shall be provided to the representative of the descendant group.	Project sponsor / archeological consultant in consultation with the ERO.	In the event archeological sites associated with descendent communities are found.	Project sponsor/ archeological consultant to contact and consult with ERO and representative of descendant group. Project sponsor/ archeological consultant to distribute Final Archaeological Resources Report to representative of the descendant group.	Project sponsor / archeological consultant in consultation with the ERO.	Archeological site associated with descendent communities found? Y N Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____ Date of distribution of Final FARR: _____

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

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

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MITIGATION MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
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.	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils disturbing activities on the project site.	Project sponsor/ archeological consultant at the direction of the ERO.	Date ATP submitted to the ERO: _____ Date ATP approved by the ERO: _____ Date of initial soil disturbing activities: _____
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Project sponsor/ archeological consultant at the direction of the ERO.	Date archeological findings report submitted to the ERO: _____ ERO determination of significant archeological resource present? Y N Would resource be adversely affected? Y N Additional mitigation to be undertaken by project sponsor? Y N

ATTACHMENT A:
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

MITIGATION MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
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 archaeological resources and to their depositional context; ■ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ■ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ■ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ■ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO. Archeological consultant at the direction of the ERO.	ERO & archeological consultant shall meet prior to commencement of soil-disturbing activity. If the ERO determines that an Archeological Monitoring Program is necessary, monitor throughout sensitive soil-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall implement the AMP, if required by the ERO. Identify and evaluate archeological resources.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.	AMP required? Y N Date:_____ Date AMP submitted to the ERO: _____ Date AMP approved by the ERO: _____ Date AMP implementation complete: _____ Date written report regarding findings of the AMP received: _____

ATTACHMENT A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL					
MITIGATION MEASURES	***Responsibility for Implementation***	***Mitigation Schedule***	***Mitigation Action***	***Monitoring/Reporting Responsibility***	***Monitoring Schedule***
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.					

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MITIGATION MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
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.	Project Sponsor/archeological consultant at the direction of the ERO	If there is a determination that an ADRP program is required.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall prepare and implement an ADRP if required by the ERO.	Project sponsor/ archeological consultant at the direction of the ERO.	ADRP required? Y N Date:_____ Date of scoping meeting for ARDP:_____ Date Draft ARDP submitted to the ERO: _____ Date ARDP approved by the ERO: _____ Date ARDP implementation complete: _____

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MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

MITIGATION MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
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 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.	Project sponsor / archeological consultant in consultation with the ERO, San Francisco Coroner, NAHC, and MDL.	In the event human remains and/or funerary objects are found.	Project sponsor/ archeological consultant/ERO to contact the San Francisco Coroner/ NAHC/ MDL	Project sponsor / archeological consultant in consultation with the ERO, San Francisco Coroner, NAHC, and MDL.	Human remains and associated or unassociated funerary objects found? Y N Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____

ATTACHMENT A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL					
MITIGATION MEASURES	***Responsibility for Implementation***	***Mitigation Schedule***	***Mitigation Action***	***Monitoring/Reporting Responsibility***	***Monitoring Schedule***
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological data recovery, inventorying, analysis and interpretation.	Archeological consultant to submit a Draft Final Archeological Resources Report (FARR) to the ERO and once approved by the ERO, distribution of the Final FARR	Project sponsor/ archeological consultant at the direction of the ERO	Following completion of soil disturbing activities. Considered complete upon distribution of final FARR. Date Draft FARR submitted to ERO: _____ Date FARR approved by ERO: _____ Date of distribution of Final FARR: _____ Date of submittal of Final FARR to information center: _____
Noise					
Project Mitigation Measure 2: Construction Noise (Pile-Driving). (Mitigation Measure F-1 in the Eastern Neighborhoods PEIR). For subsequent development projects within proximity to noise-sensitive uses that would include pile-driving, individual project sponsors shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.	Project Sponsor/Project Contractor	During construction	Project Sponsor to provide Planning Department with monthly reports during construction period.	Project Sponsor/contractor(s)	Considered complete upon receipt of final monitoring report at completion of construction.

ATTACHMENT A:
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

MITIGATION MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
Project Mitigation Measure 3: Construction Noise (Mitigation Measure F-2 in the Eastern Neighborhoods PEIR). Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible: ■ Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; ■ Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; ■ Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; ■ Monitor the effectiveness of noise attenuation measures by taking noise measurements; and ■ Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.	Project Sponsor/Project Contractor	During construction	Project Sponsor to provide Planning Department with monthly reports during construction period.	Project Sponsor/contractor(s)	Considered complete upon receipt of final monitoring report at completion of construction.
Project Mitigation Measure 4: Siting of Noise-Generating Uses (Mitigation Measure F-5 in the Eastern Neighborhoods PEIR). To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall	Project Sponsor/Project Architect	Prior to issuance of a final building permit and certificate of occupancy	Design measures to be incorporated into project design and evaluated in environmental/ building permit review	San Francisco Planning Department and the Department of Building Inspection	Considered complete upon approval of final construction drawing set.

ATTACHMENT A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL					
MITIGATION MEASURES	***Responsibility for Implementation***	***Mitigation Schedule***	***Mitigation Action***	***Monitoring/Reporting Responsibility***	***Monitoring Schedule***
require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the General Plan and in Police Code Section 2909l, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.					
HAZARDOUS MATERIALS					
Project Mitigation Measure 5: Hazardous Building Materials (Mitigation Measure L-1 in the Eastern Neighborhoods PEIR). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws	Project Sponsor/Project Contractor	Prior to approval of project	Comply with applicable laws during removal and disposal of any equipment containing PCBs or DEPH and document this process	Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction.	Considered complete upon approval of each subsequent project.

ATTACHMENT B: IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL

IMPROVEMENT MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR					
Transportation					
Improvement Measure 1: Transportation Demand Management Measures The project sponsor and subsequent property manager should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the proposed project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including walking, bicycling, transit, carshare, carpooling, and/or other modes. The project sponsor has agreed to implement the following TDM measures: ■ TDM Coordinator: The project sponsor will identify a TDM coordinator for the Project site who will be responsible for the implementation and ongoing operation of all other TDM measures included in proposed project. ■ Move-in packet: The project sponsor will provide a transportation insert for the move-in packet that includes information on transit service, where transit passes could be purchased, the 511 Regional Rideshare Program, and nearby bike and car share programs. ■ New-hire packet: The project sponsor will provide a transportation insert for the new-hire packet that includes information on transit service, where transit passes could be purchased, the 511 Regional Rideshare Program, and nearby bike and car share programs. ■ Posted and real-time information: The project sponsor will provide a local map clearly identifying transit, bicycle, and key pedestrian routes as well as real-time transit information on-site in a prominent and visible location. ■ City Access: The project sponsor will provide City staff access to the project site to perform trip counts, intercept surveys, and/or other types of data collection. The project sponsor will periodically administer a City-	Project sponsor, building management, Planning Department staff	Prior to and during occupancy	Implement TDM measures	Project sponsor	Ongoing during occupancy

ATTACHMENT B: IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL					
IMPROVEMENT MEASURES	***Responsibility for Implementation***	***Mitigation Schedule***	***Mitigation Action***	***Monitoring/Reporting Responsibility***	***Monitoring Schedule***
approved survey to residential and commercial tenants. ■ Bicycle Parking: The project sponsor will increase the number of on-site secured bicycle parking beyond the Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way adjacent to the site. The project sponsor will provide signage indicating the location of bicycle parking at points of access to the proposed project. ■ Bay Area Bike Share: The project sponsor will cooperate with City agencies and the Bay Area Bike Share to allow installation of a bike share station in the public right-of-way along the project's frontage. ■ Bicycle Share Funding: The project sponsor will contact City agencies and the Bay Are Bike Share to fund the installation of up to 20 new bicycle racks and/or one or more bike share stations near the site within one year after Final Certification of Completion for the Project. ■ Bicycle Share Membership: The project sponsor will offer a 100 percent subsidy for one annual bike share membership for new employees or residents. ■ Carshare Parking: The project sponsor will provide carshare spaces as described in the Planning Code. ■ Carshare Membership: The project sponsor will offer one annual carshare membership for each new resident (one per household) or employee.					
Improvement Measure 2: Queue Abatement The owner/operator of the off-street parking facility should ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined for the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; use of valet parking or other space-	Property owner or building manager	Upon operation of the proposed project	Ensure a vehicle queue does not block any portion of public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis Hire transportation consultant to evaluate conditions	Owner/operator; Planning Department	Ongoing during operation

ATTACHMENT B: IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL

IMPROVEMENT MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; or travel demand management strategies such as additional bicycle parking. If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue.			Employ abatement methods.		
Improvement Measure 3: No Parking Adjacent to Project Driveway to Increase Visibility The project sponsor should coordinate with the San Francisco Municipal Transportation Agency and Public Works to establish a restricted parking and landscaping area on both sides of the proposed project driveway entrance to increase visibility. Additionally, an advance warning sign and pavement marking should be installed on Shotwell Street north of the proposed project driveway to caution southbound drivers and bicyclists that a driveway is present.	Project Sponsor	During project construction	Restrict parking and landscaping areas on both sides of the project driveway entrance; install advance warning sign and pavement marking on Shotwell north of project driveway	Planning Department/DBI/DPW	Upon completion of project construction
Improvement Measure 4: Traffic Calming Devices and Notification at Driveway The project sponsor should implement appropriate traffic calming devices in the garage exit aisle to slow exiting traffic, such as speed bumps, rumble strips, and/or "slow speed" signage. The project sponsor should also provide visible/audible warning notification at the driveway entrance to alert pedestrians to the possibility of conflicting vehicles entering and exiting the driveway. Conditions at the driveway should be monitored to determine whether an additional audible warning signal is necessary to enhance the traffic calming controls and visible warning signal.	Project Sponsor	During project construction	Implement traffic calming devices at garage exit; Monitor driveway conditions to see if additional calming devices are warranted.	Planning Department	During project construction and ongoing during project operations

ATTACHMENT B: IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL

IMPROVEMENT MEASURES	*Responsibility for Implementation*	*Mitigation Schedule*	*Mitigation Action*	*Monitoring/Reporting Responsibility*	*Monitoring Schedule*
Improvement Measure 5: Pedestrian Mid-Block Crossing on Shotwell Street The project sponsor should monitor pedestrian behavior at the garage driveway and determine whether observed conflict with vehicles on Shotwell Street merits provision of a pedestrian mid-block crossing on Shotwell Street north of the proposed project driveway and the jog in the roadway (approximately 110 feet south of the intersection of Shotwell Street and 26th Street). The crossing would allow pedestrians exiting the proposed project on Shotwell Street to cross to the east side of the street and walk south on a sidewalk, avoiding the west side of Shotwell Street south of the project site where no sidewalk is provided. Implementation of the crossing would be coordinated with the San Francisco Municipal Transportation Agency and Public Works.	Project Sponsor	Upon operation of the proposed project	Monitor pedestrian behavior at garage driveway; install mid-block crossing on Shotwell Street if warranted	Project Sponsor/Planning Department/DBI/DPW	Ongoing during project operations
Improvement Measure 6: Construction Management As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and autos at the project site, the contractor should add certain measures to the required traffic control plan for proposed project construction. In addition to the requirements for a construction traffic control/management plan, the proposed project should include the following measures: ■ Non-peak Construction Traffic Hours - In addition, to minimize the construction-related disruption of the general traffic flow on adjacent streets during the PM peak period, truck movements and deliveries should be limited during peak hours (generally 4:00 to 6:00 PM, or other times as determined by San Francisco Municipal Transportation Agency and its Transportation Advisory Staff Committee [TASC]). ■ Carpool and Transit Access for Construction Workers –To minimize parking demand and vehicle trips associated with construction workers, the construction contractor should include methods to encourage carpooling and transit access to the project site by construction workers in the Construction Management Plan. On-site construction workers should also be encouraged to consider cycling and walking as alternatives to driving alone to and from the site.	Project sponsor, contractor(s)	Prior to and during construction	Implement Construction Management Plan	Project Sponsor	Upon completion of project construction

ATTACHMENT B: IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL					
IMPROVEMENT MEASURES	***Responsibility for Implementation***	***Mitigation Schedule***	***Mitigation Action***	***Monitoring/Reporting Responsibility***	***Monitoring Schedule***
■ Project Construction Updates for Adjacent Businesses and Residents – To minimize construction impacts on access for nearby institutions and businesses, the project sponsor should provide nearby residences and adjacent businesses with regularly-updated information regarding proposed project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures.					

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Community Plan Exemption Checklist

Case No.:	**2014.1020ENV**
Project Address:	**1515 South Van Ness Avenue**
Zoning:	Mission Street NCT (Neighborhood Commercial Transit) Use District 55-X and 65-X Height and Bulk District
Block/Lot:	6571/008, 001, 001A
Lot Size:	35,714 square feet
Plan Area:	Eastern Neighborhoods Area Plan
Project Sponsor:	Peter Schellinger – (415) 975-4982 peter.schellinger@lennar.com
Staff Contact:	Melinda Hue – (415) 575-9041 Melinda.Hue@sfgov.org

PROJECT DESCRIPTION

The project site is located on the northern portion of a block bordered by South Van Ness Avenue, 26th Street, Shotwell Street, and Cesar Chavez Street in San Francisco's Mission neighborhood. (See Figure 1) The project site currently includes a two-story, 34-foot-tall, 31,680-square-foot, production, distribution, repair (PDR) building (constructed in 1948) with a surface parking lot. The building was vacated in December 2015 by McMillan Electric, an electrical contractor business that has since moved to a new location at 1950 Cesar Chavez Street in San Francisco. The proposed project would include the demolition of the existing building and the construction of a five- to six-story, 55- to 65-foot-tall (up to 75 feet tall with roof-top equipment), approximately 180,300-square-foot mixed-use building. The proposed building would consist of 157 residential dwelling units and approximately 1,080 square feet of retail uses. The proposed project would also include six ground floor trade shop spaces ranging from 630 to 760 square feet each (approximately 4,200 square feet total). The spaces are anticipated to be retail units with some reserved space for goods production (e.g., jewelry making, bag making, ceramics). Usable open space would be provided in a courtyard, roof terrace and private patios.

The proposed project would include a basement parking garage that would be accessed via an existing curb cut on Shotwell Street. The garage would include 79 parking spaces, two carshare spaces, and 150 Class I bicycle spaces. The proposed project would include eight Class II bicycle spaces provided on the sidewalks in front of the building entrances on South Van Ness Avenue and on 26th Street. Proposed streetscape improvements would include planting of 23 street trees, installation of corner bulb-outs on the southeast corner of South Van Ness Avenue and 26th Street and on the southwest corner of Shotwell Street and 26th Street, and the removal of a curb cut on South Van Ness Avenue. A new 40-foot-long on-street loading space is also proposed on 26th Street, in front of the building's residential entrance, to accommodate larger delivery vehicles. Two service vehicle parking spaces would be located in the garage to accommodate smaller delivery vehicles. (See Figures 2 to 5)

Construction of the proposed project is expected to last 23 months. Construction of the proposed project would require excavation of up to approximately six feet and the removal of about 4,800 cubic yards of soil.

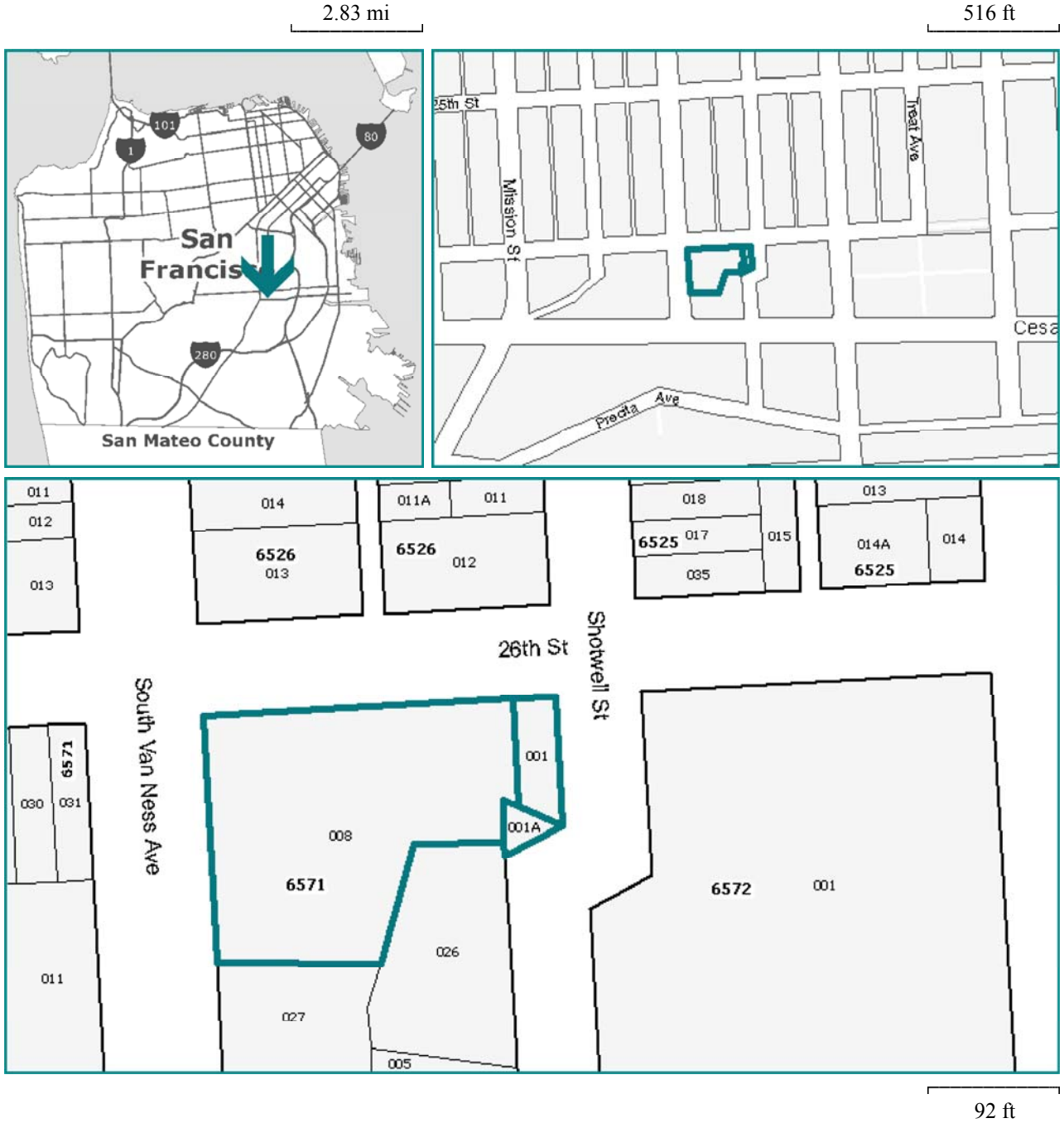


Figure 1
Project Location

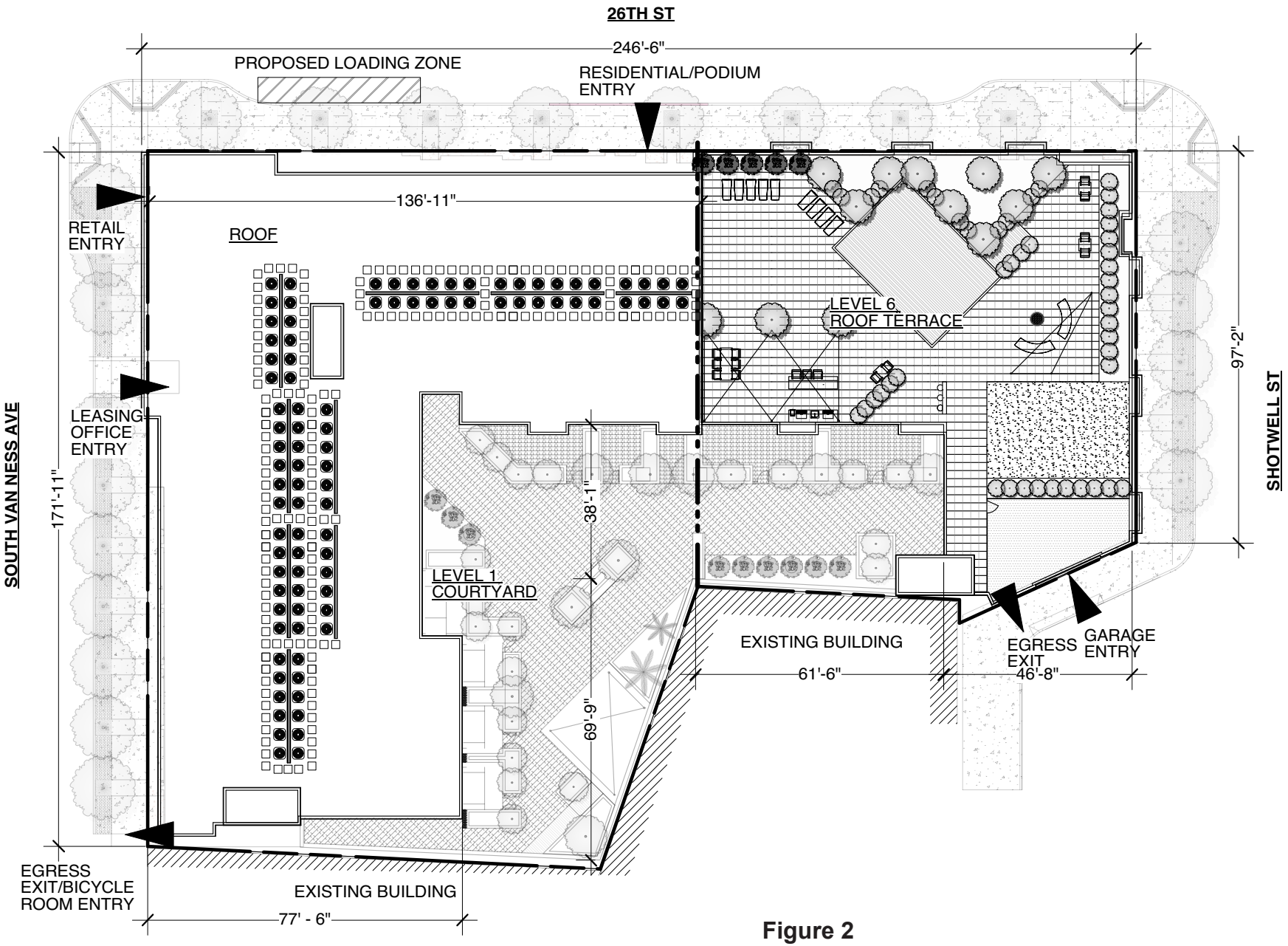


Figure 2
Proposed Site Plan

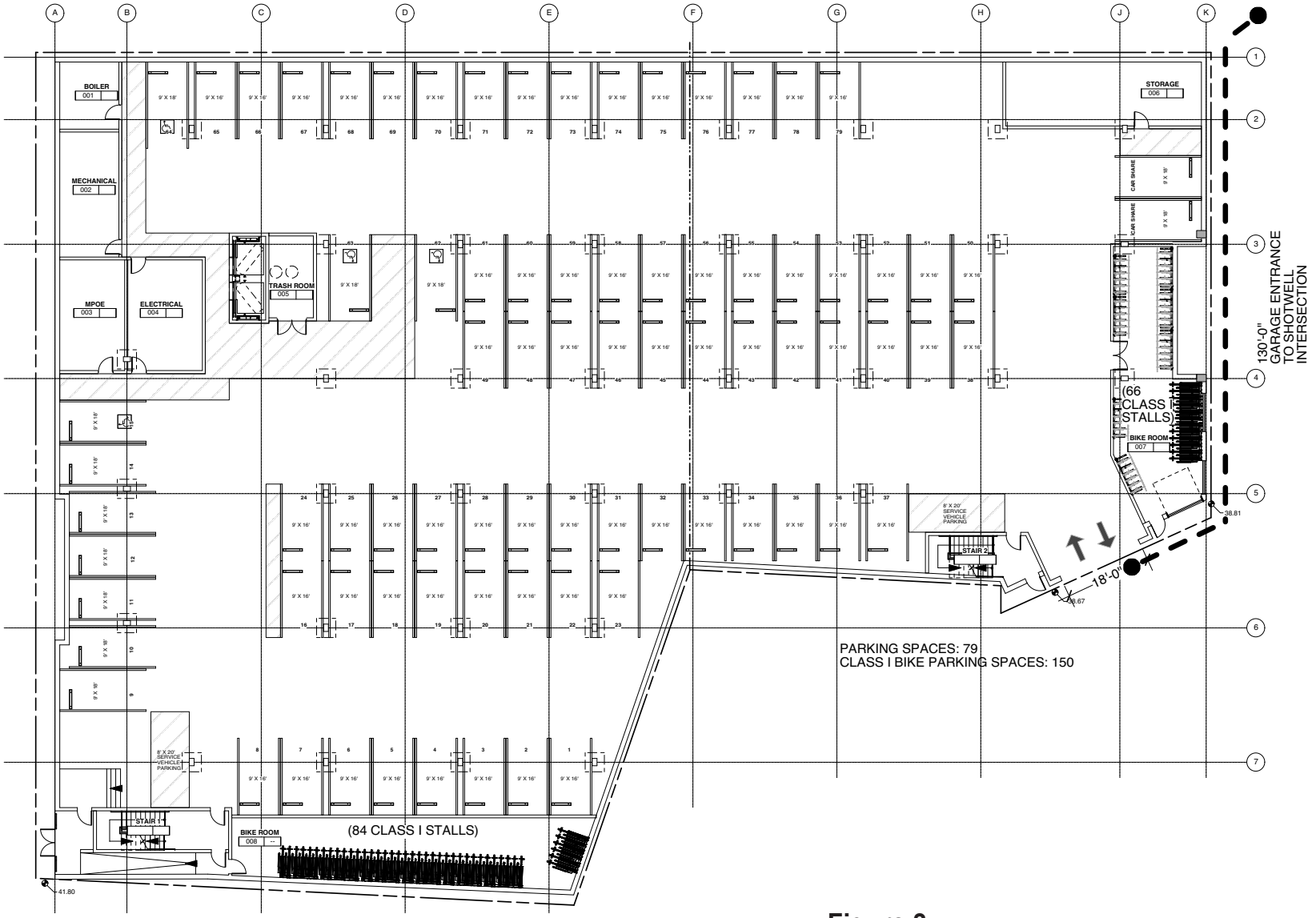


Figure 3
Proposed Building Plan - Basement Level

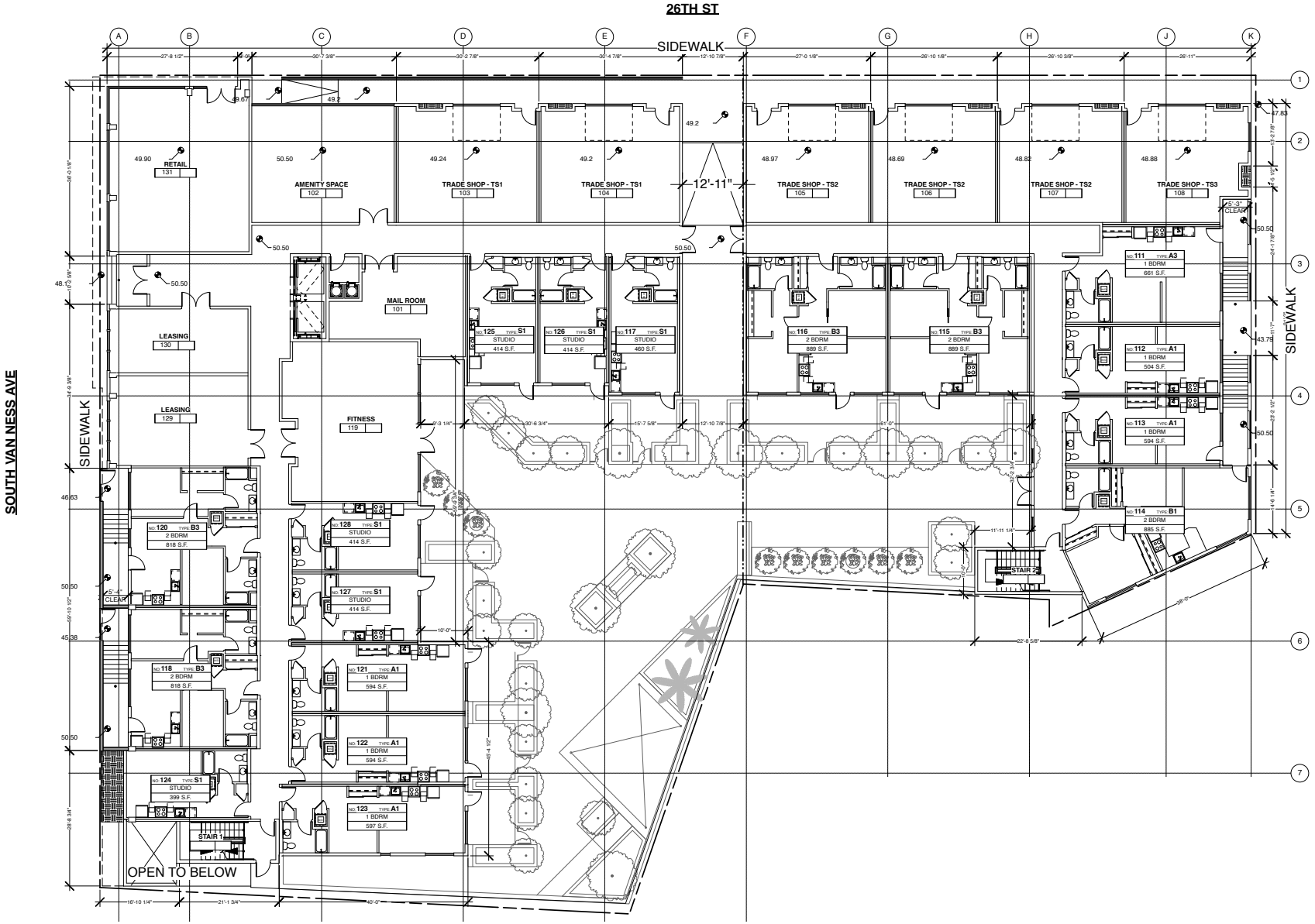
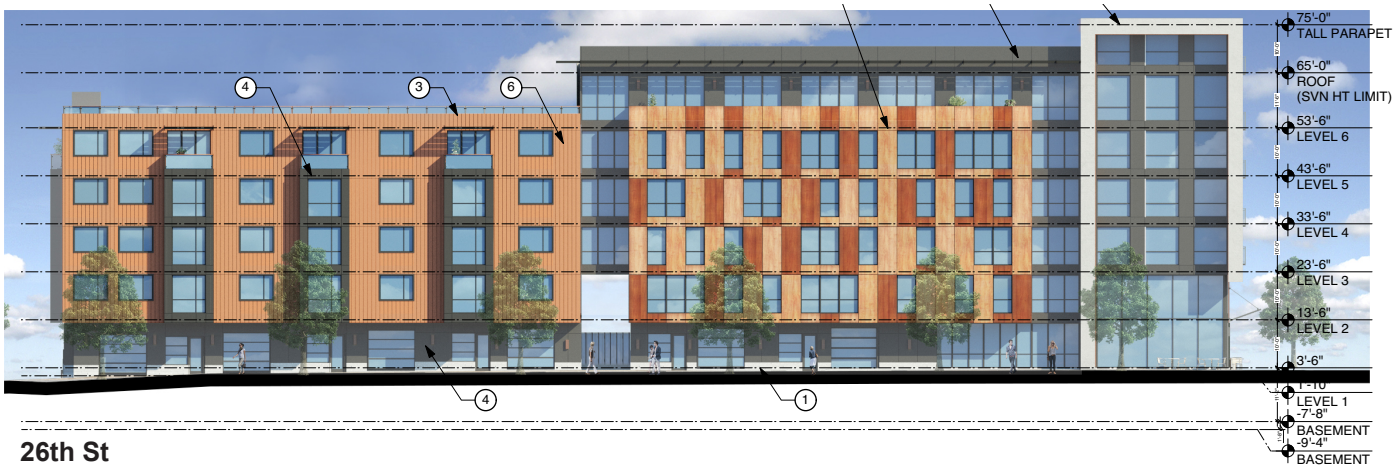


Figure 4
Proposed Building Plan - First Floor

Figure 5
Proposed Building Elevations







The proposed 1515 South Van Ness Avenue project would require the following approvals:

Actions by the Planning Commission

- Conditional Use Authorization for development on a lot larger than 10,000 square feet

Actions by other City Departments

- Approval of building permits from the San Francisco Department of Building Inspection (DBI) for demotion and new construction
- Approval of proposed streetscape improvements from San Francisco Municipal Transportation Agency (SFMTA)
- Approval of street and sidewalk permits from San Francisco Public Works for any modifications to public streets, sidewalks, protected trees, street trees, or curb cuts

EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

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

The proposed project would include construction of a five- to six-story, 55- to 65-foot-tall (up to 75 feet tall with roof-top equipment), approximately 180,300-square-foot mixed-use building with 157 residential units and approximately 5,280 square feet of commercial uses. As discussed below in this checklist, the

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

proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

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

- State statute regarding Aesthetics, Parking Impacts, effective January 2014, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled, (VMT) effective March 2016 (see "CEQA Section 21099" heading below);
- The adoption of 2016 interim controls in the Mission District requiring additional information and analysis regarding housing affordability, displacement, loss of PDR and other analyses, effective January 2016;
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, the Transportation Sustainability Program process, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled (VMT) effective March 2016 (see Checklist section "Transportation");
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment effective June 2015;
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Checklist section "Air Quality");
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section "Recreation");
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section "Utilities and Service Systems"); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section "Hazardous Materials").

CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods plan areas, resulting in an increase of approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding

PDR loss) throughout the lifetime of the Plan (year 2025).[2] The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.[3] Growth projected in the Eastern Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).[4]

As of February 23, 2016, projects containing 9,749 dwelling units and 2,807,952 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review[5] within the Eastern Neighborhoods plan areas.[6] This level of development corresponds to an overall population increase of approximately 23,758 to 25,332 persons. Of the 5,647 dwelling units that have completed environmental review, building permits have been issued[7] for 4,583 dwelling units, or approximately 81 percent of those units. Information is not available regarding building permit non-residential square footage.

Within the Mission subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of 800 to 2,100 net dwelling units and 700,000 to 3,500,000 net square feet of non-residential space (excluding PDR loss) through the year 2025. This level of development corresponds to an overall population increase of approximately 4,700 to 12,200 persons. As of February 23, 2016, projects containing 2,451 dwelling units and 355,842 square feet of non-residential space (excluding PDR loss) have completed or are proposed to complete environmental review within the Mission subarea. This level of development corresponds to an overall population increase of 8,760 to 10,650 persons. Of the 994 dwelling units that have completed environmental review, building permits have been issued for 989 dwelling units, or approximately 99 percent of those units. Therefore, anticipated growth from the Eastern Neighborhoods Rezoning and Area Plans is within the Eastern Neighborhoods PEIR growth projections.

Growth that has occurred within the plan areas since adoption of the Eastern Neighborhoods PEIR has been planned for and the effects of that growth were anticipated and considered in the Eastern

[2] Tables 12 through 16 of the Eastern Neighborhoods Draft EIR and Table C&R-2 in the Comments and Responses show projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

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

[4] San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: http://www.sf-planning.org/index.aspx?page=1678#background.

[5] For this and the Land Use and Land Use Planning section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

[6] These estimates include projects that have completed environmental review and foreseeable projects (including the proposed project). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department.

[7] An issued building permit refers to buildings currently under construction or open for occupancy.

Neighborhoods PEIR. Although the number of housing units under review is approaching or exceeds the residential unit projections for the Mission and Showplace Square/Potrero Hill Area Plans of the Eastern Neighborhoods PEIR, the non-residential reasonably foreseeable growth is well below what was anticipated. Therefore, population growth associated with approved and reasonably foreseeable development is within the population that was projected for 2025. Furthermore, the number of constructed projects within Eastern Neighborhoods is well below what was has been approved for all plan areas.

The Eastern Neighborhoods PEIR utilized the growth projections to analyze the physical environmental impacts associated with that growth for the following environmental impact topics: Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. The analysis of environmental topics covered in this checklist take into account the differing severities of effects of the residential and employee population.

In summary, projects proposed within the Eastern Neighborhoods Plan Areas have not exceeded the overall population growth that was projected in the Eastern Neighborhoods PEIR; therefore, foreseeable growth within the plan areas do not present substantial new information that was not known at the time of the PEIR and would not result in new significant environmental impacts or substantially more severe adverse impacts than discussed in the 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 three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[8] 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

[8] San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1515 South Van Ness Avenue, May 18, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.1020ENV.

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

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*[9] recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

[9] 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?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Have a substantial impact upon the existing character of the vicinity?	☐	☐	☐	☒

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

As of February 23, 2016, projects involving the removal of 1,715,001 net square feet of PDR space have completed or are proposed to complete environmental review within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (1,172,032 square feet of PDR space loss) and foreseeable projects, including the proposed project (542,969 square feet of PDR space loss). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. As of February 23, 2016, projects containing the removal of approximately 237,073 net square feet of PDR space have completed or are proposed to complete environmental review within the Mission Plan subarea. These estimates include projects that have completed environmental review (188,307 square feet of PDR space loss) and foreseeable projects, including the proposed project (48,766 square feet of PDR space loss).

Development of the proposed project would result in the net loss of approximately 31,680 square feet of PDR building space. The project site was zoned NC-3 (Moderate-Scale Neighborhood Commercial District) prior to the rezoning of Eastern Neighborhoods, which did not encourage PDR uses and the rezoning of the project site to Mission Street NCT (Neighborhood Commercial Transit) was not included as part of the long-term PDR land supply loss that was considered a significant cumulative impact in the Eastern Neighborhoods PEIR. The building was vacated in December 2015 by McMillan Electric, an electrical contractor business that has since moved to a new location at 1950 Cesar Chavez Street in San Francisco; therefore the existing PDR business remains in operation within San Francisco. The proposed project would also include six ground floor trade shop spaces ranging from 630 to 760 square feet each (approximately 4,200 square feet total). The spaces are anticipated to be retail units with some reserved

space for goods production (e.g., jewelry making, bag making, ceramics). The conversion of the existing PDR use to a mixed-use residential use would not contribute to the significant and unavoidable cumulative land use impact identified in the Eastern Neighborhoods PEIR.

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

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the Mission Street NCT (Neighborhood Commercial Transit) District and is consistent with the height, bulk, density, and land uses as envisioned in the Mission Area Plan.[10,11] Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

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*
2. POPULATION AND HOUSING—Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that

[10] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1515 South Van Ness Avenue, April 5, 2016.

[11] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1515 South Van Ness Avenue, April 4, 2016.

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 would involve the demolition of a 31,680-square-foot PDR building and the construction of a five- to six-story, 55- to 65-foot-tall (up to 75 feet tall with roof-top equipment), approximately 180,300-square-foot mixed-use building with 157 residential units and approximately 5,280 square feet of commercial uses. The building was vacated in December 2015 by McMillan Electric, an electrical contractor business that has since moved to a new location in San Francisco. The proposed project would include approximately 1,080 square feet of retail uses and six trade shop spaces ranging from 630 to 760 square feet each (approximately 4,200 square feet total). These spaces are anticipated to be retail units with some reserved space for goods production (e.g. jewelry making, bag making, ceramics). Therefore, the proposed project would result in a small increase in jobs within the city. With implementation of the proposed project, 157 new dwelling units would be added to San Francisco's housing stock.

Environmental analysis under CEQA is required to focus on the direct and indirect physical changes to the environment that could reasonably result from a proposed project. Economic or social effects of a project are not considered significant environmental impacts, unless they lead to physical changes in the environment (CEQA Guidelines 15131). Accordingly, the displacement issue addressed under CEQA refers specifically to the direct loss of housing units that would result from proposed demolition of existing housing and the demand to construct replacement housing elsewhere. This is because demolition of existing housing has the potential to result in displacement of substantial numbers of people and would necessitate the construction of replacement housing elsewhere. This would in turn result in a number of direct and indirect physical changes to the environment associated with demolition and construction activities and new operational impacts.

The project site does not contain any existing residential units and the proposed project would not result in any direct displacement of low-income residents. Moreover, since the proposed project includes new market-rate housing, it must comply with the requirements of the City's Inclusionary Affordable Housing program. Compliance with this program would address the project's need to construct new affordable housing. As stated in the "Changes in the Physical Environment" section above, these direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR. The proposed project is subject to the Mission 2016 Interim Zoning Controls, effective January 2016, which require additional information and analysis regarding the economic and social effects of the proposed project such as housing affordability, displacement, and loss of PDR. The project sponsor has prepared such additional analysis and has submitted this analysis to the Planning Department.[12] The Planning Commission will review and consider this analysis before making a decision and taking an approval action on the proposed project.

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

[12] Mission 2015 Interim Controls Additional Findings for 1515 South Van Ness Ave. Case No. 2014.1020CUA, submitted to Doug Vu, San Francisco Planning Department.

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
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*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Historic Architectural Resources

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

According to information provided in a Historic Resources Evaluation (HRE)[13] prepared by Architecture + History and historic research conducted by preservation planning staff,[14] the project site at 1515 South Van Ness Avenue is located on a block that was historically part of the larger Cogswell Polytechnical College campus. The project site included the school's industrial skills classrooms and workshop buildings which were demolished in the late-1940s. A local businessman, J.W. Allen purchased the project site in 1948 and hired Ellison & King Structural Engineers to construct a building for his motor sales business J.W. Allen Co. Motors. Review of building permit records show that the building has been subsequently altered by different building owners following J.W. Allen. The building accommodated auto-related uses for 40 years until it was occupied by McMillan Electric beginning in the 1980s.

[13] Architecture + History, LLC, Historic Resources Evaluation for 1515 South Van Ness Avenue, San Francisco, CA. September 8, 2015.

[14] San Francisco Planning Department, Preservation Team Review Form, 1515 South Van Ness Avenue, September 28, 2015.

The Planning Department determined that 1515 South Van Ness Avenue does not appear to be individually eligible for the California Register of Historic Resources under Criteria 1 (Events), 2 (Persons), or 3 (Architecture).

The structure does not appear to have any associations with important events that occurred on this site or the immediate vicinity. While it does have automobile related associations during part of its history, it does not appear to contribute to the potential Van Ness Auto Row Historic District, as it falls well outside and south of the District boundaries. Further, the area around the intersection of South Van Ness Avenue and Cesar Chavez (formerly Army) does not appear to have played a significant role in the development of auto-related businesses in San Francisco. None of the building's owner or business occupants appear to be important persons with local, California or national history. None of the owners or business owners rise to a level of significance that would justify individual eligibility as an important person under this criterion. None of the persons associated with the property appear to be significant within San Francisco or California history. While Mr. Allen may have been a long-time member of the automobile sales and repair industry, his association with this structure was somewhat short-lived from 1948 to 1955-56.

While the building is Modern in its expression, it was not designed by an identified master architect or engineer. William Henry Ellison appears to have had a long career in San Francisco as an engineer, but his work does not rise to the level of a master engineer. He had several partners during his career, but they too do not appear to have played a significant role in the design profession in San Francisco. The building does not embody the distinctive characteristics of a specific type, period, region or method of construction that would make it an important example within the context of San Francisco commercial or auto-related architecture. It does not contribute to an important phase of Modern architecture as it developed in San Francisco or the Bay Area.

In conclusion, the building at 1515 South Van Ness in San Francisco does not meet the level of significance necessary to be individually eligible for the California Register of Historical Resources under any of the criteria of evaluation. The property has not been previously included in a local register of historic resources or designated as historically significant sites, nor has the property been identified or documented in previous historic resource survey efforts or documentation projects. Lastly, the property does not appear to contribute to an identified potential historic district.

There are two potential historic districts in the project vicinity, north of the project site: the National Register-eligible Shotwell Victorian Historic District and the California Register-eligible South Mission Avenues and Alleys Historic District. The building across the street at 3274 26th Street is a designated City of San Francisco Landmark (#206 – the Howard / 26th Street Cottages). The proposed project would not result in a material impact to Landmark #206 or the nearby eligible Shotwell Victorian Historic District and eligible South Mission Avenues and Alleys Historic District.

The project site is within the La Calle 24 Latino Cultural District (LCD). The LCD was established through adoption of Resolution No. 168-14 on May 20, 2014 by the San Francisco Board of Supervisors. The boundaries of the La Calle 24 Cultural District encompasses the area bound by Mission Street to the West, Potrero Street to the East, 22nd Street to the North and Cesar Chavez Street to the South, including the 24th Street commercial corridor from Bartlett Street to Potrero Avenue. Additionally, the LCD includes La Raza Park (also known as Potrero del Sol Park), Precita Park and the Mission Cultural Center.

The Calle 24 Latino Cultural District Report on the Community Planning Process Report[15] (Calle 24 LCD Report) defines a cultural district as a region and community linked together by similar cultural or heritage assets, and offering a visitor experiences that showcase those resources. The Calle 24 LCD Report in Appendix L identifies a number of cultural assets and art within the LCD. The list of these cultural assets fall under the following themes: Cultural Events; Arts and Culture - Installations and Public Art, Organizations and Venues, and Retail; Religion; Services and Non-Profits; Food and Culinary Arts; and Parks.

The LCD is considered an intangible cultural heritage asset that hosts longstanding activities, traditions, or organizations that have proven to bridge more than one generation, or approximately 25 years. Intangible cultural heritage assets are not actively surveyed by the Planning Department, and are not eligible for designation to local, state, and national historical resource registries. Intangible cultural heritage assets may be associated with a physical property, but they are immaterial elements that are not eligible for listing on local, state, and federal registries of historic properties. Therefore, intangible assets are not regulated as historical resources by CEQA.

While the LCD was established in 2014, the South Mission Historic Resource Survey (adopted in 2011) had surveyed the area within the LCD, but had not identified the LCD boundary as a potential historic district. The Mission Historic Resource Survey did however identify several smaller potential historic districts within the LCD boundaries that include the National Register-eligible Shotwell Street Victoriana and the following California Register-eligible historic districts: a South Mission Avenues and Alleys; East Mission Florida-to-Hampshire Streets; Horner's Addition East; Gottlieb Knopf Block; Von Schroeder-Welsh Block; 23rd Street Shops and Row-Houses; Alabama Street Pioneers; Hampshire Street False-Fronts; Juri Street; Olsen's Queen Anne Cottages; O'Donnell-Fowler Homes; and Orange Alley Stables and Lofts. The project site is not located within any of those National Register-eligible or California Register-eligible historic districts.

The existing 31,680-square-foot PDR building was vacated in December 2015 by McMillan Electric, an electrical contractor business that has since moved to a new location at 1950 Cesar Chavez Street in San Francisco. The existing building and its use are not listed as a cultural asset in the Calle 24 LCD Report nor do the uses fall under any of the cultural asset themes presented in the Calle 24 LCD Report. Therefore the proposed project would not displace a cultural asset. The loss of PDR is discussed in the land use and land use planning section of this CPE Checklist. And, as discussed above, the existing building does not meet the level of significance necessary to be individually eligible for the California Register of Historical Resources.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR. For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the Area Plan could result in significant impacts on archeological resources and identified three mitigation measures that would

[15] Garo Consulting for the Calle 24 Latino Cultural District Community Council, Calle 24 Latino Cultural District Report on the Community Planning Process Report, December 2014. http://www.calle24sf.org/wp-content/uploads/2016/02/LCD-final-report.pdf, accessed June 8, 2016.

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

The project site is one of the properties subject to Eastern Neighborhoods FEIR Mitigation Measure J-2. Mitigation Measure J-2 states any project resulting in soils disturbance for which no archeological assessment report has been prepared or for which the archeological document is incomplete or inadequate shall be required to conduct a preliminary archeological sensitivity study prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level.

Based on the Preliminary Archeological Review,[16] it has been determined that the Planning Department's third standard archeological mitigation measure (testing) would apply to the proposed project. The Preliminary Archeological Review and its requirements (e.g., testing) are consistent with Mitigation Measure J-2 from the Eastern Neighborhoods FEIR. With implementation of this project mitigation measure, impacts related to archeological resources would be less than significant. In accordance with the Eastern Neighborhoods FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1: Archeological Testing, as presented in the Mitigation Measures section below.

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒

[16] San Francisco Planning Department, Preliminary Archeological Review Completion for 1515 South Van Ness Avenue, October 29, 2015.

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) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described further below in the Transit sub-section. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable. As discussed above under "SB 743", in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

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

The projected transportation conditions and cumulative effects of project buildout analyzed in the Eastern Neighborhoods PEIR were based on a 2025 horizon year. Projected transportation conditions and cumulative project buildout have been or will soon be realized. In order to provide a conservative transportation analysis of the proposed project at 1515 South Van Ness Avenue, the Planning Department determined that year 2040 was an appropriate horizon year for projected growth and cumulative conditions transportation analysis. Therefore, the cumulative year used in the transportation analysis is year 2040, which is beyond the date (year 2025) analyzed in the Eastern Neighborhoods PEIR.

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

Vehicle Miles Traveled (VMT) Analysis

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

Given these travel behavior factors, San Francisco has a lower VMT ratio (VMT per capita, per retail employee, and per office employee) 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. [17,18]

Table 1: Daily Vehicle Miles Traveled presents the average daily vehicle miles traveled for the Bay Area and for the transportation analysis zone in which the project site is located, 133. For residential development, the existing regional average daily VMT per capita is 17.2.[19] For retail development, the existing regional average daily work-related VMT per employee is 14.9.[20] For residential development, the projected 2040 regional average daily VMT per capita is 16.1. For retail development, the projected 2040 regional average daily retail VMT per employee is 14.6.

[17] 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.

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

[19] Includes the VMT generated by the households in the development.

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

Table 1: Daily Vehicle Miles Traveled

	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 133	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 133
Households (Residential)	17.2	14.6	7.0	16.1	13.7	6.2
Employment (Retail)	14.9	12.6	9.3	14.6	12.4	9.6

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required.

For residential projects, a project would generate substantial additional VMT if it exceeds the regional household VMT per capita minus 15 percent.[21] For office projects, a project would generate substantial additional VMT if it exceeds the regional VMT per employee minus 15 percent. As documented in the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines"), a 15 percent threshold below existing development is "both reasonably ambitious and generally achievable." [22] For retail projects, the Planning Department uses a VMT efficiency metric approach for retail projects: a project would generate substantial additional VMT if it exceeds the regional VMT per retail employee minus 15 percent. This approach is consistent with CEQA Section 21099 and the thresholds of significance for other land uses recommended in OPR's proposed transportation impact guidelines. For mixed-use projects, each proposed land use is evaluated independently, per the significance criteria described above.

Induced Automobile Travel

Transportation projects may substantially induce additional automobile travel. The following identifies thresholds of significance and screening criteria used to determine if transportation projects would result in significant impacts by inducing substantial additional automobile travel.

Pursuant to OPR's proposed transportation impact guidelines, a transportation project would substantially induce automobile travel if it would generate more than 2,075,220 VMT per year. This threshold is based on the fair share VMT allocated to transportation projects required to achieve California's long-term greenhouse gas emissions reduction goal of 40 percent below 1990 levels by 2030. OPR's proposed transportation impact guidelines includes a list of transportation project types that

[21] OPR's proposed transportation impact guidelines states a project would cause substantial additional VMT if it exceeds both the existing City household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City's average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis.

[22] This document is available online at: https://www.opr.ca.gov/s_sb743.php, page III:20.

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) described below, then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required. Accordingly, the proposed project would not result in a substantial increase in VMT because it would include the following components and features:

- Active Transportation, Rightsizing (aka Road Diet), and Transit Projects:
    - Infrastructure projects, including safety and accessibility improvements, for people walking or bicycling
    - Installation or reconfiguration of traffic calming devices
- Other Minor Transportation Projects:
    - Rehabilitation, maintenance, replacement and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
    - Removal of off- or on-street parking spaces
    - Adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

Residential and Retail VMT

As mentioned above, existing average daily VMT per capita for residential development is 7.0 for transportation analysis zone (TAZ) 133 in which the project site is located in. This is 59 percent below the existing regional average daily VMT per capita of 17.2. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential uses would not result in substantial additional VMT and impacts would be less than significant. Furthermore, the project site meets OPR's Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential uses would not cause substantial additional VMT.

As mentioned above, existing average daily VMT per employee for retail development is 9.3 for TAZ 133. This is 38 percent below the existing regional average daily VMT per capita of 14.9. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's retail uses would not result in substantial additional VMT and impacts would be less than significant. Furthermore, the project site meets OPR's Proximity to Transit Stations screening criterion, which also indicates the proposed project's retail uses would not cause substantial additional VMT.

Cumulative Residential and Retail VMT

VMT by its very nature is largely a cumulative impact. The amount and distance past, present, and future projects might cause people to drive contribute to the physical secondary environmental impacts associated with VMT. It is likely that no single project by itself would be sufficient in size to prevent the region or state in meeting its VMT reduction goals. Instead, a project's individual VMT contributes to cumulative VMT impacts. The VMT and induced automobile travel project-level thresholds are based on levels at which new projects are not anticipated to conflict with state and regional long-term greenhouse gas emission reduction targets and statewide VMT per capita reduction targets set in 2020. Therefore,

because the proposed project would not exceed the project-level thresholds for VMT and induced automobile travel, the proposed project would not be considered to result in a cumulatively considerable contribution to VMT impacts.

Furthermore, as shown in Table 1 above, projected 2040 average daily VMT per capita is 6.2 for TAZ 133. This is 61 percent below the projected 2040 regional average daily VMT per capita of 16.1.[23] Projected 2040 average daily VMT per capita is 9.6 for TAZ 133. This is 34 percent below the projected 2040 regional average daily VMT per capita of 14.6.[24]

While the project's residential and retail uses would not result in substantial VMT and impacts would be less than significant, implementation of Project Improvement Measure 1: Transportation Demand Management Measures, would help further reduce the proposed project's VMT. A Transportation Demand Management (TDM) program would encourage residents and employees who travel to and from the project site to use alternative means of transportation such as public transit, biking, and walking. Components of a TDM program may include an on-site TDM coordinator, dissemination of transportation and trip planning information, and free or subsidized transit passes, among other measures. Project Improvement Measure 1: Transportation Demand Strategies is included in the Improvement Measures section below.

Induced Automobile Travel Analysis

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. These features would be corner bulb-outs on the southeast corner of South Van Ness Avenue and 26th Street and on the southwest corner of Shotwell Street and 26th Street, the removal of a curb cut on South Van Ness Avenue, and a new 40-foot-long on-street loading space on 26th Street. These features fit within the general types of projects identified above that would not substantially induce automobile travel.[25] Therefore, impacts would be less-than-significant. The proposed project would not have a considerable contribution to any substantial cumulative increase in automobile travel.

Trip Generation

The proposed project would involve the demolition of a 31,680-square-foot PDR building and the construction of a five- to six-story, 55- to 65-foot-tall (up to 75 feet tall with roof-top equipment), approximately 180,300-square-foot mixed-use building with 157 residential units and approximately 5,280 square feet of commercial uses. The proposed project would include 79 parking spaces, three carshare spaces, and 158 bicycle parking spaces.

A Transportation Impact Study (Transportation Study) was prepared for the proposed project.[26] Per the Transportation Study, the proposed project would generate an estimated 311 person trips (inbound and outbound) during the weekday PM peak hour, consisting of 127 person trips by auto, 100 transit trips, 35 walk trips and 49 trips by other modes. The transit, pedestrian, and bicycle trips are discussed further in the sections below.

[23] *Ibid.*
[24] *Ibid.*
[25] *Ibid.*
[26] Fehr & Peers, 1515 South Van Ness Avenue Transportation Impact Study, January 2016.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).[27] The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.[28] In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes with the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

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

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

[28] http://tsp.sfplanning.org

The project site is located within a quarter mile of several local transit lines including Muni lines 12 Folsom/Pacific; 14 Mission; 14R Mission Rapid; 27 Bryant; 36 Teresita; 48 Quintara/24th Street; and 49 Mission/Van Ness. The project site is located within a half mile of the 24th Street BART station. The proposed project would be expected to generate 100 transit trips during the PM peak hour. Given the wide availability of nearby transit, the addition of 100 PM peak hour transit trips would be accommodated by existing capacity and Muni and regional capacity utilization would be below the standard established by SFMTA (85 percent) or regional operators (100 percent). As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Under cumulative conditions three (Northeast, Southeast, and Southwest) of the four Muni Downtown Screenlines would operate below established capacity utilization thresholds (85 percent). Although the Northwest Screenline would operate above established capacity utilization thresholds, the proposed project would contribute less than one percent of ridership on the screenline. No regional transit providers are expected to exceed their established capacity utilization thresholds (100 percent) under cumulative conditions. Therefore, the proposed project's cumulative impact to Muni and regional transit conditions would be considered less than significant.

Pedestrian

The proposed project would add up to 135 pedestrian trips to the surrounding streets (including 100 transit-access trips and 35 walk trips) during the weekday PM peak hour. These new pedestrian trips would be spread out over several adjacent sidewalks and crosswalks. Proposed streetscape improvements would include planting of 23 street trees, installation of corner bulb-outs on the southeast corner of South Van Ness Avenue and 26th Street and on the southwest corner of Shotwell Street and 26th Street, and the removal of a curb cut on South Van Ness Avenue, which would accommodate pedestrian activity. Additionally, the proposed project would involve the removal the existing driveway on South Van Ness Avenue, thereby reducing the number of conflict points between vehicles and pedestrians.

Pedestrian volumes around the project site are also generally low and overcrowding on pedestrian facilities is not expected to occur due to the proposed project. Additionally, the proposed project's driveway would not increase vehicle traffic on Shotwell Street to an extent that would substantially affect pedestrian travel. Therefore, the proposed project would not result in potentially hazardous conditions for pedestrians through increased vehicle conflicts or inadequate sight distance for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas, and the proposed project's impact to pedestrian facilities would be considered less than significant.

While the proposed project would have less-than-significant pedestrian impacts, implementation of Project Improvement Measure 2: Queue Abatement; Project Improvement Measure 3: No Parking Adjacent to Project Driveway to Increase Visibility; Project Improvement Measure 4: Traffic Calming Devices and Notification at Driveway; and Project Improvement Measure 5: Pedestrian Mid-Block Crossing on Shotwell Street (as presented in the Improvement Measures section below) would further reduce impacts. These project improvement measures would enhance visibility from the project driveway of oncoming pedestrians, bicyclists, and vehicles; further slow vehicle movements into and out of the garage; provide additional alerts to pedestrians to the possibility of conflicting vehicles entering and exiting the driveway; and provide an alternative route for pedestrians to access Cesar Chavez Street from Shotwell Street and avoid the southern section of the block that lacks sidewalks.

Under cumulative conditions, project walk trips may increase due overall growth in the project area, as well as increasing effectiveness of Project Improvement Measure 1: Implement Transportation Demand Management Measures, discussed above, in reducing automobile trips. Because transit users would walk between the project site and nearby transit stops, Transportation Demand Management Measures such as promoting effective use of transit and providing free or subsidized transit passes could over time increase the number of pedestrians accessing the project site. However, this increase would not reach a level that would result in the overcrowding of pedestrian facilities or the creation of new potential hazards for pedestrians. While there is an anticipated increase in background automobile traffic, which could result in an increase in automobile-pedestrian conflicts at intersections and driveways in the project area, the project's pedestrian facility improvements would not create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Therefore, the proposed project's cumulative impact to pedestrian conditions would be considered less than significant.

Bicycle

The project area contains a number of designated bicycle routes, including Route #33, a Class II and Class III bicycle route that runs along Harrison Street east of the project site; Route #45, a Class II and III bicycle route that runs along Valencia Street west of the project site; and Route #60, a Class II and II bicycle route south of the project site. It is anticipated that a portion of the 49 "other" trips generated during the weekday PM peak hour would be bicycle trips. While the proposed project would result in a small increase in vehicle traffic and loading activity in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area, nor would the moderate increase in bicycle traffic due to the proposed project adversely affect bicycle facilities in the area. Additionally, the proposed project is not directly located on a bicycle route and would not create new bicycle collision risks through inadequate sight distances or new conflict points. The proposed project would not affect bicycle accessibility to the project site or adjoining areas, and, therefore, the proposed project's impact to bicycle circulation would be considered less than significant.

Under cumulative conditions, bicycling trips may increase due to overall growth in the project area, as well as the reduction of automobile trips as a result of Project Improvement Measure 1: Transportation Demand Management Measures, discussed above. However, this increase would not reach a level that would result in the overcrowding of bicycle facilities or the creation of new potential collision risks for bicycles under cumulative conditions. While there is an anticipated increase in background automobile traffic that could result in an increase in automobile-bicycle conflicts at intersections and driveways in the project area, the proposed project would not create potentially hazardous conditions for bicycles or otherwise interfere with bicycle accessibility to the site and adjoining areas. Therefore, the proposed project's cumulative impact to bicycle conditions would be considered less than significant.

While the proposed project's bicycle impacts would be less than significant, implementation of Project Improvement Measure 2: Queue Abatement; Project Improvement Measure 3: No Parking Adjacent to Project Driveway to Increase Visibility; and Project Improvement Measure 4: Traffic Calming Devices and Notification at Driveway (as described above) would help further reduce bicycle impacts.

Loading

The proposed project's residential and commercial uses would generate a demand of less than one delivery/freight loading space during the average hour and peak hour. The proposed project would include two off-street cargo van loading spaces in the garage and a 40-foot-long on-street loading space

on 26th Street to accommodate larger delivery vehicles. Residential loading demand for the proposed project would include passenger pick-up/drop-off and loading/unloading of moving trucks during tenant move-in/move-out. The off-street cargo van loading spaces and the on-street loading space would accommodate delivery/freight and residential loading for the project site.

Within the proposed on-street loading space, delivery trucks would be able to safely park outside of the flow of traffic on 26th Street, allowing delivery personnel to access the retail, office, and residential entrances via the sidewalks along 26th Street and South Van Ness Avenue when transporting deliveries. This loading zone could also accommodate passenger drop-off/pick-up activity for the project site, especially during the periods that do not overlap with delivery. Given its proximity to the pedestrian entrance of the building, this zone could also accommodate tenant moving activity. Loading would also be able to occur safely and conveniently in the off-street cargo van loading spaces in the basement, which are located near building access and egress points to facilitate easy loading activity.

Loading activity for the proposed project in the proposed off-street and on-street loading spaces would not impede vehicular traffic, and, therefore, the proposed project's impact to loading activity would be considered less than significant.

Emergency Access

Emergency access with the proposed project would be substantially similar to emergency access under existing conditions. Emergency vehicles would continue to access the site from South Van Ness Avenue, 26th Street, and Shotwell Street. While the proposed project would result in a relatively minor increase in vehicle traffic at the project site, the proposed project would not inhibit emergency access to the project site; therefore, the proposed project's impact to emergency access would be considered less than significant. Under cumulative conditions, an increase in vehicle traffic is expected is expected, however, the proposed project would not create potentially hazardous conditions for emergency vehicles or otherwise interfere with emergency vehicle accessibility to the project site and adjoining areas. Therefore, the proposed project's cumulative impact to emergency access would be considered less than significant.

Construction

Construction of the proposed project is expected to last 23 months. Construction-related activities would generally occur Monday through Saturday, between 7:00 AM and 8:00 PM, and the typical work shift for most construction workers would be from 7:00 AM to approximately 3:30 PM on weekdays.[29] Construction is not anticipated to occur on Sundays or major legal holidays, but it may occur on an as-needed basis if approved by the Department of Building Inspection (DBI). The hours of construction would be stipulated by the DBI.

Staging would occur primarily on-site and in the parking spaces on the south side of 26th Street between South Van Ness Avenue and Shotwell Street through an encroachment permit. Any temporary sidewalk, parking, or traffic lane closures would be coordinated with City agencies in order to minimize the impacts on traffic. In general, lane and sidewalk closures or diversions are subject to review and approval by the City's Transportation Advisory Staff Committee ("TASC"), which consists of representatives from the Fire Department, Police Department, SFMTA Traffic Engineering Division, and the Public Works. In addition, the contractor is required to follow "Regulations for Working in San Francisco Streets" (the Blue

[29] Per the San Francisco Department of Public Health, construction noise is generally permitted in San Francisco between the hours of 7:00 AM to 8:00 PM, seven days per week.

Book).[30] As the proposed project is not located directly adjacent to a bus stop, bus stop relocations are not anticipated. Although conflicts with transit operations or facilities are not anticipated, the project's contractor is required to coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations.

Throughout the construction period, there would be construction-related trucks entering and exiting the project site. The trip distribution and mode split of construction workers are too speculative to estimate. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the size, slower acceleration, and larger turning radii of trucks, which may temporarily affect transit operations and increase traffic, pedestrian, and bicycle conflicts near the project site. However, it is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions, as impacts on the transit network would be substantially less than those associated with the proposed project and temporary in nature.

Therefore, the proposed project's construction impacts would be considered less than significant. Although the construction impact would be considered less-than-significant, Project Improvement Measure 6: Construction Management, as presented in the Improvement Measures below, would further reduce impacts.

Under cumulative conditions, constructions could potentially overlap with construction of other projects in the area. However, it is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions. Therefore, the proposed project's cumulative construction impact would be considered less than significant.

Parking

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

a) The project is in a transit priority area;

b) The project is on an infill site; and

c) The project is residential, mixed-use residential, or an employment center.

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

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but it changes over time as people change their modes and patterns of travel.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General

[30] The SFMTA Blue Book, 7th Edition, is available online through SFMTA (http://www.sfmta.com/cms/vcons/bluebook.htm).

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

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

Conclusion

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

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?	☐	☐	☐	☒
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.[31] These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving) and requires the identification and implementation of site specific noise attenuation measures. The proposed project may involve a shallow, spread footing foundation and pile-driving activities are not anticipated. Due to the potentially-liquefiable soil layers on the southern portion of the project site, the geotechnical report recommends that portion of the project site be improved with deep soil mixed columns or drilled displacement columns. As an alternative, piles could be used in lieu of ground improvement in the southern portion of the site. While no pile-driving is anticipated at this time, in the event that it may be conducted, Mitigation Measure F-1, included as Project Mitigation Measure 2: Construction Noise (Pile-Driving), as presented below in the Mitigation Measures section, would apply to the project. The project could involve noisy construction activities in close proximity to residential uses. The closest sensitive receptors are located north and east of the project site, approximately 60 feet away. Therefore, Eastern Neighborhoods Mitigation Measure F-2, included as Project Mitigation Measure 3: Construction Noise, as described below in the Mitigation Measures section, would apply.

In addition, all construction activities for the proposed project (approximately 23 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works or the Director of the Department of Building

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

Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 PM and 7:00 AM unless the Director of Public Works authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 AM to 5:00 PM). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 23 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Project Mitigation Measures 2 and 3, which would reduce construction noise impacts to a less than significant level.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity. The proposed project does not include noise-generating land uses. While the proposed project includes trade shop spaces on the ground floor, these spaces are anticipated to be retail units with some reserved space for goods production (e.g. jewelry making, bag making, ceramics) and it is not anticipated that these activities would generate noise above existing ambient noise levels in the project site vicinity. In the event that a future use would have the potential to generate noise levels in excess of ambient noise in the project site vicinity, Project Mitigation Measure 4: Noise Generating Uses, as presented below in the Mitigation Measures section below, would apply.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into Section 1207 of the San Francisco Building Code and requires these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

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

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

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
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses[32] as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.[33]

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the

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

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

quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

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

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

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."[34] The BAAQMD's *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria[35] 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 with 157 residential units and approximately 5,280 square feet of commercial uses. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, amended December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant

[34] San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003. Accessed June 4, 2014.

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

sources, exceed health protective standards for cumulative PM2.5 concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

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

Siting New Sources

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

Conclusion

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

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

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Eastern Neighborhoods Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO_2E[36] per service population,[37] respectively. The Eastern Neighborhoods PEIR concluded

[36] CO_2E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*[38] 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,[39] exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*,[40] Executive Order S-3-05[41], and Assembly Bill 32 (also known as the Global Warming Solutions Act).[42,43] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[44] and B-30-15.[45,46] Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the site by adding residential uses (157 dwelling units) to the project site, although a net decrease in commercial uses would occur. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and new commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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[37] Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

[38] 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.

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

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

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

[42] 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.

[43] 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.

[44] 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 $MTCO_2E$); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$).

[45] 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.

[46] 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.

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

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, transportation management programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[47] Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[48] 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).[49] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[50]

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

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

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

[49] 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.

[50] San Francisco Planning Department, *G*reenhouse Gas Analysis: Compliance Checklist for 1515 South Van Ness Avenue, March 16, 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
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☒
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☐	☒

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Although the proposed 55- to 65-foot-tall (up to 75 feet tall with roof-top equipment) building would be taller than the immediately adjacent buildings to the north, west, and south, it would be similar in height to existing buildings on the east. A pedestrian wind assessment ("Wind Assessment") was prepared by a qualified wind consultant for the proposed project.[51] The objective of the Wind Assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development, which provides a screening-level estimation of the potential wind impact.

The evaluation states that the proposed project's exposure to prevailing winds is limited by: shelter from existing structures; the proposed project's articulated design which incorporates window projections, cut-outs and balconies to create non-continuous building faces; and the orientation of the proposed building's long axis aligned along an east-to-west direction against the prevailing wind direction. Based on the consideration of the exposure, massing and orientation of the proposed project, the proposed project as designed would not have the potential to result in a significant wind hazard impact.

There are two current development proposals relatively close to the project site. The 3314 Cesar Chavez project is located in the block directly west of the project site. This 3314 Cesar Chavez project would involve demolition of an existing one-story building and construction a six-story, mixed-use building. The 1296 Shotwell Street project is located at the southeast corner of the project block. The 1296 Shotwell Street project would involve demolition of an existing one-story building and construction of a nine-story, affordable senior housing building. Neither of these projects are up-wind of the project site and thus would not have the potential to result in cumulative wind impacts with the proposed project.

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

[51] Donald Ballanti, Consulting Meteorologist, Wind and Comfort Analysis of the Proposed 1515 South Van Ness Avenue Project, San Francisco, February 1, 2016. Email to Melinda Hue, Environmental Planner, RE 1515 South Van Ness Avenue Wind Evaluation, May 9, 2016.

Shadow

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

The proposed project would construct a 55- to 65-foot-tall building (up to 75 feet tall with roof-top equipment) building; therefore, the Planning Department prepared a shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.[52] The shadow fan analysis indicates that the proposed project would not have any potential to shade nearby open spaces.

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

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

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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☐	☒

[52] San Francisco Planning Department, Preliminary Shadow Fan Analysis for 1515 South Van Ness Avenue, March 1, 2016.

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

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

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

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

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

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

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

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

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

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

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

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?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

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

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

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

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒

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
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒

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

Construction of the proposed project would require excavation of up to approximately six feet below ground surface and the removal of about 4,800 cubic yards of soil. A geotechnical investigation was conducted for the proposed project to assess the geologic conditions underlying the project site and provide recommendations related to the proposed project's design and construction.[53]

The findings and recommendations of the geotechnical investigation are presented in a geotechnical report and summarized below. The geotechnical investigation included the drilling of seven borings on the project site to the depths of about 30 to 31.5 feet below ground surface (bgs.) Based on the test borings, the northern portion of the project site is underlain by layers of medium dense to very dense silty and clayey sand and stiff to very stiff clay with varying amounts of sand. The southern portion of the project site is underlain by soft to stiff sandy silt and sandy clay and loose to medium dense clayey and silty sand. Groundwater was encountered at a depths ranging from six to 19 feet bgs. The project site is not in an Alquist-Priolo Earthquake Fault Zone. There are no known active earthquake faults that run

[53] Langan Treadwell Rollo, Geotechnical Investigation 1515 South Van ness Avenue, San Francisco, California, June 3, 2015.

underneath the project site or in the project vicinity; the closest active fault to the project site is the San Andreas Fault which is approximately nine miles away. The project site is not in a landslide zone or liquefaction zone. However, the geotechnical investigation indicates that potentially-liquefiable soil layers exist on the southern portion of the project site.

The geotechnical report recommends (and as proposed by the project sponsor) a shallow foundation system. However, due to the potentially-liquefiable soil layers on the southern portion of the project site, the geotechnical report recommends that that portion of the project site be improved with deep soil mixed columns or drilled displacement columns. As an alternative, piles could be used in lieu of ground improvement in the southern portion of the site. The project sponsor has proposed the use of deep soil mixed columns or drilled displacement columns. The geotechnical report includes recommendations related to site preparation and grading, foundation design, below-grade walls, seismic design, temporary shoring, and ground improvement.

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

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒

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) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

The project site is occupied by a single building with a surface parking lot, and is covered by impervious surfaces. The proposed project would slightly decrease the amount of impervious surface area with installation of landscaping within the courtyard on the first floor and the roof. Overall, runoff and drainage would not substantially change. As a result, the proposed project would not increase stormwater runoff.

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

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
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?	☐	☐	☐	☒

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

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

Hazardous Building Materials

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

mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials, as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 (Project Mitigation Measure 5: Hazardous Building Materials, as presented in the Mitigation Measures section below) would apply to the proposed project.

Soil and Groundwater Contamination

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

The proposed project would require excavation up to a depth of approximately six feet and the removal of about 4,800 cubic yards of soil. The project site is located within a Maher Zone and has historically accommodated auto-related uses. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

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

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.[54] The Phase I identified one Recognized Environmental Condition at the project site in the form of residual petroleum hydrocarbons present beneath the east parking lot area in the vicinity of a former Underground Storage Tank (UST) that was previously removed.[55] DPH had issued an administrative close closure with no additional investigation required for the removed UST in August 2000. The Phase I ESA indicates that if any construction or excavation activities would occur within the sidewalk near the former UST, a soil management plan (SMP) and a health and safety (H&S) plan may be required, prior to construction, to include contingency plans implemented during soil excavation if unanticipated hazardous materials are encountered and to outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. After reviewing the Maher Ordinance Application, the Phase I ESA, and other supporting documents, the DPH will

[54] Maher Ordinance Application, 1515 South Van Ness, submitted June 11, 2015.
[55] Langan Treadwell Rollo, Phase I Environmental Site Assessment, 1515 South Van Ness Avenue, May 27, 2014.

determine if additional steps will be required of the project sponsor (soil and/or groundwater sampling and analysis, SMP) to remediate any site contamination.

Therefore, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

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

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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

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

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

MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation Measures

Project Mitigation Measure 1: Archeological Testing

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified

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

Consultation with Descendant Communities: On discovery of an archeological site[56] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative[57] 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 Archaeological Resources Report shall be provided to the representative of the descendant group.

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

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

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

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

[57] 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.

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 archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the

expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall 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 Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2: Construction Noise (Pile-Driving)
For subsequent development projects within proximity to noise-sensitive uses that would include pile-driving, individual project sponsors shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Project Mitigation Measure 3: Construction Noise
Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

Project Mitigation Measure 4: Siting of Noise-Generating Uses
To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with

maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the General Plan and in Police Code Section 2909l, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.

Project Mitigation Measure 5: Hazardous Building Materials

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

Improvement Measures

Improvement Measure 1: Transportation Demand Management Measures

The project sponsor and subsequent property manager should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the proposed project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including walking, bicycling, transit, carshare, carpooling, and/or other modes.

The project sponsor has agreed to implement the following TDM measures:

- TDM Coordinator: The project sponsor will identify a TDM coordinator for the Project site who will be responsible for the implementation and ongoing operation of all other TDM measures included in proposed project.
- Move-in packet: The project sponsor will provide a transportation insert for the move-in packet that includes information on transit service, where transit passes could be purchased, the 511 Regional Rideshare Program, and nearby bike and car share programs.
- New-hire packet: The project sponsor will provide a transportation insert for the new-hire packet that includes information on transit service, where transit passes could be purchased, the 511 Regional Rideshare Program, and nearby bike and car share programs.
- Posted and real-time information: The project sponsor will provide a local map clearly identifying transit, bicycle, and key pedestrian routes as well as real-time transit information on-site in a prominent and visible location.
- City Access: The project sponsor will provide City staff access to the project site to perform trip counts, intercept surveys, and/or other types of data collection. The project sponsor will periodically administer a City-approved survey to residential and commercial tenants.
- Bicycle Parking: The project sponsor will increase the number of on-site secured bicycle parking beyond the Planning Code requirements and/or provide additional bicycle facilities in the public

right-of-way adjacent to the site. The project sponsor will provide signage indicating the location of bicycle parking at points of access to the proposed project.

- Bay Area Bike Share: The project sponsor will cooperate with City agencies and the Bay Area Bike Share to allow installation of a bike share station in the public right-of-way along the project's frontage.
- Bicycle Share Funding: The project sponsor will contact City agencies and the Bay Are Bike Share to fund the installation of up to 20 new bicycle racks and/or one or more bike share stations near the site within one year after Final Certification of Completion for the Project.
- Bicycle Share Membership: The project sponsor will offer a 100 percent subsidy for one annual bike share membership for new employees or residents.
- Carshare Parking: The project sponsor will provide carshare spaces as described in the Planning Code.
- Carshare Membership: The project sponsor will offer one annual carshare membership for each new resident (one per household) or employee.

Improvement Measure 2: Queue Abatement
The owner/operator of the off-street parking facility should ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined for the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; or travel demand management strategies such as additional bicycle parking.

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

Improvement Measure 3: No Parking Adjacent to Project Driveway to Increase Visibility
The project sponsor should coordinate with the San Francisco Municipal Transportation Agency and Public Works to establish a restricted parking and landscaping area on both sides of the proposed project driveway entrance to increase visibility. Additionally, an advance warning sign and pavement marking should be installed on Shotwell Street north of the proposed project driveway to caution southbound drivers and bicyclists that a driveway is present.

Improvement Measure 4: Traffic Calming Devices and Notification at Driveway
The project sponsor should implement appropriate traffic calming devices in the garage exit aisle to slow exiting traffic, such as speed bumps, rumble strips, and/or "slow speed" signage. The project sponsor should also provide visible/audible warning notification at the driveway entrance to alert pedestrians to the possibility of conflicting vehicles entering and exiting the driveway. Conditions at the driveway

should be monitored to determine whether an additional audible warning signal is necessary to enhance the traffic calming controls and visible warning signal.

Improvement Measure 5: Pedestrian Mid-Block Crossing on Shotwell Street
The project sponsor should monitor pedestrian behavior at the garage driveway and determine whether observed conflict with vehicles on Shotwell Street merits provision of a pedestrian mid-block crossing on Shotwell Street north of the proposed project driveway and the jog in the roadway (approximately 110 feet south of the intersection of Shotwell Street and 26th Street). The crossing would allow pedestrians exiting the proposed project on Shotwell Street to cross to the east side of the street and walk south on a sidewalk, avoiding the west side of Shotwell Street south of the project site where no sidewalk is provided. Implementation of the crossing would be coordinated with the San Francisco Municipal Transportation Agency and Public Works.

Improvement Measure 6: Construction Management
As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and autos at the project site, the contractor should add certain measures to the required traffic control plan for proposed project construction. In addition to the requirements for a construction traffic control/management plan, the proposed project should include the following measures.

- Non-peak Construction Traffic Hours - In addition, to minimize the construction-related disruption of the general traffic flow on adjacent streets during the PM peak period, truck movements and deliveries should be limited during peak hours (generally 4:00 to 6:00 PM, or other times as determined by San Francisco Municipal Transportation Agency and its Transportation Advisory Staff Committee [TASC]).
- Carpool and Transit Access for Construction Workers –To minimize parking demand and vehicle trips associated with construction workers, the construction contractor should include methods to encourage carpooling and transit access to the project site by construction workers in the Construction Management Plan. On-site construction workers should also be encouraged to consider cycling and walking as alternatives to driving alone to and from the site.
- Project Construction Updates for Adjacent Businesses and Residents – To minimize construction impacts on access for nearby institutions and businesses, the project sponsor should provide nearby residences and adjacent businesses with regularly-updated information regarding proposed project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures.

SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR
Compliance with the Inclusionary Affordable Housing Program

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

T: 415.558.6378
F: 415.558.6409

Date: **January 11, 2013**

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**

All projects that involve ten or more new dwelling units must participate in the I*nclusionary 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

7/20/16
Date

I, PETER SCHALLINGER, do hereby declare as follows:

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

1515 SOUTH VAN NESS AVENUE, SAN FRANCISCO, CA
Address

6571, LOTS 001A, 001, 008
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:

2014.1020CUA
Planning Case Number

N/A
Building Permit Number

This project requires the following approval:

- [x] 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:

DOUG VU
Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- [x] 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).
- [x] 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 though 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:

492 9TH STREET, SUITE 300, OAKLAND, CA
Location

7/20/16
Date


Signature

PETER SCHELLINGER, VP.
Name (Print), Title

415-975-4982
Contact Phone Number

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

2 California Civil Code Section 1954.50 and following.

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
157	0	55	38	64	0

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

☒ On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at ~~12%~~ 13.5% 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
21	0	7	5	9	0

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

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

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

☐ Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:
Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee _____ % of affordable housing requirement.

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

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

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

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

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

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name LENNAR MULTIFAMILY COMMUNITIES	Company Name
Print Name of Contact Person PETER SCHELLINGER	Print Name of Contact Person
Address 492 9TH STREET, SUITE 300	Address
City, State, Zip OAKLAND, CA 94607	City, State, Zip
Phone, Fax 415-975-4982	Phone, Fax
Email PETER.SCHELLINGER@LIVE/MC.COM	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. Signature PETER SCHELLINGER, VP Name (Print), Title	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. Signature Name (Print), Title

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:	
LMC SAN FRANCISCO I HOLDINGS, LLC	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
492 9TH STREET, SUITE 300 OAKLAND, CA 94607	(415) 975-4982
	EMAIL:
	PETER.SCHELLINGER@liveLMC.com

APPLICANT'S NAME:	
LENNAR MULTIFAMILY COMMUNITIES, LLC	Same as Above ☐
APPLICANT'S ADDRESS:	TELEPHONE:
492 9TH STREET, SUITE 300 OAKLAND, CA 94607	(415) 975-4982
	EMAIL:
	PETER.SCHELLINGER@liveLMC.com

CONTACT FOR PROJECT INFORMATION:	
PETER SCHELLINGER	Same as Above ☒
ADDRESS:	TELEPHONE:
	( )
	EMAIL:

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
PETER SCHELLINGER	Same as Above ☑
ADDRESS:	TELEPHONE:
	( )
	EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT:		ZIP CODE:
1515 SOUTH VAN NESS AVENUE		94110
CROSS STREETS:		
26TH STREET AND SHOTWELL		
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
6571 / 001, 001A, 008	MISSION NCT	55-X / 65-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
☒ New Construction ☐ Demolition ☐ Alteration ☐ Other: _____	0	157	157

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? NY, PA, MD, DE, NJ, CT, RI, MA, VT, NH, MN, VA, NC, SC, TN, GA, FL, TX, CO, AZ, NV, OR, WA ID, IL, MT, OH, WY

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: 7/27/16

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

PETER SCHELLINGER

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

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

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:
RECORD NUMBER:	**DATE FILED:**

VERIFIED BY PLANNER:

Signature: _____ Date: _____

Printed Name: _____ Phone: _____

ROUTED TO HRC:	DATE:
☐ Emailed to: _____	

LMC
A Lennar Company

STANDARD
110
Non-Discriminatory Practices

Customer Experience

Lennar Multifamily Living believes in treating everyone (including customers, residents, prospective residents, and associates) in compliance with Title VIII of the Civil Rights Act of 1968 (Fair Housing Act) and the Fair Housing Amendments Act of 1988.

Standard

- Lennar Multifamily Living complies with the requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act) and the Fair Housing Amendments Act of 1988 that prohibit housing discrimination based on race, color, sex, religion, national origin, disability, or familial status (referred to as "protected classes").
- Many states and municipalities have additional protected classes, and associates must be familiar with those in their area.
- Lennar Multifamily Living associates are prohibited from the following:
  - Refusal to rent an apartment to a person in a protected class or telling such a person that housing is not available when in fact it is,
  - Offering different rental terms or conditions to a person in a protected class, including varying rental rates or security deposits that are not offered to other persons,
  - Using different qualification criteria or applications for persons in a protected class,
  - Restricting or attempting to restrict the choices of a person in a protected class, which might encourage segregated housing,
  - Engaging in "unlawful steering practices," which include:
    - Discouraging a person in a protected class from inspecting or renting an apartment
    - Exaggerating potential negatives or drawbacks about a particular community, apartment location, or floor plan
    - Failure to inform such person of desirable features of the apartment community
    - Limiting such person to a particular floor plan, building, or area of the community
  - Limiting information by providing false or inaccurate information regarding availability of housing to persons in a protected class,
  - Delaying maintenance for apartments rented to persons in a protected class,
  - Printing, publishing, creating, or distributing any notice, statement, or advertisement that indicates any preference, limitation, or discrimination against a person in a protected class, such as:
    - Using photos, illustrations, or forms that imply that housing is not available to persons in a protected class, or
    - Expressing any preferences for or limitations on any person as a potential resident because they are in a protected class.
- Associates must complete required Fair Housing courses (online or classroom) offered.
- Any associate who is found to have engaged in any discriminatory acts or practices prohibited by law shall be subject to immediate termination, as well as possible civil liability in court to the person discriminated against.
- Fair Housing posters must be displayed at each community.
- All advertisements must contain the fair housing logo.

Procedure

Learn about the federal, state, and local fair housing laws that pertain to your region:

1. Consult the U.S. Department of Justice's website for information on federal Fair Housing laws.
2. Consult the National Fair Housing Advocate for current information about Fair Housing issues (www.fairhousing.com).
3. Consult local government resources identifying protected classes in your area (www.civilrights.org/fairhousing/laws/state-laws.html). These may include, but are not limited to, the following: sexual orientation, receipt of public assistance (including Section 8), genetic information, military status, height, weight, age, student status, source of income, marital status, ancestry, pregnancy condition, HIV status, and arbitrary discrimination on the basis of any personal characteristic.
4. Laws are often amended; be aware of legislation in your area.

Follow non-discriminatory practices:

1. Treat people similarly in similar situations. You cannot treat a person differently because of that person's protected class status.
2. If necessary, you may treat individuals differently for other valid, honest, and rational business reasons, as long as the reasons are non-discriminatory.
3. If uncertain about any issue related to discrimination, consult your supervisor and request additional instructions.

Tools And Resources

- Access to Internet
- www.civilrights.org/fairhousing/laws/state-laws.html

Last Updated: 4/3/2015 8:11:01 PM

SAN FRANCISCO PLANNING DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM
Administrative Code Chapter 83

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

Section 1: Project Information

PROJECT ADDRESS			BLOCK/LOT(S)
1515 SOUTH VAN NESS AVENUE			6571/001, 001A, 008
BUILDING PERMIT APPLICATION NO.	**CASE NO. (IF APPLICABLE)**		**MOTION NO. (IF APPLICABLE)**
N/A	2014.1020CUA		
PROJECT SPONSOR	**MAIN CONTACT**		**PHONE**
LENNAR MULTIFAMILY COMMUNITIES	PETER SCHELLINGER		415-975-4982
ADDRESS			
492 9TH STREET, SUITE 300			
CITY, STATE, ZIP		**EMAIL**	
OAKLAND, CA 94607		PETER.SCHELLINGER@LIVELNC.COM	
ESTIMATED RESIDENTIAL UNITS	**ESTIMATED SQ FT COMMERCIAL SPACE**	**ESTIMATED HEIGHT/FLOORS**	**ESTIMATED CONSTRUCTION COST**
157	1,074	6	$49,000,000
ANTICIPATED START DATE			

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT

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

NOTES:

- If you checked **C**, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked **A or B**, your project IS 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	33.45	1	3	Laborer	49.29	3	12
Boilermaker	N/A	0		Operating Engineer	66.88	1	4
Bricklayer	N/A	0		Painter	61.98	2	7
Carpenter	68.07	4	12	Pile Driver	68.04	1	3
Cement Mason	53.68	1	3	Plasterer	62.59	4	11
Drywaller/ Latherer	68.95	3	12	Plumber and Pipefitter	108.44	4	11
Electrician	83.94	3	7	Roofer/Water proofer	51.42	2	7
Elevator Constructor	92.69	2	7	Sheet Metal Worker	84.96	2	7
Floor Coverer	38.99	1	4	Sprinkler Fitter	82.19	3	11
Glazier	68.55	3	11	Taper	68.95	3	12
Heat & Frost Insulator	N/A	0	0	Tile Layer/ Finisher	56.06	2	6
Ironworker	62.29	3	12	Other:	0	0	2
		TOTAL:	71			**TOTAL:**	91

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☒	☐
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?	☒	☐
3. Will hiring and retention goals for apprentices be established?	☒	☐
4. What is the estimated number of local residents to be hired?	30	

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
PETER SCHELLINGER, VP	PETER.SCHELLINGER@ livelmc.com	415-975-4982

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) — 7/27/16 (DATE)

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

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

Pelosi Law Group

July 25, 2016

Mr. Rodney Fong, President
San Francisco Planning Commission
1650 Mission Street, STE 400
San Francisco, CA 94103

Re: 1515 South Van Ness Avenue (Case No. 2014.1121) – August 11, 2016, Hearing on Conditional Use Authorization for Planned Unit Development

Dear President Fong and Commissioners,

I am writing on behalf of my client, Lennar Multifamily Communities ("LMC"), the project sponsor for 1515 South Van Ness Avenue (Case No. 2014.1121). On August 11, 2016, the Planning Commission will consider approving a Conditional Use Authorization[1] for the development of a 6-story, 180,277 gross square foot residential mixed use development at South Van Ness Avenue, 26th Street and Shotwell Street ("Project").

The Project is not only consistent with the density and intensity allowed under the Planning Code and General Plan, but also implements the vision of the Eastern Neighborhoods Mission Area Plan. Over the past two years, the Project has changed significantly. Lennar Multifamily has worked diligently with the Planning Department staff as well as the neighbors on the design and programming for the Project. The result is, among other things, a significantly improved design with on-site affordable housing, active ground floor uses along most of the 562 feet of linear street frontage, increased bike parking, and the inclusion of six (6) new below market rent trade spaces for local artists and artisans. **The Project proposed an exceptional design that complements the neighborhood and establishes a great benchmark for future development in the area.**

For all these reasons and as discussed in more detail below, **Lennar Multifamily respectfully requests that the Planning Commission grant the approvals requested.**

A. Property Background

1515 South Van Ness is a 34,855 square foot irregularly shaped lot located along South Van Ness Avenue just north of Cesar Chavez Street and bound by South Van Ness Avenue, 26th Street and Shotwell Street (Assessor's Block 6571, Lots 001, 001A and 008). It includes over 562 feet of linear frontage and covers more than 1/2 of the block.

The area surrounding the Project site is a mix of residential and commercial buildings with predominately single- and multi-family residential uses to the north and south, and commercial and industrial uses to the east and west. The Project site is also immediately adjacent to 1296 Shotwell Street,

[1] The Project is seeking a Conditional Use Authorization for development on lots larger than 10,000 square feet under Planning Code section 121.1 and a Planned Unit Development ("PUD") under Planning Code section 304 for development on lots exceeding ½ an acre.

a property dedicated to the City and County of San Francisco in 2012, as part of a land dedication alternative for a residential development (Vida) along Mission Street. The Mission Economic Development Agency ("MEDA") and the Chinatown Community Development Corporation ("CDC") are currently pursuing entitlements for 96 affordable senior housing units on that property in an 85-foot tall structure on the site.[2]

A 31,680 square foot commercial building currently exists on the Project site. The building was previously occupied by McMillan Electric, an electrical contractor. As discussed below, McMillan Electric has relocated 1.1 miles from the Project site to a larger facility in a PDR-1-G zoning district.

The Project site is located in the Mission Neighborhood Commercial Transit (NCT) zoning, is split between the 55-X/65-X Height and Bulk district, and is in the Mission Area Plan of the Eastern Neighborhoods.

B. Project Description

The Project will include 157 dwelling units comprised of sixty-four (64) 2 bedroom units, thirty-eight (38) junior 1 bedroom/1 bedroom units and fifty-five (55) studios. The Project includes seventy-nine (79) parking spaces, **a 0.50 parking ratio** and two (2) car share spaces in a single below grade basement level accessed via an 18-foot curb cut along Shotwell Street. One hundred and fifty (150) Class 1 bicycle parking spaces are also provided in two bike parking areas located in the basement and accessible via a bike stair along South Van Ness Avenue and a door along Shotwell Street. Two (2) off-street service loading spaces are also located within the basement garage. **The Project complies with the permitted parking and bicycle parking requirements of the Planning Code.**

At the ground floor, the Project includes a 1,074 square feet retail space with 20-foot tall ceilings at the corner of South Van Ness Avenue and 26th Street. Six (6) trade shop spaces are also included along 26th Street with roll-up transparent garage doors and direct access to the street. **These trade shop spaces will be provided to local artists and artisans at below market rates and will target displaced or threatened Mission businesses.**

Access to the residential units is provided via an entry along South Van Ness Avenue and a 14 foot foot wide entry gate and path along 26th Street that provides visual connection and direct access to the interior rear courtyard. Residents can also access the property via the 1,020 square foot leasing office located along South Van Ness Avenue. A 786 square foot residential lounge amenity space on the ground floor, a 393 square foot amenity lounge on the top floor and a 958 square foot fitness center is also provided at the ground floor for residents.

The Project includes 17,343 square feet of private and common open space. This includes 976 square feet of private open space in at-grade private yards and 15,508 square feet of common open space in a 6,853 square foot ground floor patio/rear yard and an 8,655 square foot rooftop deck.

Given the size of the block and the significant linear frontage of the project, significant massing breaks are incorporated into the overall Project design. Along South Van Ness Avenue the building is broken into two primary massing components. In addition, the southern half of the top residential

[2] The proposed development at 1296 Shotwell Street is proposing to use the Density Bonus Ordinance to increase the allowable height on the property from 65 feet to 85 feet.

floor is set back 2 feet from the face of the primary façade to further break down the massing and provide an added layer of interest to the front elevation.

Along 26th Street the overall building massing is stepped in compliance with the 55-foot and 65- foot height limits. The taller portion of the building to the west is stepped back 6 feet. This recess is carried down the entire vertical face of the building at the center of 26th Street to define two separate building massings and to break up the facade. The massing break at the center of 26th Street is further accentuated by a double-height entry that aligns with the alleyway across the street to help orient the Project within the existing neighborhood. The recessed massing is repeated along the 26th street façade to help further breakdown the building into small elements.

The Project also includes significant pedestrian improvements and street activation. The linear street frontage of the Project site is significant, over 562 feet, and the Project activates approximately 450 linear feet of the frontage or over eighty percent (80%) with retail space, trade shops, walk-up residential units and lobby entries. The Project also includes twenty-three (23) street trees, eight (8) Class 2 bike parking spaces, a sidewalk bulb out at the corner of South Van Ness Avenue and 26th Street, landscaping, street furniture and other pedestrian amenities. Along 26th Street where the Trade Shops are located, the building is set back 6 feet from the property line, providing space for the artist and artisans along the sidewalk to showcase their products or create an inviting area for pedestrians.

Finally, the design of the Project is exceptional. Since it was first proposed in 2014, the Project has undergone significant design changes. The final design is a reflection of significant work with Planning Department staff as well as discussions with surrounding neighbors and neighborhood groups.

As proposed, the building design uses high quality materials differentiated across the building plane to create visually distinct building masses that relate but create the appearance of three (3) distinct masses . Given the significant street frontage, the building also includes large massing breaks along South Van Ness Avenue and 26th Street as well as smaller scale articulation through the use of bay windows and building setbacks which, break up the the façade into smaller pieces. The corner is distinguished by a slightly taller massing element and subtle accent materials which accentuate it's verticality and give a sense of place to a prominent corner. The building transitions to medium sized massing elements in the middle of 26th st created by carving recesses and the appearance of oversized bays. At the end of 26th st as the building steps down to the 55'-0" heigh limit, bay windows and finer grain materials are used to give a smaller sense of scale and relate more directly to the surrounding residential neighborhood.

C. Project Approvals

The Project is requesting Conditional Use authorization under the Planning Code for new construction on lots larger than 10,000 square feet under Planning Code section 121.1 and, because the site is greater than 21,781 square feet or ½ acre, a Planned Unit Development (PUD) under Planning Code section 304.

1. Large Lot Construction

The Project is a 6-story, 180,277 gross square foot mixed-use residential development in the Mission NCT District. It is located on or near major transit routes and arterial roadways, providing

local and regional access. It is consistent with the density and intensity allowed under the Planning Code and envisioned by the Eastern Neighborhoods Mission Area Plan.

The Project site is 34,855 square feet. It occupies more than half of the block and includes over 562 linear feet of street frontage. The Project is designed to hold the street wall and activates over 80% of the frontage with walk-up residential units, retail space, lobby entries, Trade Shops and other active uses. To break up the mass of the building, a 12-foot massing break is included along South Van Ness Avenue and a 12-foot massing break is included along 26th Street. In addition, across all the facades, there are a series of bay windows and recesses projecting at regular intervals creating a 7 ½ foot push or pull across the building mass. The ground floor of the building is also set back 6 feet from the property line along both South Van Ness Avenue and 26th Street creating more visual interest at the street level and reducing the overall massing of the building. The portion of the building in the 65-X Height and Bulk District is also set back 6 feet and 2 feet at large portions of the 6th story to reduce the visual appearance of the structure at this height.

The Project is one of the first new buildings in the immediate area. The size and scale is compatible with new construction in the district and complies with the density and intensity of development contemplated under the Eastern Neighborhoods Mission Area Plan. The design takes from cues in the existing surrounding structures. It proposes a more urban design fronting South Van Ness Avenue, a major arterial roadway. A strong corner element is included to separate the vehicular/arterial nature of South Van Ness Avenue façade from the smaller more residential design along 26th Street. Along 26th Street, a series of bay windows and setbacks, reminiscent of traditional San Francisco architecture, is included, reflecting the rhythm and scale of the surrounding residential uses. This smaller scale wraps around the corner along Shotwell Street and two distinct stoops are added along that frontage setting the mass of the building back from the street and creating a more intimate pedestrian scape.

The modulation of the building along all planes and floors and along all facades creates a varied and interesting design that active on a pedestrian level as well as on a larger scale. The overall size and mass of the building integrates well into the neighborhood and creates a positive visual addition to the neighborhood and district.

For all these reasons, a Conditional Use authorization to construct the Project on a lot greater than 10,000 square feet is warranted.

2. PUD

The Project is a 157 unit, 180,277 gross square foot mixed-use residential development on a 34,855 square foot lot. It is consistent with the size and intensity of development allowed under the Planning Code, and anticipated under the Eastern Neighborhoods Mission Area Plan. The Project is seeking four (4) modifications from the strict quantitative standards of the Planning Code as part of its PUD. The modifications requested include rear yard (Planning Code section 134), exposure (Planning Code section 140), off-street loading (Planning Code section 152) and non-residential ground floor ceiling height (Planning Code section 145.1).

The modifications requested are minor and appropriate, and are in harmony with the general purpose and intent of the Planning Code. Granting the modifications requested allows construction of

one hundred and fifty-seven (157) much needed dwelling units on an in-fill property near regional transit creating "smart-growth" in an area designated by the City for additional residential development.

a. Rear Yard

Planning Code section 134 requires a rear yard equal to 25 percent of the total depth of the lot, but in no case less than 15 feet. The Project Site is 34,855 square feet. A twenty-five percent (25%) rear yard is 8,714 square feet. The Project is proposing a rear yard area of 8,687, which is 24.9% of the lot area.

The Project includes a significant amount of private and common open space and outdoor areas for future residents. There is approximately 976 square feet of private open space in ground floor patios and 15,508 square feet of common open space in a common ground floor patio and roof top deck. In addition, there is 859 square feet of open areas in private decks and porches that will provide open areas for residents but does not meet the dimensional requirements for code compliant open space. In total, there is 17,343 square feet of open areas, which is over twice (2x) the amount of open area provided by a code compliant rear yard.

The Project is located on a block without a pattern of rear yards and with most buildings built to the property line. The Project creates an open area in the center of the block that runs the length of the rear yard area while maintaining the street wall. The 8,687 square feet rear yard establishes a future pattern of mid-block open space to be matched by any future development on the adjacent properties.

For all of these reasons, **a Modification to the rear yard requirements is warranted**.

b. Exposure

Planning Code section 140 requires that each unit have one room that faces either a public street measuring at least 25 feet in width, a code complying rear yard, or an interior court that measures 25 feet in every horizontal dimension increasing by five feet at each successive level above the second floor. Due to the unusual shape of the lot, five (5) of the units do not meet the dimensional requirements of the Planning Code regarding the setbacks for the interior court.

Ninety-seven percent (97%) of the units in the Project overlook South Van Ness Avenue, 26th Street, Shotwell Street or a code compliant courtyard. There are five (5) units that do not meet the setback requirements for units overlooking an interior court. While those units do not meet the strict requirements of the Planning Code they overlook the interior court which is 8,687 square feet and approximately 40 to 45 feet in width at that location and are provided ample light and air.

For all these reasons, **a Modification to the exposure requirements is warranted**.

c. Loading

Planning Code Table 152, requires residential uses between 100,001-200,000 square feet to provide to provide one (1) off-street freight loading space. The Project is proposed two (2) service loading spaces in basement level and one 40-foot on-street loading space along 26th Street. Under Planning Code section 153(a)(6), the substitution of two (2) service vehicle spaces for one (1) off-street loading space is not permitted in the Mission NCT.

The Project includes two (2) 35-foot service vehicle spaces in the basement level. Access to these service vehicle spaces is via a 18-foot wide garage entry along Shotwell Street. The service vehicle spaces can accommodate vans and pick-up trucks. Most likely, most of the move-ins will utilize vans and trucks that could fit into these service vehicle spaces as a majority of the apartments in the Project range in size from approximately 400 to 1,200 square feet. Where a larger truck is needed, it could use the 40-foot on-street loading space along 26th Street.

The dimensional requirements for an off-street freight loading space is 35 feet in length, 12 feet in width and 14 feet in height. A code compliant off-street loading space would therefore require increasing the height of the basement to over 14-feet. Because the lot slopes approximately 4%, the result would be a basement ceiling height in some places of over 17-feet. The resulting differential between the basement and ground floor, eliminates the ability to ground floor dwelling units with direct access to the street and is economically infeasible to construct. Thus, to facilitate ground floor active uses, including dwelling units with direct access to the street, the parking garage ceiling ranges from 8' 6" to 11' 10". At this height, the garage can accommodate a majority of loading vehicles that would access the site, while still allowing active ground floor uses and creating a complementary building design.

For all of these reasons, a Modification to the off-street loading is warranted.

d. Ceiling Height

Planning Code section 145.1, requires 14-foot ceiling heights for non-residential uses in the Mission NCT. The Project proposes six (6) Trade Shop spaces along 26th Street that being of the podium height above, have a ceiling height of 11' 3 ½" to 12' 5".

The Trade Shop spaces along 26th Street were added to the Project in late 2015, in response to comments and requests by the community. The concept for the Trade Shop spaces were based on similar Product, Distribution and Repair ("PDR") spaces propsed in the Eastern Neighborhoods Mixed-Use districts. As PDR is not permitted in the Mission NCT, Trade Shops were proposed.

Trade Shops are defined under Planning Code section 790.124 as "[a] retail use which provides custom crafted goods and/or services for sale directly to the consumer, reserving some storefront space for display and retail service for the goods being produced on site." Similar to PDR uses, Trade Shops include, but are not limited to upholstery services, carpentry, printing, and other artisan craft uses, including fine arts uses, but are considered retail uses because of their stated and routine hours of operation that allow consumers to access and purchase goods being produced on site. The design of the Trade Shop spaces is based on other similar artist and maker studio space through the Mission and Eastern Neighborhoods. The spaces will include roll-up doors and are set back from the property line, allowing the uses to "spill onto" the street.

The Project also includes a retail space at the corner of South Van Ness and 26th Street. The retail space has a 20-foot high ceilings, which is significantly higher (30%) than what is required by code. **Taking the total square footage of all non-residential uses (i.e., 5,916 square feet of retail and Trade Shops), the average height of the non-residential uses in the Project is approximately 14.05 feet.**

For all these reasons, a Modification to the ground floor ceiling height requirements for the Trade Shop spaces is warranted.

D. Mission Interim Controls

The Project is located within the Mission Interim Control area. Additional findings related to Large Projects under the interim controls were prepared and submitted as part of the overall Project. The findings and analysis prepared were based on a review of data contained in published reports identified in Planning Commission Resolution No. 19548 ("Published Reports").

The Published Reports analyzed different time periods and data points, but collectively agreed that (1) the demographics in the Mission have changed over the past 10-15 years and (2) an insufficient amount of new housing has been built in the Mission to accommodate the growing housing demand. Depending on the particular Published Report, the Project, which would add 157 new residential units, including 21 new below market rate units under the voter approved Affordable Housing program, would result in a ten (10) to twenty-five (25) percent increase in new residential units and a three (3) to thirty-three (33) percent increase in new affordable units. This is a "drop in the bucket" of the total demand for new housing in the Mission.

According to the Published Reports, over the past two decades, the amount of new housing built in the City and the Mission has fallen woefully short of demand. Some estimates are that over the past ten (10) years, only seventeen (17) percent of the total amount of housing needed was built in the City. In the Mission, that figure is even lower with some estimates that less than five (5) percent of the total number of housing units planned for the Mission area under the Eastern Neighborhoods planning process have been built. Approximately 37.3% of the units that have been built, however, are affordable housing units. The Published Reports indicate there is a strong need for new housing of all kinds and found no link between the construction of market-rate housing and increased displacement. The Project will also not result in any direct displacement as the Project site was previously and historically used for commercial purposes.

McMillan Electric was the previous occupant of the Project site. McMillan Electric used the Project site for back-office and warehouse storage, which because they are an electrical contractor, is considered a production, distribution and repair (PDR) use. In April/May 2015, McMillan Electric relocated 1.1 miles away to 1950 Cesar Chavez Street. Their relocation was part of the company's overall goals to expand. Selling 1515 South Van Ness Avenue provided McMillan Electric with the capital to grow its business, hire an additional 25 new employees and relocate to a new facility at 1950 Cesar Chavez in the PDR-2 zone. As McMillan Electric voluntarily relocated as part of its overall business plan, no relocation benefits are, or will be provided.

We believe that the information provided regarding the Mission Interim Controls meets the standards and requirements set forth in Planning Commission Resolution 19548. In sum, based on the findings prepared, the Project, will not result in any direct or indirect displacement of Mission residents and will provide much needed new housing, including affordable housing, in the Mission; and, while the Project does eliminate a commercial building, it does create six (6) new below market rent Trade Shop spaces for local Mission artist, artisans, makers and businesses and did provide capital for McMillan Electric to relocate 1.1 miles away in a PDR zone and expand its business, hiring 65 new employees.

For all these reasons, **we respectfully request that the Planning Commission find that the Project has met the intent of the Mission Interim Controls and grant the approvals requested**.

E. Project Benefits[3]

The Project includes significant neighborhood and citywide benefits as well as providing exceptional design. John Kosi of BDE Architects designed the Project, creating a building that fits contextually within the existing development patterns in this area of the City. The design is distinctive and will transform the underutilized infill site into a sophisticated residential building. In addition to the exceptional design, the Project Benefits include:

- Trade Shops: The Project will add six (6) new Trade Shop spaces along 26th Street that will be rented at below-market rents to local Mission artists, artisans, craftspeople and businesses. These Trade Shops are set back from the sidewalk providing space for displays and other active pedestrian friendly uses.

- Corner Bulb-Out: The Project will include a 2 new pedestrian corner bulb out at the corner of South Van Ness Avenue and 26th Street and 26th Street and Shotwell Street.

- Corner Retail Space: The Project adds high quality retail space on a prominent corner to encourage increased pedestrian traffic and active engagement along the streetscape.

- Green Development: The Project will be a "green" development committed to reducing energy and water demand associated with new construction. The building will be GreenPoint Rated.

- Infill Residential Development: The Project will develop 157 high quality residential rental units near major transit and arterial roadways. In developing the Project Site with residential uses, the Project provides much needed residential units in an ideal location for infill development.

- Job Creation: The Project **will create over 300 union construction jobs over a 24-month period.**

- Inclusionary Housing Commitment: Consistent with the voter approved Affordable Housing requirements, the Project will provide 21 on-site inclusionary housing units, 40% of which will be dedicated to Mission residents under the recent lottery changes.

- Impact Fees: The Project is estimated to pay over $5 million in development fees including over $2 million in the Eastern Neighborhoods Impact Fee.

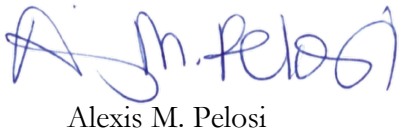
[3] A separate letter from Lennar Multi-Family has been submitted outlining their community outreach efforts to date.

* * * * * *

In sum, the Project before you is an excellent example of green, infill development, adding 157 new dwelling units to the City's housing stock in an area with significant transit. The Project creates a residential use that is compatible with the surrounding neighborhood and proposes a design that integrates with the neighborhood and community.

This is an exceptional Project and one that we respectfully request you support and approve.

Very truly yours,



Alexis M. Pelosi

McMillan Electric Co.

Electrical Contractor - Data Communications
Preventative Maintenance - Media Systems
Energy Efficiency Solutions - Security
Lic.268179-C10

Mr. Doug Vu
San Francisco Planning Department
1650 Mission Street, STE 400
San Francisco, CA 94103

April 4, 2016

Re: 1515 South Van Ness Avenue (Case No. 2014.1020)

Dear Mr. Vu,

McMillan Bros. Electric Inc. ("McMillan Electric") is a San Francisco based electrical contracting business with over fifty (50) years of history working and operating in San Francisco. In 1965, my Father, Patrick McMillan Sr., founded McMillan Electric and since that time our business has grown from 3 employees to over 285 employees. Today, we employ approximately 55 corporate management, accounting, project management, purchasing, support staff, etc. at our combined office, warehouse, storage and space at 1950 Cesar Chavez. Prior to moving to 1950 Cesar Chavez, McMillan Electric was located at 1515 South Van Ness Avenue, a property purchased by my family in 1981.

In 2014, as part of an overall growth strategy for the company, McMillan Electric decided to place 1515 South Van Ness Avenue on the market. Selling 1515 South Van Ness Avenue was part of our long-term strategic business plan. The sale of the property freed up capital that allowed us to relocate to a larger facility in an area of the City that was not only zoned long-term for commercial, industrial and warehouse uses, but also was more compatible for our operations. In addition to the investment made in the 1950 Cesar Chavez facility, the capital gained from the sale allowed us to further invest in the company, including the hiring 65 new employees. The decision to sell 1515 South Van Ness Avenue was 100% our decision and always a part of our long term vision.

The relocation of the business to 1950 Cesar Chavez in April/May 2015 was made primarily because of its proximity to the 1515 South Van Ness Avenue, which is located approximately 1.1 miles away. Since 1950 Cesar Chavez is located in a PDR-2 zone, we know that our business can continue to grow in the new facility and employees can gain comfort of the viability for our company for years to come. Additionally, the accessibility for our employees and service vehicles is more effective to our operation. We are very happy in our newly improved facility and location. Although 1515 South Van Ness and the Mission District will always hold a special place in the history of McMillan Electric, its location within a growing residential area, we believe, makes it a better residential site than a commercial site. Its size also allows it to be developed with a significant number of residential units, which is great because the Mission needs more housing. The development of properties similar to 1515 South Van Ness helps companies like ours continue to operate in a city that we've called home for over fifty (50) years by providing much needed housing opportunities for our employees.

In closing, we believe that LMC has proposed a wonderful new residential project with a beautiful new design on our former home at 1515 South Van Ness Avenue. We fully support their proposed development, which we believe will truly benefit the community. Without their purchase of our property, we would not be in our new home at 1950 Cesar Chavez and we would not have been able to grow our businesses. Our relocation to 1950 Cesar Chavez was the result of careful planning by us, McMillan Electric, and was not the result of any direct or indirect displacement. Please feel free to come visit our new first class facility. I have joked that this is the first time in my 37 year career that I have worked in a real office, which is not far from the truth.

Best regards,



Patrick J McMillan
Chief Executive Officer
McMillan Bros. Electric Inc.
McMillan Security Systems
McMillan Data Communications
McMillan Audio Visual

San Francisco Housing Action Coalition (SFHAC)
Project Report Card

Address: 1515 South Van Ness Avenue
Project Sponsor: Lennar Multifamily Communities
Date of SFHAC Review: November 11, 2015 and February 24, 2016
Grading Scale:

1 = Fails to meet project review guideline criteria
2 = Meets some project review guideline criteria
3 = Meets basic project review guideline criteria
4 = Exceeds basic project review guideline criteria
5 = Goes far beyond of what is required

Criteria for SFHAC Endorsement:

1. The project must have been presented to the SFHAC Project Review Committee;
2. The project must score a minimum of 3/5 on any given guideline.

Guideline	*Comments*	*Grade*
Land Use	The project would demolish the existing vacant McMillan Electric building and construct 157 rental homes with ground-floor trade shops and subterranean parking for 82 cars.	5
Density	The project maximizes the building envelope and provides 157 relatively small homes, ranging between studios and two-bedroom units.	5
Affordability	The current plan is to make 12 percent of the units below-market-rate, but the project sponsor is exploring how to increase that.	3
Parking and Alternative Transportation	The site is very transit-rich and will provide a low car-parking ratio of about one 0.5 spaces per units, a high bike-parking ratio and three car share spaces.	5
Preservation	There are no structures of significant cultural or historic merit on or near the site that would be impacted by the proposed project.	N/A
Urban Design	The building has improved since our first review. We'd like the 26th/South Van Ness corner to be more in keeping with the rest of the building. See letter for comments about the courtyard entrance.	4
Environmental Features	The project will adhere to the San Francisco Green Building Ordinance. We encourage more features that would further green the building, particularly addressing water conservation.	3
Community Input	The project sponsor has made a good-faith effort to engage the community on the project and respond to their feedback and concerns.	5
Additional Comments	We'd like to thank the project sponsor for responding to our feedback from our first meeting and presenting their plans to us a second time.	N/A
Final Comments	SFHAC endorses the project, with the minor reservations about urban design.	4.3/5

Please see attached letter for further explanation.

San Francisco
HOUSING
ACTION
COALITION

95 Brady Street
San Francisco, CA 94103
415 541 9001
info@sfhac.org
www.sfhac.org

Peter Schellinger, Vice President of Development
Lennar Multifamily Communities
492 9th Street, Suite 300
Oakland, CA 94607

April 5, 2016

Dear Mr. Schellinger,

Thank you for your team's presentation on the 1515 South Van Ness Avenue project to the San Francisco Housing Action Coalition's (SFHAC) Project Review Committee on both November 11, 2015 and February 24, 2016. Upon thorough review and discussion, and consideration of the improvements made to your project, we believe your plans have merit and align with our goals of increasing the supply of well-designed, well-located housing at all levels of affordability in San Francisco. Please review our letter, which explains how your project meets our guidelines, as well as areas suggested for improvement. Also see our report card, which grades your project according to each guideline. We have attached a copy of our Project Review Guidelines for your reference.

Project Description: The project would demolish the vacant McMillan Electric building and construct a mixed-use development consisting of 157 rental homes, ground-floor space for trade shops and subterranean parking for 82 cars.

Land Use: This is an excellent location for new housing. The site is within walking distance to transit, jobs and neighborhood amenities, particularly along 24th Street.

Density: We support your plans to provide 157 dense, relatively small units, ranging between studios and two-bedroom apartments.

Affordability: You currently are planning to make 12 percent of your units permanently affordable. However, you also stated you're exploring how to increase that amount, an effort we commend. We would support a higher inclusionary percentage, if financially feasible. We also encourage you to examine the Inclusionary "dial" to provide more below-market-rate units at a greater range of affordability, should that option be available to you.

Parking and Alternative Transportation: The site is very transit-rich. The 24th Street BART Station is within walking distance, there are prominent bike lanes along Cesar Chavez and Folsom Streets and several Muni bus lines run nearby. We support the low car-parking ratio of 0.5 spaces per unit and the 160 bicycle parking spaces the project would offer. In addition, we support your decision to provide three car share spaces.

Preservation: There are no structures of significant cultural or historic merit on or near the site that would be impacted by the proposed project.

Urban Design: The project has improved significantly since we first reviewed it. Our members initially had some reservations with the ground-floor design, but believe those have been addressed well. The ground floor will now be comprised of a series of trade shops that will help activate the street and increase opportunities for local businesses in the Mission. Your plans would also improve the pedestrian experience for residents and neighbors alike. The space in front of the trade shops steps back six feet and most of the ground-floor residential units have stoops.

Open space would be provided in the form of a rear courtyard and rooftop terrace. While our members believe that the project has improved, some mentioned that the building's corner at 26th and South Van Ness should be reviewed so it's in keeping with the rest of the development. We also believe the entrance to the interior courtyard from 26th Street should be recessed further and then made wider as it works its way towards the open space.

Environmental Features: The project will meet the basic criteria set forth by the City and adhere to the San Francisco Green Building Ordinance. We encourage you to implement more features that further green the building, particularly those addressing water conservation.

Community Input: While we understand several vocal members of the community will only accept a 100 percent affordable project at this site, we understand the economic realities you and the City face. We appreciate the efforts you've made to address the community's concerns, which include potentially signing a master-lease to a nonprofit for ground-floor space in your building and looking into ways to provide more BMRs. We encourage you to continue making a good-faith effort to engage residents near the site about your plans.

Thank you again for presenting your plans for 1515 South Van Ness Avenue. We are pleased to endorse the project. Please keep us abreast of any changes and let us know how we may be of assistance.

Sincerely,



Tim Colen
Executive Director

SFHAC Project Review Guidelines

Land Use: Housing should be an appropriate use of the site given the context of the adjacent properties and the surrounding neighborhood and should enhance neighborhood livability.

Density: The project should take full advantage of the maximum unit density and/or building envelope, allowable under the zoning rules.

Affordability: The need for affordable housing, including middle income (120-150 of Area Median Income) housing, is a critical problem and SFHAC gives special support to projects that propose creative ways to expand or improve unit affordability beyond the legally mandated requirements.

Parking and Alternative Transportation: SFHAC expects the projects it endorses to include creative strategies to reduce the need for parking, such as ample bicycle storage, provision of space for car-share vehicles on-site or nearby, un-bundling parking cost from residential unit cost, and measures to incentivize transit use. Proximity to transit should result in less need for parking.

In districts with an as-of-right maximum and discretionary approval up to an absolute maximum, SFHAC will support parking exceeding the as-of-right maximum only to the extent the Code criteria for doing so are clearly met. In districts where the minimum parking requirement is one parking space per residential unit (1:1), the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of that amount.

Preservation: If there are structures of significant historic or cultural merit on the site, their retention and/or incorporation into the project consistent with historic preservation standards is encouraged. If such structures are to be demolished, there should be compelling reasons for doing so.

Urban Design: The project should promote principles of good urban design: Where appropriate, contextual design that is compatible with the adjacent streetscape and existing neighborhood character while at the same time utilizing allowable unit density: pleasant and functional private and/or common open space; pedestrian, bicycle and transit friendly site planning; and design treatments that protect and enhance the pedestrian realm, with curb cuts minimized and active ground floor uses provided.

Projects with a substantial number of multiple bedroom units should consider including features that will make the project friendly to families with children.
Environmental Features: SFHAC is particularly supportive of projects that employ substantial and/or innovative measures that will enhance their sustainability and reduce their carbon footprint.

Community Input: Projects for which the developer has made a good faith effort to communicate to the community and to address legitimate neighborhood concerns, without sacrificing SFHAC's objectives, will receive more SFHAC support.

West Bay Law
Law Office of J. Scott Weaver
A Professional Corporation

October 23, 2015

Via U.S. Mail and email
Melinda Hue
Doug Vu
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Melinda.hue@sfgov.org
Doug.vu@sfgov.org

Re: Case No. 2014.1020U - 1515 South Van Ness Avenue

Dear Ms. Hue and Mr. Vu,

I am writing on behalf of the Calle 24 Latino Cultural District to express concerns regarding the environmental impacts of the project proposed for 1515 South Van Ness Avenue. The proposed project is situated on the corner of 26th Street and South Van Ness Avenue, one half block from Cesar Chavez Street, and within the bounds of the Calle 24 Latino Cultural District.

Lennar, the developer, proposes 160 units, of which only 19 would be affordable. The project sponsor has not state whether or not the ownership units would be limited equity or whether or not the condominium assessments will be such that the units will remain affordable.

The Calle 24 Cultural District was created in May of 2014 by the Mayor and Board of Supervisors. It is bounded on the north by 22nd Street, the south by Cesar Chavez Street, the east by Potrero Avenue, and on the west by Mission Street.

The proposed project, in terms of design, shadows, wind tunnels, and lack of affordability, is inconsistent with the mission, vision, and scope of the Calle 24 Latino Cultural District. http://calle24sf.org/latino-cultural-district/. Beyond that, gentrification will undermine preservation of the cultural aspects that the designation was intended to protect.

Mission District stakeholders and representatives of the Planning Department and the Mayor's Office on Housing are collaborating to create a Mission Action Plan 2020. The Plan's purpose is to "strengthen and retain low to moderate income residents and community-serving businesses (including Production, distribution and Repair) and nonprofits in order to preserve the

socioeconomic diversity of the Mission neighborhood." http://www.sf-planning.org/index.aspx?page=4184

The Department should assess the project in light of its impact on the Calle 24 Latino Cultural District, its vision, mission, and scope, as well as that of the MAP 2020 efforts.

In addition to its incompatibility with both the Calle 24 Latino Cultural District, MAP 2020, the imbalance of affordability is of concern given the Mission's advance stage gentrification. http://missionlocal.org/2015/09/sf-mission-gentrification-advanced/ Should the project proceed, it will cause significant economic and social changes in the immediate area that will result in physical changes, including impacts on air quality, traffic and transportation, as well as negative impacts on the Cultural District. (See CEQA guidelines, 15604 (e).

A 2007 Nexus Study, commissioned by the Planning Department, concluded that the production of 100 market rate rental units generates 19.44 lower income households and a total of 33.66 households if direct, indirect, and induced impacts are counted in the analysis. [These conclusions were made in 2007, well before housing prices began their steep upward trajectory. Today, new "market rate" two bedroom apartments rented in the Mission begin at about $6,000 per month – requiring an annual household income of $240,000.] The 19.44 and 33.66 figures would be even higher using today's rents. With the proposed 12% affordable housing, there is a shortfall of at least 21.66 units per hundred market rate units produced. One is forced to ask: where will they live and how will they get to work? and what is the impact on air quality and transportation? These questions should be addressed by the Department.

In light of the Calle 24 Cultural District and the Mission Action Plan 2020, the issue of gentrification of the neighborhood must be considered. The economic reality of "market rate" means that the proposed 141 non-affordable units will not be occupied by Mission residents, but by affluent, San Franciscans and non-San Franciscans. In the context of a Latino neighborhood, this is by definition gentrification, and, as stated previously, the Mission is already at an advanced stage of gentrification. The impact of 141 gentrifying households in the Calle 24 Latino Cultural District should likewise be addressed by the Department.

The project's low affordability, is inconsistent with the Eastern Neighborhoods Plan and the Mission Neighborhood Plan, both of which set for the following policy priorities: 1) preservation of PDR uses and 2) production of a "significant amount" of affordable housing. The EIR for the Eastern Neighborhoods Plan had to have been made with the assumption that the Plan would substantially address the RHNA set by the Association of Bay Area Governments.

However, to date, implementation of these priorities has been a complete failure. Not only has there been excessive conversion of PDR uses, but the Mission's affordable housing production has been less than one fifth of ABAG's RHNA.

Accordingly, there is significant new information that was not anticipated at the time the Programmatic EIR was prepared. This includes, but is not limited to: 1) The continuing imbalance of affordable/unaffordable housing (as reflected in the recent Housing Balance Report). An underlying assumption of the Mission Plan was that there would be "significant" affordable housing production. 2) The steep rise in housing prices and the resultant introduction of extensive luxury housing and retail space in the Mission. 3) The increasing pressures to produce affordable housing due to the overproduction of "market rate" housing. 4) The fact that the project is within the Calle 24 Latino Cultural District, 5) The excessive conversion of PDR uses, 6) The failure of the City to produce affordable housing in the Mission since the Eastern Neighborhoods Plan took effect. 7) The Mission's advanced stage of gentrification.

There has been no assessment of the loss of jobs in the Mission due to the PDR conversion. The Mission has one of the highest levels of unemployment in the City. Additionally, there should be study of traffic and other impacts resulting from moving existing jobs to a location outside of the Mission.

Traffic and parking are also a significant issue. The project site is one half block away from Cesar Chavez Street, a major thoroughfare used by commuters going to or from Highways 101, 280 and Bayshore Boulevard. South Van Ness Avenue is also a major thoroughfare for those traveling in a northerly or southerly direction. The addition of 160 new households will significantly increase traffic along these corridors, and exacerbate parking in the neighborhood. The Department should also consider alternative measures for mitigation of these impacts.

Please keep me informed of the progress of your study of the above concerns.

Sincerely,

J. Scott Weaver

Jsw:sme

cc. Calle 24 Latino Cultural District

SAN FRANCISCO ELECTRICAL CONSTRUCTION INDUSTRY
Labor-Management Office of Business Development
55 Fillmore Street, Suite 100 • San Francisco • CA 94117
Tel. 415.241.0126 • Fax 415.241.0129

SFECA

July 7, 2016

Doug Vu
San Francisco Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

RE: 1515 South Van Ness Avenue, San Francisco (Case #2014.1020CUA)

Dear Mr. Vu,

The Electrical Workers Local 6 and the San Francisco Electrical Contractors Association supports the project proposed by Lennar Multifamily Communities, LLC, at 1515 South Van Ness Avenue, San Francisco. We believe this project will be a benefit to the local community and the City of San Francisco for the following reasons:

- Encourage career pathways for San Francisco residents including ethnic minorities, females and military veterans, all with equal pay
- Displaying community benefits and corporate responsibility by committing to hiring local businesses to occupy ground floor retail opportunities
- Encourage sustainable construction practices by hiring local contracting businesses, utilizing local material and tool suppliers, and employing San Francisco resident Journeymen and Apprentices
- Developer has been very accessible and open to discussing our concerns and has committed to partner with our SF local construction community

For all of the aforementioned reasons, we urge the Planning Commission to approve the project at 1515 South Van Ness Avenue as proposed.

Respectfully,

Joel Koppel
Director

From:	mike ambs
To:	Vu, Doug (CPC)
Subject:	1515 S. Van Ness
Date:	Saturday, July 02, 2016 9:10:44 AM

I live in the Mission and would like to voice my support for the 1515 S. Van Ness building. We desperately need more housing and this seems like a sensible project.

Thank you,

Michael Ambs

From:	Iris Biblowitz
To:	Hue, Melinda (CPC); Vu, Doug (CPC)
Subject:	1515 S. Van Ness
Date:	Wednesday, October 14, 2015 9:25:19 AM

Hello - I've lived in the Mission for 40 years, am a senior and a nurse, and want to protest the planned development at 1515 S. Van Ness at 26th st. I've lived at 26th and Florida for over 20 years.

I'm asking for a full Environmental Impact Review before this plan goes any further.

As you know, more and more young wealthy people have moved into the Mission, causing displacement of many long-time residents. At least 8,000 latinos have been displaced in the past 10 years, and many African Americans, seniors, people with disabilities, people with low and middle incomes, have been evicted. The planned 165-unit building at 1515 S. Van Ness will only contribute to this out-of-control housing crisis, contributing to all the problems of gentrification, including health problems for people who've been evicted or are threatened with evictions, and the continually increasing number of people who are homeless in the Mission.

Bringing more people into the Mission who have more money also brings in more cars to a community that already has traffic problems, congestion, and pollution.

The Mission income inequities between rich and poor is typified by the Mission. This cannot be allowed to continue. The Planning Commission itself has agreed that something has to be done to stop the housing crisis.

If developers want to provide 100% real affordable housing to 1515 S. Van Ness, I'm all for it.

Thank you - Iris Biblowitz, RN (retired)

From:	Ryan Block
To:	Vu, Doug (CPC)
Cc:	Banales, Julian (CPC); Joslin, Jeff (CPC)
Subject:	1515 South Van Ness - please move forward
Date:	Friday, April 15, 2016 8:18:04 PM

Doug, Julian, Jeff,

I am emailing in regard to the proposed 1515 South Van Ness project; I live a couple of blocks away just off of Cesar Chavez on Peralta Street.

I have zero financial interest in the project, but am unequivocally in favor of moving the project forward. San Francisco, and the Mission specifically, desperately need housing of all kinds -- especially market rate housing, which, counter to the common commentary, has been proven to reduce displacement.

I'd like to refer to this recent report from the CA Legislative Analyst's Office: http://lao.ca.gov/Publications/Detail/3345 (http://lao.ca.gov/Reports/2016/3345/Low-Income-Housing-020816.pdf

Specifically: "Our analysis of low-income neighborhoods in the Bay Area suggests a link between increased construction of market-rate housing and reduced displacement. … Between 2000 and 2013, low-income census tracts (tracts with an above-average concentration of low-income households) in the Bay Area that built the most market-rate housing experienced considerably less displacement."

Should this project meet the necessary requirements by your department, I feel it is unacceptable, unconscionable, and highly cynical for anyone to attempt to delay or block a fully lawful (let alone much-needed) residential development.

Thank you for your attention!

-Ryan

From: keith.jen@gmail.com on behalf of Jennifer Keith
To: Vu, Doug (CPC)
Subject: 1515 South Van Ness Ave.
Date: Friday, April 15, 2016 10:39:29 AM

Hi, I'm writing to lend my support to this project. This and other housing NEEDS to be built. Let's not let a small group of people derail every attempt to create housing in the neighborhood.

Thank you,
Jennifer Keith

--

Jennifer Keith
525 Precita Avenue
San Francisco, CA 94110
415.821.3283
sheridonkeithdesign.com

From:	Eddie Stiel
To:	Hue, Melinda (CPC)
Cc:	Vu, Doug (CPC); Rahaim, John (CPC); Christine Johnson; Cindy Wu; Richards, Dennis (CPC); Kathrin Moore; Michael Antonini; Rich Hillis; Rodney Fong; Campos, David (BOS); beau.evans1101@gmail.com; cweinberg@bizjournals.com; danieljayhirsch@gmail.com; editor@eltecolote.org; George McIntire; jlamb@sfexaminer.com; Joe Fizgerald Rodriguez; Joseph Smooke; jrichman@bayareanewsgroup.com; jsabatini@sfexaminer.com; julia.carrie.wong@gmail.com; Lydia.Chavez@missionlocal.com; Michael Petrelis; missionlocal@gmail.com; news@ebar.com; newstips@sfexaminer.com; Randy Shaw; rebecca.bowe@gmail.com; sanfrancisco@bizjournals.com; senglander52@gmail.com; Tim Redmond; webmaster@beyondchron.org
Subject:	1515 South Van Ness Avenue—Notification of Project Receiving Environmental Review. Case No: 2014.1020ENV
Date:	Monday, October 19, 2015 10:36:38 AM
Attachments:	hue101915.docx

2887 Folsom
Street

San Francisco, CA 94110

October 19, 2015

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

RE: 1515 South Van Ness Avenue—Notification of Project Receiving Environmental Review
Case No: 2014.1020ENV

Dear Ms. Hue:

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

I live within two blocks of 1515 South Van Ness so I am aware that the housing stock in this area of the Mission District consists almost entirely of one to four family houses and small apartment buildings. The 21 unit apartment building in which I now reside is one of the largest in the area.

The proposed development at 1515 South Van Ness would include 165 apartments, completely out of scale with the present character of the neighborhood. Accordingly, your department must require a full Environmental Impact Review of this project.

Such an EIR will discover the following impacts:

Shade and shadow.
Increased traffic and vehicle emissions exacerbated by the proposed 117 off-street parking spaces.
Wind tunnel effects.
Environmental impacts beyond my quick review.

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

This neighborhood needs housing affordable to current working class and poor residents, not luxury housing that will displace us and degrade the environment.

1515 South Van Ness Avenue adjoins the city-owned property at Shotwell Street and 26th Street, providing a wonderful opportunity to combine the two properties to build a development that meets the needs of Mission District residents—a combination of affordable housing, community serving commercial space and open space. I know that, through an open community planning process, neighborhood residents can determine the best use of the combined lots to take advantage of this special circumstance. Can the Planning Department?

Thank you for letting me share my thoughts with you. I look forward to your recommendation for a full Environmental Impact Review for the proposed 1515 South Van Ness Avenue and to future notifications about this proposed development.

Sincerely,
Edward Stiel

Cc: Richard Sucre, SF Planning Department

John Rahaim, Director, SF Planning Department

San Francisco Planning Commissioners

Supervisor David Campos

From:	Rami Barqawi
To:	Vu, Doug (CPC)
Subject:	1515 South Van Ness project
Date:	Saturday, April 16, 2016 6:06:21 PM

Dr Mr Vu,

Please know that I am a long-term resident in the Mission district and I support 1515 S. Van Ness project.

Cheers,

Rami Barqawi
415-672-5008 cell

From:	Linda Burbank
To:	Vu, Doug (CPC)
Subject:	1515 South Van Ness
Date:	Sunday, October 05, 2014 4:05:06 PM

Dear Mr. Vu,

I found your name and address on the planning department documents regarding the proposed development at 1515 South Van Ness.

Although I am generally in favor a a development bringing much-needed new housing to this area, this project is too tall. It is out of character with the area, which - except for the hospital - has only three story buildings, on average. A six story building is simply too high. This project should be limited to four stories at a maximum.

Linda Burbank

From:	Debbie Ruskay
To:	Vu, Doug (CPC)
Subject:	1515 South Van Ness
Date:	Friday, April 15, 2016 10:53:16 AM

Hi,
I very very strongly support the construction of 100% affordable housing at 1515 South Van Ness. I live in Bernal and bought my house 30 years ago and would now be unable to live in SF if I was trying to rent or buy. We have to keep some housing affordable or else the entire city will be only accessible to the rich.
Thank you,
Debbie Ruskay

From: Christopher Neal
To: Vu, Doug (CPC)
Subject: 1515 South Van Ness
Date: Friday, April 15, 2016 2:07:36 PM

I am a Bernal Heights home owner and I strongly approve of this project. Please let me know what I can do to help facilitate this project.

Thank you.

Chris Neal
33 Prospect Ave
SF CA 94110

From:	Adam Gardner
To:	Vu, Doug (CPC)
Subject:	1515 South Van Ness
Date:	Tuesday, April 19, 2016 10:55:43 AM

Hi,

I can't often attend city planning meetings where these things get debated, but I'd like to voice my strong support for building more housing at 1515 South Van Ness.

San Francisco should follow California's findings on housing (http://www.lao.ca.gov/Publications/Report/3345) -- "the key remedy to California's housing challenges is a substantial increase in private home building in the state's coastal urban communities."

Thanks,
Adam Gardner (district 5 resident)

From:	Brent Daniel
To:	Vu, Doug (CPC)
Subject:	1515 Van Ness project
Date:	Saturday, April 16, 2016 4:05:32 PM

I'm a homeowner, and I recognize it is against my interest to support growth in the housing stock. The more difficult it is to expand the supply of housing, the more ridiculously valuable my own home becomes.

So why am I writing to support 1515 Van Ness? Because the effect of the City of not allowing more housing to be built is far more, across the board inflation in the price of the existing housing. It is sickening that people think that blocking more housing units being built (even within the tight design guidelines) is going to do anything positive for anyone.

Demand is already insanely high. Satisfy some demand, or see demand get even worse.

Regards,

Brent Daniel
437 Prentiss Street

Sent from my iPhone, so please excuse brevity, typos, autocorrection-mistakes and incomplete --

From: Simon Shelston
To: Vu, Doug (CPC)
Subject: IN FAVOR of 1515 South Van Ness
Date: Friday, April 15, 2016 10:35:29 AM

Mr Vu -

As the owner of 1471 South Van Ness since 2002, I want to voice my STRONG backing for this project. That corner has been under-utilized corner which has become a permanent home to the homeless and illegal day-laborers.

I welcome the addition and its affordable housing component.

Thank you,
Simon Shelston

From:	Michael Skrzypek
To:	Vu, Doug (CPC)
Subject:	Please support the 1515 S. Van Ness project
Date:	Thursday, April 21, 2016 9:22:08 PM

As a long-time Bay Area resident (since 1997) and Bernal Heights homeowner since 2011, I have seen how expensive SF has gotten because it does not have enough housing supply. Please support this development, and future developments like it.

Sincerely,
Michael Skrzypek
241 Nevada St.
SF, CA 94110

From:	M Penate
To:	Sucre, Richard (CPC); Hue, Melinda (CPC); Vu, Doug (CPC)
Subject:	Re: 1515 South Van Ness, Project.
Date:	Wednesday, October 21, 2015 2:06:26 PM

Thank you.
Margaret

From: "Sucre, Richard (CPC)" <richard.sucre@sfgov.org>
To: M Penate <ord_olbaid@yahoo.com>; "Hue, Melinda (CPC)" <melinda.hue@sfgov.org>; "Vu, Doug (CPC)" <doug.vu@sfgov.org>
Sent: Wednesday, October 21, 2015 10:27 AM
Subject: RE: 1515 South Van Ness, Project.

Hi Margaret,

Thank you for your email.

I've forwarded your correspondence to the assigned project planner, Doug Vu, who is copied on this email. Doug will ensure that your correspondence is forwarded to the Planning Commission for their consideration of the project. At this time, the project hasn't been scheduled for public hearing.

Thank You,

Rich

Richard Sucre
Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9108 | Fax: 415-558-6409
Email: richard.sucre@sfgov.org
Web: www.sfplanning.org



From: M Penate [mailto:ord_olbaid@yahoo.com]
Sent: Wednesday, October 21, 2015 6:25 AM
To: melinda.Hhue@sfgove.org; Sucre, Richard (CPC)
Subject: 1515 South Van Ness, Project.

Melinda Hue
San Francisco Planning Department
1650 Mission Street, Ste 400
San Francisco, Ca. 94103
email
Re: 1515 South Van Ness Avenue Notification of Project Receiving Environmental Review

Case No: 2014.1020ENV

Hello Ms. Hue,

I'm a life long native resident. And I'm writing to you today, because of my concern if this project goes through as planned. I'm a neighbor who resides close to where this project is planned. And I believe this will cause a ripple effect, and cause more development of Market rate housing. What this area needs is affordable housing for the working class folks that live here.

As you may already know. What was The Mission District is vanishing so rapidly, and I think this project will be another additional development that will bring more change into our neighborhood. I've seen the plans, and the design is something that I think was not thought out, for this neighborhood . Does this developer think he's in Malibu? It doesn't even fit into the character of the neighborhood The heights planned will cast shadows and vortex winds. (like the building at the corner of Capp Street and 25th.) I recommend a full Environmental Impact Review.

This project **will not** even offer enough affordable housing, which is so badly needed here .We don't need anymore Luxury housing. Thank you for taking the time to share my concerns.

Regards,
Margaret Penate

From:	Mike Francis
To:	Vu, Doug (CPC)
Subject:	Support all housing in the Mission!
Date:	Monday, April 25, 2016 10:37:46 PM

Dear Doug,

A quick note of support of all housing in the Mission. San Francisco is founded first and foremost on the principle of inclusion. As a resident of the Mission, recent attempts to bully, delay, and prevent the development of MUCH needed housing has saddened me. It further saddens me that SF politicians for the Mission district are leveraging the housing crisis to score political points rather than solve the actual problem - lack of housing.

Please consider this note when making decisions about housing for all people at all price points in the Mission and in San Francisco. Let us embrace folks from all walks of life the way only San Francisco can. And let us ensure all who wish to live in this amazing city can find the housing to do so.

Sincerely,
Mike Francis

From:	Christine Van Aken
To:	Vu, Doug (CPC)
Subject:	Support for 1515 S Van Ness Project
Date:	Friday, April 15, 2016 9:42:35 PM

Hi Doug - I live at 24/Guerrero, about a half mile from Lennar's proposed development, and I strongly support it. We need more mixed rate projects in the Mission, and more density, and more housing. I hope Planning approves this project quickly. Thanks for considering my views.

Christine Van Aken

Sent from my iPad

From:	Clarissa Nantes
To:	Vu, Doug (CPC)
Subject:	Support for 1515 South Van Ness and MORE housing
Date:	Friday, April 15, 2016 4:38:08 PM

Dear Mr. Vu,

Please convey this letter of support for the project being planned at 1515 South Van Ness Ave. to the Planning Commission.

As more people come to live and work in San Francisco, there must be more new housing. This project is a step forward in providing much needed housing units -- both at market rate and below-market rate -- in a very desirable area in the city. We must not protect this neighborhood or the City from change -- and we cannot keep it "just to ourselves.". I have been a resident of San Francisco since 1995. I rented in the Mission for 15 years and have lived in Bernal Heights for 6 years. There have been many changes and there will be more, but one thing is for sure -- we need to build more housing.

The building process in San Francisco is already very onerous, and there is no good reason to hold up the construction of much-needed housing. If the developers of this project have a solid plan that complies with Codes, then it should be allowed to move forward as quickly as possible.

Regards,
Clarissa Nantes
3659 Folsom St.
San Francisco, CA 94110

From:	Erik Alberts
To:	Vu, Doug (CPC)
Subject:	Support for 1515 south van ness
Date:	Friday, April 15, 2016 11:31:39 AM

Hi Doug,

As a San Francisco property owner in Bernal Heights (I have a place on mission street near St. Mary's), I'm a huge supporter of more development for housing.

We need to increase the supply for housing, to meet the growing demand. I believe the 1515 S. Van Ness development will be a great addition to the neighborhood.

I vote in every election here in SF. Please don't listen to the usual loud voices opposed to this project, they are using the planning process to extort money out of developers and hurt the rest of us.

Thanks and regards,

Erik Alberts

From:	Valerie J Menager
To:	Vu, Doug (CPC)
Subject:	Support for Lennar Development at 1515 S. Van Ness
Date:	Friday, April 15, 2016 12:16:00 PM

I am a resident of San Francisco, and live at 203 Moultrie Street in Bernal Heights. I support the planned development of the mixed residential/commercial complex proposed by Lennar Development at 1515 S. Van Ness. I think the development will help the housing shortage in SF. Also by providing 12% affordable housing units, it will also address the needs of lower income residents of the neighborhood. It would also be great to have some more commercial units close to Caesar Chavez & Van Ness.

Respectfully submitted,

Valerie J Menager
SF resident and home owner
203 Moultrie Street
SF 94110

From:	mary wings
To:	Vu, Doug (CPC)
Subject:	Support the Van Ness development
Date:	Friday, April 22, 2016 7:38:05 AM

I am a San Francisco resident who SUPPORTS
the new development by Lennar on S. Van Ness.

We NEED new housing at all price ranges.

I DO NOT support the protest which wants to delay and kill this project.

I think the Mission Protests against developers has gotten

completely out of hand.

Thank you for listening,

Mary Wings
1521 Treat Ave
San Francisco CA 94110

1515 S VAN NESS AVENUE
DESIGN PACKAGE

SAN FRANCISCO, CALIFORNIA
JULY 27, 2016



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DESIGN PACKAGE

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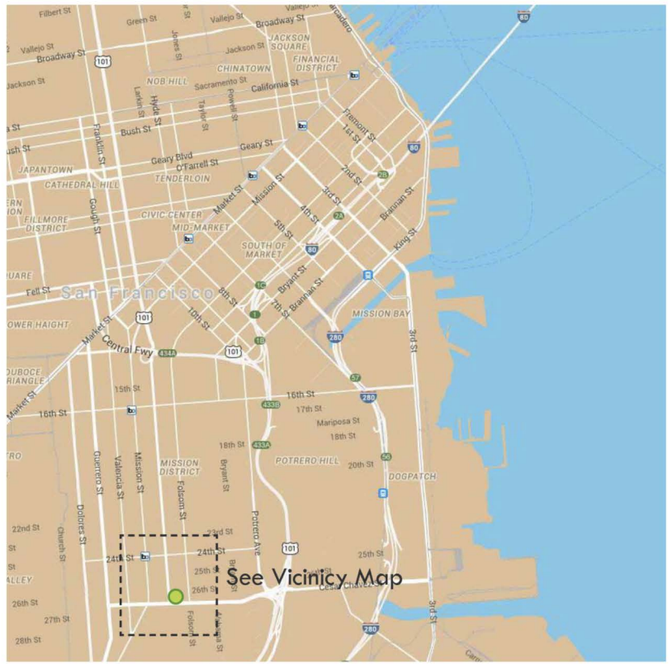
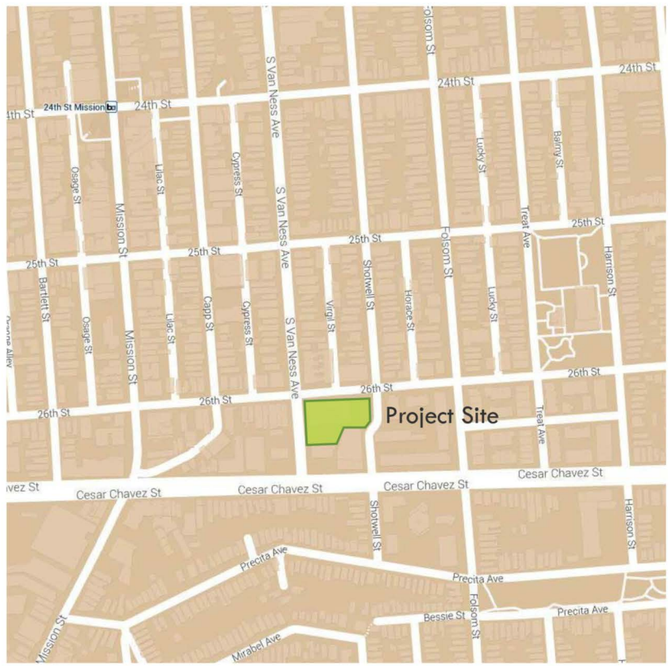


REGIONAL MAP



VICINITY MAP

SITE CONTEXT

SITE CONTEXT



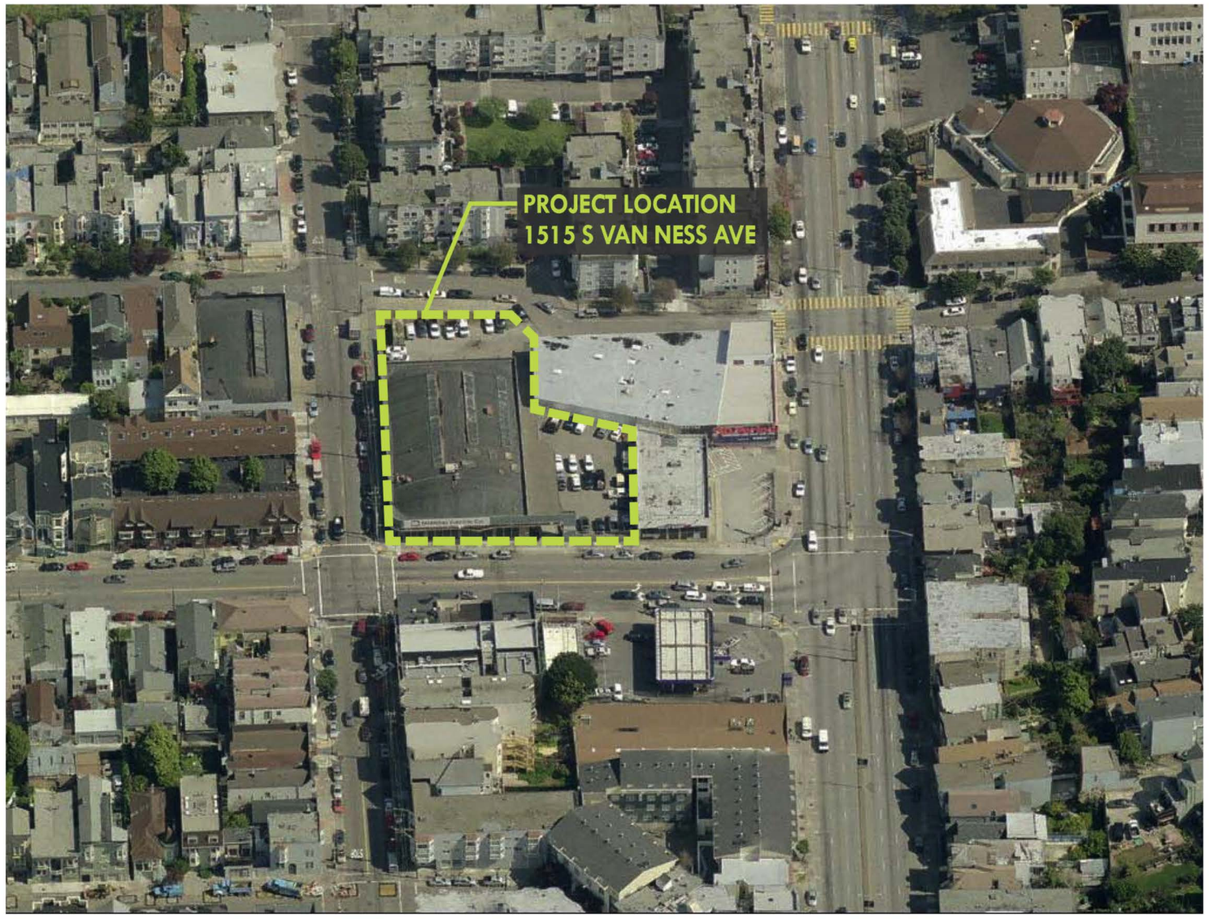
SITE LOCATION DIAGRAM

SITE CONTEXT





VIEW 1:
AERIAL LOOKING SOUTH





VIEW 2:
AERIAL LOOKING EAST

SITE CONTEXT





VIEW 3:
AERIAL LOOKING NORTH





VIEW 4:
AERIAL LOOKING WEST





VIEW 5: STREET VIEW AT S VAN NESS AVE.





VIEW 6: STREET VIEW AT 26TH ST.





VIEW 7: STREET VIEW AT SHOTWELL ST.

ZONING + DATA

BUILDING AREA ANALYSIS

UNIT TYPE	Unit Type	SQ FT	Floor Levels BASEMENT	1ST	2ND	3RD	4TH	5TH	6TH	Unit Total	%	Rentable Area by Type
STUDIO	S1-1	399	-	1	-	-	-	-	-	1		399 SF
	S1-2	414	-	4	-	-	-	-	-	4		1,656 SF
	S1-3	460	-	1	1	-	-	-	-	2		920 SF
	S1-4	469	-	-	1	1	1	1	1	5		2,345 SF
	S1-5	447	-	-	1	1	1	1	1	5		2,235 SF
	S1-6	444	-	-	2	2	2	2	2	10		4,440 SF
	S2-1	466	-	-	4	3	3	3	-	13		6,058 SF
	S2-2	497	-	-	-	1	1	1	1	4		1,988 SF
	S2-3	467	-	-	-	1	1	1	-	3		1,401 SF
	S2-4	491	-	-	2	2	2	2	-	8		3,928 SF
	S2-5	497	-	-	-	-	-	-	-	0		-
TOTAL			**0**	**6**	**11**	**11**	**11**	**11**	**5**	**55**	**35.0%**	**25,370 SF**
Rentable Residential by floor (PP)			-	2,515 SF	5,110 SF	5,148 SF	5,148 SF	5,148 SF	2,301 SF			
JUNIOR 1 BD	A1-1	594	-	-	2	2	2	2	2	10		5,940 SF
	A1-2	562	-	2	-	-	-	-	-	2		1,124 SF
	A1-3	504	-	2	-	-	-	-	-	2		1,008 SF
	A1-4	661	-	1	-	-	-	-	-	1		661 SF
	A1-5	597	-	1	1	1	1	1	1	6		3,582 SF
	A1-6	584	-	-	2	2	2	2	-	8		4,672 SF
	A1-7	618	-	-	1	1	1	1	-	4		2,472 SF
TOTAL			**0**	**6**	**6**	**6**	**6**	**6**	**3**	**33**	**21.0%**	**19,459 SF**
Rentable Residential by floor (PP)			-	3,390 SF	3,571 SF	3,571 SF	3,571 SF	3,571 SF	1,785 SF			
1 BEDROOM	A2-1	654	-	-	-	-	-	-	-	0		-
	A2-2	597	-	-	-	-	-	-	1	1		597 SF
	A2-3	682	-	-	1	1	1	1	-	4		2,728 SF
TOTAL			**0**	**0**	**1**	**1**	**1**	**1**	**1**	**5**	**3.2%**	**3,325 SF**
Rentable Residential by floor (PP)			-	-	682 SF	682 SF	682 SF	682 SF	597 SF			
2 BEDROOM	B1-1	885	-	1	-	-	-	-	-	1		885 SF
	B1-2	899	-	-	1	1	1	1	-	4		3,596 SF
	B2-1	901	-	-	-	-	-	-	-	0		-
	B2-2	956	-	-	-	1	1	1	-	3		2,868 SF
	B2-3	934	-	-	2	1	1	1	-	5		4,670 SF
	B2-4	878	-	-	1	2	2	2	-	7		6,146 SF
	B3-1	889	-	2	-	-	-	-	-	2		1,778 SF
	B3-2	870	-	-	-	-	-	-	2	2		1,740 SF
	B3-3	929	-	-	2	2	2	2	-	8		7,432 SF
	B3-4	933	-	-	1	1	1	1	-	4		3,732 SF
	B3-5	932	-	-	1	-	-	-	-	1		932 SF
	B3-6	885	-	-	1	1	1	1	1	5		4,425 SF
	B3-7	910	-	-	1	2	2	2	1	8		7,280 SF
	B3-8	818	-	2	-	-	-	-	-	2		1,636 SF
	B3-9	922	-	-	-	-	-	-	1	1		922 SF
	B4-1	1191	-	-	-	1	1	1	1	4		4,764 SF
	B4-2	1254	-	-	-	-	-	-	-	0		-
	B4-3	1224	-	-	1	1	1	1	-	4		4,896 SF
	B4-4	1113	-	-	-	-	-	-	-	0		-
	B4-5	1104	-	-	-	-	-	-	-	0		-
	B5-1	923	-	-	-	-	-	-	-	0		-
	B6-1	782	-	-	-	-	-	-	3	3		2,346 SF
TOTAL			**0**	**5**	**11**	**13**	**13**	**13**	**9**	**64**	**40.8%**	**60,048 SF**
Rentable Residential by floor (PP)			-	4,299 SF	10,387 SF	12,456 SF	12,456 SF	12,456 SF	7,994 SF			
TOTAL UNITS			**0**	**17**	**29**	**31**	**31**	**31**	**18**	**157**	**100%**	**108,202 SF**
Avg. Unit Size	689											

Rentable Residential by floor (PP)	-	10,204 SF	19,750 SF	21,857 SF	21,857 SF	21,857 SF	12,677 SF		**108,202 SF**
Gross Residential (outside face of ext wall stud, not including roof deck)	-	21,887 SF	24,354 SF	25,606 SF	25,691 SF	25,743 SF	15,641 SF		138,922 SF

Commercial space	ID	SQ FT	Floor Levels BASEMENT	1ST	2ND	3RD	4TH	5TH	6TH	Total	Rentable Area by Type
TRADE SHOP	TS1	759	-	2	-	-	-	-	-	2	1,518 SF
	TS2	673	-	3	-	-	-	-	-	3	2,019 SF
	TS3	630	-	1	-	-	-	-	-	1	630 SF
TOTAL			**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**4,167 SF**
Rentable Trade Shop by floor			-	4,167 SF	-	-	-	-	-		**4,167 SF**
Amenity Lounge			-	786 SF	-	-	-	-	-		786 SF
Mail			-	484 SF	-	-	-	-	-		484 SF
Leasing Office			-	1,020 SF	-	-	-	-	-		1,020 SF
Fitness			-	958 SF	-	-	-	-	-		958 SF
Retail			-	1,074 SF	-	-	-	-	-		1,074 SF
Garage			32,473 SF	-	-	-	-	-	-		32,473 SF
Lounge 'B'			-	-	-	-	-	-	393 SF		393 SF
GROSS TOTAL			**32,473 SF**	**30,376 SF**	**24,354 SF**	**25,606 SF**	**25,691 SF**	**25,743 SF**	**16,034 SF**		**180,277 SF**

PARKING ANALYSIS	
	# OF STALLS
MAX. # OF STALLS ALLOWED ((157) X 0.5)	78.5
TOTAL SPACES PROVIDED (INCLUDING ADA STALLS	**79**
TOTAL CAR SHARE PROVIDED (SPFC SEC 166E)	**2**
ADA STALLS REQUIRED	2
(82 X 2% = 1.64) CBC 1109A.3	
TOTAL ADA STALLS PROVIDED	4

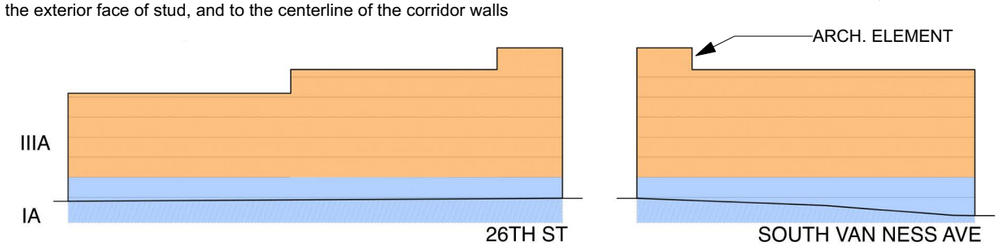
BIKE PARKING ANALYSIS	
	# OF STALLS
CLASS I BIKE PARKING REQUIRED	116
(1:1 UP TO 100, 1:4>100)	
100 UNITS @1:1 + 63 UNITS @ 1:4 = 116	
PROVIDED AT BIKE ROOM 'A'	84
PROVIDED AT BIKE ROOM 'B'	66
TOTAL CLASS I BIKE PARKING PROVIDI	**150**
CLASS II BIKE PARKING REQUIRED	8
(157+6 UNITS)/20 = 8.15	
TOTAL CLASS II BIKE PARKING PROVID	**8**
TOTAL BIKE PARKING PROVIDED	**158**

LOADING ANALYSIS	
TOTAL REQUIRED	1
(BETWEEN 100,001 AND 200,00 SF = 1 OFF-STREET LOADING SPACE)	
TOTAL PROVIDED	2
(1 LOADING SPACE HAS BEEN PROVIDED ON 26TH STREET - PROPOSED YELLOW STRIPE ZONE)	

COMPLIANT OPEN SPACE ANALYSIS		
COMMON USABLE OPEN SPACE	ROOF DECK ON 26TH ST BLDG	8,655 SF
	REAR YARD (EXCLUDING PRIVATE DECKS	6,853 SF
	TOTAL	15,508 SF
PRIVATE USABLE OPEN SPACE	PRIVATE DECKS AT REAR YARD (10)	998 SF
TOTAL COMPLIANT OPEN SPACE PROVIDED		**16,506 SF**
NON-COMPLIANT OPEN SPACE		
PRIVATE USABLE OPEN SPACE	BALCONIES(LESS THEN 6'-0")	488 SF
	CIRCULATION	356 SF
TOTAL NON-COMPLIANT OPEN SPACE PROVIDED		**844 SF**
TOTAL PROVIDED OPEN SPACE (COMPLIANT AND NON-COMPLIANT)		**17,350 SF**
TOTAL UNITS		157 UNITS
REQUIRED OPEN SPACE (COMMON)		149 UNITS @ 100 SF / UNITS = 14,900 SF
REQUIRED OPEN SPACE (PRIVATE)		10 UNITS @ 80 SF / UNITS = 800 SF
TOTAL OPEN SPACE REQUIRED		**15,700 SF**

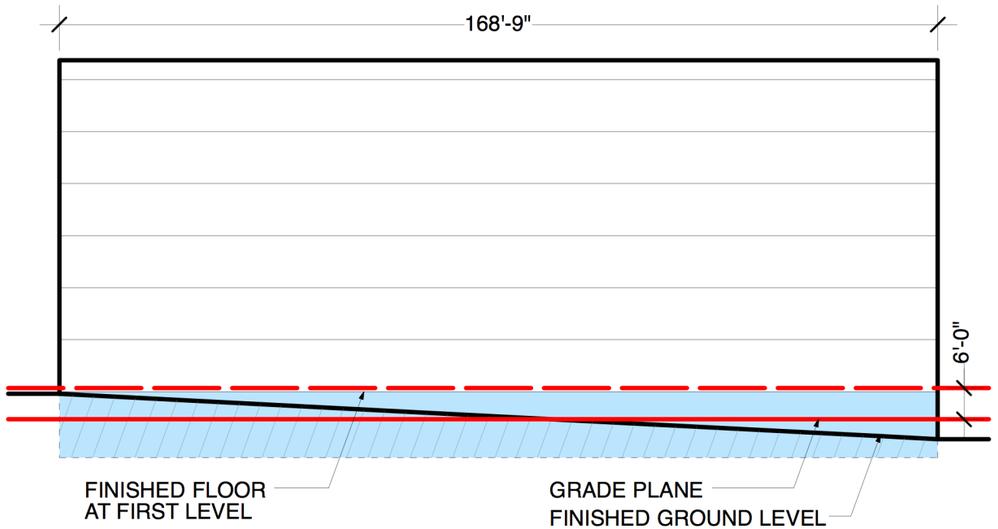
REAR YARD ANALYSIS		
TOTAL REQUIRED	25% REQUIRED	8,714 SF
TOTAL PROVIDED	24.9% PROVIDED	8,687 SF

*These areas are conceptual in nature and are subject to change due to the influences of a review by the governing agencies and the additional demands of their review. The apartment net areas are measured from the center line of the party wall, from the exterior face of stud, and to the centerline of the corridor walls

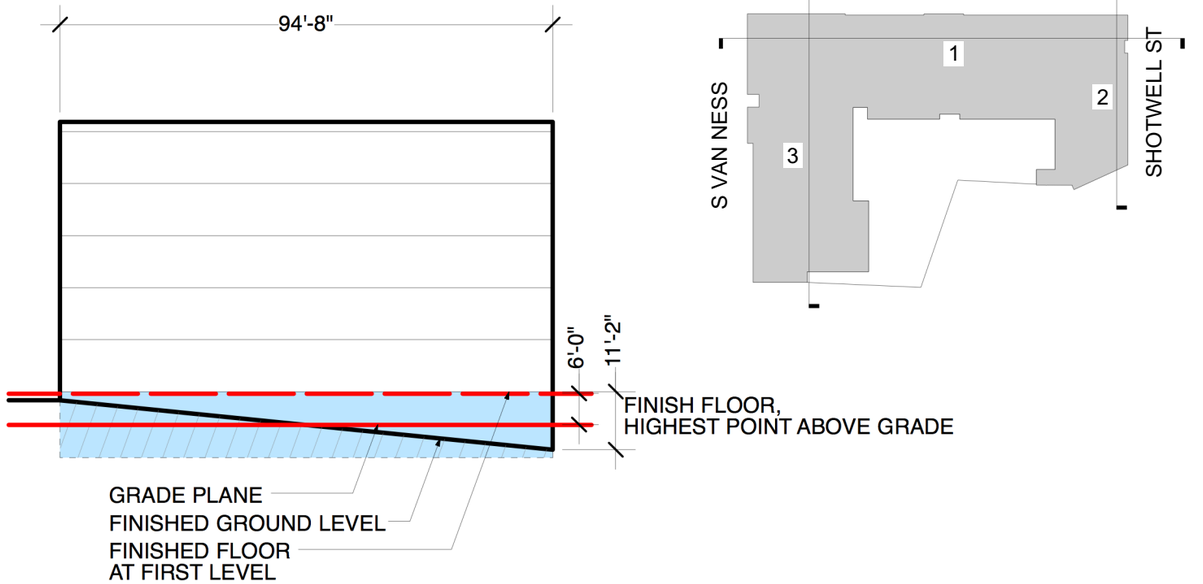


CONSTRUCTION TYPE: TYPE III OVER TYPE I
FLOORS: 4-5 WOOD OVER 1 CONCRETE

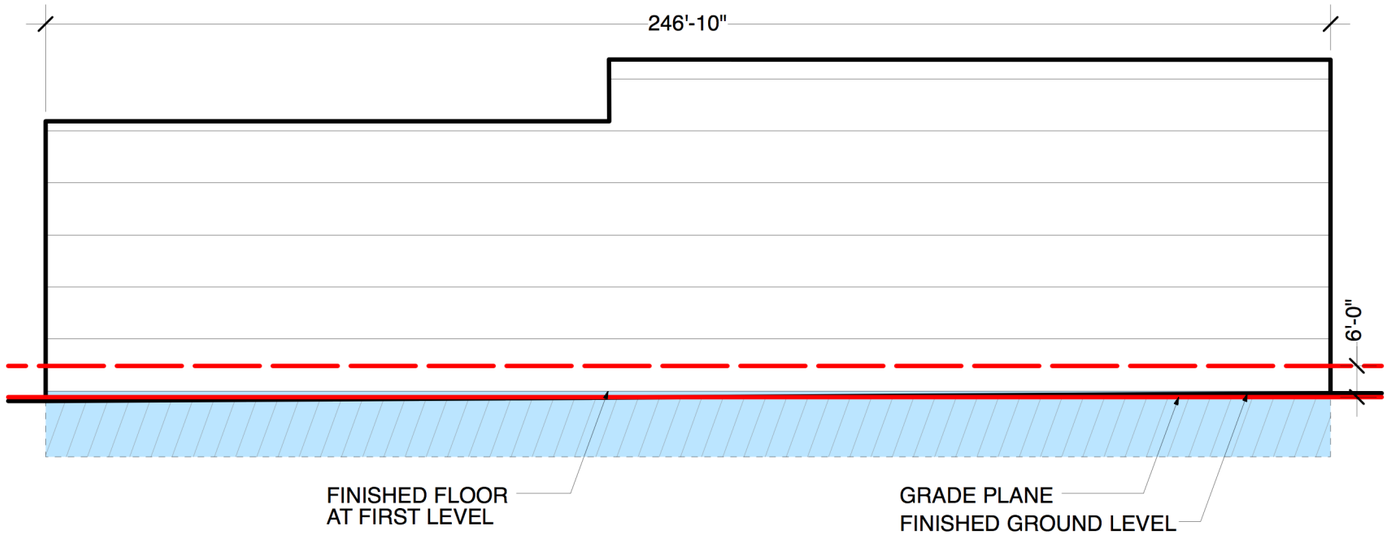
PROJECT DATA



SECTION - S VAN NESS AVE. 3



SECTION - SHOTWELL ST. 2



SECTION - 26TH ST. 1

BASEMENT / FIRST LEVEL ABOVE GRADE DEFINITION

TEST 1
MIN 50% OF FINISHED FLOOR AT FIRST LEVEL ABOVE BASEMENT TO BE LOCATED WITHIN 6'-0" GRADE PLANE.

LEVEL OF FINISHED FLOOR (PER SECTIONS PROVIDED):
415'-7" OF BUILDING AS SHOWN IS LOCATED WITHIN 6'-0" VERTICALLY OF GRADE PLANE.
94'-8" OF BUILDING AS SHOWN IS LOCATED MORE THAN 6-'0" VERTICALLY ABOVE GRADE PLANE.

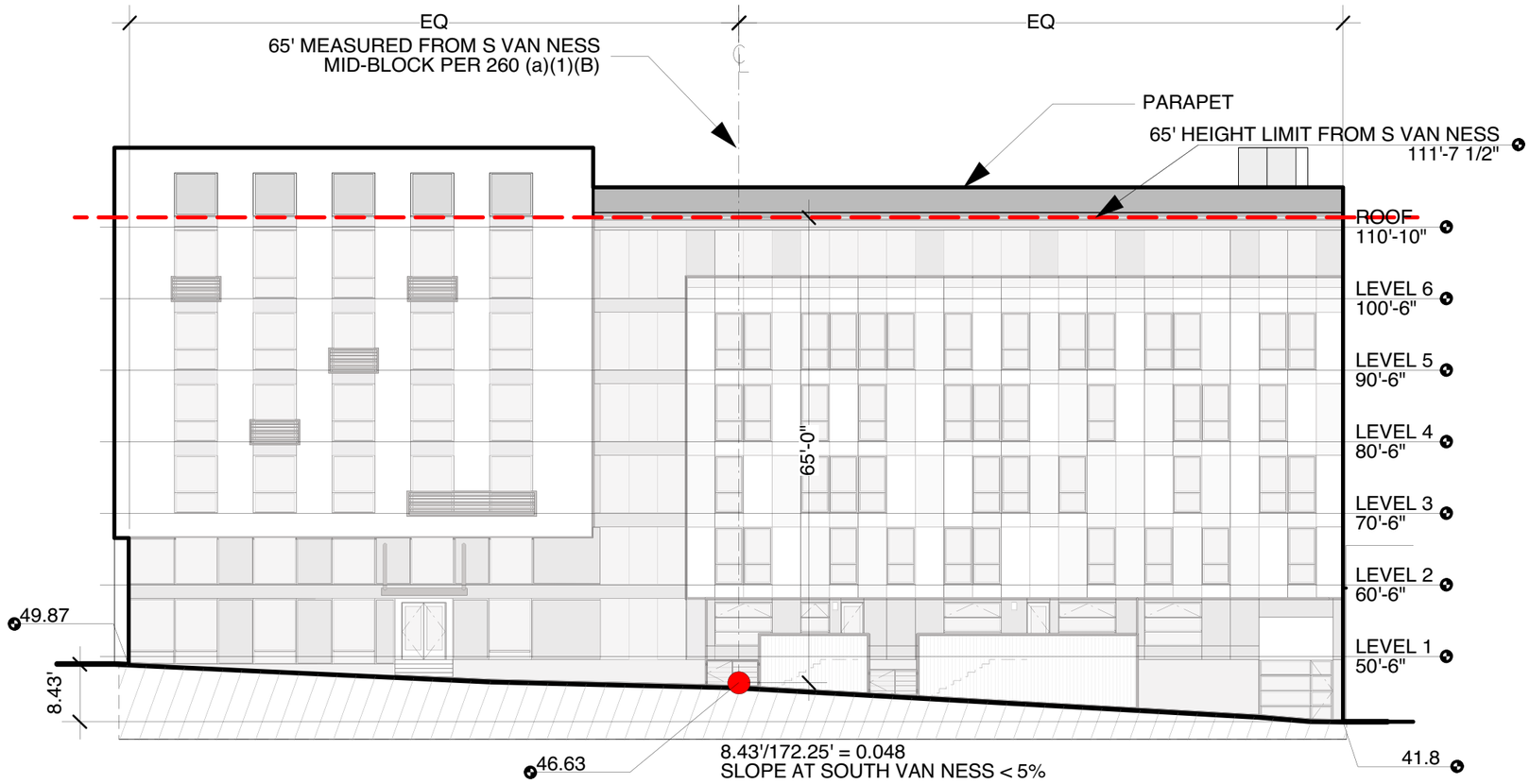
415'-7" / 94'-8" = 30% = **COMPLIANT**

TEST 2
HIGHEST POINT OF FINISHED FLOOR AT 1ST LEVEL NOT TO EXCEEDE 12'-0" ABOVE FINISHED GROUND LEVEL

FINISHED FLOOR AT FIRST LEVEL 11'-2" ABOVE FINISHED GROUND LEVEL

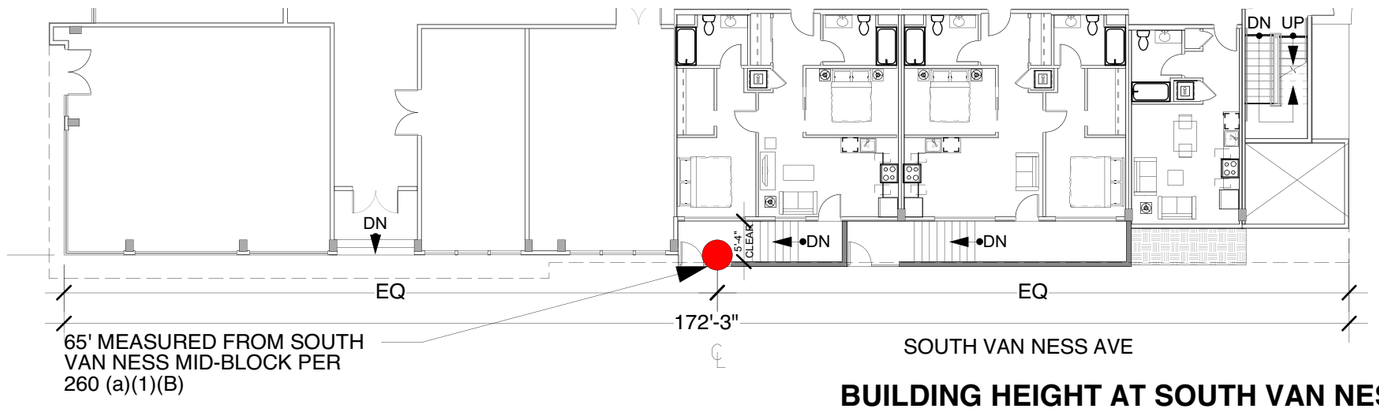
11'-2" < 12'-0" = **COMPLIANT**

BASEMENT COMPLIANCE DIAGRAMS

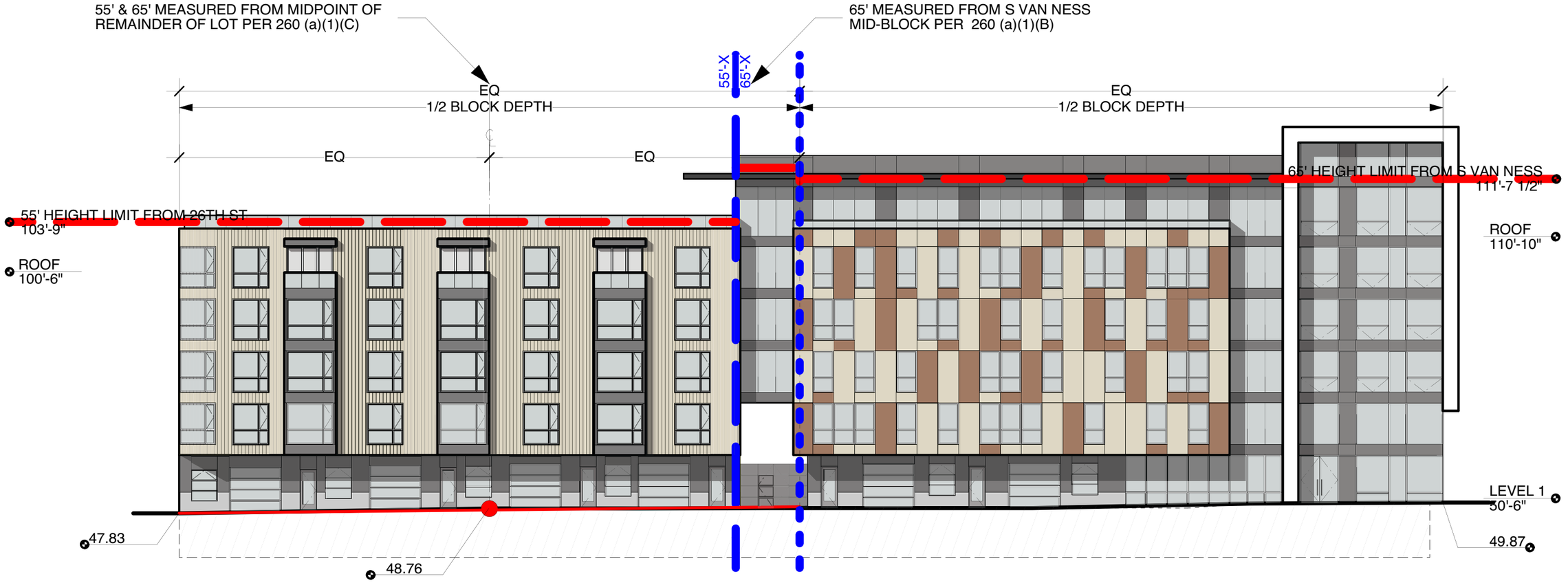


BUILDING HEIGHT AT SOUTH VAN NESS - ELEVATION 2

NOTE:
RENDERING OF ELEVATIONS TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. ELEVATIONS TO BE UPDATED TO REFLECT RENDERINGS SHOWN ON PAGES 57 & 58

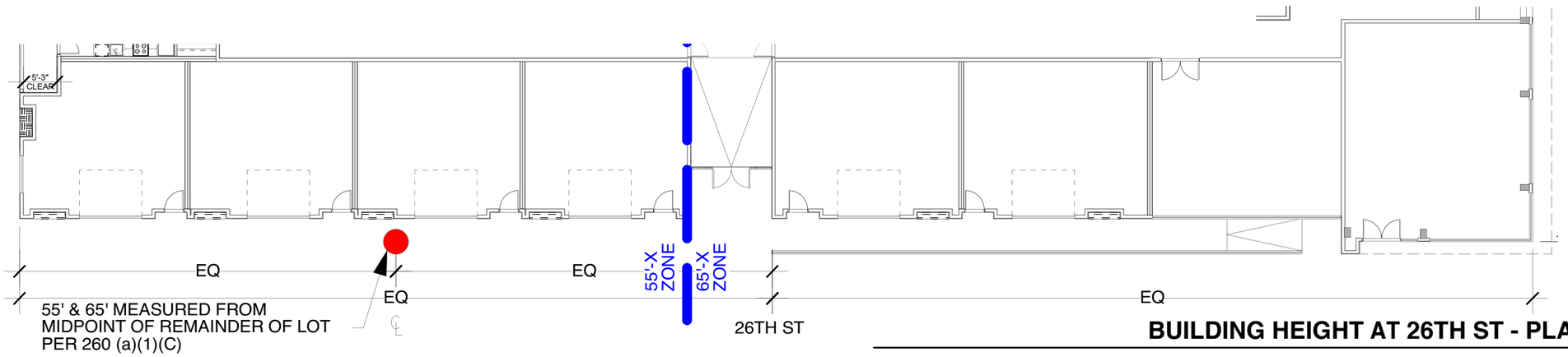


BUILDING HEIGHT AT SOUTH VAN NESS - PLAN 1

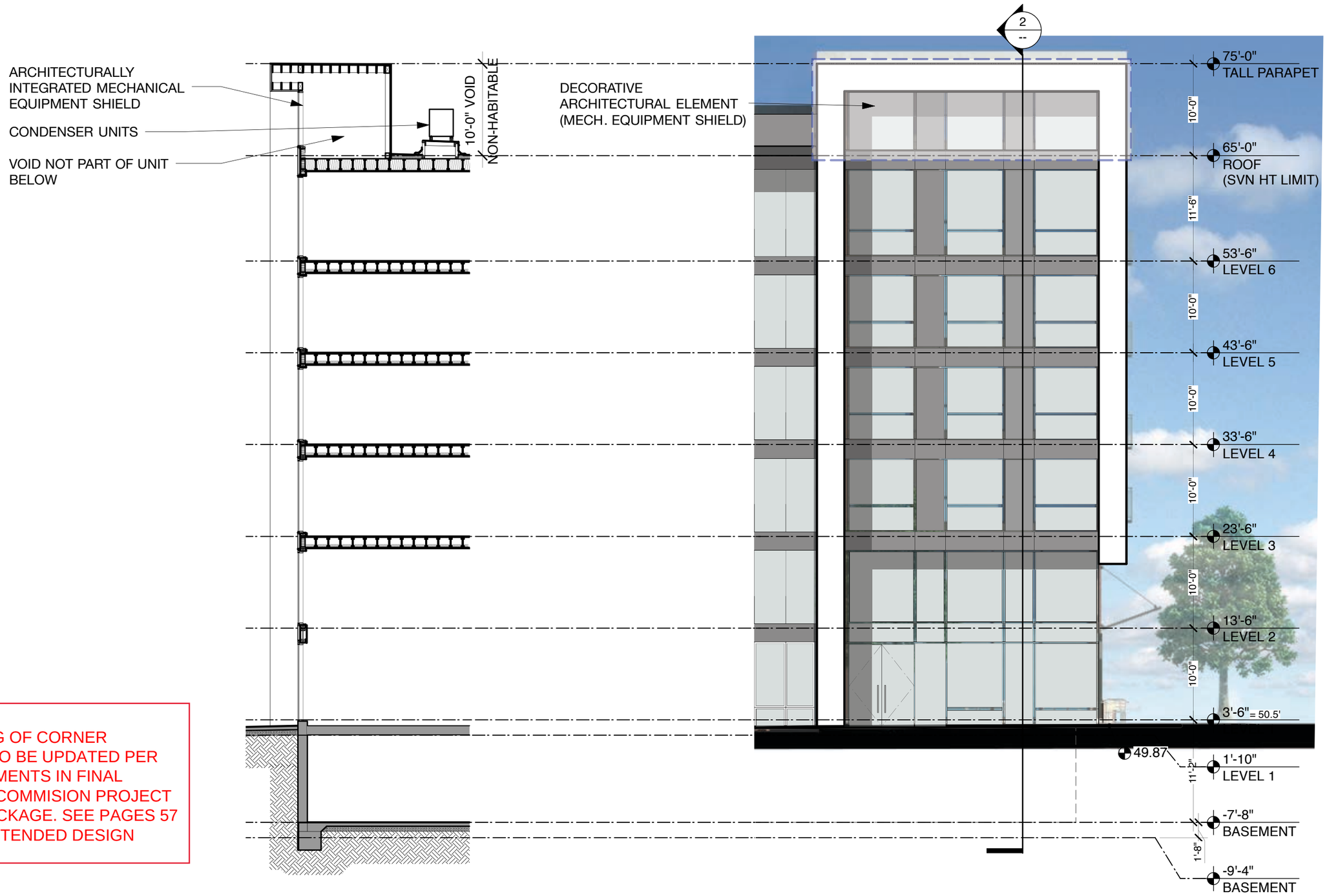


BUILDING HEIGHT AT 26TH ST - ELEVATION 2

NOTE:
RENDERING OF ELEVATIONS TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. ELEVATIONS TO BE UPDATED TO REFLECT RENDERINGS SHOWN ON PAGES 57 & 58



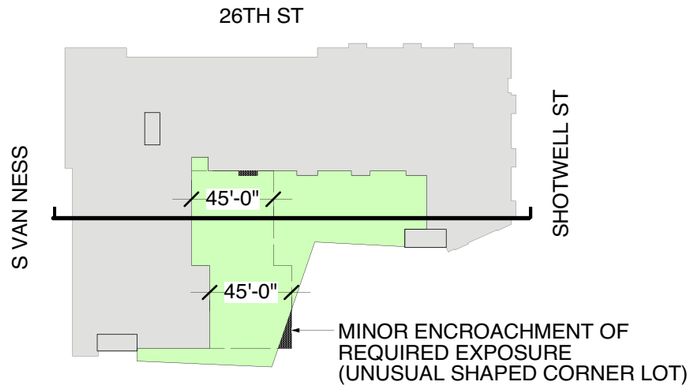
BUILDING HEIGHT AT 26TH ST - PLAN 1

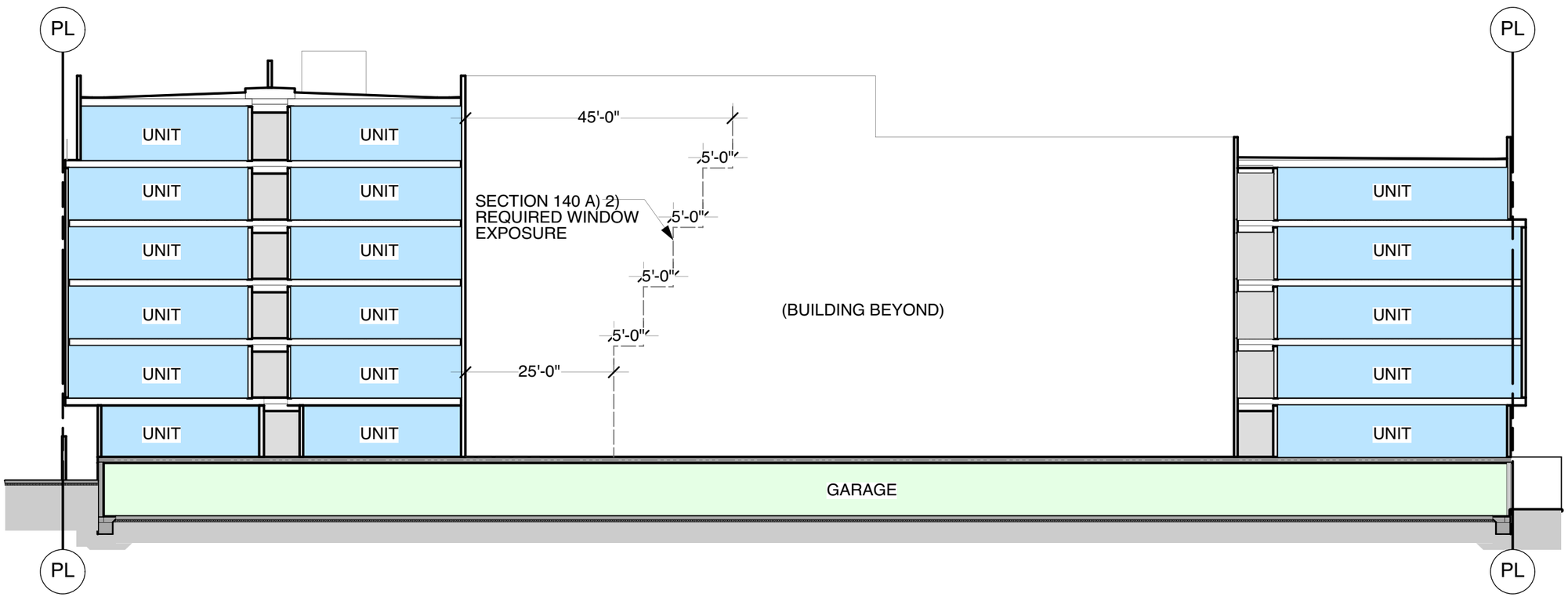


NOTE:
RENDERING OF CORNER ELEMENT TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. SEE PAGES 57 & 58 FOR INTENDED DESIGN

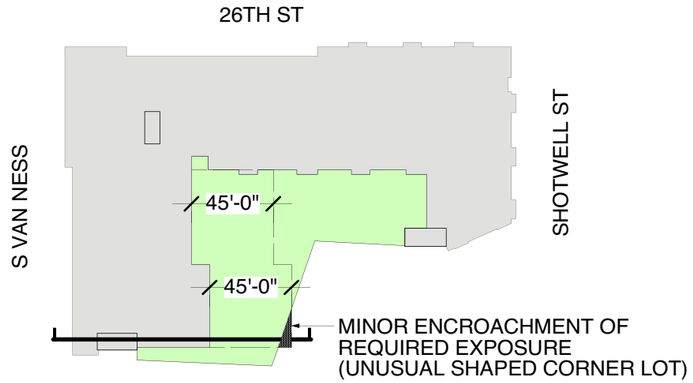
WALL SECTION **2**

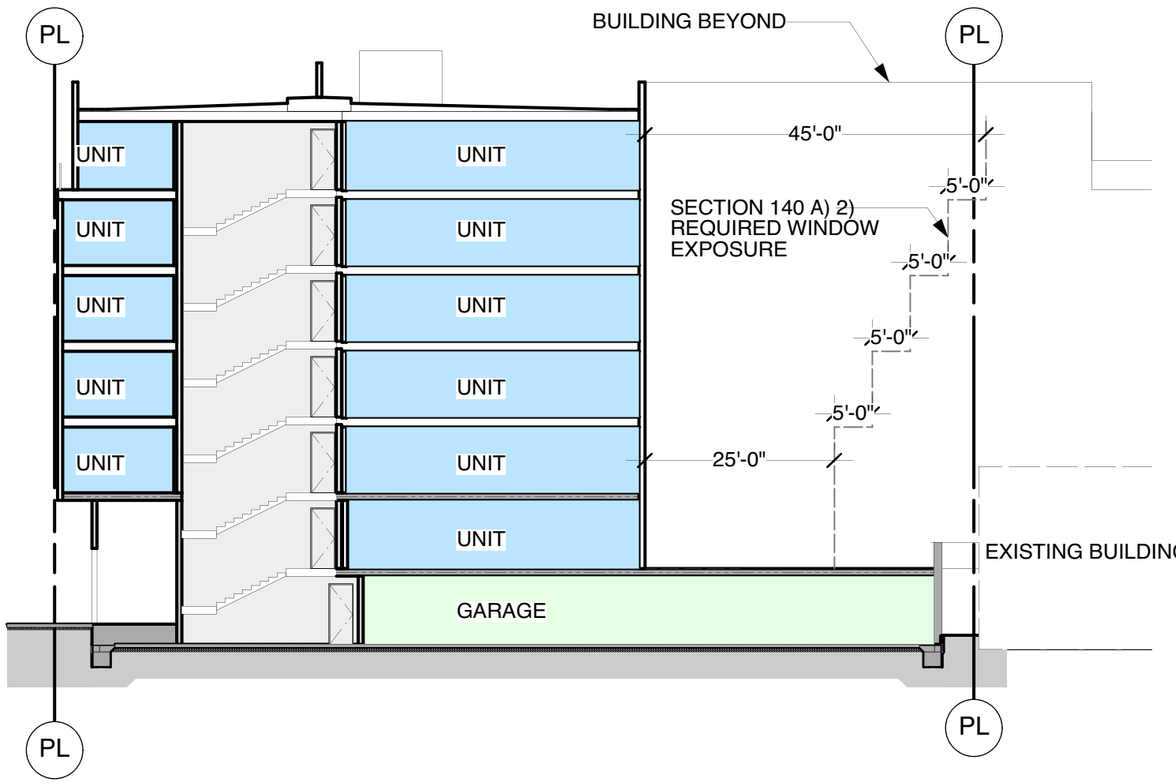
ENLARGED ELEVATION - 26TH ST **1**



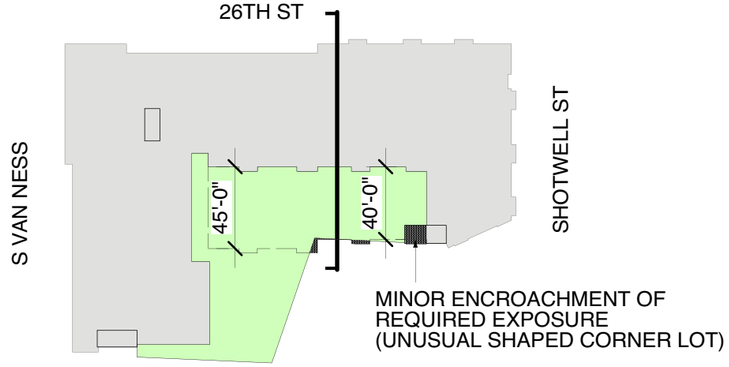


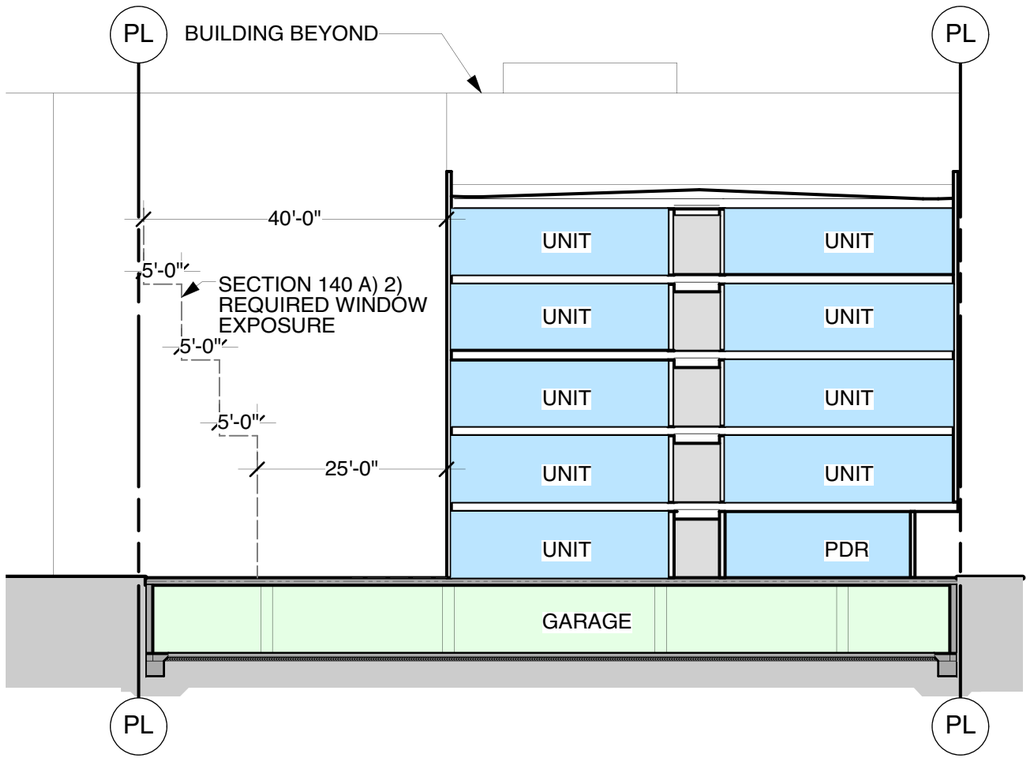
WINDOW EXPOSURE ANALYSIS





WINDOW EXPOSURE ANALYSIS





WINDOW EXPOSURE ANALYSIS

COMPLIANT COMMON OPEN SPACE

REAR YARD	=	6,853 SQ FT
ROOF DECK	=	8,655 SQ FT

COMPLIANT PRIVATE OPEN SPACE

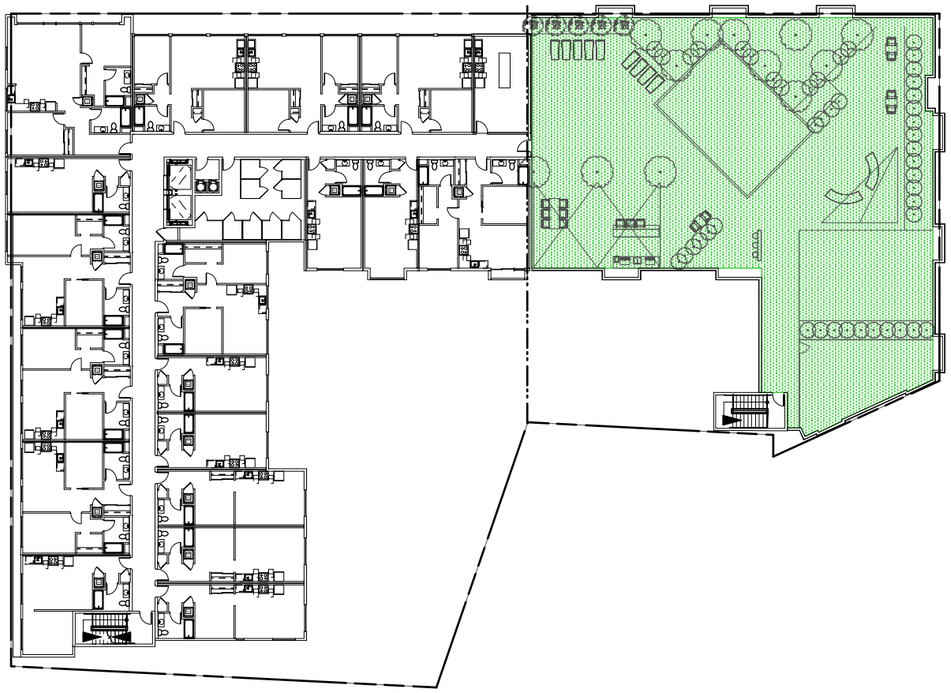
PRIVATE PATIOS (10)	=	998 SQ FT

TOTAL COMPLIANT OPEN SPACE = 16,506 SQ FT

NON-COMPLIANT OPEN SPACE

PRIVATE PATIOS	=	488 SQ FT
CIRCULATION	=	356 SQ FT

TOTAL NON-COMPLIANT OPEN SPACE = 844 SQ FT



6TH FLOOR - ROOF DECK 2



1ST FLOOR - REAR YARD 1

PROJECT NORTH

USABLE OPEN SPACE

	REAR YARD OPEN SPACE REAR YARD	=	8,687 SQ FT
TOTAL COMPLIANT OPEN SPACE		=	**8,687 SQ FT**
REQUIRED REAR YARD OPEN SPACE		=	**8,714 SQ FT**



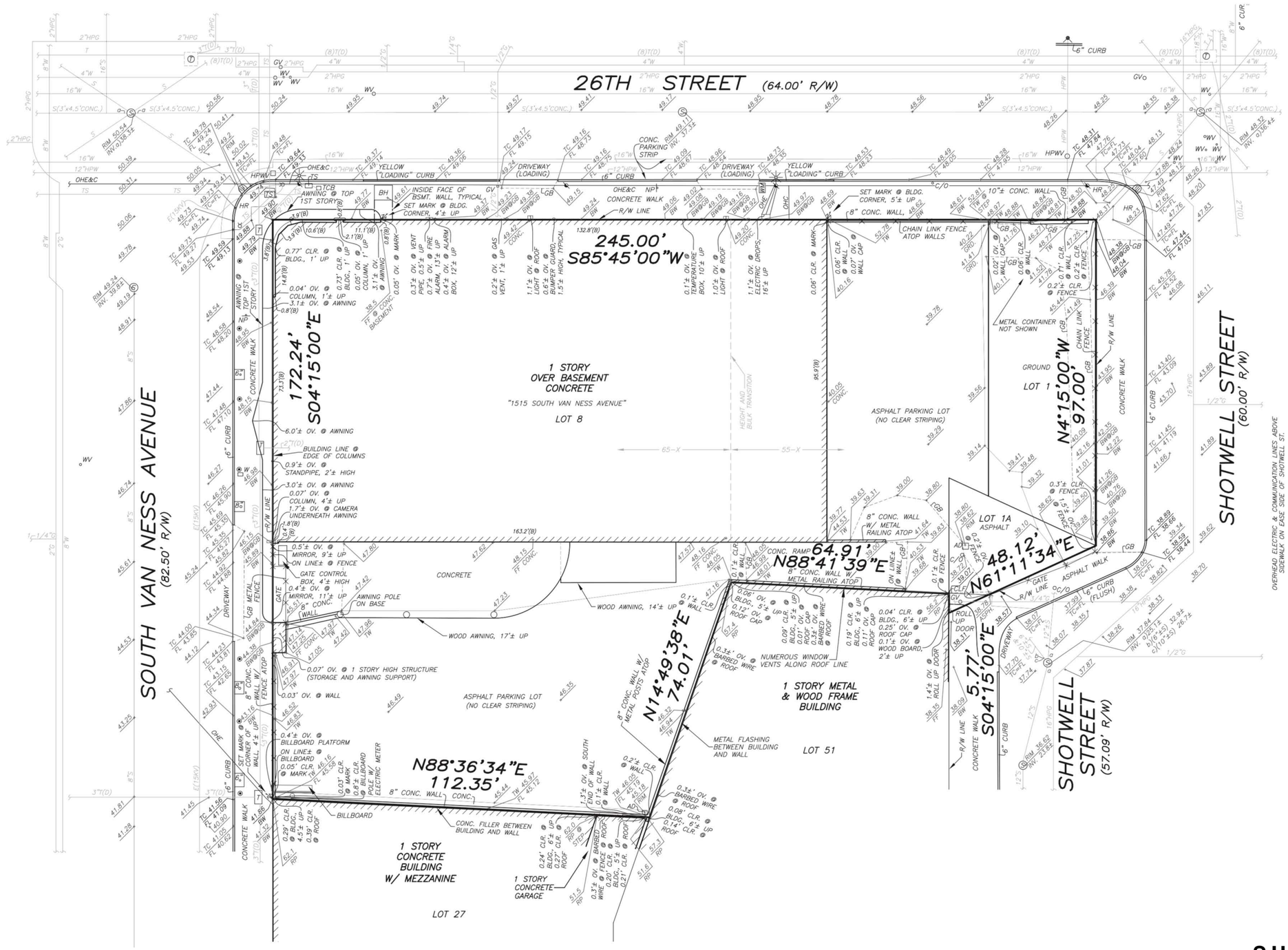
1ST FLOOR - REAR YARD **1**

PROJECT NORTH

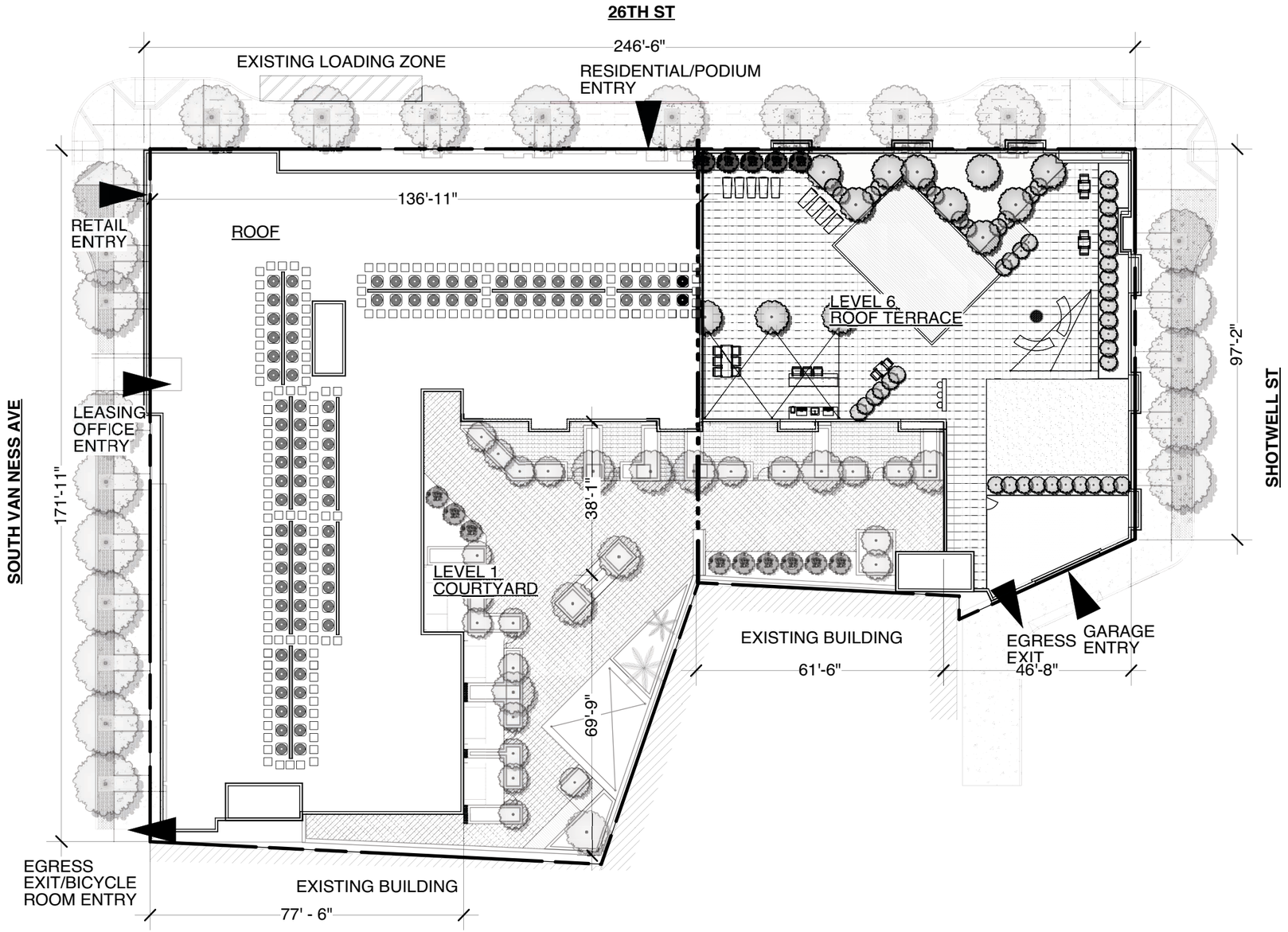
REAR YARD DIAGRAM

0 20 40 80

PROJECT DESIGN


26TH STREET (64.00' R/W)
SOUTH VAN NESS AVENUE (82.50' R/W)
SHOTWELL STREET (60.00' R/W)
SHOTWELL STREET (57.09' R/W)
245.00' S85°45'00"W
172.24' S04°15'00"E
97.00' N4°15'00"W
64.91' N88°41'39"E
48.12' N61°11'34"E
5.77' S04°15'00"E
74.01' N14°49'38"E
112.35' N88°36'34"E
1 STORY OVER BASEMENT CONCRETE
"1515 SOUTH VAN NESS AVENUE"
LOT 8
1 STORY CONCRETE BUILDING W/ MEZZANINE
LOT 27
1 STORY METAL & WOOD FRAME BUILDING
LOT 51
1 STORY CONCRETE GARAGE
ASPHALT PARKING LOT (NO CLEAR STRIPING)
LOT 1A ASPHALT
GROUND LOT 1
CONCRETE
CHAIN LINK FENCE ATOP WALLS
METAL CONTAINER NOT SHOWN
BILLBOARD
METAL FLASHING BETWEEN BUILDING AND WALL
NUMEROUS WINDOW VENTS ALONG ROOF LINE
WOOD AWNING, 14'± UP
WOOD AWNING, 17'± UP
CONC. FILLER BETWEEN BUILDING AND WALL
OVERHEAD ELECTRIC & COMMUNICATION LINES ABOVE SIDEWALK ON EAST SIDE OF SHOTWELL ST.

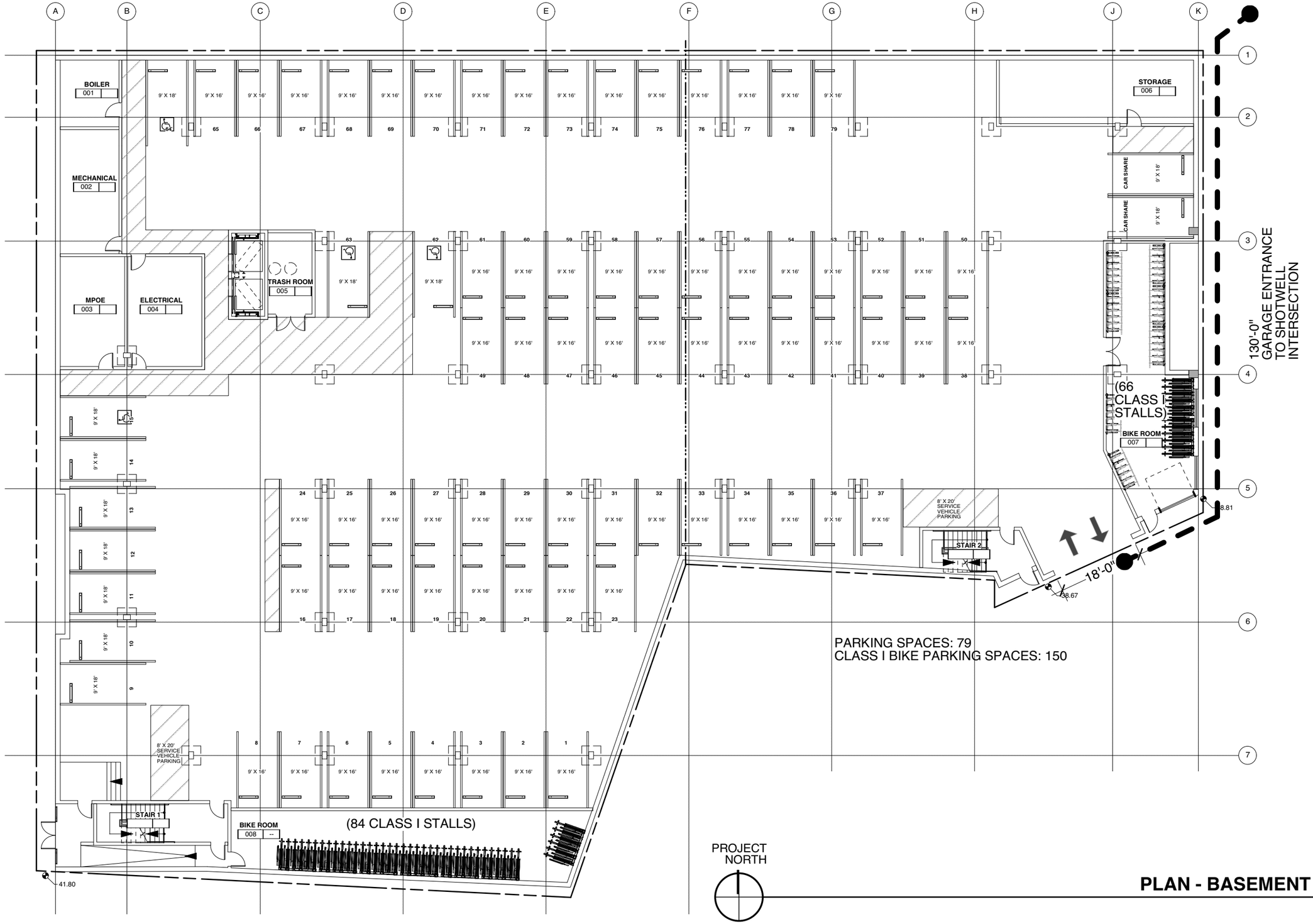
SURVEY - NTS



PROJECT NORTH

SITE PLAN

0 15 30 60



PLAN - BASEMENT

26TH ST

SOUTH VAN NESS AVE

SHOTWELL ST

SIDEWALK

SIDEWALK

SIDEWALK

RETAIL 131

AMENITY SPACE 102

TRADE SHOP - TS1 103

TRADE SHOP - TS1 104

TRADE SHOP - TS2 105

TRADE SHOP - TS2 106

TRADE SHOP - TS2 107

TRADE SHOP - TS3 108

MAIL ROOM 101

LEASING 130

LEASING 129

FITNESS 119

OPEN TO BELOW

STAIR 1

STAIR 2

5'-3" CLEAR

5'-4" CLEAR

12'-11"

NO: 111 TYPE: A3
1 BDRM
661 S.F.

NO: 112 TYPE: A1
1 BDRM
504 S.F.

NO: 113 TYPE: A1
1 BDRM
594 S.F.

NO: 114 TYPE: B1
2 BDRM
885 S.F.

NO: 115 TYPE: B3
2 BDRM
889 S.F.

NO: 116 TYPE: B3
2 BDRM
889 S.F.

NO: 117 TYPE: S1
STUDIO
460 S.F.

NO: 125 TYPE: S1
STUDIO
414 S.F.

NO: 126 TYPE: S1
STUDIO
414 S.F.

NO: 128 TYPE: S1
STUDIO
414 S.F.

NO: 127 TYPE: S1
STUDIO
414 S.F.

NO: 121 TYPE: A1
1 BDRM
594 S.F.

NO: 122 TYPE: A1
1 BDRM
594 S.F.

NO: 123 TYPE: A1
1 BDRM
597 S.F.

NO: 124 TYPE: S1
STUDIO
399 S.F.

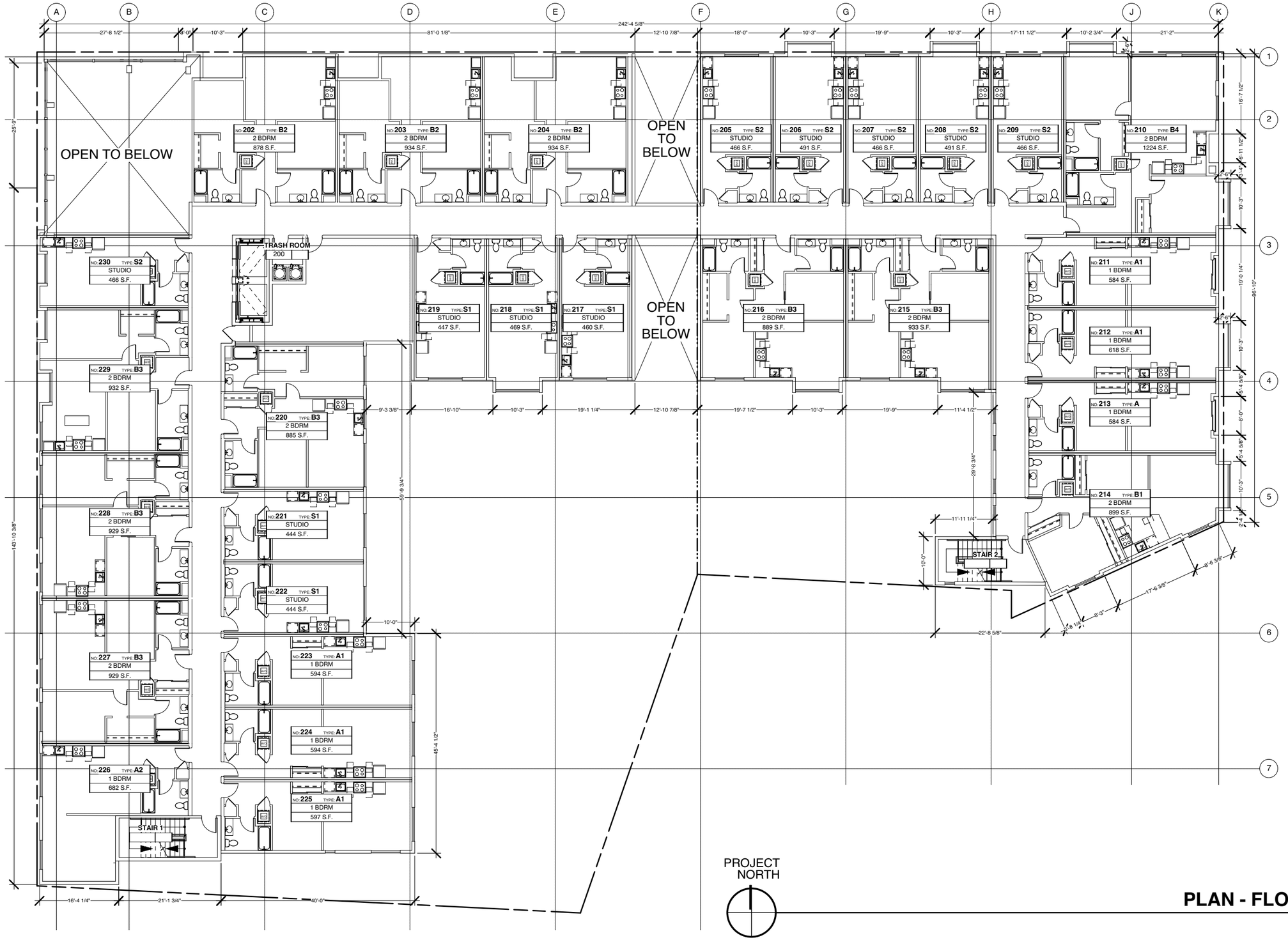
NO: 118 TYPE: B3
2 BDRM
818 S.F.

NO: 120 TYPE: B3
2 BDRM
818 S.F.

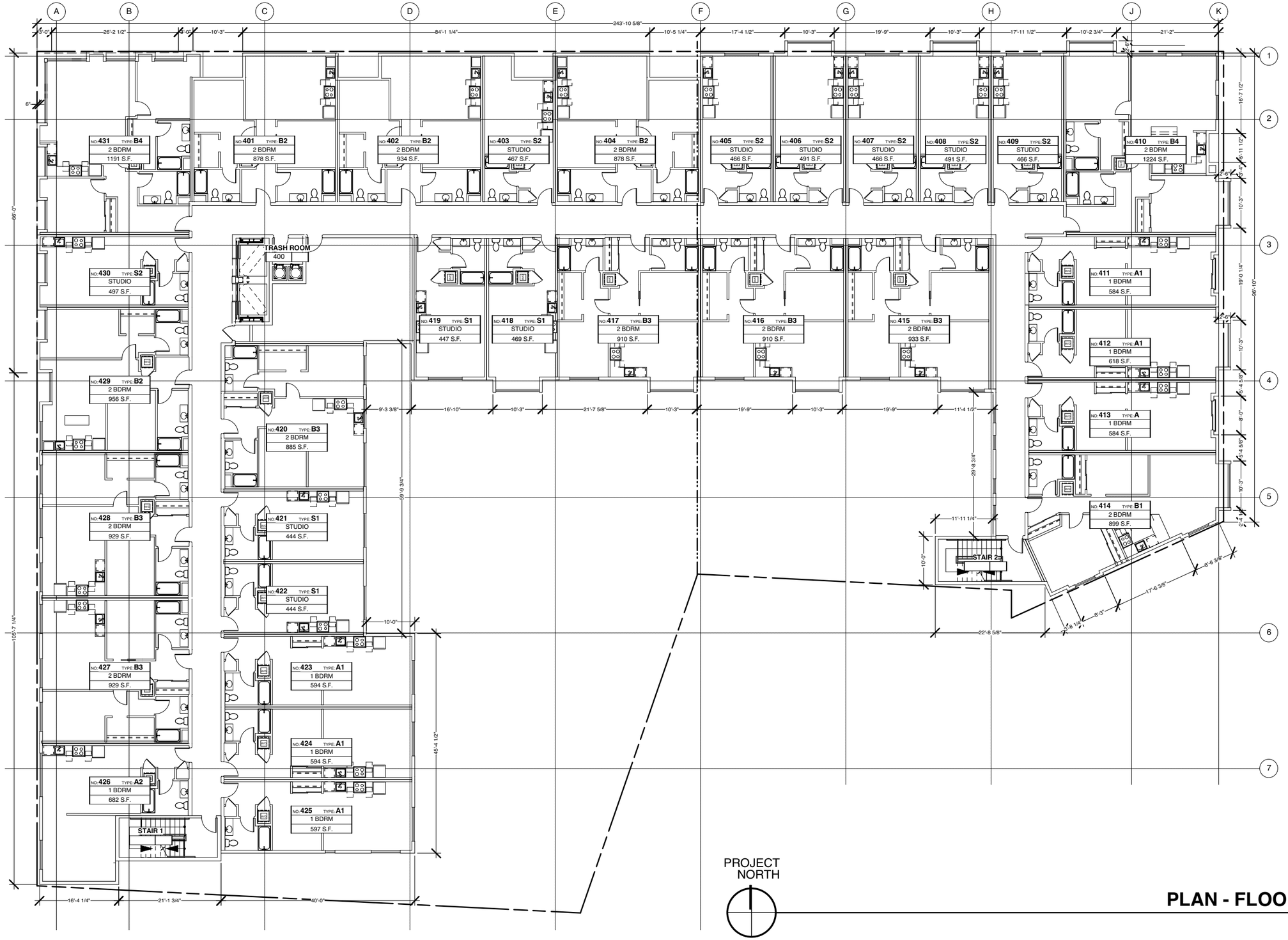
PROJECT NORTH

PLAN - FLOOR 1

0 10 20 40

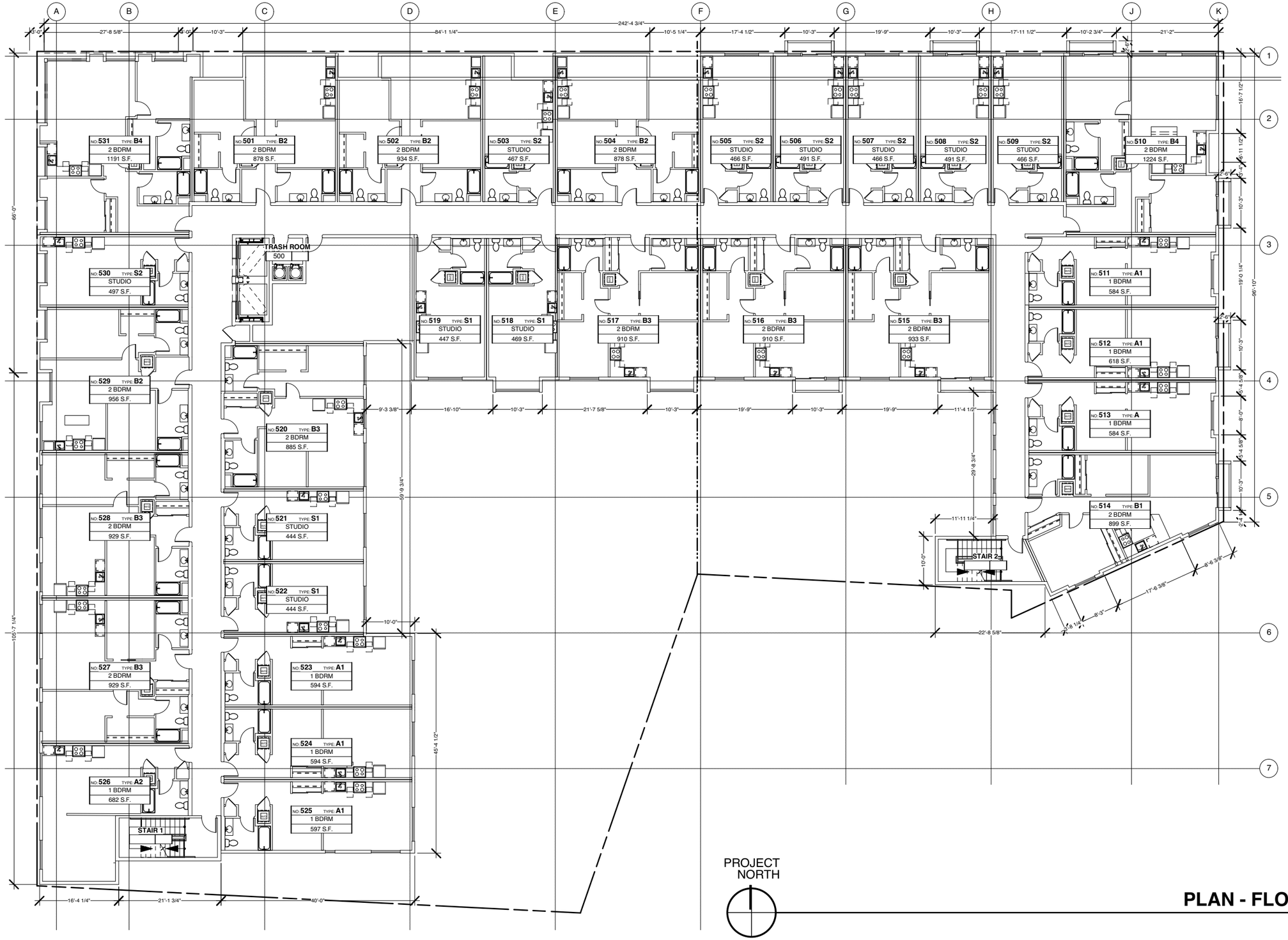

OPEN TO BELOW
OPEN TO BELOW
OPEN TO BELOW
TRASH ROOM 200
STAIR 1
STAIR 2
PROJECT NORTH

PLAN - FLOOR 2

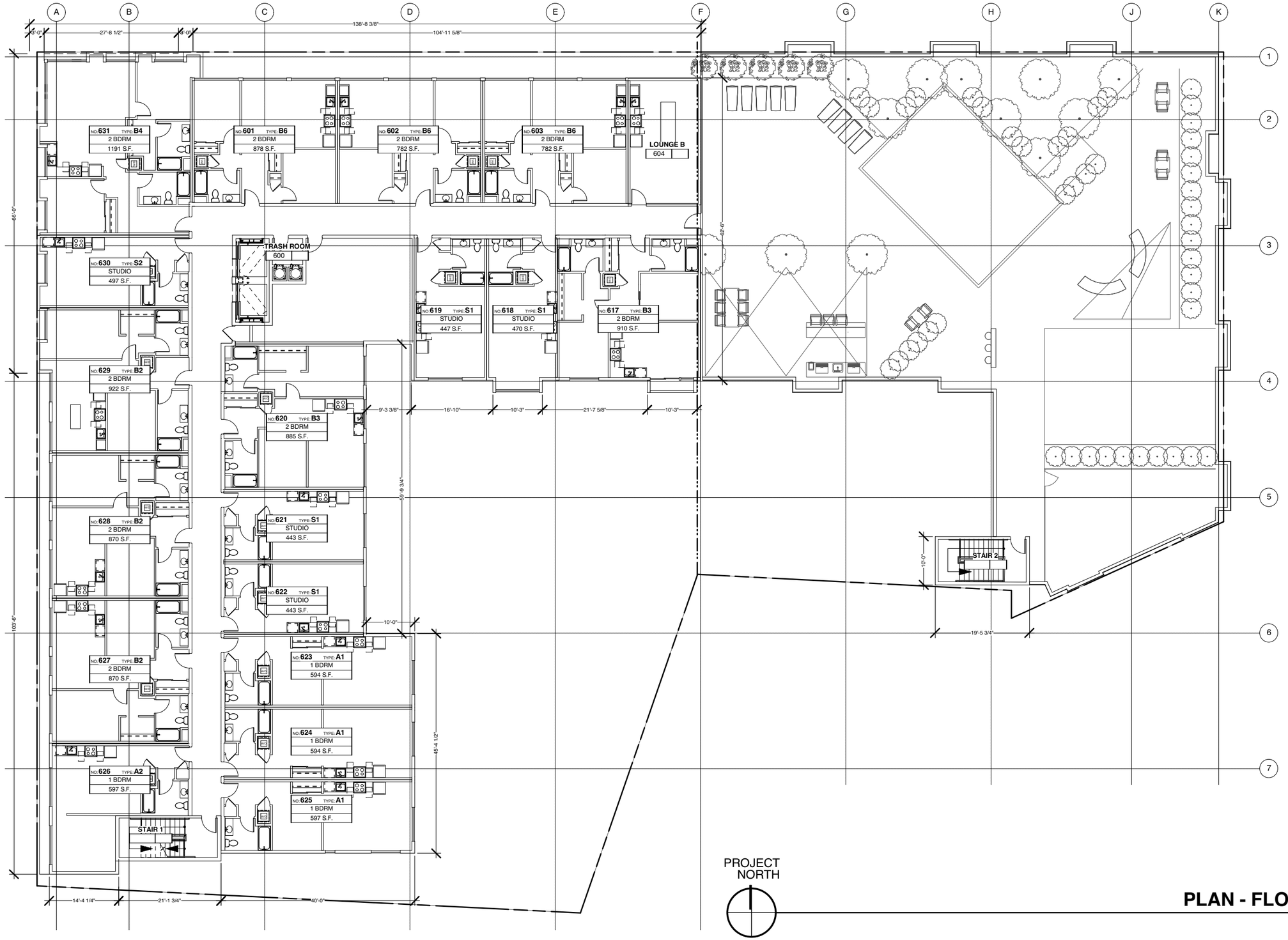


PLAN - FLOOR 3-4

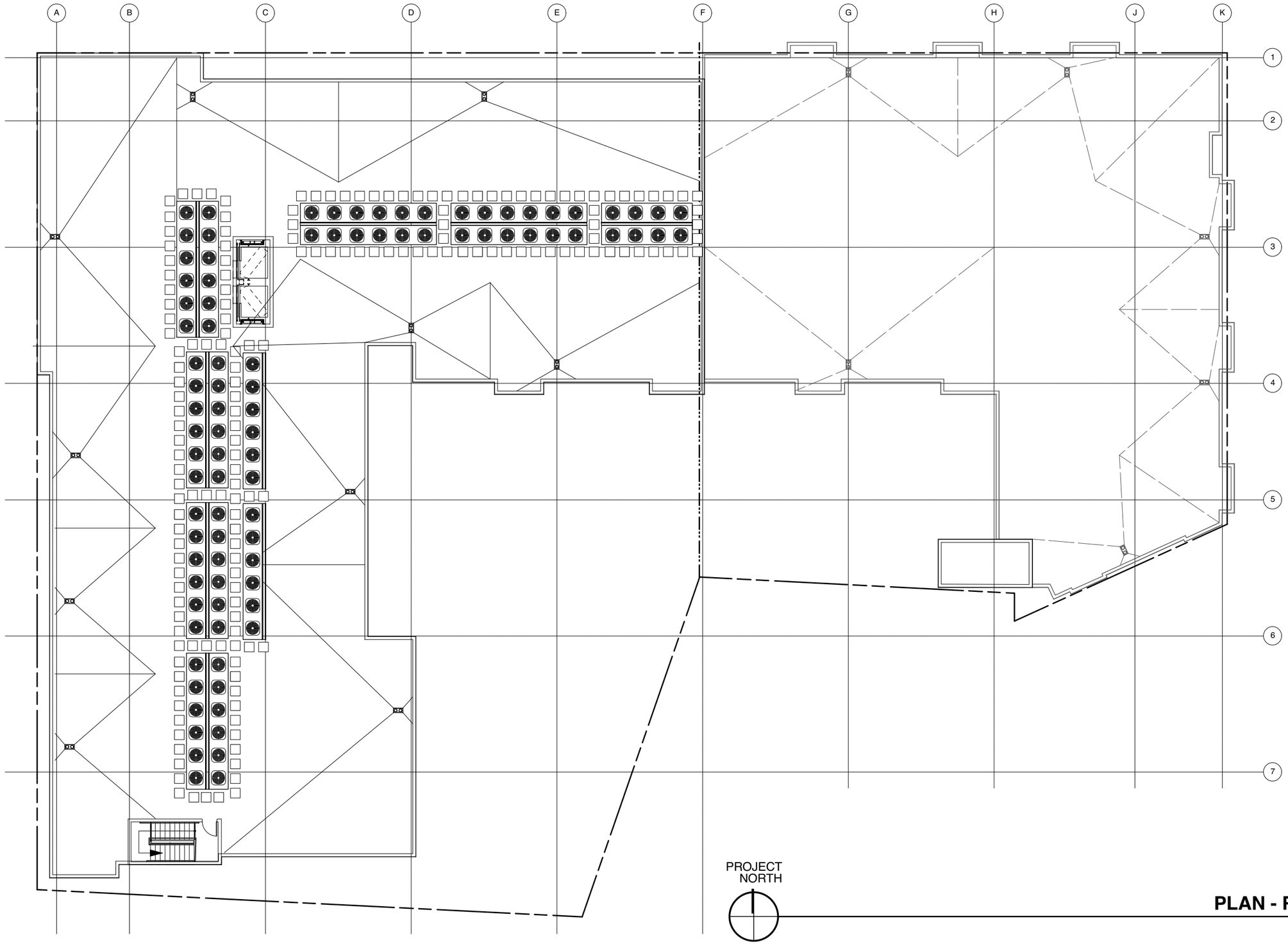
0 10 20 40


A
B
C
D
E
F
G
H
J
K
1
2
3
4
5
6
7
242'-4 3/4"
84'-1 1/4"
65'-0"
105'-7 1/4"
40'-0"
NO: 531 TYPE: B4
2 BDRM
1191 S.F.
NO: 501 TYPE: B2
2 BDRM
878 S.F.
NO: 502 TYPE: B2
2 BDRM
934 S.F.
NO: 503 TYPE: S2
STUDIO
467 S.F.
NO: 504 TYPE: B2
2 BDRM
878 S.F.
NO: 505 TYPE: S2
STUDIO
466 S.F.
NO: 506 TYPE: S2
STUDIO
491 S.F.
NO: 507 TYPE: S2
STUDIO
466 S.F.
NO: 508 TYPE: S2
STUDIO
491 S.F.
NO: 509 TYPE: S2
STUDIO
466 S.F.
NO: 510 TYPE: B4
2 BDRM
1224 S.F.
TRASH ROOM
500
NO: 530 TYPE: S2
STUDIO
497 S.F.
NO: 519 TYPE: S1
STUDIO
447 S.F.
NO: 518 TYPE: S1
STUDIO
469 S.F.
NO: 517 TYPE: B3
2 BDRM
910 S.F.
NO: 516 TYPE: B3
2 BDRM
910 S.F.
NO: 515 TYPE: B3
2 BDRM
933 S.F.
NO: 511 TYPE: A1
1 BDRM
584 S.F.
NO: 529 TYPE: B2
2 BDRM
956 S.F.
NO: 520 TYPE: B3
2 BDRM
885 S.F.
NO: 512 TYPE: A1
1 BDRM
618 S.F.
NO: 513 TYPE: A
1 BDRM
584 S.F.
NO: 528 TYPE: B3
2 BDRM
929 S.F.
NO: 521 TYPE: S1
STUDIO
444 S.F.
NO: 522 TYPE: S1
STUDIO
444 S.F.
NO: 514 TYPE: B1
2 BDRM
899 S.F.
NO: 527 TYPE: B3
2 BDRM
929 S.F.
NO: 523 TYPE: A1
1 BDRM
594 S.F.
NO: 524 TYPE: A1
1 BDRM
594 S.F.
NO: 526 TYPE: A2
1 BDRM
682 S.F.
NO: 525 TYPE: A1
1 BDRM
597 S.F.
STAIR 1
STAIR 2
9'-3 3/8"
16'-10"
10'-3"
21'-7 5/8"
19'-9"
11'-4 1/2"
50'-9 3/4"
29'-8 3/4"
11'-11 1/4"
10'-0"
22'-8 5/8"
17'-6 3/8"
8'-6 3/8"
8'-3"
16'-7 1/2"
19'-0 1/4"
16'-4 1/4"
21'-1 3/4"
45'-4 1/2"
PROJECT
NORTH

PLAN - FLOOR 5


A
B
C
D
E
F
G
H
J
K
1
2
3
4
5
6
7
138'-8 3/8"
27'-8 1/2"
6'-0"
104'-11 5/8"
65'-0"
NO. 631 TYPE B4
2 BDRM
1191 S.F.
NO. 601 TYPE B6
2 BDRM
878 S.F.
NO. 602 TYPE B6
2 BDRM
782 S.F.
NO. 603 TYPE B6
2 BDRM
782 S.F.
LOUNGE B
604
TRASH ROOM
600
NO. 630 TYPE S2
STUDIO
497 S.F.
NO. 619 TYPE S1
STUDIO
447 S.F.
NO. 618 TYPE S1
STUDIO
470 S.F.
NO. 617 TYPE B3
2 BDRM
910 S.F.
42'-6"
NO. 629 TYPE B2
2 BDRM
922 S.F.
NO. 620 TYPE B3
2 BDRM
885 S.F.
9'-3 3/8"
16'-10"
10'-3"
21'-7 5/8"
10'-3"
59'-9 3/4"
NO. 628 TYPE B2
2 BDRM
870 S.F.
NO. 621 TYPE S1
STUDIO
443 S.F.
NO. 622 TYPE S1
STUDIO
443 S.F.
10'-0"
NO. 627 TYPE B2
2 BDRM
870 S.F.
NO. 623 TYPE A1
1 BDRM
594 S.F.
103'-6"
NO. 624 TYPE A1
1 BDRM
594 S.F.
45'-4 1/2"
NO. 626 TYPE A2
1 BDRM
597 S.F.
NO. 625 TYPE A1
1 BDRM
597 S.F.
STAIR 1
14'-4 1/4"
21'-1 3/4"
40'-0"
STAIR 2
10'-0"
19'-5 3/4"
PROJECT
NORTH

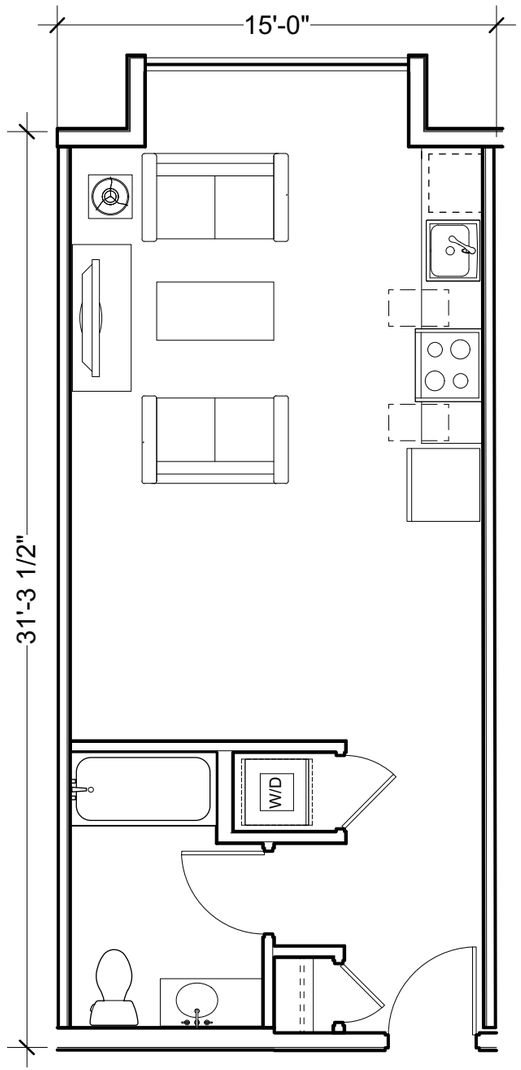
PLAN - FLOOR 6



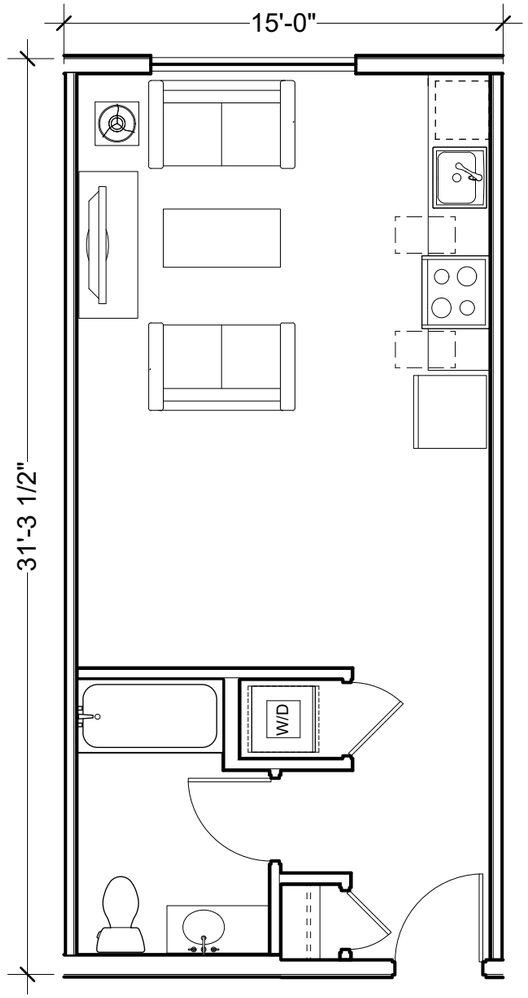
PROJECT NORTH

PLAN - ROOF

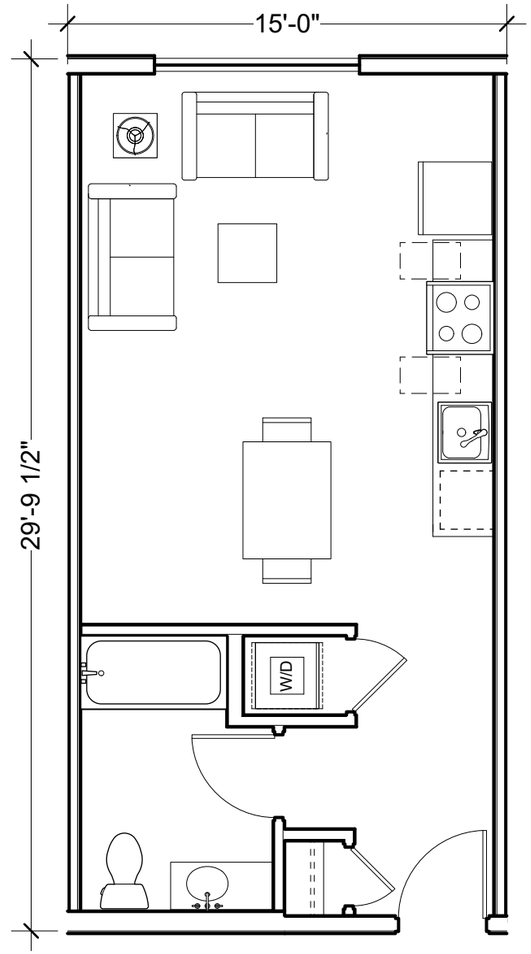
0 10 20 40



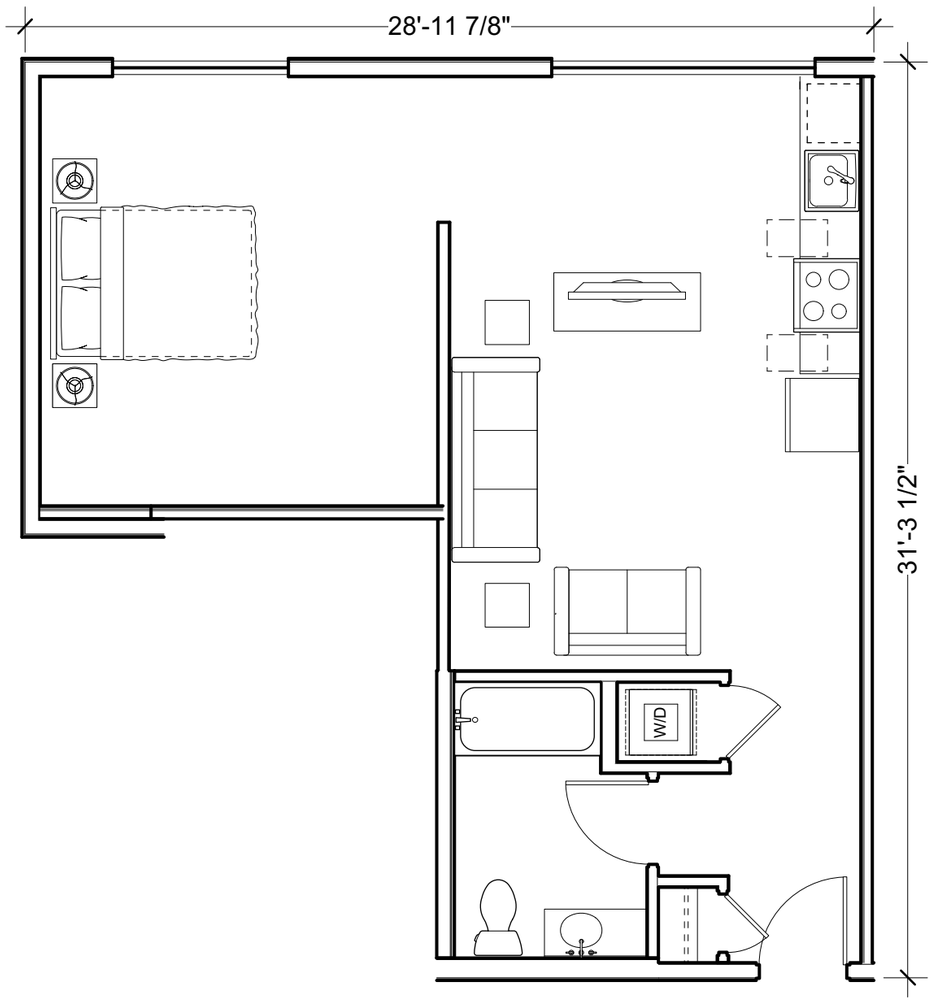
UNIT PLAN - STUDIO S2-4



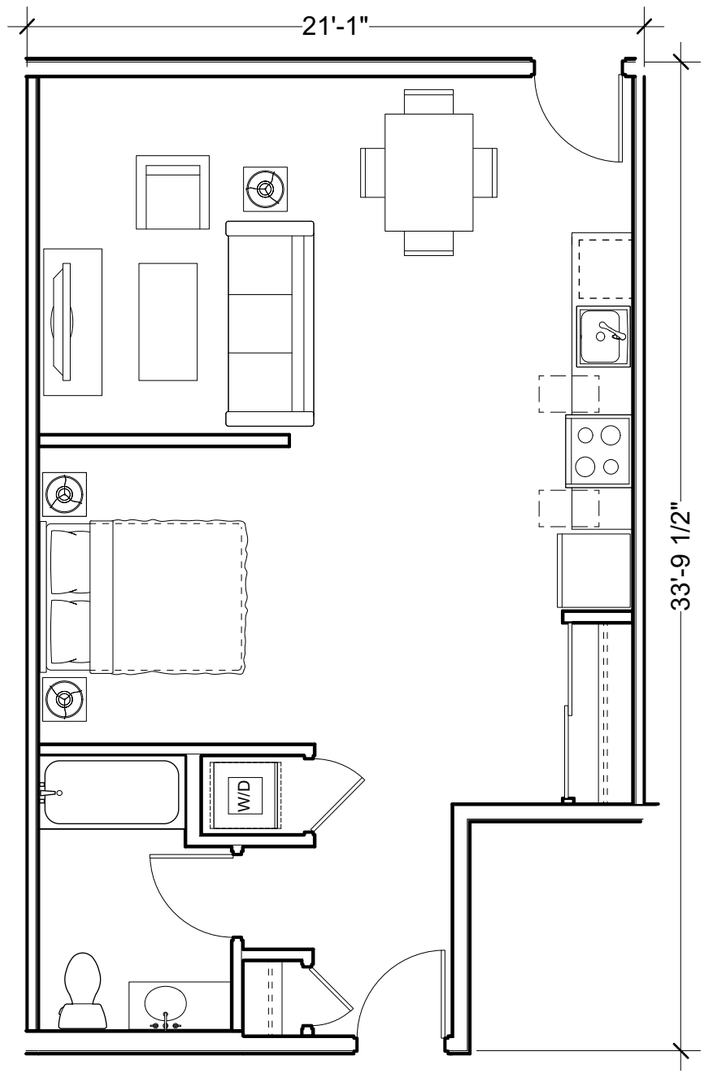
UNIT PLAN - STUDIO S2



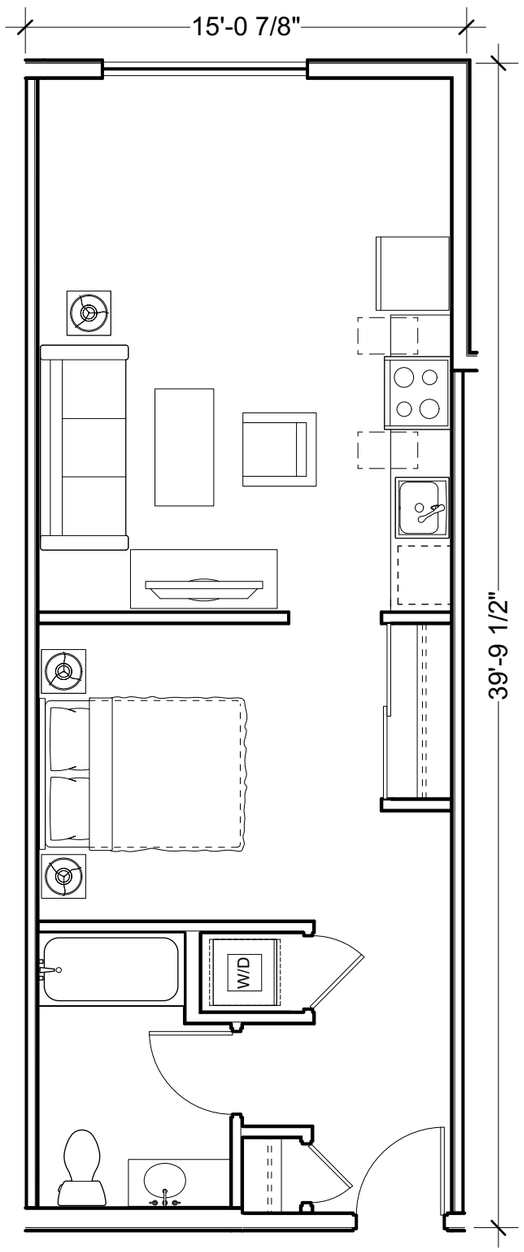
UNIT PLAN - STUDIO S1



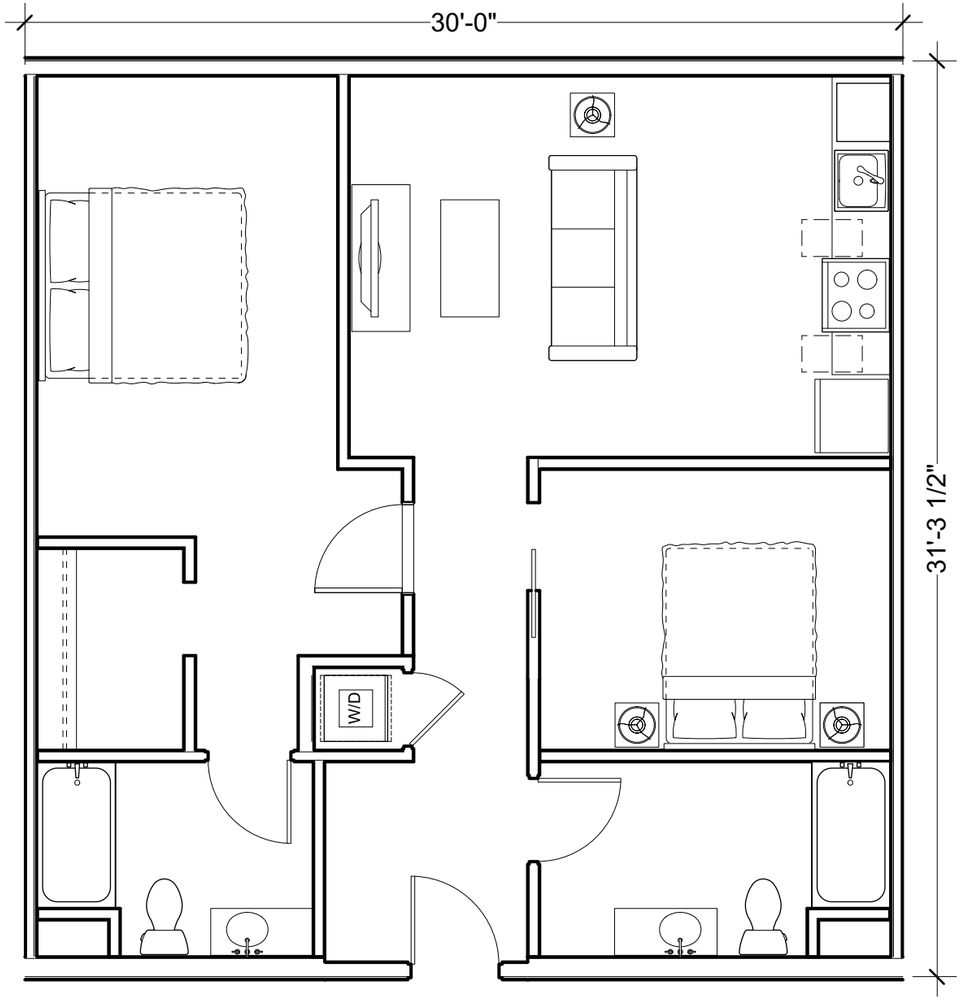
UNIT PLAN - 1 BDRM A2



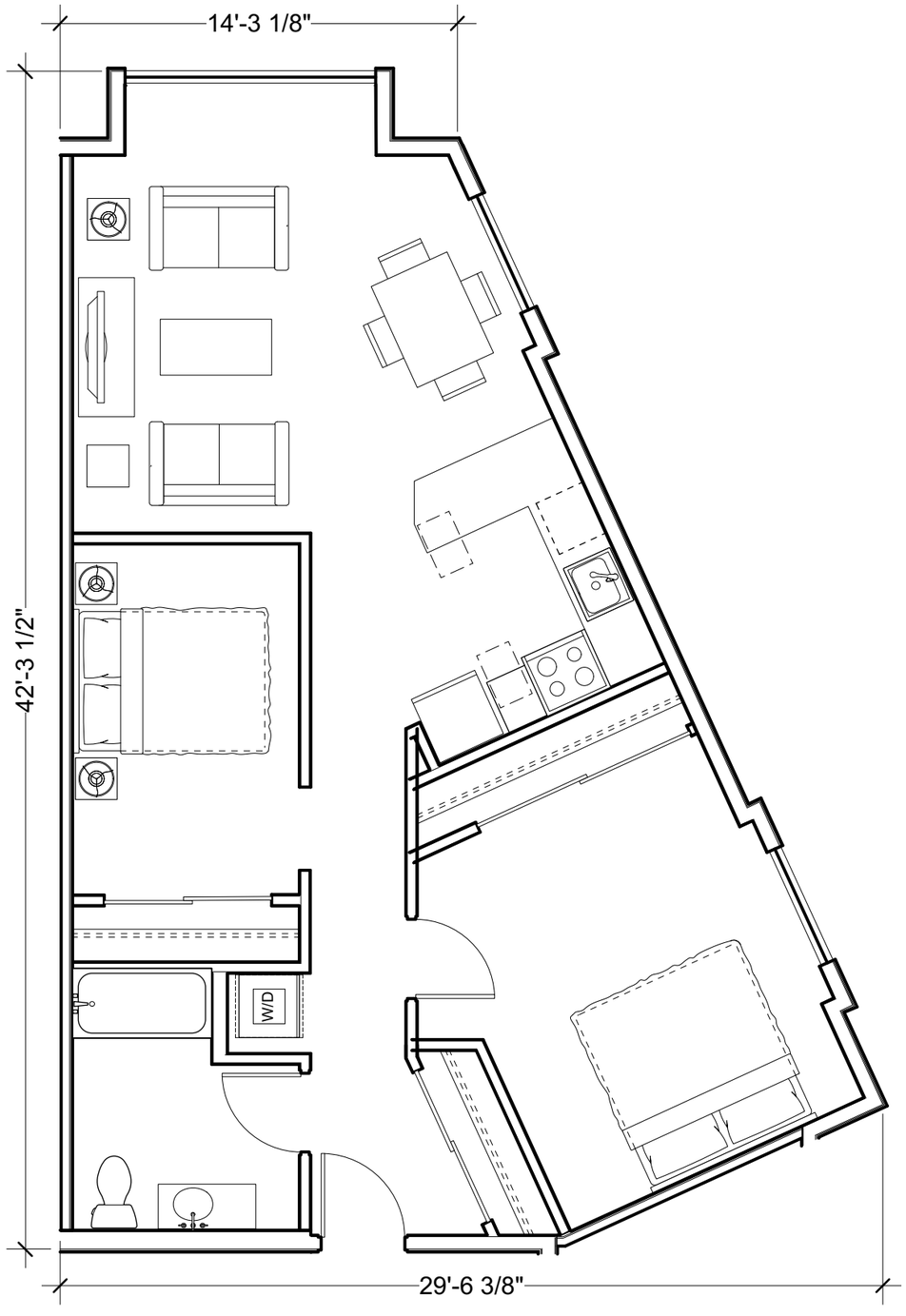
UNIT PLAN - 1 BDRM A1-4



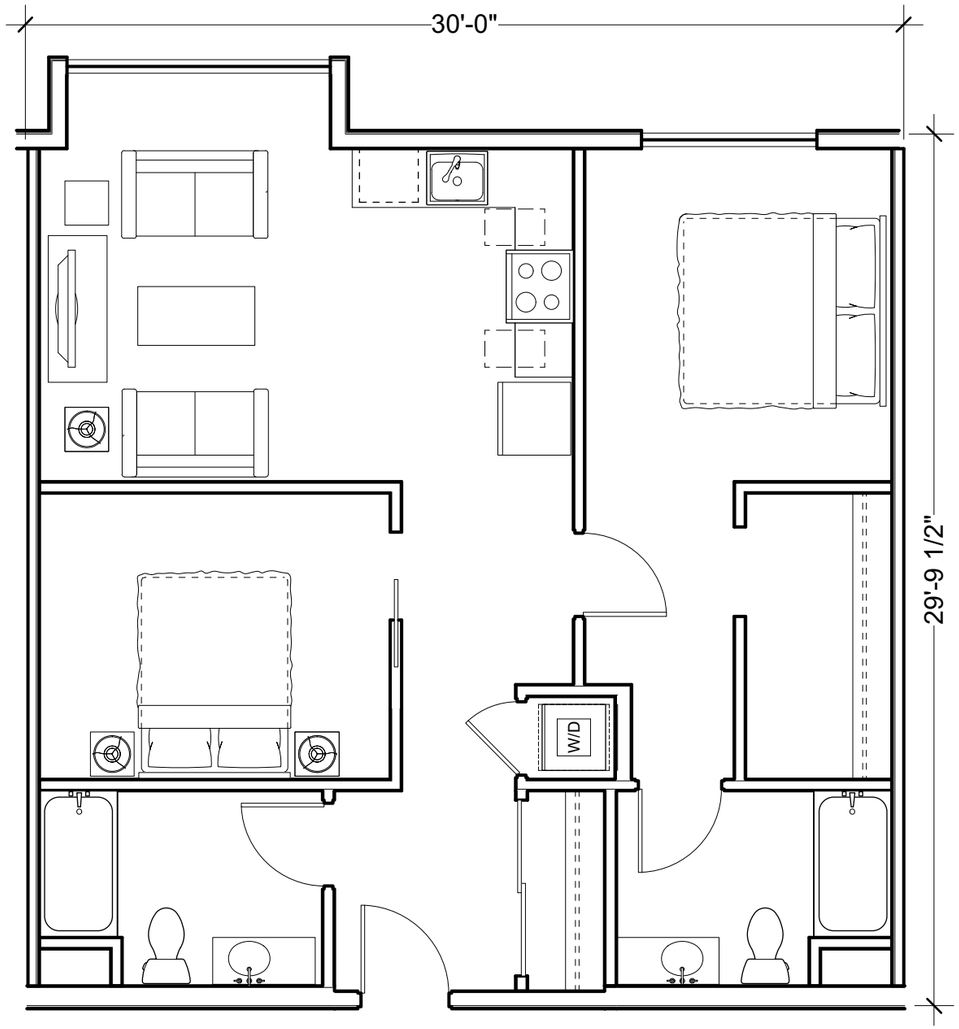
UNIT PLAN - 1 BDRM A1



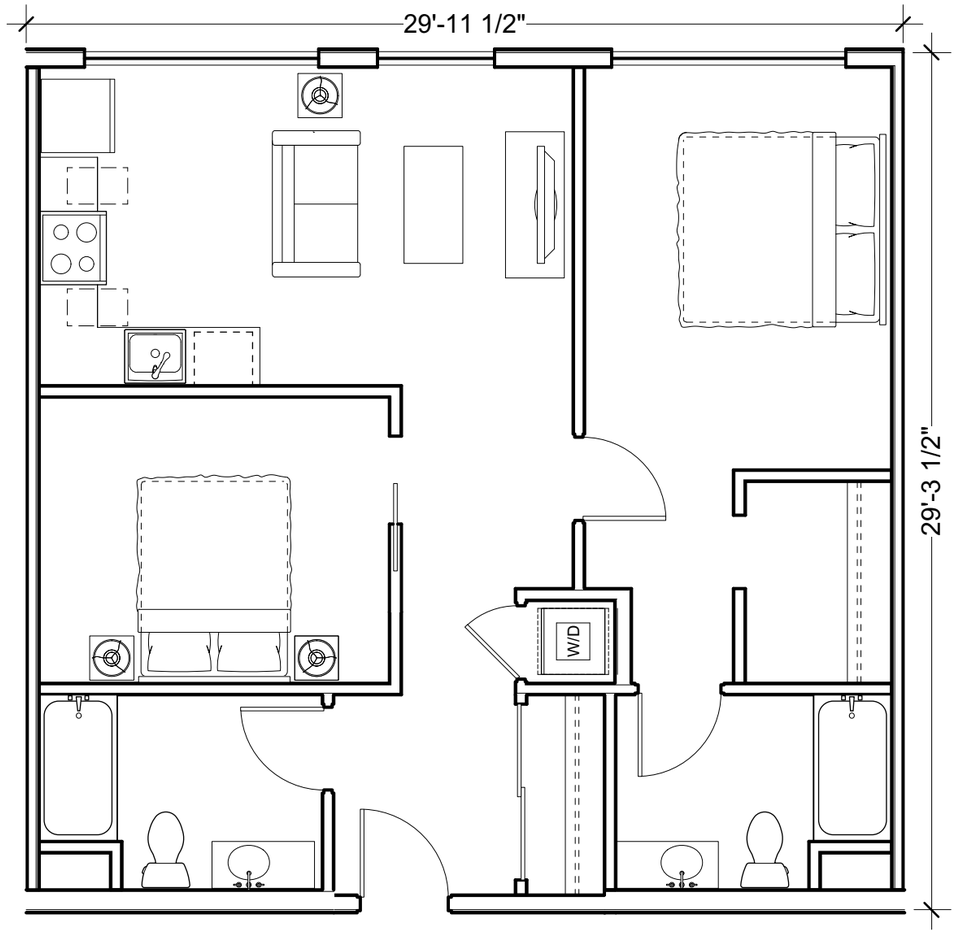
UNIT PLAN - 2 BDRM B2



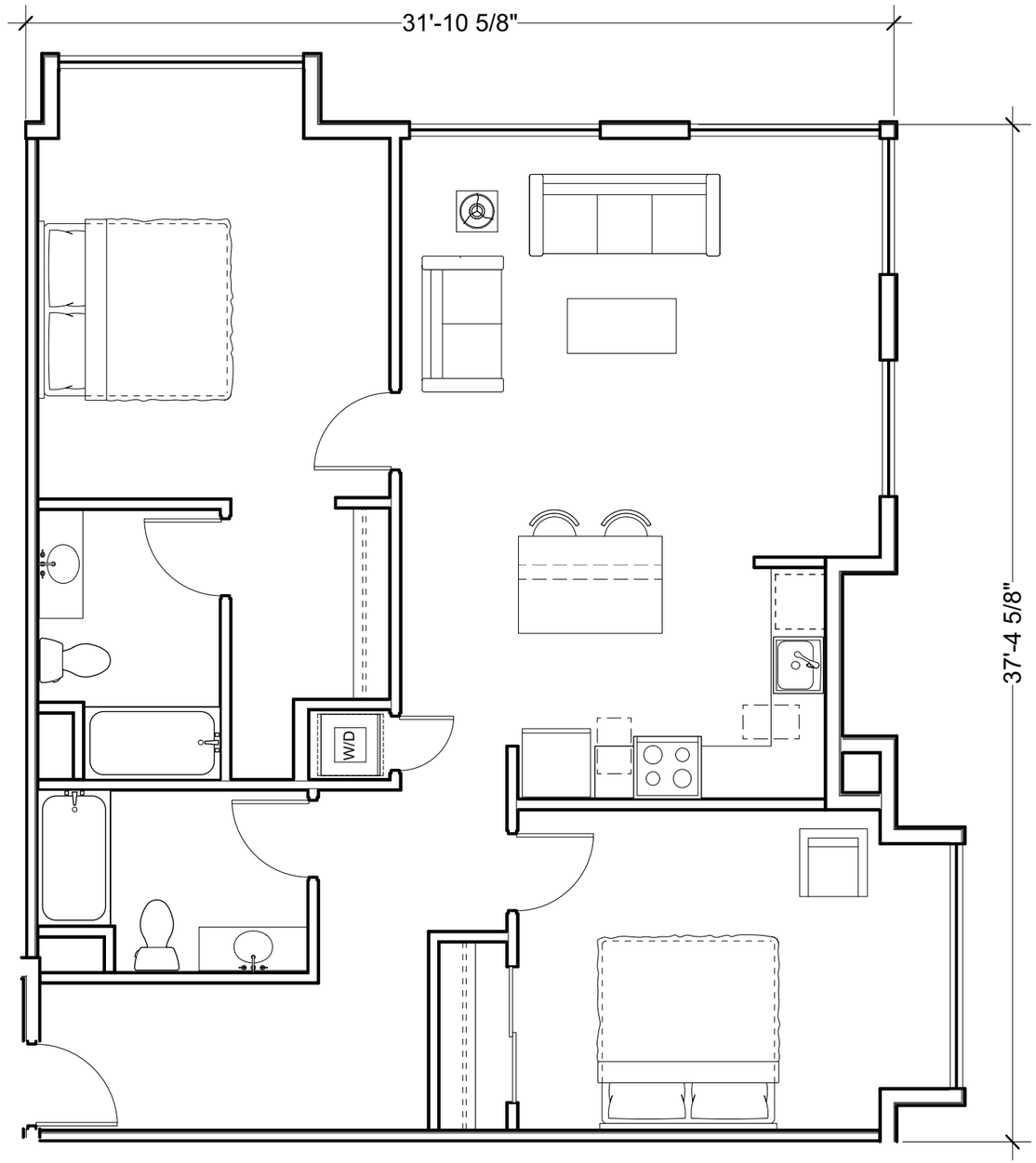
UNIT PLAN - 2 BDRM B1



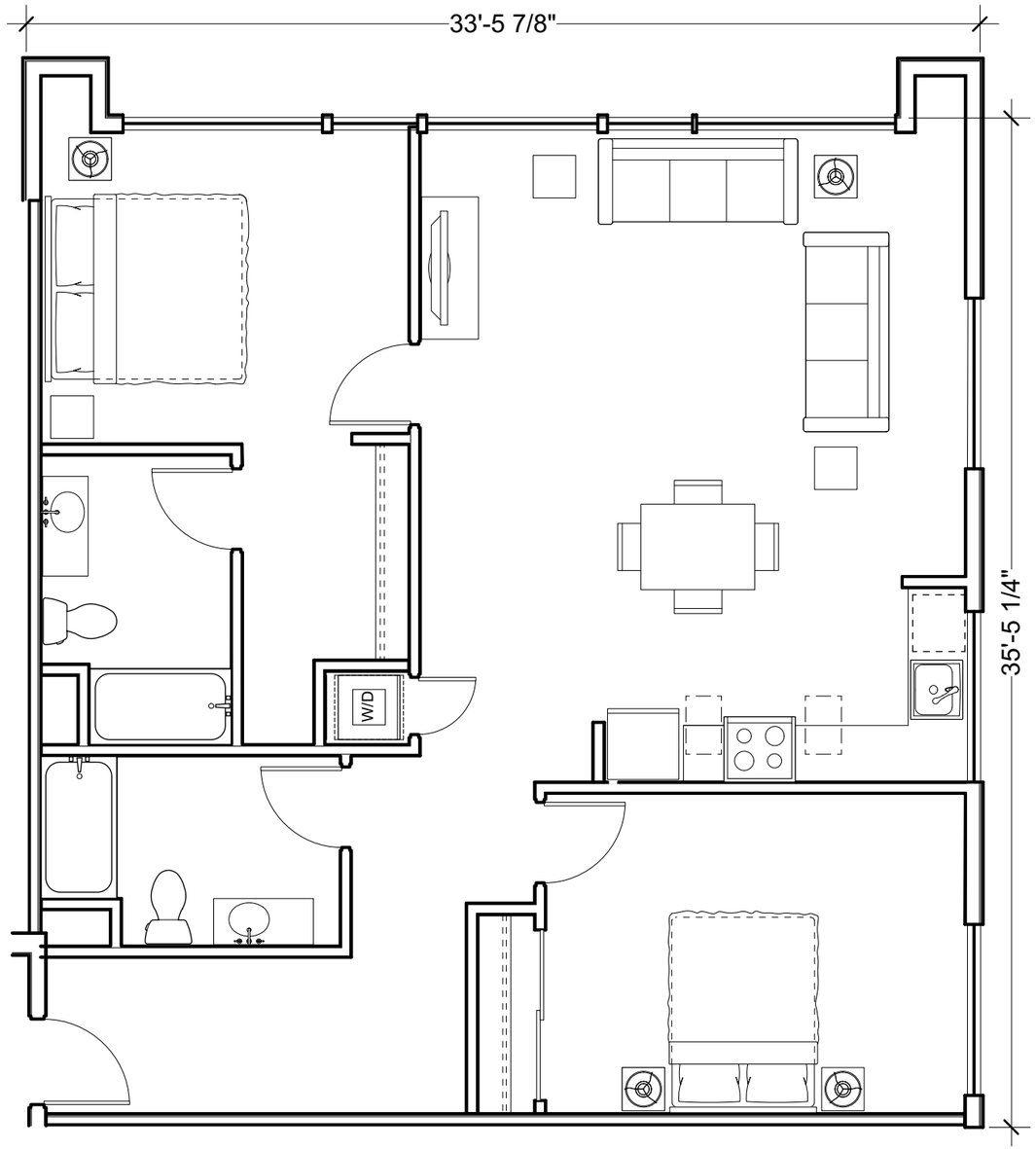
UNIT PLAN - 2 BDRM B3-7



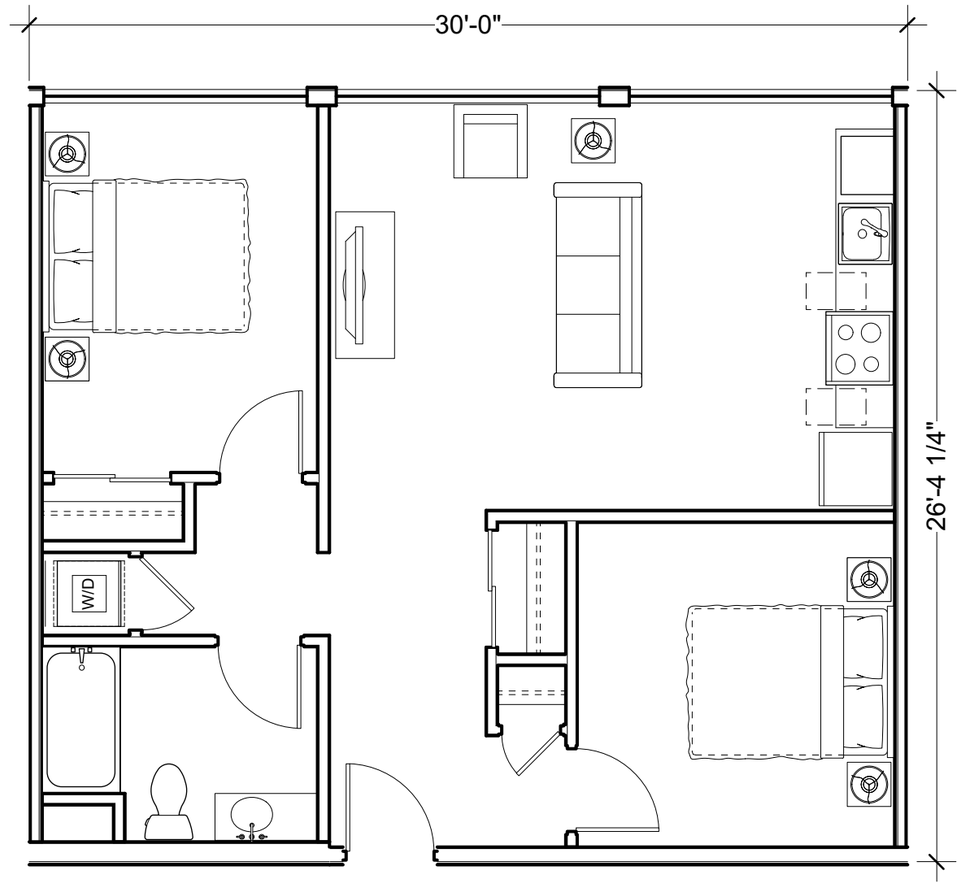
UNIT PLAN - 2 BDRM B3



UNIT PLAN - 2 BDRM B4-3



UNIT PLAN - 2 BDRM B4



UNIT PLAN - 2 BDRM B6

NOTE:
FINAL ELEVATIONS TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. ELEVATIONS TO BE UPDATED TO REFLECT RENDERINGS SHOWN ON PAGES 57 & 58



ELEVATION - S VAN NESS AVE. **1**



1 BOARD FORM CONCRETE

2 SMOOTH CEMENT PLASTER



(PLASTER COLORS)



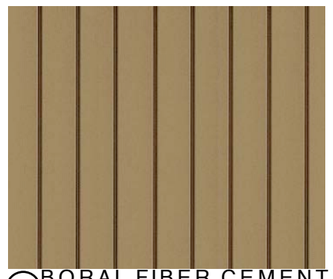
3 GLASS RAILING



4 METAL COMPOSITE PANEL



5 TRESPA HPL WOOD PANEL - TWO TONE



6 BORAL FIBER CEMENT VERTICAL SIDING



ELEVATION - 26TH ST 1

NOTE:
RENDERING OF ELEVATIONS TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. ELEVATIONS TO BE UPDATED TO REFLECT RENDERINGS SHOWN ON PAGES 57 & 58


1 BOARD FORM CONCRETE

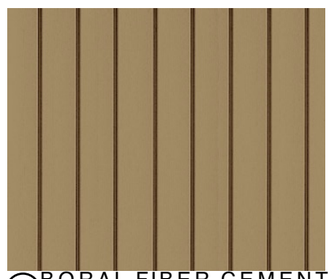
2 SMOOTH CEMENT PLASTER


(PLASTER COLORS)

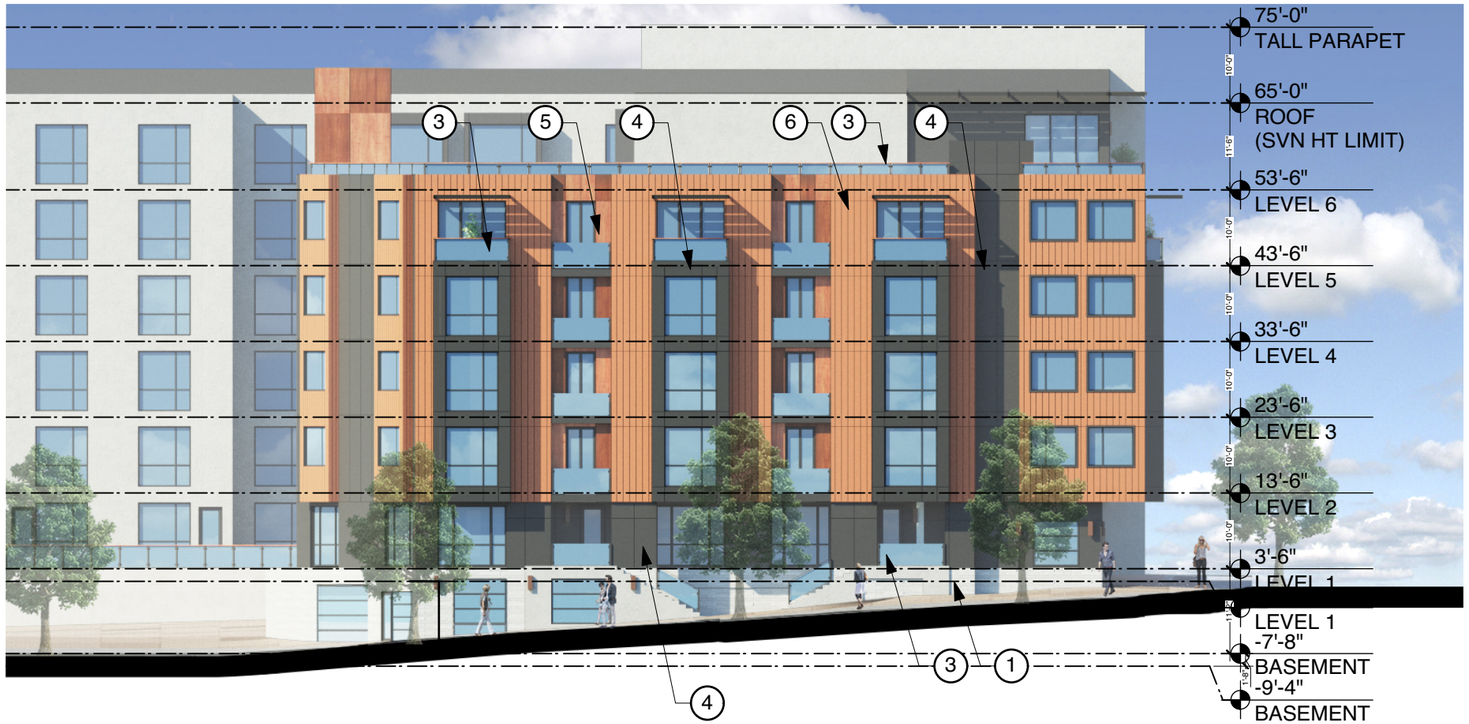

3 GLASS RAILING


4 METAL COMPOSITE PANEL


5 TRESPA HPL WOOD PANEL - TWO TONE


6 BORAL FIBER CEMENT VERTICAL SIDING

NOTE:
RENDERING OF ELEVATIONS TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. ELEVATIONS TO BE UPDATED TO REFLECT RENDERINGS SHOWN ON PAGES 57 & 58



ELEVATION - SHOTWELL ST 1



1 BOARD FORM CONCRETE

2 SMOOTH CEMENT PLASTER



(PLASTER COLORS)



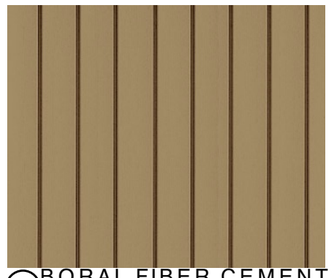
3 GLASS RAILING



4 METAL COMPOSITE PANEL



5 TRESPA HPL WOOD PANEL - TWO TONE



6 BORAL FIBER CEMENT VERTICAL SIDING



ELEVATION - SOUTH FACADE 1



1 BOARD FORM CONCRETE

2 SMOOTH CEMENT PLASTER



(PLASTER COLORS)



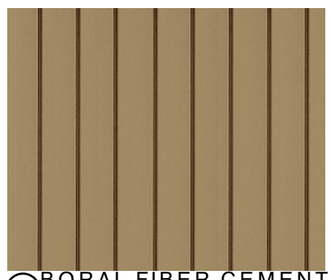
3 GLASS RAILING



4 METAL COMPOSITE PANEL

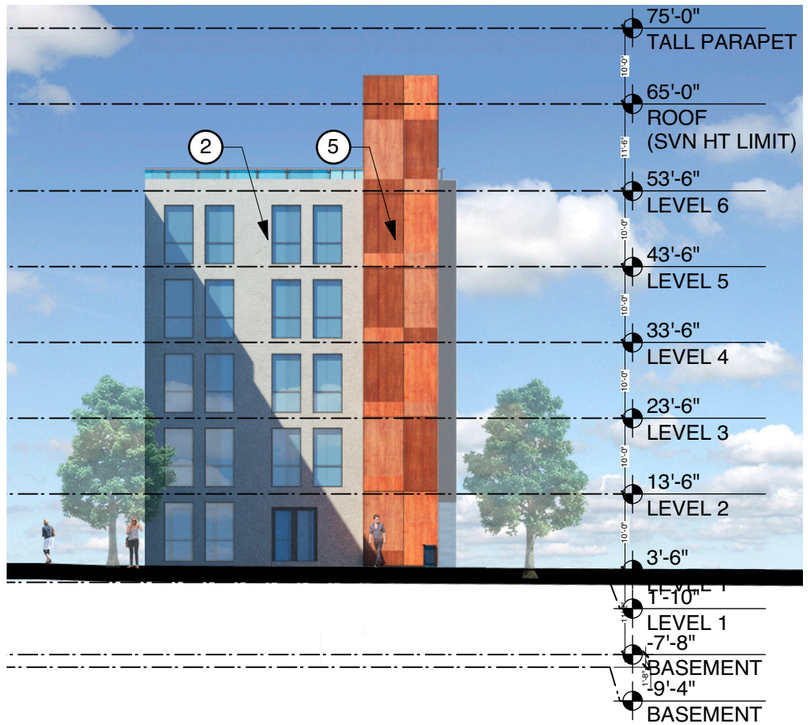


5 TRESPA HPL WOOD PANEL - TWO TONE



6 BORAL FIBER CEMENT VERTICAL SIDING

NOTE:
RENDERING OF ELEVATIONS TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. ELEVATIONS TO BE UPDATED TO REFLECT RENDERINGS SHOWN ON PAGES 57 & 58



ELEVATION - COURTYARD 2



ELEVATION - COURTYARD 1

NOTE:
RENDERING OF ELEVATIONS TO BE UPDATED PER UDAT COMMENTS IN FINAL PLANNING COMMISION PROJECT DESIGN PACKAGE. ELEVATIONS TO BE UPDATED TO REFLECT RENDERINGS SHOWN ON PAGES 57 & 58



1 BOARD FORM CONCRETE

2 SMOOTH CEMENT PLASTER



(PLASTER COLORS)



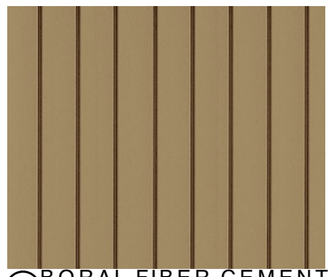
3 GLASS RAILING



4 METAL COMPOSITE PANEL



5 TRESPA HPL WOOD PANEL - TWO TONE



6 BORAL FIBER CEMENT VERTICAL SIDING



BOARD FORM CONCRETE



TRESPA HPL WOOD PANEL - TWO TONE





METAL COMPOSITE PANEL

SMOOTH CEMENT PLASTER (COLORS)

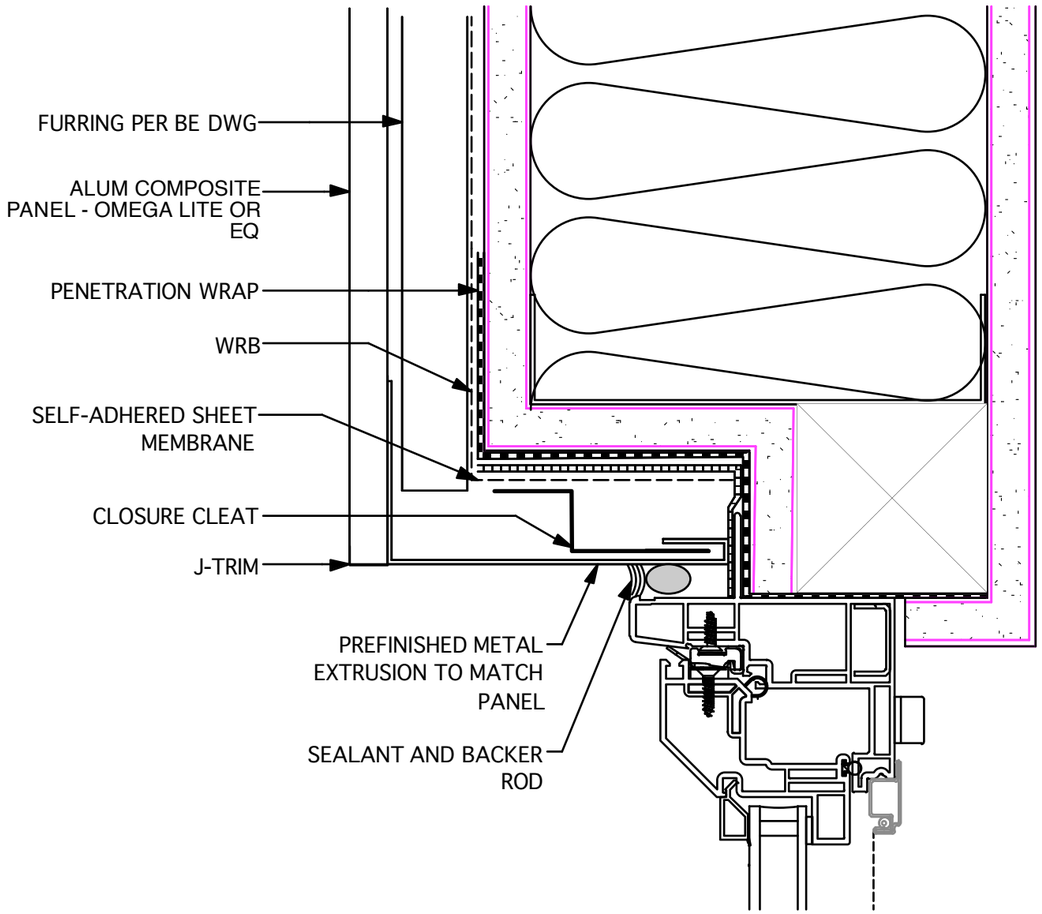


BORAL FIBER CEMENT
VERTICAL SIDING



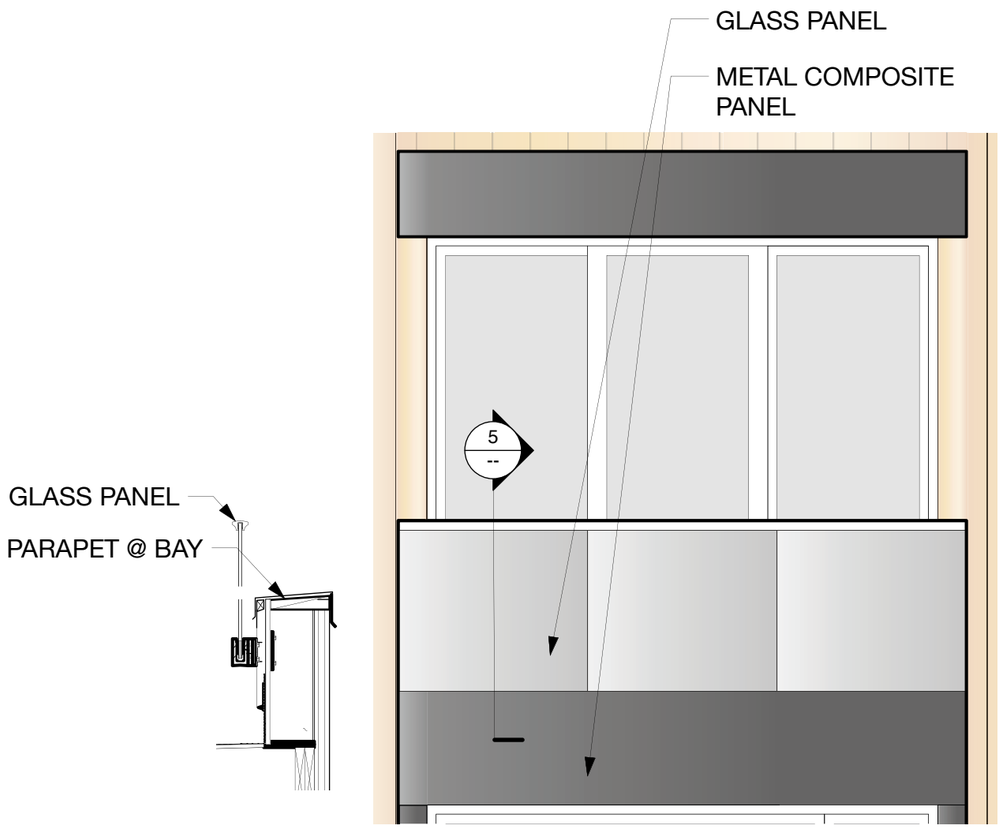
GLASS RAILING

EXTERIOR MATERIALS



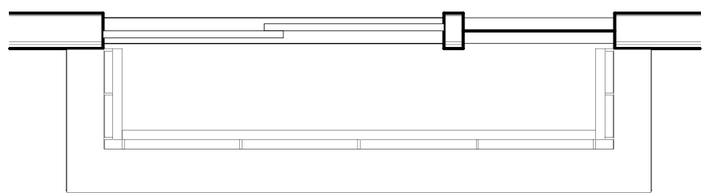
TYPICAL WINDOW DETAIL AT METAL PANEL AND RAINSCREEN **3**

NTS



GLASS RAILINGS @ BAYS - ELEV. **2**

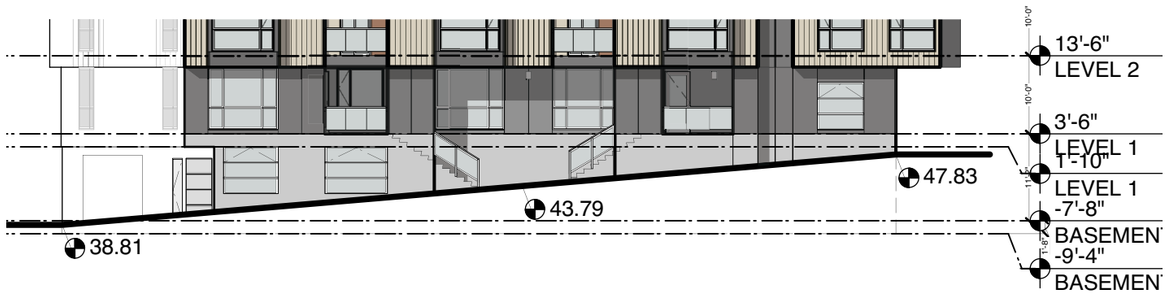
NTS



GLASS RAILINGS @ BAYS - PLAN **1**

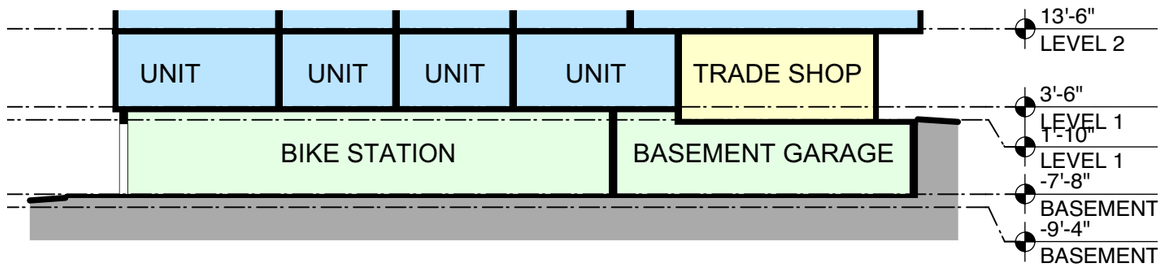
NTS

TYPICAL DETAILS



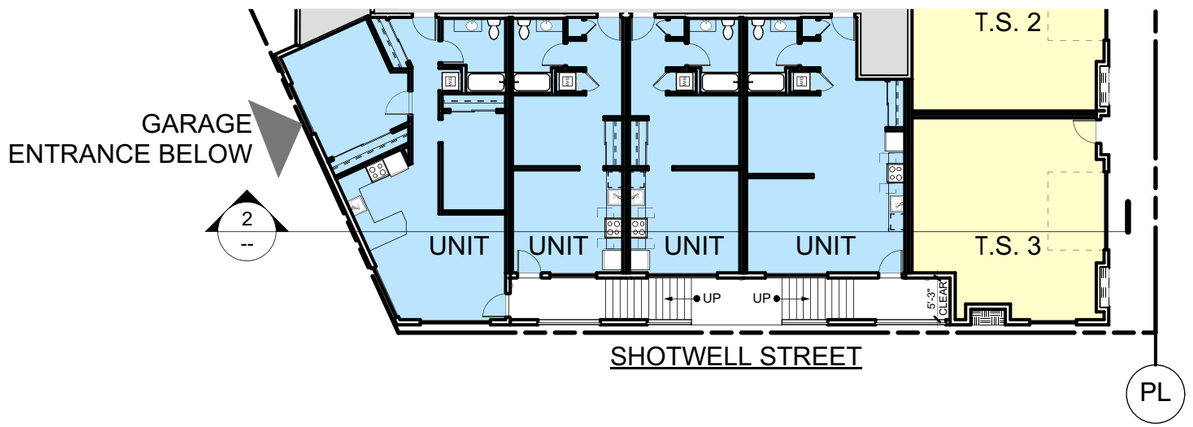
ARTIAL UILDIN ELEVATION .

SHOTWELL ST. - STOOP UNITS



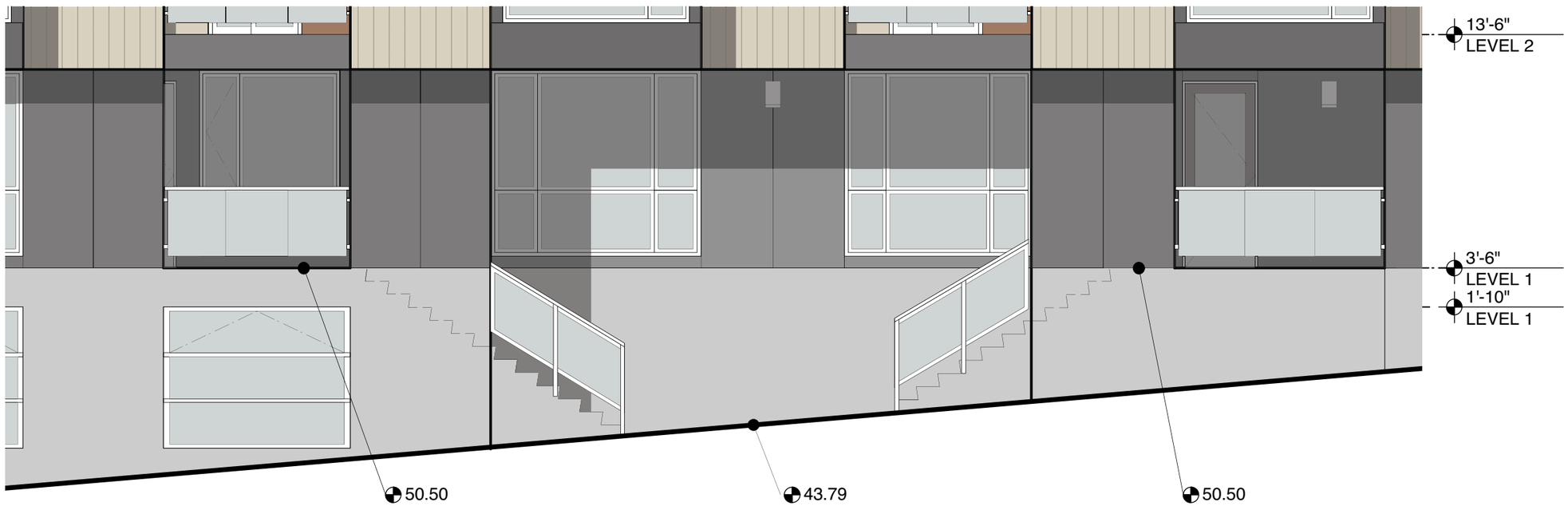
ARTIAL UILDIN SECTION 2

SHOTWELL ST. - STOOP UNITS



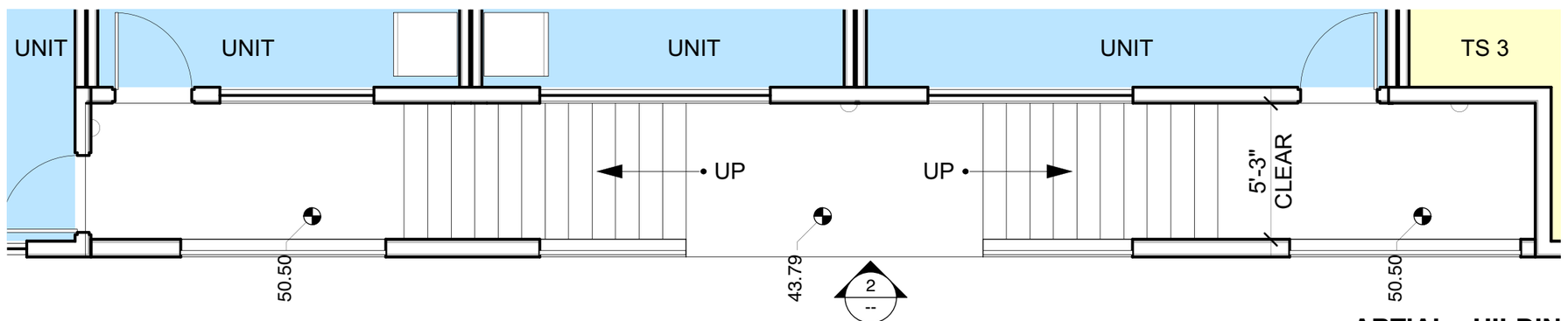
ARTIAL UILDIN LAN 1

SHOTWELL ST. - STOOP UNITS



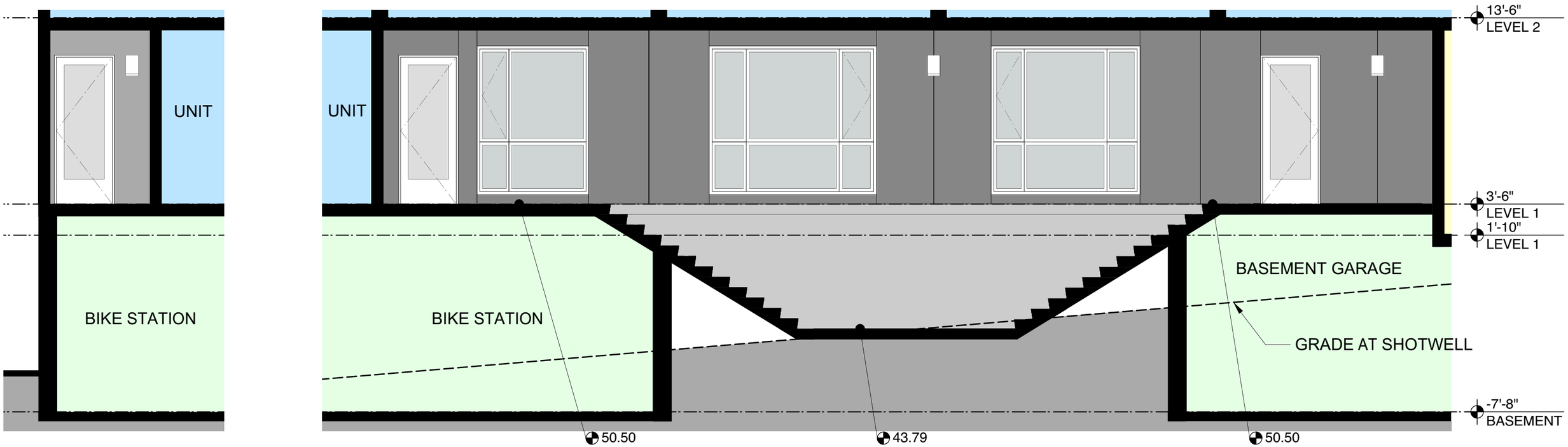
ARTIAL UILDIN ELEVATION 2

SHOTWELL ST. - STOOP UNITS



ARTIAL UILDIN LAN 1

SHOTWELL ST. - STOOP UNITS

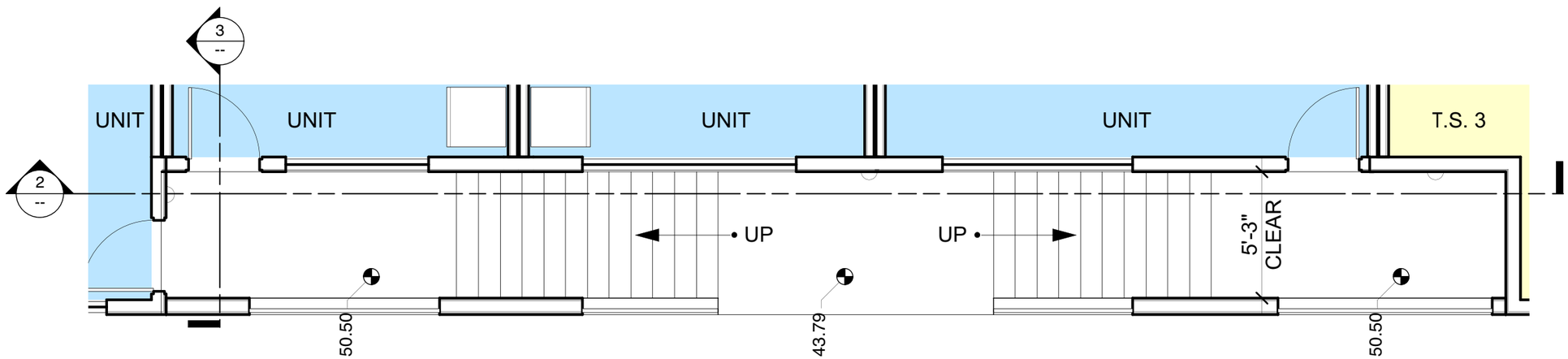


ARTIAL UILDIN SEC. 3

SHOTWELL ST. - STOOP UNITS

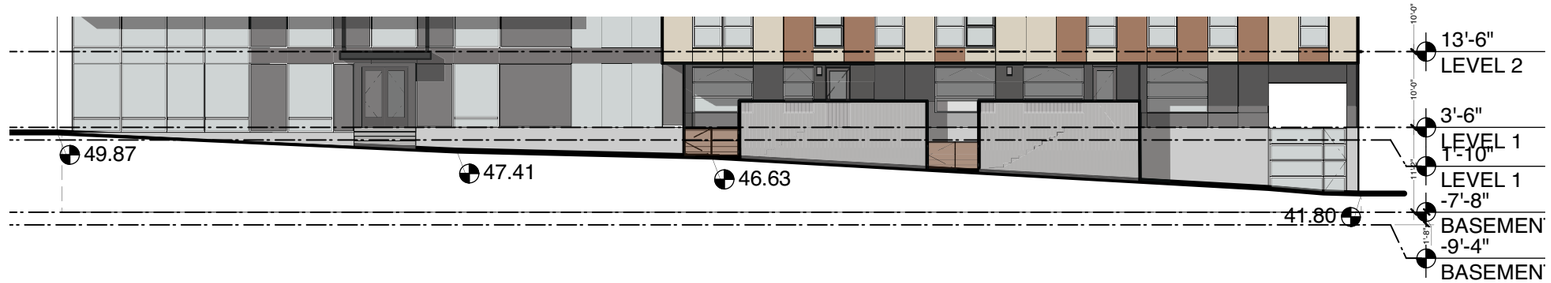
ARTIAL UILDIN SECTION 2

SHOTWELL ST. - STOOP UNITS



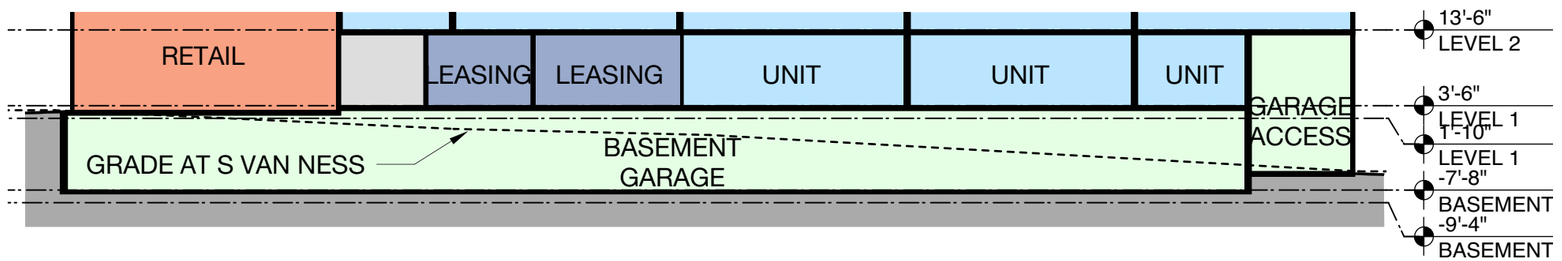
ARTIAL UILDIN LAN 1

SHOTWELL ST. - STOOP UNITS



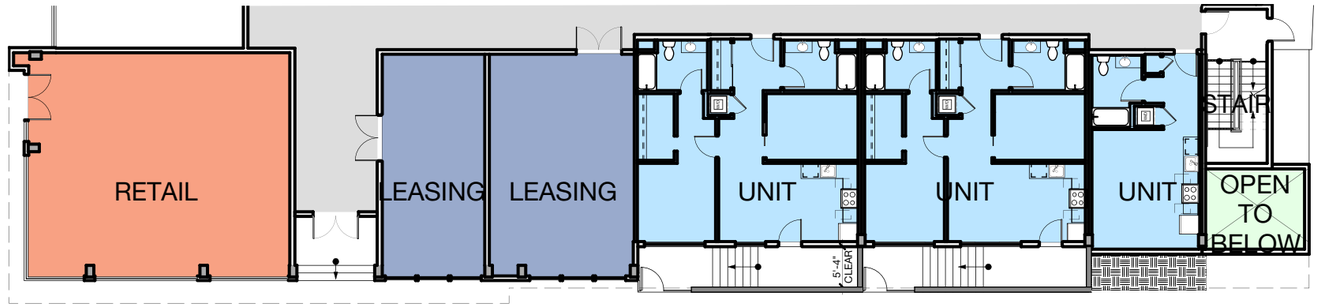
ARTIAL UILDIN ELEVATION 3

SOUTH VAN NESS



ARTIAL UILDIN SECTION 2

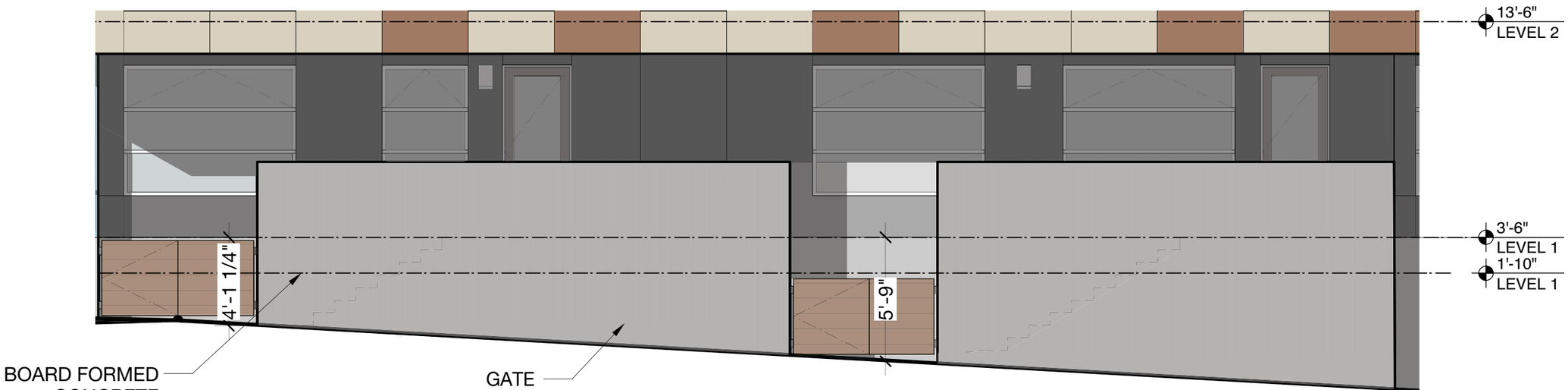
SOUTH VAN NESS



SOUTH VAN NESS AVE.

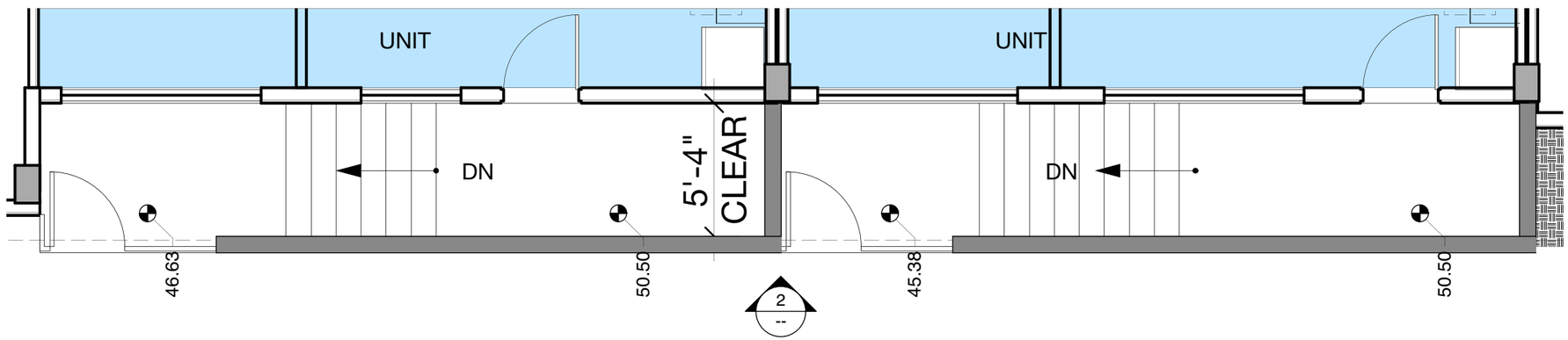
ARTIAL UILDIN LAN 1

SOUTH VAN NESS



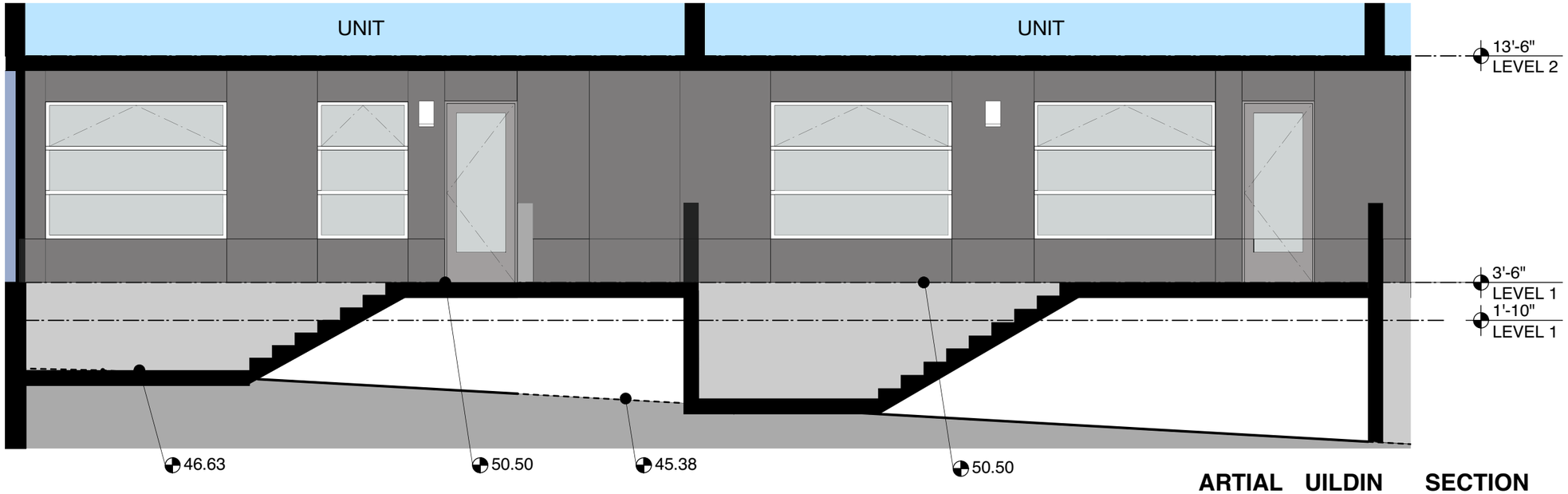
ARTIAL UILDIN ELEVATION 2

SOUTH VAN NESS - STOOP UNITS



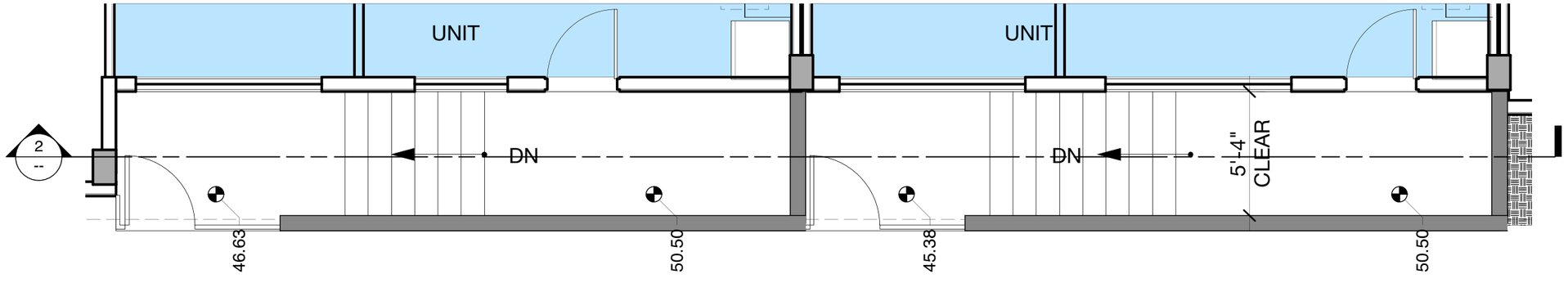
ARTIAL UILDIN LAN 1

SOUTH VAN NESS - STOOP UNITS



ARTIAL UILDIN SECTION 2

SOUTH VAN NESS - STOOP UNITS



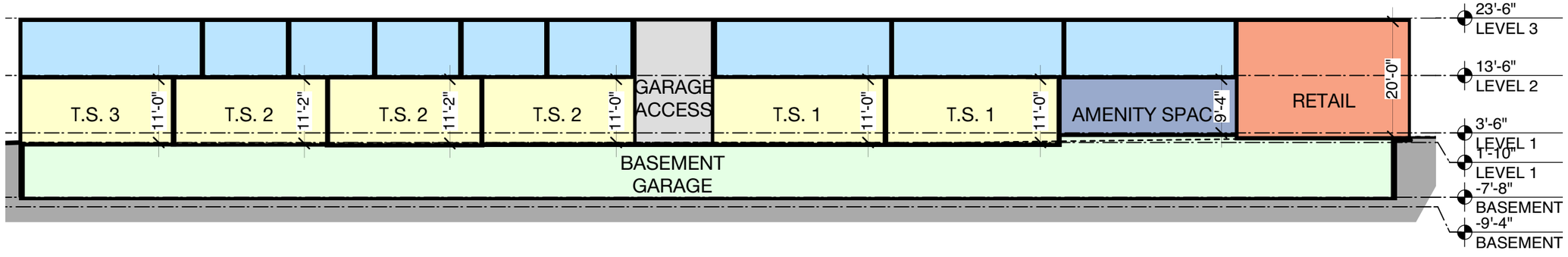
ARTIAL UILDIN LAN 1

SOUTH VAN NESS - STOOP UNITS



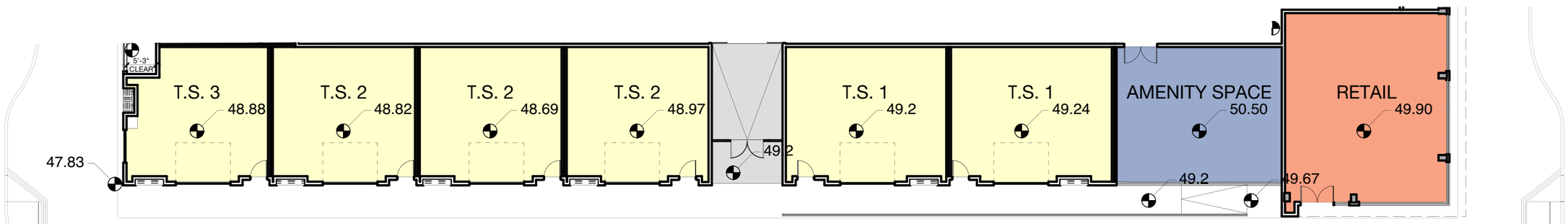
ARTIAL UILDIN ELEVATION 3

26TH ST.



ARTIAL UILDIN SECTION 2

26TH ST.



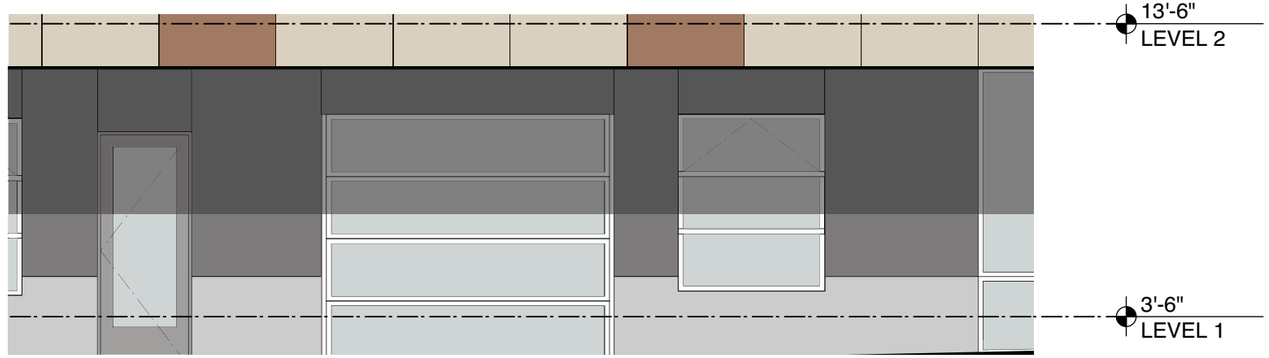
ARTIAL UILDIN LAN 1

26TH ST.



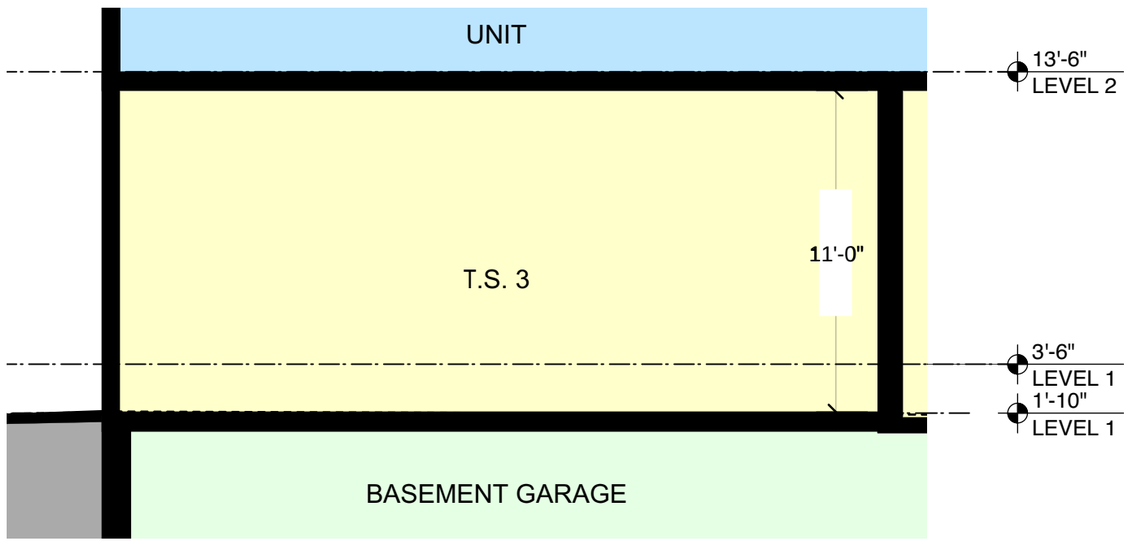
ARTIAL UILDIN ELEVATION 6

26TH ST. - TRADE SHOP



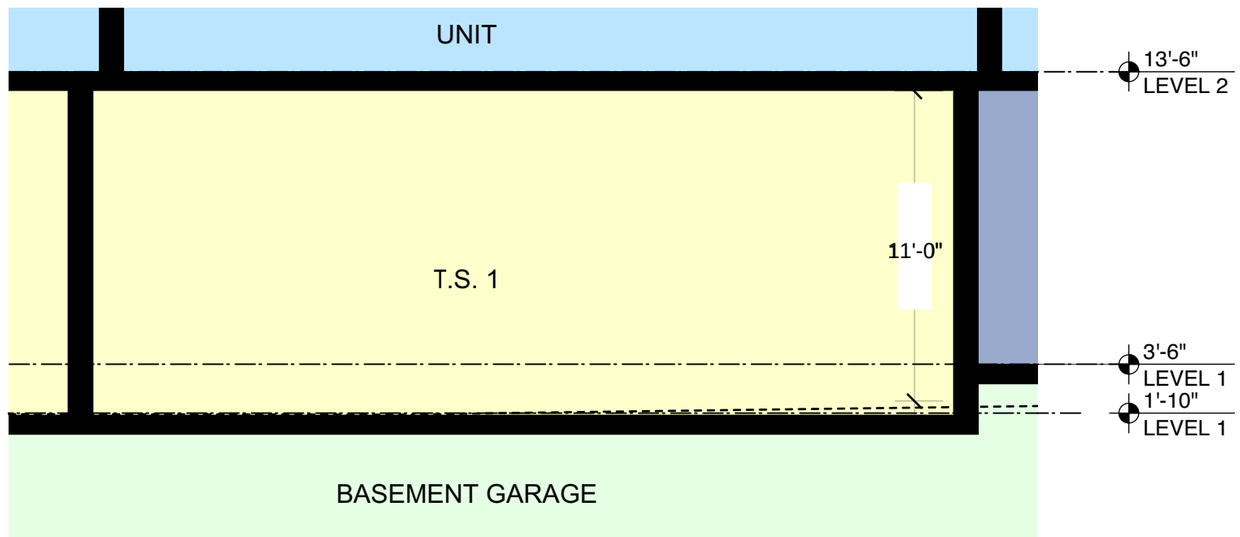
ARTIAL UILDIN ELEVATION 3

26TH ST. - TRADE SHOP



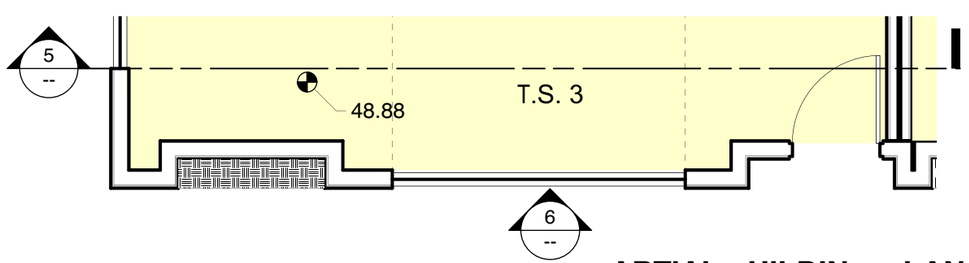
ARTIAL UILDIN SECTION 5

26TH ST. - TRADE SHOP



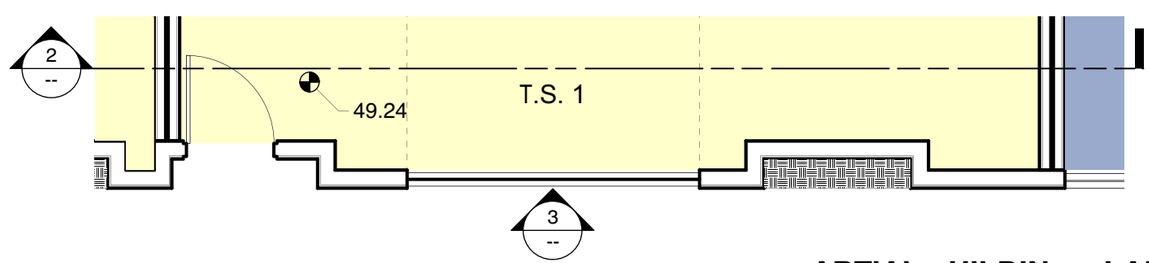
ARTIAL UILDIN SECTION 2

26TH ST. - TRADE SHOP



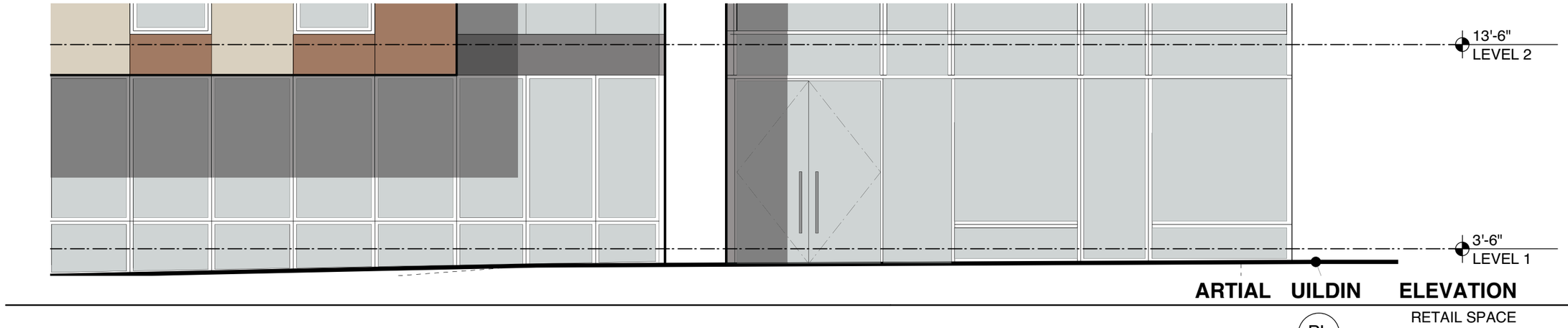
ARTIAL UILDIN LAN 4

26TH ST. - TRADE SHOP



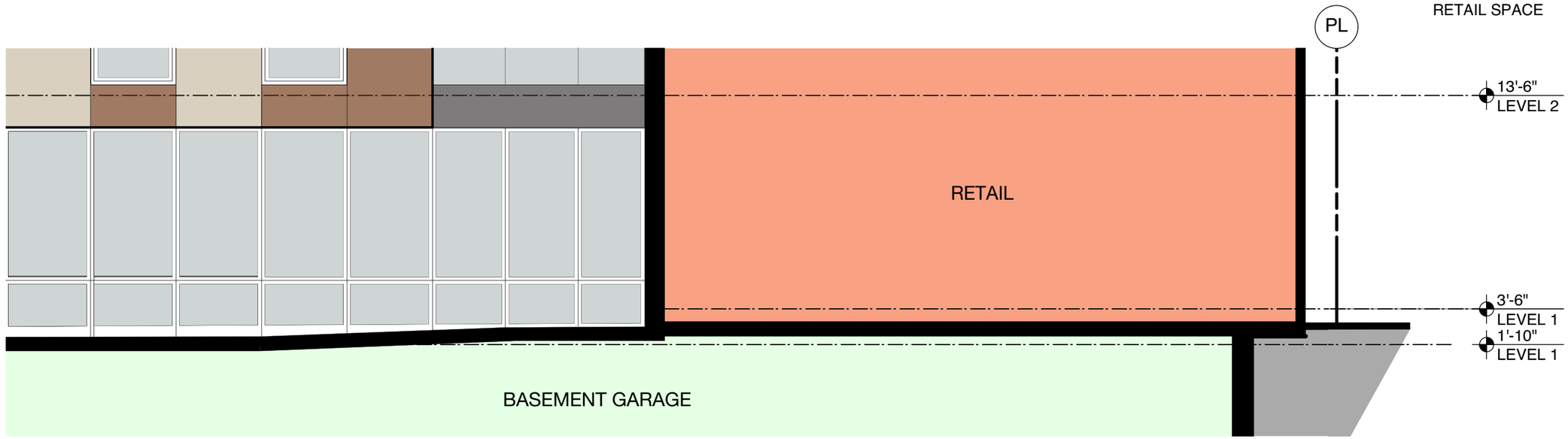
ARTIAL UILDIN LAN 1

26TH ST. - TRADE SHOP



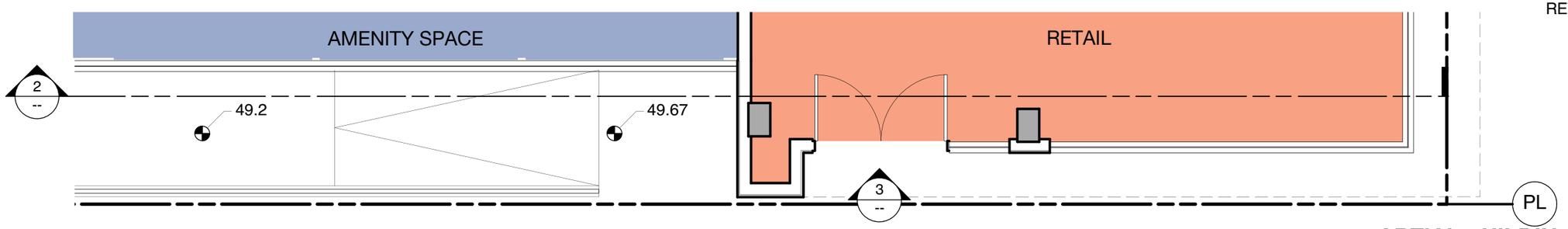
ARTIAL UILDIN ELEVATION 3

RETAIL SPACE



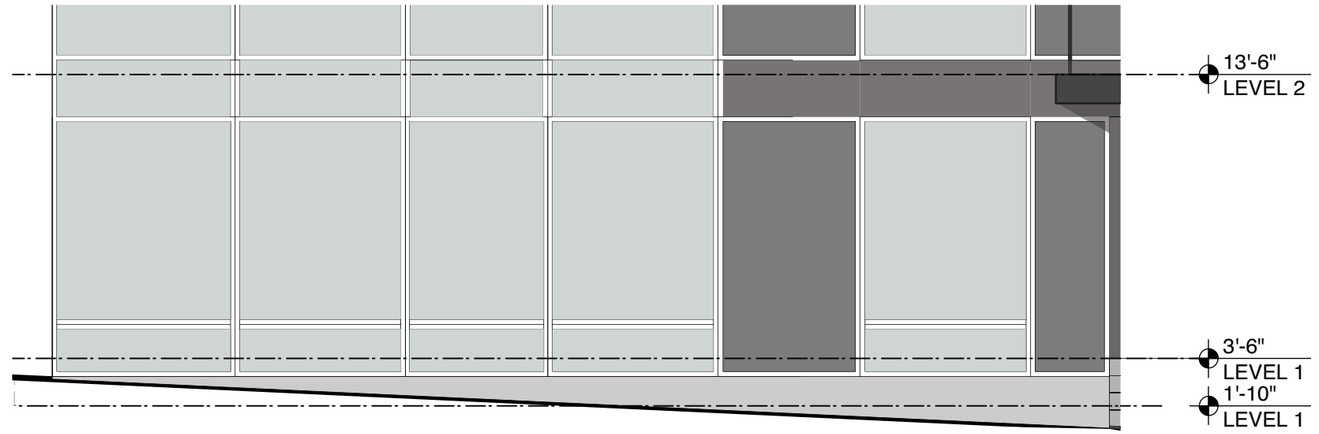
ARTIAL UILDIN SECTION 2

RETAIL SPACE



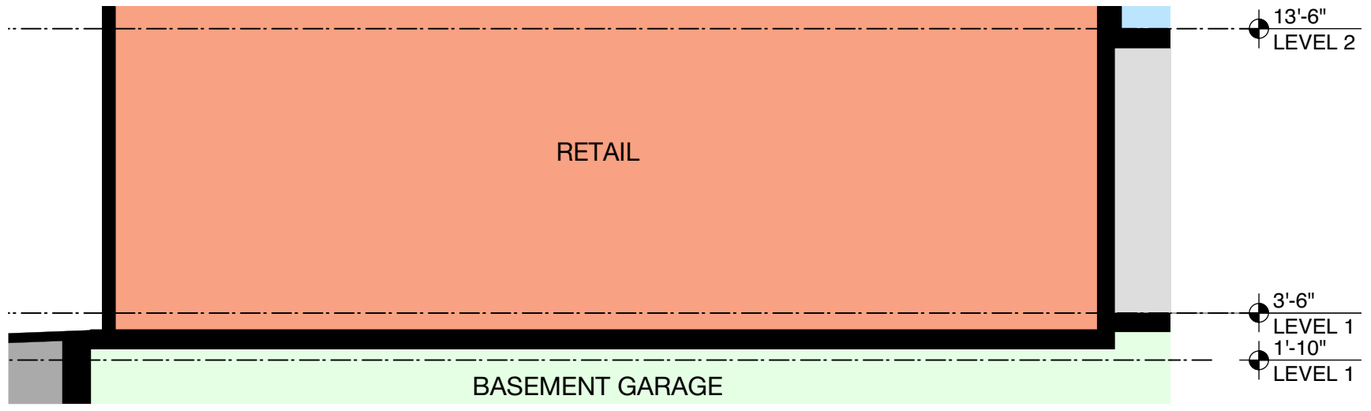
ARTIAL UILDIN LAN 1

RETAIL SPACE



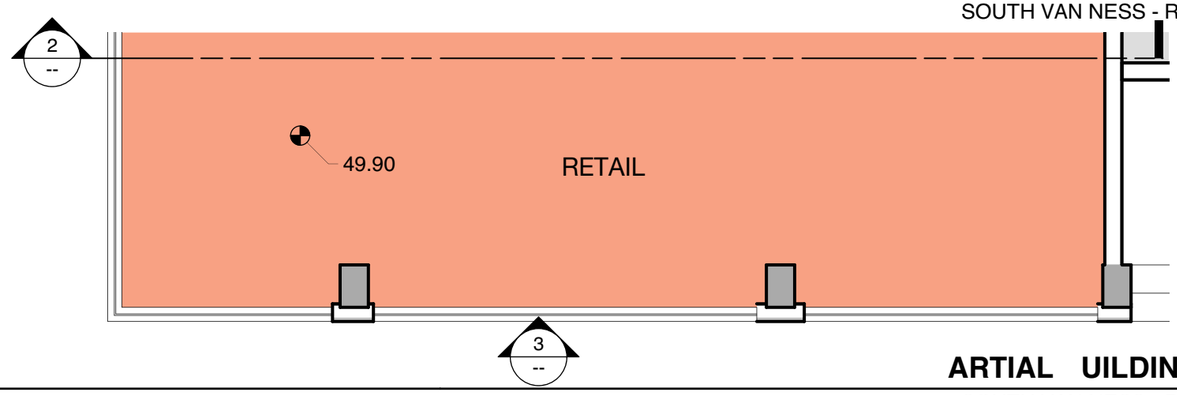
ARTIAL UILDIN ELEVATION 3

SOUTH VAN NESS - RETAIL SPACE



ARTIAL UILDIN SECTION 2

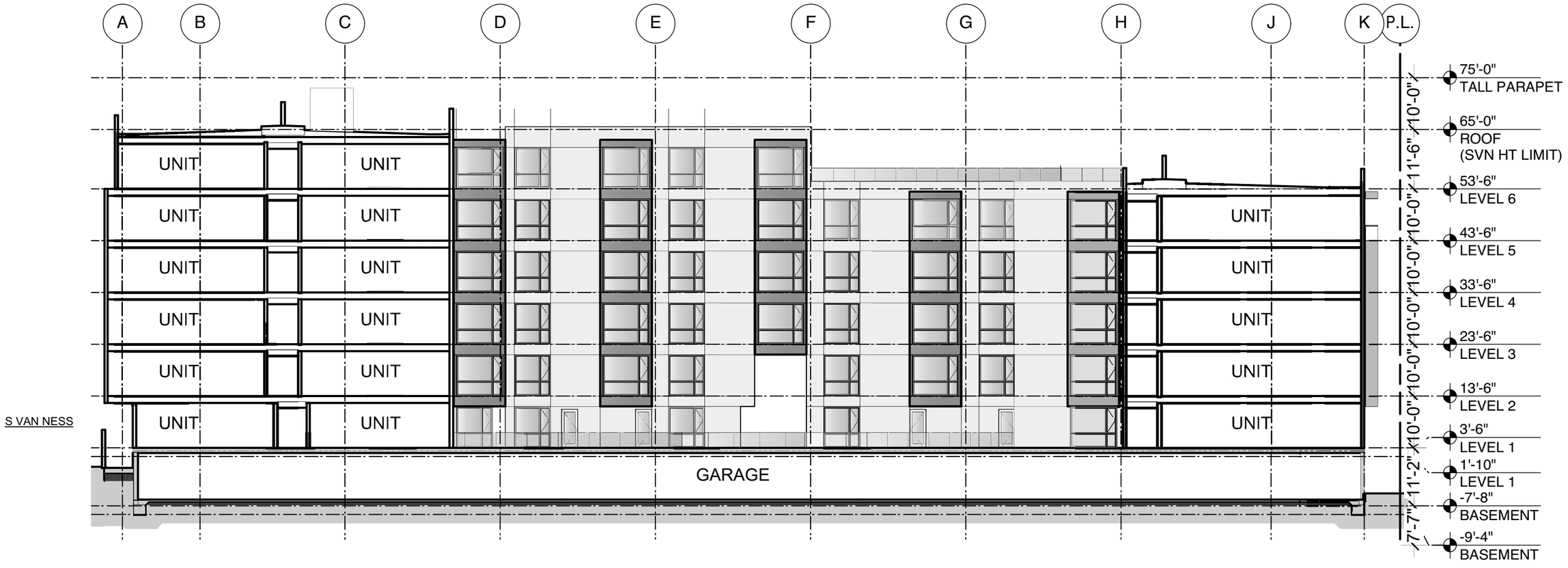
SOUTH VAN NESS - RETAIL SPACE



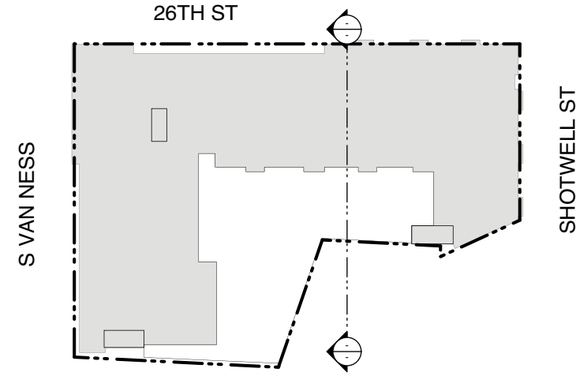
ARTIAL UILDIN LAN 1

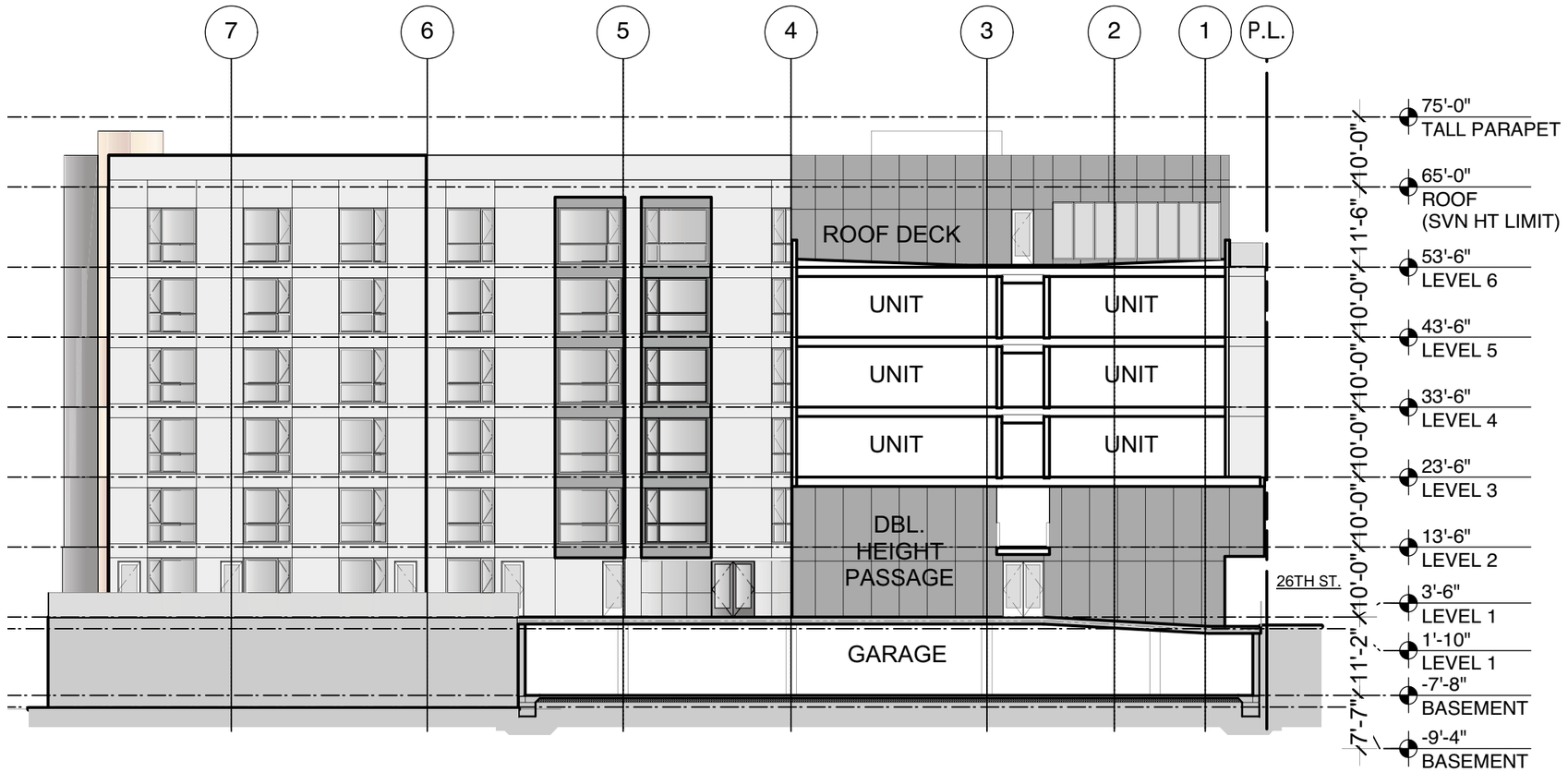
SOUTH VAN NESS - RETAIL SPACE





UILDIN SECTION





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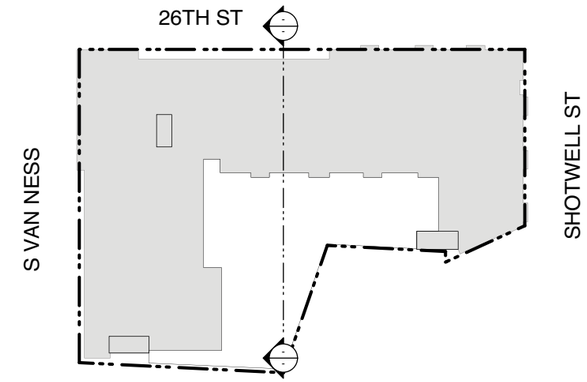

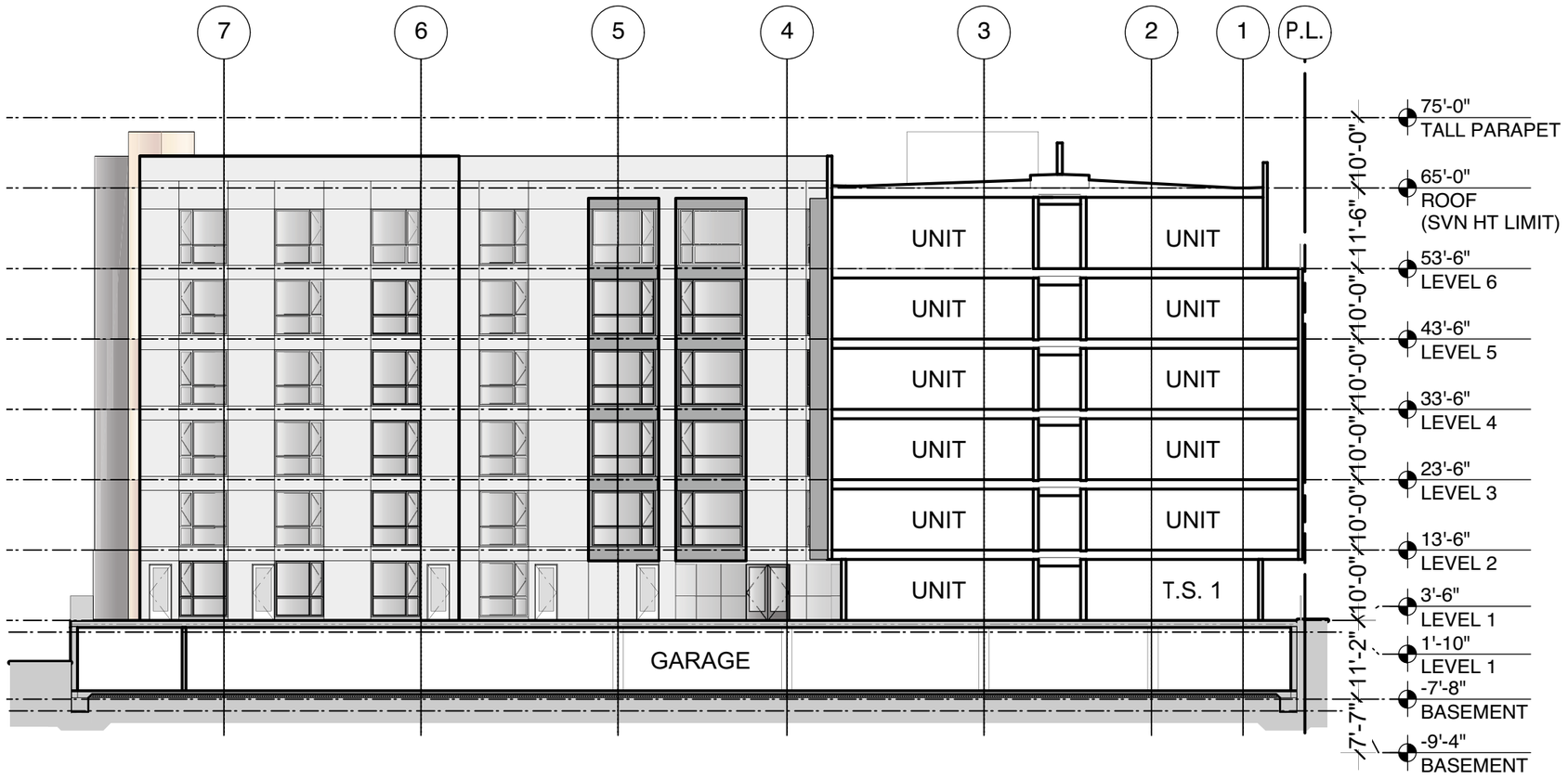

UILDIN SECTION

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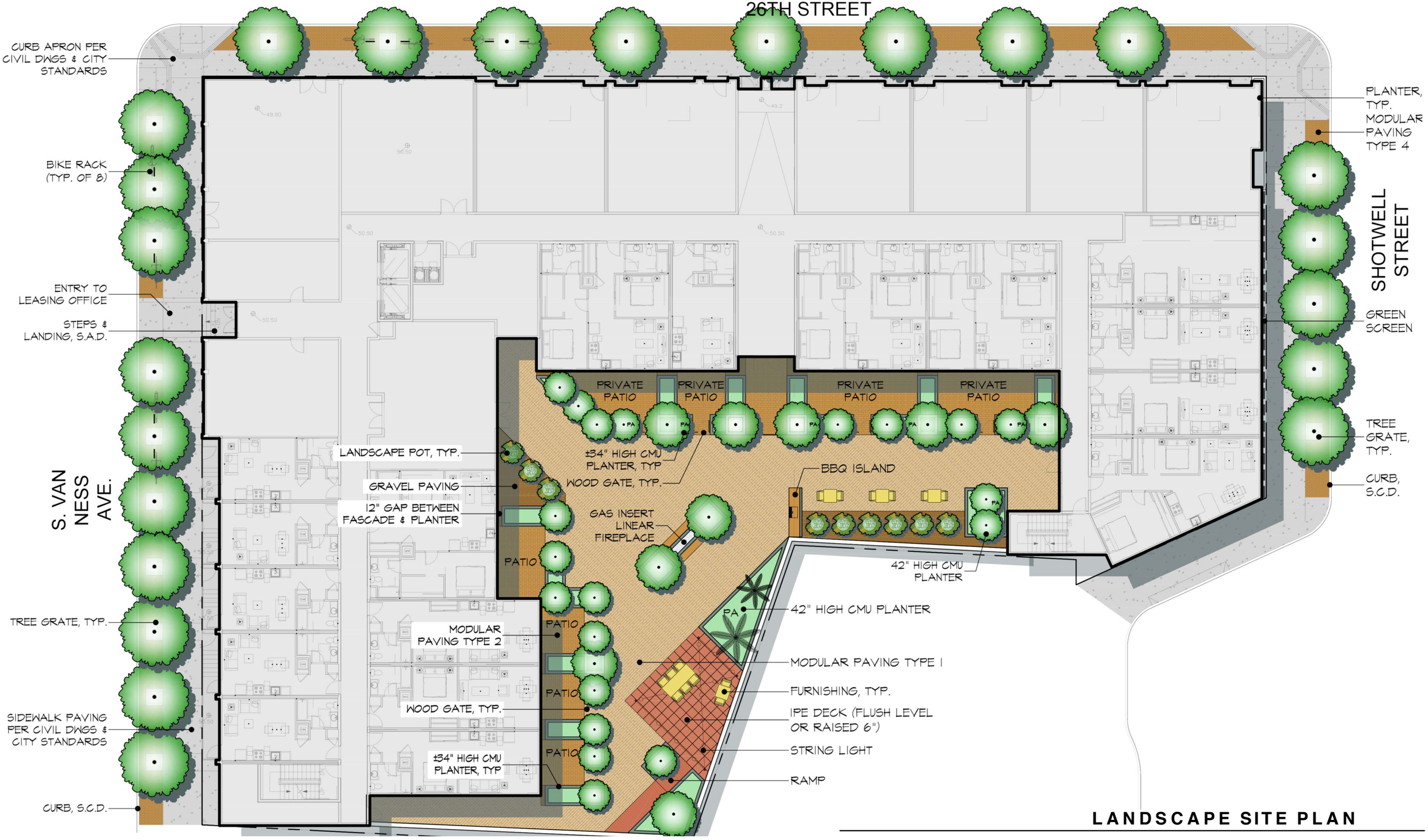
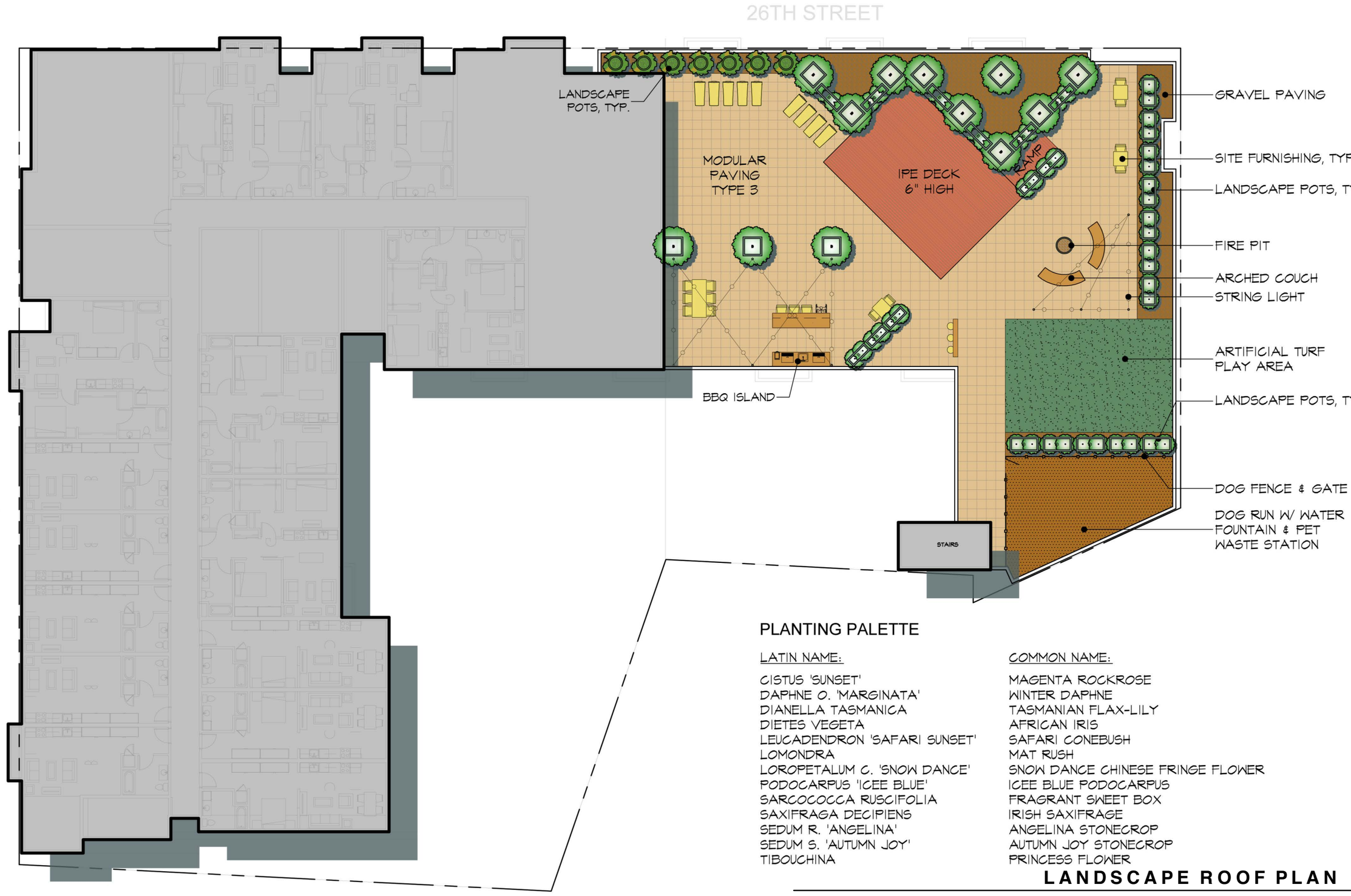


LANDSCAPE SITE PLAN

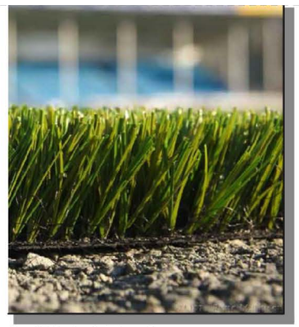


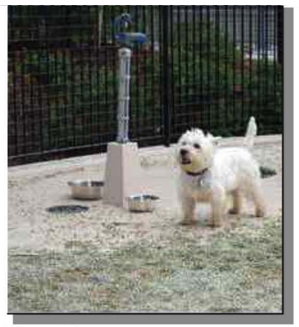
PLANTING PALETTE

LATIN NAME:	COMMON NAME:
CISTUS 'SUNSET'	MAGENTA ROCKROSE
DAPHNE O. 'MARGINATA'	WINTER DAPHNE
DIANELLA TASMANICA	TASMANIAN FLAX-LILY
DIETES VEGETA	AFRICAN IRIS
LEUCADENDRON 'SAFARI SUNSET'	SAFARI CONEBUSH
LOMONDRA	MAT RUSH
LOROPETALUM C. 'SNOW DANCE'	SNOW DANCE CHINESE FRINGE FLOWER
PODOCARPUS 'ICEE BLUE'	ICEE BLUE PODOCARPUS
SARCOCOCCA RUSCIFOLIA	FRAGRANT SWEET BOX
SAXIFRAGA DECIPIENS	IRISH SAXIFRAGE
SEDUM R. 'ANGELINA'	ANGELINA STONECROP
SEDUM S. 'AUTUMN JOY'	AUTUMN JOY STONECROP
TIBOUCHINA	PRINCESS FLOWER

LANDSCAPE ROOF PLAN


BBQ Island

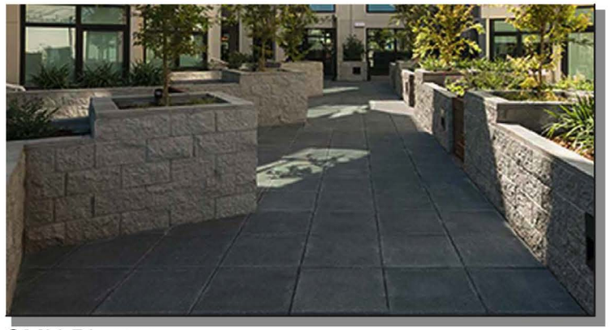

Artificial Turf


Dog Run


Modular Paving: Type 1


Modular Paving: Type 2


Modular Paving: Type 3


CMU Planter


IPE Deck & Flooring

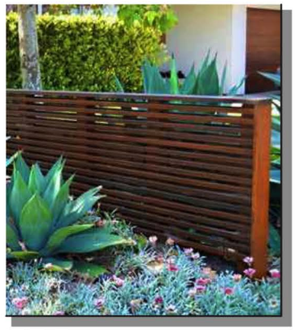

Site Furnishing: Bench

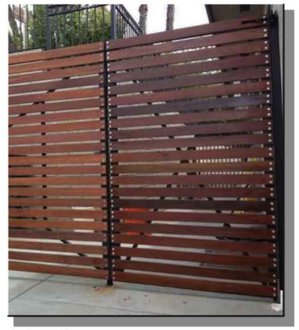

Site Furnishing: Chaise

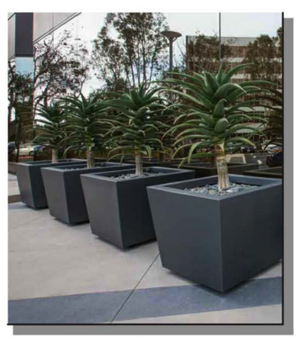

Curved Bench



Fire Pit


IPE Fence


IPE Gate


Landscape Planter


Landscape Pot


String Lights


Linear Fireplace

LANSCAPE MATERIAL PALLET



VIEW FROM 26TH & SHOTWELL



VIEW FROM 26TH & S VAN NESS



VIEW OF 26TH STREET TRADE SHOPS