



SAN FRANCISCO PLANNING DEPARTMENT

Discretionary Review Full Analysis

HEARING DATE NOVEMBER 10, 2016

Date: November 3, 2016
Case No.: **2015-000904DRP**
Project Address: **2201 MARKET STREET**
Permit Application: 2014.10.07.8312
Zoning: Upper Market Street Neighborhood Commercial Transit District
60/65-X Height and Bulk District
Block/Lot: 3559/001
Project Sponsor: Chris Foley
850 7th Street
San Francisco, CA 94107
Staff Contact: Douglas Vu – (415) 575-9120
Doug.Vu@sfgov.org
Recommendation: **Do Not Take DR and Approve the Project as Proposed**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The Project includes the demolition of an existing 3,788 square feet commercial building and construction of a 65-foot tall, six-story building with a gross floor area of 15,040 square feet that would include 2,650 square feet of ground floor commercial space, fourteen dwelling units at the upper floors, 1,955 square feet of common and private open spaces and a 3,236 square feet basement level garage for six off-street parking spaces. The Project would also include fourteen Class 1 and two Class 2 bicycle parking spaces.

SITE DESCRIPTION AND PRESENT USE

The subject property is located at the southwest corner of Market and Sanchez Streets within the Upper Market Street NCT (Neighborhood Commercial Transit) Zoning and a 60/65-X Height and Bulk Districts. The 4,082 square feet triangular lot measures approximately 83' x 128' x 98' and is developed with a 3,788 sq. ft. two-story building and small parking lot for six vehicles. The Property has 83 feet of frontage along Market Street and 128 feet of frontage along 15th Street. It is currently occupied by a professional services use (d.b.a. Catarra Real Estate), which received a conditional use authorization (Case No. 2015-000904CUA) on September 22, 2016 for a limited period of one year.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Upper Market Street NCT is a multi-purpose commercial district that provides limited convenience goods to adjacent neighborhoods, but also serves as a shopping street for a broader trade area. A large number of offices are located on Market Street within easy transit access to downtown. The width of Market Street and its use as a major arterial diminish the perception of the Upper Market Street NCT as a

single commercial district. The street appears as a collection of dispersed centers of commercial activity, concentrated at the intersections of Market Street with secondary streets.

This district is well served by transit and is anchored by the Market Street subway (with stations Church Street and Castro Street) and the F-Market historic streetcar line. All light-rail lines in the City traverse the district, including the F, J, K, L, M, N and T, and additional key cross-town transit service crosses Market Street at Fillmore and Castro Streets. Additionally, Market Street is a primary bicycle corridor. Housing density is limited not by lot area, but by the regulations on the built envelope of buildings, including height, bulk, setbacks, and lot coverage, and standards for residential uses, including open space and exposure, and urban design guidelines. Residential parking is not required and generally limited. Commercial establishments are discouraged or prohibited from building accessory off-street parking in order to preserve the pedestrian-oriented character of the district and prevent attracting auto traffic. There are prohibitions on access (i.e. driveways, garage entries) to off-street parking and loading on Market and Church Streets to preserve and enhance the pedestrian-oriented character and transit function.

Land uses located within the immediate vicinity include predominantly two- and three-story buildings that contain a range of commercial uses on the ground and upper floors including retail stores (d.b.a. Fashion Exchange, Sui Generis), eating and drinking establishments (d.b.a. Tara Indian Restaurant, Nomica, Sweet Inspiration, Hi Tops Bar), and financial, medical, professional and personal services (d.b.a. Wells Fargo Home Mortgage, Fidelity National Title, Chase Bank, Pretty Nails). Several buildings within the block also contain multi-family dwelling units above the ground floor. This area of the Upper Market Street NCT bounds the Upper Market Street Neighborhood Commercial District (NCD) to the southwest, which begins at Noe and 16th Streets.

BUILDING PERMIT APPLICATION NOTIFICATION

TYPE	REQUIRED PERIOD	NOTIFICATION DATES	DR FILE DATE	DR HEARING DATE	FILING TO HEARING TIME
312 Notice	30 days	June 22, 2016 – July 21, 2016	July 21, 2016	November 10, 2016	112 days

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Posted Notice	10 days	November 1, 2016	November 1, 2016	10 days
Mailed Notice	10 days	November 1, 2016	October 31, 2016	11 days

PUBLIC COMMENT

	SUPPORT	OPPOSED	NO POSITION
Adjacent neighbor(s)	-	-	-
Other neighbors on the block or directly across the street	-	2	-
Neighborhood groups	1	1	-

The Department has received one letter in support of the project from the Castro Merchants Association that requests the Commission not take discretionary review and approve the project as proposed. The Department has also received two letters in opposition to the project, stating the scale and size of the project is incompatible with the neighborhood character. In addition, a comment letter from the Castro/Upper Market Community Benefit District (CBD) was received requesting that the building's design be modified to enclose the corner at Market and Sanchez Streets, which would otherwise be used as shelter for individuals seeking a protected place to camp. The CBD also urges that the required inclusionary housing for the project be provided on-site.

ISSUES AND OTHER CONSIDERATIONS

- On March 23, 2016, the Zoning Administrator held a public hearing and subsequently granted the Sponsor's request for a rear yard modification under Section 134 and permitted obstructions variance under Section 136 of the Planning Code (Case No. 2014.0161V).
- On September 22, 2016, the Planning Commission approved a Conditional Use Authorization to allow a professional services use (d.b.a. Catarra Real Estate) to continue operating at the subject property for a limited period of one year in consideration of this proposed project to construct a six-story mixed-use building (Case No. 2015-000904CUA). A professional services use is not permitted at the ground floor under the Market Street NCT Zoning District.

DR REQUESTOR

The DR Requestor is Gary Weiss, on behalf of Duboce Triangle Neighborhood Association (DTNA), which is located at 78 Mars Street in San Francisco, California.

DR REQUESTOR'S CONCERNS AND PROPOSED ALTERNATIVES

Issue #1: The DR Requestor is concerned the design of the ground floor at Market and Sanchez Streets could potentially become an area that would attract transients seeking covered shelter, and requests that the corner be fully enclosed without the proposed column element.

Issue #2: The DR Requestor is concerned the Project would not provide on-site inclusionary units but instead satisfies this requirement through the payment of in-lieu fees, and proposes the Project be required to provide the two affordable units on-site.

Issue #3: The DR Requestor is concerned about the visibility of the two proposed stair penthouses and requests that they be incorporated into the envelope of the building through roof hatches or waterproofed exterior stairwells.

Issue #4: The DR Requestor is concerned with the desirability of the proposed single storefront at the ground floor and would like the commercial space to be divided into at least two separate units.

Reference the *Discretionary Review Application* for additional information. The *Discretionary Review Application* is an attached document.

PROJECT SPONSOR'S RESPONSE

Issue #1: The design of the Project has been thoroughly vetted with Planning Department staff and undergone extensive review by the department Urban Design Advisory Team. Based on comments received, the corner column element was exposed to create interest along the streetscape and to mirror similar exposed elements within the Upper Market Neighborhood. The exposed column reduces the bulk and massing of the ground floor and is an interesting design feature of the Project. As the Project will be including ground floor retail, it will be active with pedestrians visiting the store as well as with residents of the units above walking along the street front and in this area thereby reducing the likelihood of transient occupation of the space created. The Project has proposed a high-quality design, including an aesthetically pleasing and active ground floor and enclosing the column element is not warranted as it will create dead space within the ground floor that is unlikely to be active given its limited dimensions.

Issue #2: The original plans for 2201 Market Street that were submitted two years ago included nine large family sized units, given the site constraints of the parcel. However, the Sponsor was strongly encouraged to increase the unit count in order to provide below market rate (BMR) units. In response to this request, the Project is proposing fourteen units. While the intent was to provide on-site inclusionary units, as noted by the Planning Commission during their discussion of the 2600 Harrison Street project on August 11, 2016, providing on-site affordable units on small projects is not financially feasible. This became evident as the Project moved forward with construction level drawings, began obtaining estimates for construction costs, and began to seek financing. Based on this additional information it was determined that it is financially infeasible to provide on-site BMR units. Unlike large projects, small projects lack the economies of scale to distribute the cost of these affordable units across market rate units, which is why most small projects elect to pay the in-lieu fee. To require the Project to provide on-site affordable housing would render the Project infeasible.

Issue #3: The Project is required to provide two stair egresses and an elevator to the roof for life safety requirements. Because the roof is an exposed area subject to inclement weather, all three egress points are enclosed. The design of the enclosures has been minimized and meets the minimum dimensions required under the Planning, Building and Fire Code. Contrary to the request in the DR, a roof hatch is not feasible or permitted under current code. An exposed exterior stairwell is possible but creates unique and unnecessary maintenance issues because of potential water intrusion when all new construction is carefully designed and built to minimize areas that can be exposed to water. Water intrusion is very expensive to repair and can cause structural damage to buildings. The Project's location at the corner of an exposed area adjacent to a wide street has the potential to be exposed to significant weather events.

For these reasons, exposed stairwells, while permitted, are not proposed nor are they standard because of the ongoing maintenance and large liability potential.

Issue #4: The Project proposes one retail space at the ground floor because of the unique dimensions and constraints of the small triangular shaped lot that also slopes along both Market Street and back to Sanchez Street. Dividing the ground floor retail into two spaces will require extensive additional modifications to the building to allow separate entries, back of house facilities and utilities for each space. Providing these separate features reduces the size of the retail spaces provided as well as significantly increasing the cost of construction. During the design review process, the Sponsor has agreed to design and construct the ground floor in a manner that could potentially accommodate two retail spaces. The Sponsor has agreed to this as part of the Project for many months, but cannot agree to show the ground floor as two separate retail spaces. This not only precludes the potential for one large tenant to occupy the space, but would impose an unfair and inordinate burden on the Project Sponsor that has not been imposed on other similar surrounding developments. There is nothing extraordinary or exceptional related to the ground floor retail in this location that warrants two retail spaces as opposed to one.

Reference the *Response to Discretionary Review* for additional information. The *Response to Discretionary Review* is an attached document.

PROJECT ANALYSIS

Department staff reviewed the DR Requestor's concerns with the proposed project and presents the following comments:

Issue #1: The proposed design of the eastern corner of the building helps to delineate the ground floor from the upper floors and is complimentary to the architectural expression of the structure. The design also makes efficient use of the usable floor area for the commercial space. However, the Department acknowledges the concern that this covered area may be used as a covered shelter for transients, and is not opposed to enclosing it by expanding the building's footprint at the ground floor.

Issue #2: Pursuant to Planning Code Section 415.4, a development project that is subject to inclusionary affordable housing requirements may elect to satisfy this requirement by providing the required number of affordable units on-site, off-site, or by paying an in-lieu fee. The proposed Project is subject to these affordable housing requirements and would be required to provide one of the following: two BMR units on-site calculated at 12% of the total units, three BMR units off-site at 20%, or an in-lieu fee of \$904,289 calculated at 20% using the current 2016 Development Impact Fee Register.

Issue #3: The proposed number and size of rooftop enclosures complies with the requirements of the Planning Code, have been designed to be sloped with the stairs to reduce their envelopes, and located at the widest area of the building to minimize their visibility. The small roof area limits the option of separating them while complying with separation requirements of the Building and Fire Code.

Issue #4: The proposed 2,650 square feet ground floor commercial storefront has been designed to be an active use that will preserve, enhance, and promote attractive, clearly defined street frontages that are

pedestrian-oriented, fine-grained, and which are appropriate and compatible with the buildings and uses in the Market Street NCT District pursuant to Planning Code Section 145.1.

ENVIRONMENTAL REVIEW

On March 22, 2016, the Project was determined to be exempt from the California Environmental Quality Act (“CEQA”) per Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3 as described in the Certificate of Determination contained in the Planning Department files for this Project (Case No. 2014.0161E).

RESIDENTIAL DESIGN TEAM REVIEW

The proposed Project is not located within a residential zoning district, and is not subject to the Residential Design Guidelines. Therefore, the proposed project was not reviewed by the Residential Design Team.

URBAN DESIGN ADVISORY TEAM REVIEW

The Planning Department’s Urban Design Advisory Team (UDAT) provides design review for projects not subject to the Residential Design Guidelines and determined the Project’s building and intended uses to be compatible with the neighborhood and consistent with the General Plan’s design policies and guidelines of the Market & Octavia Area Plan. UDAT also determined that the proposed design of the ground floor would preserve, enhance, and promote attractive and clearly defined street frontages that are pedestrian-oriented and fine-grained, which are appropriate and compatible with the buildings and uses in this neighborhood of the Upper Market Street NCT District. Therefore, UDAT finds that there are no exceptional or extraordinary circumstances as they relate to the proposed mixed-use development at 2201 Market Street.

Under the Commission’s pending DR Reform Legislation, this project would be referred to the Commission, as this project involves new construction.

BASIS FOR RECOMMENDATION

The Planning Department recommends that the Planning Commission not take Discretionary Review for the following reasons:

- The Project complies with the Planning Code and advances the policies of the General Plan.
- The Project is in an appropriate in-fill development that will add fourteen new dwelling units to the City’s housing stock and 2,650 square feet of commercial space in an area that encourages the development of moderate-scale buildings with a pattern of ground floor commercial and upper story residential units.
- The Project fully respects the character of the adjacent mixed use and residential neighborhoods.
- The Project is supportive of the City’s transit first policies by providing less than the principally permitted number of off-street parking spaces and providing bicycle parking spaces.

- The Project will pay in-lieu fees for two units of permanently affordable housing.
- There are no exceptional or extraordinary circumstances that would necessitate Discretionary Review or modification of the project.

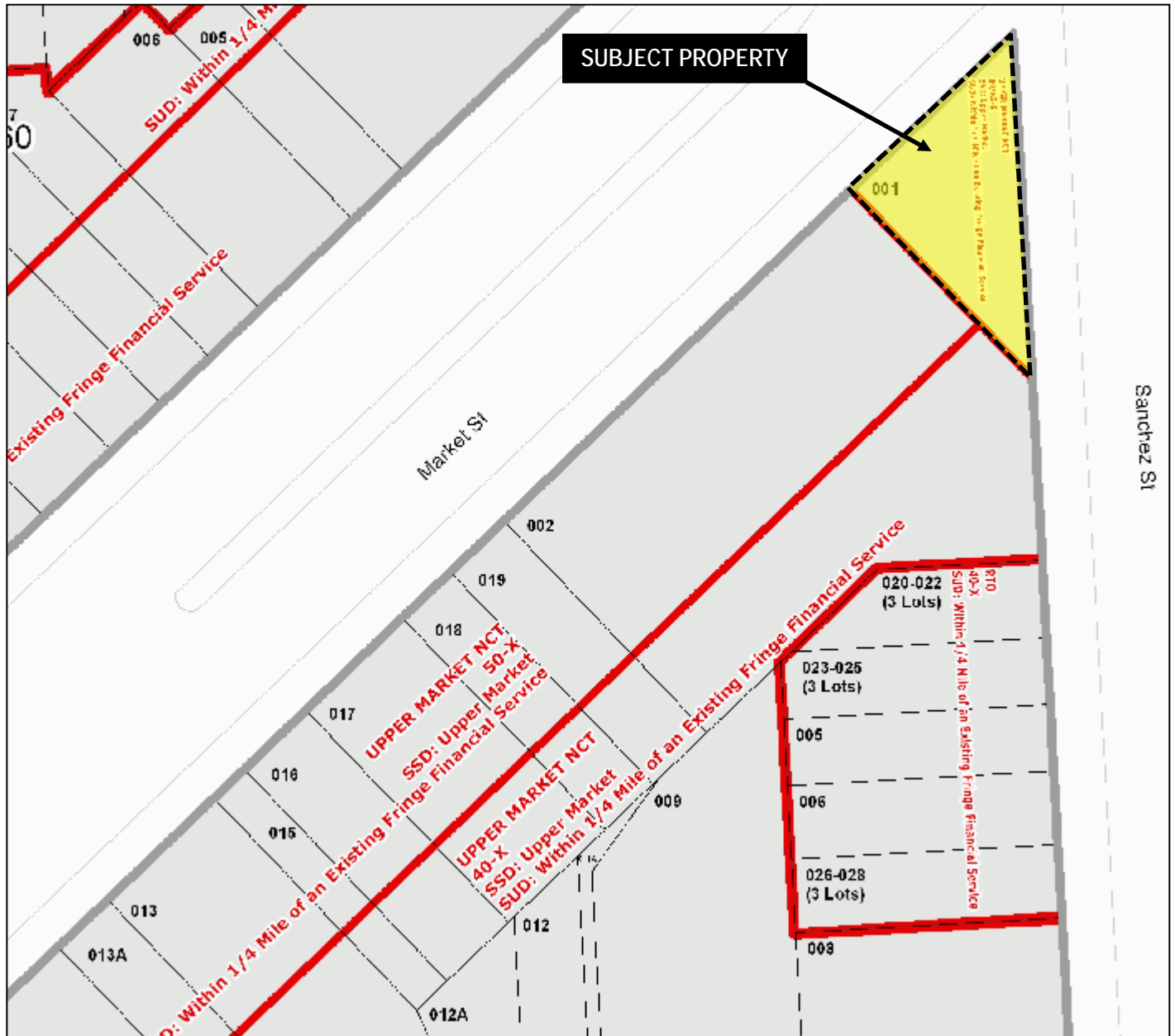
RECOMMENDATION: Do not take DR and Approve the Project as Proposed
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Attachments:

Block Book Map
Sanborn Map
Zoning Map
Aerial Photographs
Site Photos
Section 312 Notice
DR Application
Response to DR
Environmental Determination
Public Correspondence
Reduced Plans

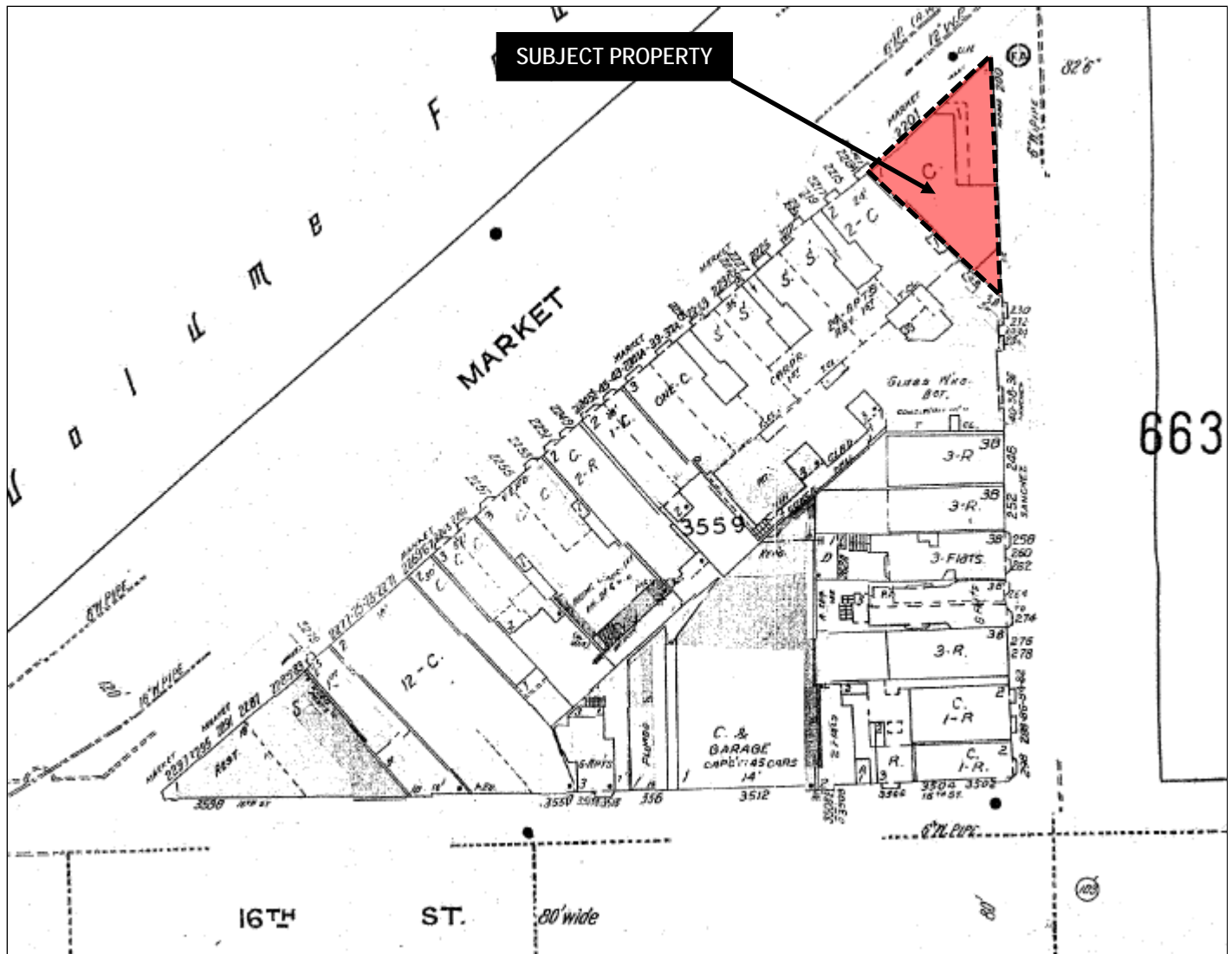
DV: G:\Documents\DRP\2201 Market Street_2015-000904DRP\2201 Market St_Exec Summary.docx

Parcel Map



Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street

Sanborn Map*

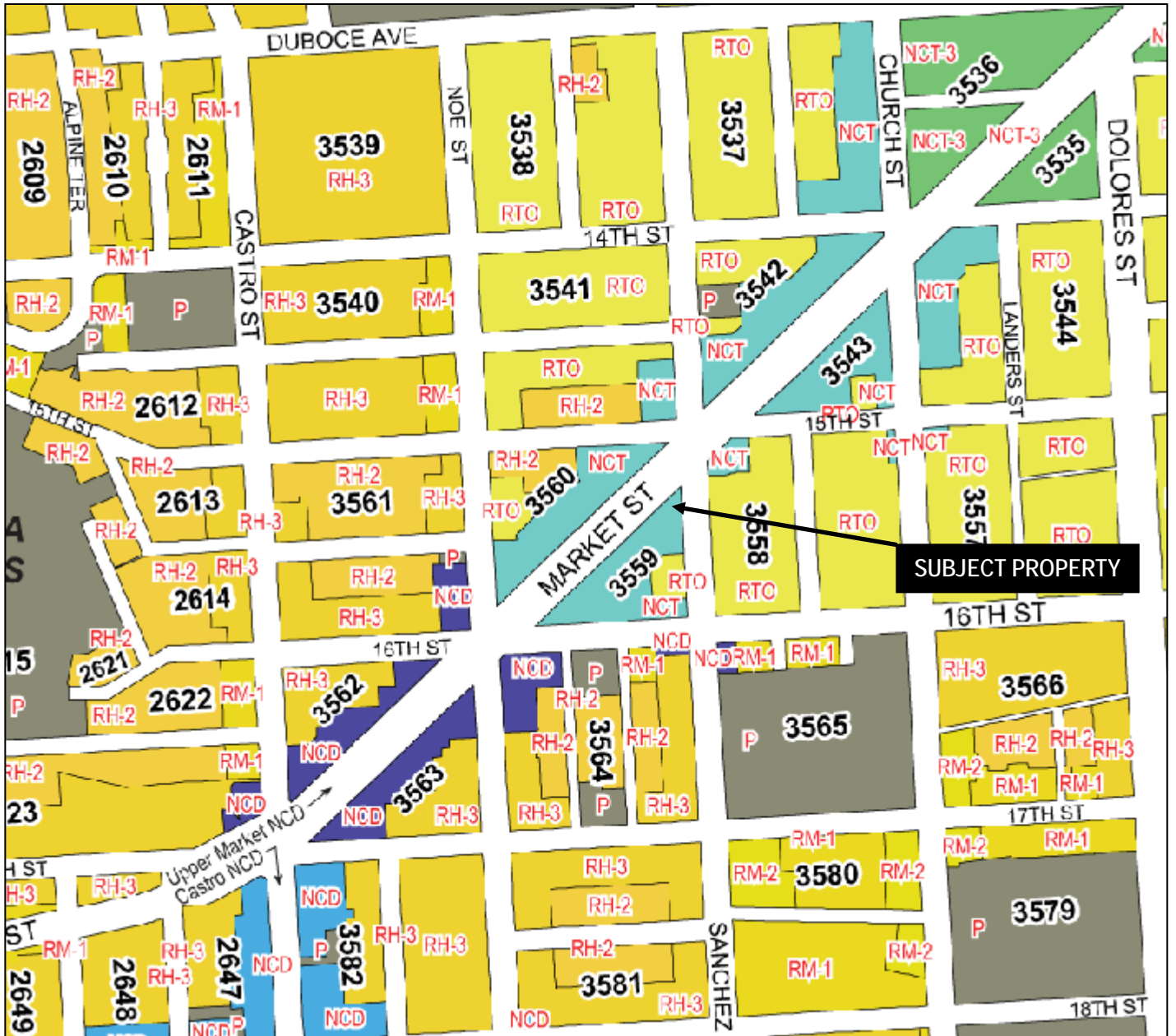


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street

Zoning Map



Discretionary Review Hearing
Case Number 2015-000904DRP
 2201 Market Street

Aerial Photo

view facing south



SUBJECT PROPERTY

Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street

Aerial Photo

view facing west



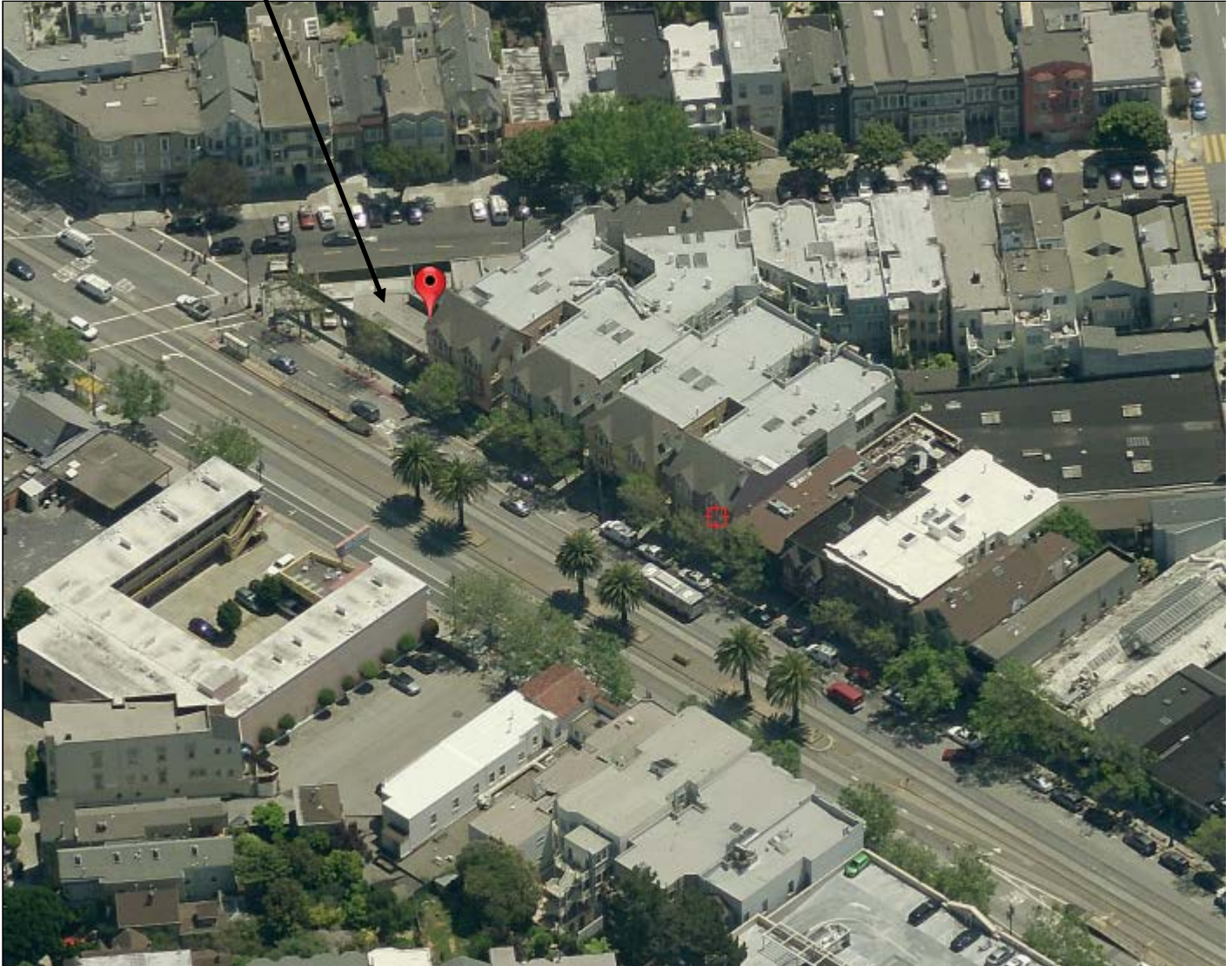
SUBJECT PROPERTY

Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street

Aerial Photo

view facing east

SUBJECT PROPERTY



Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street

Site Photo

Intersection of Market and Sanchez Streets



Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street

Site Photo

View from Market Street



Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street

Site Photo

view from Sanchez Street



Discretionary Review Hearing
Case Number 2015-000904DRP
2201 Market Street



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco, CA 94103

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 312)

On **October 7, 2014**, the Applicant named below filed Building Permit Application No. **2014.10.07.8312** and Demolition Application No. **2014.10.07.8317** with the City and County of San Francisco.

PROPERTY INFORMATION		APPLICANT INFORMATION	
Project Address:	2201 Market Street	Applicant:	Chris Foley
Cross Street(s):	Noe & Sanchez Streets	Address:	850 7th Street
Block/Lot No.:	3559/001	City, State:	San Francisco, CA 94107
Zoning District(s):	RM-1 / 40-X	Telephone:	(415) 975-0900

You are receiving this notice as a property owner or resident within 150 feet of the proposed project. You are not required to take any action. For more information about the proposed project, or to express concerns about the project, please contact the Applicant listed above or the Planner named below as soon as possible. If you believe that there are exceptional or extraordinary circumstances associated with the project, you may request the Planning Commission to use its discretionary powers to review this application at a public hearing. Applications requesting a Discretionary Review hearing must be filed during the 30-day review period, prior to the close of business on the Expiration Date shown below, or the next business day if that date is on a week-end or a legal holiday. If no Requests for Discretionary Review are filed, this project will be approved by the Planning Department after the Expiration Date.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

PROJECT SCOPE		
<input checked="" type="checkbox"/> Demolition	<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Alteration
<input checked="" type="checkbox"/> Change of Use	<input type="checkbox"/> Façade Alteration(s)	<input type="checkbox"/> Front Addition
<input type="checkbox"/> Rear Addition	<input type="checkbox"/> Side Addition	<input type="checkbox"/> Vertical Addition
PROJECT FEATURES	EXISTING	PROPOSED
Building Use	Commercial	Residential / Commercial
Front Setback	None	No Change
Side Setbacks	None	No Change
Building Depth	76 feet	97 feet 6 inches
Rear Yard	21 feet 6 inches	None
Building Height	20 feet	65 feet
Number of Stories	2	6
Number of Dwelling Units	0	14
Number of Parking Spaces	5	7

PROJECT DESCRIPTION

The proposal is to demolish the existing 3,788 sq. ft. commercial building and construct a new 15,040 sq. ft., six-story mixed-use building with 2,650 sq. ft. of ground floor commercial space, fourteen dwelling units, 1,955 sq. ft. of common and private open spaces and a 3,236 sq. ft. basement level garage with seven off-street parking spaces. The project tentatively received a variance from the rear yard requirement of Planning Code Section 134 by the Zoning Administrator on 3/23/2016 (Case No. 2014.0106V). The project complies with all other applicable provisions of the Planning Code and is consistent with the size and scale of the surrounding properties in the neighborhood. See attached plans.

The issuance of the building permit by the Department of Building Inspection or the Planning Commission project approval at a discretionary review hearing would constitute as the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.

For more information, please contact Planning Department staff:

Planner: Douglas Vu
Telephone: (415) 575-9120
E-mail: Doug.Vu@sfgov.org

Notice Date: **6/22/16**
Expiration Date: **7/21/16**

GENERAL INFORMATION ABOUT PROCEDURES

Reduced copies of the proposed project plans have been included in this mailing for your information. If you have questions about the plans, please contact the project Applicant listed on the front of this notice. You may wish to discuss the plans with your neighbors or neighborhood association, as they may already be aware of the project. If you have general questions about the Planning Department's review process, please contact the Planning Information Center at 1660 Mission Street, 1st Floor (415/ 558-6377) between 8:00am - 5:00pm Monday-Friday. If you have specific questions about the proposed project, you should contact the planner listed on the front of this notice.

If you believe that the impact on you from the proposed project is significant and you wish to seek to change the project, there are several procedures you may use. **We strongly urge that steps 1 and 2 be taken.**

1. Request a meeting with the project Applicant to get more information and to explain the project's impact on you.
2. Contact the nonprofit organization Community Boards at (415) 920-3820, or online at www.communityboards.org for a facilitated discussion in a safe and collaborative environment. Community Boards acts as a neutral third party and has, on many occasions, helped reach mutually agreeable solutions.
3. Where you have attempted, through the use of the above steps or other means, to address potential problems without success, please contact the planner listed on the front of this notice to discuss your concerns.

If, after exhausting the procedures outlined above, you still believe that exceptional and extraordinary circumstances exist, you have the option to request that the Planning Commission exercise its discretionary powers to review the project. These powers are reserved for use in exceptional and extraordinary circumstances for projects which generally conflict with the City's General Plan and the Priority Policies of the Planning Code; therefore the Commission exercises its discretion with utmost restraint. This procedure is called Discretionary Review. If you believe the project warrants Discretionary Review by the Planning Commission, **you must file a Discretionary Review application prior to the Expiration Date shown on the front of this notice.** Discretionary Review applications are available at the Planning Information Center (PIC), 1660 Mission Street, 1st Floor, or online at www.sfplanning.org. You must submit the application in person at the Planning Information Center (PIC) between 8:00am - 5:00pm Monday-Friday, with all required materials and a check payable to the Planning Department. To determine the fee for a Discretionary Review, please refer to the Planning Department Fee Schedule available at www.sfplanning.org. If the project includes multiple building permits, i.e. demolition and new construction, a **separate request for Discretionary Review must be submitted, with all required materials and fee, for each permit that you feel will have an impact on you.**

Incomplete applications will not be accepted.

If no Discretionary Review Applications have been filed within the Notification Period, the Planning Department will approve the application and forward it to the Department of Building Inspection for its review.

BOARD OF APPEALS

An appeal of the Planning Commission's decision on a Discretionary Review case may be made to the **Board of Appeals within 15 calendar days after the building permit is issued** (or denied) by the Department of Building Inspection. Appeals must be submitted in person at the Board's office at 1650 Mission Street, 3rd Floor, Room 304. For further information about appeals to the Board of Appeals, including current fees, contact the Board of Appeals at (415) 575-6880.

ENVIRONMENTAL REVIEW

This project has undergone preliminary review pursuant to California Environmental Quality Act (CEQA). If, as part of this process, the Department's Environmental Review Officer has deemed this project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained through the Exemption Map, on-line, at www.sfplanning.org. An appeal of the decision **to exempt the proposed project from CEQA may be made to the Board of Supervisors within 30 calendar days** after the project approval action identified on the determination. The procedures for filing an appeal of an exemption determination are available from the Clerk of the Board at City Hall, Room 244, or by calling (415) 554-5184.

Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

RECEIVED

JUL 21 2016

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
P.O.

APPLICATION FOR

Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: GARY WEISS Marcia Weiss on behalf of Duboce Triangle Neighborhood Association (DTNA)		
DR APPLICANT'S ADDRESS: 011 14th Street #12 78 MARS ST.	ZIP CODE: 94114	TELEPHONE: (415) 863-6029 279-5570

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Robert Edmonds, sponsor Chris Foley/cfoley@polarispacific.com Alexis Pelosi, JD alexis@pelosilawgroup.com		
ADDRESS: 2201 Market Street	ZIP CODE: 94114	TELEPHONE: (415) 285-1300

CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE: 94114	TELEPHONE: ()
E-MAIL ADDRESS:		

2. Location and Classification

STREET ADDRESS OF PROJECT: 2201 Market Street	ZIP CODE: 94114
CROSS STREETS: Market, 15th and Sanchez Streets	

ASSESSORS BLOCK/LOT: 3559 /001	LOT DIMENSIONS: not known	LOT AREA (SQ FT): 4,082	ZONING DISTRICT: Market and Octavia	HEIGHT/BULK DISTRICT: 60/65-X
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3. Project Description

Please check all that apply

Change of Use ☒ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☒ Other ☐Additions to Building: Rear ☒ Front ☒ Height ☒ Side Yard ☐
retail

Present or Previous Use: _____

Proposed Use: housing + retailBuilding Permit Application No. not known Date Filed: March 24, 2014

201410078312

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	YES	<input checked="" type="checkbox"/>

5. Changes Made to the Project as a Result of Mediation

If you have discussed the project with the applicant, planning staff or gone through mediation, please summarize the result, including any changes there were made to the proposed project.
the project sponsors are unwilling to make the changes that the community requests or participate in outside mediation

Discretionary Review Request

In the space below and on separate paper, if necessary, please present facts sufficient to answer each question.

1. What are the reasons for requesting Discretionary Review? The project meets the minimum standards of the Planning Code. What are the exceptional and extraordinary circumstances that justify Discretionary Review of the project? How does the project conflict with the City's General Plan or the Planning Code's Priority Policies or Residential Design Guidelines? Please be specific and site specific sections of the Residential Design Guidelines.

1. Corner at ground level should be enclosed;

2. Onsite BMR

3. Roof hatch to replace stairway penthouse

4. Ground floor retail space to be divided into 2 or more spaces - unless a tenant has signed on for the space

2. The Residential Design Guidelines assume some impacts to be reasonable and expected as part of construction. Please explain how this project would cause unreasonable impacts. If you believe your property, the property of others or the neighborhood would be adversely affected, please state who would be affected, and how:

1. An unenclosed corner at ground level would invite tagging, transients and present a security problem as it's visually blocking the space. A good example of an enclosed concrete column is across the street, 2200 Market.

2. An on site BMR more closely follows the city planning and provides affordable housing in our neighborhood.

3. A roof hatch is needed for safety and security. This impacts surrounding buildings/individuals as well.

4. Divided ground floor space attracts smaller and diverse retail; large spaces attract big box/formula retail.

3. What alternatives or changes to the proposed project, beyond the changes (if any) already made would respond to the exceptional and extraordinary circumstances and reduce the adverse effects noted above in question #1?

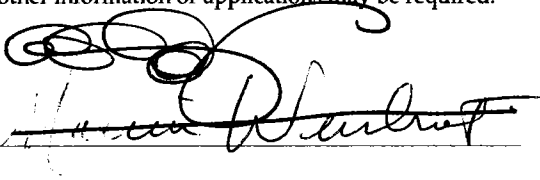
same as above in #2

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: The other information or applications may be required.

Signature: _____



Date: _____

21
7-18-16

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

representing the Duboce Triangle Association

Owner / Authorized Agent (circle one)

Discretionary Review Application Submittal Checklist

Applications submitted to the Planning Department must be accompanied by this checklist and all required materials. The checklist is to be completed and signed by the applicant or authorized agent.

REQUIRED MATERIALS (please check correct column)	DR APPLICATION
Application, with all blanks completed	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input type="checkbox"/>
Address labels (copy of the above), if applicable	<input type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
Other: Section Plan, Detail drawings (i.e. windows, door entries, trim), Specifications (for cleaning, repair, etc.) and/or Product cut sheets for new elements (i.e. windows, doors)	<input type="checkbox"/>

NOTES:

☐ Required Material.☒ Optional Material.☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

RECEIVED

JUL 21 2016

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
P I C

For Department Use Only

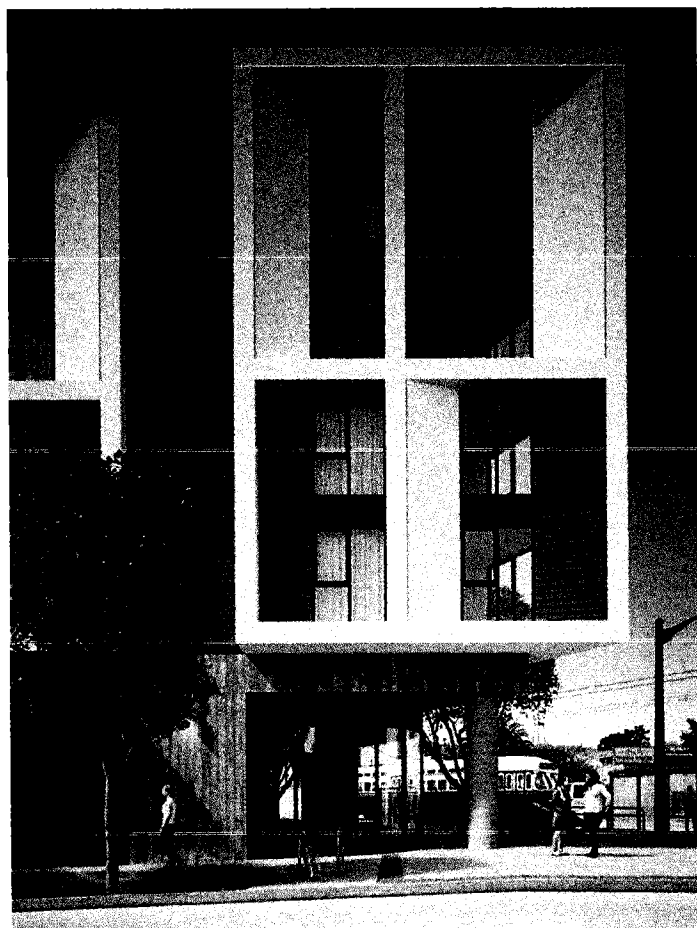
Application received by Planning Department:

By: _____

Date: _____

7/21/16

A. BRANK



Upper Market Street Residences

Situated on a triangular, "Flat-Iron" parcel within the Upper Market Street district of San Francisco, this 6-story, mixed use building will contain a mixture of 14, one and two-bedroom residential units over an active ground floor retail space.

The architecture of the building's exterior references the surrounding neighborhood with its strong corner expression, vertically oriented fenestration pattern, and tripartite elevations.



November 2, 2016

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

Re: 2201 Market Street
Response to Discretionary Review
Planning Department Case No. 2015-000904DRP
Hearing Date: November 10, 2016

Dear Doug,

I am writing on behalf of my client, Donald St. Sure, the Property Owner, of 2201 Market Street (the "Property" or "Project Site") and Chris Foley, his agent (collectively referred to as the "Project Sponsors"), regarding the proposed development of the Project Site. Under the proposed development, the existing 3,788 square foot building would be demolished and replaced with a 14-unit residential project with ground floor retail ("Project").

On July 21, 2016, a Discretionary Review ("DR") request was filed by Gary Weiss on behalf of the Duboce Triangle Neighborhood Association on the building permit application filed for the Project. The following is a response to that DR request and a request that the DR request be denied and the Project be approved because **no exceptional or extraordinary circumstances have been established that would justify DR of the Project.**

A. Project Description

2201 Market Street is a small, 4,082 square foot triangular lot at the corner of Market Street and Sanchez Street. The site is currently occupied by a single-story, 3,788 square foot commercial building, with seven off-street parking spaces.

The area surrounding the Project Site is developed with a mix of multi-family and single family residential uses and commercial/retail uses. The surrounding building heights range from two (2) to four (4) to six (6) stories with two new six (6) story mixed-use residential developments under construction or recently completed across Market Street.

The Project Site is located in the Upper Market Neighborhood Commercial Transit (NCT) District and the 60/65-X height and bulk district. It is in the Castro/Upper Market neighborhood and within the Market and Octavia Neighborhood Plan Area.

As noted above, the Project Site is the location of a proposed 14-unit residential development with ground floor retail. Applications for the development of the proposed Project were first submitted in January 2014 and on March 23, 2016, the Zoning Administrator held a

hearing on the variances required and indicated his support for granting them.¹ Following that action, building permit applications were submitted. Action on those permits is pending resolution of the DR application filed on July 21, 2016.

B. Discretionary Review Request

The application for DR raises four (4) specific issues with limited documentation submitted to substantiate the request. This letter responds to each of the issues raised in the DR application.

i. The corner at the ground level should be enclosed

The application for DR states suggests that the unenclosed corner at ground level would invite tagging, transients and present a security problem as it is a visually blocking space.

Response: The design of the Project has been thoroughly vetted with Planning Department staff and undergone extensive review by the department Urban Design Advisory Team. Based on comments received, the corner column element was exposed to create interest along the streetscape and to mirror similar exposed elements within the Upper Market Neighborhood. The exposed column reduces the bulk and massing of the ground floor and is an interesting design feature of the Project. As the Project will be including ground floor retail, it will be active with pedestrians visiting the store as well as with residents of the units above walking along the street front and in this area thereby reducing the likelihood of transient occupation of the space created. The Project has proposed a high-quality design, including an aesthetically pleasing and active ground floor and enclosing the column element is not warranted as it will create dead space within the ground floor that is unlikely to be active given its limited dimensions.

ii. Onsite BMR should be included

The application for DR states that onsite BMR more closely follows City planning policies and provides affordable housing in the neighborhood.

Response: When the property owner Donald St. Sure first began working on this project almost three (3) years ago, his intent was to create large family size units. Given the site constraints that meant nine (9) units – but 9 LARGE units. At that time, the Project was **strongly** encouraged to increase the unit count so the inclusionary housing ordinance would apply. As a result, the Project is now proposing 14-units. While the Project had hoped to provide on-site inclusionary units, as noted by the Planning Commission during their discussion of the 2600 Harrison Street project², providing on-site affordable units on small projects is not

¹ The issuance of the variances was delayed pending resolution of an outstanding code violation on the Project Site. On September 22, 2016, the Planning Commission granted a Conditional Use authorization for the existing ground floor uses. This resolved the outstanding code violation and the variances are expected to be issued at any time.

² 2600 Harrison was heard and approved by the Planning Commission on August 11, 2016. That project proposed 19 units and elected to pay the in-lieu fee. A detailed discussion regarding the economics of providing on-site inclusionary housing for small development project occurred as part of the Planning Commission deliberation.

financially feasible. This became very evident as the Project moved forward with construction level drawings, began obtaining estimates for construction costs, and began to seek financing. Based on this additional information, it was determined that it is financially infeasible to provide on-site inclusionary housing. Unlike large projects, small projects lack the economies of scale to spread the cost of these units across multiple units, which is why most small projects opt to pay the fee. We appreciate the DR request to provide on-site inclusionary housing, but to do so would render the Project infeasible and as a result, the Project is electing to pay the in-lieu fee.

The Inclusionary Housing Ordinance (Planning Code section 415) provides three options to comply with its requirements. The Project Sponsor has the right to select which option it will use to comply. Here, the Project Sponsor has elected to pay the in-lieu fee which will equate to providing 20% of its units off-site. Based on the 2016 Department of Building Inspection (“DBI”) Impact Fee Register, the in-lieu for this project would be approximately \$869,978.80.³ This fee will be due at the time the first construction permit is issued. The Mayor’s Office of Housing can use the in-lieu fees received to help provide additional inclusionary housing with the City including within the Duboce Triangle neighborhood.

iii. A roof hatch should replace stairway penthouse

The DR application indicates that the enclosed stair penthouses should be replaced with a roof hatch or waterproofed exterior stairwells to reduce the number of visual intrusions on the roof.

Response: The Project is required to provide two (2) stair egresses and an elevator to the roof for life safety. Because the roof is an exposed area subject to inclement weather, all three egress points are enclosed. The design of the enclosures has been minimized and meets the minimum dimensions required under the Planning, Building and Fire Code. Contrary to the request in the DR, a roof hatch is not feasible or permitted under current code. An exposed exterior stairwell is possible but creates unique and unnecessary maintenance issues.

Because of potential water intrusion, all new construction is carefully designed and built to minimize areas within the building that can be exposed to water. Water intrusion is a big issue, is very expensive to fix and can cause structural harm to buildings. It is very challenging to identify and address and the location of the Project on the corner in an exposed area adjacent to a wide street (i.e., Market Street) has the potential to be exposed to significant weather events. For all these reasons, exposed stairwells, while permitted, are not proposed nor are they standard because of the yearly upkeep and large potential liability.

Finally, the number and size of the rooftop enclosures complies with the requirements of the Planning Code and removing them is not required. There is

³ This fee is estimated based on the 2016 Impact Fee Register. The actual amount to be paid will be calculated by the Department of Building Inspection (“DBI”) prior to the pulling of the first construction permit.

nothing extraordinary or exception about them. While they appear clustered on the roof, that is because the Project Site is small, with limited dimensions which means separating anything on the site is a challenge and the locations of these appurtenances is set by the dimensional separation requirements of the Building and Fire Code for life safety.

iv. Ground floor retail space should be divided into 2 or more spaces

The DR application states that divided ground floor space attracts smaller and diverse retail whereas large space attracts big box/formula retail.

Response: The Project is proposing one large retail space along the ground floor because of the unique dimensions and site constraints of the site. The Project Site is a small triangle. It also slopes along both Market Street and back to Sanchez Street. Dividing the ground floor retail into two spaces will require extensive additional modifications to the building to allow separate entries, back of house facilities and utilities for each space. Providing these separate features reduces the size of the retail spaces provided as well as significantly increasing the cost of construction.

The Project has committed to building the ground floor in a manner that could accommodate two retail spaces. The Project has agreed to this as part of the Project for many months, but cannot agree to show the ground floor as two separate retail spaces. This not only precludes the potential for one large tenant to occupy the space, but would impose an unfair and inordinate burden on the Project Sponsor that has not been imposed on other similar surrounding developments. There is nothing extraordinary or exceptional related to the ground floor retail in this location that warrants two retail spaces as opposed to one.

C. Conclusion

As indicated in the responses above, the Project is consistent with what is allowed under Planning Code, Building Code and Fire Code and no exceptional or extraordinary circumstances have been established that would justify DR of the Project. We therefore respectfully request that for all the reasons set forth above, the DR be denied and the Project be approved.

If you have any questions or need any additional information, please let me know.

Very truly yours,



Alexis M. Pelosi



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014.0161E
Project Address: 2201 Market Street
Zoning: Upper Market Street NCT (Neighborhood Commercial Transit) District
60/65-X Height and Bulk District
Block/Lot: 3559/001
Lot Size: 4,082 square feet
Plan Area: Market and Octavia
Project Sponsor: Chris Foley – Polaris Pacific
(415) 361-4803, cfoley@polarispacific.com
Staff Contact: Michael Li
(415) 575-9107, michael.j.li@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is a triangular parcel on the southwest corner of Market and Sanchez streets in San Francisco's Castro/Upper Market neighborhood. The project site is occupied by a two-story, 18-foot-tall commercial building and surface parking for seven vehicles.

(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

March 22, 2016
Date

cc: Chris Foley, Project Sponsor
Supervisor Scott Wiener, District 8
Doug Vu, Current Planner
Doug Vu, Preservation Planner

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

The proposed project consists of demolishing the existing building and surface parking and constructing a six-story, 65-foot-tall building containing 14 dwelling units, approximately 2,650 gross square feet of ground-floor retail space, and six parking spaces. There would be two eight-foot-tall stair penthouses and a 16-foot-tall elevator penthouse on the roof of the building; the maximum building height would be 81 feet. The dwelling units would be on the second through sixth floors. All six parking spaces would be in the basement, and they would be accessed by a garage door on Sanchez Street. The two existing curb cuts on Sanchez Street would be removed and replaced with one new 12-foot-wide curb cut and driveway. A total of 16 bicycle parking spaces would be provided; 14 Class 1 spaces would be provided in the basement, and two Class 2 spaces would be provided on the Sanchez Street sidewalk adjacent to the project site. Usable open space for the residents of the proposed project would be provided in the form of terraces at the second and sixth floors and a roof deck.

Construction of the proposed project is expected to last about 14 months. The proposed building would be supported by a conventional spread footings foundation; pile driving is not required. Construction of the proposed project would require excavation to a depth of 14 feet below ground surface and the removal of about 2,106 cubic yards of soil.

PROJECT APPROVAL

The proposed project would require the following approvals:

- **Rear Yard Variance** (*Zoning Administrator*)
- **Demolition Permit** (*Planning Department and Department of Building Inspection*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

The proposed project is subject to notification under Planning Code Section 312. If discretionary review before the Planning Commission is requested, the discretionary review decision constitutes the Approval Action for the proposed project. If no discretionary review is requested, the issuance of the building permit by the Department of Building Inspection constitutes the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN 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 2201 Market Street project described above, and incorporates by reference information contained in the Programmatic EIR for the *Market and Octavia Area Plan* (Market and Octavia 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 Market and Octavia PEIR.

On April 5, 2007, the Planning Commission certified the Market and Octavia PEIR by Motion No. 17406.^{2,3} The PEIR analyzed amendments to the *San Francisco General Plan* (*General Plan*) to create the *Market and Octavia Area Plan* and amendments to the Planning Code and Zoning Maps, including the creation of the Upper Market Street NCT (Neighborhood Commercial Transit) District. The PEIR analysis was based upon an assumed development and activity that were anticipated to occur under the *Market and Octavia Area Plan*. The proposed 2201 Market Street project is in conformance with the height, use, and density for the site described in the Market and Octavia PEIR and would represent a small part of the growth that was forecast for the *Market and Octavia Plan* area. Thus, the plan analyzed in the Market and Octavia PEIR considered the incremental impacts of the proposed 2201 Market Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia PEIR.

The Upper Market Street NCT District is located on Market Street from Church to Noe streets and portions of side streets that intersect Market Street. This district is a multi-purpose commercial district that provides limited convenience goods to adjacent neighborhoods but also serves as a shopping district for a broader trade area. A large number of offices are located on Market Street within easy transit access to downtown. This district is well served by transit and is anchored by the Market Street light rail, with underground stations at Church Street and Castro Street, and the F-Market historic streetcar line. All light rail lines in the City (the J-Church, K-Ingleside, L-Taraval, M-Ocean View, and N-Judah) travel through this district. Market Street is also a primary bicycle corridor. In order to preserve the pedestrian-oriented character of the district and prevent attracting auto traffic, off-street residential parking is not required and is generally limited. Commercial establishments are discouraged or prohibited from providing accessory off-street parking. In addition, there are prohibitions on access (curb cuts, driveways, and garage entries) to off-street parking and loading facilities on Market and Church streets. As part of the City's Better Neighborhoods Program, these concepts were fully articulated in the *Market and Octavia Area Plan*.

In May 2008, subsequent to the certification of the PEIR, the Board of Supervisors approved and the Mayor signed into law revisions to the Planning Code, Zoning Maps, and *General Plan* that constituted the "project" analyzed in the Market and Octavia PEIR. The legislation created several new zoning controls, which allow for flexible types of new housing to meet a broad range of needs, reduce parking requirements to encourage housing and services without adding cars, balance transportation by considering people movement over auto movement, and build walkable whole neighborhoods meeting everyday needs. The *Market and Octavia Area Plan*, as evaluated in the PEIR and as approved by the

¹ San Francisco Planning Department Case No. 2003.0347E, State Clearinghouse No. 2004012118.

² San Francisco Planning Department, *Market and Octavia Area Plan Final Environmental Impact Report*, Case No. 2003.0347E, certified April 5, 2007. This document is available online at www.sf-planning.org/index.aspx?page=1714, accessed January 6, 2016.

³ San Francisco Planning Commission Motion No. 17406, April 5, 2007. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=568>, accessed January 6, 2016.

Board of Supervisors, accommodates the proposed use, design, and density of the 2201 Market Street project.

Individual projects that could occur in the future under the *Market and Octavia Area Plan* will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 2201 Market Street is consistent with and was encompassed within the analysis in the Market and Octavia PEIR. This determination also finds that the Market and Octavia PEIR adequately anticipated and described the impacts of the proposed 2201 Market Street project, and identified the mitigation measures applicable to the 2201 Market Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4, 5} Therefore, no further CEQA evaluation for the 2201 Market Street project is required. Overall, the Market and Octavia 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 on the southwest corner of Market and Sanchez streets in San Francisco's Castro/Upper Market neighborhood. The project vicinity is characterized by a mix of residential and commercial uses, and the scale of development in the project vicinity ranges from 15 to 65 feet in height.

The lot adjacent to and south of the project site, along Sanchez Street, is occupied by a four-story, mixed-use building featuring upper-story residential uses above a ground-floor retail use. The lot adjacent to and southwest of the project site, along Market Street, is occupied by a three-story building featuring upper-story residential uses above ground-floor retail uses. On the north side of Market Street across from the project site, there is a five-story, mixed-use building and a three-story motel. On the east side of Sanchez Street across from the project site, there are two-, three-, and four-story residential buildings. Two of these buildings have ground-floor retail spaces. Other uses in the area include the San Francisco Library's Harvey Milk Branch (one block southwest of the project site), Sanchez Elementary School (one block south), and Everett Middle School (one block southeast).

The project site fronts Market Street, which is a major transportation corridor through downtown San Francisco that runs northeast to southwest from the Ferry Building on The Embarcadero to the Castro, Upper Market, and Twin Peaks neighborhoods. The project site is well served by public transportation. The San Francisco Municipal Railway (Muni) operates the F Market historic streetcar plus a number of surface buses that run on Castro, Church, and Market streets. Muni also operates the Muni Metro light rail system, which runs underground beneath Market Street in the project vicinity. There are two Muni Metro stations within two blocks of the project site; the Church Street station is one block northeast, and the Castro Street station is two blocks southwest.

⁴ Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2014.0161E, 2201 Market Street*, March 18, 2016.

⁵ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, Case No. 2014.0161E, 2201 Market Street*, February 25, 2016.

POTENTIAL ENVIRONMENTAL EFFECTS

The Market and Octavia PEIR analyzed environmental issues including: plans and policies; land use and zoning; population, housing, and employment; urban design and visual quality; shadow and wind; cultural (historic and archeological) resources; transportation; air quality; noise; hazardous materials; geology, soils, and seismicity; public facilities, services, and utilities; hydrology; biology; and growth inducement. The proposed 2201 Market Street project is in conformance with the height, use and density for the site described in the Market and Octavia PEIR and would represent a small part of the growth that was forecast for the area covered by the *Market and Octavia Plan*. Thus, the plan analyzed in the Market and Octavia PEIR considered the incremental impacts of the proposed 2201 Market Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia PEIR.

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeology, transportation, air quality, hazardous materials, and geology. Mitigation measures were identified for these impacts and reduced all of these impacts to less-than-significant levels with the exception of those related to shadow (impacts on two open spaces: the War Memorial Open Space and United Nations Plaza) and transportation (project- and program-level as well as cumulative traffic impacts at nine intersections; project-level and cumulative transit impacts on the 21 Hayes Muni line). A shadow fan analysis prepared by the Planning Department determined that the proposed project would not shadow any public parks or open spaces.⁶ At a height of 65 feet, the proposed project is not tall enough to substantially alter ground-level wind currents in a manner that would adversely affect public areas and result in a significant wind impact. Implementation of the proposed project would involve the demolition of a building that was determined not to be a historic resource.⁷ In addition, the architectural design of the proposed project would be compatible with the character of the Upper Market Street Commercial Historic District.⁸ For these reasons, the proposed project would not result in a significant impact on historic resources. Traffic and transit ridership generated by the project would not make a considerable contribution to the traffic and transit impacts identified in the Market and Octavia PEIR.

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

⁶ San Francisco Planning Department, *Shadow Fan Analysis for 2201 Market Street*, March 24, 2014.

⁷ San Francisco Planning Department, *Preservation Team Review Form, 2201 Market Street*, February 22, 2013.

⁸ Tina Tam, San Francisco Planning Department, email to Michael Li, San Francisco Planning Department, March 21, 2016.

Table 1 – Market and Octavia PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
A. Shadow		
A1: Parks and Open Space Not Subject to Section 295	Applicable: Project exceeds a height of 50 feet.	Completed: The Planning Department generated a shadow fan and determined that the proposed project would not shadow any public parks or open spaces.
B. Wind		
B1: Buildings in Excess of 85 Feet in Height	Not Applicable: Project does not exceed a height of 85 feet.	Not Applicable
B2: All New Construction	Applicable: Project involves new construction of a 65-foot-tall building.	Completed: The project sponsor has designed the proposed project to minimize its effects on ground-level wind conditions.
C. Archeological Resources		
C1: Soil-Disturbing Activities in Archeologically Documented Properties	Not Applicable: Project site is not an archeologically documented property.	Not Applicable
C2: General Soil-Disturbing Activities	Applicable: Project would include soil-disturbing activities.	The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to implement a mitigation measure related to the accidental discovery of archeological resources (see Project Mitigation Measure 1).
C3: Soil-Disturbing Activities in Public Street and Open Space Improvements	Not Applicable: Project would not include soil-disturbing activities associated with public street or open space improvements.	Not Applicable
C4: Soil-Disturbing Activities in the Mission Dolores Archeological District	Not Applicable: Project site is not in the Mission Dolores Archeological District.	Not Applicable

Mitigation Measure	Applicability	Compliance
D. Transportation		
D3: Traffic Mitigation Measure for Laguna/Market/Hermann/Guerrero Streets Intersection (LOS D to LOS E PM peak-hour)	Not Applicable: Automobile delay removed from CEQA analysis.	Not Applicable
D4: Traffic Mitigation Measure for Market/Sanchez/Fifteenth Streets Intersection (LOS E to LOS E with increased delay PM peak-hour)	Not Applicable: Automobile delay removed from CEQA analysis.	Not Applicable
D5: Traffic Mitigation Measure for Market/Church/Fourteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour)	Not Applicable: Automobile delay removed from CEQA analysis.	Not Applicable
D6: Traffic Mitigation Measure for Mission Street/Otis Street/South Van Ness Intersection (LOS F to LOS F with increased delay PM peak-hour)	Not Applicable: Automobile delay removed from CEQA analysis.	Not Applicable
E. Air Quality		
E1: Construction Mitigation Measure for Particulate Emissions	Not Applicable: Superseded by Construction Dust Control Ordinance.	Not Applicable
E2: Construction Mitigation Measure for Short-Term Exhaust Emissions	Not Applicable: Project site is not in an Air Pollutant Exposure Zone.	Not Applicable
F. Hazardous Materials		
F1: Program- or Project-Level Mitigation Measures	Not Applicable: Superseded by Construction Dust Control Ordinance and federal, state, and local regulations related to abatement and handling of hazardous materials.	Not Applicable
G. Geology, Soils, and Seismicity		
G1: Construction-Related Soils Mitigation Measure	Not Applicable: Superseded by San Francisco Public Utilities Commission's Construction Site Runoff Ordinance (Public Works Code, Ordinance No. 260-13).	Not Applicable

Please see the attached Mitigation Monitoring and Reporting Program 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 Market and Octavia PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on March 9, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. Comments received from the public expressed concerns over the proposed project’s impacts related to traffic, shadow, and water usage. These concerns are considered and addressed in the CPE Checklist for this project under the topics of Transportation and Circulation; Wind and Shadow; and Utilities and Service Systems, respectively. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Market and Octavia PEIR.

The Planning Department also received comments related to the proposed project’s height and scale and its impacts on views. Public Resources Code Section 21099(d), effective January 1, 2014, provides that “aesthetics ... impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics is no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

The proposed project meets each of the above criteria; therefore, this checklist does not consider aesthetics in determining the significance of project impacts under CEQA.⁹ At a height of 65 feet, the proposed project complies with the height limit for the project site. Comments related to the height and scale of the proposed project may be considered by City decision-makers during their deliberations on whether to approve or disapprove the proposed project.

The proposed project originally contained nine dwelling units, which was below the threshold that triggers the requirement to provide below-market-rate housing set forth in Planning Code Section 415. The Duboce Triangle Neighborhood Association contacted the project sponsor to discuss this issue. In response to comments from the Duboce Triangle Neighborhood Association, the project sponsor increased the total unit count from nine to 14. The proposed project is now required to provide below-market-rate housing pursuant to the requirements set forth in Planning Code Section 415.

CONCLUSION

As summarized above and further discussed in the attached Community Plan Exemption (CPE) Checklist:

1. The proposed project is consistent with the development density established for the project site in the *Market and Octavia Area Plan*;

⁹ San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis*, 2201 Market Street, March 14, 2016.

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 Market and Octavia PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Market and Octavia 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 Market and Octavia 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 Market and Octavia PEIR to mitigate project-related significant impacts.

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

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES <u>Project Mitigation Measure 1: Accidental Discovery (Implementing Market and Octavia PEIR Mitigation Measure C2)</u> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	Project sponsor, project archeologist.	Prior to and during all soils-disturbing and construction activities.	Project sponsor, project archeologist, ERO.	During soils-disturbing and construction activities.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p>				
<p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p>				
<p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the</p>				

MONITORING AND REPORTING PROGRAM

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

Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy, 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

MONITORING AND REPORTING PROGRAM				
Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: **2014.0161E**
Project Address: **2201 Market Street**
Zoning: Upper Market Street NCT (Neighborhood Commercial Transit) District
60/65-X Height and Bulk District
Block/Lot: 3559/001
Lot Size: 4,082 square feet
Plan Area: Market and Octavia Area Plan
Project Sponsor: Chris Foley – Polaris Pacific
(415) 361-4803, cfoley@polarispacific.com
Staff Contact: Michael Li
(415) 575-9107, michael.j.li@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

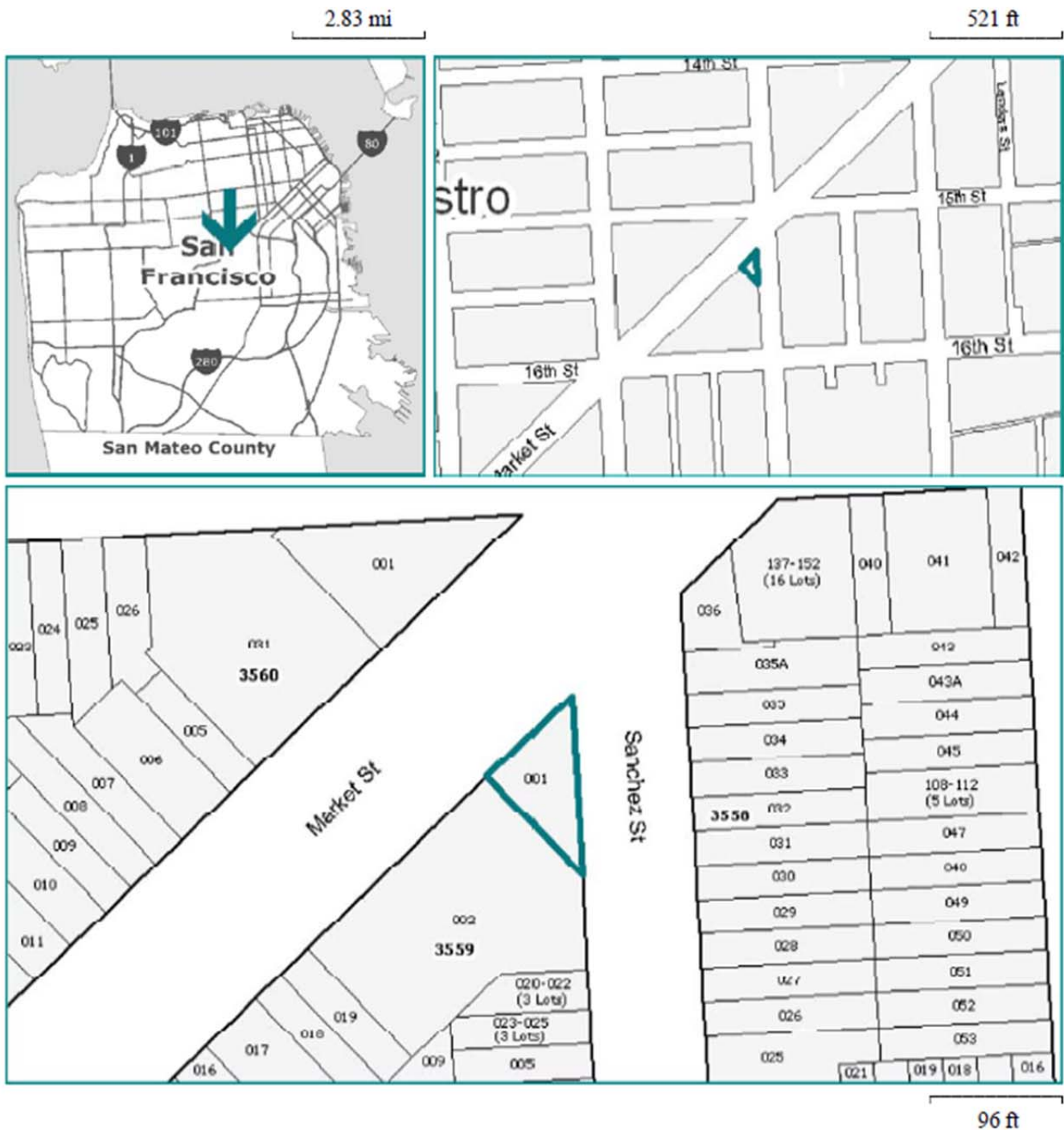
PROJECT DESCRIPTION

The project site is a triangular parcel on the southwest corner of Market and Sanchez streets in San Francisco's Castro/Upper Market neighborhood (see Figure 1). The project site is occupied by a two-story, 18-foot-tall, approximately 3,700-gross-square-foot (gsf) commercial building and surface parking for seven vehicles.

The proposed project consists of demolishing the existing building and surface parking and constructing a six-story, 65-foot-tall building containing 14 dwelling units, approximately 2,650 gsf of ground-floor retail space, and six parking spaces (see Figures 2 through 7). There would be two eight-foot-tall stair penthouses and a 16-foot-tall elevator penthouse on the roof of the building; the maximum building height would be 81 feet. The dwelling units would be on the second through sixth floors. All six parking spaces would be in the basement, and they would be accessed by a garage door on Sanchez Street. The two existing curb cuts on Sanchez Street would be removed and replaced with one new 12-foot-wide curb cut and driveway. A total of 16 bicycle parking spaces would be provided; 14 Class 1 spaces would be provided in the basement, and two Class 2 spaces would be provided on the Sanchez Street sidewalk adjacent to the project site. Usable open space for the residents of the proposed project would be provided in the form of terraces at the second and sixth floors and a roof deck (see Figures 5, 7, and 8).

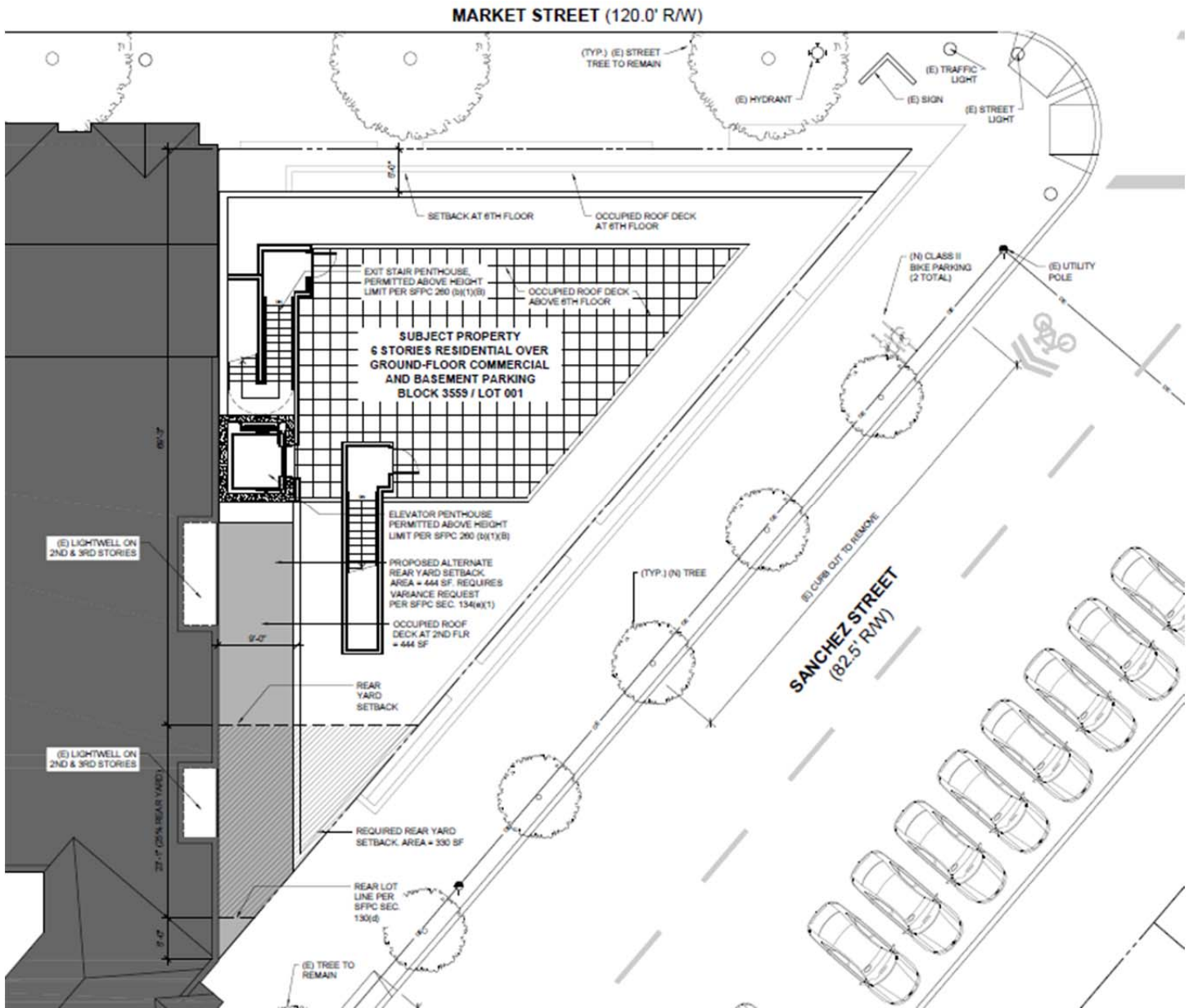
Project Construction

Construction of the proposed project is expected to last about 14 months. The proposed building would be supported by a conventional spread footings foundation; pile driving is not required. Construction of the proposed project would require excavation to a depth of 14 feet below ground surface and the removal of about 2,106 cubic yards of soil.



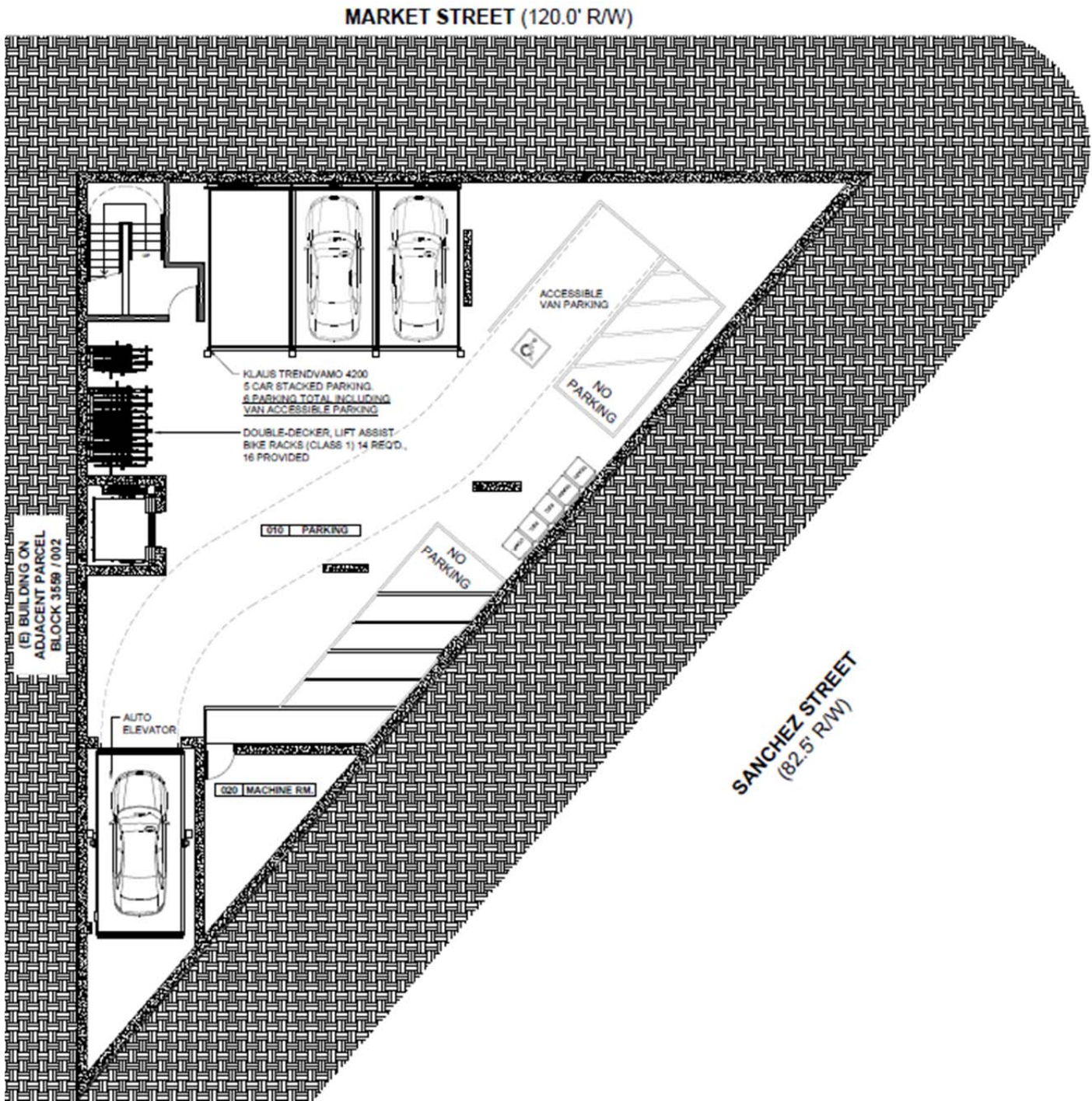
SOURCE: San Francisco Planning Department

FIGURE 1: PROJECT LOCATION



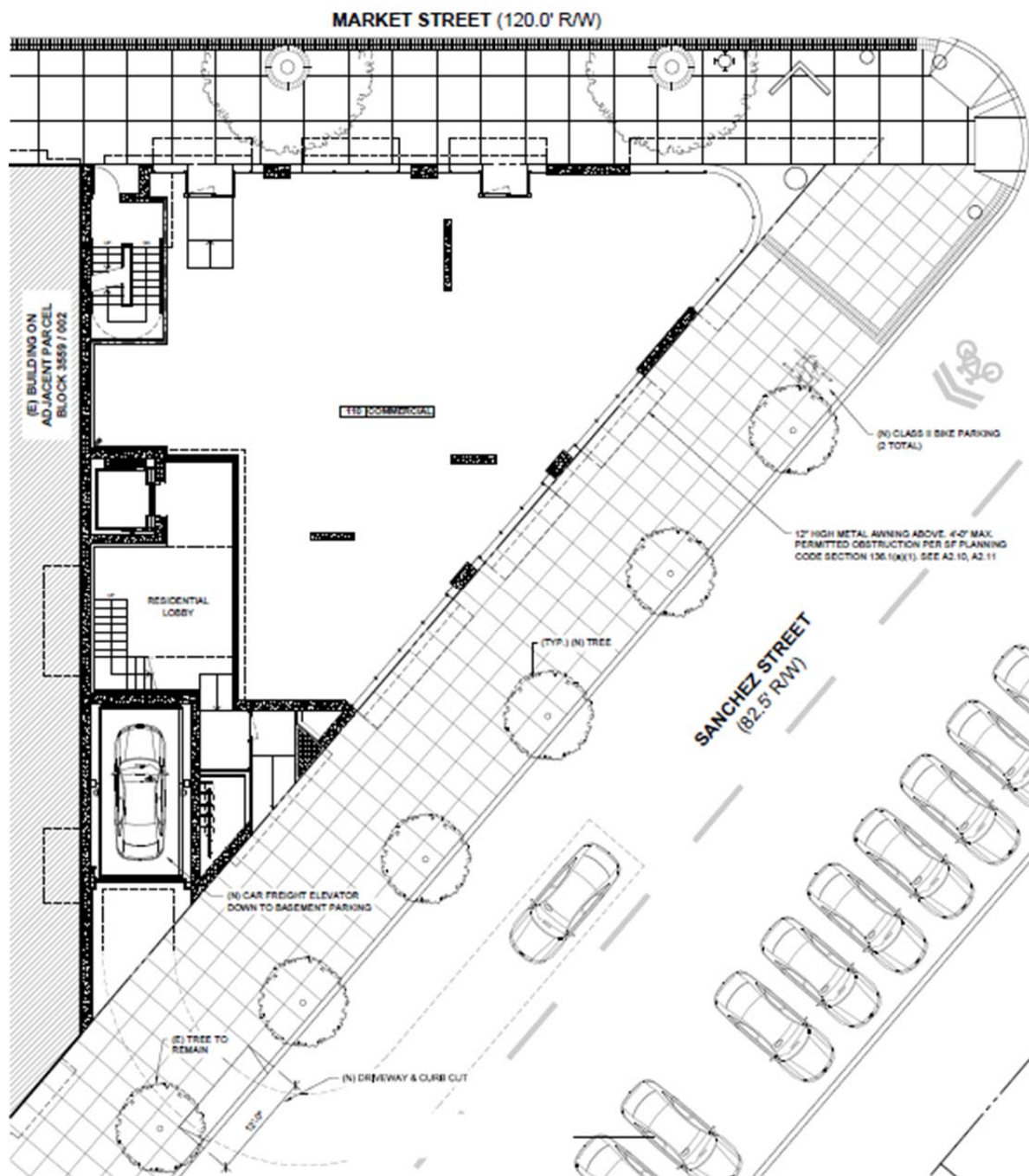
SOURCE: Edmonds + Lee Architects

FIGURE 2: PROPOSED SITE PLAN



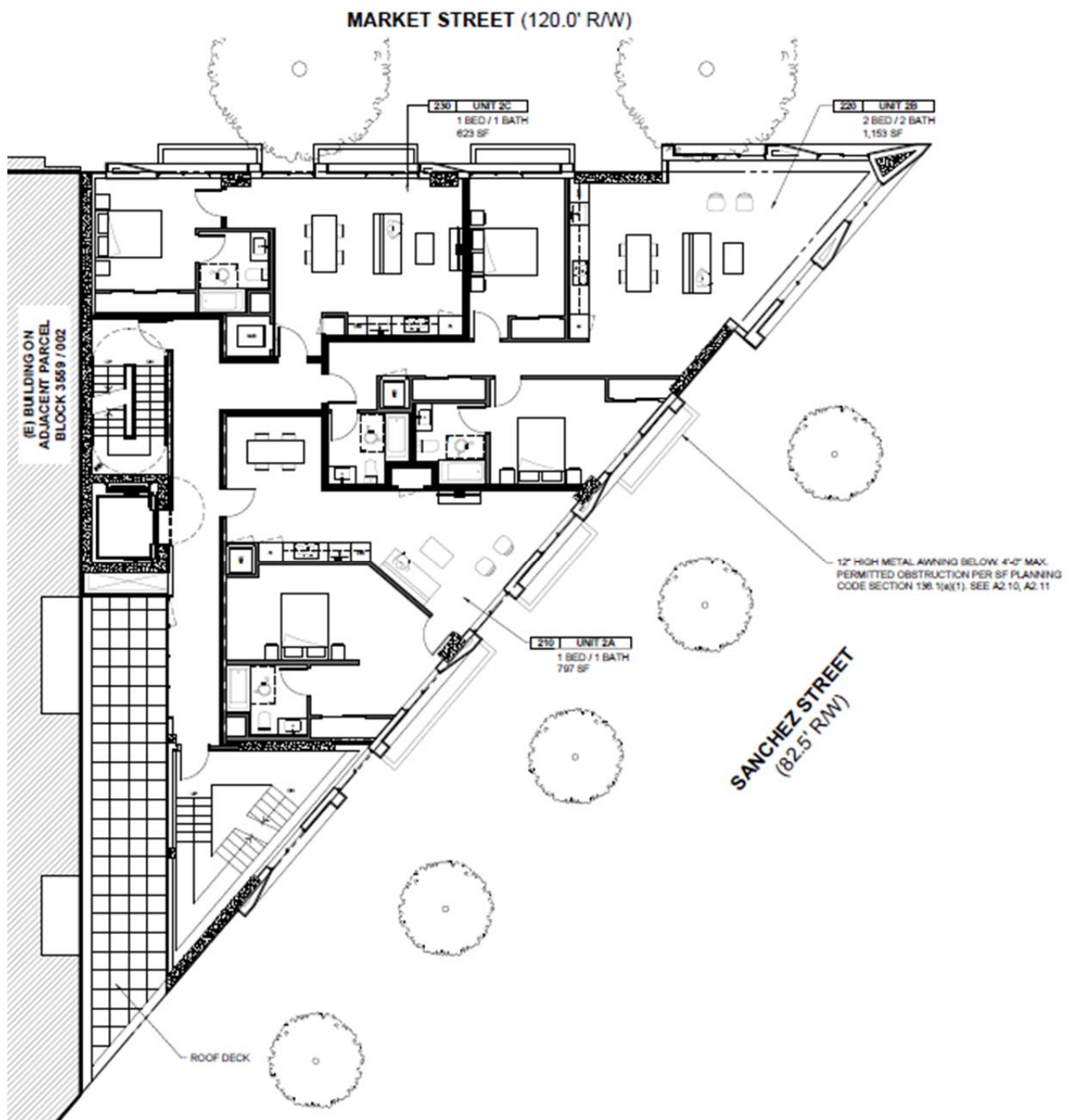
SOURCE: Edmonds + Lee Architects

FIGURE 3: PROPOSED BASEMENT PLAN



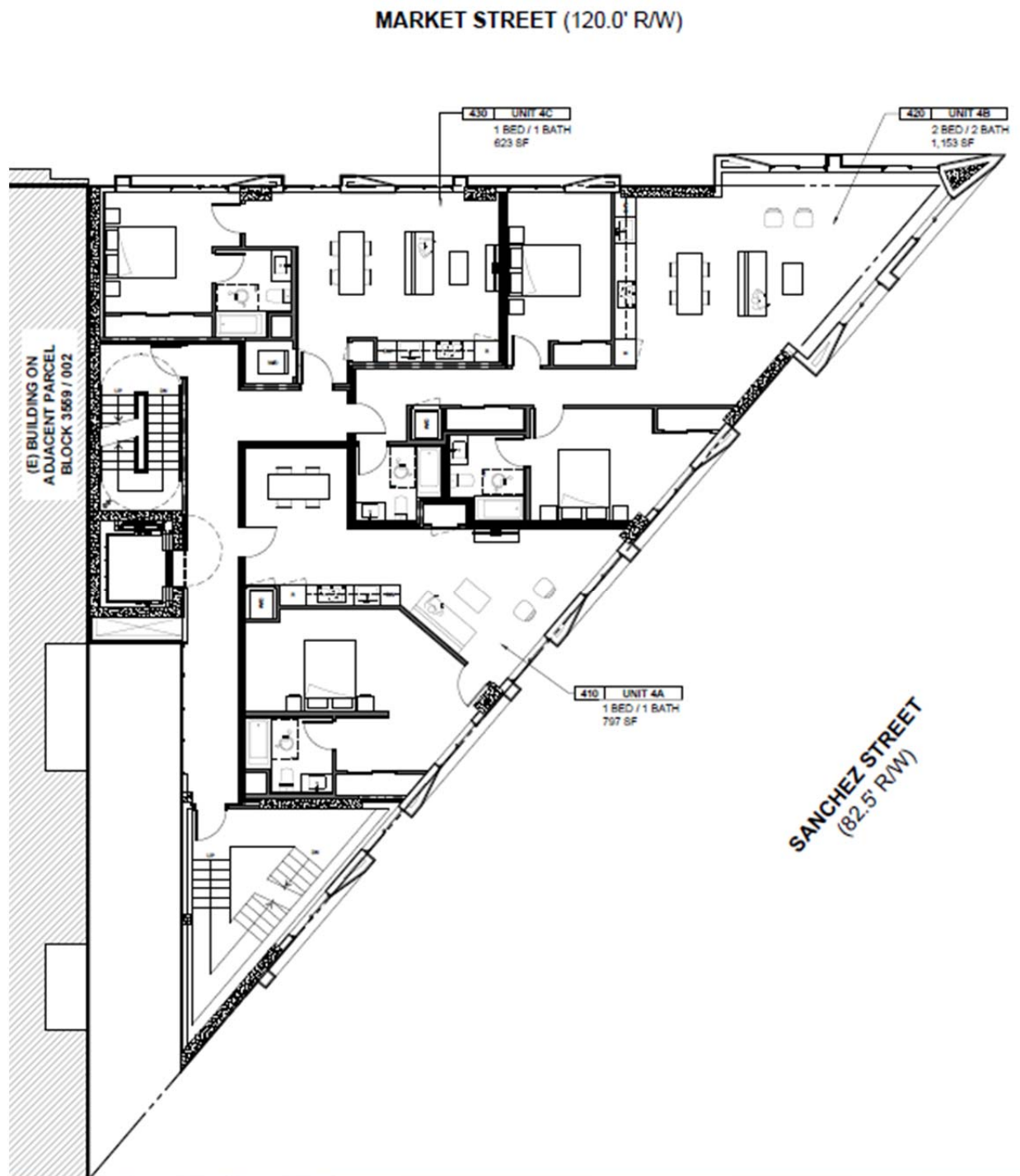
SOURCE: Edmonds + Lee Architects

FIGURE 4: PROPOSED GROUND FLOOR PLAN



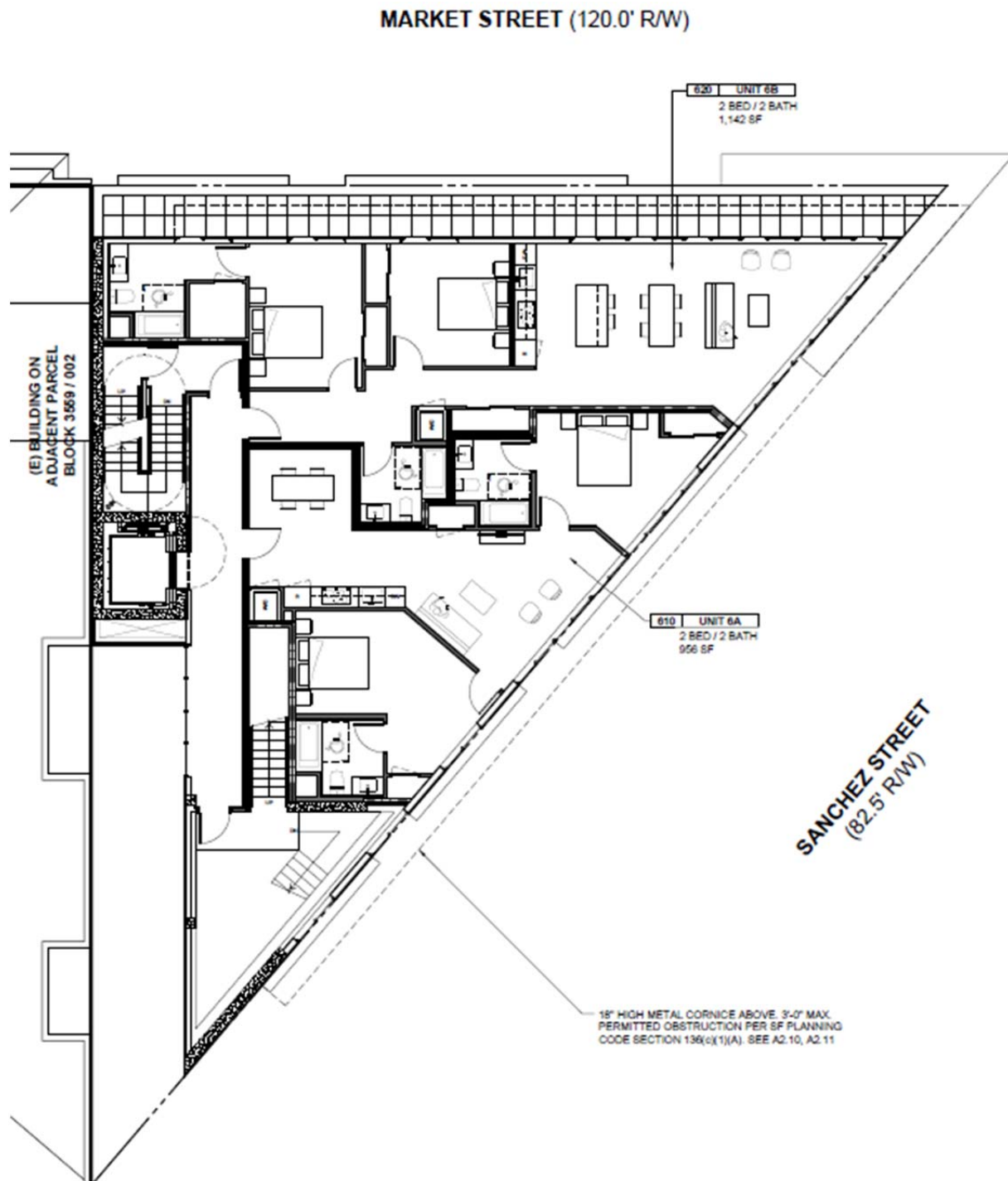
SOURCE: Edmonds + Lee Architects

FIGURE 5: PROPOSED SECOND FLOOR PLAN



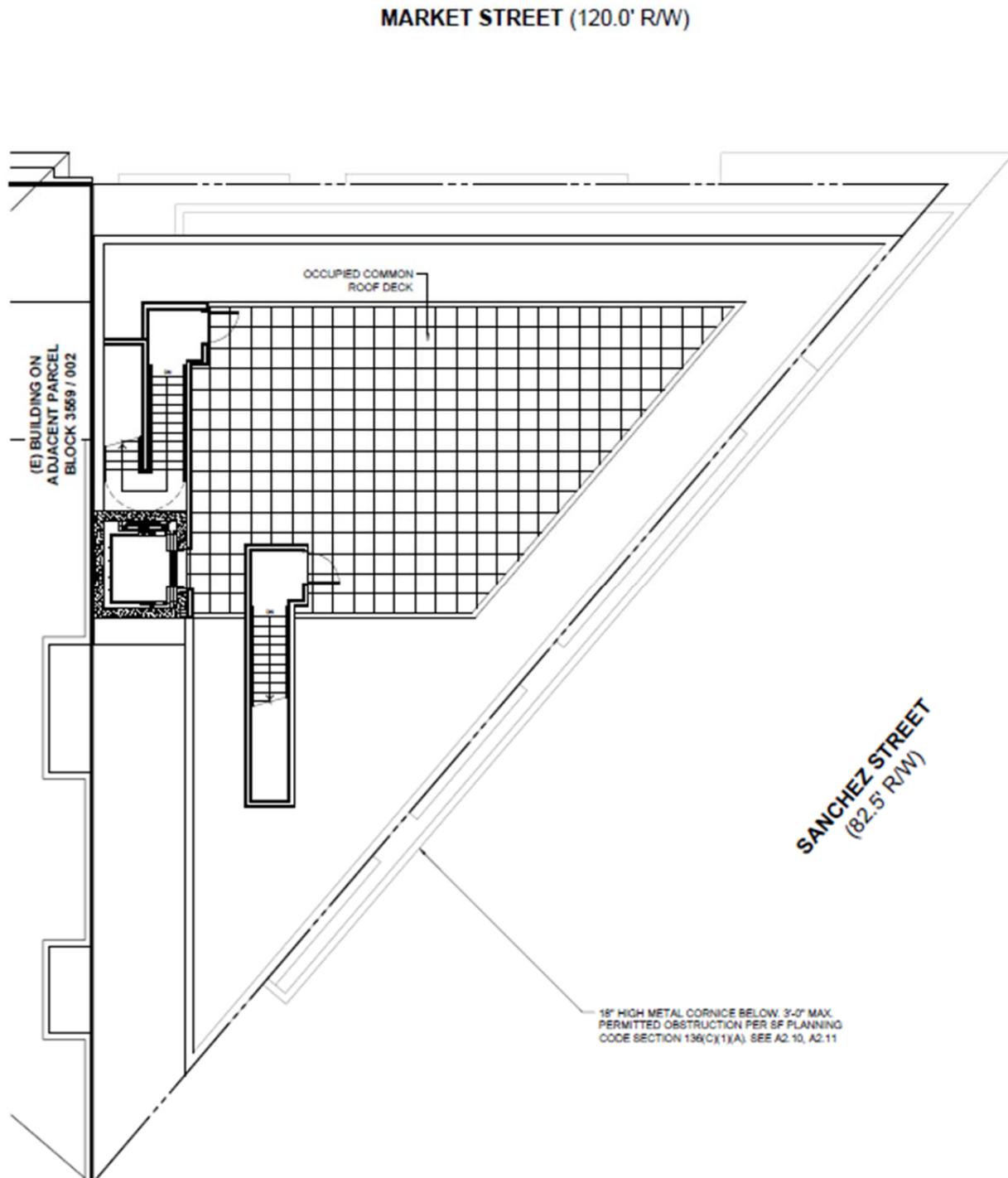
SOURCE: Edmonds + Lee Architects

FIGURE 6: PROPOSED FOURTH FLOOR PLAN



SOURCE: Edmonds + Lee Architects

FIGURE 7: PROPOSED SIXTH FLOOR PLAN



SOURCE: Edmonds + Lee Architects

FIGURE 8: PROPOSED ROOF PLAN



FIGURE 9: PROPOSED MARKET STREET ELEVATION

SOURCE: Edmonds + Lee Architects



FIGURE 10: PROPOSED SANCHEZ STREET ELEVATION

SOURCE: Edmonds + Lee Architects

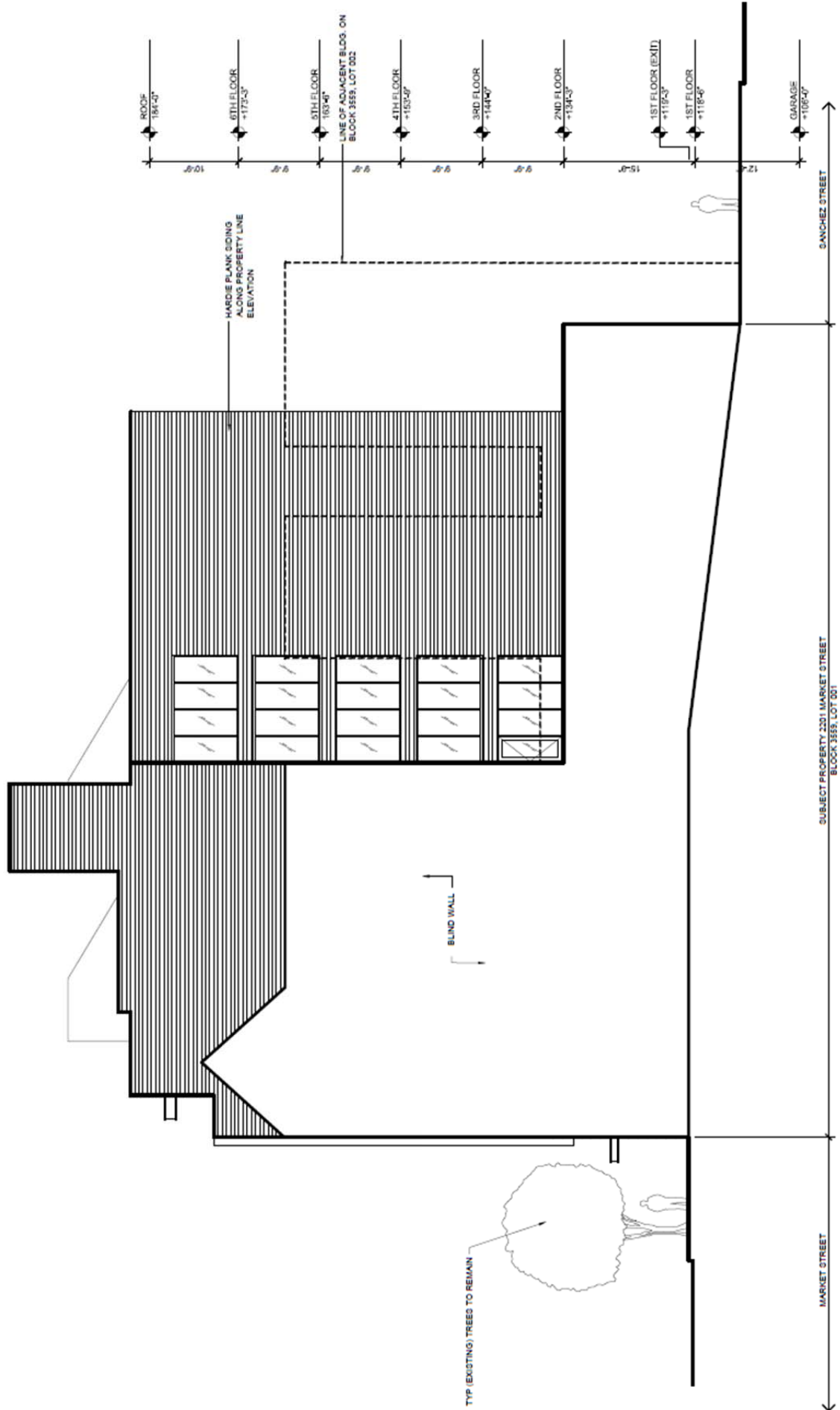


FIGURE 11: PROPOSED SOUTHWEST ELEVATION

SOURCE: Edmonds + Lee Architects



SOURCE: Edmonds + Lee Architects

FIGURE 12: VIEW ALONG MARKET STREET



SOURCE: Edmonds + Lee Architects

FIGURE 13: VIEW OF MARKET AND SANCHEZ STREETS

Project Approval

The proposed project would require the following approvals:

- **Rear Yard Variance** (*Zoning Administrator*)
- **Demolition Permit** (*Planning Department and Department of Building Inspection*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

The proposed project is subject to notification under Planning Code Section 312. If discretionary review before the Planning Commission is requested, the discretionary review decision constitutes the Approval Action for the proposed project. If no discretionary review is requested, the issuance of the building permit by the Department of Building Inspection constitutes the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether such impacts are addressed in the Programmatic Environmental Impact Report for the Market and Octavia Area Plan (Market and Octavia 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 Market and Octavia 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 Market and Octavia PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such topics are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeology, transportation, air quality, hazardous materials, and geology. Mitigation measures were identified for these impacts and reduced all of these impacts to less-than-significant levels with the exception of those related to shadow (impacts on two open spaces: the War Memorial Open Space and United Nations Plaza) and transportation (project- and program-level as well as cumulative traffic impacts at nine intersections; project-level and cumulative transit impacts on the 21 Hayes Muni line).

Implementation of the proposed project would result in the demolition of the building and surface parking on the project site and the construction of a six-story, 65-foot-tall, approximately 23,460-gsf

¹ San Francisco Planning Department, *Market and Octavia Area Plan Final Environmental Impact Report*, Case No. 2003.0347E, State Clearinghouse No. 2004012118, certified April 5, 2007. This document is available online at www.sf-planning.org/index.aspx?page=1714 or at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

building containing 14 dwelling units, approximately 2,650 gsf of ground-floor retail space, and six parking spaces. As discussed below in this CPE Checklist, the proposed project would not result in new, significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR.

SENATE BILL 743

Aesthetics and Parking

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

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

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

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the OPR published for public review and comment a [*Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*](#),³ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling. Therefore, impacts and mitigation measures from the Market and Octavia PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures D3: Traffic Mitigation Measure for Laguna/Market/Hermann/Guerrero Streets Intersection (LOS D to LOS E PM peak-hour), D4: Traffic Mitigation Measure for Market/Sanchez/ Fifteenth Streets Intersection (LOS E to LOS E with increased delay PM peak-hour), D5: Traffic Mitigation Measure for Market/Church/Fourteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour), and

² San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis*, 2201 Market Street, March 14, 2016.

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

D6: Traffic Mitigation Measure for Mission Street/Otis Street/South Van Ness Intersection (LOS F to LOS F with increased delay PM peak-hour). Instead, VMT and induced automobile travel impact analyses are provided in the Transportation and Circulation section of this checklist.

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

The Market and Octavia PEIR determined that implementation of the *Market and Octavia Area Plan* would not result in a significant adverse impact related to land use and land use planning, and no mitigation measures were identified. The proposed project consists of the demolition of a two-story, 3,700-gsf commercial building with surface parking and the construction of a 65-foot-tall building containing 14 dwelling units, approximately 2,650 gsf of retail space, and six parking spaces. The proposed project is within the scope of development projected under the *Market and Octavia Area Plan*. Furthermore, the Citywide Planning and Current Planning divisions of the Planning Department have determined that the proposed project is permitted in the Upper Market Street NCT District and is consistent with the bulk, density, and land uses as envisioned in the *Market and Octavia Area Plan*.^{4,5}

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to land use and land use planning that were not identified in the Market and Octavia PEIR.

⁴ Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2014.0161E, 2201 Market Street, March 18, 2016.*

⁵ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, Case No. 2014.0161E, 2201 Market Street, February 25, 2016.*

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

One goal of the *Market and Octavia Area Plan* is to implement citywide policies to increase the supply of high-density housing in neighborhoods having sufficient transit facilities, neighborhood-oriented uses, and infill development sites. The Market and Octavia PEIR analyzed a projected increase of 7,620 residents in the Plan Area by the year 2025 and determined that this anticipated growth would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project consists of the demolition of a two-story, 3,700-gsf commercial building with surface parking and the construction of a 65-foot-tall building containing 14 dwelling units, approximately 2,650 gsf of retail space, and six parking spaces. Implementation of the proposed project would result in a net decrease of about five employees and a net increase of about 26 residents on the project site.^{6, 7} The population growth associated with the proposed project is within the scope of the population growth that was anticipated under the *Market and Octavia Area Plan* and analyzed in the Market and Octavia PEIR.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to population and housing that were not identified in the Market and Octavia PEIR.

⁶ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Appendix C, Table C-1. An employment factor of 276 gsf per employee is used for general office uses. Based on 3,700 gsf of existing office space, there are 13 employees. An employment factor of 350 gsf per employee is used for general retail uses. Based on 2,650 gsf of proposed retail space, there would be eight employees. The difference between existing and proposed conditions is a net reduction of six employees.

⁷ The Market and Octavia PEIR assumed that the Plan Area would have an average household size of 1.87 residents per dwelling unit in the year 2025.

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

Historic Architectural Resources

The Market and Octavia PEIR noted that although development would be allowed in the Plan Area, the implementation of urban design guidelines and other rules, such as evaluation under CEQA, would reduce the overall impact on historic architectural resources to a less-than-significant level. No mitigation measures were identified.

Under CEQA, evaluation of the potential for proposed projects to impact historical resources is a two-step process. The first step is to determine whether the property is a historical resource as defined in CEQA Guidelines Section 15064.5(a)(3). If it is determined to be a historical resource, the second step is to evaluate whether the action or project proposed would cause a substantial adverse change.

Implementation of the proposed project would result in the demolition of the existing building on the project site. The Planning Department previously determined that the existing building, which was constructed in 1956, is not a historic resource.⁸

The project site is within the Upper Market Street Commercial Historic District, and the project sponsor provided a Historic Resource Evaluation (HRE) that assesses the proposed project's design for compatibility with the character of the district.⁹ The Planning Department reviewed the HRE and the plans for the proposed project and concluded that the design of the proposed project is compatible with the character of the Upper Market Street Commercial Historic District.¹⁰

For these reasons, the proposed project would not contribute to the significant project-specific or cumulative historic resource impacts identified in the Market and Octavia PEIR, and no historic resource mitigation measures are applicable to the proposed project.

⁸ San Francisco Planning Department, *Preservation Team Review Form, 2201 Market Street*, February 22, 2013.

⁹ GPA Consulting, *Historic Resource Evaluation Part 2, 2201 Market Street, San Francisco*, March 2015.

¹⁰ Tina Tam, San Francisco Planning Department, email to Michael Li, San Francisco Planning Department, March 21, 2016.

Archeological Resources

The Market and Octavia PEIR determined that implementation of the Area Plan could result in significant impacts on archeological resources and identified four mitigation measures that would reduce these potential impacts to less-than-significant levels (Mitigation Measures C1 through C4). Mitigation Measure C1: Soil-Disturbing Activities in Archeologically Documented Properties,¹¹ applies to properties that have a final Archeological Resource Design/Treatment Plan (ARDTP) on file; it requires that an addendum to the ARDTP be completed. Mitigation Measure C2: General Soil-Disturbing Activities,¹² was determined to be applicable to any project involving any soil-disturbing activities below a depth of four feet below ground surface (bgs) and located in areas for which no archeological assessment report has been prepared. Mitigation Measure C2 requires that a Preliminary Archeological Sensitivity Study (PASS) be prepared by a qualified consultant or that a Preliminary Archeological Review (PAR) be conducted by Planning Department staff. Mitigation Measure C3: Soil-Disturbing Activities in Public Street and Open Space Improvements,¹³ applies to improvements to public streets and open spaces if those improvements disturb soils below a depth of four feet bgs; it requires an Archeological Monitoring Program. Mitigation Measure C4: Soil-Disturbing Activities in the Mission Dolores Archeological District,¹⁴ applies to projects in the Mission Dolores Archeological District that result in substantial soils disturbance; it requires an Archeological Testing Program as well as an Archeological Monitoring Program and an Archeological Data Recovery Program, if appropriate.

The PEIR anticipated that development at the project site would have the potential to disturb archeological deposits. Market and Octavia PEIR Mitigation Measure C2 would apply to the proposed project because the project site requires soil disturbance to a depth of four feet bgs in an area for which no archeological assessment has been prepared. The Planning Department conducted a Preliminary Archeological Review and determined that the first standard archeological mitigation measure is applicable to the proposed project.¹⁵ This mitigation measure, identified as Project Mitigation Measure 1: Accidental Discovery, is discussed on pp. 45-46. The project sponsor has agreed to implement Project Mitigation Measure 1.¹⁶

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts on archeological resources that were not identified in the Market and Octavia PEIR.

¹¹ Throughout this CPE, mitigation measures from the Market and Octavia PEIR are numbered based on the adopted Mitigation Monitoring and Reporting Program for the proposed project at 2201 Market Street; mitigation numbers from the PEIR are also provided for reference. Mitigation Measure C1 is Mitigation Measure 5.6.A1 in the PEIR.

¹² Mitigation Measure C2 is Mitigation Measure 5.6.A2 in the PEIR.

¹³ Mitigation Measure C3 is Mitigation Measure 5.6.A3 in the PEIR.

¹⁴ Mitigation Measure C4 is Mitigation Measure 5.6.A4 in the PEIR.

¹⁵ Randall Dean, San Francisco Planning Department, email to Michael Li, San Francisco Planning Department, January 22, 2015.

¹⁶ *Agreement to Implement Mitigation and Improvement Measures, Case No. 2014.0161E, 2201 Market Street*, March 15, 2016.

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

The Market and Octavia PEIR anticipated that growth resulting from the zoning changes under the *Market and Octavia Area Plan* would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction.

The Market and Octavia PEIR identified significant traffic impacts at seven intersections and one significant transit impact. In the vicinity of the project site, the Market and Octavia PEIR identified cumulatively considerable impacts at the intersections of Market Street/Sanchez Street/15th Street (adjacent to the project site) and at Market Street/Church Street/14th Street (one block northeast). The Market and Octavia PEIR identified a significant and unavoidable cumulative transit impact on the 21 Hayes Muni route during the weekday p.m. peak hour. This impact was a result of the increased vehicle delay along Hayes Street from Van Ness Avenue to Gough Street due to the proposed reconfiguration of Hayes Street under the *Market and Octavia Area Plan*.

The PEIR identified eight transportation mitigation measures involving plan-level traffic management strategies, intersection and roadway improvements, and transit improvements to be implemented by the Planning Department, the Department of Public Works (DPW), and the San Francisco Municipal Transportation Agency (SFMTA). The PEIR did not identify project-level transportation mitigation measures to be implemented by project sponsors for future development under the *Market and Octavia Area Plan*. The PEIR determined that, even with implementation of the identified plan-level mitigation measures, the significant adverse effects at seven intersections and the cumulative impacts on certain

transit lines resulting from delays at several Hayes Street intersections could not be fully mitigated. These impacts were found to be significant and unavoidable.

As previously noted under “Senate Bill 743,” in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted Resolution No. 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Market and Octavia PEIR associated with automobile delay are not discussed in this checklist.

The Market and Octavia PEIR did not evaluate VMT or the potential for induced automobile travel. The VMT analysis and the Induced Automobile Travel analysis presented below evaluate the proposed project’s transportation effects using the VMT metric.

As discussed above, the *Market and Octavia Area Plan* would not result in significant impacts on pedestrians, bicyclists, loading, emergency access, or construction. The proposed project is within the scope of development projected under the *Market and Octavia Area Plan*, and there are no conditions that are specific to the project site or the proposed project that would result in additional impacts beyond those analyzed in the PEIR.

As discussed on p. 16, parking effects of the project are not to be considered significant impacts on the environment. The transportation analysis below accounts for potential secondary effects from a parking shortfall, such as drivers circling and looking for parking spaces 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 project site 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.

Vehicle Miles Traveled Analysis

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

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZs), which are used in transportation planning models for transportation analysis and other planning purposes. TAZs 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 site. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project site as opposed to the entire chain of trips. A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{17, 18}

For residential development, the regional average daily VMT per capita is 17.2.¹⁹ For retail development, regional average daily work-related VMT per employee is 14.9. Please see Table 1: Daily Vehicle Miles Traveled, which includes the transportation analysis zone, 561, in which the project site is located.

Table 1: Daily Vehicle Miles Traveled

<u>Land Use</u>	<u>Bay Area</u>		<u>TAZ 561</u>
	<u>Regional Average</u>	<u>Regional Average Minus 15%</u>	
Households (Residential)	17.2	14.6	5.7
Employment (Retail)	14.9	12.6	8.9

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 development, the existing regional average daily household VMT per capita is 17.2, and the future 2040 regional average household VMT per capita is 16.1. For retail development, the existing regional average daily employee VMT per capita is 14.9, and the future 2040 regional average daily retail employee VMT per capita 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 all retail-related VMT to retail sites to be apportioned 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.

The project site is in transportation analysis zone (TAZ) 561, and the proposed project would include 14 dwelling units and approximately 2,650 square feet of retail space.

In TAZ 561, the existing average daily household VMT per capita is 5.7, and the existing average daily retail employee VMT per capita is 8.9. The TAZ 561 VMT averages are more than 15 percent below the existing regional VMT averages of 17.2 and 14.9, respectively, and the proposed project would not result in substantial additional VMT.²⁰

In TAZ 561, the future 2040 average daily household VMT per capita is 5.1, and the future 2040 average daily retail employee VMT per capita is 9.1. The TAZ 561 VMT averages are more than 15 percent below the future 2040 regional VMT averages of 16.1 and 14.6, respectively, and the proposed project would not result in substantial additional VMT.²¹

Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential and retail uses would not cause substantial additional VMT.²² For these reasons, the proposed project would not result in significant traffic impacts.

Induced Automobile Travel Analysis

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

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. The two existing curb cuts on Sanchez Street would be removed and replaced with one new curb cut and driveway. The proposed project would also include the installation of Class 2 bicycle parking facilities on the Sanchez Street sidewalk adjacent to the project site. These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.²³

Trip Generation

Localized trip generation for the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review (Transportation Guidelines)* developed by the San Francisco Planning Department.²⁴ The proposed project would generate an estimated 518 person trips (inbound and outbound) on a weekday daily basis, consisting of 288 person trips by auto, 110 transit trips, 100 walk trips, and 19 trips by other modes.

²⁰ San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis*, 2201 Market Street, March 14, 2016.

²¹ *Ibid.*

²² *Ibid.*

²³ *Ibid.*

²⁴ San Francisco Planning Department, *Transportation Calculations*, 2201 Market Street, February 19, 2016.

During the p.m. peak hour, the proposed project would generate an estimated 57 person trips, consisting of 29 person trips by auto (18 vehicle trips accounting for vehicle occupancy data for the census tract in which the project site is located), 15 transit trips, 10 walk trips and three trips by other modes.

Transit

The project site is well served by public transportation (see Attachment B). Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the F Market, J Church, KT Ingleside/Third Street, L Taraval, and M Oceanview Muni Metro lines and the 22 Fillmore, 24 Divisadero, 37 Corbett, 47 Van Ness, and 49 Van Ness-Mission bus lines.

The proposed project would be expected to generate 110 daily transit trips, including 15 transit trips during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 15 p.m. peak-hour transit trips would be accommodated by existing capacity. Therefore, the proposed project would not result in unacceptable levels of transit service or cause an increase in transit delays or operating costs such that significant adverse impacts to transit service would result.

As discussed above, the Market and Octavia PEIR identified significant and unavoidable cumulative transit delay impacts to the 21 Hayes Muni route. The proposed project would not contribute considerably to these conditions as its contribution of 15 p.m. peak-hour transit trips would not be a substantial proportion of the overall additional transit volume generated by projects developed under the *Market and Octavia Area Plan*. The proposed project would also not contribute considerably to 2025 significant cumulative transit impacts.

Conclusion

For these reasons, the proposed project would not result in significant project-specific impacts related to transportation and circulation beyond those identified in the Market and Octavia PEIR and would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Market and Octavia PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
5. NOISE —Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction Impacts

The Market and Octavia PEIR noted that the background noise levels in San Francisco are elevated primarily due to traffic noise and that some streets, such as Market Street, have higher background noise levels. The PEIR identified an increase in the ambient noise levels during construction, dependent on the types of construction activities and construction schedules, and noise from increased traffic associated with construction truck trips along access routes to development sites. The PEIR determined that compliance with the San Francisco Noise Ordinance (Noise Ordinance), codified as Article 29 of the San Francisco Police Code, would reduce construction impacts to less-than-significant levels. No mitigation measures related to noise from construction were identified in the Market and Octavia PEIR.

All construction activities for the proposed project (approximately 14 months) would be subject to and would comply with the Noise Ordinance, which requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA²⁵ at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of San Francisco Public Works (SFPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of SFPW authorizes a special permit for conducting the work during that period.

The DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Although pile driving is not required or proposed, occupants of nearby properties could be disturbed by construction noise during the 14 month construction period for the proposed project. There may be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise levels in the project vicinity during construction of the proposed project would not be considered a significant impact, because the construction noise would be

²⁵ The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

temporary, intermittent, and restricted in occurrence and level due to required compliance with the Noise Ordinance.

For these reasons, the proposed project would not result in significant project-specific or cumulative construction-related noise and vibration impacts that were not identified in the PEIR, and no mitigation measures are necessary.

Operational Impacts

The PEIR noted that Area Plan-related land use changes would have the potential to create secondary noise impacts associated with projects' fixed-location heating, ventilating, or air-conditioning equipment and other localized noise-generating activities. The PEIR determined that existing ambient noise levels in the Plan Area would generally mask noise from new on-site equipment. Therefore, the increase in noise levels from operation of equipment would be less than significant. The PEIR also determined that all new development in the Plan Area would be required to comply with Title 24 of the California Code of Regulations and with the Land Use Compatibility Guidelines for Community Noise in the Environmental Protection Element of the of the *General Plan*,²⁶ which would prevent significant operational impacts on sensitive receptors.

The proposed project would be required to comply with the interior noise standards set forth in Title 24. The proposed project includes the installation of mechanical equipment, such as heating and ventilation systems, that could produce operational noise. The operation of this equipment would be required to comply with the standards set forth in Section 2909 of the Noise Ordinance, which would minimize noise from building operations. Therefore, noise impacts related to the proposed project's operation would be less than significant. The proposed building would also not contribute, to a considerable increment, to any cumulative noise impacts related to noise from mechanical equipment.

Ambient noise levels in San Francisco are largely influenced by traffic. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (a 3-dB increase). As discussed under CPE Checklist Topic 4, Transportation and Circulation, the proposed project would generate 18 vehicle trips during the p.m. peak hour. Given the existing traffic volumes in the project vicinity, the 18 vehicle trips during the p.m. peak hour would not double the traffic volumes on any given street in the project vicinity. Therefore, the proposed project would not result in a perceptible increase in noise levels from project-related traffic and would not contribute, to a considerable increment, to any cumulative noise impacts resulting from project-generated traffic.

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

For these reasons, the proposed project would not result in significant project-specific or cumulative noise and vibration impacts that were not identified in the PEIR, and no mitigation measures are necessary.

²⁶ *San Francisco General Plan*. Environmental Protection Element, Policy 11.1, Land Use Compatibility Chart for Community Noise. Last amended December. Available online at: www.sf-planning.org/ftp/general_plan/l6_Environmental_Protection.htm, accessed March 1, 2016.

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

The Market and Octavia PEIR identified potentially significant air quality impacts resulting from temporary exposure to elevated levels of fugitive dust and diesel particulate matter (DPM) during construction of development projects under the Area Plan. The PEIR identified two mitigation measures that would reduce these air quality impacts to less-than-significant levels. Market and Octavia PEIR Mitigation Measures E-1 and E-2 address air quality impacts during construction. All other air quality impacts were found to be less than significant.

Construction Dust Control

Market and Octavia PEIR Mitigation Measure E-1: Construction Mitigation Measure for Particulate Emissions, requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants. Subsequent to the certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures.

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

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District's *CEQA Air Quality Guidelines (Air Quality Guidelines)* provide screening criteria²⁷ for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the *Air Quality Guidelines*, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the *Air Quality Guidelines* screening criteria. The proposed project, with a total of 14 dwelling units, is below both the construction screening criterion ("apartment, high-rise, 249 dwelling units" land use type) and the operational screening criterion ("apartment, high-rise, 510 dwelling units" land use type). Therefore, the proposed project would not result in any significant project-specific or cumulative impacts related to criteria air pollutants that were not identified in the Market and Octavia PEIR. A detailed air quality assessment is not required, and no mitigation measures are necessary.

Health Risk

Subsequent to certification of the Market & Octavia PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance No. 224-14, effective December 7, 2014), generally referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the APEZ. The project site is not within an APEZ. The APEZ, as defined in Article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration and cumulative excess cancer risk. The APEZ incorporates health vulnerability factors and proximity to freeways. Projects within the APEZ 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 within an identified APEZ. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial, and the remainder of Mitigation Measure E-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting Sensitive Land Uses

Implementation of the proposed project would result in the development of residential uses, which are considered sensitive land uses for the purposes of air quality evaluation. As discussed above, the project site is not in an APEZ. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial, and Article 38 is not applicable to the proposed project.

²⁷ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2011, pp. 3-2 to 3-3.

Siting New Sources

The proposed project would not include a backup diesel generator or other equipment that would emit DPM or other toxic air contaminants. As discussed above, the ambient health risk to sensitive receptors from air pollutants is not considered substantial, and Article 38 is not applicable to the proposed project.

Conclusion

For these reasons, the proposed project would not result in significant air quality impacts beyond those 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Market and Octavia PEIR

The State CEQA Guidelines were amended in 2010 to require an analysis of a project's greenhouse gas (GHG) emissions on the environment. The Market and Octavia PEIR was certified in 2007 and, therefore, did not analyze the effects of GHG emissions. In addition, the Bay Area Air Quality Management District (BAAQMD) has prepared guidelines that provide methodologies for analyzing air quality impacts under CEQA, including the impact of GHG emissions. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with a GHG reduction strategy to conclude that the project's GHG emissions are less than significant. The following analysis is based on BAAQMD and CEQA guidelines for analyzing GHG emissions. As discussed below, the proposed project would not result in any new significant impacts related to GHG emissions.

Proposed Project

San Francisco's *Strategies to Address Greenhouse Gas Emissions*²⁸ 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,²⁹ exceeding the year 2020 reduction goals outlined in the BAAQMD's *Bay Area 2010 Clean Air Plan*,³⁰ Executive Order S-3-05,³¹ and

²⁸ 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.

²⁹ ICF International, *Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco*, January 21, 2015.

³⁰ 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.

Assembly Bill 32 (also known as the Global Warming Solutions Act).^{32, 33} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05³⁴ and B-30-15.^{35, 36} 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 introducing 14 dwelling units, approximately 2,650 gsf of retail space, and six parking spaces to replace a 3,700-gsf commercial building and surface parking for seven vehicles. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, Transportation Sustainability Fee, bicycle parking requirements, and low-emission car parking 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 and the Residential Water Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.³⁷

³¹ 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.

³² 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](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_0001-0050_ab_32_bill_20060927_chaptered.pdf), accessed March 3, 2016.

³³ 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 the year 2020.

³⁴ Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

³⁵ 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.

³⁶ 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 (iv) by 2050, reduce GHG emissions by 80 percent below 1990 levels.

³⁷ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump, and treat water required for the project.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy³⁸ and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).³⁹ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁴⁰

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. For these reasons, the proposed project would not result in significant impacts beyond those identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

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

Wind

The Market and Octavia PEIR determined that new construction developed under the Area Plan, including new buildings and additions to existing buildings, could result in significant impacts related to ground-level winds. PEIR Mitigation Measure B1: Buildings in Excess of 85 Feet in Height,⁴¹ and PEIR Mitigation Measure B2: All New Construction,⁴² identified in the PEIR, require individual project sponsors to minimize the wind effects of new buildings developed under the Area Plan through site and

³⁸ Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

³⁹ 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.

⁴⁰ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 2201 Market Street*, March 21, 2016.

⁴¹ Mitigation Measure B1 is Mitigation Measure 5.5.B1 in the Market and Octavia PEIR.

⁴² Mitigation Measure B2 is Mitigation Measure 5.5.B2 in the Market and Octavia PEIR.

building design measures. The Market and Octavia PEIR concluded that implementation of PEIR Mitigation Measures B1 and B2, in combination with existing Planning Code requirements, would reduce both project-level and cumulative wind impacts to less-than-significant levels. PEIR Mitigation Measure B1 is not applicable to the proposed project, because the proposed project does not exceed a height of 85 feet. PEIR Mitigation Measure B2 is applicable to the proposed project. As discussed below, the project sponsor has fulfilled the requirements of PEIR Mitigation Measure B2.

A proposed project's wind impacts are directly related to its height, orientation, design, location, and surrounding development context. Based on wind analyses for other development projects in San Francisco, a building that does not exceed a height of 85 feet generally has little potential to cause substantial changes to ground-level wind conditions. At a height of 65 feet (81 feet at the building's tallest point), the proposed project would be similar in height to the existing 65-foot-tall buildings at 2175 Market Street and 2200 Market Street and the 65-foot-tall building at 2200 Market Street that is currently under construction. Furthermore, the proposed project's long axis is aligned along the prevailing wind directions instead of across the prevailing wind directions (i.e., the proposed project's Market Street façade would allow overhead winds to continue flowing eastward instead of intercepting them and driving them down toward the sidewalk). Given its height, orientation, design, location, and surrounding development context, the proposed building has little potential to cause substantial changes to ground-level wind conditions adjacent to and near the project site.

For these reasons, the proposed project would not result in any significant project-specific or cumulative wind impacts that were not identified in the Market and Octavia PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code Section 295.

The Market and Octavia PEIR analyzed shadow impacts on nearby existing and proposed open spaces under the jurisdiction of the San Francisco Recreation and Park Commission as well as those that are not (the War Memorial Open Space and United Nations Plaza). The Market and Octavia PEIR determined that implementation of the Area Plan would not result in a significant shadow impact on Section 295 open spaces at the program or project level but identified potentially significant shadow impacts on non-Section 295 open spaces. Mitigation Measure A1: Parks and Open Space Not Subject to Section 295,⁴³ would reduce but may not eliminate significant shadow impacts on the War Memorial Open Space and United Nations Plaza. The PEIR determined that shadow impacts on non-Section 295 open spaces could be significant and unavoidable.

Implementation of the proposed project would result in the construction of a 65-foot-tall building (81 feet at the building's tallest point). The Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks.

⁴³ Mitigation Measure A1 is Mitigation Measure 5.5.A2 in the Market and Octavia PEIR.

The shadow fan analysis prepared by the Planning Department determined that the project as proposed would not cast shadow on any nearby parks.⁴⁴ Therefore, Market and Octavia PEIR Mitigation Measure A1 would not be applicable to the proposed project.

The proposed project would also shade portions of streets, sidewalks, and private properties in the project vicinity at various times of the day throughout the year. Shadows on 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 properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

For these reasons, the proposed project would not result in significant project-specific or cumulative shadow impacts that were not identified in the Market and Octavia PEIR.

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

The Market and Octavia PEIR concluded that implementation of the Area Plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Market and Octavia PEIR.

Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond, providing the Recreation and Park Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. An update of the Recreation and Open Space Element (ROSE) of the *General Plan* was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies locations where proposed open space connections should be built, specifically streets appropriate for potential “living alleys.” In addition, the amended ROSE identifies the role of both the *Better Streets Plan* and the Green Connections Network in open space and recreation. Green Connections are streets and paths that connect people to parks, open spaces, and the waterfront while enhancing the

⁴⁴ San Francisco Planning Department, *Shadow Fan Analysis for 2201 Market Street*, March 24, 2014.

ecology of the street environment. Two routes identified within the Green Connections Network cross the Market and Octavia Plan Area: Marina Green to Dolores Park (Route 15) and Bay to Beach (Route 4).

The proposed project would provide usable open space in the form of terraces at the second and sixth floors and a roof deck. This usable open space would help alleviate the demand for recreational facilities.

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any significant project-specific or cumulative impacts related to recreation that were not identified in the Market and Octavia PEIR.

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

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

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any significant project-specific or cumulative impacts on utilities and service systems that were not identified in the Market and Octavia PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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11. PUBLIC SERVICES—Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

The proposed project would be within the scope of development projected under the *Market and Octavia Area Plan* and would not result in any project-specific or cumulative impacts on public services that were not identified in the Market and Octavia PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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12. BIOLOGICAL RESOURCES—Would the project:

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in the Market and Octavia PEIR, the Plan Area is a developed urban environment completely covered by structures, impervious surfaces, and introduced landscaping. No known, threatened, or endangered animal or plant species are known to exist in the project vicinity that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the 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 within the area covered by the *Market and Octavia Area Plan*, and the proposed would not result in any project-specific or cumulative impacts on biological resources that were not identified in the Market and Octavia PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
13. GEOLOGY AND SOILS —Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR did not identify any significant operational impacts related to geology, soils, and seismicity. Although the PEIR concluded that implementation of the Area Plan would indirectly increase the population that would be exposed to geologic hazards such as earthquakes, seismic ground shaking, liquefaction, and landslides, the PEIR 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 acceptable levels given the seismically active characteristics of the Bay Area.

The Market and Octavia PEIR identified a potential significant impact related to soil erosion during construction. The PEIR found that implementation of Mitigation Measure G1: Construction-Related Soils Mitigation Measure,⁴⁵ which consists of construction best management practices (BMPs) to prevent erosion and discharge of soil sediments into the storm drain system, would reduce any potential impacts to less-than-significant levels.

In 2013, the San Francisco Public Utilities Commission (SFPUC) adopted the Construction Site Runoff Ordinance (Ordinance No. 260-13), which requires all construction sites, regardless of size to implement BMPs to prevent construction site runoff discharges into the City's combined stormwater/sewer system. Furthermore, construction sites that disturb 5,000 square feet or more of ground surface are required to apply for a Construction Site Runoff Control Permit from the SFPUC and submit an Erosion and Sediment Control Plan that includes BMPs to prevent stormwater runoff and soil erosion during construction. The proposed project is subject to the Construction Site Runoff Ordinance, which supersedes Market and Octavia PEIR Mitigation Measure G1.

A preliminary 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. The findings and recommendations of the geotechnical investigation are presented in a geotechnical report and summarized below.⁴⁶

The geotechnical investigation included the drilling of two test borings on the project site to depths of 21.5 and 26 feet. Based on the test borings, the project site is underlain by about 2.5 feet of fill, and the fill is underlain by alluvium. No groundwater was encountered. There are no known active earthquake faults that run underneath the project site or in the project vicinity; the closest active fault to the project

⁴⁵ Mitigation Measure G1 is Mitigation Measure 5.11.A in the Market and Octavia PEIR.

⁴⁶ Rockridge Geotechnical, *Geotechnical Investigation, Proposed Residential Building, 2201 Market Street, San Francisco, California* (hereinafter "Geotechnical Report"), January 6, 2013.

site is the San Andreas Fault, which is about 5.5 miles to the west. The project site is not in a landslide zone or a liquefaction zone.⁴⁷

Construction of the proposed project would require excavation to a depth of 14 feet below ground surface and the removal of about 2,106 cubic yards of soil. The geotechnical report recommends that the proposed project be supported by a conventional spread footings foundation bearing on native alluvium.⁴⁸ Continuous footings should be at least 16 inches wide, isolated spread footings should be at least 24 inches wide, and footings should be founded at least 24 inches below the lowest adjacent soil subgrade and on firm native alluvium.⁴⁹ The project sponsor has agreed to implement these and other recommendations specified in the geotechnical report.

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

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to geology and soils that were not identified in the Market and Octavia 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
14. HYDROLOGY AND WATER QUALITY —Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁴⁷ San Francisco Planning Department, GIS database geology layer, accessed March 1, 2016.

⁴⁸ *Geotechnical Report*, p. 8.

⁴⁹ *Geotechnical Report*, p. 12.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR determined that the anticipated increase in population as a result of implementation of the Area Plan would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. Groundwater encountered during construction would be required to be discharged in compliance with the City's Industrial Waste Ordinance (Ordinance No. 199-77) and would meet specified water quality standards. No mitigation measures were identified in the PEIR.

The project site, which is occupied by an existing commercial building and surface parking, is completely paved. Implementation of the proposed project would not increase the amount of impervious surface area on the project site, would not substantially change existing surface runoff and drainage patterns, and would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding, erosion, or siltation. The rate or amount of surface runoff would not increase to the point that it would exceed the capacity of existing or planned stormwater drainage systems. Furthermore, the proposed project would be constructed in compliance with all applicable federal, state, and local regulations governing water quality and discharges into surface and underground bodies of water. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into the San Francisco Bay. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts on hydrology and water quality that were not identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

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

The Market and Octavia PEIR found that impacts related to hazards and hazardous materials would primarily originate from construction-related activities. Demolition or renovation of existing buildings could result in exposure to hazardous building materials such as asbestos, lead, mercury or polychlorinated biphenyls (PCBs). In addition, the discovery of contaminated soils and groundwater at a construction site could result in exposure to hazardous materials during construction. The PEIR identified a significant impact associated with soil disturbance during construction for sites in areas of naturally occurring asbestos (NOA). The PEIR found that compliance with existing regulations and implementation of Mitigation Measure F1: Program- or Project-Level Mitigation Measures for Hazardous

Materials,⁵⁰ which would require implementation of construction best management practices to reduce dust emissions and tracking of contaminated soils beyond the site boundaries by way of construction vehicles' tires, would reduce impacts associated with construction-related hazardous materials to less-than-significant levels.

As discussed under Topic 6, Air Quality, on p. 28, subsequent to the certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors adopted the Construction Dust Control Ordinance. The regulations and procedures set forth by the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of Market and Octavia PEIR Mitigation Measure F1. In addition, construction activities in areas containing NOA are subject to regulation under the State Asbestos Airborne Toxic Control Measures (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, which is implemented in San Francisco by Bay Area Air Quality Management District (BAAQMD). Compliance with the State Asbestos ATCM would ensure that the proposed project would not create a significant hazard to the public or the environment from the release of NOA. Therefore, PEIR Mitigation Measure F1 is not applicable to the proposed project.

Hazardous Building Materials

Implementation of the proposed project would result in the demolition of the existing commercial building on the project site, which was built in 1956. Because this structure was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials.

Asbestos is a common material that was used in the construction of buildings prior to 1978. Prior to obtaining a demolition or renovation permit, the BAAQMD requires sampling of suspected asbestos-containing material. If asbestos is detected, it must be abated in accordance with applicable regulations prior to the commencement of demolition or renovation activities. Pursuant to state law, the Department of Building Inspection (DBI) will not issue a permit for a proposed project until compliance with applicable regulations has been completed.

Lead-based paint and PCB-containing materials could also be encountered as a result of dust-generating activities during project construction. Required compliance with Chapter 36 of the San Francisco Building Code would ensure that there would be no adverse effects due to work involving lead paint. PCB-containing materials must be managed as hazardous waste in accordance with Occupational Safety and Health Administration worker protection requirements.

Required compliance with all applicable federal, state, and local regulations would ensure that the proposed project would not result in any significant impacts related to hazardous building materials that were not identified in the Market and Octavia PEIR.

⁵⁰ Mitigation Measure F1 is Mitigation Measure 5.10.A in the Market and Octavia PEIR.

Soil and Groundwater Contamination

The proposed project would require excavation to a maximum depth of 15 feet below ground surface and the disturbance of about 2,106 cubic yards of soil. As discussed under Topic 13, Geology and Soils, on p. 38, groundwater was not detected during the geotechnical investigation; groundwater would not be encountered during excavation for the proposed project.

Construction of the proposed project would require the disturbance of more than 50 cubic yards of soil. For this reason, the proposed project is subject to the Maher Ordinance, which is administered and overseen by the DPH. The project sponsor is required to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the proposed project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agencies and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. A Phase I ESA has been prepared to assess the potential for site contamination.⁵¹ The Phase I ESA did not identify any Recognized Environmental Conditions on the project site and concluded that no further investigation is required.⁵²

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Ordinance Application to the DPH.⁵³ After reviewing the Maher Ordinance Application, the Phase I ESA, and other supporting documents, the DPH will determine if additional steps will be required of the project sponsor (soil and/or groundwater sampling and analysis, SMP) to remediate any site contamination. Pursuant to compliance with the Maher Ordinance, the proposed project would not result in significant impacts related to contaminated soil and/or groundwater beyond those identified in the Market and Octavia PEIR.

Fire Hazards and Emergency Response

In San Francisco, fire safety is ensured through the provisions of the San Francisco Building and Fire Codes. During the review of the building permit application, the DBI and the San Francisco Fire Department will review the project plans for compliance with all regulations related to fire safety. Compliance with fire safety regulations would ensure that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to hazards and hazardous materials that were not identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

⁵¹ Olson Environmental, Inc., *Phase I Environmental Site Assessment, 2201 Market Street, San Francisco, CA 94114* (hereinafter "Phase I ESA"), March 25, 2011.

⁵² *Phase I ESA*, p. 25.

⁵³ *Maher Ordinance Application, 2201 Market Street*, submitted March 17, 2016.

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

The Market and Octavia PEIR did not analyze the Area Plan's effects on mineral and energy resources, and no mitigation measures were identified. The project site is not a designated mineral resource recovery site, and implementation of the proposed project would not result in the loss of availability of any mineral resources.

The PEIR determined that the *Market and Octavia Area Plan* would facilitate the new construction of both residential and commercial uses. Development of these uses would not result in the use of large amounts of water, gas, and electricity in a wasteful manner, or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet or exceed current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection.

For these reasons, the proposed project would not result in any significant project-specific or cumulative impacts related to mineral and energy resources, and no mitigation measures are necessary.

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

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
e) Involve other changes in the existing environmental which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR did not analyze the Area Plan's effects on agriculture and forest resources, and no mitigation measures were identified. The project site is not zoned for or occupied by agricultural uses, forest land, or timberland, and implementation of the proposed project would not convert agricultural uses, forest land, or timberland to non-agricultural or non-forest uses.

For these reasons, the proposed project would have no project-specific or cumulative impacts related to agriculture and forest resources, and no mitigation measures are necessary.

MITIGATION MEASURES

Project Mitigation Measure 1: Accidental Discovery (Implementing PEIR Mitigation Measure C2)

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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.

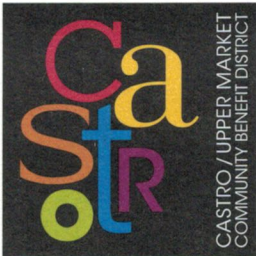
Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy, 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 or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

From: [Melody knight](#)
To: [Vu, Doug \(CPC\)](#)
Subject: 2201 Market
Date: Thursday, July 21, 2016 12:27:28 AM

I know that nothing I say or think about what is happening to my neighborhood matters. Sanchez & Market has been ruined – to me & most of the people I've talked to around here. But all that matters is money. So, I've written many times & nothing is gonna change, I realize that. I'm not rich; my opinion means nothing. But, I wish this building wasn't being built – at least not so high. I know we need more housing, and if it was affordable, I wouldn't care as much, but we all know that it is mostly gonna be highly paid techies who can afford these places. What happens when the techie bust comes? Its gonna be another dotcom bust. And just like after all the lofts had been taken from the artists & the dance companies, they didn't get their places back after the dotcom bust; after the techie bust, these expensive apartments will be harder to rent and many set vacant, but my home of over 40 years won't get its view back or its afternoon sun. Upper Market will continue to have vacant businesses & still have an increased wind tunnel effect. But the developers and builders will be gone, and the owners will have insurance when they can't get their inflated rents anymore. And another neighborhood in San Francisco will have been lost. And, besides these buildings are ugly and DO NOT fit in with the Victorian character of the buildings here. I don't care what some architect or planning committee member learned in business school. They do not fit in here.

thank you

Melody Knight
217 Sanchez



August 15, 2016

Rodney Fong, President
San Francisco Planning Commission
1650 Market St., Suite 400
San Francisco, CA 94103

584 Castro Street #336
San Francisco, CA 94114
PH 415.500.1181
FX 415.522.0395
www.castrocdb.org
www.facebook/
castrocdb
@visitthecastro

Dear Commission President Fong and Fellow Commissioners,

The Castro/Upper Market Community Benefit District (Castro CBD) is writing to express our concern with the current design of the proposed development at 2201 Market St. Specifically; we are concerned with the overhang at the corner of Market and Sanchez. This overhang will act as a shelter for those looking for a protected place to camp and spend the night. It will be very hard to keep clear and clean. Instead of having a positive impact to the neighborhood, this beautiful new building will become an eyesore and create an area of blight at this corner. The built environment must take into consideration the social issues in the City and serve to passively reduce blight and discourage abuse.

This is of particular concern to the Castro CBD because we are responsible for keeping the district clean and free of graffiti. A building designed in this manner will only make our job more difficult.

We urge you to please allow the project sponsor to change the design at this corner and allow for the ground floor retail space to expand to come out to the corner and eliminate the overhang over the sidewalk.

The Castro CBD is also writing to urge the project sponsor to include the BMR on-site. We understand the project sponsor has not yet decided if the BMR will be on-site. It is important for the diversity and general economic health of the district to have a diversity of housing options available. Every below market rate apartment that is built in the district increases the ability of people from all income levels to live in the district.

Please consider these two requests when reviewing the proposed project. If you have any questions, please do not hesitate to contact me at:
andrea@castrocdb.org

Sincerely,

Andrea Aiello

Executive Director

cc: Supervisor Scott Wiener
Doug Vu, SF Planning Dpt.



**584 Castro Street #333
San Francisco CA 94114-2512**

formerly "Merchants of Upper Market & Castro – MUMC"
415/431-2359

Info@CastroMerchants.com
www.CastroMerchants.com

October 14, 2016

By Email and USPS hardcopy

Todd Kennedy, Staff Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

Re: Planning Case No. 2015-000904CUA
2201 Market Street, San Francisco
Request to take Discretionary Review
Polaris Pacific, Project Sponsor

Dear Mr. Kennedy,

This confirms that the Members of **CASTRO MERCHANTS** (formerly "Merchants of Upper Market & Castro – MUMC") have voted (17 to 14) to **OPPOSE** your Department and the Planning Commission taking Discretionary Review for this Project. We understand that this matter currently is scheduled for Planning Commission Hearing on November 10, 2016 (or any continuance thereof).

CM's support is based on information provided by Andrew Bieker for Chris Foley of Polaris Pacific during his presentation at our Members Meeting on October 6, 2016. We have asked the Project Sponsor to notify us if there is any subsequent, substantive change to their proposed Project which would affect our Members' decision, prior to Planning Commission's consideration of the DR Request, so we can evaluate whether such changes would affect the previous vote. We have received no such notification, to date.

CASTRO MERCHANTS is the merchants' organization serving San Francisco's Castro-Upper Market area, generally along Upper Market Street from Castro Street to Octavia Blvd.; Castro from Market to 19th Street; and cross streets throughout that area. **CASTRO MERCHANTS** has over 300 paid Members for 2016-2017. The property covered by this matter is within our organization's primary service area.

In addition to today's email to you and to the individuals cc'd below, hardcopies of this letter are being mailed on October 17 to you and to Mr. Foley.

..... *continued*



CASTRO MERCHANTS

San Francisco Planning Department
Re: Planning Case No. 2015-000904CUA
2201 Market Street, San Francisco
Request to take Discretionary Review
Polaris Pacific, Project Sponsor

October 14, 2016

Please let us know if you have any questions regarding **CASTRO MERCHANTS's** OPPOSITION to taking DR for this Application and related items. Please include this letter in the matter's permanent file, and assure that it is provided to all Planning Staff and Commissioners and to any other hearing panels at the time that this matter is considered by them. Thank you for considering our comments.

Respectfully,

A handwritten signature in black ink, appearing to read "Daniel Bergerac".

Daniel Bergerac, President

Email and hardcopy cc: Chris Foley, Polaris Pacific; Alexis Pelosi, Pelosi Law Group
Email cc: Supervisor Scott Wiener, Staff Andres Power
Capt. Daniel Perea, SFPD Mission Station

.... LtrPlanningPolarisPacific2201MarketNoDR101416

From: [Chloe Roth](#)
To: [Vu, Doug \(CPC\)](#); [PIC, PLN \(CPC\)](#)
Subject: Re: 2201 Market Street
Date: Tuesday, July 19, 2016 12:06:29 PM

Hi Mr Vu. Though I strongly doubt the efficacy of any letter like this, I am nonetheless compelled to write to you. I have lived two doors down from the corner of Sanchez Street and Market Street for four years. While that by no means makes me a super long term resident, I do feel like it gives me some perspective on how this area is changing. For the past four years, there has been constant construction. The three-way intersection of Sanchez/Market/15th already has three new condo buildings, one of which isn't even done. There has been constant construction noise and limited parking for all of the years I've lived here. I am wondering how it helps the residents of this neighborhood to build a FOURTH condo building on ONE intersection. It feels ruthless to the neighbors to allow demolition and building for such a long period in such a concentrated space.

I understand that because they are Market addresses, the height limitation is different, but these buildings also all fall on small quiet residential streets. 2201 Market Street is currently one story. I chose my apartment because it has western facing windows and as someone who suffers from mood disorders, it was imperative to me to find an apartment with a lot of light. Turning 2201 Market into a SIX story building will effectively block out most of the light that currently comes into my building most of the day. I also chose this neighborhood because it had a reasonable amount of parking. Since none of these condos are required to build as many parking spots as residents, the parking situation has gotten out of control. And since the income of those who can afford to live in these new fancy developments is so much higher than existing neighborhood tenants, OUR old buildings are now renting out the few garages to NEW neighbors who can easily outbid us.

And with all the construction permitting, we lose SO much of our existing parking ever time there's a new project. As a woman who lives alone and has to park on the street because wealthier neighbors are renting the spots in my building, having to park farther and farther away from my home at night and walk past the increasing number of homeless encampments has made this neighborhood feel progressively MORE dangerous, not less. Which goes against the promises of developers who say that nicer condos will make for nicer neighborhoods.

Imagining living with two more years of even more proximal demo and construction noise and a loss of sunlight is so depressing. But as you know, we're all stuck living where we live because rents are too expensive to ever move. I'm just wondering, as a resident, why the planning department isn't doing more to protect us, to question the pace at which development happens on ONE intersection, to perhaps space it out a bit and say, well, we've allowed THREE condos to consecutively go up, perhaps it's time to give those residents a break from the noise and disruption.

I'm left wondering: if the planning department's mission (as your website says) is to "help achieve great planning for a great city," why aren't you taking more of these issues into consideration? Does turning a one-story building into a six-story building on an intersection that already has three other brand new (and not yet even fully completed or occupied) condos really help make this neighborhood great? Or does it ruin what was already pretty great to begin with?

It's a terrible feeling to know that you have no power or rights to stop the tide of development in a place you call home. I would love to hear the planning department's thoughts on how to curb the issues that all of this rapid, relentless, and disruptive development causes for people who live here.

Sincerely,

Chloe Roth
415-847-0514



MARKET STREET MIXED-USE BUILDING

2201 MARKET STREET, SAN FRANCISCO, CA 94114

ISSUED FOR NOPDR #1 REVISED - FEBRUARY 19, 2016

PROJECT DIRECTORY:

CLIENT:

2201 MARKET STREET LLC
PO BOX 77081
SAN FRANCISCO, CA 94107-0081
T: (415) 975-0900

CONTRACTOR:

T.B.D.

ARCHITECT:

EDMONDS + LEE ARCHITECTS, INC. T.B.D
CONTACT: ROBERT EDMONDS
2601 MISSION STREET, 400A
SAN FRANCISCO, CA 94110
T (415) 285-1300

STRUCTURAL ENGINEER

SHEET INDEX:

- A0.00

COVER SHEET
- A0.01

GENERAL NOTES AND SYMBOLS
- A0.02

GREEN BUILDING CHECKLIST
- SITE SURVEY
- A0.11

SITE PLAN
- A0.12

AREA, EXITING AND DATA CALCULATIONS
- A0.20

SITE PHOTOS
- A0.30

CONCEPT RENDERINGS
- A1.00

FLOOR PLANS - BASEMENT (EXISTING & NEW)
- A1.01

FLOOR PLANS - 1ST FLOOR (EXISTING & NEW)
- A1.02

FLOOR PLANS - 2ND FLOOR (EXISTING & NEW)
- A1.03

FLOOR PLANS - 3RD FLOOR (EXISTING & NEW)
- A1.04

FLOOR PLANS - 4TH / 5TH FLOOR (NEW)
- A1.05

FLOOR PLANS - 6TH / ROOF FLOOR (NEW)
- A2.00

EXTERIOR ELEVATION (EXISTING)
- A2.01

EXTERIOR ELEVATION (EXISTING)
- A2.02

EXTERIOR ELEVATION (EXISTING)
- A2.10

EXTERIOR ELEVATION (NEW)
- A2.11

EXTERIOR ELEVATION (NEW)
- A2.12

EXTERIOR ELEVATION (NEW)
- A3.11

BUILDING SECTION
- A3.12

BUILDING SECTION

PROJECT INFORMATION:

ADDRESS:

2201 MARKET STREET
SAN FRANCISCO, CA 94114

BLOCK:

3559

LOT:

001

ZONING:

UPPER MARKET COMMERCIAL TRANSIT (NCT)

WORK HOURS:

BUILDING CONSTRUCTION IS ALLOWED DURING THE HOURS OF 7:00 AM TO 8:00 PM, SEVEN DAYS A WEEK, INCLUDING HOLIDAYS. ANY WORK DONE BEFORE OR AFTER THESE HOURS MUST NOT EXCEED THE NOISE LEVEL OF FIVE DECIBELS AT THE NEAREST LOT LINE UNLESS A SPECIAL PERMIT HAS BEEN GRANTED.

PROJECT DESCRIPTION:

THE PROPOSED PROJECT IS THE DEMOLITION AN (EXISTING) 2-STORY COMMERCIAL BUILDING AND THE CONSTRUCTION OF A (NEW) 6-STORY, MIXED-USE COMMERCIAL AND 9-UNIT RESIDENTIAL BUILDING.

SPECIFIC WORK CONSISTS OF THE FOLLOWING:

DEMOLITION:

1. DEMOLITION OF AN (EXISTING) 1-STORY COMMERCIAL BUILDING.
2. ADDITIONAL EXCAVATION REQUIRED FOR BASEMENT.

ARCHITECTURE INTERIOR:

1. (NEW) CONSTRUCTION OF ALL INTERIORS INCLUDING BEDROOMS, KITCHEN, BATHROOMS, LIVING AREAS, AND UTILITY AREAS.

ARCHITECTURE EXTERIOR:

1. (NEW) CONSTRUCTION OF EXTERIORS INCLUDING CLADDING, FENESTRATION, EXTERIOR DECKS AND ROOFS.

STRUCTURAL:

1. (NEW) CONCRETE FOUNDATION, BASEMENT AND POST-TENSIONED CONCRETE STRUCTURE.

MECHANICAL, ELECTRICAL & PLUMBING:

1. (NEW) MEP FIXTURES AND EQUIPMENT THROUGHOUT STRUCTURE.
2. (NEW) MEP & FIRE SPRINKLERS TO BE DESIGN BUILD AND FILED UNDER A SEPARATE PERMIT.

APPLICABLE CODES:

2013 CALIFORNIA BUILDING CODE & SF AMENDMENTS
2013 CALIFORNIA RESIDENTIAL CODE & SF AMENDMENTS
2013 CALIFORNIA MECHANICAL CODE & SF AMENDMENTS
2013 CALIFORNIA PLUMBING CODE & SF AMENDMENTS
2013 CALIFORNIA ELECTRICAL CODE & SF AMENDMENTS
2013 CALIFORNIA ENERGY CODE

2013 SAN FRANCISCO HOUSING CODE
2013 SAN FRANCISCO ENERGY CODE

BUILDING LIMITATIONS (PER 2010 CBC TABLE 503):

OCCUPANCY:

R2 / M

CONSTRUCTION:

TYPE IB

FIRE SPRINKLERS:

YES

MAXIMUM HEIGHT:

12 STORIES*

MAXIMUM AREA:

UNLIMITED SF

INFORMATION BASED ON CBC TABLE 503
* ALLOWABLE HEIGHT INCREASE PER CBC 504.2 WHICH STATES THAT "WHERE A BUILDING IS EQUIPPED WITH AN APPROVED AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE VALUE SPECIFIED IN TABLE 503 FOR MAXIMUM HEIGHT IS INCREASED BY 20 FEET AND THE MAXIMUM NUMBER OF STORIES IS INCREASED BY ONE.



01

VICINITY MAP
SCALE: N.T.S.

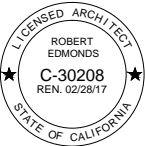


NO:		DATE:	SUBMISSION:
01	09.08.14		SITE PERMIT FILING
02	10.01.15		NOPDR #1
03	02.19.16		NOPDR #1 - REVISED

ISSUED FOR
NOPDR #1

EDMONDS + LEE
ARCHITECTS, INC.

2601 Mission St., #503
San Francisco, CA 94110
T 415 . 285 . 1300
www.edmondslee.com



PROJECT:

MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:

COVER SHEET

SCALE:	AS NOTED
DATE:	OCTOBER 1, 2015
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

A0.00

GENERAL CONDITIONS

THE GENERAL CONDITIONS OF THE CONTRACT ARE THE AMERICAN INSTITUTE OF ARCHITECTS DOCUMENT A201, "GENERAL CONDITIONS OF THE CONTRACT FOR CONSTRUCTION," CURRENT EDITION, WHERE THESE CONFLICT WITH THE FOLLOWING SUPPLEMENTARY GENERAL CONDITIONS, THE LATTER SHALL TAKE PRECEDENCE.

SUMMARY OF WORK

THE WORK DESCRIBED IN THIS CONTRACT CONSISTS OF FOLLOWING CONSTRUCTION DOCUMENTS AND SPECIFICATIONS.

CHANGE IN THE WORK

- VERBAL INSTRUCTION: IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO ADVISE THE ARCHITECT REGARDING ANY ADDITIONAL COSTS RESULTING FROM THE ARCHITECT'S VERBAL INSTRUCTIONS; SUCH ADVICE SHALL OCCUR BEFORE ANY ADDITIONAL WORK IS EXECUTED.
- SUBMITTAL OF CHANGE ORDERS: CHANGE ORDERS SHALL BE PREPARED BY THE GENERAL CONTRACTOR; IF A CHANGE ORDER SUBMITTED TO THE ARCHITECT FOR APPROVAL AFTER THE WORK REFLECTED BY THE CHANGE ORDER HAS ALREADY BEEN EXECUTED, THE CHANGE ORDER WILL BE AUTOMATICALLY REJECTED. A WRITTEN EXPLANATION BY THE GENERAL CONTRACTOR OF THE EFFECT OF THE CHANGE ORDER ON THE PROJECT SCHEDULE MUST ACCOMPANY EACH CHANGE ORDER.
- FITTINGS, HARDWARE AND FINISHES: WHEN PLUMBING FAUCETS, DOOR HARDWARE, CERAMIC TILE ETC. ARE TO BE SPECIFIED BY CHANGE ORDER, THE COST SHALL CONSIST OF: 1. PRODUCT COST LESS TRADE DISCOUNT, 2. SUB CONTRACTOR'S OVERHEAD AND PROFIT, 3. DELIVERY COSTS AND TAXES.

SUBSTITUTIONS

- CONSIDERATION OF SUBSTITUTIONS: BURDEN OF PROOF OF THE MERIT OF PROPOSED SUBSTITUTION IS UPON THE PROPOSER.
- SUBMITTAL REQUIREMENTS: SUBSTITUTIONS SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AND SHALL INCLUDE CONFIRMATION OF THE SUBSTITUTION'S EFFECT ON PROJECT COST, SCHEDULE AND INTERFACE WITH OTHER SPECIFIED PRODUCTS.

DRAWINGS AND SPECIFICATIONS

- THE CONTRACTOR WILL RECEIVE NECESSARY NUMBER OF COPIES OF EACH OF THE ARCHITECTURAL, MECHANICAL, ELECTRICAL AND STRUCTURAL DRAWINGS AND SPECIFICATIONS FOR DISTRIBUTION TO SUBCONTRACTORS.
- DRAWINGS AND SPECIFICATIONS ARE INTENDED TO BE COMPLEMENTARY. ANYTHING SHOWN IN THE DRAWING BUT NOT MENTIONED IN THE SPECIFICATIONS, OR VISA VERSA, SHALL BE FURNISHED AS IF SHOWN OR MENTIONED IN BOTH. LARGE SCALE DRAWINGS AND SPECIFICATIONS SHALL TAKE PRECEDENCE OVER SMALL SCALE DRAWINGS. SUPPLEMENTAL DRAWINGS AND SPECIFICATIONS: AS DETAILS BECOME FURTHER DEVELOPED AND REFINED BY THE ARCHITECT, DRAWINGS AND SPECIFICATIONS WILL BE ISSUED DURING CONSTRUCTION. IN THE EVENT THAT THE CONTRACTOR FEELS THESE DRAWINGS AFFECT THE COST OF THE WORK THAT HAVE ALREADY BEEN BID, A CHANGE ORDER WILL BE NEGOTIATED PRIOR TO THE EXECUTION OF THE WORK INVOLVED.
- SHOP DRAWINGS: SUBMIT TWO PRINTS OF EACH SHOP DRAWINGS TO THE ARCHITECT; IF RE-SUBMITTAL IS REQUESTED REPEAT PROCESS.
- SAMPLES: FULL-SIZE SAMPLES OF VARIOUS BUILDING COMPONENTS WILL BE REQUIRED FOR THE REVIEW OF KIND, COLOR, PATTERN AND TEXTURE, FOR A FINAL CHECK OF THESE CHARACTERISTICS WITH OTHER ELEMENTS, AND FOR A COMPARISON OF THESE CHARACTERISTICS BETWEEN THE FINAL SUBMITTAL AND THE ACTUAL COMPONENT AS DELIVERED AND INSTALLED. REFER TO SPECIFIC SECTIONS OF THE SPECIFICATIONS FOR FURTHER INFORMATION ON SAMPLE SUBMITTAL.

CONSTRUCTION SCHEDULES

- FORM: THE CONTRACTOR MAY UTILIZE ANY BAR GRAPH OR CRITICAL PATH FORM HE WISHES.
- SUBMITTAL: THE FIRST SCHEDULE SHALL BE SUBMITTED PRIOR TO THE START OF THE WORK; SUBMIT SUBSEQUENT SCHEDULE CHANGES AS THEY ARISE WITH THE NEAREST APPLICATION FOR PAYMENT.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL PROVIDE ARCHITECT WITH A SCHEDULE OF DATES FOR THE SUBMITTAL OF DRAWINGS AND DOCUMENTS REQUIRED IN ORDER TO CARRY OUT THE WORK.

PROJECT CLOSEOUT

- SUBSTANTIAL COMPLETION: THE ARCHITECT SHALL ISSUE A CERTIFICATE OF SUBSTANTIAL COMPLETION AFTER THE PERMANENT UTILITIES ARE IN OPERATING AND THE WORK HAS PROGRESSED TO THE POINT WHEN THE OWNER COULD OCCUPY THE PROJECT FOR ITS INTENDED USE; THE CERTIFICATE SHALL ESTABLISH RESPONSIBILITIES OF THE OWNER AND GENERAL CONTRACTOR FOR SECURITY, MAINTENANCE, UTILITIES, DAMAGE TO THE WORK, AND INSURANCE, AND SHALL FIX DEADLINE, NEGOTIATED BETWEEN GENERAL CONTRACTOR AND THE OWNER, FOR THE COMPLETION OF ALL PUNCH LIST ITEMS; ALL WARRANTIES REQUIRED BY THE CONTRACT DOCUMENT SHALL COMMENCE ON THE DATE OF THE CERTIFICATE OF SUBSTANTIAL COMPLETION.
- PUNCH LIST: THE ARCHITECT SHALL ATTACH TO THE CERTIFICATE OF SUBSTANTIAL COMPLETION A PUNCH LIST SETTING FORTH THE REMAINING WORK REQUIRED TO CLOSE OUT THE CONTRACT; THE PUNCH LIST AND DEADLINE MAY BE AMENDED REPEATEDLY AS FURTHER DEFICIENCY IN THE WORK ARISE; IF THE PUNCH LIST WORK IS NOT COMPLETED BY THE DEADLINE, THE OWNER MAY CARRY OUT THE WORK IN ACCORDANCE WITH GENERAL REQUIREMENTS.
- OWNER'S MANUAL: ASSEMBLE THE FOLLOWING ITEMS IN A THREE RING BINDER, WITH TABBED DIVIDERS SEPARATING BASIC CATEGORIES: OWNER'S MANUAL AND PRODUCT WARRANTIES FOR EQUIPMENT, ALL APPLIANCES CEILING FANS ETC. ALSO INCLUDE A TYPEWRITTEN LIST OF ALL SUBCONTRACTORS AND THEIR PHONE NUMBERS; SUBMIT BINDER TO ARCHITECT.
- FINAL PAYMENT: AFTER THE GENERAL CONTRACTOR HAS COMPLETED THE PUNCH LIST, SUBMITTED THE OWNER'S MANUAL, AND SUBMITTED A COMPLETE RELEASE OF LIENS TO THE ARCHITECT, THE FINAL PAYMENT SHALL BE DUE.

MISCELLANEOUS CONTRACTOR REQUIREMENTS

- ALL WORK SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL CODES AND ORDINANCES, ALL UTILITY COMPANY RULES AND REGULATIONS, AND SHALL BE DONE TO THE HIGHEST STANDARDS OF CRAFTSMANSHIP BY JOURNEYMEN OF THE RESPECTIVE TRADES.
- CONTRACTOR SHALL FURNISH ALL NECESSARY LINES, LEVELS, LOCATIONS AND MEASUREMENTS TO ALL OF THE WORK, AND HE WILL BE HELD RESPONSIBLE FOR THEIR ACCURACY. NO DEPARTURE FROM THE TERMS OF THE CONTRACT WILL BE VALID UNLESS SUCH ORDERS OR DIRECTIONS ARE GIVEN OR CONFIRMED IN WRITING BY THE ARCHITECT.
- CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS, INSPECTIONS, ETC. ALL LANDFILL TAXES, USE TAXES, SALES TAXES AND ANY OTHER CHARGES RELATED TO CONSTRUCTION OF THIS PROJECT AND PAYMENT FOR THE SAME ARE THE RESPONSIBILITY OF THE CONTRACTOR. AT THE COMPLETION OF THE WORK, DELIVER TO OWNER ALL REQUIRED PERMITS, CERTIFICATES OF APPROVAL, ETC. BUILDING DEPT.& HEALTH DEPT. PERMITS SHALL BE PROVIDED AND PAID FOR BY THE OWNER.
- SUPERVISION: THE CONTRACTOR SHALL BE PRESENT AT THE SITE WHENEVER THE WORK IS IN PROGRESS WHETHER BY HIS OWN OR HIS SUBCONTRACTOR'S FORCES.
- OWNER'S RIGHT TO CARRY OUT WORK: IF THE CONTRACTOR NEGLECTS TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND FAILS TO COMMENCE AND CONTINUE CORRECTION OF SUCH NEGLECT WITH DILIGENCE WITHIN A SEVEN DAY PERIOD AFTER THE RECEIPT OF WRITTEN NOTICE FROM THE OWNER, THE OWNER MAY CORRECT SUCH DEFICIENCIES; IN SUCH CASE THE COST OF CORRECTING SUCH DEFICIENCIES; INCLUDING COMPENSATION FOR THE ARCHITECT'S ADDITIONAL SERVICES MADE NECESSARY BY SUCH DEFAULT, SHALL BE DEDUCTED FROM PAYMENTS OWED TO THE CONTRACTOR, IF PAYMENTS DUE THE CONTRACTOR ARE NOT SUFFICIENT TO COVER SUCH AMOUNTS, THE CONTRACTOR SHALL PAY THE DIFFERENCE TO THE OWNER.
- SUBSTANTIATION OF PAY REQUEST: APPLICATION FOR PAYMENT FOR MATERIALS AND EQUIPMENT NOT YET INCORPORATED INTO THE WORK SHALL BE SUPPORTED BY SUCH DATA AS THE OWNER MAY REQUIRE TO SUBSTANTIATE THE GENERAL CONTRACTOR'S RIGHT PAYMENT.

MISCELLANEOUS CONTRACTOR REQUIREMENTS CONTINUED

- OWNER'S TITLE TO MATERIALS AND EQUIPMENT: BY HIS APPLICATION FOR PAYMENT THE CONTRACTOR WARRANTS THAT TITLE TO ALL MATERIALS AND EQUIPMENT REFLECTED BY THE APPLICATION FOR PAYMENT BUT NOT YET INCORPORATED INTO THE WORK SHALL PASS TO THE OWNER AT THE TIME OF PAYMENT.
- WHERE ALLOWANCES ARE SPECIFIED, THE CONTRACTOR SHALL PURCHASE AND PAY FOR THE ITEMS SELECTED BY THE ARCHITECT. THE AMOUNT OF THE CONTRACT SHALL BE INCREASED OR DECREASED BY THE AMOUNT THAT THE TOTAL COST OF SUCH ITEMS EXCEED OR FALL UNDER THE COST ALLOWED.
- CONTRACTOR SHALL MAINTAIN THE JOB CLEAR OF TRASH AND DEBRIS. CONTRACTOR SHALL PRESENT THE BUILDING TO THE OWNER FOR ACCEPTANCE CLEAN AND READY FOR OCCUPANCY. ALL GLASS SHALL BE CLEANED AND POLISHED; FLOORS SWEEPED ROOM CLEAN; FIXTURES WASHED, WITH ALL LABELS REMOVED. HEAT AND SNOW REMOVAL WILL BE THE CONTRACTOR'S RESPONSIBILITY. ALL SPACE HEATING SHALL BE DONE IN A SAFE MANNER, WITH PERIODIC CHECKS ON THE SYSTEM, AND SHALL COMPLY WITH STATE INDUSTRIAL COMMISSION AND OSHA REGULATIONS. TEMPORARY HEAT AT A TEMPERATURE OF NOT LESS THAN 45 DEGREES F. AS SOON AS CONDITIONS AT THE SITE PERMIT, THE BUILDING SHALL BE CAREFULLY LOCKED UP SO AS TO PREVENT VANDALISM, THEFT AND MALICIOUS MISCHIEF. IF THE GENERAL CONTRACTOR FAILS TO FULFILL HIS CLEANING REQUIREMENTS THE OWNER MAY CARRY OUT THE WORK IN ACCORDANCE WITH GENERAL REQUIREMENTS.
- GENERAL CONTRACTOR'S FEE: ON APPLICATION FOR PAYMENT THE GENERAL CONTRACTOR'S FEE SHALL BE INDICATED AS A SEPARATE LINE ITEM.
- SAMPLES: FULL-SIZE SAMPLES OF VARIOUS BUILDING COMPONENTS WILL BE REQUIRED FOR THE REVIEW OF KIND, COLOR, PATTERN AND TEXTURE, FOR A FINAL CHECK OF THESE CHARACTERISTICS WITH OTHER ELEMENTS, AND FOR A COMPARISON OF THESE CHARACTERISTICS BETWEEN THE FINAL SUBMITTAL AND THE ACTUAL COMPONENT AS DELIVERED AND INSTALLED. REFER TO SPECIFIC SECTIONS OF THE SPECIFICATIONS FOR FURTHER INFORMATION ON SAMPLE SUBMITTAL.

GENERAL NOTES

- ALL CONTRACTORS AND SUBCONTRACTORS SHALL OBTAIN ALL REQUIRED PERMITS AND/OR APPROVALS BEFORE COMMENCING WORK AND SHALL PROVIDE ALL REQUIRED CERTIFICATES OF COMPLIANCE TO THE OWNER UPON COMPLETION OF THE WORK. FEES FOR SECURING PERMITS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR SUBCONTRACTOR.
- ALL WORK SHALL COMPLY WITH ALL APPLICABLE BUILDING CODES, RULES AND REGULATIONS.
- ALL CONTRACTORS AND SUBCONTRACTORS SHALL CARRY WORKMEN'S COMPENSATION, DISABILITY, LIABILITY AND OTHER INSURANCES REQUIRED BY LAW AND THE OWNER. SUBMIT EVIDENCE OF SAID INSURANCES TO THE OWNER.
- ALL CONTRACTORS AND SUBCONTRACTORS SHALL FAMILIARIZE THEMSELVES WITH THE EXISTING PROJECT CONDITIONS AND THE PROPOSED WORK PRIOR TO BIDDING.
- ALL CONTRACTORS AND SUBCONTRACTORS SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AT THE JOB SITE AND INFORM THE ARCHITECT OF ANY AND ALL ERRORS, OMISSIONS AND CLARIFICATIONS IN WRITING PRIOR TO COMMENCING WORK. WITHIN 24 HOURS, THE CONTRACTOR MUST NOTIFY THE ARCHITECT IN WRITING OF ANY CONDITION DISCOVERED WHICH MAY CAUSE DELAY IN COMPLETION AND STATE THE PROBLEM(S) AND RECOMMENDED SOLUTION FOR RESOLVING THE CONDITION(S) DISCOVERED. THE ARCHITECT WILL RESPOND BASED ON THE DATA PROVIDED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION SURVEYS INCLUDING BUT NOT LIMITED TO EXISTING HVAC DUCTS, PLUMBING AND ELECTRICAL LINES.
- ANY DEVIATION BETWEEN THE DIMENSIONS OR ALIGNMENT INDICATED ON THE DRAWINGS AND THE ACTUAL FIELD DIMENSIONS OF THE WORK IN PLACE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- DO NOT SCALE DRAWINGS, USE DIMENSIONS ONLY.
- CONTRACTOR (G.C.) SHALL SCHEDULE AND COORDINATE WORK OF ALL SUBCONTRACTORS. SUBCONTRACTORS SHALL COORDINATE THEIR WORK WITH ALL OTHER SUBCONTRACTORS.
- ALL WORK SHALL BE DONE BY SKILLED TRADES PEOPLE AND PERFORMED IN A WORKMAN LIKE MANNER IN ACCORDANCE WITH PROFESSIONALLY ACCEPTED INDUSTRY STANDARDS.
- ALL MATERIAL AND EQUIPMENT PROVIDED BY THE CONTRACTOR AND/OR OWNER SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
- CONTRACTOR SHALL PROVIDE ALL LABOR AND MATERIAL NECESSARY FOR A COMPLETE JOB WHETHER EXPLICITLY INDICATED ON THE DRAWINGS OR NOT.
- ALL WORK SHALL BE FINISHED AND IN PROPER WORKING ORDER AND SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FROM THE DATE OF THE OWNER'S ACCEPTANCE, COINCIDENT WITH THE DATE OF SUBSTANTIAL COMPLETION OR AS OTHERWISE INDICATED.
- THE WORK SHALL BE PERFORMED ONLY DURING THE DAYS AND TIMES ESTABLISHED BY THE OWNER AND IN ACCORDANCE WITH THE LOCAL GOVERNING RULES AND REGULATIONS.

ABBREVIATIONS

AB	ANCHOR BOLT	ID	INSIDE DIAMETER
ABV	ABOVE	IN	INCH
AC	AIR CONDITIONING	INFO	INFORMATION
ACOUST	ACOUSTICAL	J-BOX	JUNCTIONBOX
AD	ACCESS DOOR, AREA DRAIN	JT	JOINT
ADA	AMERICANS WITH DISABILITIES ACT	LAM	LAMINATE
ADDL	ADDITIONAL	LOC	LOCATE
AFF	ABOVE FINISHED FLOOR	LTWT	LIGHTWEIGHT
AIA	AMERICAN INSTITUTE OF ARCHITECTS	MAINT	MAINTENANCE
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION	MAS	MASONRY
AL	ALUMINUM	MAT	MATERIAL
ALT	ALTERNATE	MATL	MATERIAL
ALUM	ALUMINUM	MAX	MAXIMUM
ANOD	ANODIZED	MECH	MECHANICAL
APPD	APPROVED	MET	METAL
APPROX	APPROXIMATE	MFG	MANUFACTURER
ARCH	ARCHITECT	MISC	MISCELLANEOUS
AUTO	AUTOMATIC	MO	MASONRY OPENING
AVG	AVERAGE		
BDRM	BEDROOM	NAT	NATURAL
BEL	BELOW	(N)	NEW
BTWN	BETWEEN	NOM	NOMINAL
BLDG	BUILDING	OC	ON CENTER
BLK	BLOCK	OD	OUTSIDE DIAMETER
BLKG	BLOCKING	OF	OUTSIDE FACE
CB	CATCH BASIN	OPNG	OVER HEAD OPENING
CCW	COUNTER CLOCKWISE	OPP	OPPOSITE HAND
CEM	CEMENT	PLAM	PLASTICLAMINATE
CER	CERAMIC	PTTN	PARTITION
CFT	CUBIC FOOT	PERP	PERPENDICULAR
CIP	CAST-IN-PLACE	PLMBG	PLUMBING
CJ	CONTROL JOINT	PLTF	PLATFORM
CL	CENTERLINE	PLWD	PLYWOOD
CLG	CEILING	PNT	PAINT
CLR	CLEAR	PREFAB	PREFABRICATED
CMU	CONCRETE MASONRY UNIT	QTY	QUANTITY
CONC	CONCRETE	RA	RETURN AIR
CONT	CONTINUOUS	RAD	RADIUS
CPT	CARPET	REBAR	REINFORCING BAR
DBL	DOUBLE	REF	REFERENCE
DEG	DEGREE	REQD	REQUIRED
DEM	DEMOLISH	REV	REVISION
DEMO	DEMOLITION	RO	ROUGH OPENING
DEPT	DEPARTMENT	RWD	REDWOOD
DET	DETAIL	SCHED	SCHEDULE
DIAG	DIAGONAL	SC	SOLID CORE
DIA	DIAMETER	SECT	SECTION
DIM	DIMENSION	SF	SQUAREFOOT
DN	DOWN	SHT	SHEET
DTL	DETAIL	SIM	SIMILAR
DWG	DRAWING	SPECS	SPECIFICATIONS
DS	DOWNSPOUT	SQ	SQUARE
EA	EACH	SSTL	STAINLESS STEEL
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM	STD	STANDARD
EJ	EXPANSION JOINT	STL	STEEL
ELECT	ELECTRICAL	STRUCT	STRUCTURAL
ENGR	ENGINEER	T&B	TOP AND BOTTOM
EQ	EQUAL	T&G	TONGUE & GROOVE
EQUIP	EQUIPMENT	T&D	TO BE DETERMINED
(E)	EXISTING	TD	TRENCH DRAIN
FDTN	FOUNDATION	TRD	TREAD
FE	FIRE EXTINGUISHER	TSLAB	TOP OF SLAB
FEC	FIRE EXTINGUISHER CABINET	TS	TOP OF STEEL
FF	FINISHED FLOOR	TW	TOP OF WALL
FF&E	FIXTURES, FURNISHINGS & EQUIPMENT	(TYP)	TYPICAL
FHC	FIRE HOSE CABINET	UL	UNDERWRITERS LAB
FLR	FLOOR	UNO	UNLESS NOTED OTHERWISE
FOS	FACE OF STUDS	UON	UNLESS OTHERWISE NOTED
FP	FIREPROOF	VERT	VERTICAL
FT	FEET	VIF	VERIFY IN FIELD
FTG	FOOTING	W/	WITH
GA	GAUGE	W/O	WITHOUT
GALV	GALVANIZED	WC	WATER CLOSET
GB	GYPSUM BOARD	WD	WOOD
GC	GENERAL CONTRACTOR	WWM	WELDED WIRE MESH
GL	GLASS	WP	WATERPROOF
GRND	GROUND		
GWB	GYPSUM WALL BOARD		
H	HIGH		
HORIZ	HORIZONTAL		
HR	HOUR		

DRAWING SYMBOLS

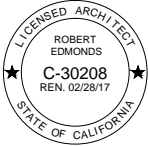
	BREAK LINE		ROOM IDENTIFICATION
	ELEVATION MARKER		WINDOW NUMBER
	HIDDEN OR OVERHEAD LINE		DOOR NUMBER
	DIMENSION LINE		PARTITION TYPE
	ALIGNMENT		REVISION SYMBOL
	DETAIL SYMBOL		BUILDING SECTION
	SECTION DETAIL		ELEVATION SYMBOL

NO: DATE: SUBMISSION:

01	09.08.14	SITE PERMIT FILING
02	10.01.15	NOPDR #1
03	02.19.16	NOPDR #1 - REVISED

ISSUED FOR
NOPDR #1

EDMONDS + LEE
ARCHITECTS, INC.
2601 Mission St., #503
San Francisco, CA 94110
T 415 . 285 . 1300
www.edmondslee.com



PROJECT:

MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:

SYMBOLS AND
ABBREVIATIONS

SCALE:	NONE
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

Green Building: Site Permit Submittal

BASIC INFORMATION: These facts, plus the primary occupancy, determine which requirements apply. For details, see AB 093 Attachment A Table 1.

Project Name MARKET STREET MIXED-USE	Block/Lot 3559 / 001	Address 2201 MARKET STREET, SAN FRANCISCO, CA 94114
Gross Project Area 23,457 SF	Primary Occupancy R-2 / M	Number of occupied floors 6
Design Professional/Applicant: Sign & Date <div>R. Lee</div> SEPTEMBER 8, 2014		

ALL PROJECTS, AS APPLICABLE	
Construction activity stormwater pollution prevention and site runoff controls - Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices.	●
Stormwater Control Plan: Projects disturbing ≥5,000 square feet must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines	●
Water Efficient Irrigation - Projects that include ≥ 1,000 square feet of new or modified landscape must comply with the SFPUC Water Efficient Irrigation Ordinance.	●
Construction Waste Management – Comply with the San Francisco Construction & Demolition Debris Ordinance	●
Recycling by Occupants: Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials. See Administrative Bulletin 088 for details.	●

GREENPOINT RATED PROJECTS	
Proposing a GreenPoint Rated Project (Indicate at right by checking the box.)	
Base number of required Greenpoints:	75
Adjustment for retention / demolition of historic features / building:	
Final number of required points (base number +/- adjustment)	
GreenPoint Rated (i.e. meets all prerequisites)	●
Energy Efficiency: Demonstrate a 10% energy use reduction compared to Title 24, Part 6 (2013).	●
Meet all California Green Building Standards Code requirements (CalGreen measures for residential projects have been integrated into the GreenPoint Rated system.)	●

Notes

1) New residential projects of 4 or more occupied floors must use the "New Residential High-Rise" column. New residential with 3 or fewer occupied floors must use the "New Residential Low Rise" column.

2) LEED for Homes Mid-Rise projects must meet the "Silver" standard, including all prerequisites. The number of points required to achieve Silver depends on unit size. See LEED for Homes Mid-Rise Rating System to confirm the base number of points required.

LEED PROJECTS						
	New Large Commercial	New Low Rise Residential	New High Rise Residential	Large First Time Commerical Interior	Commercial Major Alteration	Residential Major Alteration
Type of Project Proposed (Indicate at right)						
Overall Requirements:						
LEED certification level (includes prerequisites):	GOLD	SILVER	SILVER	GOLD	GOLD	GOLD
Base number of required points:	60	2	50	60	60	60
Adjustment for retention / demolition of historic features / building:				n/a		
Final number of required points (base number +/- adjustment)				50		
Specific Requirements: (n/r indicates a measure is not required)						
Construction Waste Management – 75% Diversion AND comply with San Francisco Construction & Demolition Debris Ordinance - LEED MR 2, 2 points	●	●	●	●	Meet C&D ordinance only	●
Energy Use Comply with California Title-24 Part 6 (2013) and meet LEED minimum energy performance (LEED EA p2)	●	LEED prerequisite	●	●	LEED prerequisite only	
Renewable Energy or Enhanced Energy Efficiency Effective 1/1/2012: Generate renewable energy on-site ≥1% of total annual energy cost (LEED EAc2), OR Demonstrate at least 10% energy use reduction (compared to Title 24 Part 6 2013), OR Purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EAc6).	●	n/r	n/r	n/r	n/r	n/r
Enhanced Commissioning of Building Energy Systems LEED EA 3	●	Meet LEED prerequisites				
Water Use - 30% Reduction LEED WE 3, 2 points	●	Meet LEED prerequisite	●	Meet LEED prerequisite		
Enhanced Refrigerant Management LEED EA 4	●	n/r	n/r	●	●	n/r
Indoor Air Quality Management Plan LEED IEQ 3.1	●	CalGreen 4.504.1	CalGreen 4.504.1	CalGreen 5.504.3	CalGreen 5.504.3	CalGreen 4.504.1
Low-Emitting Materials LEED IEQ 4.1, 4.2, 4.3, and 4.4	●	●	●	●	●	●
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater, or meet LEED credit SSc4.2.	●	See San Francisco Planning Code 155		●	See San Francisco Planning Code 155	
Designated parking: Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles.	●			●	n/r	n/r
Water Meters: Provide submeters for spaces projected to consume more than 1,000 gal/day, or more than 100 gal/day if in building over 50,000 sq. ft.	●	n/r	n/r	●	● (addition only)	n/r
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings (or LEED credit IEQ 5).	●	n/r	n/r	●	●	n/r
Air Filtration: Provide MERV-13 filters in residential buildings in air-quality hot-spots (or LEED credit IEQ 5). (SF Health Code Article 38 and SF Building Code 1203.5)	n/r	●	●	n/r	n/r	●
Acoustical Control: Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40.	●	See CBC 1207		●	● (envelope alteration & addition only)	n/r

Instructions:

As part of application for site permit, this form acknowledges the specific green building requirements that apply to a project under San Francisco Green Building Code, California Title 24 Part 11, and related codes. Attachment C3, C4, C5, C6, C7, or C8 will be due with the applicable addendum. To use the form:

- (a) Provide basic information about the project in the box at left. This info determines which green building requirements apply.
- AND
- (b) Indicate in one of the columns below which type of project is proposed. If applicable, fill in the blank lines below to identify the number of points the project must meet or exceed. A LEED or GreenPoint checklist is not required to be submitted with the site permit application, but using such tools as early as possible is strongly recommended.

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

OTHER APPLICABLE NON-RESIDENTIAL PROJECTS		
Requirements below only apply when the measure is applicable to the project. Code references below are applicable to New Non-Residential buildings. Corresponding requirements for additions and alterations can be found in Title 24 Part 11, Division 5.7. Requirements for additions or alterations apply to applications received July 1, 2012 or after. ³	Other New Non-Residential	Addition ≥1,000 sq ft OR Alteration ≥\$200,000 ³
Type of Project Proposed (Check box if applicable)		
Energy Efficiency: Comply with California Energy Code, Title 24, Part 6 (2013).	●	●
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater (or LEED credit SSc4.2).	●	●
Fuel efficient vehicle and carpool parking: Provide stall marking for low-emitting, fuel efficient, and carpool/van pool vehicles; approximately 8% of total spaces.	●	●
Water Meters: Provide submeters for spaces projected to consume >1,000 gal/day, or >100 gal/day if in buildings over 50,000 sq. ft.	●	Addition only
Indoor Water Efficiency: Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals.	●	●
Commissioning: For new buildings greater than 10,000 square feet, commissioning shall be included in the design and construction of the project to verify that the building systems and components meet the owner's project requirements. OR for buildings less than 10,000 square feet, testing and adjusting of systems is required.	●	● (Testing & Balancing)
Protect duct openings and mechanical equipment during construction	●	●
Adhesives, sealants, and caulks: Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives.	●	●
Paints and coatings: Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints.	●	●
Carpet: All carpet must meet one of the following: 1. Carpet and Rug Institute Green Label Plus Program, 2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350), 3. NSF/ANSI 140 at the Gold level, 4. Scientific Certifications Systems Sustainable Choice, OR 5. California Collaborative for High Performance Schools EQ 2.2 and listed in the CHPS High Performance Product Database AND carpet cushion must meet Carpet and Rug Institute Green Label, AND indoor carpet adhesive & carpet pad adhesive must not exceed 50 g/L VOC content.	●	●
Composite wood: Meet CARB Air Toxics Control Measure for Composite Wood	●	●
Resilient flooring systems: For 80% of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools (CHPS) criteria or certified under the Resilient Floor Covering Institute (RFCI) FloorScore program.	●	●
Environmental Tobacco Smoke: Prohibit smoking within 25 feet of building entries, outdoor air intakes, and operable windows.	●	●
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings.	●	●
Acoustical Control: Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40.	●	● (envelope alteration & addition only)
CFCs and Halons: Do not install equipment that contains CFCs or Halons.	●	●
Additional Requirements for New A, B, I, OR M Occupancy Projects 5,000 - 25,000 Square Feet		
Construction Waste Management – Divert 75% of construction and demolition debris AND comply with San Francisco Construction & Demolition Debris Ordinance.	●	Meet C&D ordinance only
Renewable Energy or Enhanced Energy Efficiency Effective January 1, 2012: Generate renewable energy on-site equal to ≥1% of total annual energy cost (LEED EAc2), OR demonstrate a 10% energy use reduction compared to Title 24 Part 6 (2013), OR purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EAc6).	●	n/r

Attachment C-2:
Green Building:
Site Permit Submittal

MARKET STREET MIXED-USE
2201 MARKET STREET, SF CA 94114

NO:	DATE:	SUBMISSION:
01	09.08.14	SITE PERMIT FILING
02	10.01.15	NOPDR #1
03	02.19.16	NOPDR #1 - REVISED

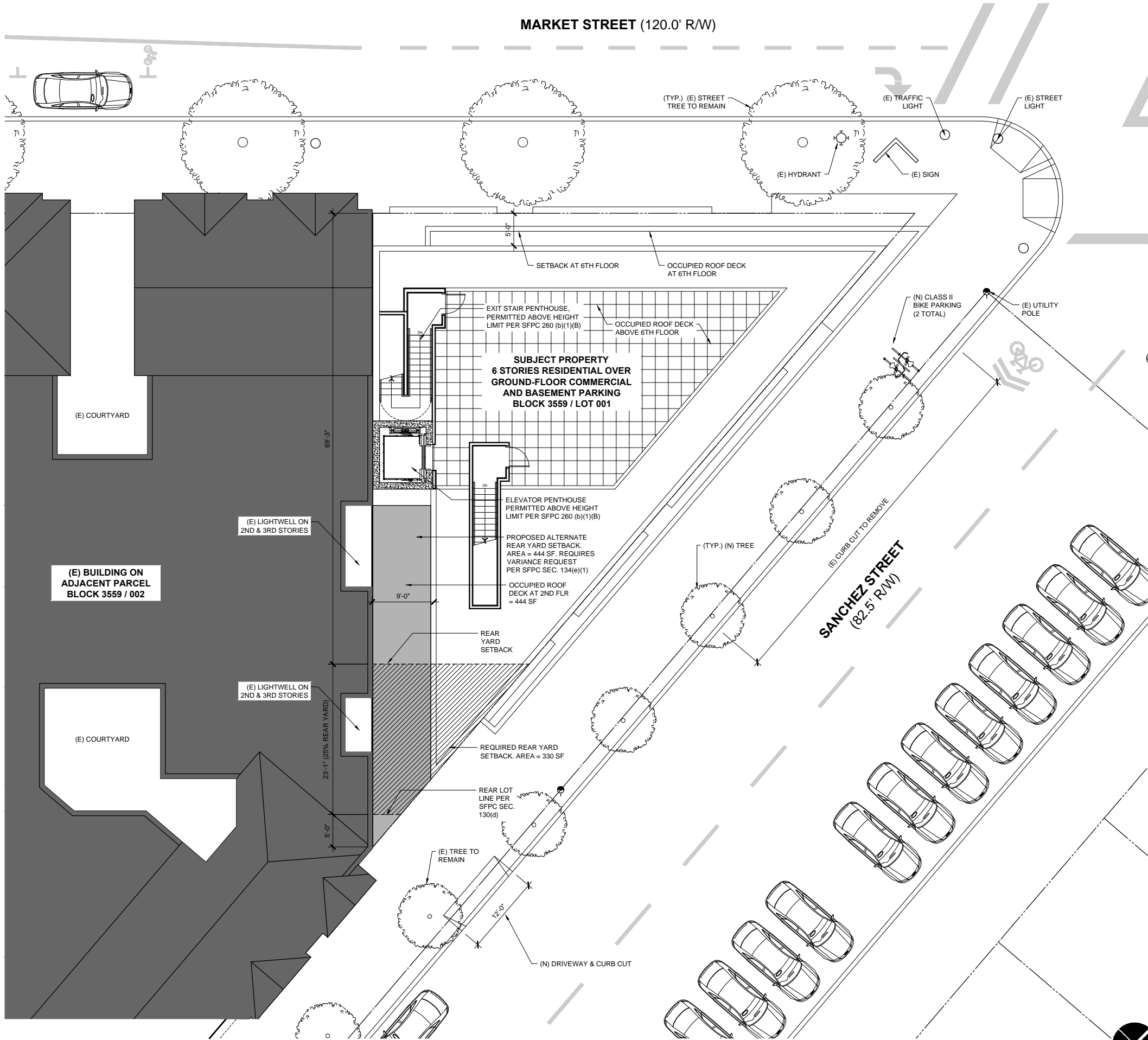
ISSUED FOR
NOPDR #1

EDMONDS + LEE
ARCHITECTS, INC.
2401 Mission St., #503
San Francisco, CA 94110
T 415 . 285 . 1300
www.edmondslee.com

PROJECT:
MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:
GREEN BUILDING
SITE PERMIT
SUBMITTAL

SCALE:	NONE
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	



01 (NEW) SITE / PLOT PLAN
SCALE: 1/8" = 1'-0"

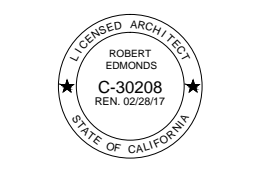
ZONING CALCULATIONS UPPER MARKET NEIGHBORHOOD COMMERCIAL TRANSIT (NCT)		REQUIRED / ALLOWED	EXISTING	PROPOSED
MAX. DWELLING UNIT DENSITY §207.6	MAXIMUM DWELLING UNIT DENSITY CONTROLLED BY HEIGHT, BULK, SETBACKS, OPEN SPACE AND DWELLING UNIT EXPOSURE. 40% 2 BEDROOM UNITS.	UNLIMITED	0	14 UNITS
DWELLING UNIT BEDROOM MIX §207.6	NO LESS THAN 40% OF TOTAL PROPOSED DWELLING UNITS SHALL CONTAIN AT LEAST 2 BEDROOMS OR NO LESS THAN 30% OF TOTAL PROPOSED DWELLING UNITS SHALL CONTAIN AT LEAST 3 BEDROOMS	1-BED UNITS UNLIMITED	1-BED UNITS 0 TOTAL (0%)	1-BED UNITS 8 TOTAL (57%)
		2-BED UNITS NA	NA	2-BED UNITS 6 TOTAL (43%)
		UNLIMITED	0 TOTAL UNITS	14 TOTAL UNITS
INCLUSIONARY AFFORDABLE HOUSING PROGRAM §419.3	ANY HOUSING PROJECTS THAT CONSIST OF 10 OR MORE UNITS IS SUBJECT TO THE INCLUSIONARY HOUSING PROGRAM WHICH REQUIRE ONE OF THE FOLLOWING: 20% FEE 12% OF UNITS AFFORDABLE ON-SITE 20% OF UNITS AFFORDABLE OFF-SITE	2	0	2
MINIMUM LOT SIZE §121	LOT SIZE	2,500 SF MIN	4,062 SF	4,062 SF
	LOT WIDTH	25'-0" MIN.	83.33' MARKET ST.	83.33' MARKET ST.
	LOT FRONTAGE	16'-0" MIN.	128.25' SANCHEZ ST.	128.25' SANCHEZ ST.
FRONT YARD SETBACK §132	NONE REQUIRED	0'-0"	0'-0"	0'-0"
SIDE YARD SETBACK §133	NONE REQUIRED	NORTH: 0'-0" SOUTH: 0'-0"	NORTH: 0'-0" SOUTH: 0'-0"	NORTH: 0'-0" SOUTH: 0'-0"
REAR YARD SETBACK §134 (1), (2)	REAR YARDS SHALL BE PROVIDED AT THE GRADE LEVEL, AND AT EACH SUCCEEDING STORY OF THE BUILDING. FOR BUILDINGS IN THE UPPER MARKET NCT THAT DO NOT CONTAIN RESIDENTIAL USES AND THAT DO NOT ABUT ADJACENT LOTS WITH AN EXISTING PATTERN OF REAR YARDS OR MID-BLOCK OPEN SPACE, THE ZONING ADMINISTRATOR MAY WAIVE OR REDUCE THIS REAR YARD REQUIREMENT PURSUANT TO THE PROCEDURES OF SUBSECTION (e).	REQUIRED	NONE	VARIANCE REQUIRED FOR 5'-0" REAR YARD SETBACK PER SUBSECTION (e) OF §134
BASIC FLOOR AREA RATIO §124	NOT APPLICABLE FOR RESIDENTIAL USE	N/A	N/A	N/A
USABLE OPEN SPACE §135	80 SF PER UNIT IF ALL PRIVATE. 80 SF PER UNIT IF ALL PUBLIC.	720 SF (80 SF * 9 UNITS)	0 SF	720 SF
HEIGHT LIMIT §252	USE DISTRICT HEIGHT LIMIT 65'-0" MAX	65'-0" MAX	0'-0"	65'-0"
HEIGHT LIMIT EXEMPTIONS §260 (b)(1)(B)	ELEVATOR, STAIR AND MECHANICAL PENTHOUSES, FIRE TOWERS, SKYLIGHTS AND DORMER WINDOWS EXEMPT FROM HEIGHT LIMITS FOR THE TOP 10 FEET OF SUCH FEATURES WHERE THE HEIGHT LIMIT IS 65 FEET OR LESS.	10'-0" MAX ABOVE HEIGHT LIMIT	0'-0"	SEE DRAWINGS
OFF-STREET PARKING §151.1	RESIDENTIAL USE: P UP TO ONE CAR FOR EACH TWO DWELLING UNITS; C UP TO 0.75 CARS FOR EACH DWELLING UNIT, SUBJECT TO THE CRITERIA AND PROCEDURES OF SECTION 151.1(G); NP ABOVE 0.75 CARS FOR EACH DWELLING UNIT.	7 SPACES (.5 * 14 UNITS)	0 SPACES	6 SPACES
	NON-RESIDENTIAL USE: FOR USES IN TABLE 151 THAT ARE DESCRIBED AS A RATIO OF OCCUPIED FLOOR AREA, P UP TO 1 SPACE PER 1,500 SQUARE FEET OF OCCUPIED FLOOR AREA OR THE QUANTITY SPECIFIED IN TABLE 151, WHICHEVER IS LESS, AND SUBJECT TO THE CONDITIONS AND CRITERIA OF SECTION 151.1(G) NP ABOVE.	2 SPACES (2,500 SF / 1,500 SF)	2 SPACES	0 SPACES
BICYCLE PARKING §155.2	TOTAL OFF-STREET PARKING:	9 SPACES	2 SPACES	6 SPACES
	RESIDENTIAL USE: ONE CLASS I SPACE FOR EVERY DWELLING UNIT. FOR BUILDINGS CONTAINING MORE THAN 100 DWELLING UNITS, 100 CLASS I SPACES PLUS ONE CLASS I SPACE FOR EVERY FOUR DWELLING UNITS OVER 100. DWELLING UNITS THAT ARE ALSO CONSIDERED STUDENT HOUSING PER SECTION 152.36 SHALL PROVIDE 50 PERCENT MORE SPACES THAN WOULD OTHERWISE BE REQUIRED.	14 SPACES (CLASS I)	0 SPACES (CLASS I)	14 SPACES (CLASS I)
	RETAIL SALES, INCLUDING GROCERY STORES: ONE CLASS II FOR EVERY 2,500 SF OF OCCUPIED FLOOR AREA, 2 MINIMUM.	2 SPACE (CLASS II)	0 SPACES (CLASS II)	1 SPACE (CLASS II)
STREET TREE §136-1(g)(1)	STREET TREES SHALL BE REQUIRED UNDER THE FOLLOWING CONDITIONS: CONSTRUCTION OF A NEW BUILDING; RELOCATION OF A BUILDING; THE ADDITION OF GROSS FLOOR AREA EQUAL TO 20% OR MORE OF THE GROSS FLOOR AREA OF AN EXISTING BUILDING; THE ADDITION OF A NEW DWELLING UNIT, A GARAGE, OR ADDITIONAL PARKING; OR PAVING OR REPAVING MORE THAN 200 SQUARE FEET OF THE FRONT SETBACK	???	???	???
PERMITTED OBSTRUCTIONS §136	SEE DRAWINGS	N/A	N/A	SEE DRAWINGS

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PROJECT:

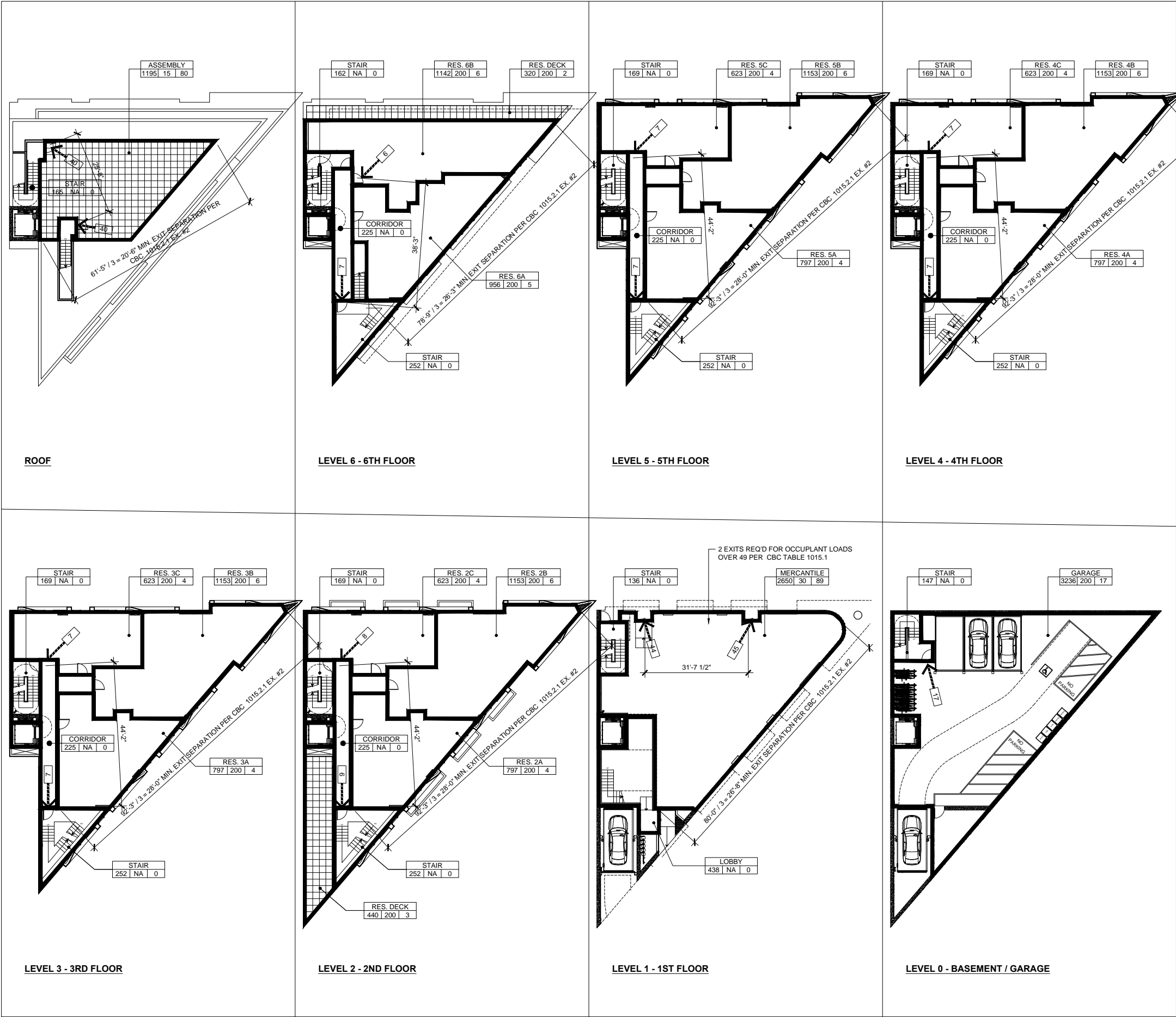
MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:

SITE PLAN, ZONING AND
DATA CALCULATIONS

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
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00 SF PLANNING STANDARDS
SCALE: N.T.S.



APPLICABLE CODES:

2013 CALIFORNIA BUILDING CODE & SF AMENDMENTS
2013 CALIFORNIA RESIDENTIAL CODE & SF AMENDMENTS
2013 CALIFORNIA MECHANICAL CODE & SF AMENDMENTS
2013 CALIFORNIA PLUMBING CODE & SF AMENDMENTS
2013 CALIFORNIA ELECTRICAL CODE & SF AMENDMENTS
2013 CALIFORNIA ENERGY CODE
2013 SAN FRANCISCO HOUSING CODE
2013 SAN FRANCISCO ENERGY CODE

RESIDENTIAL UNIT MATRIX:

UNIT	AREA (SF)	1-BED	2-BED	3-BED	BATHROOMS
2A	797	X			1
2B	1,153		X		2
2C	623	X			1
2D	797	X			1
3B	1,153		X		2
3C	623	X			1
4A	797	X			1
4B	1,153		X		2
4C	623	X			1
5A	797	X			1
5B	1,153		X		2
5C	623	X			1
6A	956		X		2
6B	1,142		X		2
TOTAL	12,390				

BUILDING AREA AND LIMITATION SUMMARY:

FLOOR LEVEL	FIRE SPINKLERS	CONST. TYPE	OCCUPANCY TYPE	GROSS AREA (SF)	*ALLOWABLE AREA PER STORY (TABLE 503)	*ALLOWABLE HT. (TABLE 503)
LEVEL 0	YES	IB	S2	3,383	29,000	12 STORIES
LEVEL 1	YES	IB	M	3,224	UNLIMITED	12 STORIES
LEVEL 2	YES	IB	R2	3,659	UNLIMITED	12 STORIES
LEVEL 3	YES	IB	R2	3,219	UNLIMITED	12 STORIES
LEVEL 4	YES	IB	R2	3,219	UNLIMITED	12 STORIES
LEVEL 5	YES	IB	R2	3,219	UNLIMITED	12 STORIES
LEVEL 6	YES	IB	R2	2,737	UNLIMITED	12 STORIES
BUILDING TOTAL	YES	IB	MIXED USE	22,660	UNLIMITED	12 STORIES

*ASSUMES AREA INCREASE AND 1 EXTRA STORY ALLOWED FOR FIRE SPRINKLERED AREAS PER 2010 CBC 504.2

OCCUPANT LOAD CALCULATION (2013 CBC 1004.1):

FLOOR LEVEL	2010 CBC CHPT. 3 OCC. GROUP	2010 CBC TABLE 1004.1.1 FUNCTION OF SPACE	GROSS AREA* (SF)	2010 CBC TABLE 1004.1.1 LOAD FACTOR	TOTAL OCCUPANTS	EXITS REQ'D
LEVEL 0	S-2	PARKING GARAGE	3,236	200	17	1
LEVEL 1	M	MERCANTILE	2,650	30	89	2
LEVEL 2	R2	RESIDENTIAL	2,573	200	14	2
LEVEL 3	R2	RESIDENTIAL	2,573	200	14	2
LEVEL 4	R2	RESIDENTIAL	2,573	200	14	2
LEVEL 5	R2	RESIDENTIAL	2,573	200	14	2
LEVEL 6	R2	RESIDENTIAL	2,098	200	13	2
ROOF	R2 (ACCESSORY USE)	ASSEMBLY	1,195	15	80	2
BUILDING TOTAL			18,276 (EXCLUDES ROOF)		255	2

* PER CBC 1002.1, "FLOOR AREA GROSS IS THE AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR CORRIDORS, STAIRWAYS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES.

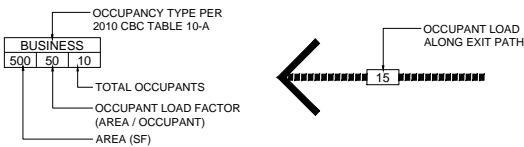
** PER CBC 1015.1, TWO EXITS OR EXITS ACCESS DOORWAYS FROM ANY SPACE SHALL BE PROVIDED WHERE THE OCCUPANT LOAD OF THE SPACE EXCEEDS THE VALUES IN TABLE 1015.1.

EXIT WIDTH CALCULATION (2013 CBC 1005.1):

NOTES:

- THE MINIMUM EXIT WIDTH SHALL BE AS DETERMINED IN THE EXIT WIDTH CALCULATION ABOVE PER 2010 CBC 1005.1, BUT AT NO TIME SHALL IT BE LESS THAN 44" PER 2010 CBC 1018.2.
- PER 2010 CBC 1016.1, THE MAXIMUM TRAVEL DISTANCE FROM THE MOST REMOTE POINT WITHIN A STORY TO AN EXIT SHALL NOT EXCEED 200' IN LENGTH. FOR BUILDINGS EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM, THE MAXIMUM TRAVEL DISTANCE SHALL NOT EXCEED 250' IN LENGTH PER TABLE 1016.1.
- PER 2010 CBC 1014.2: EGRESS THROUGH INTERVENING SPACES IS ALLOWED SO LONG AS THE FOLLOWING ARE TRUE:
 - EGRESS FROM A ROOM OR SPACE SHALL NOT PASS THROUGH ADJOINING OR INTERVENING ROOMS OR AREAS, EXCEPT WHERE SUCH ADJOINING ROOMS OR AREAS ARE ACCESSORY TO THE AREA SERVED, ARE NOT A HIGH-HAZARD OCCUPANCY AND PROVIDE A DISCERNIBLE PATH OF EGRESS TRAVEL TO AN EXIT.
 - THE EXIT ACCESS SHALL NOT PASS THROUGH A ROOM THAT CAN BE LOCKED TO PREVENT ACCESS.
- PER CBC 1024: EXITS SHALL DISCHARGE DIRECTLY TO THE EXTERIOR OF THE BUILDING. THE EXIT DISCHARGE SHALL BE AT GRADE OR SHALL PROVIDE DIRECT ACCESS TO GRADE. THE EXIT DISCHARGE SHALL NOT REENTER THE BUILDING.
- PER CBC 1024.6: WHERE ACCESS TO A PUBLIC WAY CANNOT BE PROVIDED A SAFE DISPERSAL AREA SHALL BE PROVIDED WHERE ALL CBC REQUIREMENTS ARE MET.
- PER 1026.1: IN ADDITION TO THE MEANS OF EGRESS REQUIRED, PROVISIONS SHALL BE MADE FOR EMERGENCY ESCAPE AND RESCUE IN GROUP R AND I-1 OCCUPANCIES. BASEMENTS AND SLEEPING ROOMS BELOW THE FOURTH STORY ABOVE THE GRADE PLANE SHALL HAVE AT LEAST ONE EXTERIOR EMERGENCY ESCAPE AND RESCUE OPENING IN ACCORDANCE WITH THIS SECTION.
- PER 1026.1, EXCEPTION-4: EMERGENCY ESCAPE AND RESCUE OPENING ARE NOT REQUIRED FROM BASEMENTS OR SLEEPING ROOMS THAT HAVE A NEXT DOOR OR EXIT ACCESS DOOR THAT OPENS DIRECTLY INTO A PUBLIC WAY OR TO A YARD, COURT OR EXIT BALCONY THAT THAT PROVIDES ACCESS TO A PUBLIC WAY.
- PER SIBC 3403.4: STAIRWAYS THAT REPLACE EXISTING STAIRWAYS IN OCCUPANCIES AND WHICH COMPLIED WITH THE CODE IN EFFECT AT THE TIME THEY WERE CONSTRUCTED, AND WHICH HAVE BEEN ADEQUATELY MAINTAINED AND INCREASED IN RELATION TO ANY INCREASE IN OCCUPANT LOAD, ALTERATION OR ADDITION, OR ANY CHANGE IN OCCUPANCY, MAY BE RECONSTRUCTED IN THE SAME CONFIGURATION AND CONSTRUCTION AS THE EXISTING STAIRWAYS.

SYMBOL LEGEND



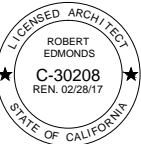
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PROJECT:

MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:

AREA, EXITING AND
OCCUPANCY
CALCULATIONS

SCALE: 1/16" = 1'-0"

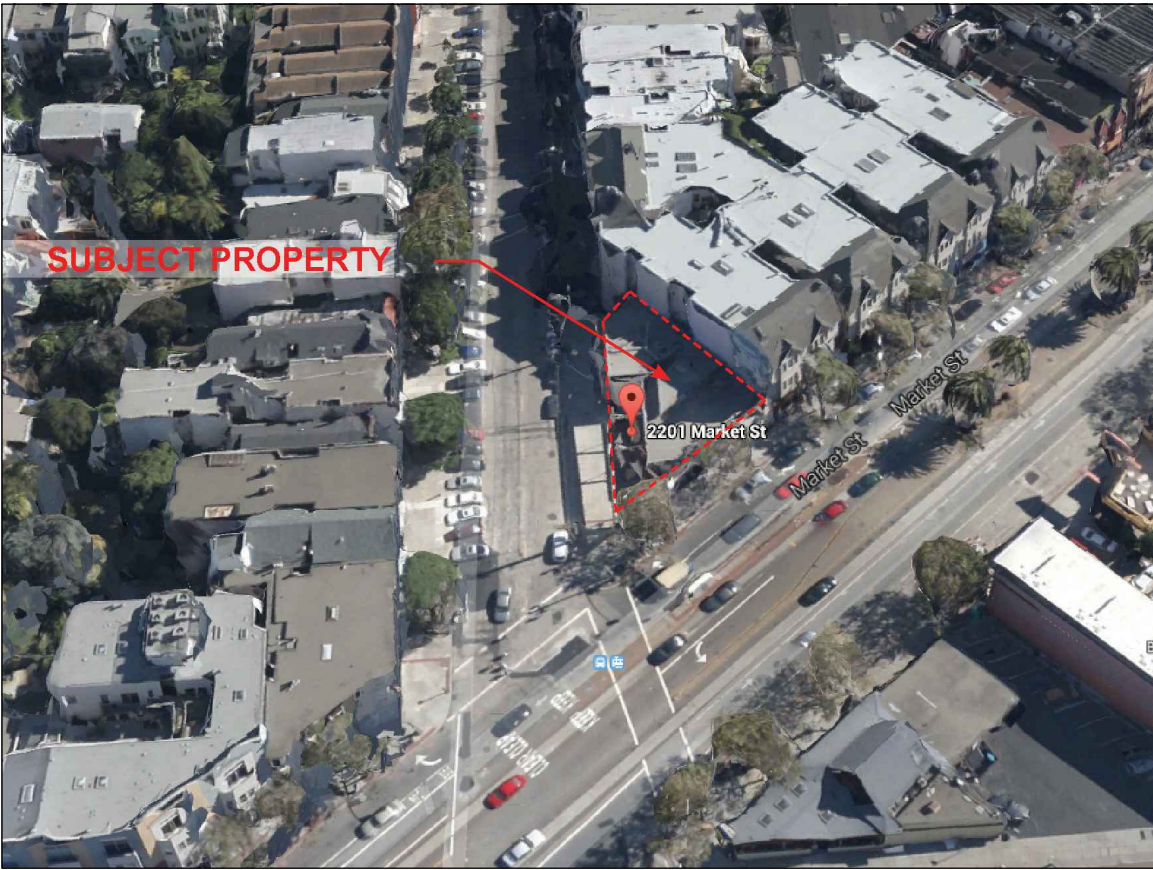
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CAD FILE:

A0.12



04 VIEW OF SUBJECT PROPERTY
SCALE: N.T.S.



03 VIEW OF SUBJECT PROPERTY
SCALE: N.T.S.



02 VIEW LOOKING NE FROM MARKET STREET
SCALE: N.T.S.



01 VIEW LOOKING SW FROM SANCHEZ STREET
SCALE: N.T.S.

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SITE PHOTOS

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04 BIRDSEYE VIEW FROM SANCHEZ STREET
SCALE: N.T.S.



03 BIRDSEYE VIEW FROM MARKET STREET
SCALE: N.T.S.



02 VIEW FROM CORNER OF MARKET STREET
SCALE: N.T.S.



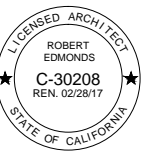
01 VIEW LOOKING NE FROM MARKET STREET
SCALE: N.T.S.

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PROJECT:
MARKET ST. MIXED-USE
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DRAWING:
**CONCEPT
RENDERINGS**

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CAD FILE:	

A0.30

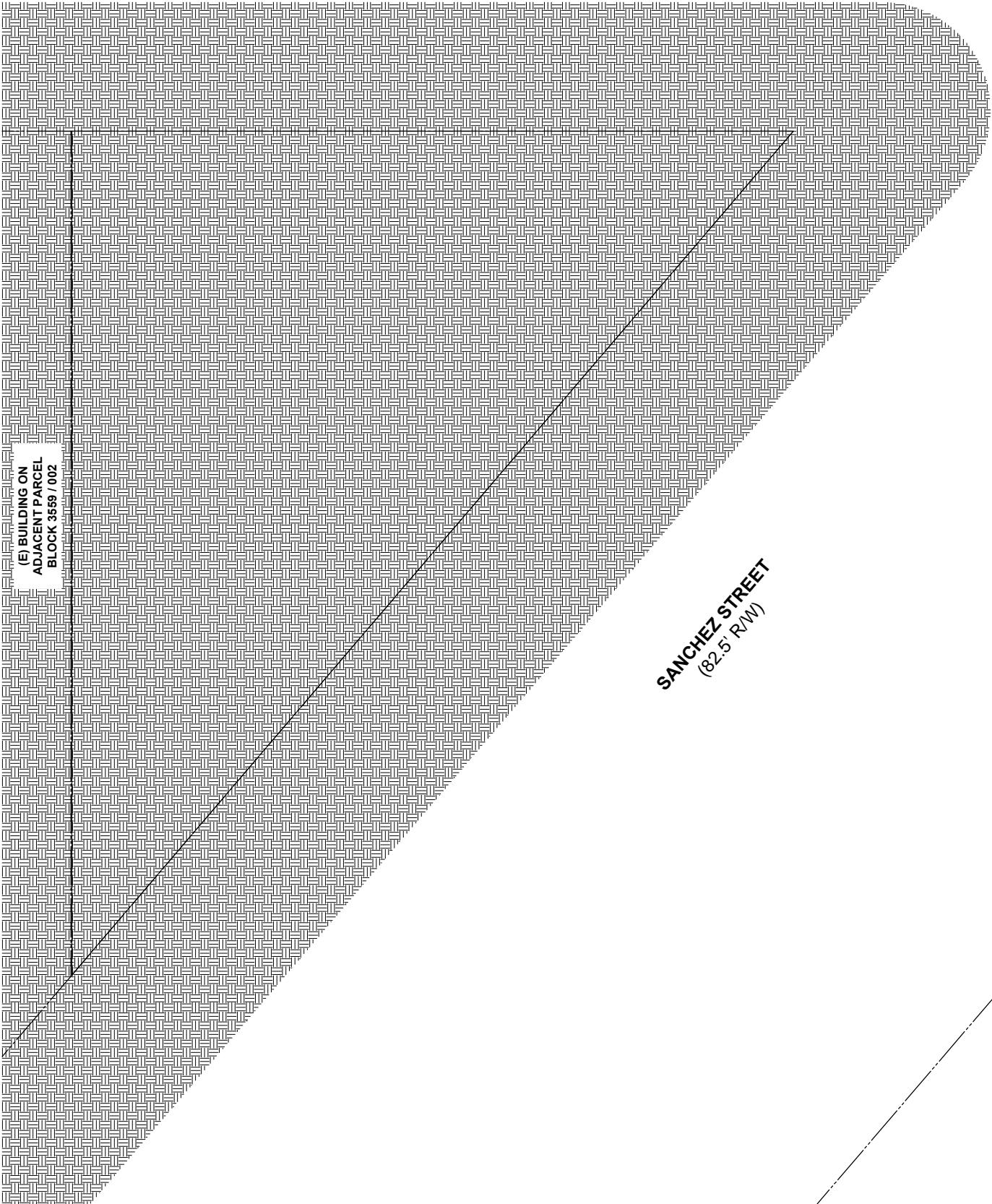
MARKET STREET (120.0' R/W)

MARKET STREET (120.0' R/W)

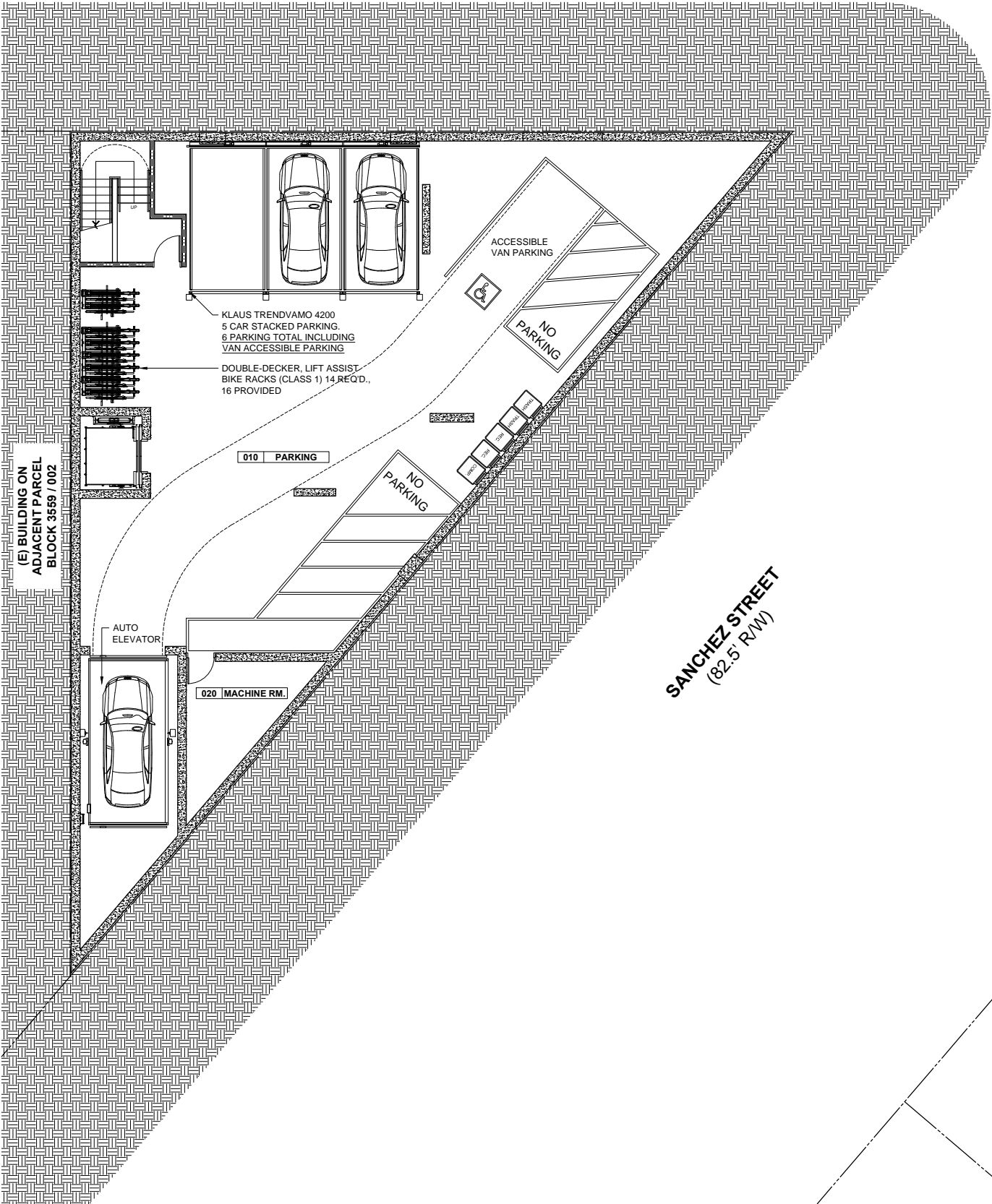
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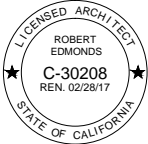


02 (EXIST.) FLOOR PLAN - BASEMENT LEVEL
SCALE: 1/8" = 1'-0"



01 (NEW) FLOOR PLAN - BASEMENT LEVEL
SCALE: 1/8" = 1'-0"

WALL LEGEND:	
	WALL TO DEMOLISH
	(EXIST.) WALL
	(NEW) WALL
	1-HR WALL
	2-HR WALL



PROJECT:
MARKET ST. MIXED-USE
2201 MARKET STREET
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DRAWING:	
FLOOR PLANS	
SCALE:	1/8" = 1'-0"
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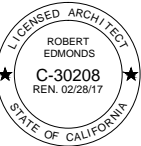


A1.00

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WALL LEGEND:	
	WALL TO DEMOLISH
	(EXIST.) WALL
	(NEW) WALL
	1-HR WALL
	2-HR WALL



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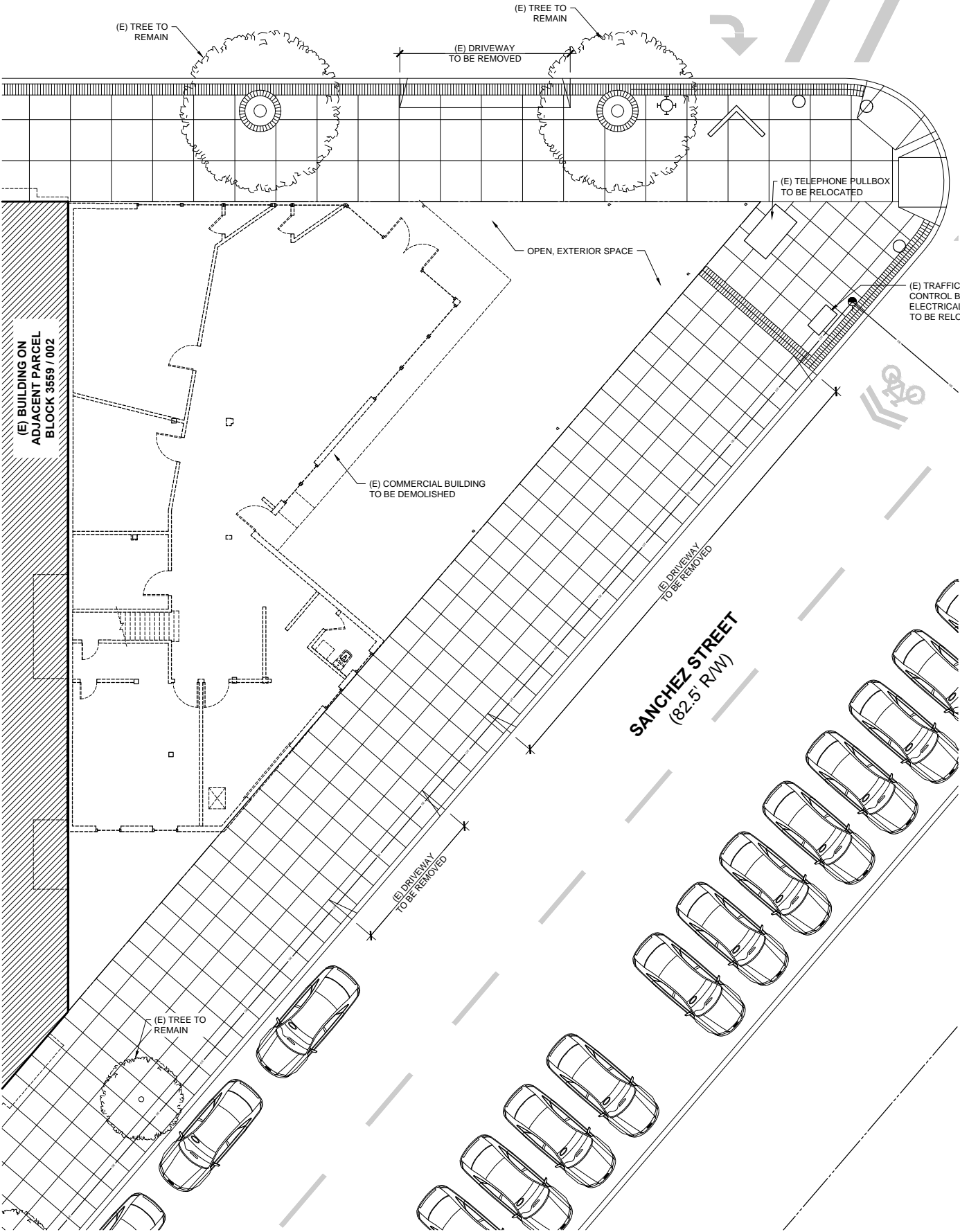
FLOOR PLANS

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
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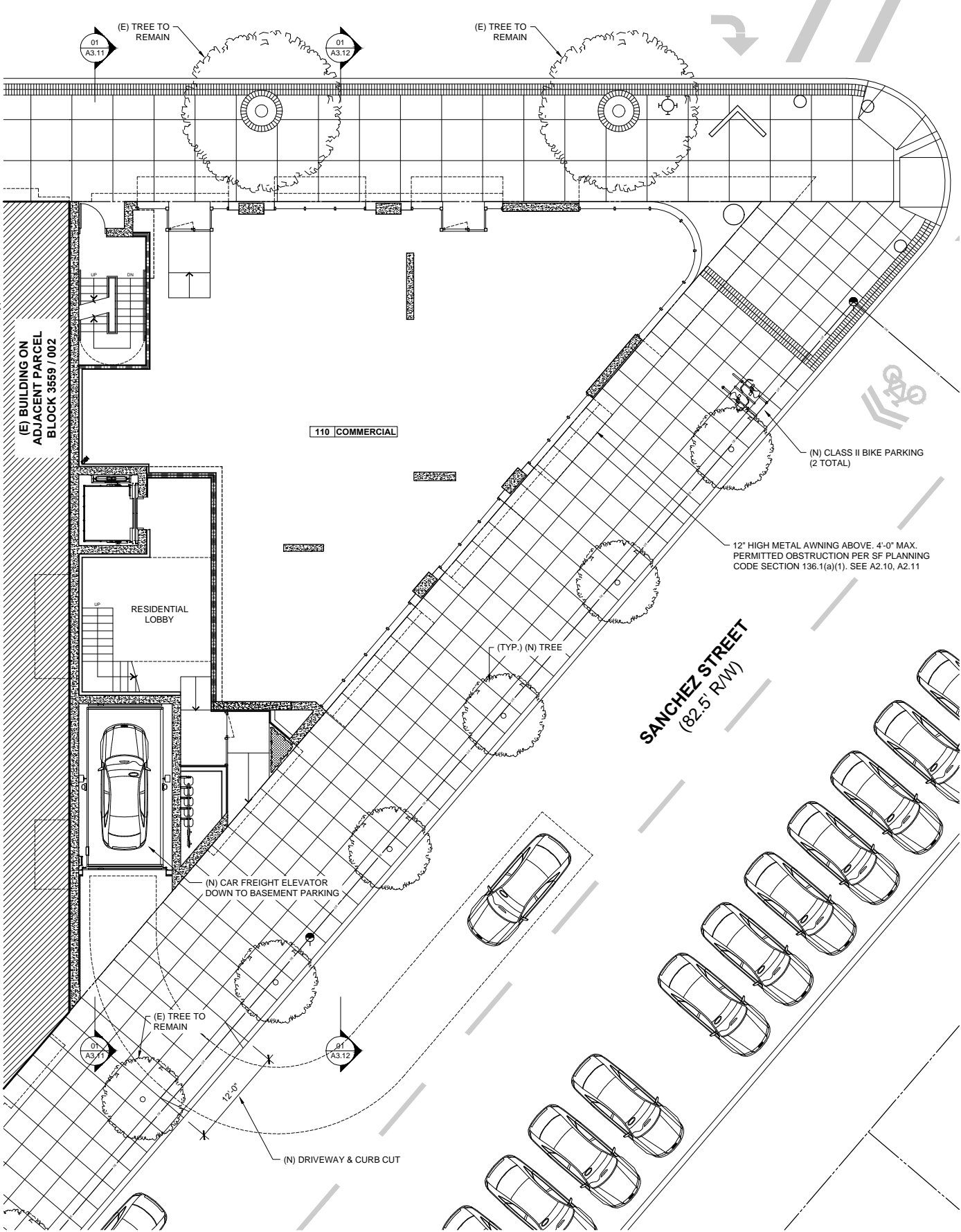
A1.01

MARKET STREET (120.0' R/W)



02 (EXIST.) FLOOR PLAN - 1ST FLOOR LEVEL
SCALE: 1/8" = 1'-0"

MARKET STREET (120.0' R/W)



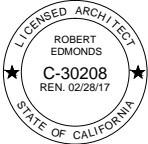
01 (NEW) FLOOR PLAN - 1ST FLOOR LEVEL
SCALE: 1/8" = 1'-0"

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WALL LEGEND:	
	WALL TO DEMOLISH
	(EXIST.) WALL
	(NEW) WALL
	1-HR WALL
	2-HR WALL



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2201 MARKET STREET
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DRAWING:

FLOOR PLANS

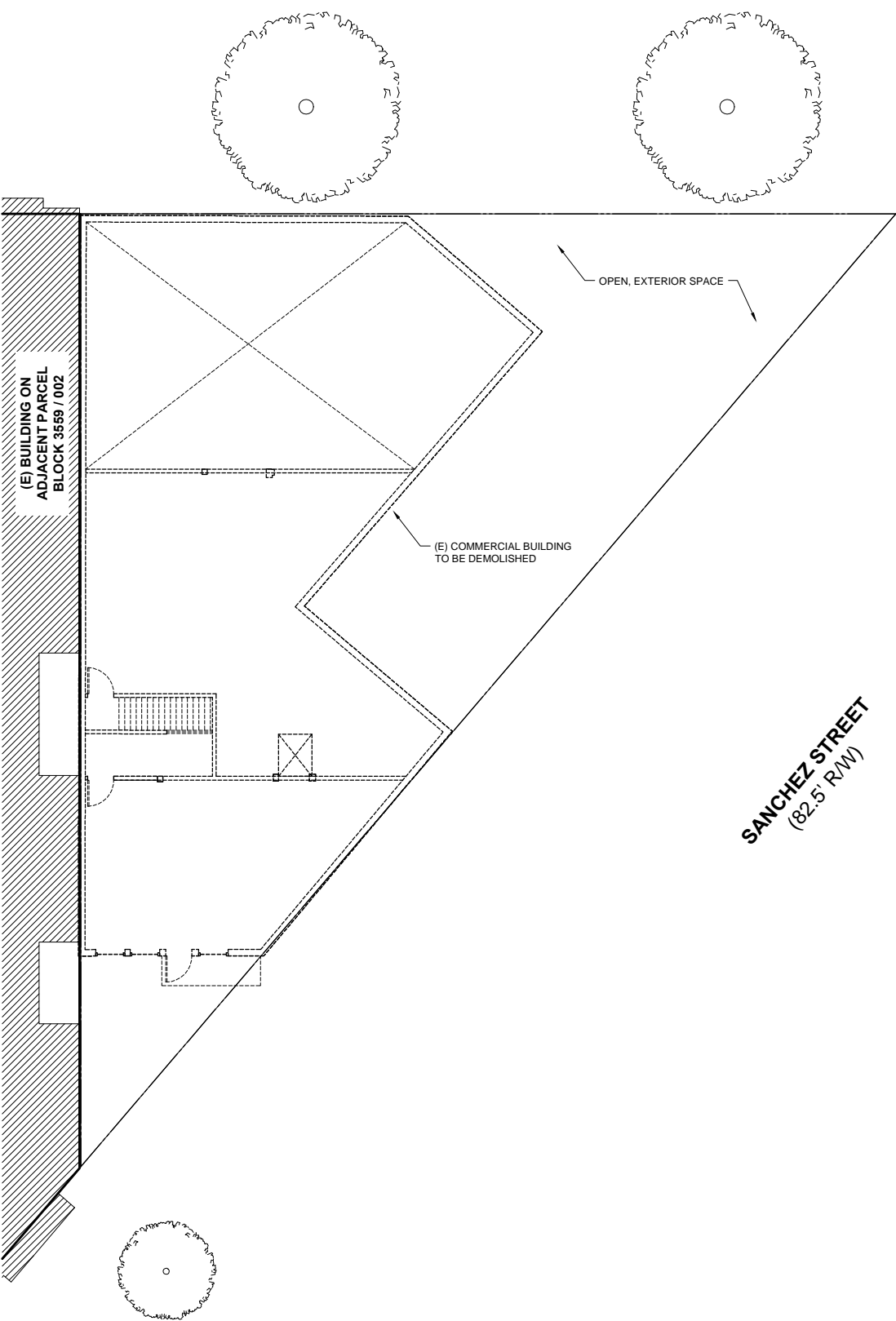
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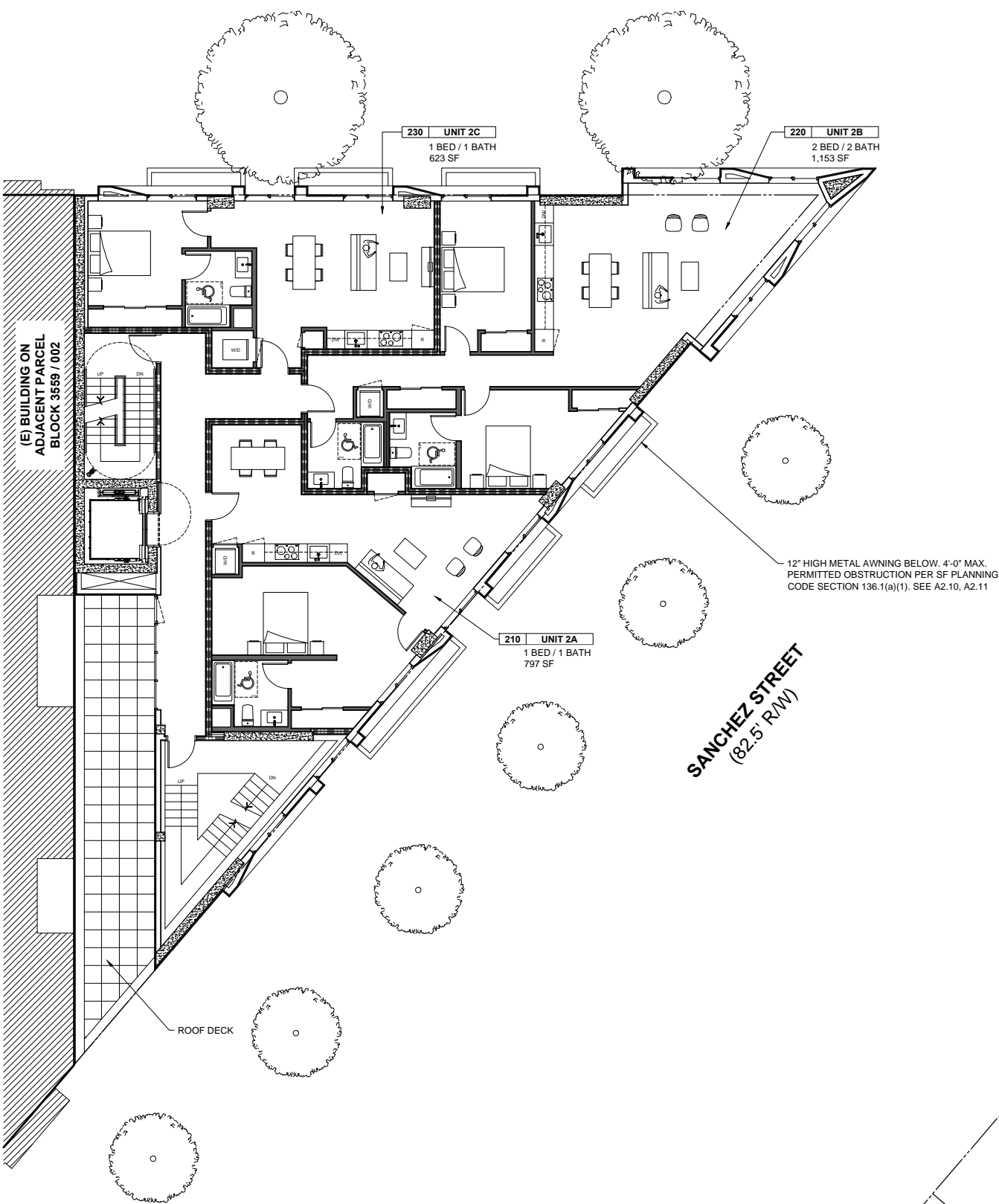
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MARKET STREET (120.0' R/W)

MARKET STREET (120.0' R/W)



02 (EXIST.) FLOOR PLAN - 2ND FLOOR LEVEL
SCALE: 1/8" = 1'-0"



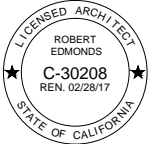
01 (NEW) FLOOR PLAN - 2ND FLOOR LEVEL
SCALE: 1/8" = 1'-0"

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WALL LEGEND:	
	WALL TO DEMOLISH
	(EXIST.) WALL
	(NEW) WALL
	1-HR WALL
	2-HR WALL



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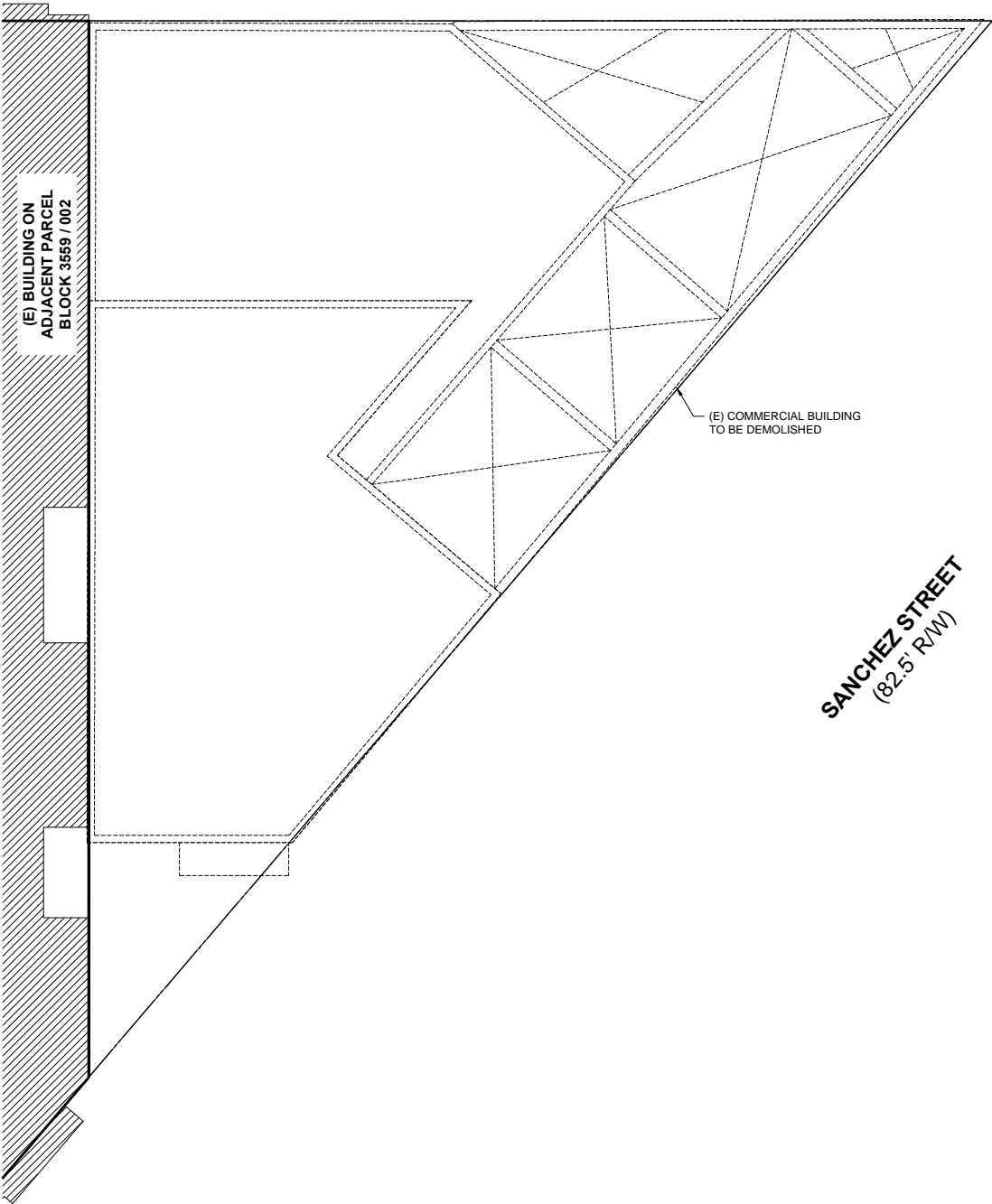
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SCALE:	1/8" = 1'-0"
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JOB NO.	2013.10
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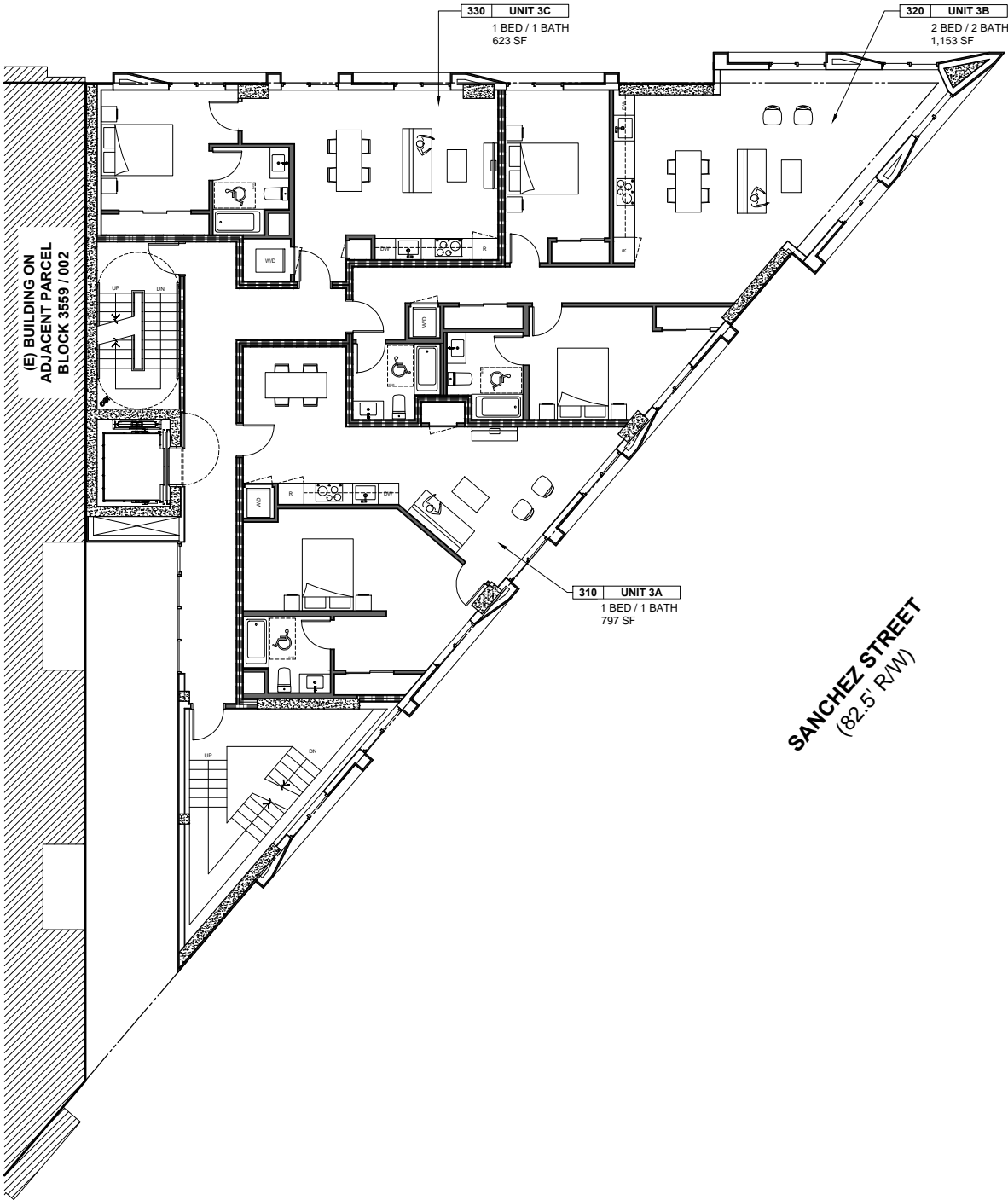
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MARKET STREET (120.0' R/W)

MARKET STREET (120.0' R/W)

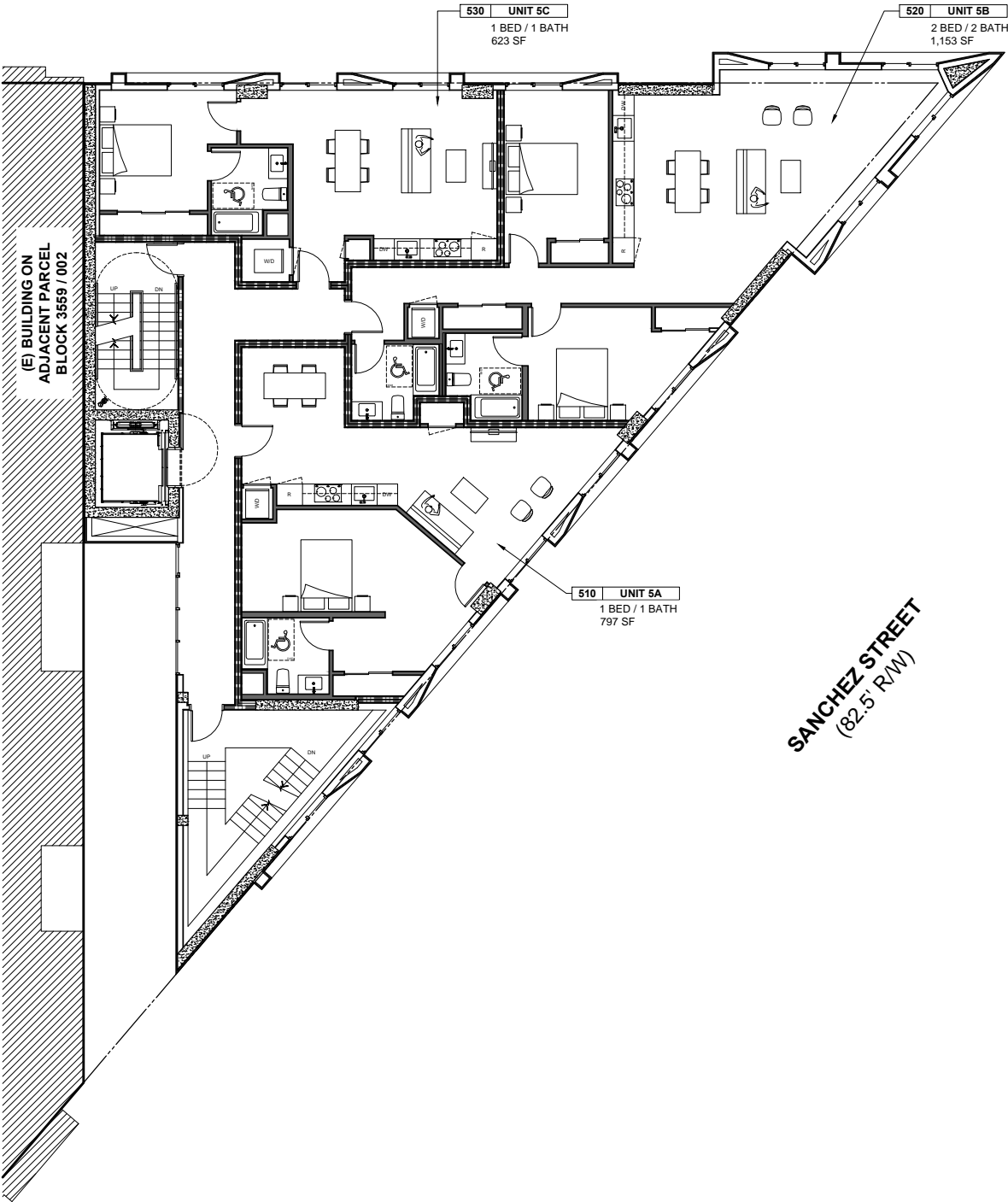


02 (EXIST.) FLOOR PLAN - ROOF LEVEL
SCALE: 1/8" = 1'-0"



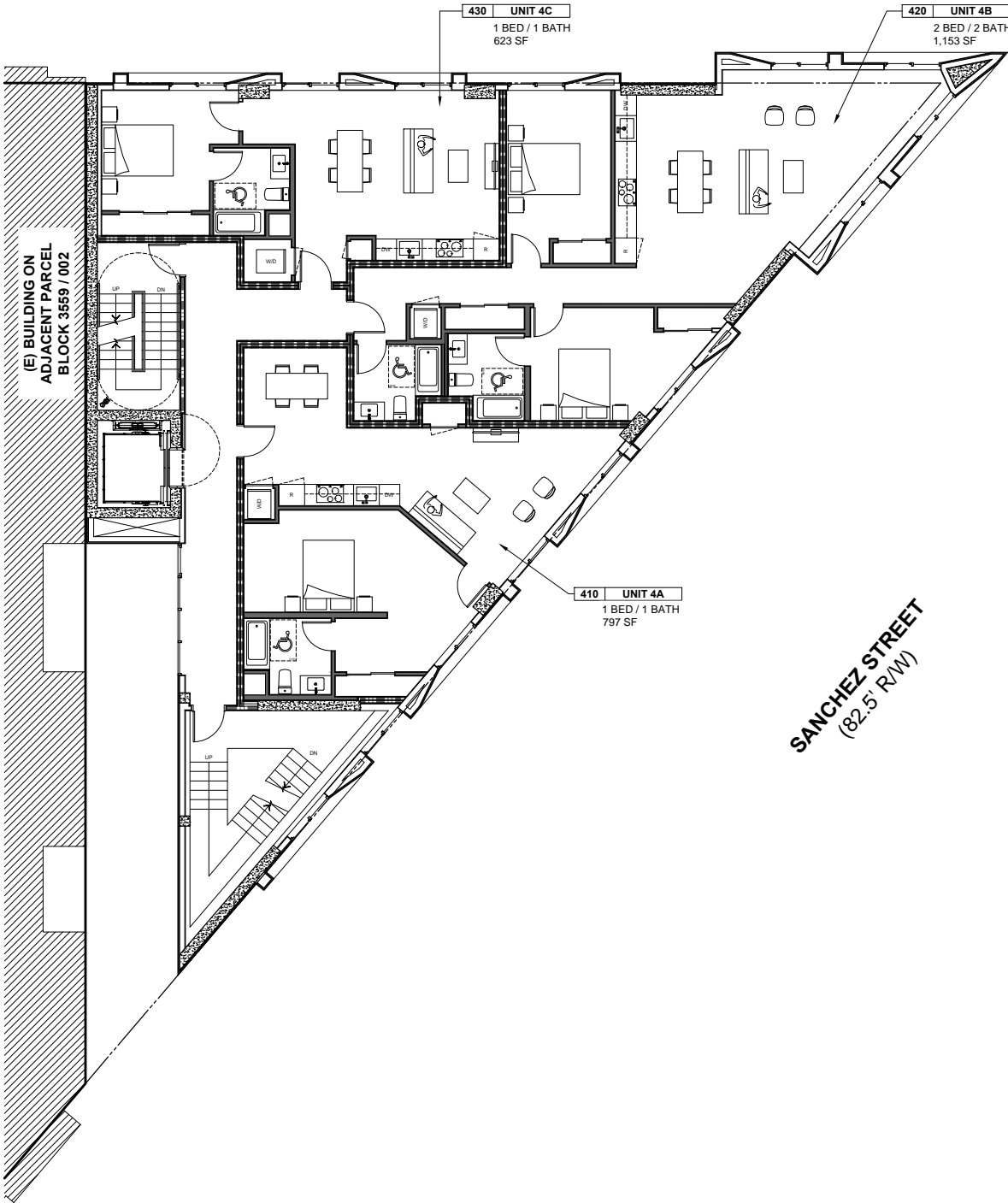
01 (NEW) FLOOR PLAN - 3RD FLOOR LEVEL
SCALE: 1/8" = 1'-0"

MARKET STREET (120.0' R/W)



02 (NEW) FLOOR PLAN - 5TH FLOOR LEVEL
SCALE: 1/8" = 1'-0"

MARKET STREET (120.0' R/W)



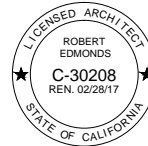
01 (NEW) FLOOR PLAN - 4TH FLOOR LEVEL
SCALE: 1/8" = 1'-0"

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WALL LEGEND:	
---	WALL TO DEMOLISH
---	(EXIST.) WALL
---	(NEW) WALL
---	1-HR WALL
---	2-HR WALL



PROJECT:

MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:

FLOOR PLANS

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
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CAD FILE:	



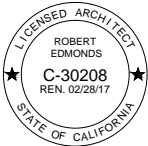
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WALL LEGEND:	
	WALL TO DEMOLISH
	(EXIST.) WALL
	(NEW) WALL
	1-HR WALL
	2-HR WALL



PROJECT:

MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:

FLOOR PLANS

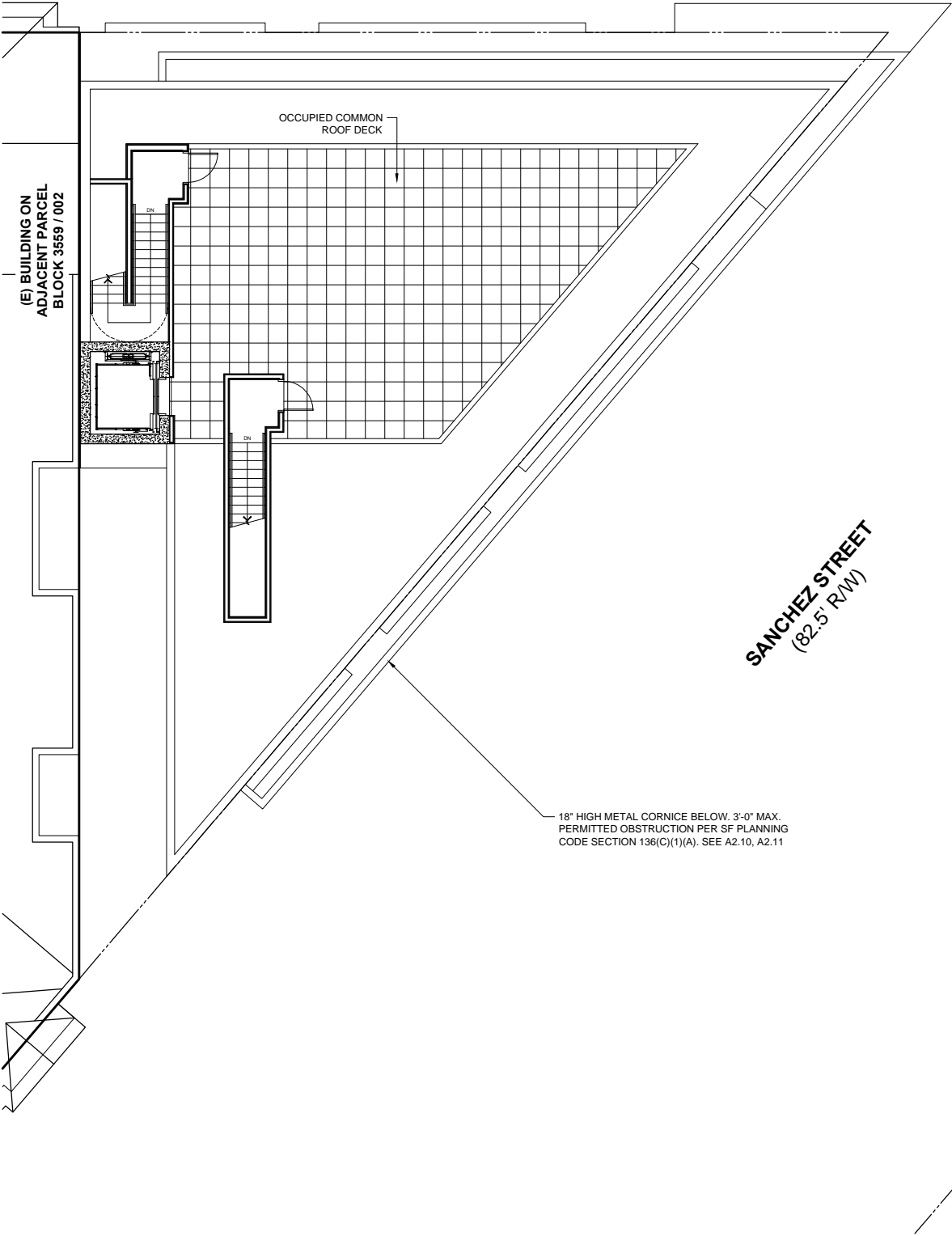
SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	



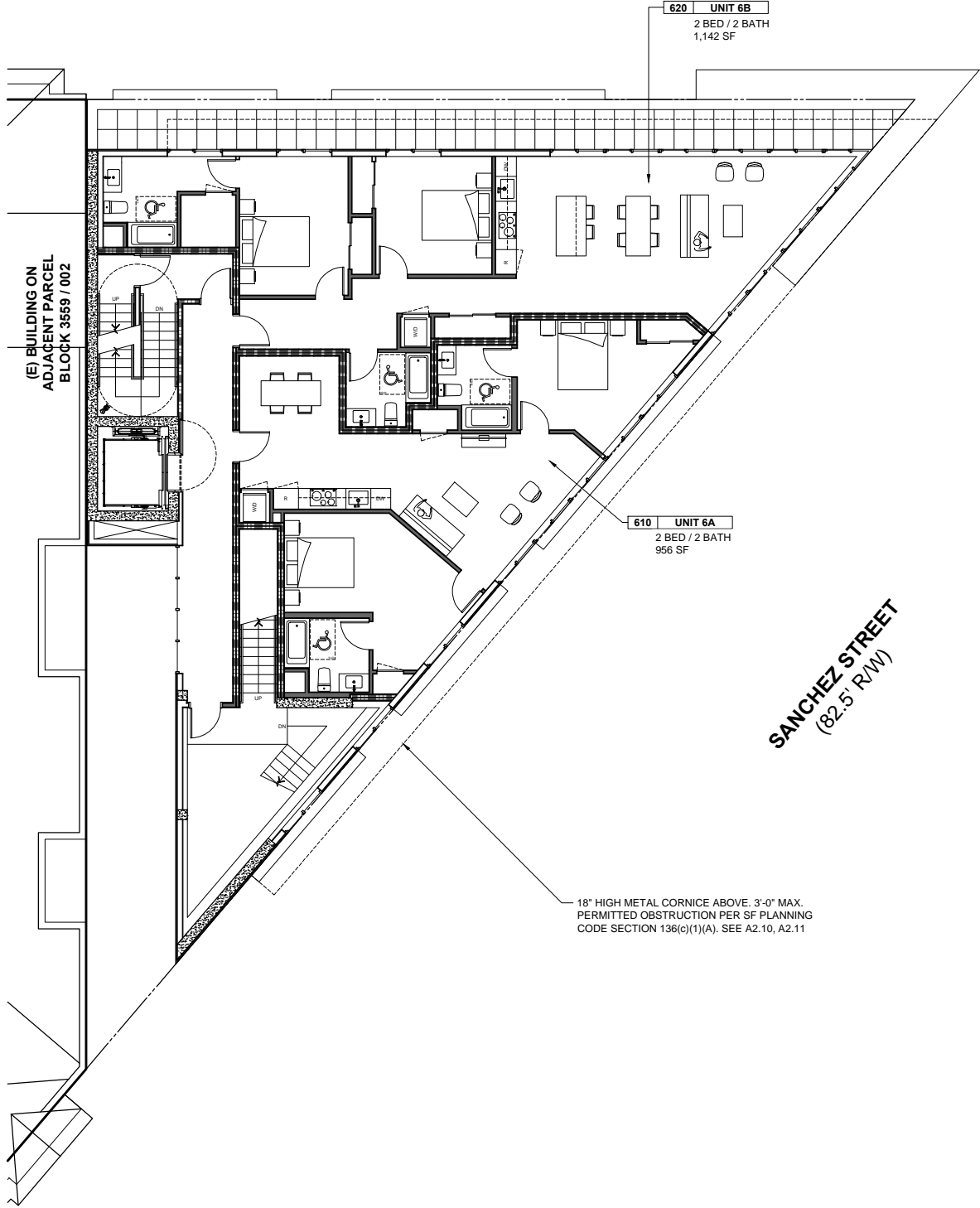
A1.05

MARKET STREET (120.0' R/W)

MARKET STREET (120.0' R/W)



02 (NEW) FLOOR PLAN - ROOF FLOOR LEVEL
SCALE: 1/8" = 1'-0"

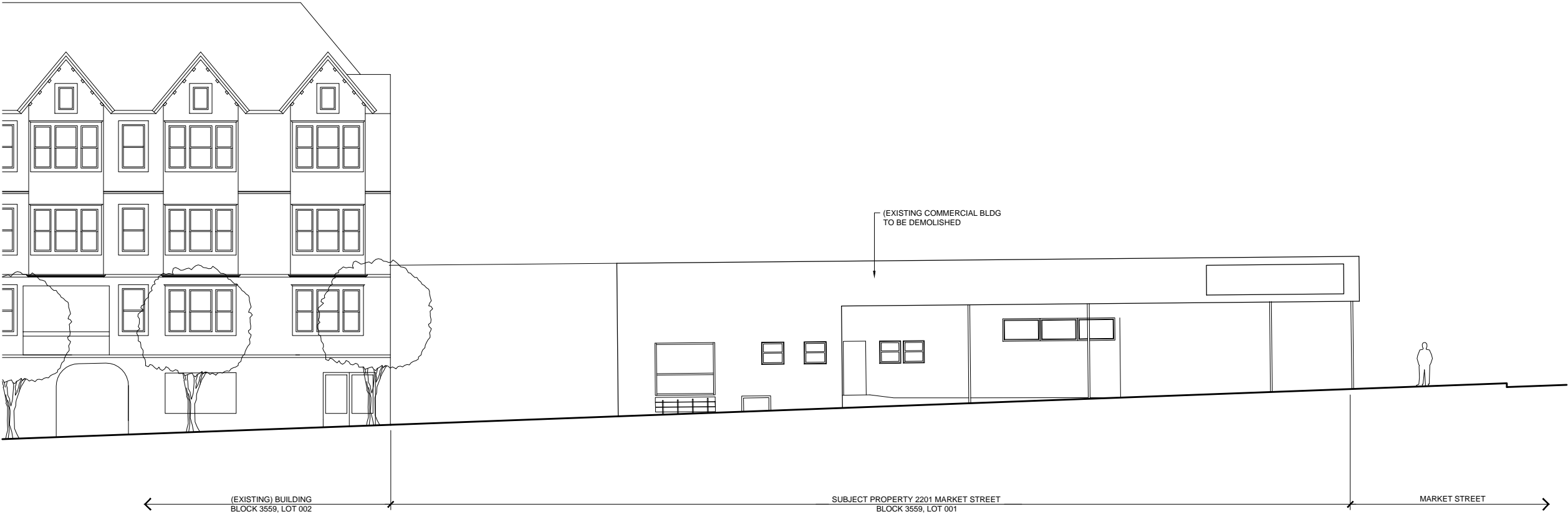


01 (NEW) FLOOR PLAN - 6TH FLOOR LEVEL
SCALE: 1/8" = 1'-0"

NO:		DATE:	SUBMISSION:
01	09.08.14	SITE PERMIT FILING	
02	10.01.15	NOPDR #1	
03	02.19.16	NOPDR #1 - REVISED	

ISSUED FOR
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EDMONDS + LEE
ARCHITECTS, INC.
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San Francisco, CA 94110
T 415 . 285 . 1300
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PROJECT:

MARKET ST. MIXED-USE
2201 MARKET STREET
SAN FRANCISCO, CA 94114

DRAWING:

EXTERIOR ELEVATION
(EXISTING)

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

01

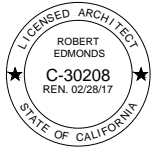
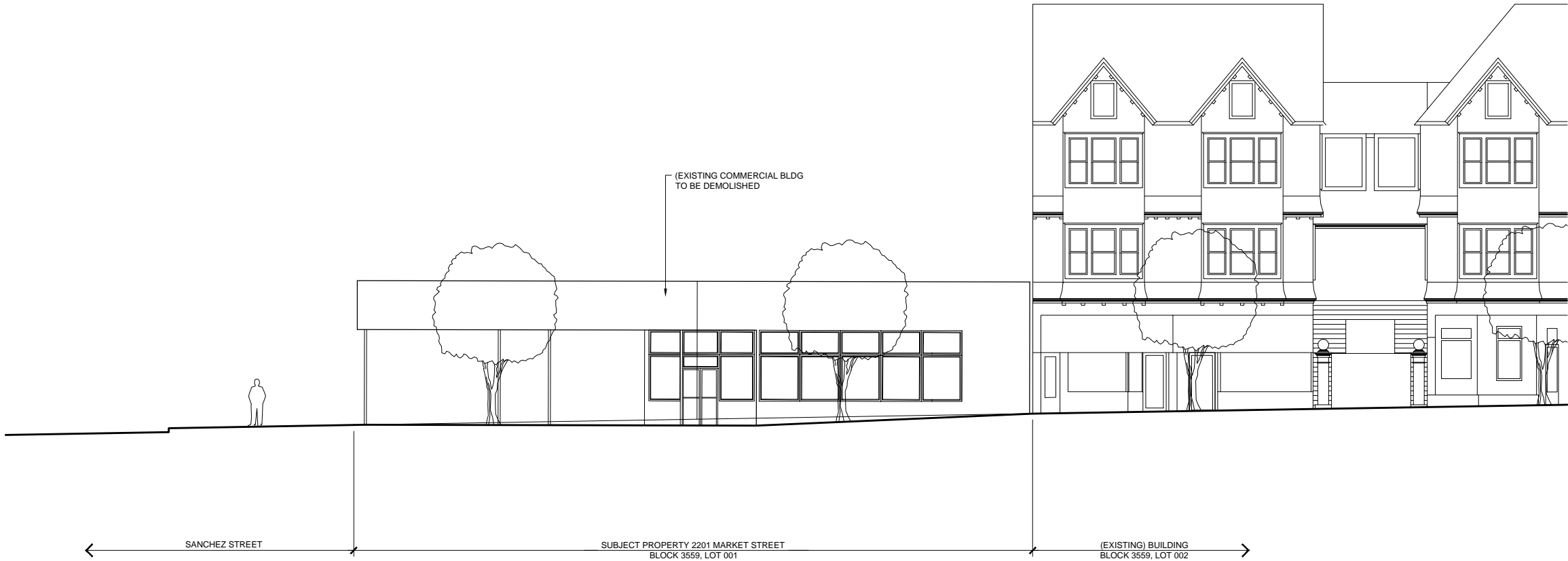
SOUTH EAST EXT. ELEVATION - SANCHEZ ST.
SCALE: 1/8" = 1'-0"

A2.00

NO:		DATE:	SUBMISSION:
01	09.08.14	SITE PERMIT FILING	
02	10.01.15	NOPDR #1	
03	02.19.16	NOPDR #1 - REVISED	

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DRAWING:

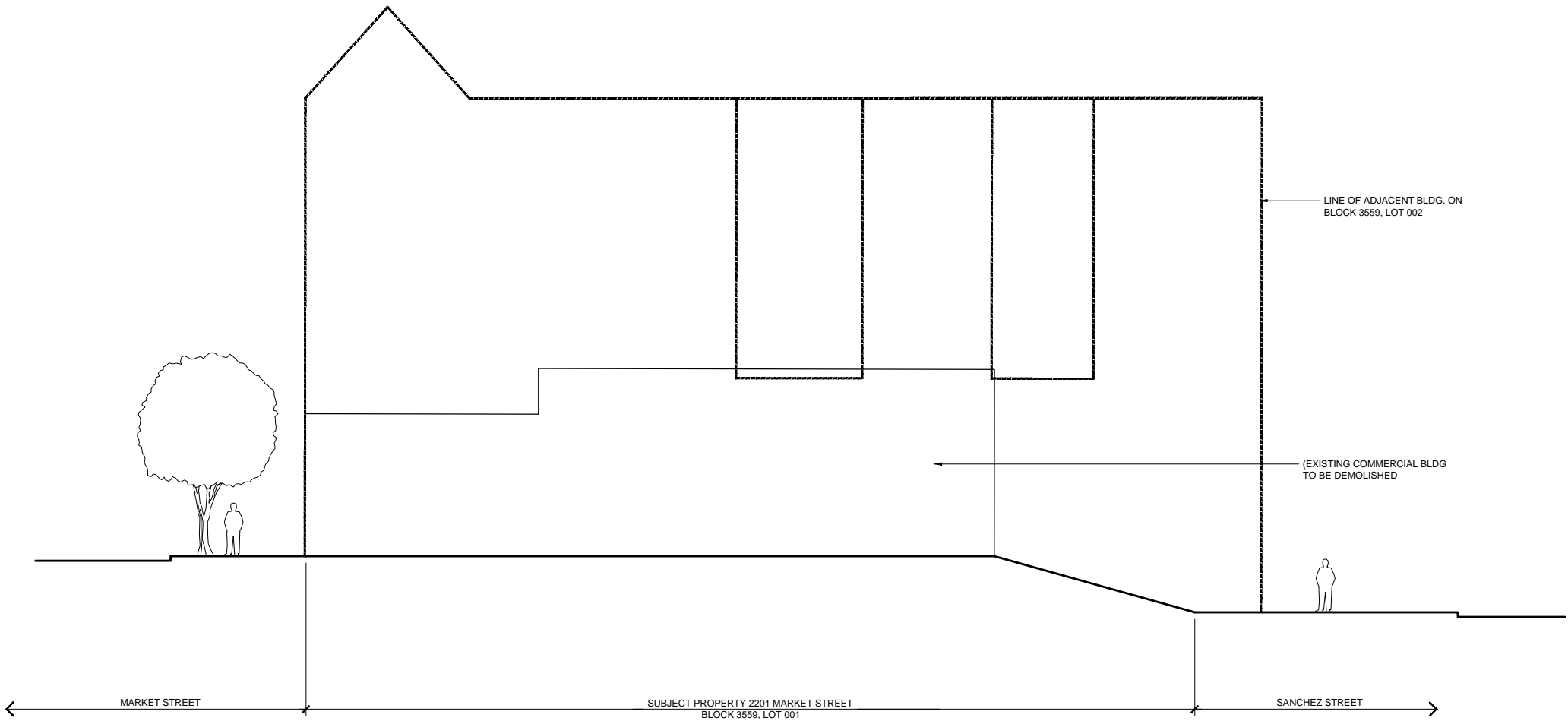
EXTERIOR ELEVATION
(EXISTING)

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

NO:		DATE:	SUBMISSION:
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(EXISTING)

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

01

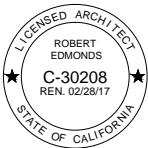
SOUTH WEST EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"

A2.02

NO:	DATE:	SUBMISSION:
01	09.08.14	SITE PERMIT FILING
02	10.01.15	NOPDR #1
03	02.19.16	NOPDR #1 - REVISED

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DRAWING:

EXTERIOR ELEVATION
(NEW)

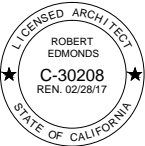
SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

A2.10

NO:	DATE:	SUBMISSION:
01	09.08.14	SITE PERMIT FILING
02	10.01.15	NOPDR #1
03	02.19.16	NOPDR #1 - REVISED

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DRAWING:

EXTERIOR ELEVATION
(NEW)

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

01

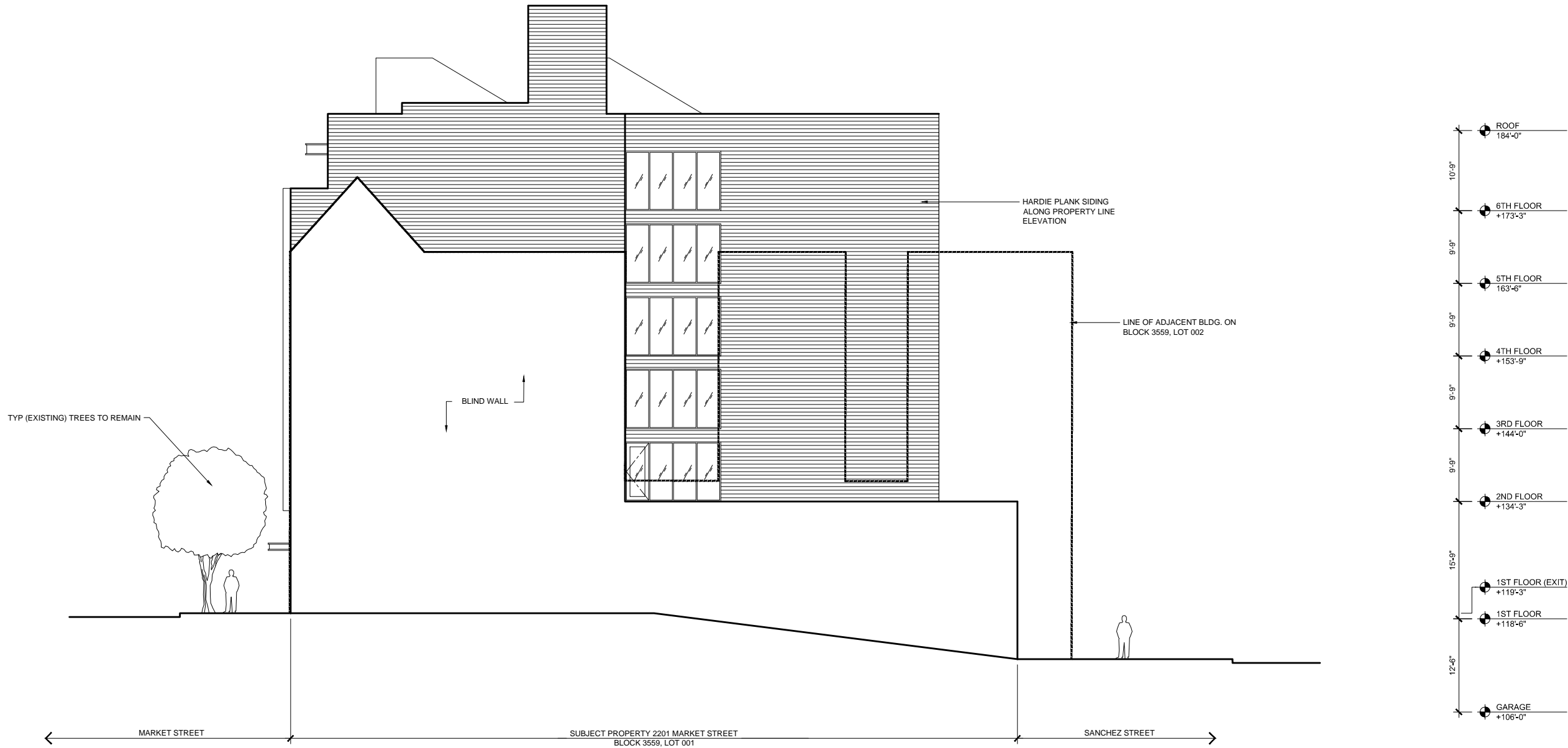
NORTH WEST EXT. ELEVATION - MARKET ST.
SCALE: 1/8" = 1'-0"

A2.11

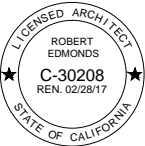
NO:	DATE:	SUBMISSION:
01	09.08.14	SITE PERMIT FILING
02	10.01.15	NOPDR #1
03	02.19.16	NOPDR #1 - REVISED

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



PROJECT:
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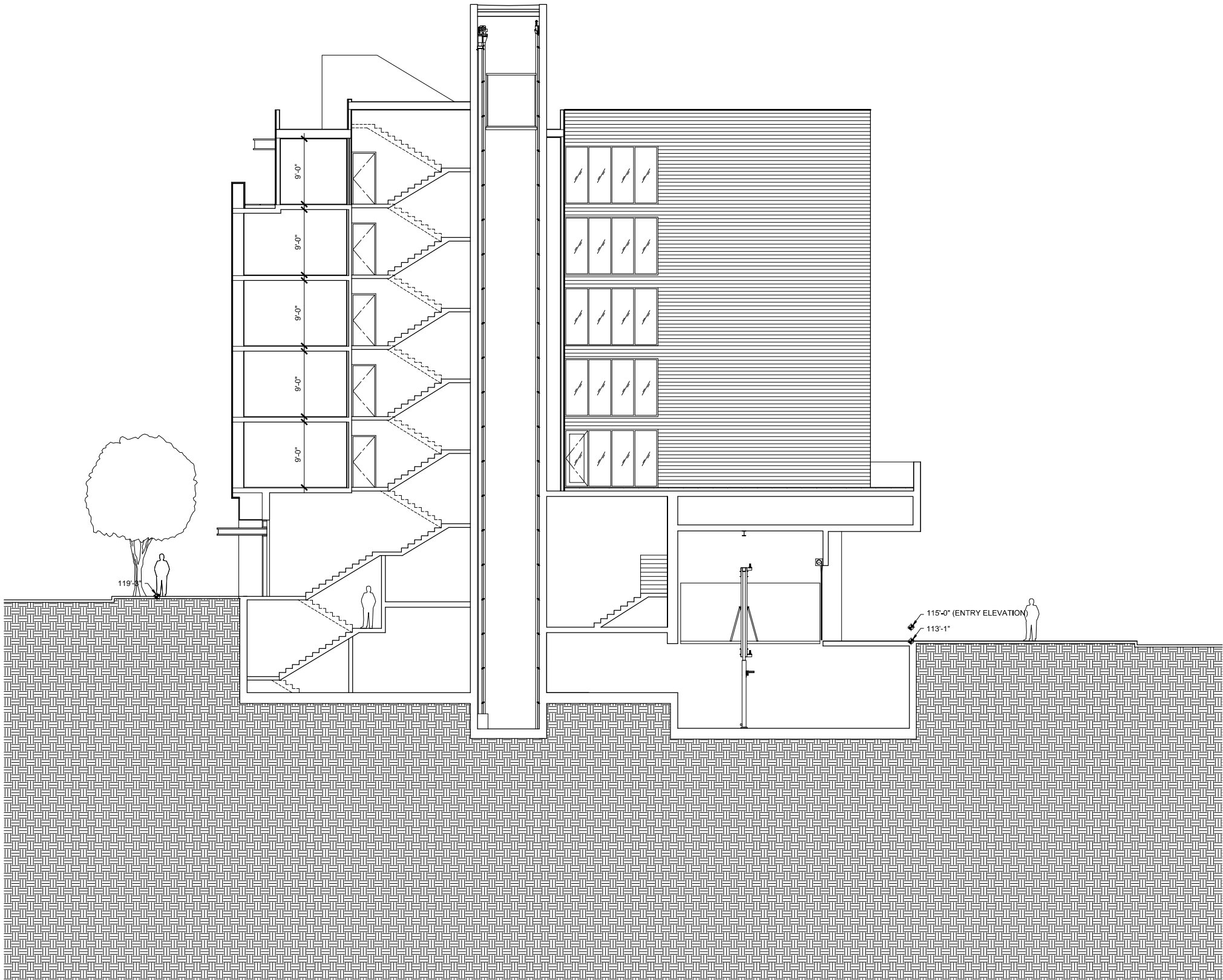
DRAWING:
**EXTERIOR ELEVATION
(NEW)**

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

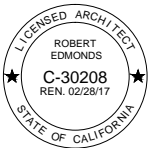
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10'-9"	ROOF 184'-0"
9'-9"	6TH FLOOR +173'-3"
9'-9"	5TH FLOOR 163'-6"
9'-9"	4TH FLOOR +153'-9"
9'-9"	3RD FLOOR +144'-0"
9'-9"	2ND FLOOR +134'-3"
15'-9"	1ST FLOOR (EXIT) +119'-3"
12'-6"	1ST FLOOR +118'-6"
	GARAGE +106'-0"



PROJECT:

MARKET ST. MIXED-USE
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DRAWING:

BUILDING SECTION

SCALE:	1/8" = 1'-0"
DATE:	FEBRUARY 19, 2016
JOB NO.	2013.10
DRAWN:	
CAD FILE:	

A3.11

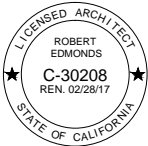
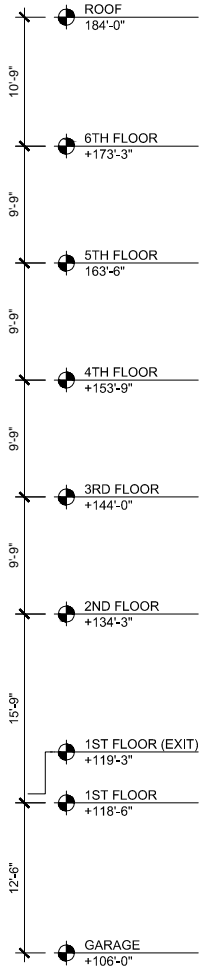
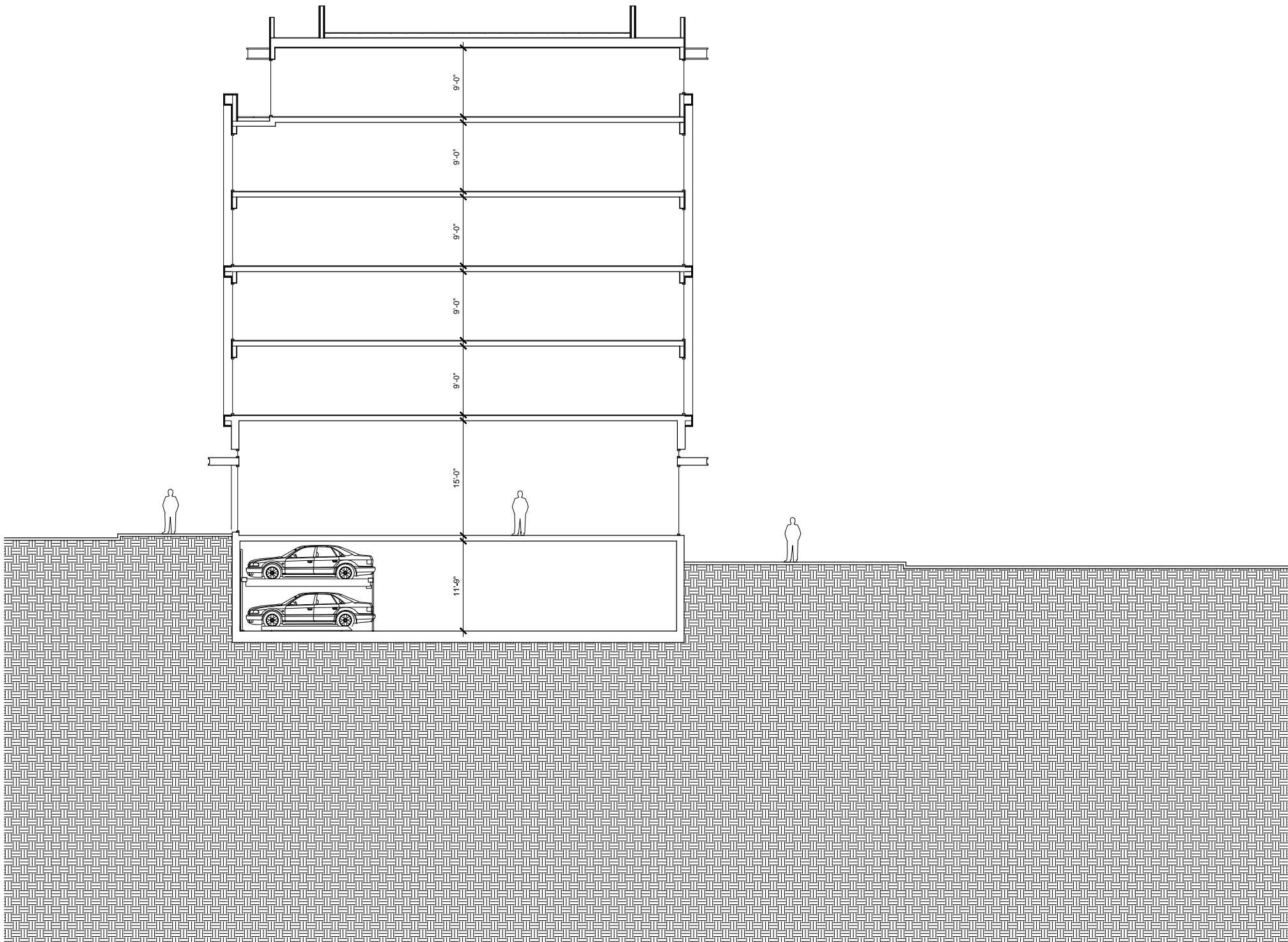
01

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

NO:	DATE:	SUBMISSION:
01	09.08.14	SITE PERMIT FILING
02	10.01.15	NOPDR #1
03	02.19.16	NOPDR #1 - REVISED

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DRAWING:
BUILDING SECTION

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CAD FILE:	

A3.12