



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: JANUARY 7, 2016

Date: December 28, 2015
Case Number: 2015-002837CUA
Project Name: 455 Fell Street (a.k.a. Parcel O)
Zoning: RTO (Residential Transit Oriented District)
40-X / 50-X
Block/Lot: 0831 / 024
Project Sponsor: Tim Dunn
Mercy Housing
1360 Mission Street, Suite 300
San Francisco, CA 94103
tdunn@mercyhousing.org
Staff Contact: Tina Chang - 415-575-9197
tina.chang@sfgov.org
Recommendation: **Approval with Conditions**

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 application before the Commission is the Conditional Use Authorization for new construction of a 100 percent affordable, mixed-use building with 108 residential units, 1,200 square-feet (sf) of retail space, 2,028 square feet of office space that would be accessory to the residential uses and 2,890 sf of community activities space. Of the Project's 108 residential units, 50 or 46 percent will contain two or more bedrooms. The proposed residential and commercial structure would be approximately 111,121 gross square feet and would range in height from 38 feet – 4 inches to 50 feet (up to 60 feet with elevator penthouse) tall. The Project does not include any off-street vehicular parking, but 118 bicycle parking spaces (108 Class 1, 8 Class 2 and 2 cargo spaces), exceeding Planning Code Requirements.

The Project, more or less, matches the height and bulk of the building to its rear. The Project consists of two structures, one larger, up-to-five story building, and a second two-story building containing two-story rowhomes. Though the larger structure has four frontages, the structure is well articulated as a series of different, yet related forms, with varying architectural expression across the site. All portions of the Project utilize a rhythm of projections and voids, creating texture and functioning to break down the building's mass. The two-story, townhouse structure fronting Hickory Street further reduces the scale of the overall development and enriches the visual texture of the Project. Along the Fell Street frontage, the building follows a stepping pattern, mimicking the natural grade of the site, and reaching its maximum height of 50-feet at Laguna Street. The two buildings are situated around a central courtyard, which can be accessed through a midblock passage, connecting to a similar passage through the development to the south at 400 Laguna Street. The midblock passage and portions of the inner courtyard will be publically accessible during business hours.

SITE DESCRIPTION AND PRESENT USE

The project site occupies a former Central Freeway parcel (Parcel O) that measures 37,428 square foot lot, or 0.86 acres, and has frontage on Fell Street to the north, Laguna Street to the west and Hickory Street to the south. The site slopes up, moving east to west to east, with a grade change of approximately 16 from the site's eastern most point at Hickory Street, towards Octavia Street, to its highest point at the Hickory Street and Laguna Street intersection. The site is currently vacant and was most recently used for construction staging for the adjacent parcel to the south at 400 Laguna Street, or Parcel P, project (Case No. 2011.0744E).

SURROUNDING PROPERTIES AND NEIGHBORHOOD

Another parcel formerly occupied by the Central Freeway occupies the majority of the southern half of the subject block at 400 Laguna Street (Parcel P) where a mixed-use residential development containing approximately 182 dwelling units and 3,800 square feet of ground floor commercial uses was recently constructed.

Beyond the immediate vicinity, the area surrounding the project site primarily consists of residential buildings of two to five stories in height. Ground floor retail and restaurant uses are found along Hayes Street one block north of the Project Site, while other isolated commercial establishments are scattered throughout the neighborhood. The Civic Center district is located to the northeast, and includes various government buildings, museums, libraries and performance spaces. Open spaces in the vicinity include the Hays Valley Playground to the northwest, Patricia's Green to the northeast, Koshland Park to the southwest and Page and Laguna Mini-park to the south.

ENVIRONMENTAL REVIEW

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Market and Octavia Area Plan Environmental Impact Report ("EIR"). State CEQA Guidelines Section 15183 provides 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 EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. On December 16, 2015, the Planning Department issued a "Note to File", indicating that no further environmental review is required for the Project.

HEARING NOTIFICATION

| TYPE | REQUIRED PERIOD | REQUIRED NOTICE DATE | ACTUAL NOTICE DATE | ACTUAL PERIOD |
|--------------------|-----------------|----------------------|--------------------|---------------|
| Classified News Ad | 20 days | December 18, 2015 | December 16, 2015 | 22 days |
| Posted Notice | 20 days | December 18, 2015 | December 16, 2015 | 22 days |
| Mailed Notice | 20 days | December 18, 2015 | December 18, 2015 | 20 days |

The proposal requires a Section 312-neighborhood notification, which will be conducted with the site permit approval process.

PUBLIC COMMENT

- To date, the Department has received one letter expressing opposition to the Project due to lack of off-street parking and a letter of support from the Hayes Valley Neighborhood Association.

ISSUES AND OTHER CONSIDERATIONS

- **Planned Unit Development Modifications.** The Project does not strictly conform to several aspects of the Planning Code. As part of the Planned Unit Development (PUD) process, the Commission may grant modifications from certain requirements of the Planning Code for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The Project requests modifications from regulations related to the front setback, rear yard, open space, permitted obstructions, dwelling unit exposure and off-street loading.
 - **Front Setback.** Planning Code Section 132 requires that where one or both of the buildings adjacent to the subject property have front setbacks, any building constructed shall be set back to the average of the adjacent front setbacks. If only one of the adjacent buildings has a front setback, then the required setback for the subject property shall be equal to one-half the front setback of such adjacent building. The adjacent building is setback 7-feet, requiring the Project to provide a front setback of 3.5-feet for the entire frontage along Fell Street, or equal to an area produced by a Code-compliant front setback. The Project's setback varies from 0-feet to 7 feet – 6 inches; however the area produced by the combined setback areas fall short of the area resulting from a Code-compliant setback by approximately 30 square feet. Therefore a modification of front setback requirements through the PUD process is required.
 - **Rear Setback.** Planning Code Section 134 requires a rear yard amounting to 45% of lot depth for properties located in RTO Zoning Districts. Per Section 134(c)(4)(A), the forward edge of the required yard shall be reduced to a line on which is at the depth of the rear building wall of the adjacent building fronting on the same street or alley. Further, per Section 134(c)(4)(C) where a lot is through with frontage on both the front and rear rights of way, the rear yard shall be located in the central portion of the lot between the buildings on such a lot, and the depth of the rear yard of each building from the street or alley on which it fronts shall be established by the average of the depths of the rear building walls of the adjacent buildings fronting on that street, though in no case less than 25 percent of lot depth or 15 feet, whichever is greater.

While the rear yard has been located in the central portion of the lot between the buildings on such a lot, the forward edge of the rear yard is reduced to a line at the depth of the adjacent building's rear building wall, the area of the open spaces provided by the inner courtyard, midblock passage and side yard and community garden amount to more than 25% of lot depth in that the open space does not span the entire length of the lot, rear yard requirements are not met, and thus modification of rear yard requirements through the PUD process is required.

- **Open Space.** Section 135 requires that a minimum of 100 square feet of private usable open space or 133 square feet of common usable open space be provided for dwelling units with RTO Zoning Districts. This Section specifies that the area counting as usable open space must meet minimum area and dimensional requirements. Additional standards per Section 135(g)(2) apply to inner courts, requiring that the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area; is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space of the court.

The Project provides common open space only and therefore must provide at least 14,364 square-feet (108 units multiplied by 133 square feet) of usable open space. A total of 15,124 square feet of common open space is provided, exceeding the total amount of open space required by the Planning Code. However, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts such that the wall created by the building on north side is approximately 14 feet, and that on the south side is 5 feet, taller than the permissible height per Section 135(g)(2). Thus, a modification of open space requirement through the PUD process is required.

- **Permitted Obstructions.** Section 136 permits obstructions within required setback areas. Overhead projections, including bay windows, must have a minimum head-height clearance of 7.5 feet. Bay windows have a maximum permitted projection of 3-feet while sunshades may project up to 3-feet into a front setback at the roof level, and 1-foot at every other level. Awnings must have a minimum head height of 12-feet, and may project up to 4-feet into the required setback.

The Project proposes a number of obstructions, including bay windows, awnings and sunshades throughout the project site. While the awnings and most bay windows comply with Section 136, sunshades proposed along Laguna Street, and at the corners of the Laguna and Fell Street and Laguna and Hickory Street intersections exceed the maximum permitted projection by 1-foot. In all cases, the projections serve to articulate and vary the massing of the Project, providing enhanced scale and prominence to the specific aspects of design. The sunshades proposed at the corner intersections, for example, help define and draw attention to important edges of the building. As the obstructions are not entirely Code-compliant, modification of Section 136(c)(1) is required through the PUD process.

- **Dwelling Unit Exposure.** Section 140 requires that at least one room of all dwelling units face onto a public street, a rear yard or other open area that meets minimum requirements for area and horizontal dimensions.

The majority of dwelling units have exposure onto Fell, Laguna or Hickory Streets. However, 13 of the 108 proposed units do not meet all the dimensional requirements of Section 140 and therefore require modification from these requirements via the PUD process.

- **Loading.** Section 152 provides a schedule of required off-street freight loading spaces for all uses in districts other than C-3 or South of Market. Pursuant to this Section, residential uses measuring between 100,001 to 200,000 square feet require one off-street loading

space. In addition, retail uses measuring between 10,001 to 60,000 square feet require one off-street loading space.

The Project proposes approximately 109,921 square feet of residential uses and 1,200 square feet of retail uses, therefore, one off-street loading space is required. In lieu of providing the required off-street loading space, the Project proposes two on-street loading spaces; one accessible space on Hickory Street and another on Fell Street. While the number of loading spaces exceed the requirements of the Code, the spaces are not provided on-site or off-street, and therefore do not satisfy Planning Code requirements. The Project requires a modification of the off-street loading requirements through the PUD process.

- **Streetscapes.** The Project includes a raised crosswalk crossing Hickory Street at Laguna and a bulb-out on Fell Street at Laguna. These features, in addition the street trees to be planted as part of the Project, will enhance the pedestrian experience for residents of the Project and passersby alike.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization to approve a Planned Unit Development (PUD) with the requested modifications from the requirements of the Planning Code, and to allow residential density exceeding one dwelling unit per 600 square feet of lot area within the RTO (Residential Transit Oriented) Zoning District, and an 40-50-X Height and Bulk District pursuant to Planning Code Sections 303, 304 and 209.4.

BASIS FOR RECOMMENDATION

- The project would add 108 affordable dwelling units to the City's housing stock, in a walkable and transit-rich area suited for dense, mixed-use development.
- The project would replace underutilized vacant lot with housing and retail, activating Laguna and Fell Streets.
- The Project fulfills the intent of the Market and Octavia Area Plan to focus new housing in locations well-served by transit and to create active, vibrant streetscapes.
- The Project includes a mix of studio, one-bedroom, two-bedroom and three-bedroom units, with 46 percent containing at least two-bedrooms, exceeding Planning Code requirements.
- The Project is compatible with the surrounding neighborhood character in terms of height, scale and massing.
- The project meets all applicable requirements of the Planning Code.
- The project is desirable for, and compatible with the surrounding neighborhood.

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

Attachments:

Draft Motion for Conditional Use Authorization

Mitigation, Monitoring and Reporting Program

Exhibits:

Parcel Map

Sanborn Map

Zoning Map
Aerial Photograph
Site Photograph

Note to File

First Source Affidavit

Affordable Housing Affidavit

Project Sponsor Letter

Letter of Support from:

- Hayes Valley Neighborhood Association

Letter of Opposition from

- Leonardo DiGiovanni, Resident at 220 Lily Street

Exhibit B – Proposed Plans

Attachment Checklist

☒ Executive Summary

☒ Draft Motion

☒ Environmental Determination

☒ Zoning District Map

☐ Height & Bulk Map

☒ Parcel Map

☒ Sanborn Map

☒ Aerial Photo

☒ Context Photos

☒ Site Photos

☒ Project sponsor submittal

☒ Letter

☒ Letter in support

Drawings: Proposed Project

☐ Check for legibility

Health Dept. review of RF levels

☐ RF Report

☐ Community Meeting Notice

☒ Inclusionary Affordable Housing Program:
Affidavit for Compliance

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

TC

Planner's Initials

TC G:\Documents\CONDITIONAL USE\455 Fell Street_2015-002837CUA\CommissionFiles\455 Fell Street.--Exec Summary.docx



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|--|---|
| <input type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input type="checkbox"/> Other |

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion

HEARING DATE: JANURAY 7, 2016

Date: December 28, 2015
Case Number: **2015-002837CUA**
Project Name: **455 Fell Street**
Zoning: RTO (Residential Transit Oriented District)
40-X / 50-X
Block/Lot: 0831 / 024
Project Sponsor: Tim Dunn
Mercy Housing
1360 Mission Street, Suite 300
San Francisco, CA 94103
tdunn@mercyhousing.org
Staff Contact: Tina Chang - 415-575-9197
tina.chang@sfgov.org
Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION, PURSUANT TO PLANNING CODE SECTIONS 303, AND 304 TO APPROVE A PLANNED UNIT DEVELOPMENT WITH SPECIFIC MODIFICATIONS TO PLANNING CODE REGULATIONS AS THEY RELATE TO SETBACKS, EXPOSURE, OFF-STREET LOADING, OPEN SPACE AND OBSTRUCTIONS TO PERMIT THE CONSTRUCTION OF 108 DWELING UNITS AND 1,200 SQUARE FEET OF RETAIL, AND TO ALLOW RESIDENTIAL DENSITY EXCEEDING ONE DWELING UNIT PER 600 SQUARE FET OF LOT AREA WITHIN AN RTO (RESIDENTIAL TRANSIT ORIENTED) ZONING DISTRICT AND A 40-50-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On September 2, 2015, Tim Dunn, on behalf of Mercy Housing (hereinafter referred to the "Project Sponsor"), submitted a Conditional Use Authorization Application (CUA) with the Planning Department (hereinafter "Department"), Case No. 2015-002837CUA to approve a Planned Unit Development (PUD) pursuant to Planning Code Sections 303 and 304 on Assessor's Block 0831, Lot 024 ("Project").

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Market and Octavia Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on April 5, 2007, by Motion No. 17406, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"). The certification of the EIR was upheld on appeal to the Board of Supervisors at a public hearing on June 19, 2007. The Commission has reviewed the Final EIR, which has been available for this Commission's review as well as public review.

The EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Market and Octavia Area Plan, the Commission adopted CEQA Findings in its Motion No. 17406 and hereby incorporates such Findings by reference.

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

On December 16, 2015, as documented in the "Note to File" for the Project, the Planning Department of the City and County of San Francisco determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Market and Octavia Area Plan and was encompassed within the analysis contained in the Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Market and Octavia Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Market and Octavia Area Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

On March 25, 2015, Department staff received a request for review of a development exceeding 40 feet in height (Case No. 2015-002837SHD), pursuant to Section 295, analyzing the potential impacts of the

development to properties under the jurisdiction of the Department of Recreation and Parks. Department staff prepared a shadow fan depicting the potential shadow cast by the development and concluded that the Project could potentially cast shadow on Patricia's Green. After reviewing and analyzing a secondary analysis submitted by the Project Sponsor, dated August 7, 2015, the Planning Department concluded the Project did in fact cast shadow on the play structure located on the southern portion of Patricia's Green. Department Staff recommended that the northeast corner of the Project be further sculpted to reduce shadow impacts on the park. The Project Sponsor removed the fifth floor at the northeast corner of the Project Site, reducing the Project by four units from 112 to 108 units, the Project's current scope. Based on this scope, the shadow study found that the new shadow due to the proposed project would occur on the southern portion of the park from October 13 – February 28, for a total of 140 days annually. The shadows would be located where plantings, the children's play area and benches are located. The maximum shadow impact from the proposed 38 to 50-foot tall building at 455 Fell Street would be on January 26th and November 15th when new shadow would be cast on the park between 3:16 PM to 3:58 PM, for approximately 42 minutes. The shadow analysis found that the theoretically available amount of sunlight on Patricia's Green is approximately 66,595,904 square feet, while the existing annual total shading on the park is 11,706,388 square foot hours (or 17.58 percent). The proposed project would add approximately 44,936 square feet of new shade, resulting in a 0.07 percent (less than one tenth of one percent) decrease in the theoretically available sunlight. The results of the shadow study are consistent with the analysis of the EIR, and substantial changes have not occurred with respect to the circumstances under with the proposed Project is being undertaken. The Project was heard and recommended for approval by the Recreation and Park Department (RPD) Commission's Capitol Committee on December 2, 2015 and unanimously recommended for approval by the RPD's full Commission on December 17, 2015.

Planning Department staff prepared a Mitigation, Monitoring and Reporting Program (MMRP), and this material was made available to the public and this Commission for the Commission's review, consideration and action.

On January 7, 2016, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2015-002837CUA.

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2015-002837CUA, subject to the conditions contained in "Exhibit A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.

2. **Site Description.** The project site occupies a former Central Freeway parcel (Parcel O) that measures 37,428 square foot lot, or 0.86 acres, and has frontage on Fell Street to the north, Laguna Street to the west and Hickory Street to the south. The site slopes up, moving east to west to east, with a grade change of approximately 16 from the site's eastern most point at Hickory Street, towards Octavia Street, to its highest point at the Hickory Street and Laguna Street intersection. The site is currently vacant and was most recently used for construction staging for the adjacent parcel to the south, Parcel P, project (Case No. 2011.0744E).
3. **Surrounding Neighborhood.** Another parcel formerly occupied by the Central Freeway occupies the majority of the southern half of the subject block at 400 Laguna Street (Parcel P), where a mixed-use residential development containing approximately 182 dwelling units and 3,800 square feet of ground floor commercial uses was recently constructed.

Beyond the immediate vicinity, the area surrounding the project site primarily consists of residential buildings of two to five stories in height. Ground floor retail and restaurant uses are found along Hayes Street one block north of the Project Site, while other isolated commercial establishments are scattered throughout the neighborhood. The Civic Center district is located to the northeast, and includes various government buildings, museums, libraries and performance spaces. Open spaces in the vicinity include the Hays Valley Playground to the northwest, Patricia's Green to the northeast, Koshland Park to the southwest and Page and Laguna Mini-park to the south.

4. **Project Description.** The application before the Commission is the Conditional Use authorization for the new construction of a 100 percent affordable, mixed-use building with 108 residential units, 1,200 square-feet (sf) of retail space, 2,028 square feet of office space that would be accessory to the residential uses and 2,890 sf of community activities space. Of the Project's 108 residential units, 50 or 46 percent will contain two or more bedrooms. The proposed residential and commercial structure would be approximately 111,121 gross square feet and would range in height from 38 feet – 4 inches to 50 feet (up to 60 feet with elevator penthouse) tall. The Project does not include any off-street vehicular parking, but 118 bicycle parking spaces (108 Class 1, 8 Class 2 and 2 cargo spaces), exceeding Planning Code Requirements.

The Project, more or less, matches the height and bulk of the building to its rear. The Project consists of two structures, one larger, up-to-five story building, and a second two-story building containing two-story rowhomes. Though the larger structure has four frontages, the structure is well articulated as a series of different, yet related forms, with varying architectural expression across the site. All portions of the project utilize a rhythm of projections and voids, creating texture and functioning to break down the building's mass. The low-rise, two-story, townhouse structure fronting Hickory Street further reduces the scale of the overall development and enriches the visual texture of the Project. Along the Fell Street frontage, the building follows a stepping pattern, mimicking the natural grade of the site, and reaching its maximum height of 50-feet at Laguna Street. The two buildings are situated around a central courtyard, which can be accessed through a midblock passage, connecting to a similar passage through the development

to the south at 400 Laguna Street. The midblock passage and portions of the inner courtyard will be publically accessible during business hours.

5. **Public Comment.** To date, the Planning Department has received one letter opposing the project due to lack of off-street parking and a letter of support from the Hayes Valley Neighborhood Association.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Use and Density.** Per Section 209.4 dwelling units within the RTO District may exceed a density of one dwelling unit per 600 square feet of lot area with Conditional Use Authorization, provided that certain affirmative findings are made per Planning Code Section 207. Section 231 permits Commercial Uses in RTO Districts up to 1,200 square feet in size provided that all applicable provisions and conditions are met.

The Project provides 108 units, which exceeds a density of one dwelling unit per 600 square feet, which would permit 62 dwelling units. Section 209.4 requires Conditional Use Authorization pursuant to criteria in Section 207(c)(2), which exempts affordable units from being counted toward density calculations or be limited by lot area. Accordingly, the Project is meets criteria contained in Section 207.

The 1,200 square-foot ground floor retail space placed on the corner of Laguna and Fell Streets where corner retail establishments characterize the intersection is permitted by Section 231, and therefore compliant with the Planning Code.

- B. **Height and Bulk.** The subject property is located within a 40-50-X Height and Bulk District. Pursuant to Section 270, projects within “-X” Bulk Districts are not subject to specific bulk controls. Pursuant to Section 261.1, upper portions of buildings that abut narrow streets must be set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the abutting narrow street. This additional height restriction applies to the portion of the narrow street frontage that is located 60 feet away from an intersection with a street wider than 40 feet.

The northern half of the project site fronting Fell Street falls within a 50-X height and bulk district, while the southern half fronting Hickory Street is zoned as a 40-X height and bulk district. The northeast corner of the building fronting Fell Street is 39 feet – 4 inches and grows to 50-feet heading west towards Laguna Street.

The applicable sunlight access plane required by Section 261.1 applies above a height of 43 feet – 9 inches, and also on the portions of the project site located 60-feet or more away from the intersection of Hickory and Laguna Streets. On the south side of the project site fronting Hickory Street, the large building ranges from approximately 35 feet - 10 inches to 37 feet - 4 inches. The smaller, two-story structure containing rowhome units fronting Hickory Street is approximately 19 feet – 6 inches. Since

the height of the proposed buildings never reach a height of 43 feet – 9 inches on the portions of the building where Section 261.1 applies, and is also within the principally permitted height limit, the Project complies with Sections 260, 261.1 and 270.

- C. **Front Setback.** Planning Code Section 132 requires that where one or both of the buildings adjacent to the subject property have front setbacks, any building constructed shall be set back to the average of the adjacent front setbacks. If only one of the adjacent buildings has a front setback, then the required setback for the subject property shall be equal to one-half the front setback of such adjacent building.

The adjacent building on Fell Street has a front setback of 7 feet. Therefore, a Code-compliant setback would measure 3.5 feet, or result in an area equal to the area produced by a Code-compliant front setback. The Project provides setbacks ranging from 0-feet to 7 feet – 6 inches, resulting in an area of 1029.6 square feet - less than the Code-compliant area of 1058.8 square feet (3.5 feet times 302.5 feet). Additionally, per Section 132(g), 20 percent of the required front setback area must be devoted landscaping. Section 132(h) requires that no less than 50 percent of the required front setback area be devoted to permeable surfaces. According to Sections 132(g) and (h), the Project requires approximately 212 square feet of landscaping and 529 square feet of permeable surfaces. Approximately 430 square feet of landscaping and permeable surfaces is provided in the front setback areas. Accordingly, the Project is compliant with respect to the amount of landscaping required, but falls short of meeting Planning Code requirements with respect to the total front setback area and amount of space required to be devoted to permeable surfaces. Therefore, modification to front setback requirements through the PUD process is required. Compliance with PUD criteria is discussed under Item #8.

- D. **Rear Yard.** Planning Code Section 134 requires a rear yard amounting to 45% of lot depth for properties located in RTO Zoning Districts. Per Section 134(c)(4)(A), the forward edge of the required yard shall be reduced to a line on which is at the depth of the rear building wall of the adjacent building fronting on the same street or alley. Further, per Section 134(c)(4)(C) where a lot is through with frontage on both the front and rear rights of way, the rear yard shall be located in the central portion of the lot between the buildings on such a lot, and the depth of the rear yard of each building from the street or alley on which it fronts shall be established by the average of the depths of the rear building walls of the adjacent buildings fronting on that street, though in no case less than 25 percent of lot depth or 15 feet, whichever is greater.

The Project consists of two separate buildings: one large five-story structure that fronts onto Fell Street and wraps around onto Laguna Street, where it drops to four-stories, and a second, two-story structure that fronts onto Hickory Street. Both structures are situated around an interior, east-west courtyard, a north-south midblock passage and a side-yard and community garden. While the forward edge of the rear yard is reduced to a line at the depth of the adjacent building's rear building wall, and although the area of the open spaces provided by the inner courtyard, midblock passage and side yard and community garden amount to more than 25% of lot depth in that the open space does not span the entire length of the lot, rear yard requirements are not met, and thus modification of rear yard

requirements through the PUD process is required. Compliance with PUD criteria is discussed under Item #8.

- E. **Usable Open Space.** Section 135 requires that a minimum of 100 square feet of private usable open space or 133 square feet of common usable open space be provided for dwelling units with RTO Zoning Districts. This Section specifies that the area counting as usable open space must meet minimum area and dimensional requirements. Additional standards per Section 135(g)(2) apply to inner courts, requiring that the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area; is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space of the court.

The Project provides common open space only and therefore must provide at least 14,364 square-feet (108 units multiplied by 133 square feet) of usable open space. A total of 15,124 square feet of common open space is provided, exceeding the total amount of open space required by the Planning Code. However, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts such that the wall created by the building on north side is approximately 14 feet, and that on the south side is 5 feet, taller than the permissible height per Section 135(g)(2). Thus, a modification of open space requirement through the PUD process is required.

In addition to the inner courtyard, midblock passage, and side yard and community garden, a roof deck is also provided. The inner courtyard is separated into an upper and lower court, a function of the elevation changes on-site. The lower court is connected and adjacent to the midblock passage, whereas the upper court also contains a play area for the proposed day care which will occupy two of the residential units. The side yard and community garden is sensitively situated to provide a buffer between the proposed new construction and the adjacent three-story, two-unit residential structure to the east. The community garden abuts as is located behind the rear yard of said three-story residential structure, serving as an extension of the existing midblock open space. All common open spaces meet the minimum 300 square foot area, 15-foot dimensional requirements. Though, as mentioned above, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts. Thus, a modification of open space requirement through the PUD process is required. Compliance with PUD criteria is discussed under Item #8.

- F. **Permitted Obstructions.** Section 136 permits obstructions within required setback areas. Overhead projections, including bay windows, must have a minimum head-height clearance of 7.5 feet. Bay windows have a maximum permitted projection of 3-feet while sunshades may project up to 3-feet into a front setback at the roof level, and 1-foot at every other level. Awnings must have a minimum head height of 12-feet, and may project up to 4-feet into the required setback.

The Project proposes a number of obstructions, including bay windows, awnings and sunshades throughout the project site. While the awnings and most bay windows comply with Section 136, sunshades proposed along Laguna Street, and at the corners of the Laguna and Fell Street and Laguna and Hickory Street intersections exceed the maximum permitted projection by 1-foot. In all cases, the

projections serve to articulate and vary the massing of the Project, providing enhanced scale and prominence to the specific aspects of design. The sunshades proposed at the corner intersections, for example, help define and draw attention to important edges of the building. As the obstructions are not entirely Code-compliant, modification of Section 136(c)(1) is required through the PUD process. Compliance with PUD criteria is discussed under Item #8.

- G. Streetscape and Pedestrian Improvements.** Section 138.1 requires that the Project include streetscape and pedestrian improvements appropriate to the site in accordance with the Better Streets Plan, as well as the planting of trees.

The Project was reviewed by the Street Design Action Team, who determined that the Project is required to install a raised crosswalk, crossing Hickory Street at Laguna Street. The Project Sponsor has included the feature in proposed plans in addition to the planting of street trees at 20-foot intervals along Laguna and Fell Streets. A total of 6 trees are required along Laguna Street and 15 trees along Fell Street; the Project Sponsor proposes 4 street trees along Laguna Street and 13 street trees along Fell Street. An in-lieu fee for any tree that cannot be planted will be required, as determined by the Department of Public Works, Bureau of Urban Forestry. Additionally, a publically accessible midblock passage through the project site will be provided, which lines up with the midblock passage included as part of the development of the parcel to the south.

- H. Dwelling Unit Exposure.** Section 140 requires that at least one room of all dwelling units face onto a public street, a rear yard or other open area that meets minimum requirements for area and horizontal dimensions.

The majority of dwelling units have exposure onto Fell, Laguna or Hickory Streets. However, 12 of the 108 proposed units do not meet all the dimensional requirements of Section 140 and therefore require modification from these requirements via the PUD process. Section 140 specifies that an open area must have minimum horizontal dimensions of 25-feet at the lowest floor containing a dwelling unit and floor immediately above, with an increase of five feet in horizontal dimensions for each subsequent floor above. According to this methodology, the open above the inner courtyard would need to measure at least 30-feet at the 3rd floor, 35-feet at the 4th floor and 40-feet at the fifth floor.

The core of the east-west oriented courtyard measures 33 feet – 4 inches at all levels, whereas the north-south oriented mid-block passage measures 24 feet – 6 inches at all levels. The side yard is 16-foot wide and opens into a 43 foot – 6 inch community garden. One unit at the 4th floor of the building facing south towards Hickory Street onto the inner courtyard on the eastern side of the block do not comply, as the courtyard would need to be at least 35 feet wide high on the 4th floor and 40 feet wide on the 5th floor. Since the 5th floor of the building facing south toward Hickory Street is taller than the building at across the courtyard at the rear, exposure is not restricted by the building, and is therefore compliant with respect to exposure. Additionally, eleven units only expose onto the midblock passage or side yard, which do not comply with minimum dimensional requirements per Section 140. Compliance with PUD criteria is discussed under Item #8.

- I. **Street Frontages.** Section 145.1 requires active uses to be located at the ground-floor of the Project, with the exception of space allowed for parking and building egress and access to mechanical systems. Active uses may include commercial uses with transparency along the sidewalk, walk-up residential units, and spaces accessory to residential uses.

All three right-of-way frontages at Fell, Laguna and Hickory Streets are occupied by several active spaces, including a retail use along Fell and Laguna Streets, a midblock passage for tenant and public access into the inner courtyard along Hickory and Fell Street frontages, and walk-up residential along all three frontages. The presences of these active uses will enliven the streetscape and contribute to a desirable pedestrian realm. The Project complies with Section 145.1.

- J. **Parking Requirement.** Section 151 permits up to 3 parking spaces per 4 dwelling units in RTO Zoning Districts. Accordingly, up to 81 vehicular parking spaces would be principally permitted.

The Project does not propose any vehicular parking. Therefore, this Section does not apply.

- K. **Loading.** Section 152 provides a schedule of required off-street freight loading spaces for all uses in districts other than C-3 or South of Market. Pursuant to this Section, residential uses measuring between 100,001 to 200,000 square feet require one off-street loading space. In addition, retail uses measuring between 10,001 to 60,000 square feet require one off-street loading space.

The Project proposes approximately 109,921 square feet of residential uses and 1,200 square feet of retail uses, therefore, one off-street loading space is required. In lieu of providing the required off-street loading space, the Project proposes two on-street loading spaces; one accessible space on Hickory Street and another on Fell Street. While the number of loading spaces exceed the requirements of the Code, the spaces are not provided on-site or off-street, and therefore do not satisfy Planning Code requirements. The Project requires a modification of the off-street loading requirements through the PUD process. Compliance with the PUD criteria is discussed under Item #8.

- L. **Bicycle Parking.** Section 155.2 requires one Class 1 space for every dwelling unit for the first 100 units, and one Class 1 space for every four dwelling units over 100. One Class 2 bicycle parking space is required for every 20 dwelling units. A minimum of two Class 2 spaces are required for every 2,500 square feet of occupied floor area of retail space.

Per Section 155.2, the Project requires 102 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces for a total of 110 bicycle parking spaces. The Project proposes 108 Class 1, eight Class 2 and two bicycle parking spaces intended for cargo, for a total of 118 bicycle parking spaces - exceeding Planning Code requirements. Therefore, this Project complies with Section 155.2.

- G. **Car Share.** Section 166 requires 1 car share space for any development proposing 50 or more parking spaces, and additional space for every 50 parking spaces over 50.

The Project does not provide any vehicular parking spaces. Therefore this Section does not apply.

- H. **Dwelling Unit Mix.** Section 207.6 requires that, for projects creating five or more dwelling units in RTO Zoning Districts, a minimum of 40 percent of dwelling units contain at least two bedrooms.

The Project proposes a total of 108 dwelling units. Forty-two are two-bedroom and eight are three-bedroom units, for a total of 50 units, or 46 percent, that exceed the minimum two-bedroom requirement. This Project exceeds Section 207.6 requirements, and therefore complies with dwelling unit mix requirements.

- I. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of 10 or more units. Project sponsors may choose to comply by ensuring that at least 12 percent of all units are Affordable, pursuant to Section 415 of the Planning Code. If Affordable Units are provided off-site, 20 percent of the total unit count must be provided. An in-lieu fee at 20 percent may also be provided in lieu of constructing on- or off-site Affordable Units.

All 108 or 100 percent of dwelling units on-site will be made affordable to households whose incomes do not exceed 60 percent of Area Median Income (AMI), exceeding Planning Code Requirements. In the event that the Project changes and some or all of the units become market-rate, the Project shall comply with the inclusionary housing requirements set forth in Section 415 of the Code. The Project Sponsor has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that the Project is exempt from the requirements of Planning Code Section 415 because it is a 100% affordable project.

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

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

The Project will add significant housing opportunities at a density suitable for an urban context that is well served by public transit. The project will also add a new retail space that will provide employment opportunities. Two of the 108 dwelling units will be converted into an on-site day-care servicing residents of the Project and the larger neighborhood. This infill, mixed-used development will allow residents of the Project to walk, bike or take transit to commute, shop and meet other needs without reliance on private automobile needs. The retail use along Laguna and Fell Streets, and the raised crosswalk across Hickory Street will activate the intersection and create

a pedestrian-friendly environment. Further, the midblock passage bisecting the development will enhance pedestrian connectivity in the neighborhood.

The existing development in the area surrounding the Project Site is varied in scale and intensity. The Project, more or less, matches the height and bulk of the bulking to its rear, but larger than other buildings in the vicinity. The Project consists of two structures, one larger, up-to-five story building, and a second two-story building containing two-story rowhomes. Though the larger structure has four frontages, the structure is well articulated as a series of different, yet related forms, with varying architectural expression across the site. All portions of the project utilize a rhythm of projections and voids, creating texture and functioning to further break down the building's mass. The low-rise, two-story, townhouse structure fronting Hickory Street further reduces the scale of the overall development and enriches the visual texture of the Project.

The Project is necessary and desirable for, and is compatible with the neighborhood.

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

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

The Project site is a regularly-shaped lot formerly occupied by the Central Freeway that is adequately sized to accommodate the development. In-lieu of providing a Code-complying rear yard, the Project is arranged around a courtyard that establishes a pattern of mid-block open space that is lacking on the subject block, but is established on the block to the south. Existing development in the vicinity varies in size and intensity, though the Project generally matches the scale of the development to the south, and is compatible with the character of the area. The Project is designed with recesses, varying heights and fenestration patterns, and differentiated architectural language to reduce the apparent scale of the Project. The height of the buildings comply with height and bulk restrictions per Sections 260 and 270, and relate to the scale and slope of the existing streetscape. The taller portion of the building steps up with the slope on Fell Street towards Laguna Street, and steps down on Laguna Street towards Hickory Street. The rowhomes on Hickory Street are well below the height limit, allowing ample sunlight into the central courtyard from the southern side of the site. The shape and size of development on the subject property will not be detrimental to persons or adjacent properties in the vicinity. To the contrary, the corner retail space and proposed daycare will positively contribute to the neighborhood.

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

The Project includes two accessible on-street loading zones at the location of the midblock passages on Fell and Hickory Streets. The primary entry to the site is on Fell Street at a three-story height opening through the building. The midblock passage through the site connects to Hickory Street, creating a continuation of the midblock passage development on the neighboring parcel to the south. Stoops provide entry to individual street-facing units along Fell Street, Laguna Street and rowhome s along Hickory Street. A secondary entrance to the site west of the rowhomes provides access to the family day care units that are accessed through the courtyard.

No off-street parking is proposed for the Project. However, as the area is well serviced by public transit, it is anticipated that the residents will favor travel by means other than private automobile use. There will be 108 Class 1, eight Class 2 and two bicycle parking spaces intended for cargo, for a total of 118 bicycle parking spaces - exceeding Planning Code requirements.

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

The Project includes residential and commercial uses that are typical of the Market and Octavia Plan Area and should not introduce operational noises or odors that are excessive, atypical, noxious or offensive for the area. While some temporary increase in noise can be expected during construction, this noise is limited in duration and will be regulated by the San Francisco Noise Ordinance which prohibits excessive noise levels from construction activity and limits the permitted hours of work. The building will not utilize mirrored glass or other highly reflective materials and is therefore not expected to cause offensive amounts of glare.

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

The Project provides varied areas of open space distributed throughout the site. Planters at the stoops along Fell Street and landscaped areas that border the entries at Fell and Hickory Streets enhance the streetscape. The Community Garden and the midblock passage that borders the landscaped central courtyard will be open to the community at certain times, and gates at the entries will be kept transparent to create views into the site when the midblock passage is closed to the public. Since underground parking is not proposed, much of the landscaping will be at grade, allowing for lush landscaping and tall trees. Lighting will be adequate for safety and security around and within the block.

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

The proposed residential and retail uses generally meet the intent of all applicable provisions of the Planning Code, the Market and Octavia Plan and the General Plan. While the Project meets the general intent of the Planning Code, it does not strictly conform to several aspects of the Code, including rear yard, open space, exposure, off-street loading and obstructions, therefore requiring modifications through the PUD process.

- b. **Planned Unit Development Findings.** The proposed development must meet the criteria applicable to conditional uses as stated in Section 303(c) and elsewhere in this Code. In addition, it shall:

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

As described in greater depth under Item #10 below, this project affirmatively promotes applicable objectives and policies of the General Plan;

- b. Provide off-street parking adequate for the occupancy provided;

No off-street parking is required within RTO Districts. The Project does not provide any off-street parking spaces, but ample bicycle parking exceeding Planning Code requirements as described under Item #6k above. Off-street loading along Fell and Hickory Street Frontages, and one accessible parking space is provided along the Laguna Street frontage. This is deemed adequate because area is well serviced by public transit, it is anticipated that the residents will favor travel by means other than private automobile use.

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

The Project provides common open space only and therefore must provide at least 14,364 square-feet (108 units multiplied by 133 square feet) of usable open space. A total of 15,124 square feet of common open space is provided, exceeding the total amount of open space required by the Planning Code. However, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts such that the wall created by the building on north side is approximately 14 feet, and that on the south side is 5 feet, taller than the permissible height per Section 135(g)(2). Thus, a modification of open space requirement through the PUD process is required.

In addition to the inner courtyard, midblock passage, and side yard and community garden, a roof deck is also provided. The inner courtyard is separated into an upper and lower court, a function of the elevation changes on-site. The lower court is connected and adjacent to the midblock passage, whereas the upper court also contains a play area for the proposed day care which will occupy two of the residential units. The side yard and community garden is sensitively situated to provide a buffer between the proposed new construction and the adjacent three-story, two-unit residential structure to the east. The community garden abuts as is located behind the rear yard of said three-story residential structure, serving as an extension of the existing midblock open space. All common open spaces meet the minimum 300 square foot area, 15-foot dimensional requirements. Though, as mentioned above, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts. Thus, a modification of open space requirement through the PUD process is required.

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

As discussed under Item #6 above, the project exceeds the principally permitted residential dwelling unit density of one unit per 600 square feet of lot area. However, the Project is 100 percent affordable and exceeds criteria established in Section 415 of the Planning Code. Therefore, the Project is exempt from dwelling unit density restrictions per Article 2. Section 209.4 requires Conditional Use Authorization for density exceeding the principally permitted amounts, which is being sought by the Project Sponsor.

- e. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under this Code, and in RTO Districts include commercial uses only according to the provisions of Section 231 of this Code;

The Project includes only 1,200 square feet of retail at the corner of Laguna and Fell streets. The corner retail space meets all the dimensional requirements established per Section 231, including the requirement that no part of the use extend 50 feet beyond the corner.

- f. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections;

The Project is situated on a lot characterized by split zoning. The northern half of the lot fronting Fell Street falls within a 50-X Height and Bulk district, whereas the southern half fronting Hickory Street is zoned 40-X. The northeast corner of the building fronting Fell Street is 39 feet – 4 inches and grows to 50-feet heading west towards Laguna Street, complying with the height and bulk allowances permitted by the applicable zoning districts.

The applicable sunlight access plane required by Section 261.1 applies above a height of 43 feet – 9 inches, and also on the portions of the project site located 60-feet or more away from the intersection of Hickory and Laguna Streets. On the south side of the project site fronting Hickory Street, the larger building ranges from approximately 35 feet - 10 inches to 37 feet - 4 inches. The smaller, two-story structure containing rowhome units fronting Hickory Street is approximately 19 feet – 6 inches. Since the height of the proposed buildings never reach a height of 43 feet – 9 inches on the portions of the building where Section 261.1 applies, and is also within the principally permitted height limit, the Project complies with Sections 260, 261.1 and 270.

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

The Project is not in an NC District.

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

The Project is not in an NC District.

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

The Project Sponsor has included a raised crosswalk crossing Hickory Street at Laguna Street as part of its proposed plans, in addition to a publically accessible midblock passage through the project site, which lines up with the midblock passage included as part of the development of the parcel to the south.

The Project, more or less, matches the height and bulk of the bulking to its rear, but larger than other buildings in the vicinity. The Project consists of two structures, one larger, up-to-five story building, and a second two-story building containing two-story rowhomes. Though the larger structure has four frontages, the structure is well articulated as a series of different, yet related forms, with varying architectural expression across the site. All portions of the project utilize a rhythm of projections and voids, creating texture and functioning to further break down the building's mass. The low-rise, two-story, townhouse structure fronting Hickory Street further reduces the scale of the overall development and enriches the visual texture of the Project.

- j. Provide street trees as per the requirements of Section 138.1 of the Code; and

A total of 6 trees are required along Laguna Street and 15 trees along Fell Street; the Project Sponsor proposes 4 street trees along Laguna Street and 13 street trees along Fell Street. An in-lieu fee for any tree that cannot be planted will be required, as determined by the Department of Public Works, Bureau of Urban Forestry. Additionally, a publically accessible midblock passage through the project site will be provided, which lines up with the midblock passage included as part of the development of the parcel to the south.

- k. Provide landscaping and permeable surfaces in accordance with Section 132(g) and (h).

Per Section 132(g), 20 percent of the required front setback area must be devoted landscaping. Section 132(h) requires that no less than 50 percent of the required front setback area be devoted to permeable surfaces. According to Sections 132(g) and (h), the Project requires approximately 212 square feet of landscaping and 529 square feet of permeable surfaces. Approximately 430 square feet of landscaping and permeable surfaces is provided in the front setback areas.

As explained under Item #2C above, the adjacent building on Fell Street has a front setback of 7 feet. Therefore, a Code-compliant setback would measure 3.5 feet, or result in an area equal to the area produced by a Code-compliant front setback (1058.8 square feet (3.5 feet times 302.5 feet) in this case). The Project provides setbacks ranging from 0-feet to 7 feet – 6 inches, resulting in an area of 1029.6 square feet - less than the Code-compliant area of 1058.8 square feet.

Accordingly, the Project is compliant with respect to the amount of landscaping required, but falls short of meeting Planning Code requirements with respect to the total front setback area and amount of space required to be devoted to permeable surfaces. Therefore, modification to front setback requirements through the PUD process is required.

- c. **Planned Unit Development Modifications.** The Project Sponsor requests a number of modifications from the requirements of the Planning Code. These modifications are listed below, along with a reference to the relevant discussion for each modification. Conditions have been added such that the Project will comply with applicable provisions of the Planning Code.
- i. *Front Setback:* Item #6C.
 - ii. *Rear Yard:* Item #6D.
 - iii. *Open Space:* Item #6E
 - iv. *Permitted Obstructions:* Item #6F
 - v. *Exposure:* Item #6H
 - vi. *Off-street Loading:* Item #6K
- d. **General Plan Compliance.** The Project is, on balance, consistent with the Objectives and Policies of the General Plan as set forth below.

COMMERCE AND INDUSTRY ELEMENT.
Objectives and Policies

OBJECTIVE 6.

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

Policy 6.4:

Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

Policy 6.10:

Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

The Project replaces a vacant lot with a mixed-use development suitable for the urban context in which it is situation. The Project includes 108 affordable dwelling units. Residents of these units would shop for goods and services in the area, bolstering the viability of the existing businesses. In addition, the Project would provide 1,200 square feet of retail space, the maximum amount permitted per Section 231, that will contribute to the economic vitality of the area, fulfill shopping needs for residents and will activate the streetscape.

HOUSING ELEMENT.
Objectives and Policies

OBJECTIVE 1.

TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

Policy 1.1:

Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households.

Policy 1.3:

Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

Policy 1.4:

Locate in-fill housing on appropriate sites in established residential neighborhoods.

The Project will add 108 affordable residential units to an area that is well-served by transit, services and retail opportunities. The site is suited for dense, mixed-use development, where residents can commute and satisfy convenience needs without frequent use of a private automobile. The Project Site is located within walking distance of the employment cluster of the Civic Center, and is in an area with abundant transit options that travel throughout the City. The Project includes a mix of studio, one bedroom, two bedroom and three bedroom units. Forty-seven percent of the units contain two or more bedrooms, exceeding the Planning Code requirement of 40 percent.

**MARKET AND OCTAVIA PLAN:
Objectives and Policies**

OBJECTIVE 1.1:

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

Policy 1.1.2:

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

Policy 1.1.3:

Encourage housing and retail infill to support the vitality of the Hayes-Gough, Upper Market and Valencia Neighborhood Commercial Districts.

The Project is situated in an area that is well-served by transit, and has amenities and convenience goods and services within walking distance. The retail space will increase retail opportunities in the area and will be consistent with the small-scale retail uses along Hayes Street to the north.

OBJECTIVE 2.1:

REQUIRE DEVELOPMENT OF MIXED-USE RESIDENTIAL INFILL ON THE FORMER FREEWAY PARCELS.

Policy 2.1.1:

Develop the Central Freeway parcels with mixed-use, mixed-income (especially low income) housing.

The Project proposes a 100 percent affordable, mixed-use project on a Central Freeway lot. The units will be made affordable to households, whose incomes do not exceed 60 percent area median income, exceeding the 120 percent threshold required per Section 415.

OBJECTIVE 2.2:

ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

Policy 2.2.2:

Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.

Policy 2.2.4:

Encourage new housing above ground-floor commercial uses in new development and in expansion of existing commercial buildings.

The Project is a mixed-use infill development that includes a variety of dwelling unit types. The residential uses at the corner of Fell and Laguna Streets are situated over a retail space, providing convenient access to goods and services for residents of the proposed project and the surrounding neighborhood.

OBJECTIVE 3.1:

ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.

Policy 3.1.1:

Ensure that new development adheres to principles of good urban design.

The Project would adhere to the following Fundamental Design Principles of the Market and Octavia Area Plan:

- Most new buildings should be built to all property lines facing the public rights-of-way.
- Building facades shall include three-dimensional detailing; these may include bay windows, cornices, belt courses, window moldings, and reveals to create shadows and add interest.

- Building facades that face the public realm should be articulated with a strong rhythm of regular vertical elements.
- High-quality building materials should be used on all visible façades and should include stone, masonry, ceramic tile, wood (as opposed to composite, fiber-cement based synthetic wood materials), precast concrete, and high-grade traditional “hard coat” stucco (as opposed to “synthetic stucco” that uses foam).
- Ground floor retail use should be directly accessible from the street at the grade of the sidewalk onto which it fronts.
- Residential uses on the ground floor are encouraged on alleys.
- First-floor residential units are encouraged to be at least 3 feet above sidewalk level such that the windowsills of these units are above pedestrian eye level in order to maintain the units’ privacy.
- Encourage rooftop gardens as a form of common open space.

The proposed Project would be built to the property line along all frontages, save for areas where the building is setback along the Fell Street frontage, functioning to provide articulation to the building’s massing. The frontage along Fell Street is proposed to have a well-defined, active base that includes a retail space at the Laguna Street intersection, complementing the corner retail establishments at other corners of the intersection. The larger building’s design includes massing variations throughout the proposed development. Prominent corner bays that are further enhanced with sunshades are proposed at each corner, with the Laguna and Fell Street corner, where the retail space is proposed, differentiated by a wood veneer finish, in contrast to the cement plaster finish of other corners. Bay windows help establish an articulated pattern across the larger building proposed on-site, one that is punctuated by hyphens every 50- 75- feet, expressed as a recessed wall with vertical openings. The series of bay windows and recessed wall-planes break up the building’s mass, helping it read as multiple buildings. Further, the building follows a stepping pattern and is tallest at the Laguna and Fell Street intersection. The building decreases in height as it approaches the eastern portion of the project site, better relating to the adjacent smaller, three-story structure and sculpted in such a way to reduce shadow impacts to Patricia’s Green, a park falling under the Recreation and Park Department’s jurisdiction. The smaller two-story rowhome structure fronting hickory street relates to the larger building with raised entries, and similar materials. However, the window systems and pattern of building articulation are different, designed to be better suited for a smaller two-story structure.

The Project features a roof deck as a form of common open space, as well as a courtyard that will remain publically accessible during normal business hours. The buildings on-site will be finished with a variety of materials, including concrete, wood veneer, corten, aluminum and glass.

COMMERCE AND INDUSTRY

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

The Project will provide substantial benefits to the City, including expanded employment opportunities for City residents at various employment levels. The Project will enable the Jewish Home of San Francisco to provide essential health services to the elderly in modern facilities. The Project will also activate the ground floor of Mission Street, between Avalon and Silver Avenues, enhancing and promoting attractive the street frontage to be pedestrian-oriented and compatible with buildings in the adjacent neighborhoods.

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

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

The new residents in the Project will patronize area businesses, bolstering the viability of surrounding commercial establishments. In addition the Project would include a corner retail space to provide goods and services to residents in the area, contribute to the economic vitality of the area and will define and activate the streetscape.

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

The Project will not diminish existing housing stock and will add 108 dwelling units in a manner that enhances the vitality of the neighborhood.

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

The Project meets this policy. The Project does not remove any housing and will provide 108 affordable dwelling units to the City's housing stock.

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

A wide variety of goods and services are available within walking distance of the project site without reliance on private automobile use. In addition, the area is well served by public transit, providing connections to all areas of the City and to the larger regional transportation network.

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

The Project will not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

The Project meets this policy. The Project will be constructed in compliance with all current building codes to ensure a high level of seismic safety.

- G. That landmarks and historic buildings be preserved.

The Project meets this policy. The Project does not include the demolition or alteration of any identified historic resources.

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

The Project meets this policy. The Project Sponsor prepared a shadow study, since the Project was found to cast shadow on Patricia's Green, an open space falling under the jurisdiction of the Recreation and Park Department. The shadow study found that the Project would result in a 0.07 percent (less than one tenth of one percent) decrease in the theoretically available sunlight to the park. This increase shadow would occur on the southern portion of the park. The Project was unanimously recommended for approval by the Recreation and Park Department Commission at a normally scheduled hearing on December 17, 2015.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2015-002837CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 15, 2015, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth. These conditions amend and supersede any conditions imposed pursuant to prior conditional use approvals for the site.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on January 7, 2016.

Jonas Ionin
Commission Secretary

AYES:

Draft Motion
Hearing Date: January 7, 2016

CASE NO. 2015-002837CUA
455 Fell Street

NAYS:

ABSENT:

ADOPTED: January 7, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use pursuant to Planning code sections 303, and 304 to approve a Planned Unit Development with specific modifications to Planning Code regulations as they relate to setbacks, exposure, off-street loading, open space and obstructions to permit the construction of 108 dwelling units and 1,200 square feet of retail, and to allow residential density exceeding one dwelling unit per 600 square feet of lot area within an RTO (residential transit oriented) zoning district and a 40-50-X Height and Bulk district, in general conformance with plans, dated December 15, 2015 and stamped "EXHIBIT B" included in the docket for Case No. **2015-002837CUA** and subject to conditions of approval reviewed and approved by the Commission on **January 7, 2016** under Motion No **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **January 7, 2016** under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since the effective date, as defined in Condition or Approval No. 19.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Mitigation Measures.** Mitigation measures described in the MMRP for the project attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

DESIGN

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

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

8. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a streetscape plan, complying with the Better Streets Plan and in general conformity with the streetscape described in plans dated May 11, 2015, and stamped "Exhibit B" included in the docket for Case No. 2015-002837CUA to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided, and in general . The Project includes new construction on approximately 302 linear feet of frontage along Fell Street and approximately 120 linear feet of frontage along Laguna Street. Therefore, the Project is required to ensure that 21 street trees along Laguna and Fell Streets exist and/or planted. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare. The Project Sponsor will be required to pay an in-lieu fee for the remaining five trees that cannot be planted.

For information about compliance, contact Department of Public Works, Bureau of Urban Forestry at 415-554-6700, www.sf-planning.org

9. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a pedestrian streetscape improvement plan to the Planning Department for review in consultation with the Department of Public Works and the Department of Parking and Traffic prior to Building Permit issuance. The streetscape improvement plan shall include details regarding the raised crosswalk at the intersection of Laguna and Hickory Streets (crossing Hickory Street), and the bulb-out at the intersection of Fell Street and Laguna Street (on Fell Street).

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

10. **Landscaping.** Pursuant to Planning Code Section 132, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application

indicating that 50% of the front setback areas shall be surfaced in permeable materials and further, that 20% of the front setback areas shall be landscaped with approved plant species. The size and specie of plant materials and the nature of the permeable surface shall be as approved by the Department of Public Works.

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

11. **Glazing.** Mirrored glass or deeply tinted glass shall not be permitted on the building. Glass orientation and coatings shall be designed to substantially avoid/reduce solar glare on neighboring properties. All glazing shall comply with Planning Code Section 139 and the Standards for Bird-Safe Buildings.

For information about compliance, contact Code Enforcement,, Planning Department at 415-558-6378, www.sf-planning.org

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

For information about compliance, contact Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org

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

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

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

For information about compliance, contact Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org .

15. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

16. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

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

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

1. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
2. On-site, in a driveway, underground;
3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
4. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
7. On-site, in a ground floor façade (the least desirable location).
Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

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

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

18. **Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact the San Francisco Municipal Railway (MUNI), San Francisco Municipal Transit Agency (SFMTA), at 415.701.4500, www.sfmta.org.

PARKING AND TRAFFIC

19. **Bicycle Parking.** Pursuant to Planning Code Sections 155, the Project shall provide no fewer than 102 Class 1 bicycle parking spaces and 8 Class 2 bicycle parking spaces.

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

20. **Off-street Loading.** Pursuant to Planning Code Section 152, the Project is required to provide one off-street loading space. However, a modification from Planning Code requirements is being sought through the PUD process. Therefore two on-street loading spaces shall be provided.

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

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

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

PROVISIONS

22. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

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

23. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee as applicable.

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

24. **Affordable Units.** As currently proposed, the Project will be 100 percent affordable, with 108 dwelling units. In the event that the Project changes and some or all of the units become market-rate, the Project shall comply with the inclusionary housing requirements set forth in Section 415 of the Code. This condition of approval shall constitute the written determination and notice of the inclusionary housing requirement pursuant to the procedures set forth in Section 415.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>

25. **Market Octavia Community Improvements Fund.** Pursuant to Planning Code Section 421, the Project Sponsor shall comply with the Market Octavia Community Improvements Fund provisions through payment of an Impact Fee in full to the Treasurer, or the execution of a Waiver Agreement, or an In-Kind agreement approved as described per Planning Code Section 421 (formerly 326) prior to the issuance by Department of Building Inspection of the construction document for the development project.

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

MONITORING - AFTER ENTITLEMENT

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

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

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

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

OPERATION

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

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

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

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

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

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

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

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

30. **Construction Emissions Minimization Plan.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall produce a Construction Emissions Minimization Plan, which shall estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. This Plan shall be made available to the neighbors or interested parties, and a copy of said Plan shall be provided to the Planning Department's Environmental Review Officer to include in the file for Case No. 2015-002837CUA, and be subject to any other requirements identified in the MMRP associated with the Project.

For information about compliance, contact Case Environmental Planner, Planning Department at 415-575-6863, www.sf-planning.org

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

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

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

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

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

| MITIGATION MEASURES | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|--|--|--|--|--|
| <p>ARCHEOLOGICAL RESOURCES</p> <p>Project Mitigation Measure 1 – Soils Disturbing Activities (Mitigation Measure 5.6.A1 of the Market and Octavia FEIR)</p> <p>Pursuant to <i>Mitigation Measure 5.6.A1</i>, any soils-disturbing activities proposed within this area shall be required to submit an addendum to the respective ARD/TP prepared by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology to the Environmental Review Officer (ERO) for review and approval. The addendum to the ARD/TP shall evaluate the potential effects of the project on legally-significant archeological resources with respect to the site- and project-specific information absent in the ARD/TP. The addendum report to the ARD/TP shall have the following content:</p> <ol style="list-style-type: none"> 1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities; 2. Historical Development: If demographic data for the project site is absent in the discussion in the ARD/TP, the addendum shall include new demographic data regarding former site occupants; 3. Identification of potential archeological resources: Discussion of any identified potential prehistoric or historical archeological resources; 4. Integrity and Significance: Eligibility of identified expected resources for listing to the California Register of Historical Resources (CRHR); Identification of Applicable Research Themes/Questions (in the ARD/TP) that would be addressed by the expected archeological resources that are identified; 5. Impacts of Proposed Project; 6. Potential Soils Hazards: Update discussion for proposed project; 7. Archeological Testing Plan (if archeological testing is determined warranted): the Archeological Testing Plan (ATP) shall include: <ol style="list-style-type: none"> A. Proposed archeological testing strategies and their justification B. Expected archeological resources C. For historic archeological resources <ol style="list-style-type: none"> 1) Historic address or other local information 2) Archeological property type D. For all archeological resources <ol style="list-style-type: none"> 1) Estimate depth below the surface 2) Expected integrity 3) Preliminary assessment of eligibility to the CRHR | <p>Project sponsor, contractor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department's Environmental Review Officer.</p> | <p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p> | <p>Planning Department Environmental Review Officer (ERO) shall determine further mitigation required, following completion of final addendum to ARD/TP.</p> | <p>Considered complete upon Planning Department review of approval of addendum to ARD/TP or as appropriate approval of Final Archaeological Resources Report (FARR).</p> |

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

| MITIGATION MEASURES | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|--|-----------------------------------|---|--|--|
| E. ATP Map 1) Location of expected archeological resources 2) Location of expected project sub-grade impacts 3) Areas of prior soil disturbance 4) Archeological testing locations by type of testing 5) Base map: 1886/7 Sanborn Fire Insurance Company map | | | | |
| AIR QUALITY Project Mitigation Measure 2 – Construction Air Quality (Mitigation Measure 5.8B of the Market & Octavia FEIR) The project sponsor or the project sponsor's Contractor shall comply with the following: A. <i>Engine Requirements</i> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment | Project sponsor/contractor(s). | Prior to construction activities requiring the use of off-road equipment. | Project sponsor / contractor(s) and the ERO. | Considered complete on submittal of certification statement. |

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

| MITIGATION MEASURES | | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed | | | | | | | | | | | |
|---|--------------------------|-----------------------------------|--------------------------|----------------------------------|-----------------------|--------|-------------------|---|--------|-------------------|---|--------|-------------------|--|--|--|
| operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. | | | | | | | | | | | | | | | | |
| <p>B. Waivers</p> <p>1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).</p> <p>2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.</p> <p>Table – Off-Road Equipment Compliance Step-down Schedule</p> <table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr></table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.</p> <p>** Alternative fuels are not a VDECS.</p> | | Compliance Alternative | Engine Emission Standard | Emissions Control | 1 | Tier 2 | ARB Level 2 VDECS | 2 | Tier 2 | ARB Level 1 VDECS | 3 | Tier 2 | Alternative Fuel* | | | |
| Compliance Alternative | Engine Emission Standard | Emissions Control | | | | | | | | | | | | | | |
| 1 | Tier 2 | ARB Level 2 VDECS | | | | | | | | | | | | | | |
| 2 | Tier 2 | ARB Level 1 VDECS | | | | | | | | | | | | | | |
| 3 | Tier 2 | Alternative Fuel* | | | | | | | | | | | | | | |

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

| MITIGATION MEASURES | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|------------------------------------|---|--|---|
| <p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. | Project sponsor/ contractor(s). | Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code. | Project sponsor/ contractor(s) and the ERO. | Considered complete on findings by ERO that Plan is complete. |

EXHIBIT C

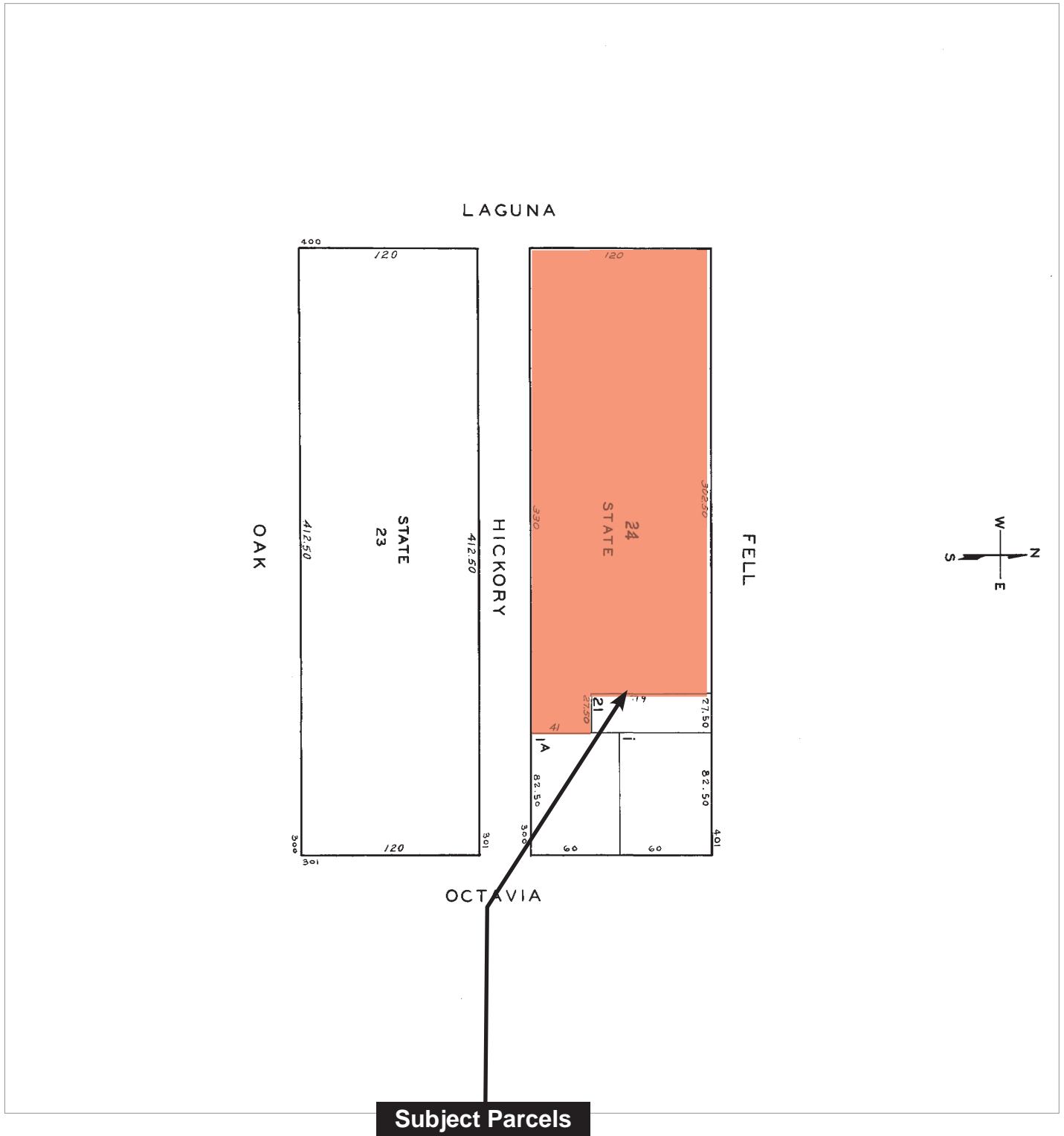
MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

| MITIGATION MEASURES | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|------------------------------------|-------------------------|---|---|
| D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan. | Project sponsor/ contractor(s). | Quarterly | Project sponsor/ contractor(s) and the ERO. | Considered complete on findings by ERO that Plan is being/was implemented. |
| GEOLOGY | | | | |
| <i>Project Mitigation Measure 3 – Construction-Related Soils (Mitigation Measure 5.11.A of Market & Octavia FEIR)</i> Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect disturbed areas through minimization and duration of exposure; control surface runoff and maintain low runoff velocities; trap sediment onsite; and minimize length and steepness of slopes. | Project sponsor. | During construction. | Project sponsor/DBI. | On-site monitoring by project sponsor and DBI. |

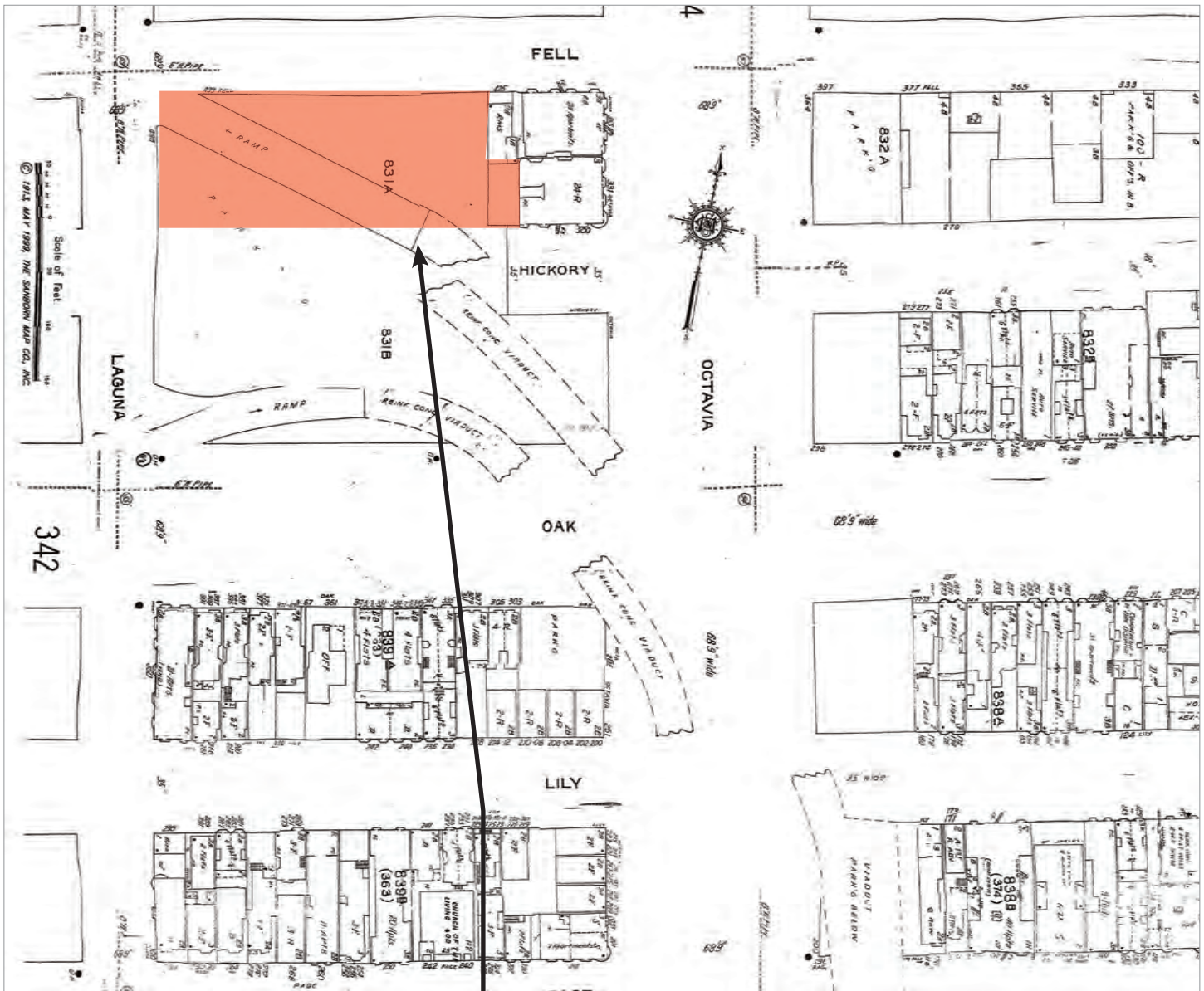
Exhibits

This page intentionally blank.

Parcel Map



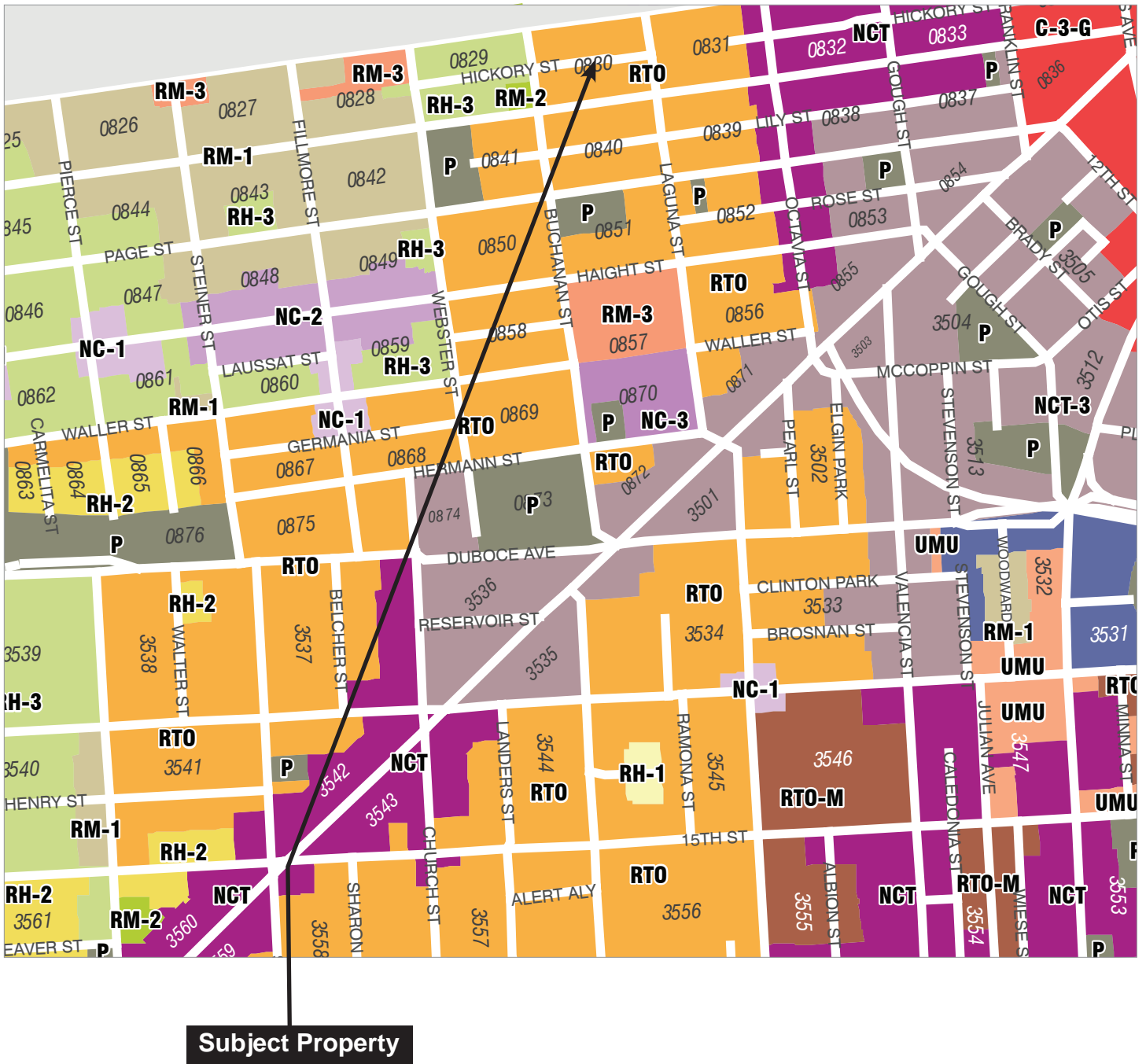
Sanborn Map



Subject Property

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

Zoning Map



Aerial



Subject Property

Site Photo - Looking South



Site Photo - Looking Northeast





SAN FRANCISCO PLANNING DEPARTMENT

MEMO

NOTE TO FILE

Case No.: 2015-002837ENV
Project Address: 455 Fell Street Project (Parcel O)
Zoning: RTO (Residential Transit Oriented District)
40X and 50-X Height and Bulk District
Block/Lot: 0831/024
Lot Size: 37,426 square feet
Plan Area: Market and Octavia Neighborhood Plan
Project Sponsor: Tim Dunn, Mercy Housing California – (415) 355-7113
Staff Contact: Chelsea Fordham, (415) 575-9071
Chelsea.Fordham@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

BACKGROUND

On April 5, 2007, the San Francisco Planning Commission certified the final Programmatic Environmental Impact Report (PEIR) for the Market and Octavia Area Plan (Planning Department Case No. 2003.0347E) under Planning Commission Motion No. 17406 in fulfillment of the requirements of the California Environmental Quality Act (CEQA). The PEIR analyzed amendments to the Planning Code and Zoning Maps and to the Market and Octavia Area Plan, an element of the San Francisco General Plan. The PEIR analysis was based upon assumed development and activities that were anticipated to occur under the Market and Octavia Area Plan, including project-level analysis of the development on 22 Central Freeway parcels.

Subsequent to the certification of the PEIR, on May 30, 2008, the Board of Supervisors upheld the Planning Commission's decision to certify the EIR and denied the appeals. In addition, 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. Therefore, certification of the EIR became effective on May 30, 2008.

The legislation created several new zoning controls which allow for flexible types of new housing to meet a broad range of needs, reduces parking requirements to encourage housing and services without adding cars, balances transportation by considering people movement over auto movement, and builds walkable "whole" neighborhoods meeting everyday needs. The Market and Octavia Neighborhood Plan, as evaluated in the PEIR and as approved by the Board of Supervisors, accommodates the proposed use, design, and density of the proposed project on Parcel O.

This determination concludes that the proposed project at Parcels O is consistent with and was encompassed within the analysis in the PEIR for the Market and Octavia Neighborhood Plan and for the project-level review of the Central Freeway parcels. This determination finds that the PEIR

adequately anticipated and described the impacts of the proposed project, and identifies the PEIR mitigation measures applicable to the proposed project. Since the PEIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require revisions to the PEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the PEIR. Therefore, no further CEQA evaluation is necessary.

PROJECT DESCRIPTION

The proposed project at Parcel O-455 Fell Street (Parcel O) would include the construction of a new mixed-use building with 108 residential units, 1,200 square feet (sf) of retail space, 2,028 sf of office space that would accessory to the residential uses, and 2,890 sf of community activities space. The proposed residential and commercial structure would be approximately 110,346 gross square feet and would range in height from 50' to 38'4" tall (60 feet with elevator penthouse), constructed on a former Central Freeway parcel (Parcel O). The proposed building would vary in height from two to six -stories throughout the project site across the site, with a maximum roof height of 50-feet along Fell Street and the lowest heights of 38'4" along Hickory Street. Additionally, a portion of the building on Fell Street would be four-stories with a roofdeck on top, which was designed to reduce shadow impacts on Patcra's Green (an RDP facility). The proposed 108 residential units would consist of a dwelling unit mix of mix of two Studios, 57 one- bedroom unit, 42 two-bedroom units, and seven three-bedroom units. The proposed 1,200 sf ground-floor retail would be located on the corner of Laguna and Fell Street.

The proposed project would not provide off-street parking and is proposing to provide 108 Class II bicycle parking spaces to be located in two bicycle storage rooms, one accessed from the Hickory Street entrance and one accessed from Fell Street entrance, eight Class II bicycle spaces to be located on Fell Street. The proposed site design would also include the creation of two passenger loading zones, including one on Fell Street, and an ADA accessible loading zone on Hickory Street. The trash room is proposed to be accessed from the loading zone located on Fell Street. Additionally, the proposed building would include a mid-block pedestrian passage that would connect Oak Street to Fell Street, and would align with a similar mid-block pedestrian passage constructed as part of the Parcel P project.

The project site is currently vacant, and was most recently used for construction staging for the adjacent Parcel P project (Case No. 2011.0744E). The site is approximately 37,426 square-feet and fronts onto three streets including Laguna Street to the west, Fell Street to the north, and Hickory Street (which was extended and reconstructed as part of the construction of the adjacent Parcel P) to the south, in the Hayes Valley neighborhood of San Francisco. Additionally, Oak Street is located to the south of the project site and Octavia Street to the east. The site is located within the RTO (Residential Transit Oriented District) and a split 40-X and 50-X height and bulk district. The northern portion of the property that fronts on Fell Street is located within the 50-X height and bulk district and the southern portion of the property that fronts on Hickory Street is within the 40-X height and bulk district.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

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

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

The proposed project meets each of the above criteria; therefore, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.¹

POTENTIAL ENVIRONMENTAL IMPACTS

The Market and Octavia PEIR included analyses of environmental issues including: land use and zoning; plans and policies; visual quality and urban design; population, housing, and employment (growth inducement); transportation; noise; air quality; wind and shadow; archeological resources; historic architectural resources; hazardous materials; geology and soils; public facilities, services, and utilities; hydrology; and biology. The proposed project at 455 Fell Street is within the allowable density and consistent with the designated uses for the site described in the PEIR and would represent a small part of the growth forecast for the Plan. As a result, the PEIR considered the incremental impacts of the proposed project. The proposed project would not result in any new or substantially more severe impacts than were identified in the PEIR. Topics for which the FEIR identified a significant program-level impact are addressed in this Note to File. The following sections demonstrate that the proposed development at 455 Fell Street would not result in significant impacts beyond those analyzed in the FEIR.

Cultural Resources**Historic Architectural Resources**

Historic resource surveys were conducted for the Market and Octavia Neighborhood Plan area subsequent to the adoption of the Market and Octavia PEIR, with interim controls for evaluation and protection of historic resources during the survey period. On December 17, 2008, the Landmarks Preservation Advisory Board endorsed the findings of the Market and Octavia Area Plan-level Historic Resource Survey, and on February 19, 2009, the San Francisco Planning Commission adopted the findings of the survey.

The subject property is a vacant lot. The property was surveyed as part of the Market-Octavia Historic Resources Survey and is not located within a historic district. Therefore, the proposed project is not anticipated to result in an adverse effect on off-site historical resources.

¹ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 455 Fell Street (Parcel O), November 24, 2015. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-002837ENV.

Archeological Resources

The Market and Octavia PEIR identified potential archeological impacts and identified four archeological mitigation measures that would reduce impacts on archeological resources to less than significant. Mitigation Measure 5.6.A1: Archeological Mitigation Measure – Soil Disturbing Activities in Archeologically Documented Properties applies to those properties for which a final Archaeological Research Design Treatment Plan (ARDTP) is on file in the Northwest Information Center and the Planning Department. Properties subject to this mitigation measure include the project site (Parcel O). Pursuant to Archeological Mitigation Measure 5.6.A1 of the Market and Octavia Neighborhood Plan PEIR, an Archeological Research Design and Treatment Plan/Archeological Testing Plan Addendum (ARDTP/ATP Addendum) was prepared for the proposed project and is summarized in the following section. In accordance with Market and Octavia PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1 (below), which includes implementation of the Archeological Testing Program including in the ARDTP/ATP Addendum. With implementation of Project Mitigation Measure 1, the proposed project would not result in a significant impact related to archeological resources.

No prehistoric sites have been documented in the general project vicinity and the project site has a low to moderate sensitivity for prehistoric resources. The nearest prehistoric sites are located in Western SoMa and the Mission District in ecological settings that were near tidal or freshwater marshes, freshwater lagoons or creeks. The project site is located in an area of late period sand dunes. While these sand dunes were available for human use during the Holocene, they were available for relatively short periods of time and may only contain evidence of single-component archaeological deposits, unlike the large midden sites found south of Market Street. No prehistoric deposits were found during construction monitoring on adjacent Parcel P to a depth of 20 feet.

A CA. 1861 lithograph of Hayes Valley shows the beginnings of development at the project site. Oak Street was graded and open, and a few small structures were present possibly along Fell Street with the project site. By the 1869 U. S. Coast Survey map, there were at least two buildings in the project site. One was probably the Westminster Presbyterian Church. Over the course of the next 16 years, the block saw substantial construction. By the 1886 Sanborn Fire Insurance Company map, (Sanborn) dwellings faced Laguna Street and there was at least one residence and some outbuildings on Hickory. Fell Street included several row houses and, mid-block, the Westminster Presbyterian Church. Fell Street became more densely settled in the next decade. Much of the empty space had been filled in (with the exception of the northeast corner of the block) such that the Fell and Hickory frontages were nearly full. The Westminster Church had been removed, and the character of the block was entirely residential. Since the block was not destroyed by the 1906 earthquake and fire, many of the buildings remained intact through 1950 (Sanborn 1905, 1913, 1950).

According to the geotechnical study,² the site slopes down to the east and has elevations ranging from approximately 76 to 61 feet. The general subsurface conditions at the site consist of fill, Dune sand, Marsh Deposit, and interbedded sands and clays. The fill generally consists of medium

² Langan Treadwell Roll. Geotechnical Investigation: *Parcel O – Central Freeway (Parcel O) San Francisco, CA*. October 30, 2015. This document is available for review as part of Case No. 2015.002837ENV at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

dense sand and stiff clay with isolated brick and concrete debris. Artificial fill is not generally itself of archeological interest. However, in this case, it is possible that features of archeological interest, such as artifact-filled hollows privies, wells, cisterns, trash pits may be present within fill deposits and even if truncated, they may retain sufficient data sets and have historical associations to be archeologically significant.

As outline above, the ARDTP/ATP Addendum determined that it is possible that prehistoric and historic-period deposits may be within the zone of proposed ground disturbance. In accordance with Market and Octavia PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1 (below), which includes implementation of the Archeological Testing Program outline in the ARDTP/ATP Addendum. With implementation of Project Mitigation Measure 1, the proposed project would not result in a significant impact related to archeological resources.

Project Mitigation Measure 1 – Soils Disturbing Activities (Mitigation Measure 5.6.A1 of the Market and Octavia PEIR). Pursuant to *Mitigation Measure 5.6.A1*, any soils-disturbing activities proposed within this area shall be required to submit an addendum to the respective ARD/TP prepared by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology to the Environmental Review Officer (ERO) for review and approval. The addendum to the ARD/TP shall evaluate the potential effects of the project on legally-significant archeological resources with respect to the site- and project-specific information absent in the ARD/TP. The addendum report to the ARD/TP shall have the following content:

1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities;
2. Historical Development: If demographic data for the project site is absent in the discussion in the ARD/TP, the addendum shall include new demographic data regarding former site occupants;
3. Identification of potential archeological resources: Discussion of any identified potential prehistoric or historical archeological resources;
4. Integrity and Significance: Eligibility of identified expected resources for listing to the California Register of Historical Resources (CRHR); Identification of Applicable Research Themes/Questions (in the ARD/TP) that would be addressed by the expected archeological resources that are identified;
5. Impacts of Proposed Project;
6. Potential Soils Hazards: Update discussion for proposed project;
7. Archeological Testing Plan (if archeological testing is determined warranted): the Archeological Testing Plan (ATP) shall include:

A. Proposed archeological testing strategies and their justification

B. Expected archeological resources

C. For historic archeological resources

- 1) Historic address or other local information
- 2) Archeological property type

D. For all archeological resources

- 1) Estimate depth below the surface
- 2) Expected integrity
- 3) Preliminary assessment of eligibility to the CRHR

E. ATP Map

- 1) Location of expected archeological resources
- 2) Location of expected project sub-grade impacts
- 3) Areas of prior soil disturbance
- 4) Archeological testing locations by type of testing
- 5) Base map: 1886/7 Sanborn Fire Insurance Company map

Transportation and Circulation

The Market and Octavia PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership. Thus, the PEIR identified eight transportation mitigation measures, including implementation of traffic management strategies and transit improvements. Even with mitigation, however, it was anticipated that 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, and a Statement of Overriding Considerations with findings was adopted as part of the Market and Octavia Area Plan approval on May 30, 2008.

The proposed project would include the construction of 108 residential units, 1,200 square feet (sf) of retail space, 2,028 sf of office space accessory to the residential uses, and 2,890 sf of community activities space. The proposed project would not provide any off-street parking and would provide 108 Class I bicycle parking spaces to be located in two bicycle storage areas, one accessed near the Hickory Street entrance and one near the Fell Street entrance, and eight Class II bicycle spaces to be located on Fell Street. Additionally, the trash room is proposed to be accessed from the loading zone located on Fell Street.

Trip Generation

Trip generation from the proposed project was calculated using information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed

by the San Francisco Planning Department.³ The proposed project would generate 181 PM peak hour person-trips of which 45 would be automobile trips, 82 would be transit trips, 40 would be pedestrian trips, and 13 would be other, including bicycle trips. Due to the project's location near major transit and bicycle routes, the number of vehicle trips would likely be less. The estimated 39 new PM peak hour vehicle trips would travel through the intersections surrounding the project block, but would not substantially increase traffic volumes at these intersections. The proposed project could result in an increase in average delay per vehicle at these intersections, but this increase would not be considered as substantial or noticeable, and the proposed project would not significantly change the existing levels of service at the intersections surrounding the project site.

Traffic

As previously mentioned, zoning changes studied in the Market and Octavia PEIR anticipated significant impacts to traffic from implementation of the Plan. The project-level analysis for the planned development of the 22 Central Freeway parcels (2025 with Plan development) determined that 12 intersections would operate at unacceptable levels of service (LOS) in 2025 with implementation of the Plan, as opposed to only nine intersections in the 2025 without Plan forecast. The additional three intersections that would operate at unacceptable LOS in 2025 include Hayes/Gough, Hayes/Franklin, and Laguna/Market/Hermann/Guerrero. The proposed project is bounded by Fell Street to the north, Oak and Hickory Streets to the south, Laguna Street to the west, and Octavia Street to the east and is located two blocks from the Hayes/Gough Street intersection and three blocks from the Hayes/Franklin Street intersection.

The PEIR stated that traffic generated from the Central Freeway parcels would not represent a considerable contribution to the adverse cumulative conditions, and the Central Freeway parcels would not have a significant traffic impact.

Transit

The Market and Octavia PEIR identified significant and unavoidable cumulative impacts relating to the degradation of transit service as a result of increased delays at the following intersections in the PM peak hour: Hayes Street/Van Ness Avenue, Hayes Street/Franklin Street, and Hayes Street/Gough Street. Mitigation measures proposed in the PEIR to address these impacts included changes to street configurations and traffic patterns. Even with mitigation, however, cumulative impacts were found to be significant and unavoidable and a Statement of Overriding Considerations was adopted as part of the Market and Octavia Plan approvals.

Public transit serving the project site and within ¼ mile includes the Muni bus routes 7X, 7, 7R, 21, and 6. Muni's Van Ness Station with access to Muni Metro routes J, K, L, M, N is located approximately 1/3-mile and the Civic Center BART station with access to BART's regional rail lines is located approximately ¾-mile from the project site. No peculiar transit impacts are anticipated to occur as a result of the proposed project, and the transportation mitigation measures identified in the PEIR (to be implemented by the San Francisco Municipal

³ Chelsea Fordham, San Francisco Planning Department, Transportation Calculations, November 18, 2015. These calculations are available for review as part of Case No. 2015.002837ENV at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Transportation Agency [SFMTA]) are not applicable to the proposed project. With the development of Central Freeway parcels, the peak hour capacity utilization would not be substantially increased and the impact on Muni operations would be considered as less-than-significant.

Air Quality

Construction Dust Control

The PEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust and short-term construction exhaust emissions. Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The Market and Octavia PEIR identified a significant impact related to construction air quality and determined that Mitigation Measure 5.8.A - Construction Mitigation Measure for Particulate Emissions would reduce effects to a less-than-significant level. Subsequently, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions. These regulations and procedures set forth by the San Francisco Building Code ensure that potential dust-related air quality impacts would be reduced to a less than-significant level. Since the project would comply with the Construction Dust Control Ordinance, the project would not result in a significant impact related to construction dust. Compliance with the Construction Dust Control Ordinance, as applicable, would ensure that dust-related air quality impacts during project construction would be less than significant. Thus, Mitigation Measure 5.8A would not be applicable to the proposed project.

Criteria Air Pollutants

The BAAQMD's CEQA Air Quality Guidelines (Air Quality Guidelines) provide screening criteria⁴ 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

⁴ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria, as the proposed project involves the construction of a mixed-use buildings with a total of 108 dwelling units and 1,200 square feet of retail use which is below the criteria air pollutant screening sizes for an Apartment, Low-Rise Building (451 dwelling units for operational and 240 dwelling units for construction). Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Construction

The project site is located within an Air Pollutant Exposure Zone as defined by Article 38 of the San Francisco Health Code. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the anticipated 18-month construction period. The PEIR identified a significant impact related to short-term exhaust emissions from construction equipment and determined that Mitigation Measure 5.8B – Construction Mitigation Measure for Short-Term Exhaust Emissions would reduce effects to a less-than-significant level. Since the proposed project includes construction activities, this mitigation measure would apply to the proposed project. The project sponsor has agreed to Project Mitigation Measure 2: Construction Air Quality, which has been identified to implement Market and Octavia PEIR Mitigation Measure 5.8B by requiring engines with higher emissions standards on construction equipment. Project Mitigation Measure 2: Construction Air Quality, which is listed below, would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.⁵ Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 2: Construction Air Quality.

Project Mitigation Measure 2: Construction Air Quality (Implementing Market & Octavia Mitigation Measure 5.8B of the Market & Octavia PEIR)

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

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency

⁵ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

(USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers.

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

Table – Off-Road Equipment Compliance Step-down Schedule

| Compliance Alternative | Engine Emission Standard | Emissions Control |
|-------------------------------|---------------------------------|--------------------------|
| 1 | Tier 2 | ARB Level 2 VDECS |
| 2 | Tier 2 | ARB Level 1 VDECS |
| 3 | Tier 2 | Alternative Fuel* |

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative

1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.
1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
- D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Siting Sensitive Land Uses

For sensitive use projects within the Air Pollutant Exposure Zone as defined by Article 38, such as the proposed project, the Ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with Article 38, the project sponsor has submitted an initial application to DPH.⁶ The regulations and procedures set forth by Article 38 would ensure that exposure to sensitive receptors would not be significant. Therefore, impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

Noise

The PEIR noted that ambient noise levels are not projected to increase as a result of the development of the Central Freeway parcels. Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, and land use activities, such as commercial businesses and periodic temporary construction-related noise from nearby development, or street maintenance. Noises generated by residential and commercial uses are common and generally accepted in urban areas. The noise generated by the occupants of the proposed project would not be considered a significant impact of the proposed project. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

The residential units developed on the Central Freeway parcels would be required to provide an interior noise environment below 45 dBA (Ldn) in compliance with Title 24 of the California Code of Regulations and to incorporate noise reduction measures as outlined in Policy 10.2 of the San Francisco General Plan. Parcel O fronts on Fell Street, which has noise levels above 75 dBA. As required under the Housing Element EIR⁷, new residential development located along streets with such noise levels require a noise study to identify potential noise-generating uses within the project vicinity, and to take at least one 24-hour noise measurement. A noise study was prepared for the proposed project, and based on the noise measurements, the maximum future noise environment at the proposed buildings would range from 73 dBA along Fell Street, 69 dBA on Laguna, and 63 dBA on Hickory Street.⁸ To comply with Title 24, the noise study concluded that suitable noise insulation can be provided with commercially available dual-glazed windows with one-inch thickness to achieve an STC rating of 37 to 28 and an alternative measure of supplying fresh air will be (e.g. mechanical ventilation) provided. The noise study demonstrates that Title 24 standards can be met, and there are no particular circumstances about the project site that appear to warrant heightened concern about noise levels in the vicinity.

All construction activities for the proposed project (approximately 18 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100

⁶ Application for Article 38 Compliance Assessment, Parcels O, August 17, 2015.

⁷ San Francisco Planning Department, San Francisco 2004 and 2009 Housing Element Final Environmental Impact Report, Planning Department Case Numbers 2007.1275E and 2014.1327E, certified March 24, 2011, re-certified on April 24, 2014. Available online at: <http://www.sf-planning.org/index.aspx?page=1828>, assessed October 23, 2015.

⁸ 455 Fell Street Parcel O Apartments, *Environmental Noise Study*. November 20, 2015.

feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and users at Patricia's Green businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance.

In light of the above, the proposed project would not result in any significant noise impacts.

Wind

Wind impacts are directly related to building design and articulation and the surrounding site conditions. The PEIR identified a potentially significant impact related to new construction and determined that Mitigation Measure 5.5B1: Wind Mitigation Measure – Buildings in Excess of 85 feet in Height and Mitigation Measure 5.5B2: Wind Mitigation Measure – All New Construction⁹ would reduce effects to less-than-significant levels. The PEIR acknowledged that wind impacts are project site- and design-specific, and therefore the potential wind impacts associated with development of the Central Freeway parcels were not determined by the PEIR analysis. Since most of the Central Freeway parcels fall within height limits ranging from 30 feet to 65 feet, the PEIR stated that buildings of this height have a limited potential for the creation of significant wind impacts in San Francisco.

As stated above, wind impacts are directly related to building design, articulation, and surrounding site conditions. Based upon the experience of San Francisco environmental planners in reviewing wind analyses and expert opinion letters on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The proposed 38 to 50-foot-tall buildings (60 feet with elevator penthouse) would be similar in height to existing buildings in the area. Across Hickory Street to the south of the project site, Parcel P contains a four to five-story building and directly east of the site there is a three-story building on Fell Street. Therefore, the proposed project does not warrant a focused wind study as the project does not have the potential to result in significant wind impacts. Both Mitigation Measure 5.5B1 and 5.5B2 do not apply.

⁹ Paul Maltzer, *Market and Octavia EIR Wind Impacts and Mitigation Memorandum*, November 7, 2008.

Shadow

The PEIR found that new development of Central Freeway Parcels L, K, M, and O to a height of 55 feet would cast new shadow on Patricia's Green in all seasons of the year and at various times of the day.¹⁰ The PEIR reported that development of Parcel O would shade the southern portion of the park in the afternoon (2:00 to 4:00 PM) winter hours, and concluded that the new shadow created on Patricia's Green would have a less than significant impact since Section 295 would require San Francisco Recreation and Park Commission review and approval. Additionally, the PEIR states that requiring architectural treatments and setbacks could reduce shadow impacts. No mitigation measures were included in the PEIR for Parks and Open Space subject to Section 295, because no significant impacts (including cumulative) were identified at the program or project level.

Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open spaces that are under the jurisdiction of the 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. Since the proposed buildings are taller than 40 feet, the Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks. The results of the shadow fan showed that development of Parcel O would cast new shadow on Patricia's Green. Therefore, a shadow study was conducted for the proposed project.^{11,12} In comparison to the preliminary shadow fan analysis, the shadow study captured existing shadow from intervening buildings and more accurately modeled the design and location of the proposed building's elevator penthouse. According to the shadow study, the project as proposed would result in new shading on Patricia's Green and would not have the potential to affect any other public parks or privately owned open spaces. The results of the shadow analysis are presented below.

Patricia's Green is a well-used, 0.45-acre urban park located along the former Central Freeway parcel where Octavia Boulevard splits into two lanes flanking the park to the east and west. The park spans north-south, and is bounded by Hayes Street to the north and Fell Street to the south. The park is divided into three basic sections. On the northern end of the park is a picnic seating area along Hayes Street that features a plaza with four picnic tables around a mature tree with a mix of wooden and concrete benches. The central section of the park is created at the intersection of Linden Street, which contains a circular plaza with four concrete benches and eight bollards, and functions as the area for art installations. To the north and south of the center plaza are lawns. The southern section of the park contains a children's play area which features a dome structure with ropes and bars for climbing. Delineation between the play area and lawn is made by low concrete square pillars and a metal fence encloses the Fell Street side. An approximately 100-square-foot service structure is located on the southwest corner of the park. On the periphery of the park are concrete ledges and benches interspersed with approximately 24 trees and plantings.

¹⁰ Patricia's Green was referred to as Hayes Green in the PEIR. Patricia's Green is under the jurisdiction of the Recreation and Park Department and was a proposed park at the time of the Market and Octavia PEIR.

¹¹ Prevision Design, 455 Fell Street (Parcel O) Shadow Analysis Report, November 18, 2015.

¹² Prevision Design, 455 Fell (Parcel O) Shadow Study Update memo, December 16, 2015

To determine how the new shading may affect the existing patterns of park use, the shadow consultant conducted a total of twelve site visits. Six of the site visits occurred throughout the day and the park, and six site visits were focused on the location and hour of the project's shadowing on the park. Based on these surveys, the majority of park users were walking and playing with dogs, sitting, eating and socializing on the benches and picnic tables throughout the entire park. It was observed that the use of the park was highest mid-day during the week due to people eating lunch or while watching a special event, like a live music performance. The park was frequently used at all times for dog walking, as a meeting place or as a thoroughfare between Hayes and Fell streets and for Linden Street. The children's play area was also observed to be the frequently used by children playing, and elevated use of children's play area was observed on weekends, with approximately double the intensity of activity as was observed on weekdays. Most of the users of this area stayed for less than 20 minutes, with only a few remaining for 30 minutes or longer. Overall, observed peak use at the park occurred weekday midday and weekend afternoon.

The shadow study found that new shadow due to the proposed project would occur on the southern portion of the park from October 13 – February 28, for a total of 140 days annually. The project shadows would be located where plantings, the children's play area, and benches are located. The benches in this area were observed to be the most frequented by users for eating, socializing, and relaxing. The children's play area was observed to be frequently used by children playing, and elevated use of children's play area was observed on weekends. The new shadow is likely to be the most noticeable to such users. The maximum shadow impact on a specific day and time from the proposed 38 to-50-foot-tall building on Parcel O would be on January 26th and November 15th when new shadow would be cast on the park between 3:16 PM to 3:58 PM, for approximately 42 minutes. Affected areas would include planting areas, a portion of the southern grassy area, the children's play structure, and one fixed bench. On this day, new shadow would reach a maximum area of approximately 1,547 square feet (or 0.38 percent) of the park. Therefore, at its greatest extent at a single time, the new shadow would not cover a substantial area of the park.

The shadow analysis found that the theoretically available amount of sunlight on Patricia's Green is approximately 66,595,904 square feet, while the existing annual total shading on the park is 11,706,388 square foot hours (or 17.58 percent). The proposed project would add approximately 44,936 square feet of new shade, resulting in a 0.07 percent (less than one tenth of one percent) decrease in the theoretically available sunlight. The results of the shadow study are consistent with the analysis of the PEIR, and substantial changes have not occurred with respect to the circumstances under which the proposed project on Parcel O is being undertaken.

Additionally, the PEIR states that requiring architectural treatments and setbacks could reduce shadow impacts. The project building was designed to reduce the amount and intensity of shadows on Patricia's Green by reducing the height of the building on the northeast portion of the building from five to four-stories, and providing a roofdeck above it with a railing, which is intended to be designed as a minimal steel framework with horizontal cables that does not cast a perceptible shadow.

The PEIR acknowledged that development on Parcel O would result in the construction of a 40 to 50-foot-tall building, and concluded that new structures subject to the requirement of Planning Code Section 295, such as the proposed project, would not create any significant shadow impacts on parks under the jurisdiction of the Recreation and Park Department (RPD), such as Patricia's Green. Therefore, the proposed project's shadow impact on Patricia's Green would be less than significant as the PEIR stated that compliance with Section 295 would ensure that subsequent projects would not adversely affect existing or proposed open spaces under the jurisdiction of RPD. The proposed project will be presented to both the Recreation and Parks Commission and the Planning Commission for a determination of the project's shadow impact on Patricia's Green, under Section 295 of the Planning Code.

Geology and Soils

The Market and Octavia Neighborhood Plan PEIR identified a potential significant impact related to temporary construction on former central freeway parcels and determined that *Mitigation Measure 5.11.A: Construction Related Soils Mitigation Measure* would reduce effects to a less-than-significant level. Since the project site is generally level and construction would not alter the overall topography of the site this mitigation measure would apply to the project and implementation of this measure would reduce any impacts to a less-than-significant level. In accordance with the Market and Octavia PEIR, the project sponsor has agreed to implement Project Mitigation Measure 3, below.

Project Mitigation Measure 3 – Construction-related Soils (Mitigation Measure 5.11.A of the Market and Octavia PEIR). Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect disturbed areas through minimization and duration of exposure; control surface runoff and maintain low runoff velocities; trap sediment onsite; and minimize length and steepness of slopes.

A geotechnical investigation was performed for the project site and the proposed development.¹³ The project site is underlain by fill, dune sand, marsh deposits, and sand and clays. The geotechnical investigation estimated the fill to be 4-1/2 feet thick towards the western end of the site and about 15-1/2 feet thick on the eastern end. The fill is generally underlain by loose to very dense sand and sand with silt, locally referred to as Dune sand. The Dune sand typically becomes denser with depth. The Dune sand is underlain by the Marsh Deposit. The Marsh Deposit generally consists of very loose to medium dense silty clayey sand and clayey sand and very soft to stiff clay and sandy clay. The Marsh Deposit was encountered about 24-1/2 to 30 feet below the ground surface and ranges in thickness from 5 to 13 feet. The Marsh Deposit is underlain by interbedded layers of dense to very dense sand with variable fines content and very stiff to hard clays to the maximum depth explored, 58 feet. Groundwater was encountered at a depth of about 32 feet. However, groundwater may fluctuate from 20 bgs to 35 bgs.

¹³ Langan Treadwell Roll. Geotechnical Investigation: *Parcel O – Central Freeway (Parcel O) San Francisco, CA*. October 30, 2015. This document is available for review as part of Case No. 2015.002837ENV at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

According to the geotechnical investigation, the proposed building would need to utilize a shallow foundation bearing on improved ground or a deep foundation supported by piles. A shallow foundation would consist of a mat or stiffened continuous footing grid bearing on improved ground. A deep foundation would be required to be supported on 16 to 18 ACIP piles. The project sponsor has indicated that they would pursue a shallow foundation on improved soils. The report describes recommendations regarding site preparation and grading, seismic design, site drainage, and the design of foundations, retaining walls, and slab floors.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be reduced during the permit review process through these measures. To ensure compliance with all *Building Code* provisions regarding structure safety, when DBI reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. The above-referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be reduced through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

Hazards and Hazardous Materials

The PEIR found that impacts to 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 within the Plan area could result in exposure to hazardous materials during construction. The PEIR found that compliance with existing regulations and implementation of Mitigation Measure 5.10.A – Program or Project Level Mitigation Measures for Hazardous Materials,¹⁴ which would require implementation of construction best management practices (BMPs) to reduce dust emissions, would reduce impacts associated with construction-related hazardous materials to a less-than-significant level.

As discussed under the Air Quality section, subsequent to the certification of the 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 176-08, effective July 30, 2008). The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of Market and Octavia PEIR Mitigation Measure 5.10.A. Therefore, PEIR Mitigation Measure 5.10.A is not applicable to the proposed project.

¹⁴ Mitigation Measure F1 is Mitigation Measure 5.10.A in the Market and Octavia PEIR.

The PEIR stated that because all of the Central Freeway parcels have been cleared of pavement and structures, no impacts related to demolition or renovation activities would apply to these parcels, which includes Parcel O.

The PEIR stated that soil investigation within the Plan area included the Soil Investigation Report for the Octavia Boulevard Improvement Project, prepared in June 2003, and the Phase I ESA for the Central Freeway Land Transfer Project, prepared in January 2002 as part of the Caltrans' freeway demolition investigation. The footprint of the investigations for the Octavia Boulevard project covers ten blocks on both sides of Octavia Boulevard ranging from Hayes Street to Market Street. Results of the soil analyses from the Octavia Boulevard project investigations¹⁵ concluded that the preparation of a Site Mitigation Plan was recommended for future excavation projects as lead concentrations exceeded either residential or construction risk-based screening levels. Subsequent development occurring on these parcels in association with the Plan could result in the transport, handling, use, and/or generation of hazardous materials on the Central Freeway parcels. Future development on these parcels would be subject to individual site assessment and compliance with relevant regulations administered by the Department of Public Health. Given the current regulations governing these activities, impacts resulting from future development of the Central Freeway parcels would be considered less than significant.

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

The proposed project is located within the Article 22A (Maher) area¹⁶ and would involve up to approximately three to four-feet of excavation below ground surface with approximately 37,400 cubic yards of soil disturbance. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

The Phase I would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to

¹⁵ While the above sampling covered only a portion of the Plan area, the results show an overall pattern of potential contaminants.

¹⁶ Based on soil investigations and site assessments, the Market and Octavia PEIR found a pattern of potential contaminants that may exceed residential or construction-based screening levels throughout the Plan Area, including development on Central Freeway parcels. Therefore, the project site was added to the Maher area on August 17, 2015.

submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application and a Phase I and Phase II ESA^{17,18} to DPH.¹⁹ Based on the Phase I ESA, the project site was developed with residential buildings from 1886 through 1938 and by 1946 a gas station and auto repair facility was built on the western extent of the subject property along Laguna Street, and remained there until at least 1956. Additionally, it is unknown if this previous gas station had underground storage tanks (USTs) present on the subject property. From 1967 until 1999, the residential neighborhood was replaced with a freeway off-ramp. The subject property has since been vacant, and was most recently used for construction staging of the adjacent Parcel P project. The Phase I ESA identified the previous use of the project site as a gas station as a Recognized Environmental Conditions, and therefore, the Phase I recommended the preparation of a Phase II subsurface investigation. As part of the Phase II analysis, four soil borings samples were taken on the subject property and tested for Total Petroleum Hydrocarbons (TPH) and Volatile Organic Compounds (VOCs). The soil samples were tested against the San Francisco Bay Region of the California Water Quality Board's Environmental Screening Levels (ESLs) to determine if any potential contaminants are above levels that could result in a significant threat to human health or the environment. The four soil samples were tested against the ESL's and were found to not exceed any of the screening levels.

Since the project site is located in the Maher area and the proposed project would require more than 50 cubic yards of soil disturbance, the proposed project is subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Market and Octavia PEIR.

Other Topics Not Addressed in PEIR

Greenhouse Gas Emissions

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. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy,²⁰ which is comprised of regulations that have proven effective in reducing San Francisco's overall GHG emissions; San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG

¹⁷ AEI Consultants, Phase I Environmental Site Assessment, Corner of Fell and Laguna Street, San Francisco, CA, February 23, 2015.

¹⁸ AEI Consultants, Limited Phase II Subsurface Investigation, Southeast corner of Fell and Laguna Street, San Francisco, CA, February 23, 2015.

¹⁹ Maher Application, SFDPH, Parcel O, November 17, 2015.

²⁰ Greenhouse Gas Analysis: Compliance Checklist, 455 Fell Street (Parcel O), September 2, 2015.

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.

For the above reasons, the proposed project would not result in significant impacts due to GHG emissions.

Mineral/Energy Resources

No known minerals exist at the project site, and therefore the project would not contribute to any individual or cumulative impact on mineral resources. The California Energy Commission is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply grid within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not have a significant impact to energy resources either individually or cumulatively.

Agricultural and Forest Resources

There are no known agricultural uses or forest resources located within the project area. Additionally, the project site and adjacent areas are not zoned for such uses. Therefore, the proposed project would not result in any significant impacts related to agricultural and forest resources either individually or cumulatively.

CONCLUSION

This Note to File is prepared in accordance with local CEQA procedures under Chapter 31 of the San Francisco Administrative Code. San Francisco Administrative Code Section 31.19(c)(1) states that a proposed project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." Thus, this Note to File provides written documentation for the case record that the proposed project at 455 Fell Street (Parcel O) is within the project analyzed in the PEIR and does not warrant additional environmental review.

The Planning Department has determined that neither an Addendum to an EIR (per CEQA Guidelines Section 15164) nor a Subsequent EIR (per CEQA Guidelines Section 15162) are applicable to the proposed project at 455 Fell Street (Parcel O) because, for the reasons discussed previously, there would be no substantial changes to the project description in the PEIR.

Based on the foregoing, the Planning Department concludes that the analyses conducted and the conclusions reached in the PEIR adopted and issued on April 5, 2007 and affirmed by the Board of Supervisors on November 13, 2009 remain valid and that no supplemental environmental review is required. The proposed project at 455 Fell Street (Parcel O), would be within the PEIR analysis

and neither cause new significant impacts nor result in the substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. Consequently, the project change does not require major revision of the EIR, and the project sponsors may implement the proposed project without additional CEQA review, consistent with California Public Resources Code Section 21166 and California Code of Regulations (CEQA Guidelines) Section 15164. Therefore, no supplemental environmental review is required beyond this Note to File.

cc: Tim Dunn, Mercy Housing California
Tina Chang, Current Planning

This page intentionally left blank.



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

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

Section 1: Project Information

| | | | |
|---|--|--|---|
| PROJECT ADDRESS 455 Fell St. San Francisco, CA | | BLOCK/LOT(S) 0831/024 | |
| BUILDING PERMIT APPLICATION NO. | CASE NO. (IF APPLICABLE) | MOTION NO. (IF APPLICABLE) | |
| PROJECT SPONSOR Mercy Housing California | MAIN CONTACT Tim Dunn | PHONE 415-355-7113 | |
| ADDRESS 1360 Mission St. Suite #300 | | | |
| CITY, STATE, ZIP San Francisco, CA 94103 | | EMAIL tdunn@mercyhousing.org | |
| ESTIMATED RESIDENTIAL UNITS 108 | ESTIMATED SQ FT COMMERCIAL SPACE 1,200 s.f. | ESTIMATED HEIGHT/FLOORS x ft., 5 floors | ESTIMATED CONSTRUCTION COST \$43 million |
| ANTICIPATED START DATE Fall 2018 | | | |

Section 2: First Source Hiring Program Verification

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

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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

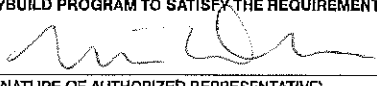
Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

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

| TRADE/CRAFT | ANTICIPATED JOURNEYMAN WAGE | # APPRENTICE POSITIONS | # TOTAL POSITIONS | TRADE/CRAFT | ANTICIPATED JOURNEYMAN WAGE | # APPRENTICE POSITIONS | # TOTAL POSITIONS |
|------------------------|-----------------------------|------------------------|-------------------|------------------------|-----------------------------|------------------------|-------------------|
| Abatement Laborer | NA | NA | 0 | Laborer | \$32 | 1 | 20 |
| Boilermaker | NA | NA | 0 | Operating Engineer | \$43 | 1 | 6 |
| Bricklayer | NA | NA | 0 | Painter | \$40 | 2 | 6 |
| Carpenter | \$44 | 5 | 55 | Pile Driver | NA | NA | 0 |
| Cement Mason | \$34 | 2 | 10 | Plasterer | \$30 | 2 | 6 |
| Drywall/Latherer | \$42 | 3 | 15 | Plumber and Pipefitter | \$55 | 4 | 10 |
| Electrician | \$63 | 5 | 15 | Roofer/Water proofer | \$36 | 3 | 8 |
| Elevator Constructor | \$75 | 1 | 3 | Sheet Metal Worker | \$35 | 2 | 6 |
| Floor Coverer | \$35 | 1 | 5 | Sprinkler Fitter | \$32 | 1 | 5 |
| Glazier | \$44 | 5 | 15 | Taper | \$42 | 3 | 10 |
| Heat & Frost Insulator | \$34 | 0 | 2 | Tile Layer/Finisher | \$24 | 1 | 4 |
| Ironworker | \$36 | 2 | 10 | Other: | | | |
| TOTAL: | | | | TOTAL: | | | |

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

Section 4: Declaration of Sponsor of Principal Project

| | | |
|---|--|-------------------------------------|
| PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE <u>Tim Dunn</u> <u>Senior Project Manager</u> | EMAIL <u>tdunn@mercyhousing.org</u> | PHONE NUMBER <u>415.355.7113</u> |
| I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83. | | |
| (SIGNATURE OF AUTHORIZED REPRESENTATIVE)  | | (DATE) <u>11/20/15</u> |

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

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



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: January 11, 2013

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

T: 415.558.6378
F: 415.558.6409

To: Applicants subject to Planning Code Section 415: Inclusionary
Affordable Housing Program
From: San Francisco Planning Department
Re: Compliance with the Inclusionary Affordable Housing Program

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

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an alternative to the Affordable Housing Fee must provide the necessary documentation to the Planning Department and the Mayor's Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program's requirements through an alternative.

Before the Planning Department and/or Planning Commission can act on the project, this *Affidavit for Compliance with the Inclusionary Affordable Housing Program* must be completed.

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

11/20/15

Date

I, Tim Dunn, do hereby declare as follows:

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

455 Fell St. San Francisco, CA

Address

0831/024

Block / Lot

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

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

2015-002837CUA

Planning Case Number

Building Permit Number

This project requires the following approval:

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

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

Tina Chang

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

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

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

- ☒ This project is 100% affordable.

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

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

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

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

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

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

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

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

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

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

1360 Mission St. San Francisco, CA 94103

Location

11/20/15

Date



Signature

Tim Dunn, Senior Project Manager

Name (Print), Title

415.355.7113

Contact Phone Number

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

Unit Mix Tables

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

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

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

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

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

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

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

1. Fee _____ % of affordable housing requirement.

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

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

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

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

Affidavit for Compliance with the Inclusionary Affordable Housing Program

| CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT | CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT) |
|---|---|
| Company Name Mercy Housing California | Company Name |
| Print Name of Contact Person Tim Dunn | Print Name of Contact Person |
| Address 1360 Mission St, Suite #300 | Address |
| City, State, Zip San Francisco, CA 94103 | City, State, Zip |
| Phone, Fax 415-355-7113 | Phone, Fax |
| Email tdunn@mercyhousing.org | Email |
| I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. | I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. |
| _____ Signature | _____ Signature |
| _____ Name (Print), Title | _____ Name (Print), Title |

This page intentionally left blank.



December 24th, 2015

San Francisco Planning Commission
City Hall Room 400

RE: 455 Fell St - Case 2015-002837CUA (Parcel O)

Dear Planning Commissioners

The Hayes Valley Neighborhood Association enthusiastically supports the proposal by Mercy Housing and its partners at 455 Fell Street (aka “Parcel O”). This development will include 108 units of affordable family-oriented housing, a space for a small neighborhood-serving grocer, and zero off-street parking. It is a fantastic project although we were disheartened to learn that an ever-so-slight shadow, occurring once a year, meant a reduction of four affordable units.

HVNA has met with Mercy and its partners multiple times, and we have raised the following concerns with the project. We bring them to your attention and ask that they be addressed in order that this project be as successful as possible.

Our first concern is the midblock passage. We ask that the midblock passage be kept from being lifeless and uninviting. We are very disappointed with the outcome of neighboring Parcel P, which is barren. In that case a promise to the community was broken. And the city has done nothing to mitigate the broken promise. We urge that something be memorialized in advance of approval, and that you aggressively push Avalon Bay to cooperate in creating a full mid-block passage welcoming to all neighbors. We also suggest a mid-block bulb-out on both Fell and on Oak (Avalon Bay side) to provide a prompt that there is a midblock crossing.

Our second concern is the curb along Fell and Laguna. We urge that the city planning department immediately start working with SFMTA to allocate curbside space for city car share and for bike sharing. We’ve asked for this repeatedly at 55 Laguna and other construction sites, and it seems like the planning staff and city family can’t get their act together to coordinate on this while projects are under construction. When a project is under construction for 18 months and up to two or three years the curbside is usually inaccessible to everyone. But when the project is completed, the city willy-nilly just gives the curb away free to car owners. This is patently undemocratic in that private car owners monopolize scarce public right of way.

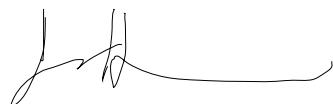
We hope that beginning with Parcel O, the city family can coordinate the curb in a more democratic and enlightened manner. This will be a perfect site for the bike share program to install a station, and for city car share to also provide a few pods. Additionally planning staff should reserve some curbside space for the grocer’s loading and unloading.

This page intentionally left blank.

A third concern we have is the loss of affordable units due to a shadow on Patricia's Green. Given its' remarkable potential for sustainable urban design, the minor impact on Patricia's Green should have been acceptable. We understand it is too late for Parcel O, but we urge planning staff to immediately look at Parcel K, an important affordable housing site across from Patricia's Green. While this site is not scheduled for development for several years, the city should expeditiously conduct required environmental analysis of shadows now so that the project is not delayed in the future. Burdening important affordable housing projects with analyzing minor shadow impacts is bad policy.

I hope to attend the January 7th Planning Commission hearing to convey our enthusiasm for this project. In the meantime I am happy to answer any inquiries. Thank you for your consideration.

Sincerely

A handwritten signature in black ink, appearing to read 'J Henderson', with a long horizontal flourish extending to the right.

Jason Henderson
Chair, Transportation and Planning Committee,
Hayes Valley Neighborhood Association
300 Buchanan Street, #503
San Francisco, CA, 94102
Jhenders@sbcglobal.net

Leonardo DiGiovanni
220 Lily St.
San Francisco, CA, 94102
Dec 22, 2015

Tina Chang
Planning Commission
City Hall
1 DR Carlton B Goodlett Pl, Room 400
San Francisco, CA 94102

Re: Case 2015-002837CUA - 455 Fell St

Dear Sirs/Madam,

I am writing that I am against the conditional use authorization and the building at 455 Fell St. It will have 108 dwelling units, 1200 square feet of retail and over 2000 square feet of office space. It will not have any parking areas for cars.

This neighborhood is so very congested with street parking now that I can't have anyone visit that has a car and find a legal parking space. It's insane to think that no one living, working, or visiting this building will not have a car or truck. Unless there is off-street parking providing within this building for at least 100 vehicles to accommodate the tenants, office workers, and retail visitors, this project should be rejected. Providing bicycle parking is sorely insufficient.

I am against this building being built and against any conditional use authorization. Therefore, I request that this application be denied and the project rejected.

Respectfully


Leonardo DiGiovanni

Cc: London Breed Room 244

This page intentionally left blank.

Exhibit B

This page intentionally left blank.



VICINITY MAP



PROJECT TEAM DIRECTORY

PROJECT SPONSOR
MERCY HOUSING
Mercy Housing California
1360 Mission Street
San Francisco, CA 94103
t: 415.355.7100
Contact: Tim Dunn
tdunn@mercyhousing.org

SFHDC
San Francisco Housing Development Corporation
4439 3rd St,
San Francisco, CA 94124
t: 415.822.1022
Contact: Deven Richardson
deven@sfhdc.org

ARCHITECT
LMS + PTA, A JOINT VENTURE
LEDDY MAYTUM STACY ARCHITECTS
677 Harrison Street,
San Francisco, CA 94107
t: 415.495.1700
Contact: Richard Stacy
rstacy@lmsarch.com

PAULETT TAGGART ARCHITECTS
725 Greenwich Street, 4th Floor
San Francisco, CA 94133
t: 415.956.1116
Contact: Paulett Taggart
pt@ptarc.com

CIVIL
Luk and Associates
738 Alfred Nobel Dr.
Hercules, CA 94547
t: 510.724.3388
Contact: Jackie Luk
jackie@lukassociates.com

LANDSCAPE
GLS Landscape/Architecture
2677 Mission Street #200
San Francisco, CA 94110
t: 415.285.3614
Contact: Gary Strang
gary@glssarch.com

DRAWING INDEX

ARCHITECTURAL

- A0.0 TITLE SHEET
- A0.1 PROJECT DATA
- A0.2 PERSPECTIVE
- A0.3A PERSPECTIVE
- A0.3B PERSPECTIVE
- A0.3C STREETScape PLAN & PERSPECTIVES
- A0.4 SITE PHOTOS
- A0.5 SITE PHOTOS
- A0.6 PLANNING ANALYSIS
- A0.7 PLANNING ANALYSIS
- A0.8A PLANNING ANALYSIS
- A0.8B PLANNING ANALYSIS
- A0.8C PLANNING ANALYSIS
- A0.9 SITE SURVEY
- A1.0 SITE PLAN
- A2.0 LOWER LEVEL PLAN
- A2.1 LEVEL 1 PLAN
- A2.2 LEVEL 2 PLAN
- A2.3 LEVEL 3 PLAN
- A2.4 LEVEL 4 PLAN
- A2.5 LEVEL 5 PLAN
- A2.6 ROOF LEVEL PLAN
- A3.1 ELEVATIONS: FELL AND HICKORY
- A3.2 ELEVATIONS: LAGUNA AND EAST
- A3.3 ELEVATIONS: COURTYARD
- A3.4A ELEVATIONS: COURTYARD
- A3.4B ELEVATIONS: COURTYARD
- A3.5 SECTIONS: TRANSVERSE
- A3.6 SECTIONS: LONGITUDINAL
- A8.1 EXT. MATERIAL SPECIFICATIONS
- A8.2 EXT. MATERIAL SPECIFICATIONS

LANDSCAPE

- L1 SITE PLAN - LANDSCAPE
- L2 ENLARGED SITE PLAN
- L3 ENLARGEMENT
- L4 ROOF LEVEL SITE PLAN - LANDSCAPE

PROJECT DESCRIPTION

Project is located on the former site of the Fell Street off-ramp of the Central Freeway in the Hayes Valley Neighborhood of San Francisco. The proposal consists a four-to-six-story building and a three-story building with Rowhouses. The project will provide a total of 108 affordable residential units, outdoor spaces, and community and retail facilities.

ADDRESS

455 Fell Street (Parcel O)
(Lot between Fell, Hickory, and Laguna)
San Francisco, CA 94102

ASSESSOR’S PARCEL

Block 0831, Lot 024

LOT AREA

Site Area: 37,427.50 SQ. FT. (0.86 acres)
Lot Dimensions: 302.50’ N
79.00’ NE
27.50’ N
41.00’ E
330.00’ S
120.00’ W

ZONING

RTO = Residential Transit-Oriented
Development
Market-Octavia Plan

12.15.2015

A0.0

TITLE SHEET



PLANNING APPLICATION

LMS+PTA 455 FELL

UNIT MIX

| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
|------------|--------|-----|-----|-----|-------|
| LEVEL 5 | 0 | 8 | 4 | 1 | 13 |
| LEVEL 4 | 0 | 11 | 5 | 2 | 18 |
| LEVEL 3 | 1 | 14 | 10 | 1 | 26 |
| LEVEL 2 | 0 | 12 | 8 | 2 | 22 |
| LEVEL 1 | 0 | 10 | 13 | 2 | 25 |
| GROUND | 0 | 2 | 2 | 0 | 4 |
| TOTAL: | 1 | 57 | 42 | 8 | 108 |
| PERCENTAGE | 1% | 53% | 39% | 7% | |

UNIT TYPES

| UNIT MIX | | | | |
|----------------------|-------------|---------------------------|--------------------|-----|
| UNIT TYPE: FORMAT: | | NOTES: | SIZE (GSF): COUNT: | |
| STUDIO | | | | |
| SBD-A | FLAT | ADAPTABLE | 425 | 1 |
| 1 | | | | |
| 1BD | | | | |
| 1BD-A | FLAT | ADAPTABLE | 620 | 12 |
| 1 BD-B | FLAT | ADAPTABLE | 570 | 3 |
| 1 BD-C | FLAT | MOBILITY | 715 | 3 |
| 1 BD-C1 | FLAT | MOBILITY | 615 | 1 |
| 1 BD-D | FLAT | ADAPTABLE | 680 | 2 |
| 1 BD-E | FLAT | ADAPTABLE | 579 | 5 |
| 1 BD-E1 | FLAT | ADAPTABLE | 579 | 10 |
| 1 BD-F | FLAT | ADAPTABLE | 647 | 7 |
| 1 BD-F1 | FLAT | ADAPTABLE | 595 | 6 |
| 1 BD-F2 | FLAT | MOBILITY | 647 | 2 |
| 1 BD-G | FLAT | ADAPTABLE, W/ STOOP | 506 | 1 |
| 1 BD-H | FLAT | ADAPTABLE, W/ STOOP | 548 | 5 |
| 57 | | | | |
| 2 BD | | | | |
| 2 BD-A | FLAT | ADAPTABLE | 860 | 3 |
| 2 BD-A1 | FLAT | ADAPTABLE | 910 | 1 |
| 2 BD-A2 | FLAT | ADAPTABLE | 910 | 4 |
| 2 BD-A3 | FLAT | ADAPTABLE | 900 | 3 |
| 2 BD-A4 | FLAT | ADAPTABLE | 950 | 3 |
| 2 BD-A5 | FLAT | ADAPTABLE | 865 | 1 |
| 2 BD-B1 | FLAT | ADAPTABLE | 860 | 3 |
| 2 BD-B2 | FLAT | ADAPTABLE | 875 | 3 |
| 2 BD-C | FLAT | ADAPTABLE | 940 | 2 |
| 2 BD-F | FLAT | ADAPTABLE | 903 | 5 |
| 2 BD-F1 | FLAT | ADAPTABLE | 903 | 3 |
| 2 BD-F2 | FLAT | MOBILITY | 903 | 4 |
| 2 BD-G | FLAT | ADAPTABLE, W/ STOOP | 1040 | 1 |
| 2 BD-H | FLAT | ADAPTABLE, MNGRS UNIT | 865 | 1 |
| 37 | | | | |
| 2 BD-ROW HOUSE | | | | |
| 2 BD-A-RH | MULTI-LEVEL | ROW HOUSE | 948 | 4 |
| 2 BD-A1-RH | MULTI-LEVEL | ROW HOUSE | 948 | 1 |
| 5 | | | | |
| 3 BD | | | | |
| 3 BD-A | FLAT | ADAPTABLE, W/STOOP | 1165 | 1 |
| 3 BD-C | FLAT | MOBILITY | 1203 | 3 |
| 3 BD-D | FLAT | ADAPTABLE | 1085 | 1 |
| 3 BD-F | FLAT | ADAPTABLE | 1200 | 1 |
| 6 | | | | |
| 3 BD-FAMILY DAY CARE | | | | |
| 3 BD-B FDC | MULTI-LEVEL | FAMILY DAY CARE, VISITABL | 1751 | 1 |
| 3 BD-E FDC | MULTI-LEVEL | FAMILY DAY CARE | 1810 | 1 |
| 2 | | | | |
| TOTAL UNITS: | | | | 108 |

BICYCLE PARKING

| TYPE | REQUIRED | PROPOSED |
|----------|---|----------|
| Class 1 | 100 + (1 for every 4 over 100) 100 + (8/4) = 102 | 108 |
| Class II | 1 per 20 units = 108/20 = 6 | 8 |
| Cargo | 0 | 2 |

PARKING

| REQUIRED | PROPOSED |
|----------|----------|
| 0 | 0 |

LAUNDRY COUNT

| | REQUIRED | PROPOSED |
|---------|----------|----------|
| WASHERS | 12 | 12 |
| DRYERS | 12 | 12 |

CODES + REGULATIONS

APPLICABLE CODES AND REGULATIONS

Codes:
2013 California Building Code
2013 California Electrical Code
2013 California Mechanical Code
2013 California Plumbing Code
2013 California Green Building Code
2013 California Energy Code
2010 ADA Standards
Federal Fair Housing Act
Outdoor Developed Area Guidelines (Access Board)
San Francisco Health Code, Article 38

Funding Requirements:
TCAC, Attachment 10

RESIDENTIAL OPEN SPACE

(SEE A0.8A)

| REQUIRED | PROPOSED |
|-----------|-----------|
| 14,364 SF | 15,124 SF |

BUILDING AREA

| GROSS BUILDING AREA | |
|--|-------|
| PROGRAM | AREA |
| LOWER LEVEL | |
| COMMUNITY SPACES (INCLUDING COMMUNITY ROOM, KITCHEN, COMPUTER ROOM, TOILETS, AND MULTI-PURPOSE/ BREAK ROOM | 2,299 |
| RESIDENTIAL | 2,899 |
| CIRCULATION | 2,299 |
| SERVICE (BUILDING) | 1,765 |
| SERVICE (RESIDENTS) | 2,362 |
| AMENITIES (RESIDENTS) | 1,994 |
| 13,618 | |

| | |
|--------------------|--------|
| LEVEL 1 | |
| RETAIL | 1,200 |
| RESIDENTIAL | 17,076 |
| CIRCULATION | 3,134 |
| SERVICE (BUILDING) | 1,394 |
| 22,804 | |

| | |
|--------------------|--------|
| LEVEL 2 | |
| RESIDENTIAL | 20,712 |
| CIRCULATION | 3,320 |
| SERVICE (BUILDING) | 213 |
| 24,245 | |

| | |
|--------------------|--------|
| LEVEL 3 | |
| RESIDENTIAL | 19,275 |
| CIRCULATION | 3,292 |
| SERVICE (BUILDING) | 213 |
| 22,780 | |

| | |
|--------------------|--------|
| LEVEL 4 | |
| RESIDENTIAL | 13,336 |
| CIRCULATION | 2,484 |
| SERVICE (BUILDING) | 171 |
| 15,991 | |

| | |
|--------------------|-------|
| LEVEL 5 | |
| RESIDENTIAL | 9,413 |
| CIRCULATION | 2,099 |
| SERVICE (BUILDING) | 171 |
| 11,683 | |
| TOTAL GSF 111,121 | |

GENERAL NOTES

DEFINITIONS:

Unit Gross Square Footage (GSF): The sum of all areas on all floors of unit included within the outside faces of its exterior walls.

Building Gross Square Footage (GSF): The sum of all areas on all floors of building included within the outside faces of its exterior walls.




TRASH COLLECTION & LOADING

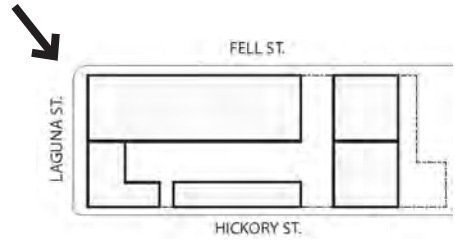
See A2.0 for location of Trash Room. Trash collector will be provided key to enter Trash Room in building through door on Fell Street. Trash bins will not be placed on the street.

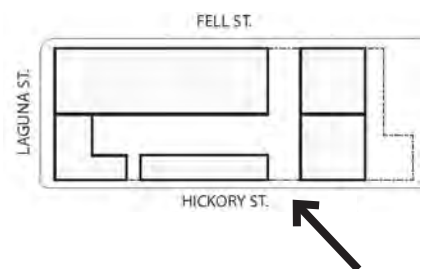
BIRD SAFE STANDARDS

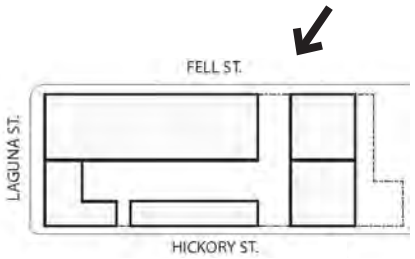
455 Fell Street is .9 miles from the panhandle of Golden Gate Park. For Building feature-related hazards we will follow the adopted July 14, 2011 bird safe standards. Exceptions for treatment of location-related hazards for residential buildings within R-zoned districts: Residential buildings less than 45 feet in height within R-Districts that have an exposed facade comprised of less than 50% glass are exempt from new or replacement glazing treatments, but must comply with feature related and wind generation requirements.

ACCESSIBLE UNIT SUMMARY

| UNIT TYPE | ADAPTABLE UNIT 11A (86% PER CBC 11A) |  ACCESSIBLE MOBILITY UNIT (11B) 10% PER 2015 TCAC, COMPLIES WITH 2013 CBC 11B |  HEARING + VISUAL IMPAIRED ADAPTABLE UNIT (4% PER 2015 TCAC, COMPLIES WITH 2013 CBC 11A) |  REPOSITIONABLE COUNTERTOPS (IN 5% OF TOTAL 90% ADAPTABLE UNITS, COMPLIES WITH 2013 CBC 11A) |
|--------------|--------------------------------------|--|---|---|
| STUDIO | 1 | 0 | 1 | 1 |
| 1 BD | 52 | 6 | 2 | 3 |
| 2 BD | 32 | 4 | 1 | 1 |
| 3 BD | 4 | 2 | 1 | 1 |
| SUBTOTAL | 89 | 12 | 5 | 6 |
| GRAND TOTAL: | | | | 101 |







PERSPECTIVE C

A0.3B



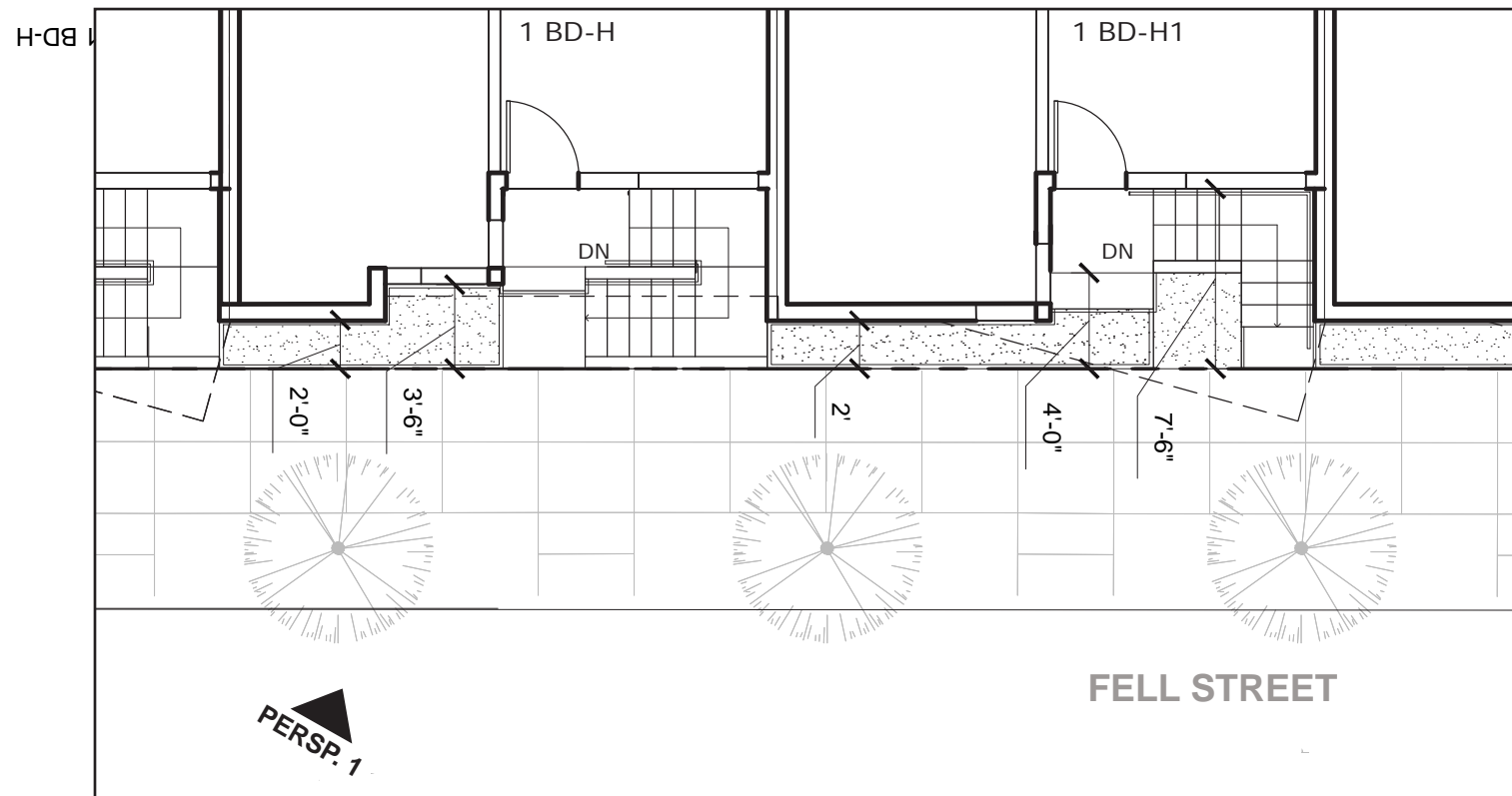
LMS+PTA **455 FELL** PLANNING APPLICATION



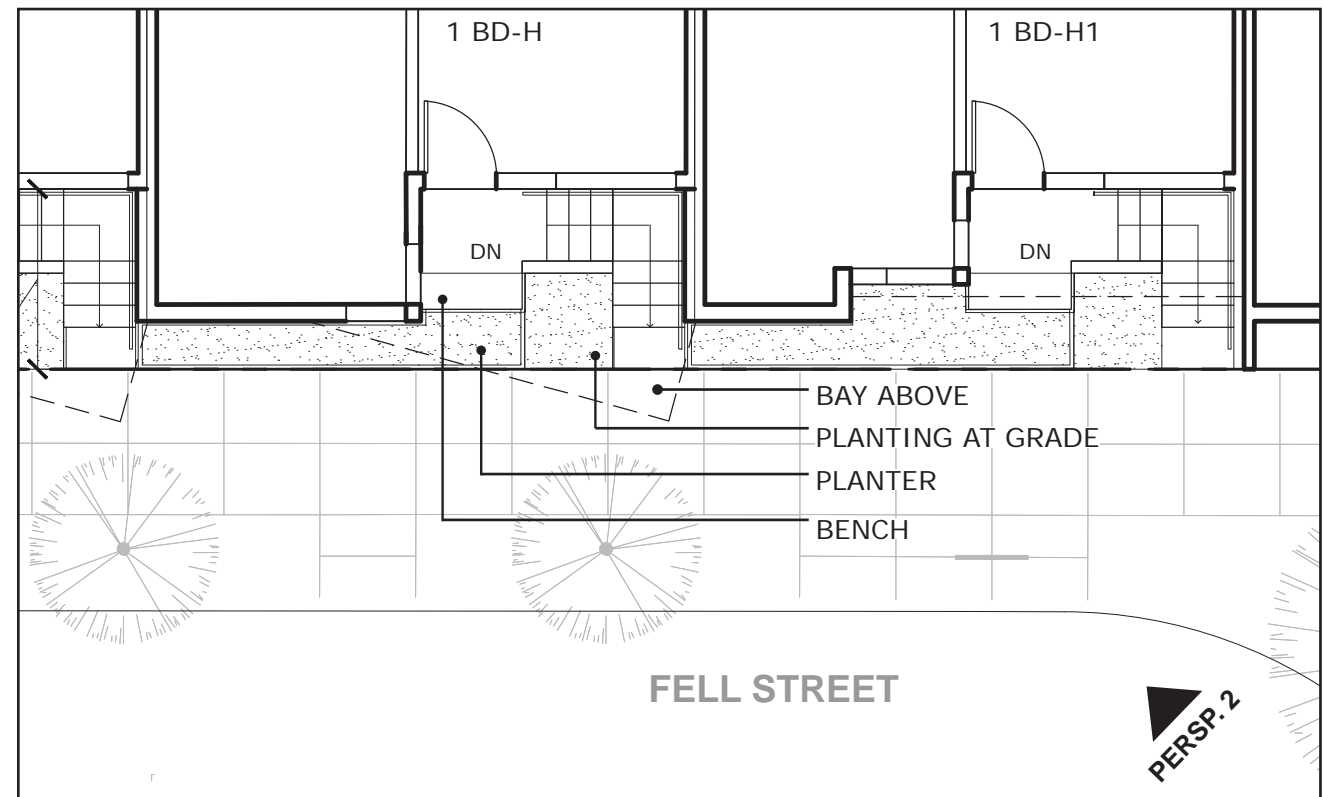
PERSPECTIVE 1



PERSPECTIVE 2



STREETSCAPE PLAN
SCALE: 1/8" = 1'





LAGUNA STREET

FELL STREET

OCTAVIA STREET



OAK STREET

LAGUNA STREET

FELL STREET



OCTAVIA STREET

OAK STREET

LAGUNA STREET

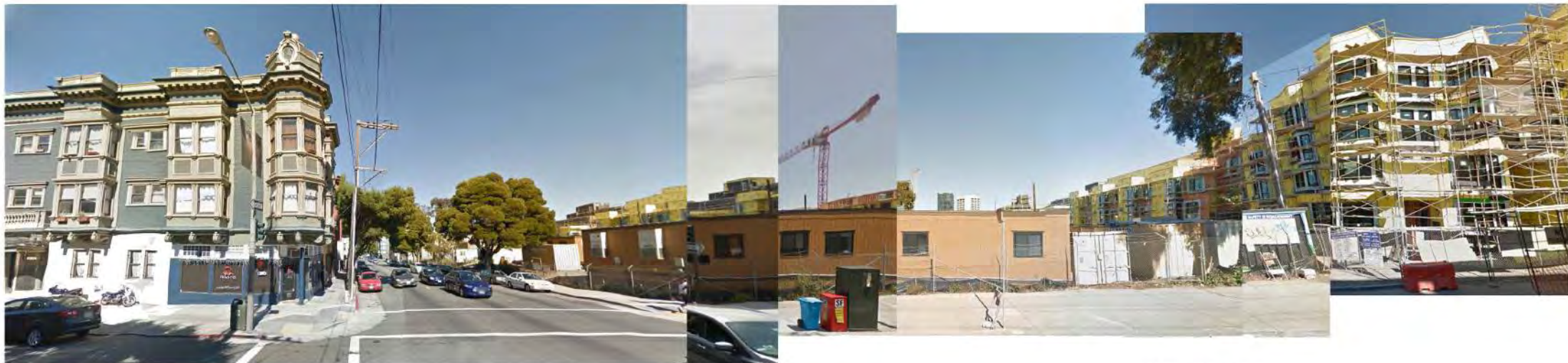


OCTAVIA STREET

FELL STREET



LAGUNA STREET



LAGUNA STREET

FELL STREET

LAGUNA STREET



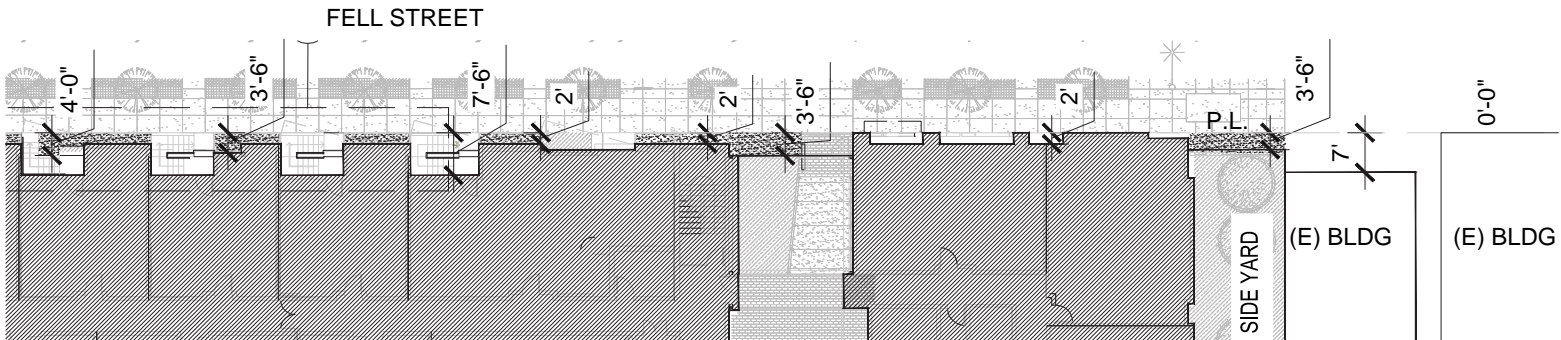
OAK STREET

OCTAVIA STREET

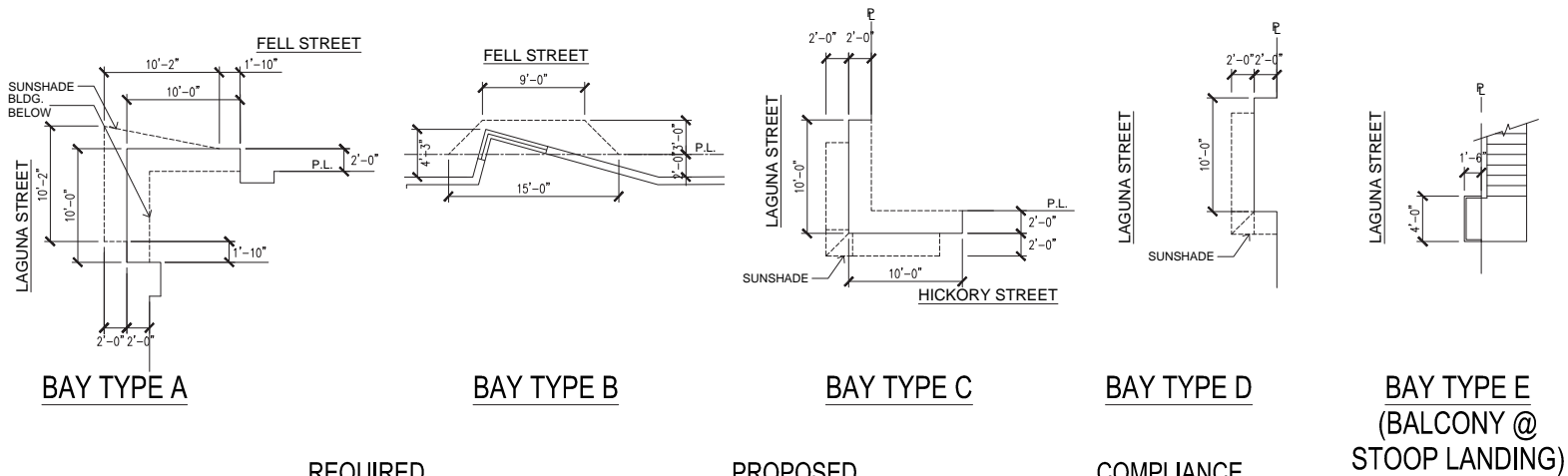
FELL STREET

| | REQUIRED | PROPOSED | COMPLIANCE |
|---|--|--|---|
| PUD - PLANNED UNIT DEVELOPMENT (Sec. 304) | | Proposed PUD Modifications: Sunshades Rear Yard Open Space Exposure Off-Street Loading Front Setback Area | |
| LOT SIZE (Sec. 121) | 10,000 SF | 37,426 SF | Applying for CUP (Sec. 303) |
| HEIGHT- BULK (Sec. 260) | (See "Zoning Height Limits" diagram on A0.8C) 50-X: Fell + Laguna (north side) 40-X: Hickory + Laguna (south side) | (See "Building Heights" diagrams) Fell: 50.0' Hickory: 36.95' Laguna (North): 50.0' Laguna (South): 38.4' | Complies (See PUD for description of measurement) |
| ADDTN'L HEIGHT LIMITS (Sec. 261.1) | Height limit on Narrow Streets (Hickory Street): All subject frontages shall have upper stories set back at least 10' at the property line above a height equivalent to 1.25 times the width of the abutting narrow street. | Hickory St.= 35'-0" wide 35'-0" x 1.25= 43'-9" Building Height = 40'-0" max. No set back required | Complies |
| OFF STREET FREIGHT LOADING (Table 152) | Req'd for apartments: 100,001- 200,000 SF = 1 space | 0 spaces See L1 for On-Street Loading Areas | PUD Modification |
| CORNER COMMERCIAL USAGE (Sec 231) | Max: 1,200 SF Max: 50'-0" from corner | 1,200 SF (See A2.1) Max: 49'-3" from corner | Complies Complies |
| DWELLING UNIT DENSITY (Sec 207(c)(2)) | Affordable units in RTO Districts shall not count towards density calculations | 100% Affordable units | Complies |
| UNIT MIX (Sec 207.6) OR 207.6(b)(3) | 2 Bdrms or more : 40% min. 108 units x 40% = 44 units | 2 Bdrms: 42 units 3 Bdrms: 8 units TOTAL: 50 units | Complies |
| BAY WINDOWS (Sec. 136(c)(2)) | Min. Headroom: 7'-6" Max projection: 3'-0" Max. width: 15'-0" Min. Glazing: 50% min; 1/3 on returns | (See "BAY TYPE 2" & "BAY TYPE 3" diagram) Min. Headroom: 8'-6" Max Projection: 3'-0" Max Width: 10'-0" Glazing: (See diagrams) | Complies Complies Complies Complies |
| FRONT SETBACK (Sec. 132) | Fell Street (Front): Adjacent Building Setback: 7.0' $\frac{1}{2}$ x 7.0' = 3.5' Setback Property Width: 302.5' Req'd. Setback Area = 302.5' x 3.5' = 1058.75 SF Laguna Street (Corner Lot Side Setback): No Setback required Hickory Street (Alley): No Setback required | Setback ranges from 0'-0" to 7'-6" Proposed Setback Area= 1029.6 SF (see adjacent diagrams) No Building Setback 4'-0" Residential Entry Setback No Building Setback 4'-0" Residential Entry Setback 3'-0" Fence Setback @ Gate | PUD Modification Complies Complies |

| | REQUIRED | PROPOSED | COMPLIANCE |
|---|---|---|------------|
| FRONT SETBACK: LANDSCAPING (Sec. 132(a)) | 20% of Front Setback Area, excluding permitted obstructions Front Setback Area: 1029.6 SF Area of obstructions (stairs/landings): 407.2 SF Adjusted Setback Area = 1029.6 - 407.2 = 622.4 SF 20% x 622.4 SF = 124.5 SF Req'd. | See A2.0, A2.1, and L1 for Planting Area in Setback Proposed Landscape Area = 430.4 SF | Complies |
| FRONT SETBACK: PERMEABLE SURFACES (Sec. 132(h)) | 50% of Front Setback Area, excluding permitted obstructions 50% x 622.4 SF = 311.2 SF Req'd. | Proposed Permeable Area = 430.4 SF | Complies |



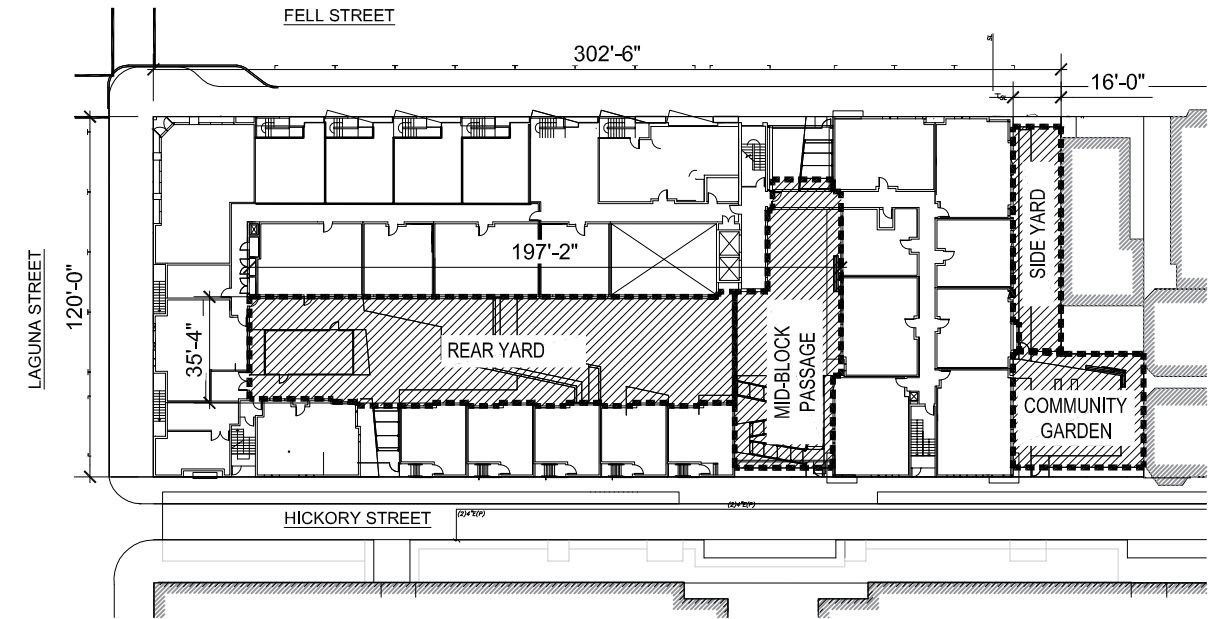
SECTION 136- OBSTRUCTIONS & PROJECTIONS



| | REQUIRED | PROPOSED | COMPLIANCE |
|---|--|---|----------------------------------|
| OBSTRUCTIONS (Sunshades) (Sec. 136(c)(1)) | Min. Headroom: 7'-6" Max Projection: Elsewhere @ Roof: 3'-0" Max. Projection: 1'-0" Max. Projection @ Bays & Balconies: 3'-0" | (See Bay diagrams, above) Min. Headroom: 7'-6" Max Projection @ Roof: 4'-0" Typ. Max. Projection: 4'-0" Typ. | Complies PUD PUD |
| OBSTRUCTIONS (Awnings) (Sec. 136.1(a)(2)) | Min. Headroom: 8'-0" Max. Height above Grade: 16'-0" Max. Projection: 4'-0" | (See Fell & Laguna Elevations) Min. Headroom: 12'-0" Max. Height above Grade: 16'-0" Max. Projection: 4'-0" | Complies Complies Complies |

SECTION 134 - REAR YARD

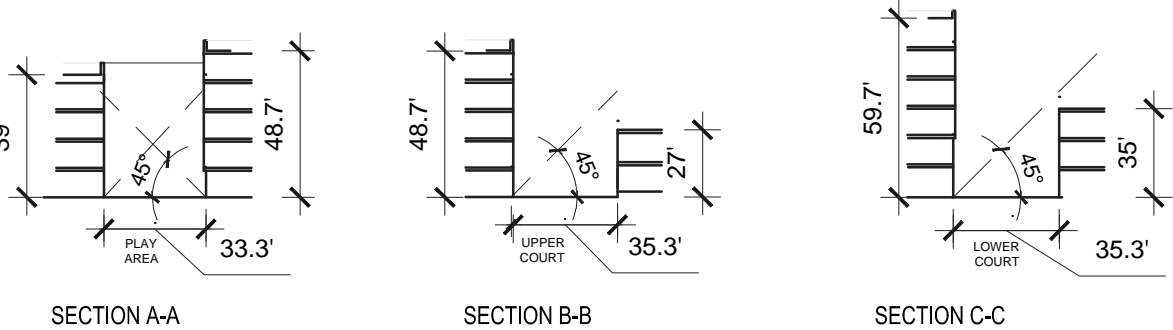
| REQUIRED | PROPOSED | COMPLIES |
|---|--|---|
| 45% Lot Depth REDUCE TO 25% LOT DEPTH WHERE CONSISTENT W/ ESTABLISHED PATTERNS (SEC 134 (c)(4)(C): RTO REDUCTIONS + THROUGH LOT REDUCTIONS) | East-West Yard : 197'-2" + 16'-0" = 213'-2" 213'-2" Yard / 302'-6" Lot Depth = 68.9% North-South Yard : 35'-4" (Inner Court) 35'-4" Yard/ 120'-0" Lot Depth = 29.4% | Complies PUD modifications (COMPLIES IF REDUCTION TO 25% OF LOT DEPTH IS ALLOWED) |



AERIAL PHOTOGRAPH OF NEIGHBORHOOD

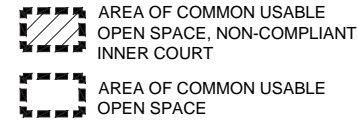
SECTION 135 - OPEN SPACE

| REQUIRED | PROPOSED | COMPLIANCE |
|--|---|--|
| Common Open Space Area: 1/3 greater than 100 SF/ Unit (108 Units x 100 SF) x 1.33 = <u>14,364 SF</u> | Common Usable Open Space Only (No Private Open Space) Community Garden 1748 SF Sideyard 1206 SF Mid-Block Passage 3063 SF Lower Court 2417 SF Upper Court 1900 SF Play Area 1232 SF Roof Deck 3558 SF TOTAL: 15,124 SF | Complies |
| COMMUNITY GARDEN (Outer Court) Min. Dimension: 15'-0" Min. Area: 300 SF | Min. Dimension: 38'-0" Area: 1748 SF | Complies Complies |
| SIDEYARD Min. Dimension: 15'-0" Min. Area: 300 SF | Min. Dimension: 16'-0" Area: 1206 SF | Complies Complies |
| MID-BLOCK PASSAGE (Outer Court) Min. Dimension: 15'-0" Min. Area: 300 SF | Min. Dimension: 20'-2" Area: 3063 SF | Complies Complies |
| LOWER COURT (Inner Court) Min. Dimension: 20'-0" Min. Area: 400 SF Max. Bldg. Ht.: (see Section C-C) | Min. Dimension: 35'-6" Area: 2417 SF Max. Bldg. Ht.: (see Section C-C) | Complies Complies Complies |
| UPPER COURT (Inner Court) Min. Dimension: 20'-0" Min. Area: 400 SF Max. Bldg. Ht.: (see Section B-B) | Min. Dimension: 35'-4" Area: 1900 SF Max. Bldg. Ht.: (see Section B-B) | Complies Complies Complies |
| PLAY AREA (Inner Court) Min. Dimension: 20'-0" Min. Area: 400 SF Max. Bldg. Ht.: (see Section A-A) | Min. Dimension: 33'-4" Area: 1232 SF Max. Bldg. Ht.: (see Section A-A) | Complies Complies PUD Modification |
| ROOF DECK Min. Dimension: 15'-0" Min. Area: 300 SF | Min. Dimension: 22'-0" Area: 3558 SF | Complies Complies |

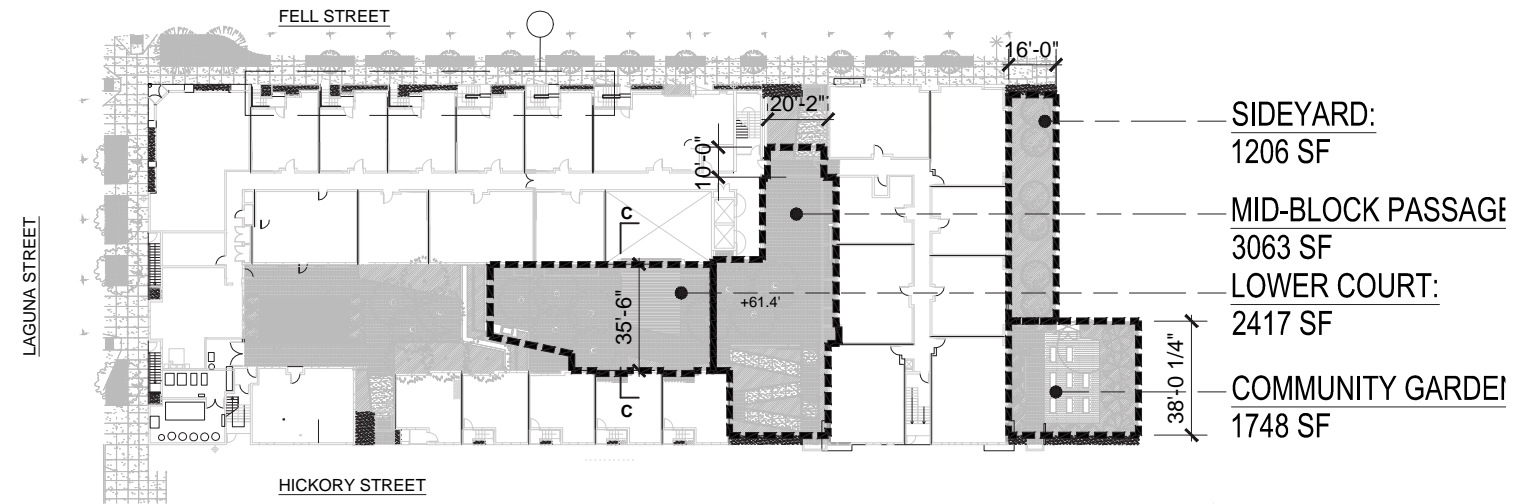


OPEN SPACE SECTION DIAGRAMS

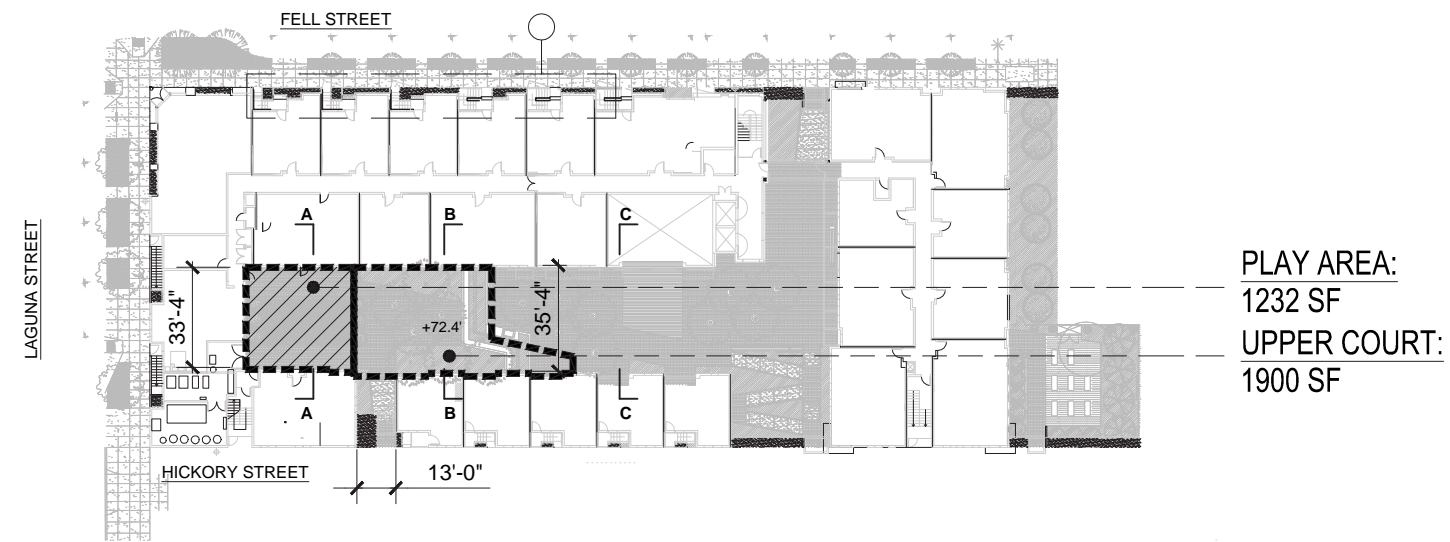
OPEN SPACE LEGEND



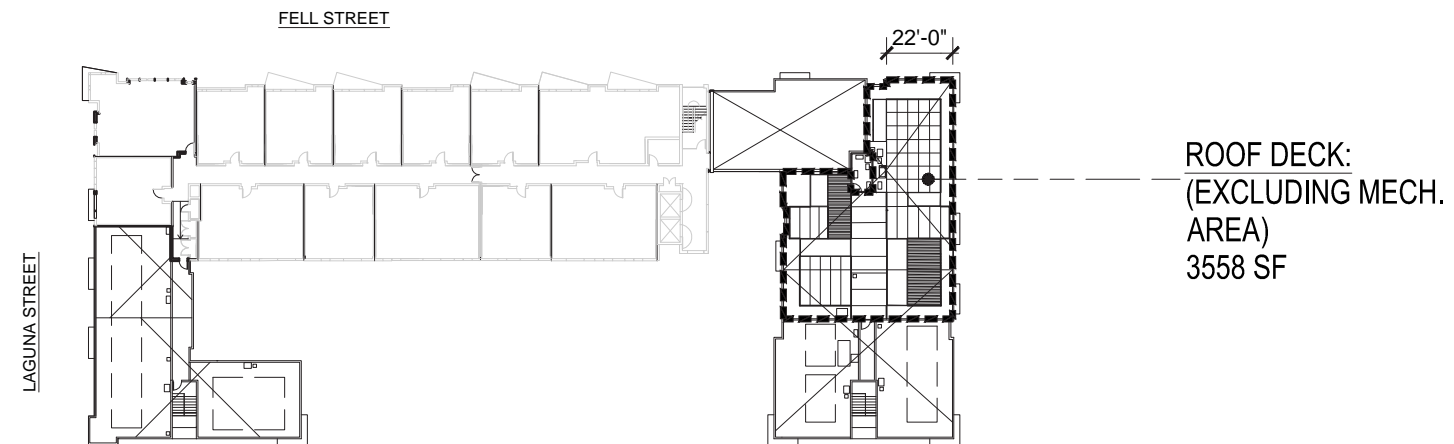
1. Min Dimensions and Area: Min. 15'-0" in every horizontal dimension and min. area of 300 SF.
 2. Inner Court: If the enclosed space is not less than 20'-0" in every horizontal dimension and 400 SF in area; and if the height of the walls and projections above the court on at least three sides (or 75% of the perimeter, whichever is greater) is such that no point on any such wall or projection is higher than 1'-0" for each 1'-0" that such point is horizontally distant from the opposite side of the clear space in the court.
- Outer Court: One entire side of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An "inner court" is any court that is not an outer court.
- Some portions of the inner courtyard do not meet the requirements of the "Inner Court" wall height restrictions. See diagrams and sections below.



LOWER LEVEL OPEN SPACE



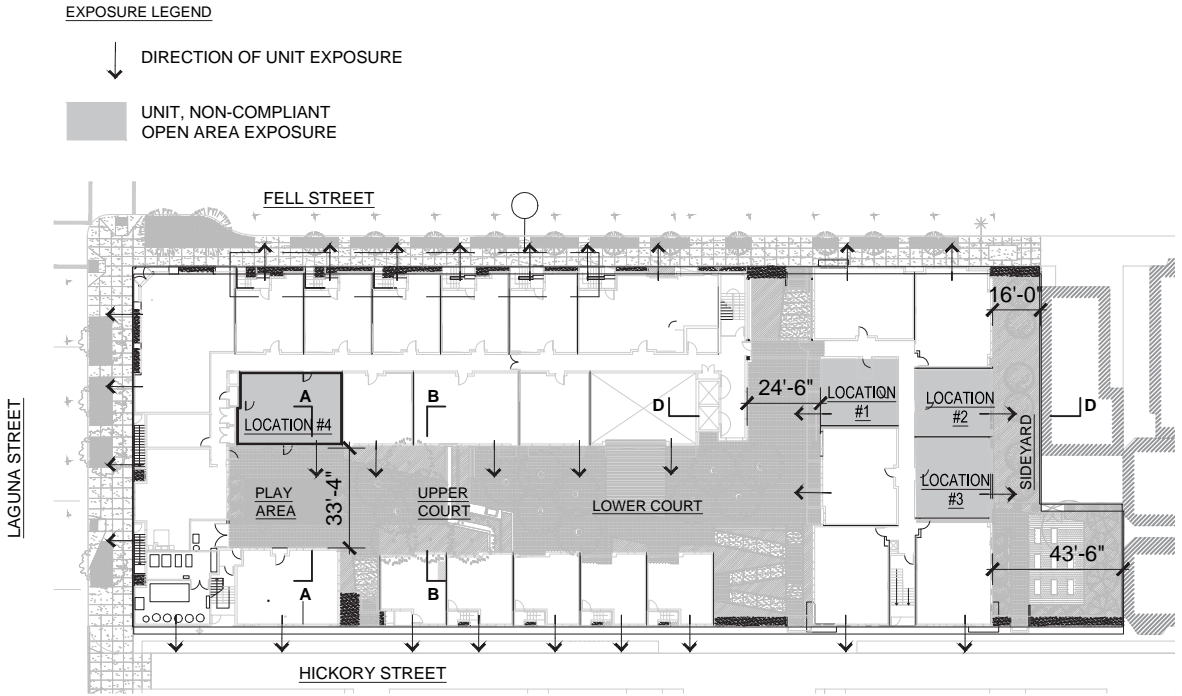
FLOOR 1 OPEN SPACE



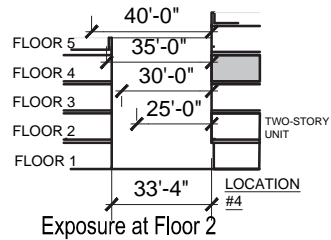
ROOF DECK OPEN SPACE (FLOOR 4)

SECTION 140 - EXPOSURE

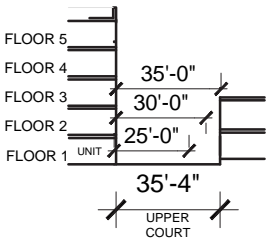
| REQUIRED | PROPOSED | COMPLIANCE |
|--|---|--|
| At least one 120 SF min. room per dwelling unit shall face directly on an open area: 1. Public street, 20' wide public alley, 25' side yard or rear yard 2. Open area which is unobstructed and is no less than 25' in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of 5' in every horizontal dimension at each subsequent floor. | All units are compliant except those described below: | |
| | LOCATION #1: Section D-D Faces 24'-6" wide open area (Lower Level is Laundry) | Floor 1: PUD Modification Floor 2: PUD Modification Floor 3: PUD Modification |
| | LOCATION #2: Section D-D Faces 16'-0" wide side yard with neighboring building at 32'-7" height above grade. | Lower Level: PUD Modification Floor 1: PUD Modification Floor 2: PUD Modification Floor 3: PUD Modification |
| | LOCATION #3: Section D-D Faces 16'-0" wide side yard bordering neighbor's fence. | Lower Level: PUD Modification Floor 1: PUD Modification Floor 2: PUD Modification Floor 3: PUD Modification |
| | LOCATION #4: Section A-A Faces open area 33'-4" wide. | Floor 1 & 2 (Two-Story Unit): Complies Floor 3: Complies Floor 4: PUD Modification Floor 5: Complies |
| | | TOTAL: 12 Units Non-Compliant 96 Units Compliant |



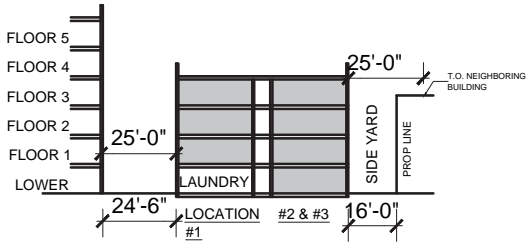
TYPICAL FLOOR PLAN



SECTION A-A



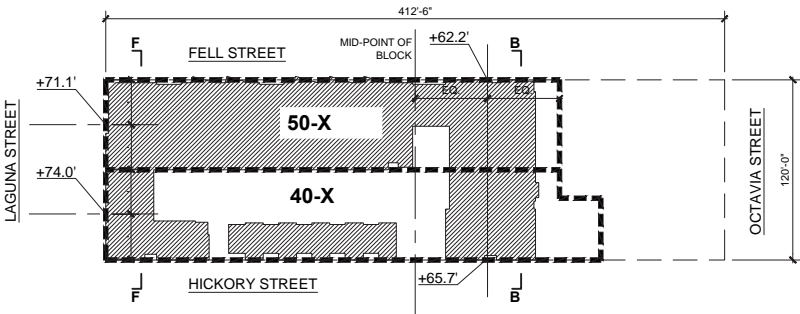
SECTION B-B



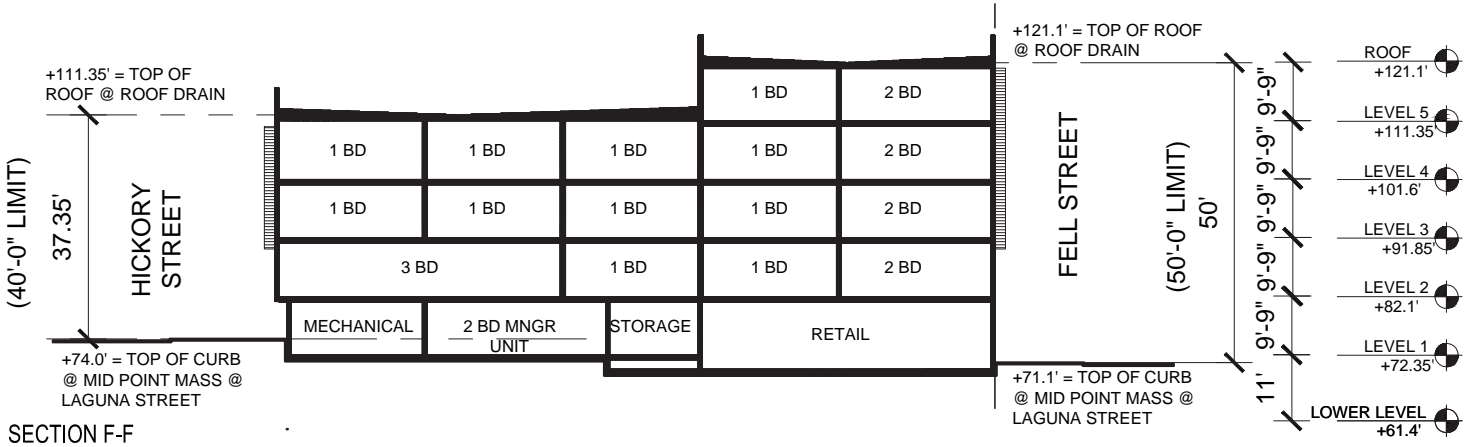
SECTION D-D

EXPOSURE SECTION DIAGRAMS

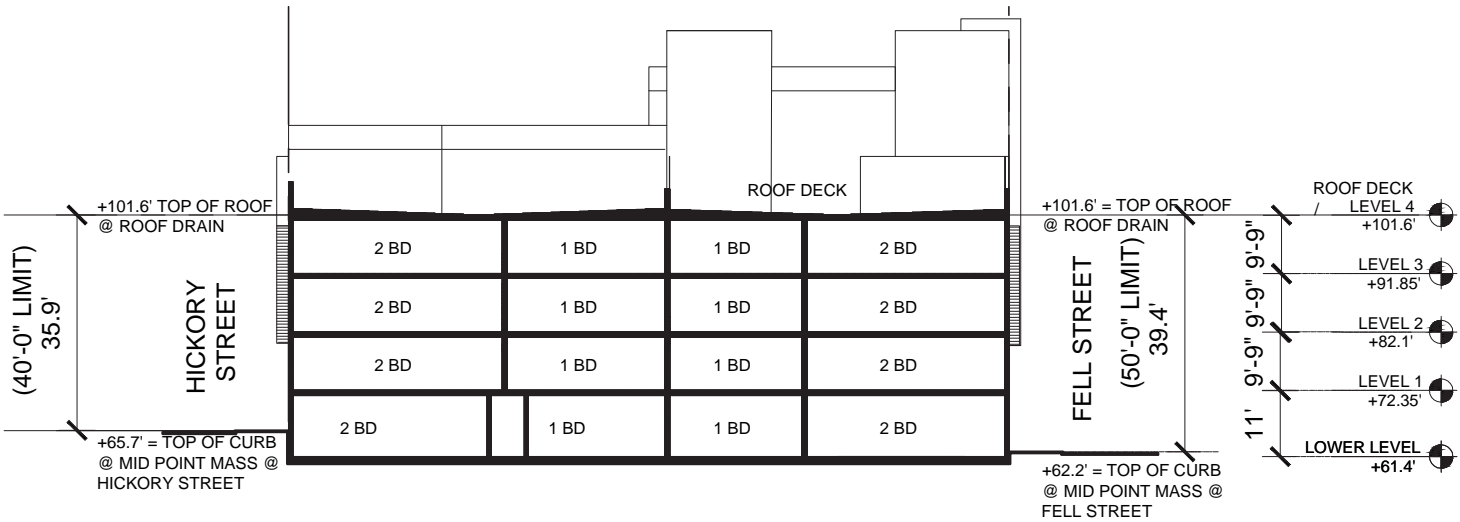
SECTION 260 - HEIGHT-BULK



ZONING HEIGHT LIMITS

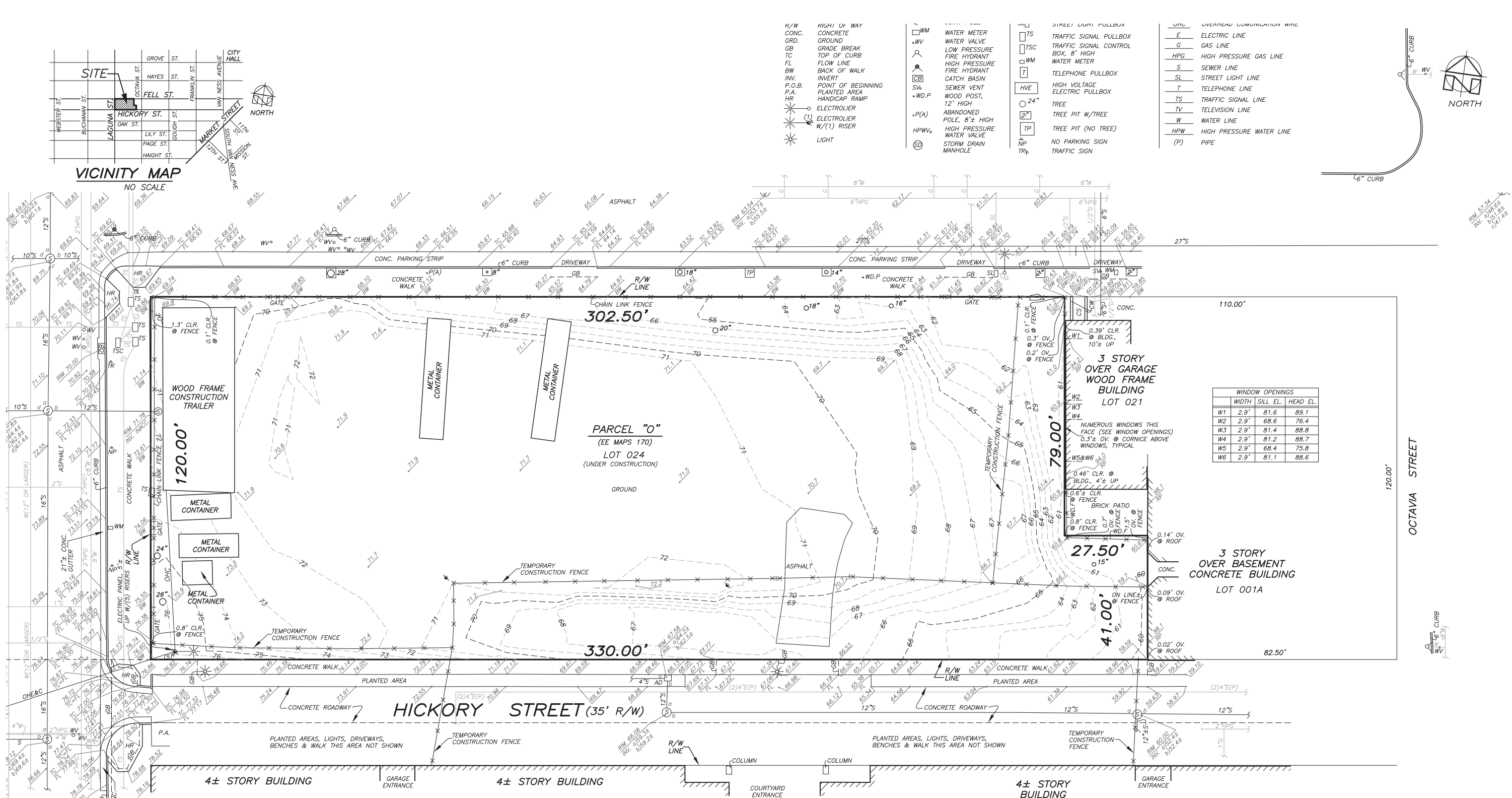


SECTION F-F



SECTION B-B
BUILDING HEIGHTS





PRELIMINARY
DATE: 3/27/15

SITE SURVEY
OF A PORTION OF ASSESSOR'S BLOCK NO. 831
FOR
MERCY HOUSING CALIFORNIA
SAN FRANCISCO CALIFORNIA

| | | |
|-----------------|---|----------|
| SCALE: 1" = 16' | MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500 | SURV: RF |
| DATE: --/--/-- | | DES: |
| SHEET: 1 | | DRW: JP |
| OF: 1 | | CHK: BR |
| JDB NO. S-8892 | | REV NO. |

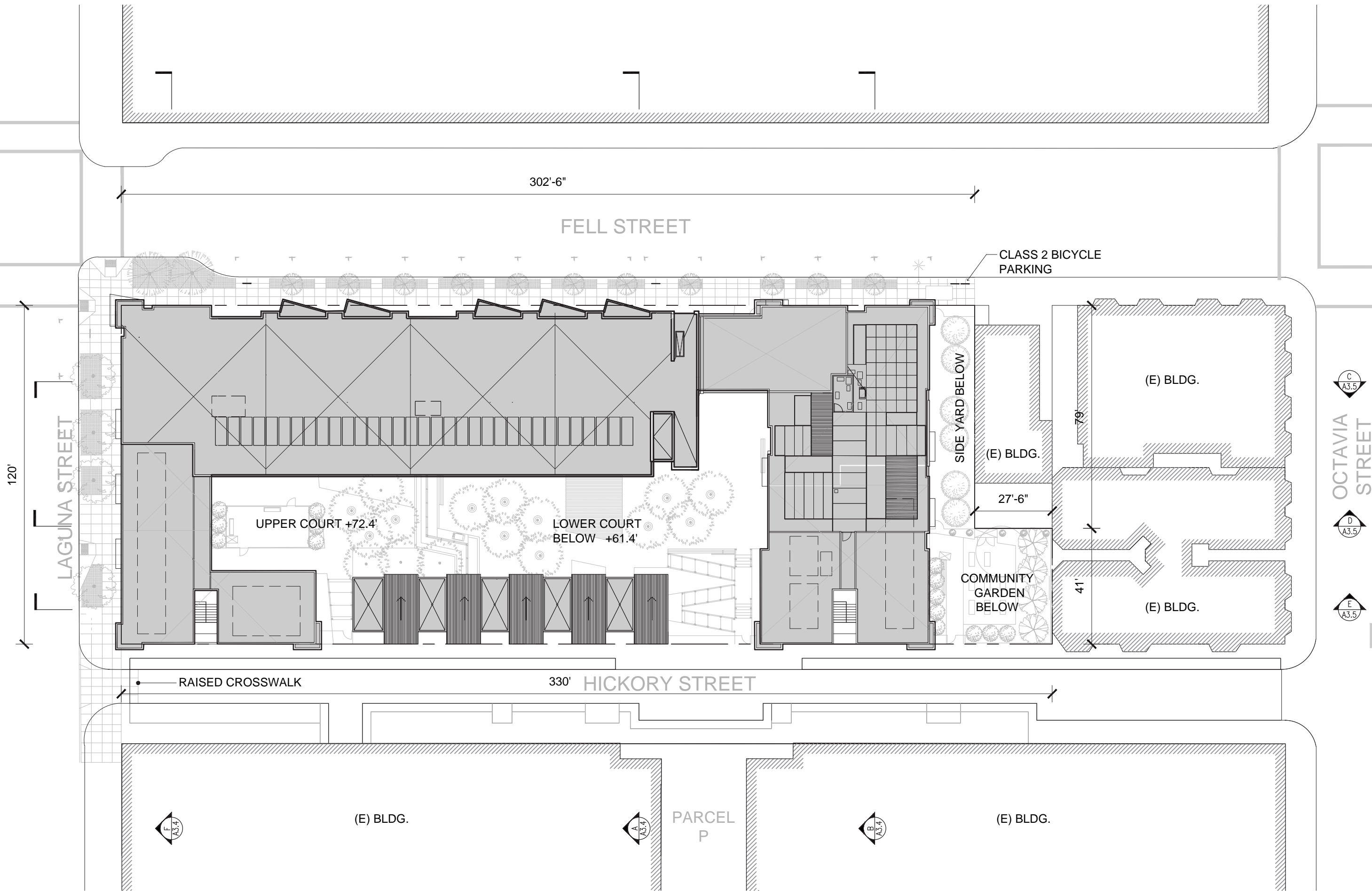
BASIS OF SURVEY
FINAL MAP NO. 7639A FILED FOR RECORD MAY 9, 2014 IN BOOK EE OF SURVEY MAPS, AT PAGES 170-176, OFFICIAL RECORDS.

BENCHMARK
LETTER "O" IN "OPEN" TOP OF HIGH PRESSURE FIRE HYDRANT AT THE NORTHWEST CORNER OF OAK AND LAGUNA STREETS. ELEVATION = 88.24 FEET CITY OF SAN FRANCISCO DATUM.

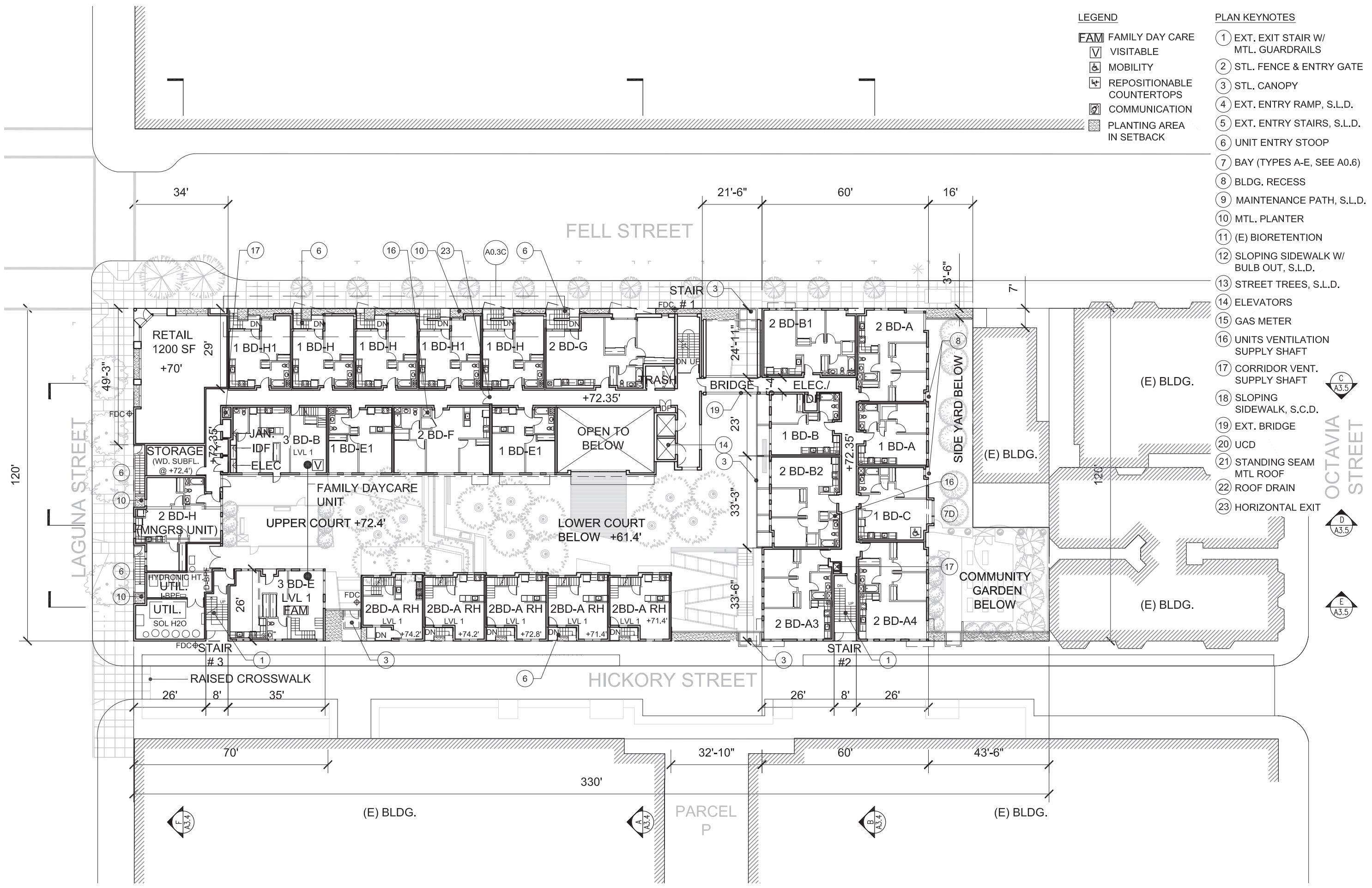
GENERAL NOTES
1. DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
2. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
3. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

SITE AREA = 37,427.50 SQ.FT.

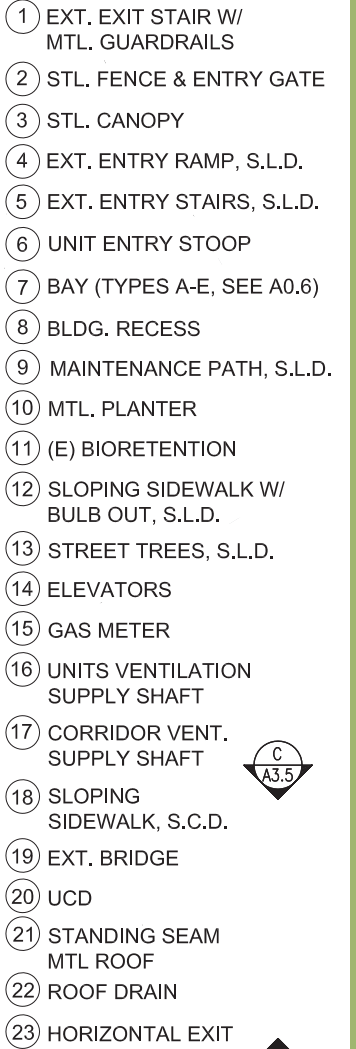
GRAPHIC SCALE
0 8 16 32











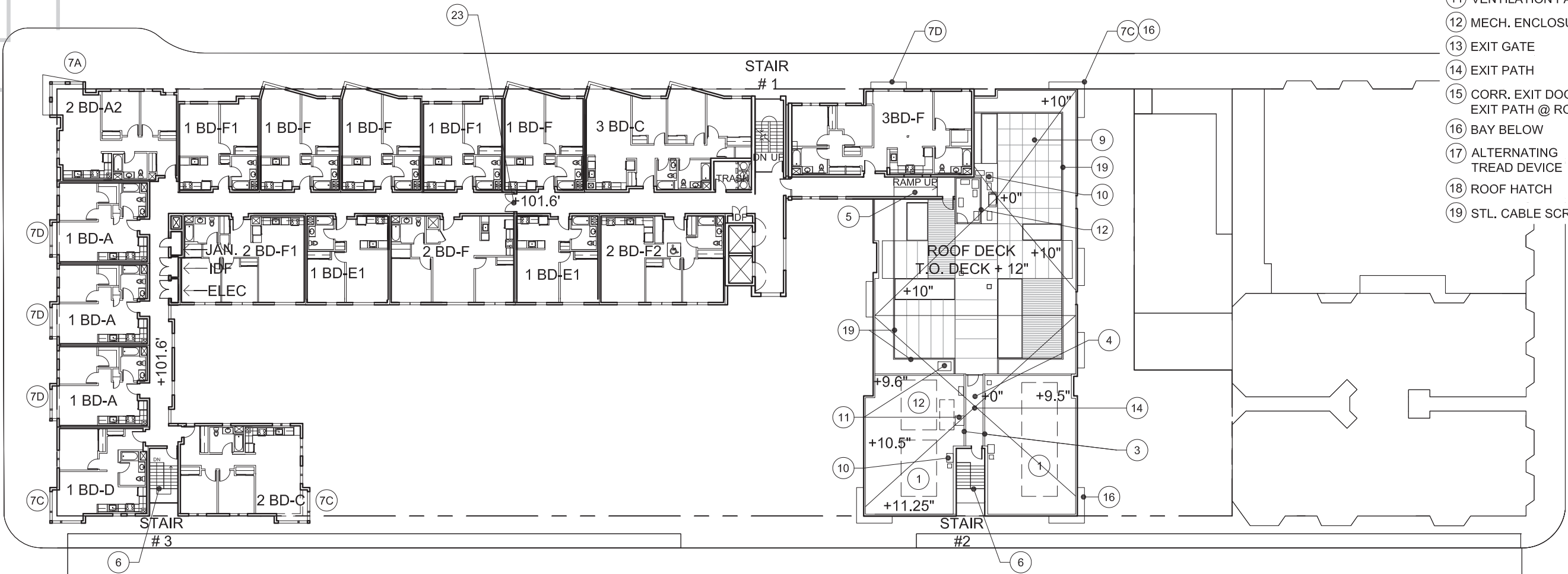


LEGEND

- FAM FAMILY DAY CARE
- V VISITABLE
- M MOBILITY
- RE REPOSITIONABLE COUNTERTOPS
- C COMMUNICATION
- PA PLANTING AREA IN SETBACK

ROOF PLAN KEYNOTES

- 1 FUTURE SOLAR PV SYSTEM
- 2 SOLAR HOT WATER PANELS
- 3 MTL. RAILING
- 4 ROOF DRAIN
- 5 RAMP
- 6 EXT. EXIT STAIR W/ MTL. GUARDRAILS
- 7 BAY (TYPES A-E, SEE A0.6)
- 8 STANDING SEAM MTL. ROOF
- 9 ROOF DECK, S.L.D.
- 10 UNIT EXHAUST
- 11 VENTILATION FAN
- 12 MECH. ENCLOSURE
- 13 EXIT GATE
- 14 EXIT PATH
- 15 CORR. EXIT DOOR TO EXIT PATH @ ROOF
- 16 BAY BELOW
- 17 ALTERNATING TREAD DEVICE
- 18 ROOF HATCH
- 19 STL. CABLE SCREEN



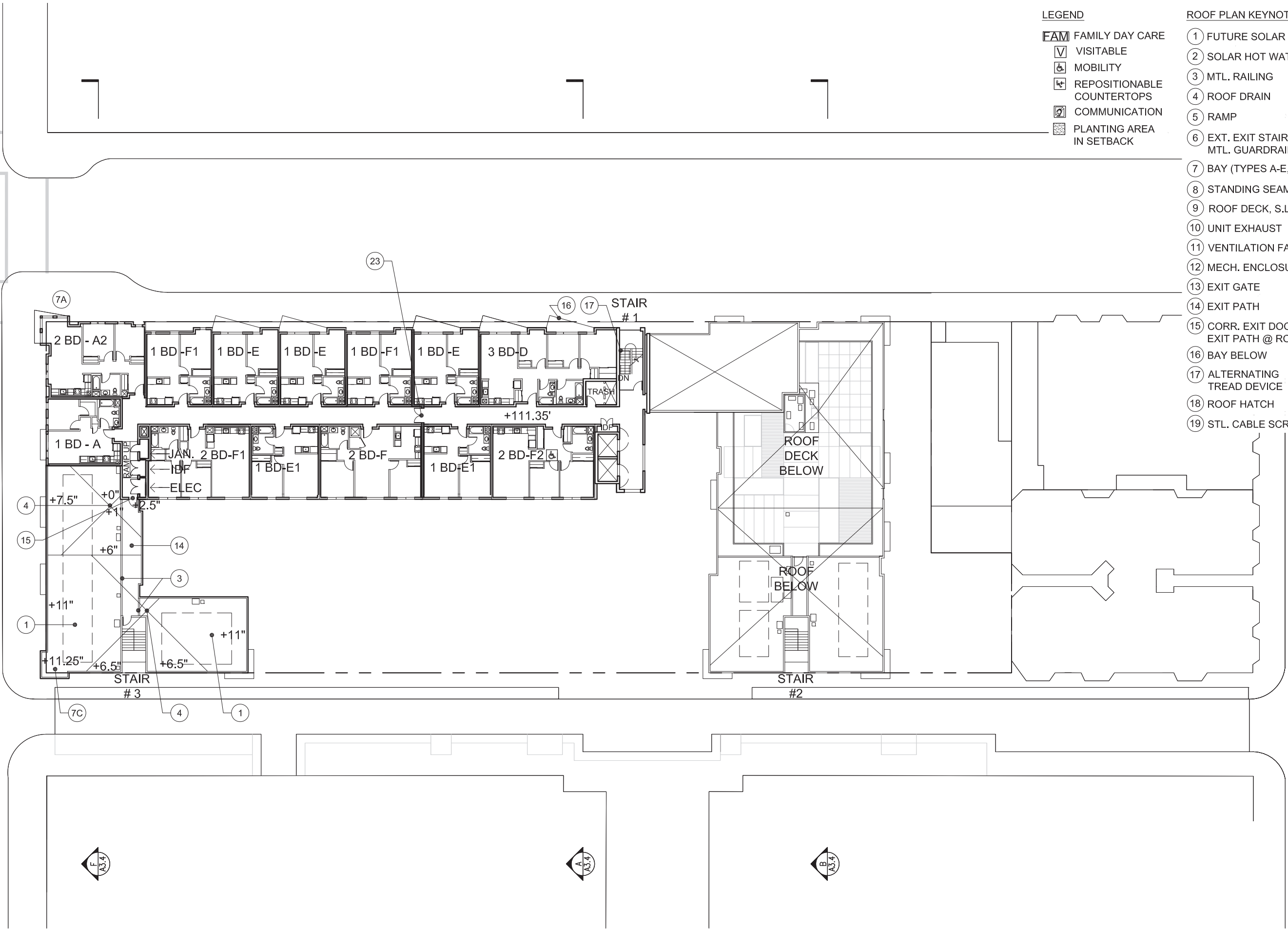


LEGEND

- FAMILY DAY CARE
- VISITABLE
- MOBILITY
- REPOSITIONABLE COUNTERTOPS
- COMMUNICATION
- PLANTING AREA IN SETBACK

ROOF PLAN KEYNOTES

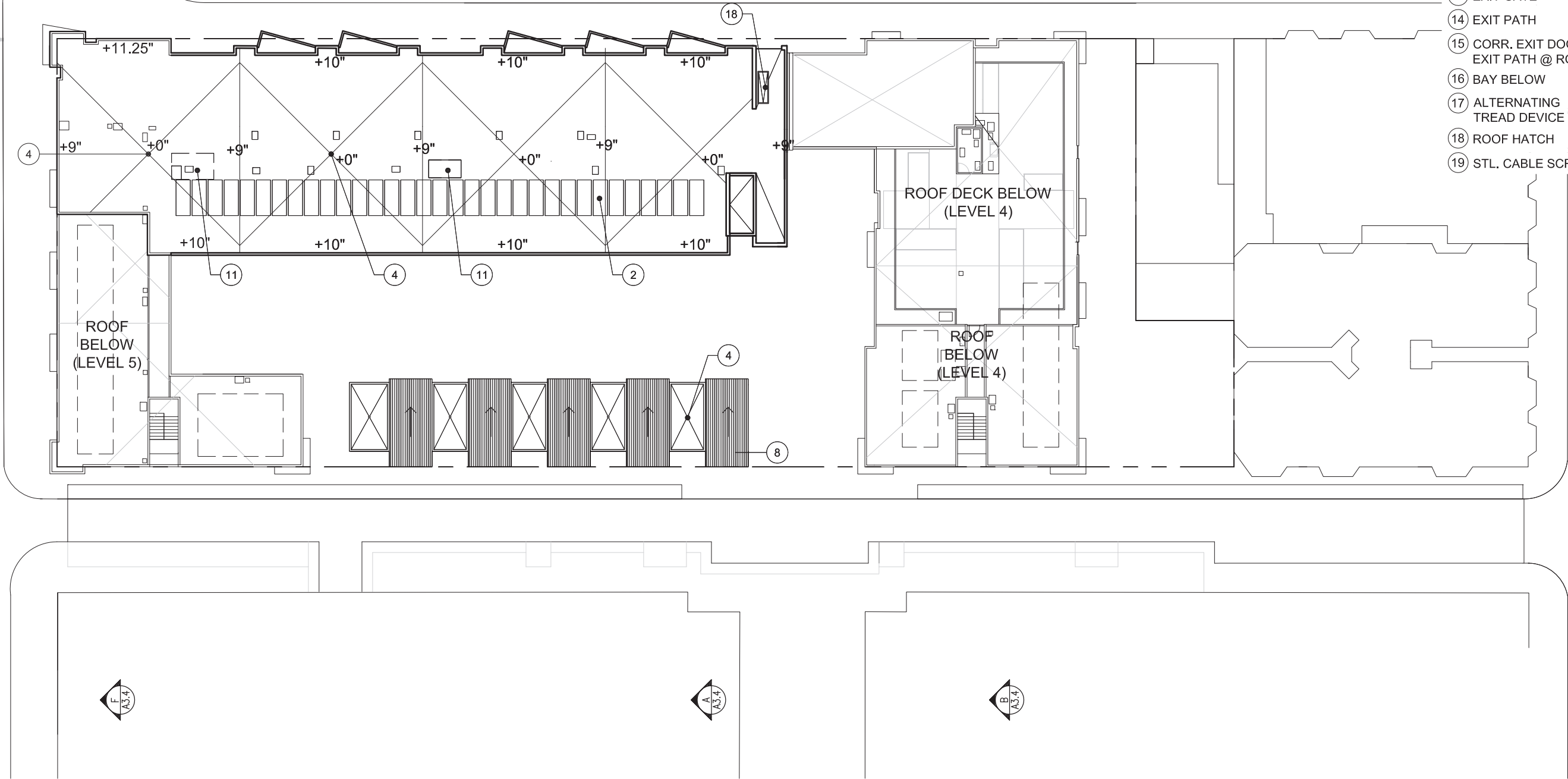
- 1 FUTURE SOLAR PV SYSTEM
- 2 SOLAR HOT WATER PANELS
- 3 MTL. RAILING
- 4 ROOF DRAIN
- 5 RAMP
- 6 EXT. EXIT STAIR W/ MTL. GUARDRAILS
- 7 BAY (TYPES A-E, SEE A0.6)
- 8 STANDING SEAM MTL. ROOF
- 9 ROOF DECK, S.L.D.
- 10 UNIT EXHAUST
- 11 VENTILATION FAN
- 12 MECH. ENCLOSURE
- 13 EXIT GATE
- 14 EXIT PATH
- 15 CORR. EXIT DOOR TO EXIT PATH @ ROOF
- 16 BAY BELOW
- 17 ALTERNATING TREAD DEVICE
- 18 ROOF HATCH
- 19 STL. CABLE SCREEN





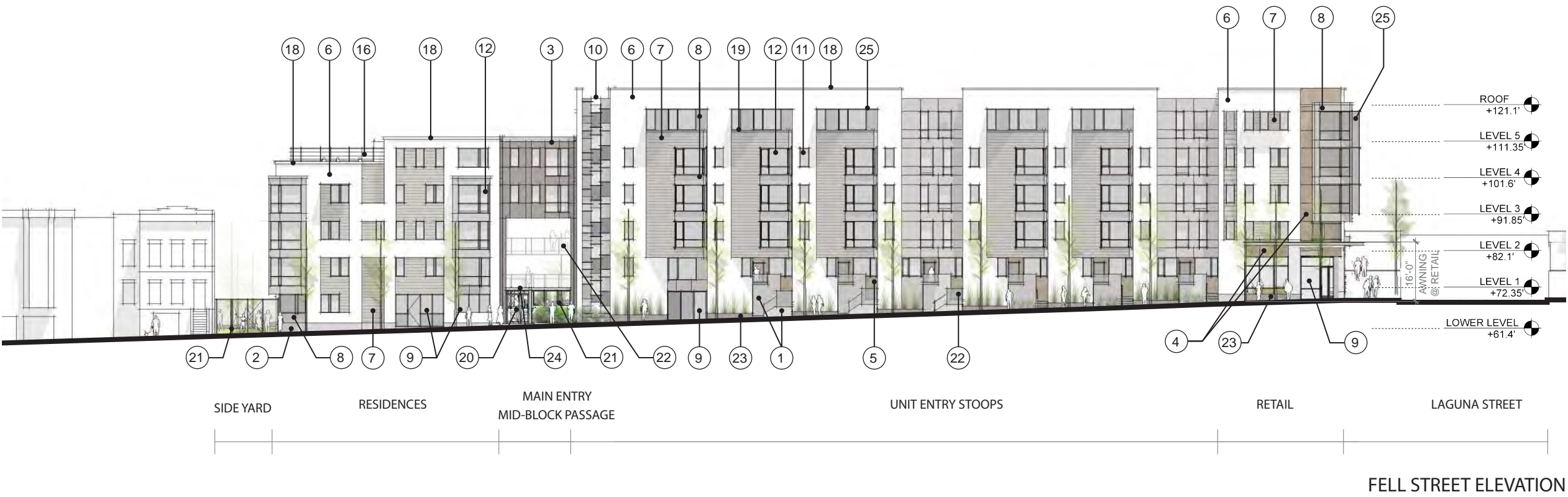
ROOF PLAN KEYNOTES

- 1 FUTURE SOLAR PV SYSTEM
- 2 SOLAR HOT WATER PANELS
- 3 MTL. RAILING
- 4 ROOF DRAIN
- 5 RAMP
- 6 EXT. EXIT STAIR W/ MTL. GUARDRAILS
- 7 BAY (TYPES A-E, SEE A0.6)
- 8 STANDING SEAM MTL. ROOF
- 9 ROOF DECK, S.L.D.
- 10 UNIT EXHAUST
- 11 VENTILATION FAN
- 12 MECH. ENCLOSURE
- 13 EXIT GATE
- 14 EXIT PATH
- 15 CORR. EXIT DOOR TO EXIT PATH @ ROOF
- 16 BAY BELOW
- 17 ALTERNATING TREAD DEVICE
- 18 ROOF HATCH
- 19 STL. CABLE SCREEN



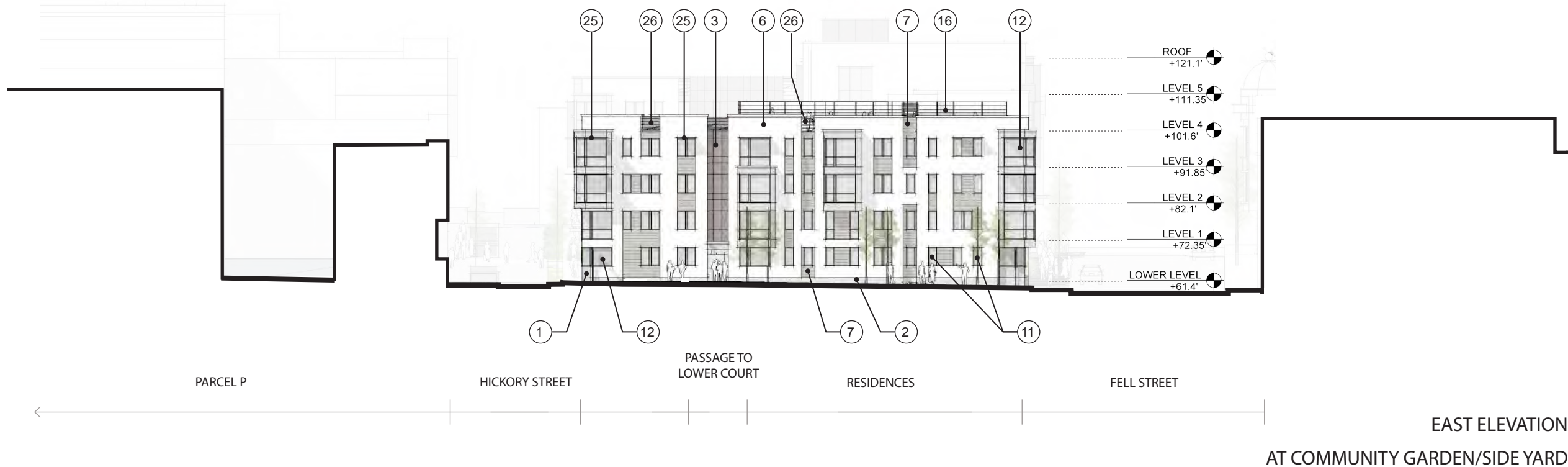
ELEVATION KEYNOTES

- 1 SPECIAL EXT. CONC.
- 2 CONC. BASE
- 3 CORTEN
- 4 COMPOSITE PANEL W/ WOOD VENEER
- 5 COMPOSITE PANEL W/ WOOD VENEER (BASE), PTD PANEL (ALT)
- 6 CEMENT PLASTER
- 7 FIBER CEM. LAP SIDING
- 8 FIBER CEM. PANEL
- 9 ALUM. STOREFRONT
- 10 ALUM. CURTAIN WALL
- 11 ALUM. WINDOWS
- 12 ALUM. BAY WINDOWS
- 13 PTD. MTL. DOOR & FRAME
- 14 SLIDING GLASS DOORS (OVERSIZE)
- 15 MTL. WALL LOUVERS
- 16 STL. CABLE SCREEN BEYOND
- 17 MECH. SCREEN, S.L.D.
- 18 PARAPET W/ MTL. CAP
- 19 STANDING SEAM MTL. ROOF
- 20 ENTRY GATE
- 21 PTD.STL. FENCE W/ MTL. INFILL PANELS
- 22 GLASS GUARDRAIL W/ MTL. HANDRAIL
- 23 MTL. PLANTER
- 24 STL. CANOPY
- 25 MTL. SUNSHADE
- 26 MTL. RAILING
- 27 EXT. EXIT STAIR
- 28 NOT USED
- 29 FUTURE SOLAR PV SYSTEM
- 30 SOLAR HOT WATER



ELEVATION KEYNOTES

- ① SPECIAL EXT. CONC.
- ② CONC. BASE
- ③ CORTEN
- ④ COMPOSITE PANEL W/ WOOD VENEER
- ⑤ COMPOSITE PANEL W/ WOOD VENEER (BASE), PTD PANEL (ALT)
- ⑥ CEMENT PLASTER
- ⑦ FIBER CEM. LAP SIDING
- ⑧ FIBER CEM. PANEL
- ⑨ ALUM. STOREFRONT
- ⑩ ALUM. CURTAIN WALL
- ⑪ ALUM. WINDOWS
- ⑫ ALUM. BAY WINDOWS
- ⑬ PTD. MTL. DOOR & FRAME
- ⑭ SLIDING GLASS DOORS (OVERSIZE)
- ⑮ MTL. WALL LOUVERS
- ⑯ STL. CABLE SCREEN BEYOND
- ⑰ MECH. SCREEN, S.L.D.
- ⑱ PARAPET W/ MTL. CAP
- ⑲ STANDING SEAM MTL. ROOF
- ⑳ ENTRY GATE
- ㉑ PTD.STL. FENCE W/ MTL. INFILL PANELS
- ㉒ GLASS GUARDRAIL W/ MTL. HANDRAIL
- ㉓ MTL. PLANTER
- ㉔ STL. CANOPY
- ㉕ MTL. SUNSHADE
- ㉖ MTL. RAILING
- ㉗ EXT. EXIT STAIR
- ㉘ NOT USED
- ㉙ FUTURE SOLAR PV SYSTEM
- ㉚ SOLAR HOT WATER

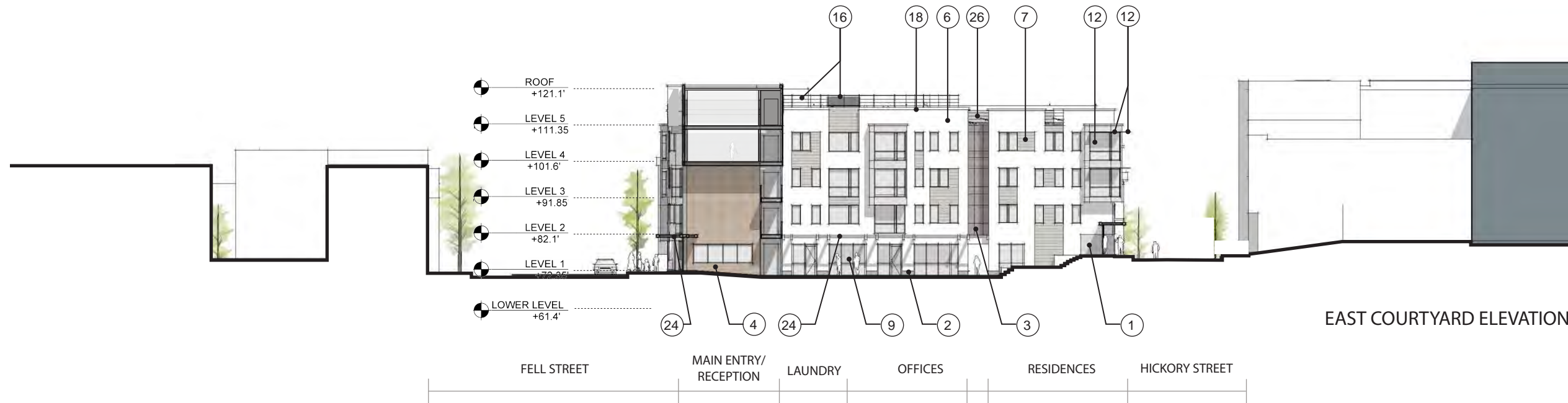


ELEVATION KEYNOTES

- ① SPECIAL EXT. CONC.
- ② CONC. BASE
- ③ CORTEN
- ④ COMPOSITE PANEL W/ WOOD VENEER
- ⑤ COMPOSITE PANEL W/ WOOD VENEER (BASE), PTD PANEL (ALT)
- ⑥ CEMENT PLASTER
- ⑦ FIBER CEM. LAP SIDING
- ⑧ FIBER CEM. PANEL
- ⑨ ALUM. STOREFRONT
- ⑩ ALUM. CURTAIN WALL
- ⑪ ALUM. WINDOWS
- ⑫ ALUM. BAY WINDOWS
- ⑬ PTD. MTL. DOOR & FRAME
- ⑭ SLIDING GLASS DOORS (OVERSIZE)
- ⑮ MTL. WALL LOUVERS
- ⑯ STL. CABLE SCREEN BEYOND
- ⑰ MECH. SCREEN, S.L.D.
- ⑱ PARAPET W/ MTL. CAP
- ⑲ STANDING SEAM MTL. ROOF
- ⑳ ENTRY GATE
- ㉑ PTD.STL. FENCE W/ MTL. INFILL PANELS
- ㉒ GLASS GUARDRAIL W/ MTL. HANDRAIL
- ㉓ MTL PLANTER
- ㉔ STL. CANOPY
- ㉕ MTL. SUNSHADE
- ㉖ MTL. RAILING
- ㉗ EXT. EXIT STAIR
- ㉘ NOT USED
- ㉙ FUTURE SOLAR PV SYSTEM
- ㉚ SOLAR HOT WATER



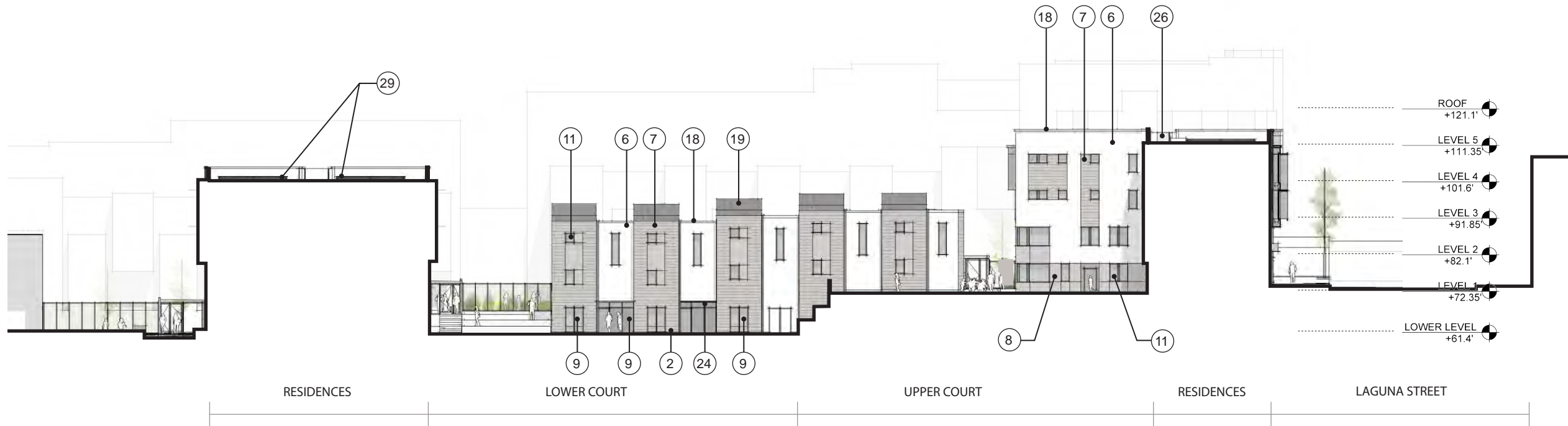
NORTH COURTYARD ELEVATION



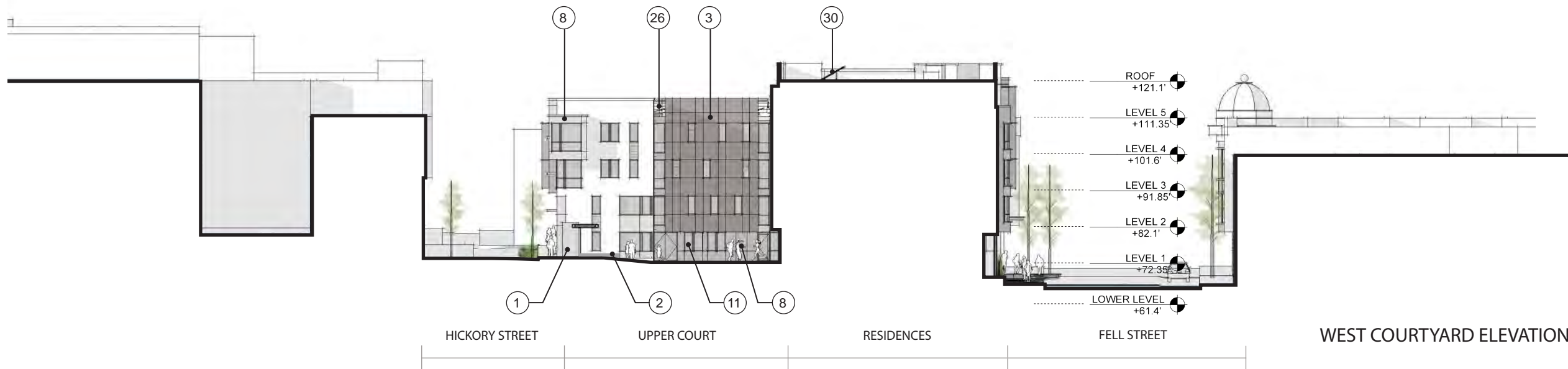
EAST COURTYARD ELEVATION

ELEVATION KEYNOTES

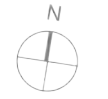
- ① SPECIAL EXT. CONC.
- ② CONC. BASE
- ③ CORTEN
- ④ COMPOSITE PANEL W/ WOOD VENEER
- ⑤ COMPOSITE PANEL W/ WOOD VENEER (BASE), PTD PANEL (ALT)
- ⑥ CEMENT PLASTER
- ⑦ FIBER CEM. LAP SIDING
- ⑧ FIBER CEM. PANEL
- ⑨ ALUM. STOREFRONT
- ⑩ ALUM. CURTAIN WALL
- ⑪ ALUM. WINDOWS
- ⑫ ALUM. BAY WINDOWS
- ⑬ PTD. MTL. DOOR & FRAME
- ⑭ SLIDING GLASS DOORS (OVERSIZE)
- ⑮ MTL. WALL LOUVERS
- ⑯ STL. CABLE SCREEN BEYOND
- ⑰ MECH. SCREEN, S.L.D.
- ⑱ PARAPET W/ MTL. CAP
- ⑲ STANDING SEAM MTL. ROOF
- ⑳ ENTRY GATE
- ㉑ PTD.STL. FENCE W/ MTL. INFILL PANELS
- ㉒ GLASS GUARDRAIL W/ MTL. HANDRAIL
- ㉓ MTL. PLANTER
- ㉔ STL. CANOPY
- ㉕ MTL. SUNSHADE
- ㉖ MTL. RAILING
- ㉗ EXT. EXIT STAIR
- ㉘ NOT USED
- ㉙ FUTURE SOLAR PV SYSTEM
- ㉚ SOLAR HOT WATER



SOUTH COURTYARD ELEVATION

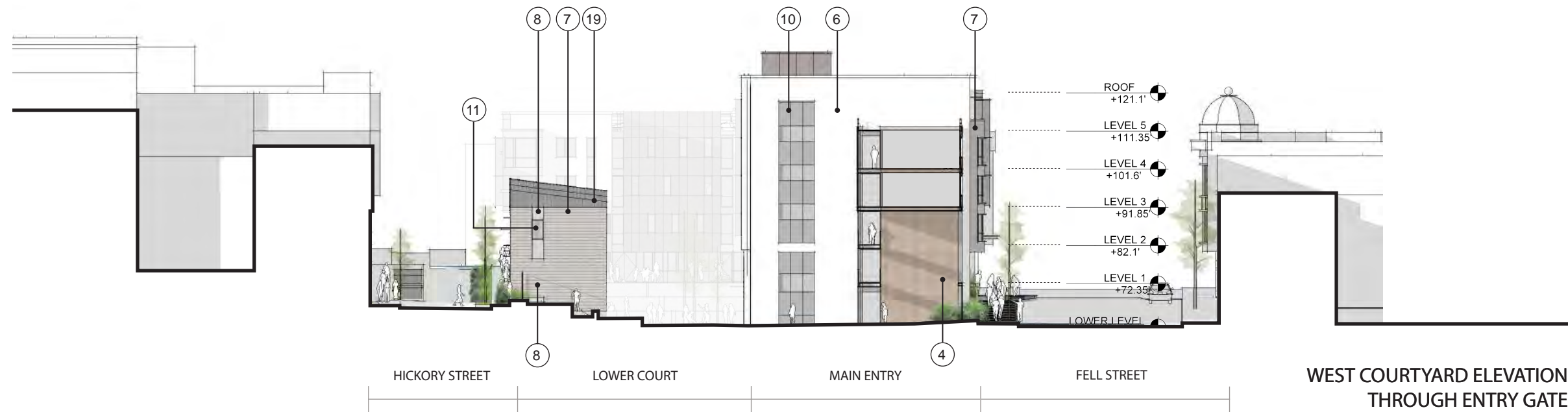
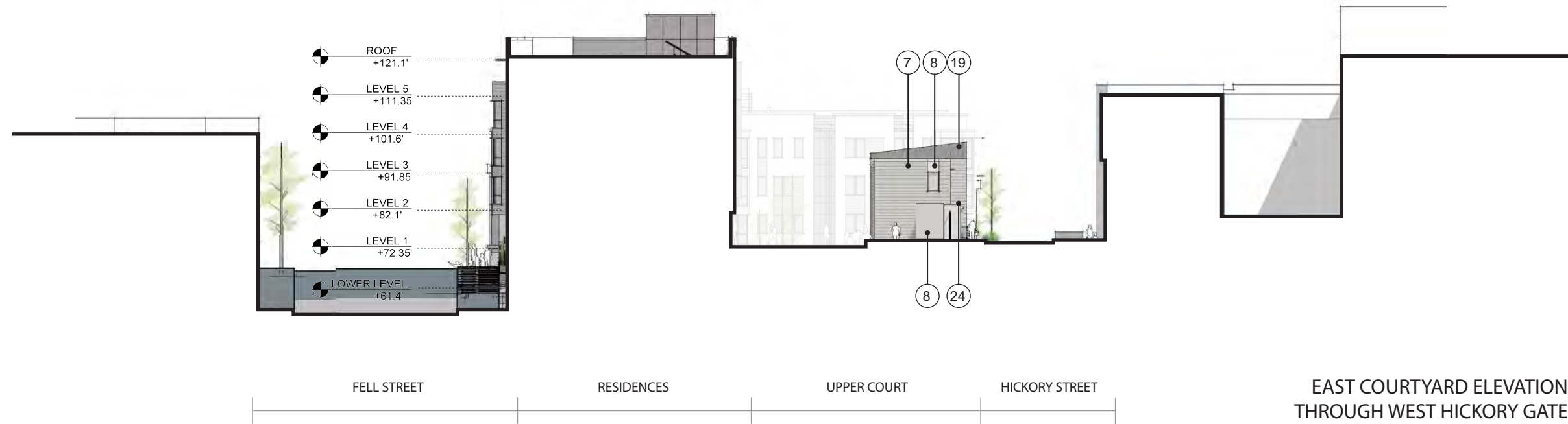


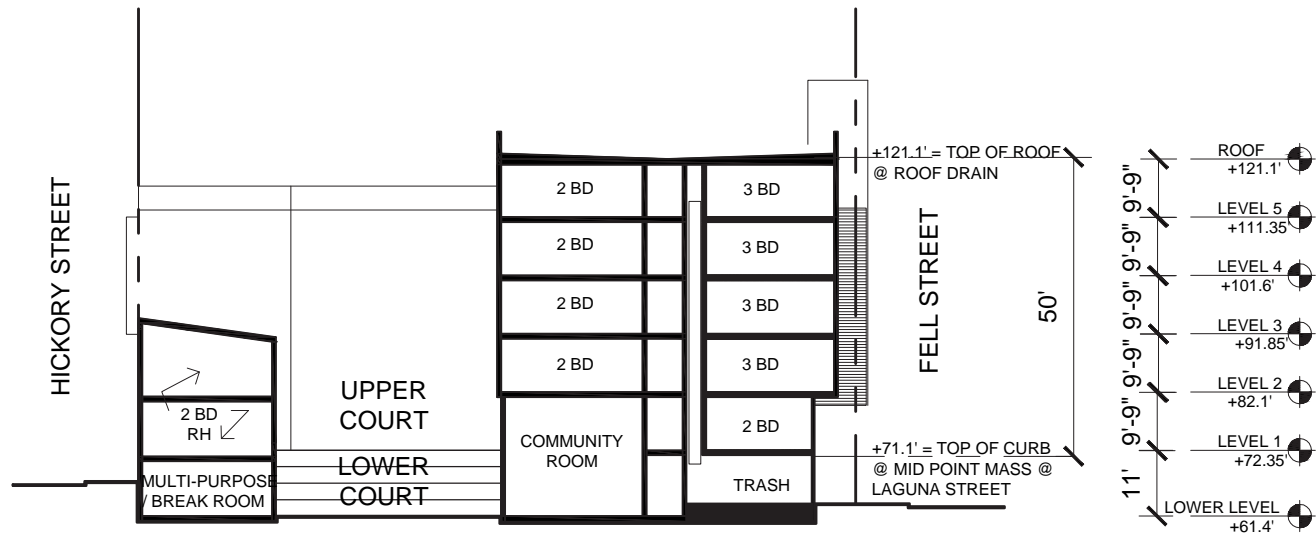
WEST COURTYARD ELEVATION



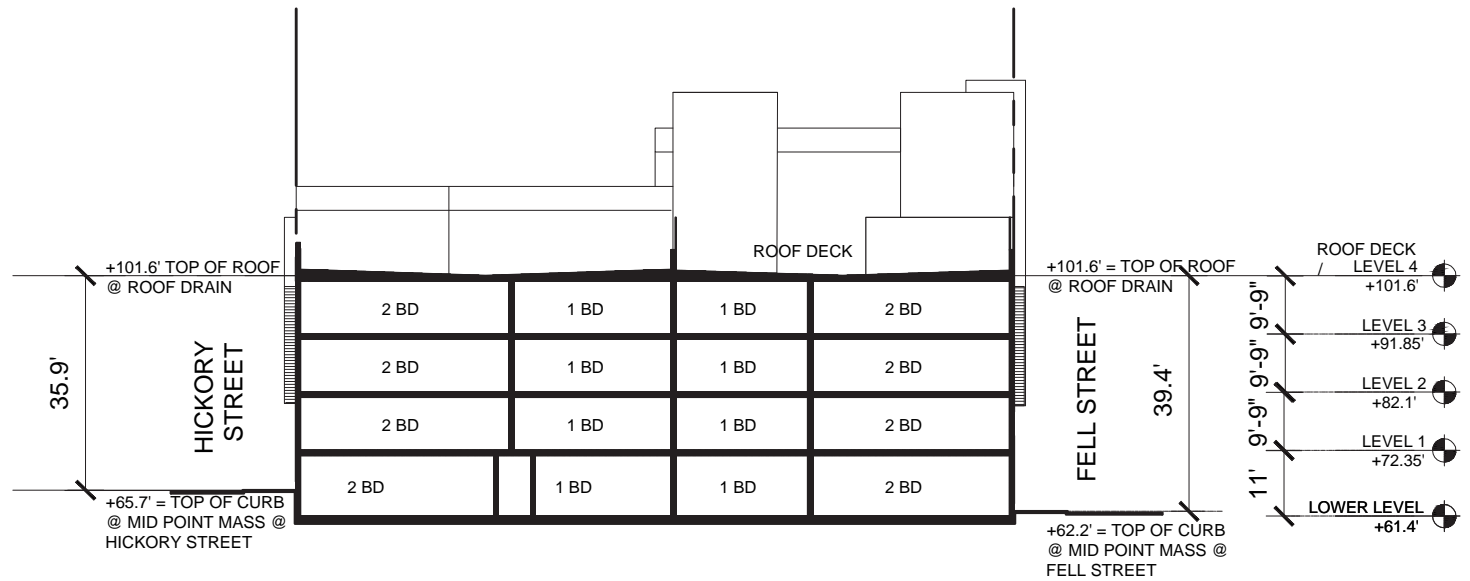
ELEVATION KEYNOTES

- ① SPECIAL EXT. CONC.
- ② CONC. BASE
- ③ CORTEN
- ④ COMPOSITE PANEL W/ WOOD VENEER
- ⑤ COMPOSITE PANEL W/ WOOD VENEER (BASE), PTD PANEL (ALT)
- ⑥ CEMENT PLASTER
- ⑦ FIBER CEM. LAP SIDING
- ⑧ FIBER CEM. PANEL
- ⑨ ALUM. STOREFRONT
- ⑩ ALUM. CURTAIN WALL
- ⑪ ALUM. WINDOWS
- ⑫ ALUM. BAY WINDOWS
- ⑬ PTD. MTL. DOOR & FRAME
- ⑭ SLIDING GLASS DOORS (OVERSIZE)
- ⑮ MTL. WALL LOUVERS
- ⑯ STL. CABLE SCREEN BEYOND
- ⑰ MECH. SCREEN, S.L.D.
- ⑱ PARAPET W/ MTL. CAP
- ⑲ STANDING SEAM MTL. ROOF
- ⑳ ENTRY GATE
- ㉑ PTD.STL. FENCE W/ MTL. INFILL PANELS
- ㉒ GLASS GUARDRAIL W/ MTL. HANDRAIL
- ㉓ MTL. PLANTER
- ㉔ STL. CANOPY
- ㉕ MTL. SUNSHADE
- ㉖ MTL. RAILING
- ㉗ EXT. EXIT STAIR
- ㉘ NOT USED
- ㉙ FUTURE SOLAR PV SYSTEM
- ㉚ SOLAR HOT WATER

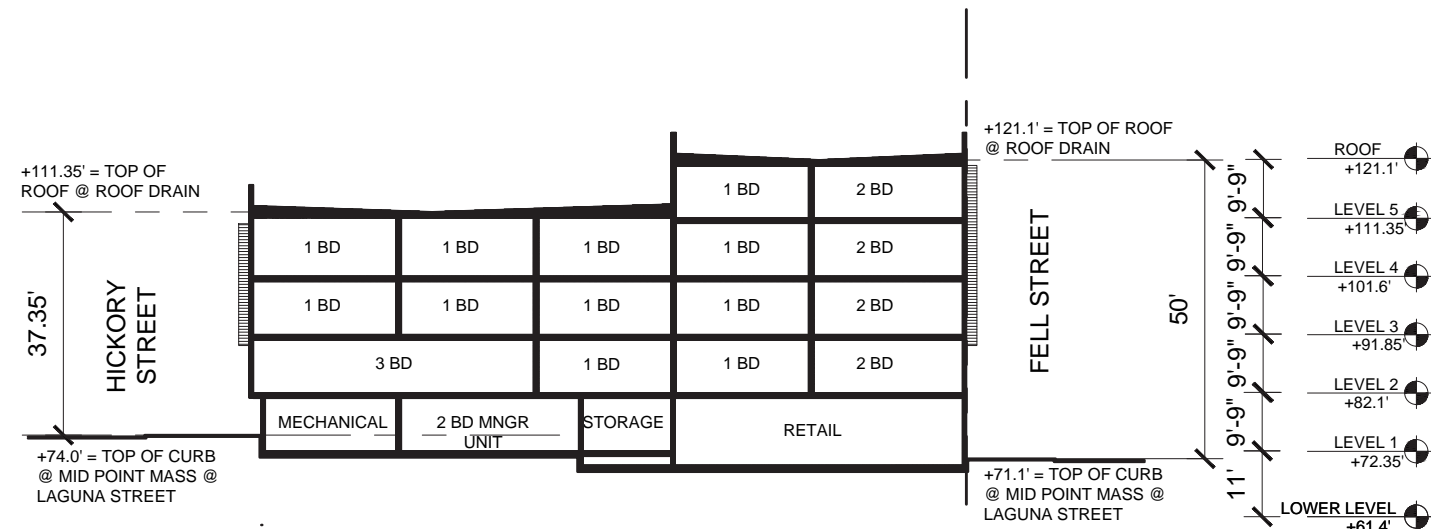




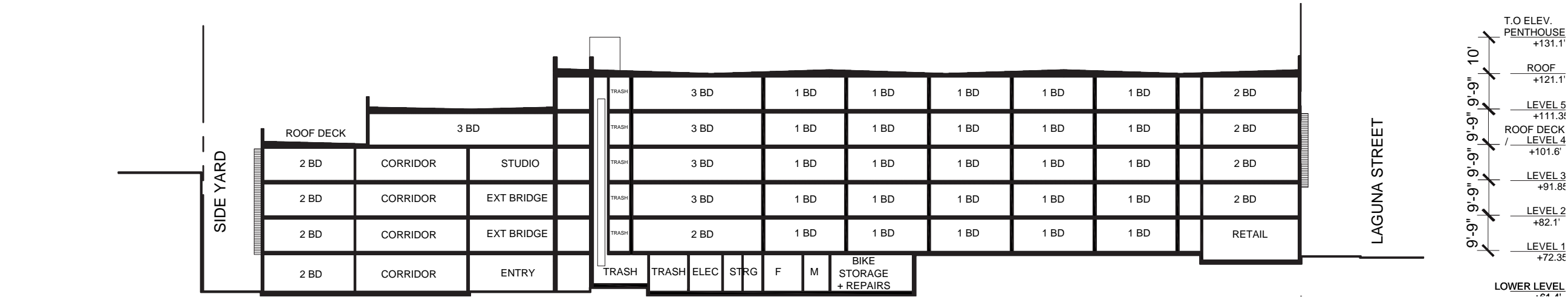
SECTION A



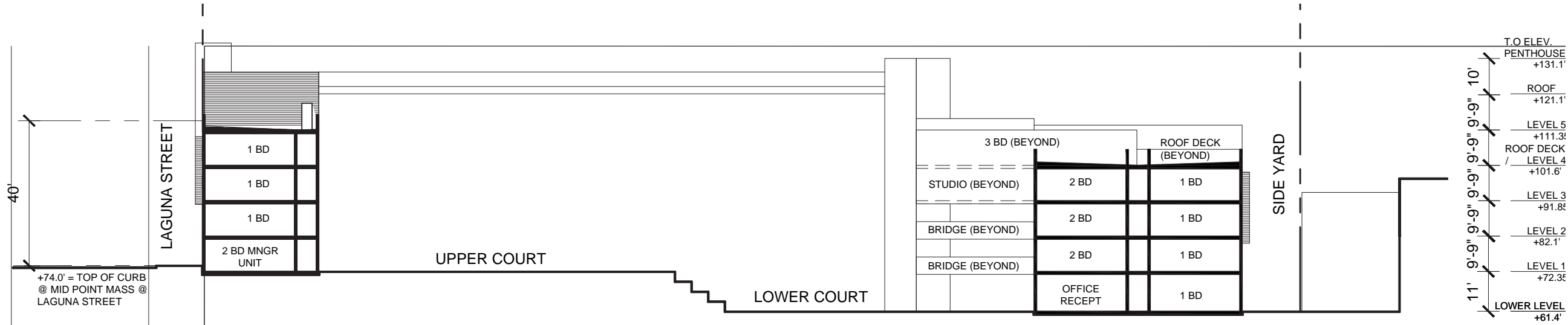
SECTION B



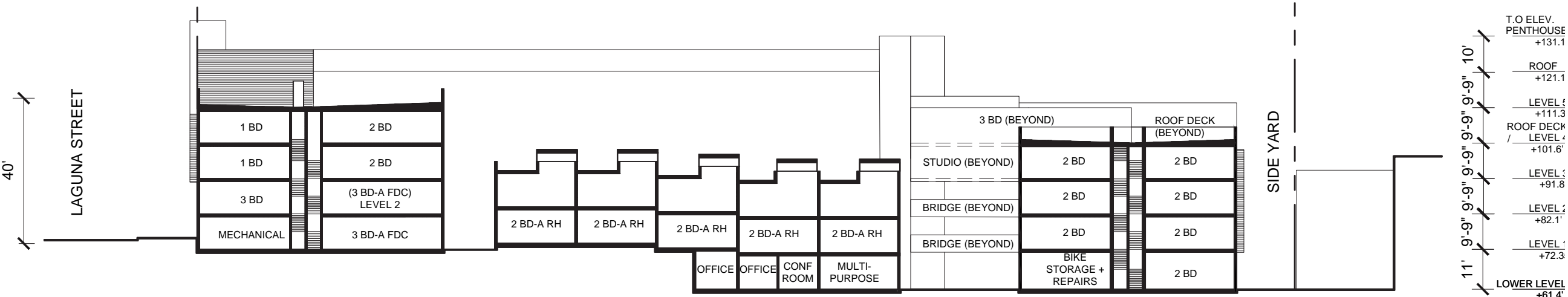
SECTION F



SECTION C



SECTION D



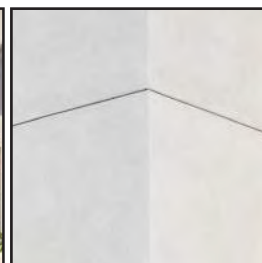
SECTION E



- A
- B
- C
- D
- E
- G
- H
- I
- J



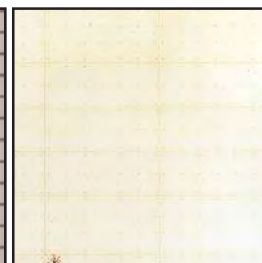
Ⓐ
MTL SUNSHADES



Ⓑ
CEMENT PLASTER
(COLOR TBD)



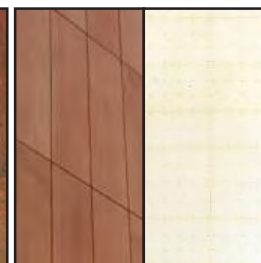
Ⓒ
FIBER CEMENT LAP
SIDING 8" and 4".
(COLOR TBD)



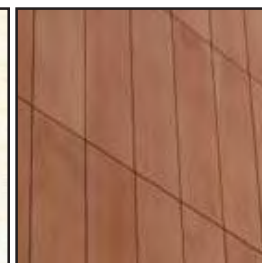
Ⓓ
FIBER CEMENT
PANEL (COLOR
TBD)



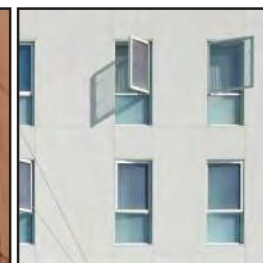
Ⓔ
CORTEN



Ⓕ
COMPOSITE PANEL
W/ WOOD VENEER
(BASE) / PTD PANEL
VENEER
COLOR TBD (ALT)



Ⓖ
COMPOSITE PANEL
WITH WOOD
VENEER



Ⓕ
ALUMINIUM
WINDOWS



Ⓖ
ALUMINIUM
STOREFRONT/
CURTAIN WALL



Ⓖ
MTL + GLASS
CANOPY, FENCE, +
ENTRY GATE



- A
- B
- C
- D
- E
- F
- H
- J
- K
- L



- A
- B
- C
- D
- H
- K



A
MTL SUNSHADES



B
CEMENT PLASTER
(COLOR TBD)



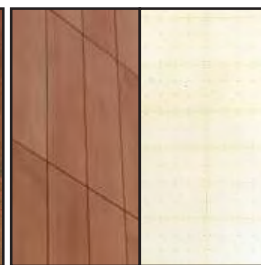
C
FIBER CEMENT LAP
SIDING 8" and 4".
(COLOR TBD)



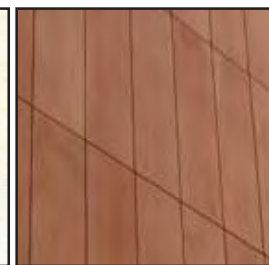
D
FIBER CEMENT
PANEL (COLOR
TBD)



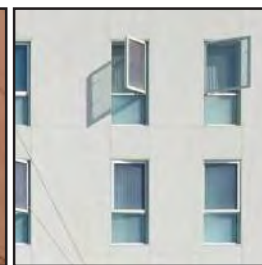
E
CORTEN



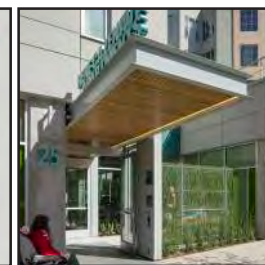
F
COMPOSITE PANEL
W/ WOOD VENEER
(BASE) / PTD PANEL
VENEER
COLOR TBD (ALT)



G
COMPOSITE PANEL
WITH WOOD
VENEER



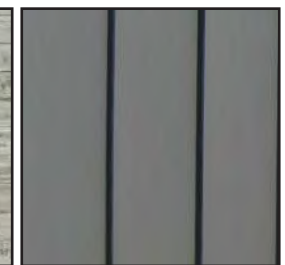
H
ALUMINIUM
WINDOWS



J
MTL + GLASS
CANOPY, FENCE, +
ENTRY GATE



K
SPECIAL EXTERIOR
CONCRETE



L
STANDING SEAM
METAL ROOF



LEGEND

1



LONDON PLANE
TREE
36" BOX

2



BRISBANE BOX
TREE
36" BOX

3

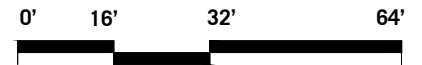


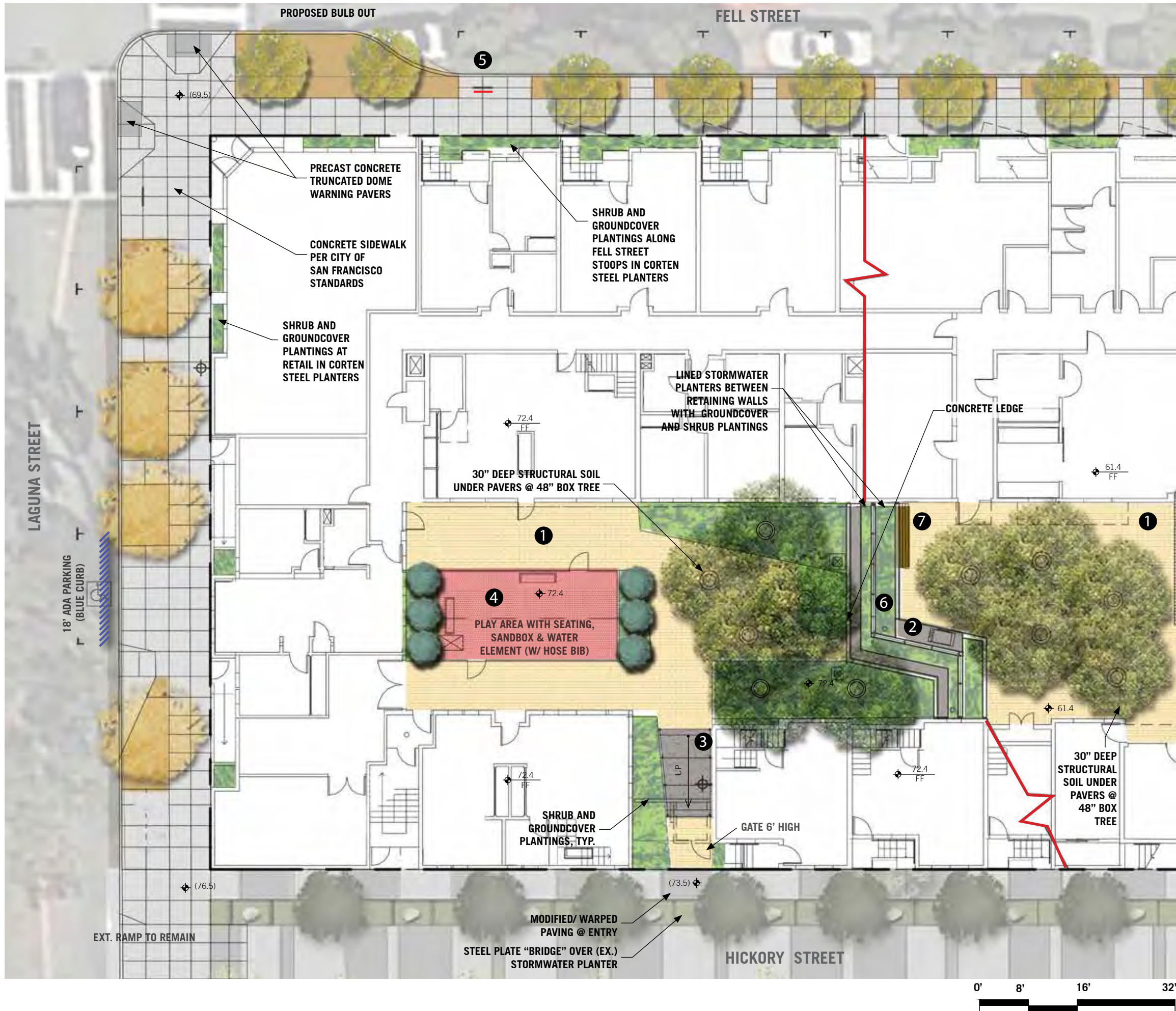
CONCRETE UNIT PAVING
IN STREET TREE WELLS
6" X 12" GROUND FACE,
THROUGH COLOR WITH
1/4" SPACERS

4



BIKE RACKS (3 EACH)
SURFACE MOUNTED
WITH STAINLESS STEEL
FINISH





1



PERMEABLE CONCRETE PAVING, 6"x12" IN GROUND FACE THROUGH COLOR FINISH WITH 1/4" SPACERS

2



BBQ WITH TIMER & AUTOMATIC SHUTOFF & ACCESS DOOR ON SOLID SURFACE COUNTER TOP

3



CONCRETE PAVING WITH SANDBLAST FINISH SAWCUT SCORE JOINTS & INTEGRAL COLOR

4



PLAY AREA WITH RUBBER SURFACING IN 2 COLORS

5



BIKE RACK (3 EACH) SURFACE MOUNT WITH STAINLESS STEEL FINISH

6



STEEL GUARDRAIL PRIMED + PAINTED GALVANIZED STEEL, 3'-6" HIGH

7



CUSTOM WOODEN BENCH WESTERN RED CEDAR WITH PRIMED AND PAINTED GALVANIZED STEEL BRACKETS & ARM RESTS





1



WOOD DECKING, WESTERN RED CEDAR DECKING W/ FLUSH ACCESS HATCHES

2



PERMEABLE CONCRETE UNIT PAVING, 6"x12" GROUND FACE THROUGH COLOR, WITH 1/4" SPACERS W/ GALVANIZED STEEL ANGLE EDGE RESTRAINTS ON RECESSED CONCRETE CURBS

3



CUSTOM WOOD BENCH WESTERN RED CEDAR WITH PRIMED AND PAINTED GALVANIZED STEEL BRACKETS AND ARMRESTS

4



GARDEN STORAGE STRUCTURE WESTERN RED CEDAR WITH PRIMED AND PAINTED GALVANIZED STEEL FRAME

5



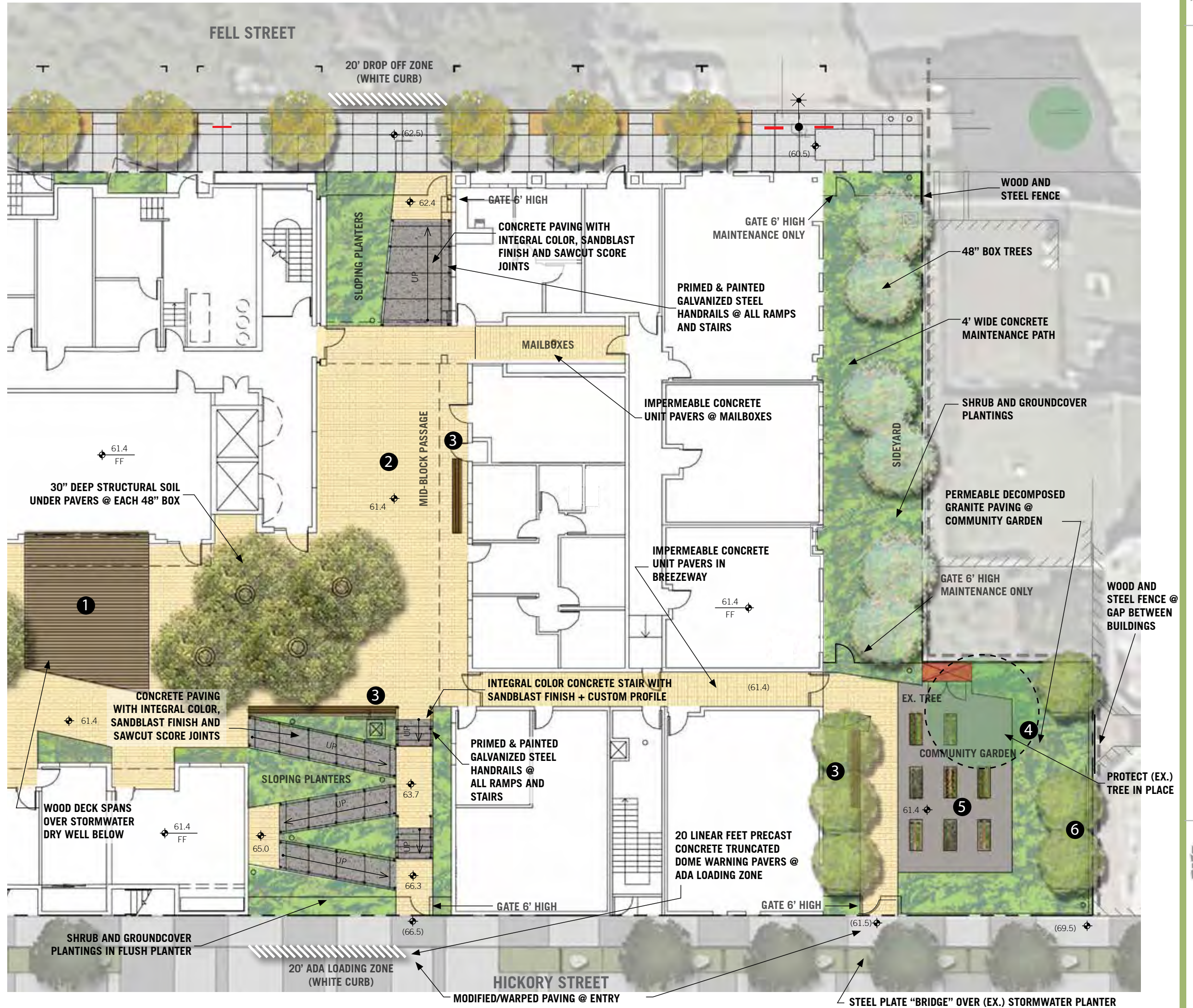
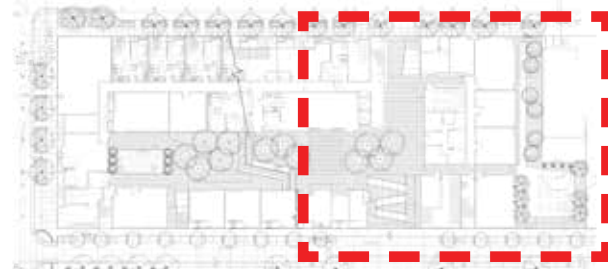
PREFABRICATED VEGETABLE PLANTERS, 24" HIGH

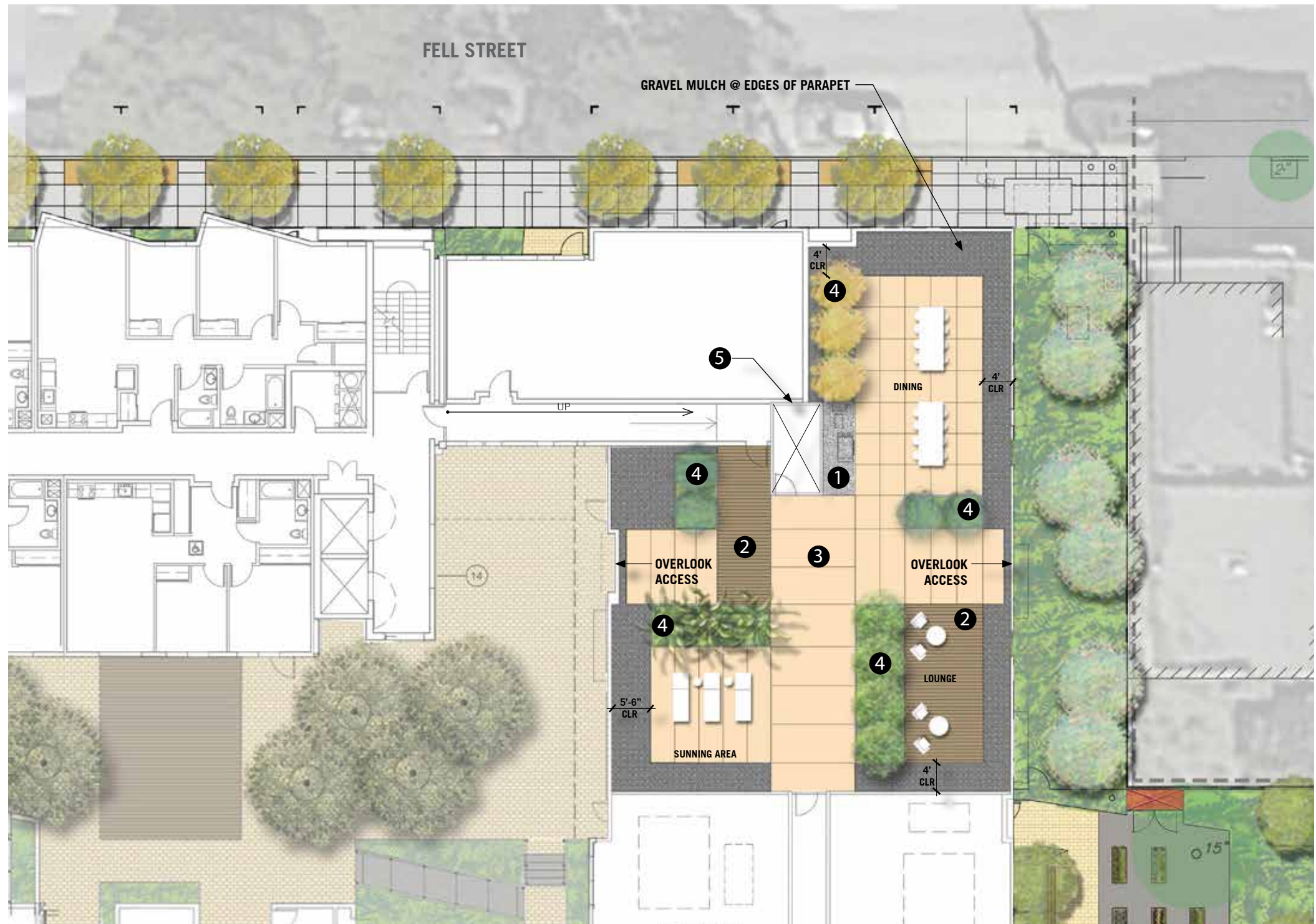
6



EXISTING HAYES VALLEY MURAL RELOCATED TO COMMUNITY GARDEN

0' 8' 16' 32'





*MOVEABLE FURNITURE - NOT IN CONTRACT.

1



BBQ W/ TIMER & SHUT OFF VALVE, AUTOMATIC ACCESS DOOR ON SOLID SURFACE COUNTERTOP

2



WOOD DECKING, WESTERN RED CEDAR W/ MULTIPLE ACCESS HATCHES AS NEEDED

3



PEDESTAL PAVING, 12"X36" PRECAST CONCRETE WITH NEC. PEDESTALS AND SHIMS

4

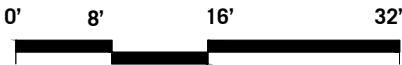


RAISED PLANTER, CORTEN STEEL 36" HIGH

5



10' HIGH UTILITY SCREEN WESTERN RED CEDAR WITH PRIMED AND PAINTED GALVANIZED STEEL FRAMING & GATE MAINTENANCE



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

ROOF LEVEL SITE PLAN - LANDSCAPE

L4



LMS+PTA

455 FELL

PLANNING APPLICATION

