



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: AUGUST 31, 2017

Date: August 24, 2017
Case No.: **2015-005863CUAENX**
Project Address: **342-360 5th STREET**
Zoning: MUR (Mixed Use, Residential) District
SoMa Youth and Family Special Use District
45/85-X Height and Bulk Districts
Block/Lots: 3753/005, 006A, 007, 057, 058, 100, 101 and 147
Project Sponsor: John Kevlin, Reuben, Junius & Rose, LLP
One Bush Street Suite 600
San Francisco, CA 94104
Staff Contact: Doug Vu – (415) 575-9120
Doug.Vu@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 proposed Project includes the demolition of three light industrial buildings, the merger of eight lots, and the new construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall that includes 8,011 sq. ft. of production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen (19) three-bedroom units at the second through eighth floors, and an additional 18,361 sq. ft. basement-level garage for 39 auto and 110 Class 1 bicycle parking spaces. The Project would also include 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, and streetscape improvements for 455 ft. of frontage along Shipley, 5th and Clara Streets.

SITE DESCRIPTION AND PRESENT USE

The Project is located on eight contiguous lots at the easternmost end of a block within the Mixed Use Residential (MUR) Zoning District that is bound by Shipley Street to the north, 5th Street to the east, Clara Street to the south, and has total area of approximately 23,115 sq. ft. with a total 455 ft. of street frontage. The Project site is currently improved with three one- and two-story light industrial buildings totaling 17,897 sq. ft. that were constructed between 1924 and 1945 and currently occupied by light industrial workshop and art activities uses (dba Wood Thumb and Skot Kuiper, respectively). The remaining five parcels are used for parking and storage that are surrounded by chain-link fencing.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Project is located in the East SoMa neighborhood, which is characterized by a mixture of light industrial, residential, and commercial uses. The Moscone Convention Center is located one block northeast, Interstate 80 one block south, the recently occupied 282-unit mixed-use development (dba Mosso Apartments) at 900 Folsom Street and nearly completed 115-unit apartment development at 923 Folsom Street located one block north of the proposed 342-360 5th Street project. Bordering the Project to the north is a small two-story mixed-use building with a grocery store (dba Harvey's Place) at 202 Shipley Street, across 5th Street to the east is the 54-unit condominium development (aka The City Mews), across Clara Street to the south is a three-story, single-room occupancy (SRO) building with 64 rooms at 372-378 5th Street, and to the east is a two-story single-family home at 214 Clara Street. Numerous public transit options are located nearby, including eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes.

The Mixed Use-Residential (MUR) District serves as a buffer between the higher density, predominantly commercial area of Yerba Buena Center to the east and the lower scale, mixed use service/industrial and housing area west of Sixth Street. The MUR serves as a major housing opportunity area within the eastern portion of the South of Market. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The district is also designed to encourage the expansion of retail, business service, and commercial and cultural arts activities. Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged. Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted.

The Project is also located within the ongoing Central SoMa Plan Area, generally bounded by 2nd Street to the east, 6th Street to the west, Townsend Street to the south, and an irregular border that generally jogs along Folsom, Howard, and Stevenson Streets to the north. The Draft Plan proposes changes to the allowed land uses, building heights, bulk controls, and includes strategies for improving all the streets and sidewalks, increasing parks and recreational opportunities, and improving the neighborhood's environmental sustainability. The EIR, the Plan, and the proposed rezoning and affiliated Planning Code changes are anticipated to be before the Commission later this year.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on August 15, 2017, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	August 11, 2017	August 9, 2017	22 days
Posted Notice	20 days	August 10, 2017	August 10, 2017	21 days
Mailed Notice	20 days	August 11, 2017	August 11, 2017	20 days

The proposal requires a Section 312 neighborhood notification, which was conducted in conjunction with the required hearing notification for the Conditional Use Authorization. The required notification for the Large Project Authorization was previously completed prior to the July 20, 2017 hearing, at which the Commission continued the Project's hearing to August 31, 2017.

PUBLIC COMMENT/COMMUNITY OUTREACH

As of August 24, 2017, the Department has received two letters in support of the Project, one letter in opposition, and one letter requesting the driveway not be located on Clara Street. Copies of these correspondences have been included in the Commission's packet.

In addition to the required pre-application meeting that was held on March 17, 2016, the Project Sponsor has conducted additional public engagement with residents, local businesses and organizations through door-to-door, email and telephone outreach, public workshops and community meetings with organizations such as SoMa Pilipinas, Bessie Carmichael Elementary School, and United Playaz after the Large Project Authorization application was filed. A comprehensive outreach report prepared by the Sponsor has also been included in the Commission's packet.

ISSUES AND OTHER CONSIDERATIONS

- Pursuant to Planning Code Section 202.8(a)(4), any project located in the areas that, as of July 1, 2016, are zoned SALI, UMU, MUO, SLI, MUG, or MUR, that would convert at least 15,000 square feet of PDR, Institutional Community, or Arts Activities use, and for which an Environmental Evaluation application was submitted to the Planning Department by June 14, 2016, the replacement space shall include 0.4 sq. ft. of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion that would be considered under a Conditional Use Authorization. The proposed Project would demolish 17,897 sq. ft. of existing PDR use to be replaced with 8,011 sq. ft. of new PDR use, or 0.44, which complies with Planning Code Section 202.8. The Project is zoned MUR, would demolish 17,897 sq. ft. of PDR and Arts Activities uses, for which the Environmental Evaluation application was submitted on September 15, 2015, and will replace the existing uses with 8,011 sq. ft. of replacement PDR and Arts Activities space that is equal to 0.45 sq. ft. and in compliance with Planning Code Section 202.8.
- The Project is within the boundaries of the Central SoMa Area Plan that is anticipated to be re-zoned to Mixed-Use Office (MUO), and the height and bulk designation on subject parcels 057 and 058 increasing from 45-X to 85-X.
- As part of the Large Project Authorization, the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit outstanding overall design and are

complementary to the design and values of the surrounding area. The proposed project requests exceptions from the rear yard, obstructions over streets and alleys, dwelling unit exposure and off-street loading requirements pursuant to Planning Code Sections 134, 136, 140 and 152.1, respectively. Department staff is generally in agreement with the proposed exceptions given the overall project and its design.

- The Project has elected to pay the Affordable Housing Fee in lieu of providing on-site affordable housing pursuant to Planning Code Sections 415.5, which is equivalent to 30 percent of the total number of units. The Project contains 127 dwellings with a unit mix of 31 studio, 43 one-bedroom, 34 two-bedroom and nineteen three-bedroom units, and will pay a fee of approximately \$11,429,476.50.
- The Project is located in an area identified for capital projects that are part of the SFMTA Vision Zero Policy to eliminate all traffic deaths in San Francisco by 2024.
- The Project would be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Eastern Neighborhoods Impact Fee (8,584 sq. ft. – Tier 1; 56% PDR to Residential)	423 (@ \$2.67)	\$12,834.80
Eastern Neighborhoods Impact Fee (114,663 sq. ft. – Tier 1; 56% New Residential)	423 (@ \$10.70)	\$687,060.70
Eastern Neighborhoods Impact Fee (8,584 sq. ft. – Tier 3; 44% PDR to Residential)	423 (@ \$2.68)	\$10,122.25
Eastern Neighborhoods Impact Fee (114,663 sq. ft. – Tier 3; 44% New Residential)	423 (@ \$21.41)	\$1,080,171.33
Transportation Sustainability Fee (TSF) (1,302 sq. ft. – PDR to Non-Residential)	411A (@ \$10.95)	\$14,256.90
Transportation Sustainability Fee (TSF) (89,383 sq. ft. – New Residential, Up to 99 DU)	411A (@ \$8.13)	\$726,683.53
Transportation Sustainability Fee (TSF) (25,280 sq. ft. – New Residential, 99 DU to 127 DU)	411A (@ \$9.18)	\$232,070.69
Residential Child-Care Impact Fee (8,584 sq. ft. – PDR to Residential)	414A (@ \$0.26)	\$2,231.81
Residential Child-Care Impact Fee (114,663 sq. ft. – 10 Units or More; New Residential)	414A (@ \$1.92)	\$220,152.96
Residential Child-Care Impact Fee (1,302 sq. ft. – 10 Units or More; New Non-Residential)	414A (@ \$7.86)	\$10,233.72
	TOTAL	\$2,995,818.71

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

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant Conditional Use and Large Project Authorizations pursuant to Planning Code Sections 202.8, 303 and 329, respectively, to allow the demolition of three light industrial buildings totaling 17,897 sq. ft. and the new construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall that includes 8,011 sq. ft. of production, distribution and repair (PDR) and 1,302 sq. ft. of retail commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen (19) three-bedroom units at the second through eighth floors, an additional 18,361 sq. ft. basement-level garage for 39 auto and 110 Class 1 bicycle parking spaces, and 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof at 342-360 5th Street, and to allow exceptions from the requirements for rear yard, obstructions over alleys and streets, dwelling unit exposure, and off-street loading pursuant to Planning Code Sections 134, 136, 140 and 152.1, respectively.

BASIS FOR RECOMMENDATION

- The Project is, on balance, consistent with the Objectives and Policies of the General Plan and the East SoMa Area Plan.
- The Project complies with the applicable requirements of the Planning Code.
- The Project exhibits overall quality design that relates to, and is compatible with the surrounding context and neighborhood.
- The Project is located in a zoning district where residential, PDR, and retail commercial uses are principally permitted.
- The Project is an appropriate in-fill development that will add 127 new dwelling units to the City's housing stock, replace 8,011 sq. ft. of PDR and Arts Activities uses, and provide 1,302 square feet of new retail space in an area that encourages the development of mixed-use buildings with housing over ground floor commercial and production, distribution, and repair uses.
- The Project is consistent with and respects the varied neighborhood character, and provides an appropriate massing and scale for the adjacent contexts.
- The Project complies with the First Source Hiring Program.
- The Project is necessary and desirable, compatible with the surrounding neighborhood, and would not be detrimental to persons or adjacent properties in the vicinity.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls and pay the appropriate development impact fees.

RECOMMENDATION:	Approval with Conditions
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Attachments:

Draft Motion - Conditional Use Authorization

Draft Motion - Large Project Authorization

Parcel Map

Sanborn Map

Zoning Map

Height and Bulk Map

Aerial Photographs

Site Photos

Community Plan Exemption

Entertainment Commission Recommendations

Public Correspondence

Project Sponsor Submittal

- Affordable Housing Affidavit
- Anti-Discriminatory Housing Affidavit
- First Source Hiring Affidavit
- Community Outreach Report
- Architectural Drawings

Attachment Checklist

- | | |
|---|--|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project Sponsor Submittal: |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Zoning District Map | <input checked="" type="checkbox"/> Check for Legibility |
| <input checked="" type="checkbox"/> Height & Bulk Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Parcel Map | <input checked="" type="checkbox"/> Check for Legibility |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> 3-D Renderings: |
| <input checked="" type="checkbox"/> Aerial Photo | (New Construction or Significant Addition) |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> Wireless Telecommunications Materials |
| <input checked="" type="checkbox"/> Environmental Determination | <input type="checkbox"/> Health Dept. Review of RF levels |
| <input checked="" type="checkbox"/> First Source Hiring Affidavit | <input type="checkbox"/> RF Report |
| | <input type="checkbox"/> Community Meeting Notice |
| | <input checked="" type="checkbox"/> Housing Documents |
| | <input checked="" type="checkbox"/> Inclusionary Affordable Housing
Program: Affidavit for Compliance |
| | <input checked="" type="checkbox"/> Anti-Discriminatory Housing Affidavit |

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

DV
Planner's Initials

DV: G:\Documents\ENX\360 5th Street_2015-005863ENX\Draft Docs\342-360 5th St_Exec Sum.doc



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input checked="" type="checkbox"/> Child Care Requirement (Sec. 414A) |
| <input checked="" type="checkbox"/> Transportation Sustainability Fee (Sec. 411A) | <input checked="" type="checkbox"/> Eastern Neighborhoods Impact Fee (Sec. 423) |

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 Motion No. XXXXX

HEARING DATE: AUGUST 31, 2017

Case No.: **2015-005863ENX**
Project Address: **342-360 5th STREET**
Zoning: MUR (Mixed Use, Residential) District
SoMa Youth and Family Special Use District
45/85-X Height and Bulk Districts
Block/Lots: 3753/005, 006A, 007, 057, 058, 100, 101 and 147
Project Sponsor: John Kevlin, Reuben, Junius & Rose, LLP
One Bush Street Suite 600
San Francisco, CA 94014
Staff Contact: Douglas Vu – (415) 575-9120
doug.vu@sfgov.org

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS TO 1) REAR YARD (PLANNING CODE SECTION 134); OBSTRUCTIONS OVER STREETS AND ALLEYS (PLANNING CODE SECTION 136); DWELLING UNIT EXPOSURE (PLANNING CODE SECTION 140); AND OFF-STREET LOADING (PLANNING CODE SECTION 152.1) REQUIREMENTS FOR DEMOLITION OF THREE EXISTING LIGHT INDUSTRIAL BUILDINGS TOTALING 17,897 SQUARE FEET, MERGER OF EIGHT LOTS, AND NEW CONSTRUCTION OF AN APPROXIMATELY 132,560 SQUARE FEET MIXED USE DEVELOPMENT THAT IS BETWEEN 45- AND 85- FEET TALL, AND INCLUDES 8,011 SQUARE FEET OF PRODUCTION, DISTRIBUTION & REPAIR AND 1,302 SQUARE FEET OF COMMERCIAL USES AT THE GROUND FLOOR, 123,247 SQUARE FEET OF RESIDENTIAL USE FOR 127 DWELLING UNITS AT THE SECOND THROUGH EIGHTH FLOORS, 10,321 SQUARE FEET OF PRIVATE AND COMMON RESIDENTIAL OPEN SPACE AND AN 18,361 SQUARE FEET BASEMENT-LEVEL GARAGE FOR 38 ACCESSORY AUTO AND 107 CLASS 1 AND ELEVEN CLASS 2 BICYCLE PARKING SPACES LOCATED AT 342-360 5TH STREET, LOTS 005, 006A, 007, 057, 058, 100, 101 & 147 IN ASSESSOR'S BLOCK 3753, WITHIN THE MUR (MIXED USE RESIDENTIAL) ZONING DISTRICT, AND A 45-X AND 85-X HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On April 12, 2016, John Kevlin of Reuben, Junius & Rose, LLP on behalf of Candl One Investments, LLC (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Large Project Authorization under Planning Code Section 329 to allow the demolition of three light industrial buildings totaling 17,89 sq. ft., merger of eight lots, and construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall, and includes 8,011 sq. ft. of production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen three-bedroom units at the second through eighth floors, 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, and an additional 18,361 sq. ft. basement-level garage for 32 accessory auto, six (6) commercial, 107 Class 1 and eleven (11) Class 2 bicycle parking spaces at 342-360 5th Street (Block 3753; Lots 005, 006A, 007, 057, 058, 100, 101 & 147) in San Francisco, California.

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

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

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

On August 15, 2017, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2015-005863ENX at 1650 Mission Street, 4th Floor, San Francisco, California.

On July 20, 2017, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2015-005863ENX and continued the item to August 31, 2017.

On August 31, 2017, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2015-005863ENX.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2015-005863ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

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

2. **Site Description and Present Use.** The Project is located on eight contiguous lots at the easternmost end of a block within the Mixed Use Residential (MUR) Zoning District that is bound by Shipley Street to the north, 5th Street to the east, Clara Street to the south, and has total area of approximately 23,115 sq. ft. with a total 455 ft. of street frontage. The Project site is currently improved with three one- and two-story light industrial buildings totaling 17,897 sq. ft. that were constructed between 1924 and 1945 and currently occupied by light industrial workshop and art activities uses (dba Wood Thumb and Skot Kuiper, respectively). The remaining five parcels are used for parking and storage that are surrounded by chain-link fencing.
3. **Surrounding Properties and Neighborhood.** The Project is located in the East SoMa neighborhood, which is characterized by a mixture of light industrial, residential, and commercial uses. The Moscone Convention Center is located one block northeast, Interstate 80 one block south, the recently occupied 282-unit mixed-use development (dba Mosso Apartments) at 900 Folsom Street and nearly completed 115-unit apartment development at 923 Folsom Street located one block north of the proposed 342-360 5th Street project. Bordering the Project to the north is a small two-story mixed-use building with a grocery store (dba Harvey's Place) at 202 Shipley Street, across 5th Street to the east is the 54-unit condominium development (aka The City Mews), across Clara Street to the south is a three-story, single-room occupancy (SRO) building with 64 rooms at 372-378 5th Street, and to the east is a two-story single-family home at 214 Clara Street. Numerous public transit options are located nearby, including eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes.

The Mixed Use-Residential (MUR) District serves as a buffer between the higher density, predominantly commercial area of Yerba Buena Center to the east and the lower scale, mixed use service/industrial and housing area west of Sixth Street. The MUR serves as a major housing opportunity area within the eastern portion of the South of Market. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The district is also designed to encourage the expansion of retail, business service, and commercial and cultural arts activities. Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged. Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted.

The Project is also located within the ongoing Central SoMa Plan Area, generally bounded by 2nd Street to the east, 6th Street to the west, Townsend Street to the south, and an irregular border that generally jogs along Folsom, Howard, and Stevenson Streets to the north. The Draft Plan proposes changes to the allowed land uses, building heights, bulk controls, and includes strategies for improving all the streets and sidewalks, increasing parks and recreational opportunities, and improving the neighborhood's environmental sustainability. The EIR, the Plan, and the proposed rezoning and affiliated Planning Code changes are anticipated to be before the Commission later this year.

4. **Project Description.** The proposed Project includes the demolition of three light industrial buildings, the merger of eight lots, and the new construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall that includes 8,011 sq. ft. of production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen (19) three-bedroom units at the second through eighth floors, and an additional 18,361 sq. ft. basement-level garage for 38 accessory auto and 107 Class 1 bicycle parking spaces. The Project would also include 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, and streetscape improvements for 455 ft. of frontage along Shipley, 5th and Clara Streets.
5. **Public Comment.** The Department has received two letters in support of the Project, one letter in opposition, and one letter requesting the driveway not be located on Clara Street.

In addition to the required pre-application meeting that was held on March 17, 2016, the Project Sponsor has conducted additional public engagement with residents, local businesses and organizations through door-to-door, email and telephone outreach, public workshops and community meetings with organizations such as SoMa Pilipinas, Bessie Carmichael Elementary School, and United Playaz after the Large Project Authorization application was filed.

6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in the MUR Zoning District.** Per Planning Code Sections 841.20, 841.45 and 841.78 – 841.87, residential, retail sales, and industrial uses are principally permitted within the MUR Zoning District, respectively.

The Project proposes 123,247 sq. ft. of residential space for 127 dwelling units, 1,302 sq. ft. of ground floor retail sales, and 8,011 sq. ft. of industrial use in the MUR District, which are all principally permitted. Therefore, the Project as proposed complies with this requirement.

- B. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at the lowest level of dwelling units. The Project has a total area of 23,125 square feet, and would need to provide a minimum rear yard of 5,781 square feet. Section 134(f) allows for modifications to the rear yard requirements through the Large Project Authorization process.

The Project includes a rear yard equal to 3,330 sq. ft. and would not provide a Code-complying rear yard. Therefore, the Project is seeking an exception to the rear yard requirement as part of the Large Project Authorization (see below).

- C. **Residential Open Space.** Planning Code Section 135 requires a minimum of 80 square feet of usable private or common open space per dwelling unit that may be reduced to 54 square feet if the open space is publicly accessible. Private usable open space shall have a minimum

horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court pursuant to PC Section 145(F). Common usable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum area of 300 sq. ft. Further, inner courts may be credited as common usable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 sq. ft in area, and if the height of the walls and projections above the court on at least three sides is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

The Project includes 127 dwelling units and provides a combination of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq. ft. of private decks on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of common roof deck above the development's top floor. This combination of 10,320 sq. ft. of total usable open space exceeds the 10,160 sq. ft. required for the 127 dwelling units. Therefore, the Project complies with the open space requirement.

- D. **Non-Residential Open Space.** Planning Code Section 135.3 requires one square feet of open space per 250 square feet of occupied floor area for retail sales use in the MUR District, and one square feet per 120 square feet of light industrial, or PDR use. This amount may be reduced by 33 percent if the open space is publicly accessible, and streetscape improvements with landscaping and pedestrian amenities that result in additional pedestrian space beyond the pre-existing sidewalk width and conform to the Better Streets Plan, other than those intended by design for the use of individual ground floor residential units, may qualify as publicly accessible open space.

The Project proposes 1,302 sq. ft. of retail sales and 8,011 sq. ft. of light industrial uses that require at least 49 sq. ft. of publicly accessible open space. The Project includes a 2-ft. setback at the ground floor along the entire 5th Street frontage that measures 154 linear feet and would provide 308 sq. ft. of additional pedestrian space beyond the existing 10-ft. wide sidewalk. This additional streetscape area has been reviewed by the Department's Streetscape Design Advisory Team (SDAT) and complies with the Better Streets Plan. Therefore, the additional 308 sq. ft. exceeds the required 49 sq. ft. and complies with the non-residential open space requirement.

- E. **Permitted Obstructions.** Planning Code Section 136(c)(2) outlines the requirements for features, which may project over a street, alley, setback or usable open space. Generally, projections over streets and alleys are limited to 3-ft deep with a maximum length of 15-ft for each bay window or balcony. This length shall be reduced in proportion to the distance from such line by means of a 45 degree angle drawn inward from the ends of the 15-ft dimension, thus reaching a maximum of 9-ft along a line parallel to and at a distance of 3-ft from the line establishing the required open area. Additionally, the minimum horizontal separation between bay windows, between balconies, and between bay windows and balconies (except where a bay window and a balcony are located immediately adjacent to one another) shall be

two feet at the line establishing the required open area, and shall be increased in proportion to the distance from such line by means of 135-degree angles drawn outward from the ends of such two-foot dimension, reaching a minimum of eight feet along a line parallel to and at a distance of three feet from the line establishing the required open area.

At the corner of 5th and Shipley Streets, the Project proposes a 32-ft. 7-in. long bay at the second, third, and sixth through eighth floors that project three feet beyond the property line and exceed the maximum permitted length. Therefore, the Project is seeking an exception to the obstructions over streets and alleys requirement as part of the Large Project Authorization (see below).

- F. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan showing the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to proposed new construction and site work on the subject property in compliance with the Better Streets Plan.

The City is currently in the streetscape design process for improvements that would be funded through future impact fees for the Central SoMA Area Plan. However, the Project does have 455-feet of frontage along Shipley, Clara, and 5th Streets and proposes streetscape improvements that comply with the Better Streets Plan, which was reviewed by the Department led Streetscape Design Advisory Team that includes representatives from DPW and MTA on October 7, 2016 and March 15, 2017. The approved streetscape plan includes the removal of abandoned curb cuts, widening the sidewalk along 5th Street where the building is set back 2-ft., planting street trees, adding Class 2 bicycle racks and installing special street paving at the Shipley and Clara Street frontages.

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

The Project is not located in close proximity to an Urban Bird Refuge, but meets the requirements of feature-related standards and will include bird-safe glazing for any unbroken segments that are 24-sq. ft. and larger in size. Therefore, the proposed Project complies with Planning Code Section 139.

- H. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, public alley at least 25-ft in width, side yard at least 25-ft in width, or rear yard, which meets the requirements of the Planning Code. Alternatively, an open area (whether an inner court or a space between separate buildings on the same lot) which is unobstructed (except for fire escapes not projecting more than necessary for safety and in no case more than 4'-6", chimneys, and those obstructions permitted in Sections 136(c)(14), (15), (16), (19), (20) and (29) of this Code) and is no less than 25 feet in every horizontal dimension for the floor at which the Dwelling Unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor can satisfy the exposure requirement.

The Project arranges the 127 dwelling units in a “U-shape” with double-loaded corridors so that each unit faces either the street or an interior 40-ft. x 110-ft. courtyard. However, the western end of the courtyard abuts two adjacent parcels that reduce the width of the courtyard to 18-ft. 9-in. There are two units each on the first through fourth floors for a total of eight units that face onto this courtyard, and do not meet the dwelling unit exposure requirement. Therefore, the Project is seeking an exception to the dwelling unit exposure requirement as part of the Large Project Authorization (see below).

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

The Project does not include any parking at street grade but proposes a basement-level parking garage that is accessed by one 18-ft. wide driveway on Clara Street. The Project does include active uses including 1,302 sq. ft. of retail space that is at least 25-feet in depth, 14-ft. in floor-to-ceiling height and has transparent openings for 90 percent of the frontage at the ground floor. The remaining active uses include walk-up dwelling units that provide direct, individual pedestrian access to the public sidewalk at Shipley and Clara Streets. Therefore, the Project complies with the street frontage requirements of the Planning Code.

- J. **Off-Street Parking.** Planning Code Section 151.1 principally permits a residential accessory off-street parking ratio of one space per four units, and a retail sales and PDR use ratio of one space per 1,500 sq. ft. of floor area in the MUR District. Up to three residential spaces per four units may be permitted with a Conditional Use Authorization.

The Project includes 127 dwelling units and a combined 9,313 sq. ft. of retail sales and industrial or PDR uses, and proposes 32 accessory residential and six accessory retail and industrial or PDR use parking spaces. These amounts are the maximum that are principally permitted under the Code. Therefore, the Project complies with the off-street parking requirements.

- K. **Loading.** Planning Code Section 152.1 requires one off-street freight loading space for residential uses between 100,001 and 200,000 gross square feet.

The Project includes 123,247 sq. ft. of residential use that requires one off-street freight loading space, but does not propose this space. Therefore, the Project is seeking an exception to the off-street loading requirement as part of the Large Project Authorization (see below).

- L. **Bicycle Parking.** Planning Code Section 155.2 requires 100 Class 1 bicycle parking spaces for the first 100 dwelling units, one additional Class 1 space for every four dwelling units exceeding 100 and one Class 2 bicycle parking space for every 20 dwelling units.

The Project includes 127 dwelling units that require at least 107 Class 1 bicycle parking spaces and six Class 2 parking spaces. The proposed 1,302 sq. ft. of retail sales and 8,011 sq. ft. of light industrial uses do not meet the minimum floor areas to require any bicycle parking. The Project proposes 110 Class 1 spaces at the basement level garage and eleven Class 2 parking spaces. Therefore, the Project complies with Planning Code Section 155.2.

- M. **Car Share Requirements.** Planning Code Section 166 requires one car-share parking space for a project that has between 20 and 200 dwelling units.

The Project includes 127 dwelling units and is required to provide at least one car-share parking space. The Project proposes two spaces to meet the minimum requirements of the Project's Transportation Demand Management Program, and therefore complies with Planning Code Section 166.

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

The Project proposes a total 38 off-street parking spaces, of which 32 are accessory to the dwelling units. These spaces will be unbundled and sold or leased separately from the dwelling units. Therefore, the Project meets this requirement.

- O. **Transportation Demand Management (TDM) Program.** The Project shall be subject to the recently adopted TDM Program upon the effective date of Ordinance No. 222-15, specifically Section 169 et seq. and the associated TDM Program Standards, as adopted by the Planning Commission and periodically amended.

The Sponsor has submitted a TDM application that includes measures that meet the minimum requirements of the TDM Program.

- P. **Conversion of Production, Distribution and Repair Use.** Pursuant to Planning Code Section 202.8(a)(4), any project located in the areas that, as of July 1, 2016, are zoned SALI, UMU, MUO, SLI, MUG, or MUR, that would convert at least 15,000 square feet of Production, Distribution and Repair (PDR), Institutional Community, or Arts Activities use, and for which an Environmental Evaluation application was submitted to the Planning Department by June 14, 2016, the replacement space shall include 0.4 sq. ft. of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion. In determining whether to grant Conditional Use authorization, in addition to making the required findings under Section 303, the Planning Commission shall consider the suitability of the replacement space for the use proposed for conversion.

The Project proposes the removal of 17,897 sq. ft. of existing PDR use, and is required to replace 0.4 sq. ft. of the total removed use. The Sponsor has submitted a Conditional Use Application No. 2015-005863CUA to demonstrate compliance with this requirement.

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

The Project includes 127 total dwelling units and is required to provide at least 51 (or 40%) two-bedroom units. The Project includes 34 two-bedroom and 19 three-bedroom units that are equal 41.7%. Therefore, the Project complies with the unit mix requirement.

- R. Height.** Planning Code Section 261.1 requires all subject frontages on the southerly side of an East-West Narrow Street (a public right-of-way less than or equal to 40 feet in width) to have upper stories that are set back at the property line more than 60 feet from an intersection such that they avoid penetration of a sun access plane defined by an angle of 45 degrees extending from the most directly opposite northerly property line. No part or feature of a building, including but not limited to any feature listed in Sections 260(b), may penetrate the required setback plane. In addition, mid-block passages between 30 and 40 feet in width must have building setback of at least five feet above a height of 35 feet.

The Project's frontage on the southerly side of Shipley Street is set back 10-ft. at the fourth floor to avoid penetration of the 45-degree sun access plane beginning at a distance of 60 feet from the intersection of 5th Street. Therefore, the Project complies with this requirement of Planning Code Section 261.1.

- S. Review of Residential Projects.** Planning Code Section 314 requires the Planning Department and Planning Commission to consider the compatibility of uses when approving Residential Uses adjacent to or near existing permitted Places of Entertainment and to take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development project takes into account the needs and interests of both the Places of Entertainment and the future residents of the new development.

The Entertainment Commission was notified of the Project in October 2016 because it is located within 300 feet of a Place of Entertainment. Although the Entertainment Commission did not hold a hearing, Entertainment Commission staff recommended the Planning Department and/or Department of Building Inspection to adopt the "Recommended Noise Attenuation Conditions for Chapter 116 Projects" of the Administrative Code for this Project. Therefore, the Project complies with this requirement of Planning Code Section 314.

- T. Transportation Sustainability Fee.** Planning Code Section 411A is applicable to new development over 800 square feet.

The Project includes 123,247 gross sq. ft. of residential, 1,302 sq. ft. of retail sales, and 8,011 sq. ft. of light industrial/PDR uses. However, the existing site contains approximately 17,897 gross sq. ft. of light industrial/PDR use that will receive a prior use credit. Under Section 411A.4(b), the Project is required to pay an approximate total TSF fee of approximately \$973,011.

- U. **Child Care Fee.** Pursuant to Section 414A, the Project Sponsor shall pay the in-lieu fee as required. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

The proposed Project includes approximately 123,247 gross square feet of net new residential use and the approximate \$232,618 fee must be paid prior to the issuance of the building permit application.

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

The proposed Project includes approximately 123,247 gross sq. ft. of new residential, 1,302 gross sq. ft. of retail, and 8,011 gross sq. ft. of light industrial/PDR uses, which are subject to Eastern Neighborhood Infrastructure Impact Fees as outlined in Planning Code Section 423. The Project will receive a credit for the 17,897 gross sq. ft. of existing light industrial/PDR use, and the approximate fee of \$1,090,294 must be paid prior to the issuance of the building permit application.

- W. **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 ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on September 15, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%.

The Project Sponsor has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. The Project includes 127 dwelling units with a mix of 31 studios, 43 one-bedroom, 34 two-bedroom, and nineteen (19) three-bedroom units, and a complete Environmental Evaluation Application was submitted on September 15, 2015.

Therefore, pursuant to Planning Code Section 415 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%, which is approximately \$11,429,477.

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

A. Overall building mass and scale;

The Project is located at the corner of a block that has three street frontages and creates an opportunity for complimentary yet slightly different architectural expressions reflecting the character of the primary street and narrow alleys. Consistent with nearby buildings along 5th Street, the Project features a relatively light and delicate window wall façade on an 85-ft. tall mid-rise building. At Clara and Shipley Streets, the building's height is reduced to 45-ft. at a distance of 60-ft. from the intersection of 5th Street, and the design proposes walk-up dwelling units with direct street access that are compatible with the lower scale development on these alley streets.

B. Architectural treatments, facade design and building materials;

The architecture of this Project responds to the site's location and provides a design that blends the light industrial and contemporary architecture of residential buildings. The building includes a recessed ground floor, vertical breaks and facades that include fenestration patterns and architectural details compatible in scale and with other multi-family residential buildings found throughout the neighborhood. The Project provides a high quality designed exterior that features a variety of materials, colors and textures including a combination of hard-trowel stucco, brick, boardform concrete, perforated metal, glass, and framed aluminum clad windows. Features including oblique bay windows that alternate between floors provide articulation that creates a visually interesting form from the public right-of-way, and the various fenestration patterns, color palette, treatment of the building facades through materials, landscaping, and site furniture also allow the architecture to read as distinct but compatible pieces of a unified design.

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

The building includes a recessed ground floor that provides two commercial spaces of approximately 9,313 square feet space that is oriented along 5th Street and wraps around to Shipley and Clara Streets to activate the street, and introduces walk-up dwelling units with direct street access that are compatible with the lower scale development on these alley streets. The 38 total auto parking spaces are located in an underground garage that is accessed through a single 18-ft. driveway on Clara Street.

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

The Project includes a generous amount of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq. ft. of private decks

on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of common roof deck above the development's top floor. The Project also includes a 2-ft. setback at the ground floor along the entire 5th Street frontage that measures 154 linear feet and would provide 308 sq. ft. of additional pedestrian space beyond the existing 10-ft. wide sidewalk. This additional streetscape area has been reviewed by the Department's Streetscape Design Advisory Team (SDAT) and complies with the Better Streets Plan.

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

The Project is not subject to the mid-block alley requirements of Planning Code Section 270.2 because the 5th Street block face is less than 400 feet between intersections.

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

The City is currently in the streetscape design process for improvements that would be funded through future impact fees for the Central SoMA Area Plan. However, the Project does have 455-feet of frontage along Shipley, Clara, and 5th Streets and proposes streetscape improvements that comply with the Better Streets Plan, which was reviewed by the Department led Streetscape Design Advisory Team that includes representatives from DPW and MTA on October 7, 2016 and March 15, 2017. The approved streetscape plan includes the removal of abandoned curb cuts, widening the sidewalk along 5th Street where the building is set back 2-ft., planting street trees, adding Class 2 bicycle racks and installing special street paving at the Shipley and Clara Street frontages.

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

The Project provides ample circulation in and around the project site through the sidewalk improvements along all three frontages. The primary focal point for retail visitors would occur along 5th Street that also includes new PDR space and an approximately 25-ft. wide residential lobby. Access to the underground parking is exclusively through an 18-ft. driveway on Clara Street that only permits westbound traffic.

- H. Bulk limits;

The Project is located in a district that does not have bulk limits, and is therefore not subject to this requirement.

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

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

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

A. Exception to rear yard, pursuant to the requirements of Section 134(f);

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

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

The Project proposes a 3,330 sq. ft. interior courtyard that is equal to 14.4 percent of the Project's area. The development includes 127 dwelling units and provides a combination of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq. ft. of private decks on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of common roof deck above the development's top floor. This combination of 10,320 sq. ft. of total usable open space exceeds the 5,781 sq. ft. that is required for a Code-conforming rear yard.

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

The Project will merge the eight easternmost lots on the block to create an "L" shaped corner lot that fronts 5th, Shipley, and Clara Streets. Although the proposed interior courtyard would face the interior of the block, there is no existing mid-block open space for the courtyard to extend towards and will preserve access to light and air, and result in no significant impediment on light and air to adjacent properties.

B. Exception to obstructions over streets and alleys, pursuant to Planning Code Section 136;

Under Planning Code Section 136(c)(2), rectangular bay windows and balconies are limited to a width of 9-ft. and a depth of 3-ft. when located over a street, alley or setback where the adjacent sidewalk is greater than 9-ft. in width. The Project proposes balconies at the corner of Shipley and 5th Streets at the second, third, seventh and eighth floors that measure approximately 32-ft. 7-in. wide. The construction of these balconies will use hand trowel stucco, metal window systems and glass railing to minimize the appearance and bulk of these balconies, while celebrating the corner of the block and providing a unique identity to the development. Given the overall design and composition, the Commission finds this modification is warranted due to the project's quality of design and integration with the surrounding neighborhood.

C. Exception to exposure, pursuant to Planning Code Section 140;

The Project arranges the 127 dwelling units in a "U-shape" with double-loaded corridors so that each unit faces either the street or an interior 40-ft. x 110-ft. courtyard. However, the western end of the courtyard abuts two adjacent parcels that reduce the width of the courtyard to 18-ft. 9-in. There are two units each on the first through fourth floors for a total of eight units that face onto this courtyard,

and do not meet the dwelling unit exposure requirement although they face the adjacent parcel that is undeveloped and would provide adequate exposure. The Project also proposes a 3,330 sq. ft. interior courtyard that is equal to 14.4 percent of the Project's area. The development includes 127 dwelling units and provides a combination of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq. ft. of private decks on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of common roof deck above the development's top floor that exceeds the 10,240 square feet of required open space.

D. Exception to off-street loading, pursuant to the requirements of Section 152.1;

Access to the Project's underground parking is exclusively through an 18-ft. driveway on Clara Street that is located at the rear of the building, and the alley's 35-ft. wide right-of-way does not provide the necessary turning radius for a commercial load truck. The proposed loading space on Shipley Street at the corner of 5th Street would enable commercial trucks to easily enter and exit the alley.

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a high density mixed-use development located in a rapidly transitioning mixed-use and residential neighborhood. The Project site presents an infill development opportunity on parcels that are currently occupied by Production, Distribution and Repair uses on three parcels, and surface parking on the remaining five parcels. The long range planning goal for this area is to create a cohesive, high density residential and mixed-use neighborhood, and the Project would fulfill this by adding a mixed-use development that would include 127 dwelling units and contribute approximately \$11,429,476 to the Affordable Housing Fund that would provide permanently affordable housing.

Policy 1.10

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

The Project is located close to downtown and multiple public transportation options. It is walkable to job centers in the financial district, SoMa, and Mission Bay, and is also located near eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station

located eight blocks north, as well as Golden Gate transit and SamTrans bus routes. The SoMa neighborhood is also served by major bicycle routes that connect to other areas of the City.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.5

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

The Project includes 34 two-bedroom and nineteen (19) three-bedroom units that will provide housing opportunities for families, and will pay approximately \$11,429,476 to the City's Affordable Housing Fund to provide permanently affordable housing units.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

The Project site is comprised of eight parcels that contain three existing structures and five unimproved lots that are underutilized and will be improved to construct a mixed-use development that is 45-feet tall adjacent to the more residential and smaller scale development on Shipley and Clara Streets, and 85-feet tall adjacent to 5th Street that is compatible with the area's existing scale and consistent with the type of development envisioned by the East SoMa Area Plan.

The architecture of this Project responds to the site's location and provides a design that blends the historic light industrial and contemporary architecture of residential buildings. The building includes a recessed ground floor, vertical breaks and facades that include fenestration patterns and architectural details compatible in scale and with other multi-family residential buildings found throughout the neighborhood. The Project provides a high quality designed exterior that features a variety of materials, colors and textures including a combination of hard-trowel stucco, brick, boardform concrete, perforated metal, glass, and framed aluminum clad windows. Features including oblique bay windows that alternate between floors provide articulation that creates a visually interesting form from the public right-of-way, and the various fenestration patterns, color palette, treatment of the building facades through materials, landscaping, and site furniture also allow the architecture to read as distinct but compatible pieces of a unified design.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

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

Policy 13.3

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

The Project is located in a Transit Priority Area that close to jobs and transit, and is within walking distance to employment centers in the financial district, SoMa, and Mission Bay. It is also located within one-quarter mile of eight Muni bus lines and sixteen bus stations. The development is also located 0.4 miles from the Powell Street BART/Muni Station, 0.6 miles from the King and 4th Street Caltrain station, and is less than one-half mile from eleven San Francisco Bikeway Network routes.

COMMERCE AND INDUSTRY ELEMENT

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 provides significant economic benefits by providing neighborhood-serving retail and PDR spaces in a transit priority neighborhood, increasing employment opportunities for San Franciscans and providing needed housing to improve the working environment. The Project also includes compatible uses such as residential, retail and light industrial that would not result in undesirable consequences and increase retail demand in the immediate area.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

Due to the Project's location in the desirable and transit priority SoMa neighborhood, it is anticipated to easily attract a neighborhood-serving retail tenant and retain or attract light industrial PDR uses that are compatible with the neighborhood.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

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

The Project includes 127 dwelling units and provides a combination of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq. ft. of private decks on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of

common roof deck above the development's top floor. The Project also includes a 2-ft. setback at the ground floor along the entire 5th Street frontage that measures 154 linear feet and would provide 308 sq. ft. of additional pedestrian space beyond the existing 10-ft. wide sidewalk.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 11

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

Policy 11.1

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

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project includes active uses including 1,302 sq. ft. of retail space that is at least 25-feet in depth and a 14-ft. in floor-to-ceiling height that has transparent openings for 90 percent of the frontage at the ground floor. The remaining active uses include walk-up dwelling units that provide direct, individual pedestrian access to the public sidewalk at Shipley and Clara Streets. Also included are streetscape improvements that comply with the Better Streets Plan and include the removal of abandoned curb cuts, widening the sidewalk along 5th Street where the building is set back 2-ft., new street trees, Class 2 bicycle racks and special street paving at the Shipley and Clara Street frontages to reduce automobile speed.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project proposes 107 Class 1 spaces at the basement-level garage and eleven (11) Class 2 parking spaces along the street frontages that will appropriately serve 127 dwelling units, 1,302 sq. ft. of retail and 8,011 sq. ft. of light industrial uses.

OBJECTIVE 34:

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

Policy 34.1:

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

Policy 34.3:

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

Policy 34.5:

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

The Project proposes a minimal 38 parking spaces including 32 for residential dwellings and six (6) for retail and industrial or PDR uses that will be accessed through one 18'ft. driveway on Clara Street. All other existing curb cuts will be removed to provide additional street parking.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.3:

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

The Project will improve the appearance of the rapidly transforming neighborhood by adding retail and light industrial spaces at the ground level, and replacing unimproved lots with well-designed residential units that contribute to the mixed-use identity of the SoMa neighborhood.

OBJECTIVE 2:

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

Policy 2.6:

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

The Project is located within the East SoMa neighborhood, which is characterized by the mix of uses. As such, the Project includes expressive street façades that respond to form, scale, and the material palette of the existing neighborhood, while introducing a new and contemporary architectural vocabulary.

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Project includes only the principally permitted number of 38 parking spaces and one 18-ft. driveway on Clara Street for access to the basement-level parking garage, which will minimize danger to pedestrians. The Project's frontages are designed with active spaces oriented at the pedestrian level to provide human scale and visual interest, which includes ground floor commercial uses, a high percentage of fenestration with transparent windows, and walk-up dwelling units with independent entrances at the street. A comprehensive streetscape plan that includes street trees, sidewalk widening on 5th Street, street-print paving, and bicycle racks will provide human scale and interest to improve the usability of the pedestrian environment.

EAST SOMA AREA PLAN

Objectives and Policies

LAND USE

OBJECTIVE 1.1

ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER.

Policy 1.1.6

Retain East SoMa's existing residential alleys for residential uses.

OBJECTIVE 1.2

MAXIMIZE HOUSING DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1

Encourage development of new housing throughout East SoMa.

Policy 1.2.2

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

Policy 1.2.3

For new construction, and as part of major expansion of existing buildings, encourage housing development over commercial.

Policy 1.2.4

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

The Project is located in an area that is characterized by a mixture of light industrial, residential, and commercial uses, and proposes walk-up residential units on the residential alleys of Shipley and Clara Streets, and commercial and PDR uses on 5th Street. The Project also includes 127 units of housing that is the primary component of the development, which is designed within the allowable height and bulk regulations for the area, and an architectural design that is contextual and provides a successful transition from the residential character on Shipley and Clara Streets, to the commercial character on 5th Street through the use of quality materials, a unified architectural theme, and an active ground floor that is pedestrian-friendly.

HOUSING

OBJECTIVE 2.3

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

POLICY 2.3.2

Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.

POLICY 2.3.3

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

OBJECTIVE 2.4

LOWER THE COST OF THE PRODUCTION OF HOUSING.

POLICY 2.4.1

Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.

The Project includes 127 dwelling units that are located near numerous public transit options including eight Muni routes, sixteen stops within one-quarter mile of the Project, the BART/Muni Metro Powell Street station, and the Golden Gate transit and SamTrans bus routes. In addition, more than 40 percent of the new dwelling units have either two- or three-bedrooms, and the Sponsor will pay the Affordable Housing Fee at 30 percent of the total unit count and mix. These funds will go toward the development of permanent affordable housing within the City.

BUILT FORM

OBJECTIVE 3.1

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

POLICY 3.1.1

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

POLICY 3.1.3

Relate the prevailing heights of buildings to street and alley width throughout the plan area.

POLICY 3.1.8

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

OBJECTIVE 3.2

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

POLICY 3.2.1

Require high quality design of street-facing building exteriors.

POLICY 3.2.3

Minimize the visual impact of parking.

POLICY 3.2.5

Building form should celebrate corner locations.

POLICY 3.2.6

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

The Project fully complies with the height limits and will help establish a defined streetwall along 5th Street that provides active commercial space within a development that is of a high quality and architectural design to provide interest, encourage movement, and provide a transition to the Clara and Shipley Street alleys that are more residential in character. A wider projecting bay with outdoor decks, a higher proportion of glazing, and high trowel stucco cladding is proposed at the corner of 5th and Shipley Streets to celebrate this corner and helps to identify the building along this corridor.

TRANSPORTATION

OBJECTIVE 4.1

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE SOUTH OF MARKET.

POLICY 4.1.4

Reduce existing curb cuts where possible and restrict new curb cuts to prevent vehicular conflicts with transit on important transit and neighborhood commercial streets.

OBJECTIVE 4.3

ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES.

POLICY 4.3.1

For new residential development, provide flexibility by eliminating minimum off-street parking requirements and establishing reasonable parking caps.

POLICY 4.3.3

Make the cost of parking visible to users, by requiring parking to be rented, leased or sold separately from residential and commercial space for all new major development.

OBJECTIVE 4.6

SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN EAST SOMA AND TO OTHER PARTS OF THE CITY.

POLICY 4.6.1

Use established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips.

POLICY 4.6.2

Prioritize pedestrian safety improvements in areas and at intersections with historically high frequencies of pedestrian injury collisions.

OBJECTIVE 4.8

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

POLICY 4.8.1

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

Numerous public transit options are located nearby, including eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes. The Project is also located along the 5th Street San Francisco Bikeway Network route and ten other routes within one-half mile. To encourage the use of alternative transportation modes, the Project aims to reduce congestion and private vehicle trips by including only the principally permitted 32 parking spaces for 127 dwelling units, which is equal to 25 percent that will also require the spaces to be rented, leased or sold separately from residential and commercial space. The Project proposes only one driveway on Clara Street to access the underground garage and minimize pedestrian and bicycle conflicts, and there will be dedicated space for 107 Class 1 bicycle parking spaces.

STREETS AND OPEN SPACE

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

POLICY 5.2.1

Require new residential and mixed-use residential development to provide on-site private open space designed to meet the needs of residents.

POLICY 5.2.2

Strengthen requirements for commercial development to provide on-site open space.

POLICY 5.2.3

Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

The Project includes 127 dwelling units and provides a combination of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq. ft. of private decks on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of common roof deck above the development's top floor. This combination of 10,320 sq. ft. of total usable open space complies with the Planning Code requirement and will adequately serve the residents of the development. To serve the public, the Project includes a 2-ft. setback at the ground floor along the entire 5th

Street frontage that measures 145 linear feet and would provide 308 sq. ft. of additional pedestrian space beyond the existing 10-ft. wide sidewalk.

OBJECTIVE 5.3

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

POLICY 5.3.2

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

POLICY 5.3.4

Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the plan area.

The Project contains a combined 455 ft. of frontage along Shipley, Clara, and 5th Streets and proposes streetscape improvements consistent with the Better Streets Plan including the removal of abandoned curb cuts, widening the sidewalk along 5th Street where the building is set back 2-ft. at the ground floor, planting street trees and landscaping, adding Class 2 bicycle racks and installing special street paving at the Shipley and Clara Street frontages.

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 Project site is currently underused, consisting of five unimproved parcels and three two-story light industrial buildings on three additional parcels. The Project will replace 8,011 sq. ft. of PDR use and include a new neighborhood-serving retail use at the ground floor to provide future opportunities for resident employment in and business ownership. The Project would also add new residents to the neighborhood that would patronize existing neighborhood-serving uses that result in a net benefit for the Eastern SoMa Neighborhood.

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

No housing exists on the project site but the Project will provide 127 new dwelling units to increase the neighborhood's housing stock. The Project is expressive in design, and relates well to the scale and form of the surrounding neighborhood to protect and preserve the cultural and economic diversity of the neighborhood.

There is currently no housing at 360 5th Street, and the Project will provide 127 new rental dwelling units to the neighborhood's housing stock that includes a mix of unit types to preserve the diversity of the neighborhood. The Project is designed with a taller 85-ft. midrise along 5th Street that would transition to a shorter 45-ft. volume that is compatible with the predominantly small-scale residential and light industrial character found on the Clara and Shipley Street alleys. The Project will also bring the subject properties into greater conformity with the existing zoning, neighborhood character, and is complementary to the massing and scale of the adjacent buildings.

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

The Project will comply with the City's Inclusionary Affordable Housing Program through the payment of an in-lieu fee equal to 30 percent of the unit mix and count to the Affordable Housing Fund to increase the stock of permanently affordable housing units in the City.

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

Numerous public transit options are located near the Project, including eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes. Traffic generated by the 32 residential, six (6) commercial, and two (2) car-share parking spaces would be intermittent and not significant to overburden local streets. Traffic would not impede Muni transit service because there is only one driveway on Clara Street that would provide access to the underground parking garage.

- 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 existing two-story light industrial buildings provide limited employment opportunities compared to the jobs required to construct and maintain the Property, in addition to the new retail and PDR spaces to be added. Therefore, the industrial sector displacement is minimal, and is more than offset by the benefit of the additional residential, retail, and PDR uses to be added.

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

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

- G. That landmarks and historic buildings be preserved.

There are no existing landmarks or historic buildings on the Project site.

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

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

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization No. 2015-005863ENX** under Planning Code 239 for the conversion of an automotive service station, demolition of all existing structures, merger of five lots and construction of a Planned Unit Development that includes two 45- and 55-foot tall, four- and five-story mixed-use buildings with a total area of approximately 142,500 gross square feet that includes 13,850 square feet of office and retail commercial space at the ground floor, 128,650 square feet of residential use for 124 dwellings, an additional 30,395 square feet underground parking garage for 71 automobiles, 2,224 square feet of private open space for fourteen units, 9,050 square feet of common open space partly through a publicly accessible mid-block alley, 188 Class 1 and 31 Class 2 bicycle parking spaces, and modification of the requirements for rear yard (Planning Code Section 134); dwelling unit exposure (Planning Code Section 140); and off-street loading (Planning Code Section 152.1) located in the RCD (Regional Commercial), WMUG (WSoma Mixed Use - General) and RED-MX (Residential Enclave - Mixed) Zoning Districts, and 45-X and 55-X Height and Bulk Districts. The Project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 13, 2017, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

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

Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on August 31, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 31, 2017

EXHIBIT A

AUTHORIZATION

This is for a Large Project Authorization to allow the demolition of three light industrial buildings totaling 17,89 sq. ft., the merger of eight lots, and construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall, and includes 8,011 sq. ft. of replacement production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen three-bedroom units at the second through eighth floors, 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, an additional 18,361 sq. ft. basement-level garage for 40 auto and 110 Class 1 bicycle parking spaces, pursuant to Planning Code Sections 202.8 and 303 in the MUR (Mixed Use, Residential) Zoning District, 45-X and 85-X Height and Bulk Districts, and subject to conditions of approval reviewed and approved by the Commission on August 31, 2017, under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on August 31, 2017, 2017 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 19868 shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building Permit application for the Project. The Index Sheet of the construction plans shall reference to the Office Development Authorization and any subsequent amendments or modifications.

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
4. **Extension.** 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 attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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

7. **Additional Project Authorization.** The Project Sponsor must also obtain a Conditional Use Authorization under Sections 202.8 and 303 to allow the demolition of three light industrial buildings totaling 17,89 sq. ft., the merger of eight lots, and new construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall, and includes 8,011 sq. ft. of replacement production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen three-bedroom units at the second through eighth floors, 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, an additional 18,361 sq. ft. basement-level garage for 40 auto and 110 Class 1 bicycle parking spaces. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

ENTERTAINMENT COMMISSION – NOISE ATTENUATION CONDITIONS

Chapter 116 Residential Projects. The Project Sponsor shall comply with the “Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects,” which were recommended by the Entertainment Commission on April 11, 2017. These conditions state:

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

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

9. **Sound Study.** Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.

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

10. **Design Considerations.**

- a. During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.

- b. In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.

11. **Construction Impacts.** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.

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

12. **Communication.** Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

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

DESIGN – COMPLIANCE AT PLAN STAGE

13. **Final Materials.** 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

14. **Streetscape Plan.** Prior to issuance of the first certificate of occupancy, the Project Sponsor shall install sidewalk and streetscape improvements that are included in the approved streetscape plan for 342-360 5th Street subject to the Department led Streetscape Design Advisory Team's review and approval.

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

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

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

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

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

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>

PARKING AND TRAFFIC

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

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

19. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 38 off-street parking spaces for the 127 dwelling units and 9,313 square feet of retail and light industrial PDR space, exclusive of any designated car-share and loading spaces contained therein.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
20. **Car Share.** Pursuant to Planning Code Section 166, no less than two (2) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
21. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 107 Class 1 bicycle parking spaces and eleven (11) Class 2 bicycle parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
22. **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

23. **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
24. **Transportation Demand Management (TDM) Program.** The Project shall be subject to the recently adopted TDM Program upon the effective date of Ordinance No. 222-15, specifically Section 169 et seq. and the associated TDM Program Standards, as adopted by the Planning Commission and periodically amended.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
25. **Transportation Sustainability Fee.** Pursuant to Planning Code Section 411A, the Project shall pay the applicable fees for the residential uses within the Project. Non-residential or PDR uses would

continue to be subject to the TIDF at the rate applicable per Planning Code Sections 411.3(e) and 409, as well as any other applicable fees.

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

26. **Residential Child Care Fee.** Pursuant to Planning Code Section 414A, the Project shall pay the Child Care Requirement Fee, prior to issuance of the first construction document.

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

27. **Eastern Neighborhoods Infrastructure Impact Fees.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4 at the Tier I level.

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

MONITORING

28. **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

29. **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

30. **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>

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

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

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

33. **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

INCLUSIONARY HOUSING

Affordable Units. The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document

34. **Requirement.** Pursuant to Planning Code Section 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is thirty percent (30%). The Project Sponsor shall pay the applicable Affordable Housing Fee at the time such Fee is required to be paid.

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

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

shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

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

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

EXHIBIT B



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input checked="" type="checkbox"/> Child Care Requirement (Sec. 414A) |
| <input checked="" type="checkbox"/> Transportation Sustainability Fee (Sec. 411A) | <input checked="" type="checkbox"/> Eastern Neighborhoods Impact Fee (Sec. 423) |

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 Motion No. XXXXX

HEARING DATE: AUGUST 31, 2017

Case No.: **2015-005863CUA**
Project Address: **342-360 5th STREET**
Zoning: MUR (Mixed Use, Residential) District
SoMa Youth and Family Special Use District
45/85-X Height and Bulk Districts
Block/Lots: 3753/005, 006A, 007, 057, 058, 100, 101 and 147
Project Sponsor: John Kevlin, Reuben, Junius & Rose, LLP
One Bush Street Suite 600
San Francisco, CA 94014
Staff Contact: Douglas Vu – (415) 575-9120
doug.vu@sfgov.org

ADOPTING FINDINGS RELATING TO CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 202.8 AND 303, TO ALLOW EXCEPTIONS TO 1) REAR YARD (PLANNING CODE SECTION 134); OBSTRUCTIONS OVER STREETS AND ALLEYS (PLANNING CODE SECTION 136); DWELLING UNIT EXPOSURE (PLANNING CODE SECTION 140); AND OFF-STREET LOADING (PLANNING CODE SECTION 152.1) REQUIREMENTS FOR DEMOLITION OF THREE EXISTING LIGHT INDUSTRIAL BUILDINGS TOTALING 17,897 SQUARE FEET, MERGER OF EIGHT LOTS, AND NEW CONSTRUCTION OF AN APPROXIMATELY 132,560 SQUARE FEET MIXED USE DEVELOPMENT THAT IS BETWEEN 45- AND 85- FEET TALL, AND INCLUDES 8,011 SQUARE FEET OF PRODUCTION, DISTRIBUTION & REPAIR AND 1,302 SQUARE FEET OF COMMERCIAL USES AT THE GROUND FLOOR, 123,247 SQUARE FEET OF RESIDENTIAL USE FOR 127 DWELLING UNITS AT THE SECOND THROUGH EIGHTH FLOORS, 10,321 SQUARE FEET OF PRIVATE AND COMMON RESIDENTIAL OPEN SPACE AND AN 18,361 SQUARE FEET BASEMENT-LEVEL GARAGE FOR 38 ACCESSORY AUTO AND 107 CLASS 1 AND ELEVEN CLASS 2 BICYCLE PARKING SPACES LOCATED AT 342-360 5TH STREET, LOTS 005, 006A, 007, 057, 058, 100, 101 & 147 IN ASSESSOR'S BLOCK 3753, WITHIN THE MUR (MIXED USE RESIDENTIAL) ZONING DISTRICT, AND A 45-X AND 85-X HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On July 21, 2017, John Kevlin of Reuben, Junius & Rose, LLP on behalf of Candl One Investments, LLC (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 202.8 and 303 to allow the demolition of three light industrial buildings totaling 17,89 sq. ft., merger of eight lots, and construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall, and includes 8,011 sq. ft. of production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen three-bedroom units at the second through eighth floors, 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, and an additional 18,361 sq. ft. basement-level garage for 32 accessory auto, six (6) commercial, 107 Class 1 and eleven (11) Class 2 bicycle parking spaces at 342-360 5th Street (Block 3753; Lots 005, 006A, 007, 057, 058, 100, 101 & 147) in San Francisco, California.

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

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

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

On August 15, 2017, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2015-005863CUA at 1650 Mission Street, 4th Floor, San Francisco, California.

On August 31, 2017, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2015-005863CUA.

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

MOVED, that the Commission hereby authorizes the Conditional Use Authorization requested in Application No. 2015-005863CUA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The Project is located on eight contiguous lots at the easternmost end of a block within the Mixed Use Residential (MUR) Zoning District that is bound by Shipley Street to the north, 5th Street to the east, Clara Street to the south, and has total area of approximately 23,115 sq. ft. with a total 455 ft. of street frontage. The Project site is currently improved with three one- and two-story light industrial buildings totaling 17,897 sq. ft.

that were constructed between 1924 and 1945 and currently occupied by light industrial workshop and art activities uses (dba Wood Thumb and Skot Kuiper, respectively). The remaining five parcels are used for parking and storage that are surrounded by chain-link fencing.

3. **Surrounding Properties and Neighborhood.** The Project is located in the East SoMa neighborhood, which is characterized by a mixture of light industrial, residential, and commercial uses. The Moscone Convention Center is located one block northeast, Interstate 80 one block south, the recently occupied 282-unit mixed-use development (dba Mosso Apartments) at 900 Folsom Street and nearly completed 115-unit apartment development at 923 Folsom Street located one block north of the proposed 342-360 5th Street project. Bordering the Project to the north is a small two-story mixed-use building with a grocery store (dba Harvey's Place) at 202 Shipley Street, across 5th Street to the east is the 54-unit condominium development (aka The City Mews), across Clara Street to the south is a three-story, single-room occupancy (SRO) building with 64 rooms at 372-378 5th Street, and to the east is a two-story single-family home at 214 Clara Street. Numerous public transit options are located nearby, including eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes.

The Mixed Use-Residential (MUR) District serves as a buffer between the higher density, predominantly commercial area of Yerba Buena Center to the east and the lower scale, mixed use service/industrial and housing area west of Sixth Street. The MUR serves as a major housing opportunity area within the eastern portion of the South of Market. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The district is also designed to encourage the expansion of retail, business service, and commercial and cultural arts activities. Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged. Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted.

The Project is also located within the ongoing Central SoMa Plan Area, generally bounded by 2nd Street to the east, 6th Street to the west, Townsend Street to the south, and an irregular border that generally jogs along Folsom, Howard, and Stevenson Streets to the north. The Draft Plan proposes changes to the allowed land uses, building heights, bulk controls, and includes strategies for improving all the streets and sidewalks, increasing parks and recreational opportunities, and improving the neighborhood's environmental sustainability. The EIR, the Plan, and the proposed rezoning and affiliated Planning Code changes are anticipated to be before the Commission later this year.

4. **Project Description.** The proposed Project includes the demolition of three light industrial buildings, the merger of eight lots, and the new construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall that includes 8,011 sq. ft. of production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-

bedroom, and nineteen (19) three-bedroom units at the second through eighth floors, and an additional 18,361 sq. ft. basement-level garage for 38 accessory auto and 107 Class 1 bicycle parking spaces. The Project would also include 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, and streetscape improvements for 455 ft. of frontage along Shipley, 5th and Clara Streets.

5. **Public Comment.** The Department has received two letters in support of the Project, one letter in opposition, and one letter requesting the driveway not be located on Clara Street. Copies of these correspondences have been included in the Commission's packet.

In addition to the required pre-application meeting that was held on March 17, 2016 for the related Large Project Authorization under 2015-005863ENX, the Project Sponsor has conducted additional public engagement with residents, local businesses and organizations through door-to-door, email and telephone outreach, public workshops and community meetings with organizations such as SoMa Pilipinas, Bessie Carmichael Elementary School, and United Playaz after the Large Project Authorization application was filed.

6. **Planning Code Compliance:** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2015-005863ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth. The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Conversion of Production, Distribution and Repair Use, Institutional Community Use, and Arts Activities Use.** Pursuant to Planning Code Section 202.8(a)(4), any project located in the areas that, as of July 1, 2016, are zoned SALI, UMU, MUO, SLI, MUG, or MUR, that would convert at least 15,000 square feet of Production, Distribution and Repair (PDR), Institutional Community, or Arts Activities use, and for which an Environmental Evaluation application was submitted to the Planning Department by June 14, 2016, the replacement space shall include 0.4 sq. ft. of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion. In determining whether to grant Conditional Use authorization, in addition to making the required findings under Section 303, the Planning Commission shall consider the suitability of the replacement space for the use proposed for conversion.

The Project is zoned MUR and would demolish 17,897 sq. ft. of PDR and Arts Activities uses currently occupied by wood workshop (dba Wood Thumb) and an arts activities studio (dba Skot Kuiper). The Environmental Evaluation application was submitted on September 15, 2015, and the Project will replace the existing uses with 8,011 sq. ft. of replacement PDR and Arts Activities space that is equal to 0.45 sq. ft. and in compliance with Planning Code Section 202.8.

7. **Conditional Use Authorization for Conversion of Production, Distribution and Repair Use, Institutional Community Use, and Arts Activities Use.** Planning Code Section 202.8(e) stipulates that in addition to making the required findings under Section 303, the Planning Commission

shall consider the suitability of the replacement space for the use(s) proposed for conversion in granting the Conditional Use Authorization:

Currently, there are two PDR tenants occupying the existing buildings along 5th Street. The Project Sponsor has offered these tenants the right to move into the new PDR spaces at below market rates once construction of the Project is completed. The Sponsor has also met with tenants numerous times during the entitlements process to incorporate the needs of PDR uses into the design of the larger mixed-use project. The topics that have been discussed include commercial unit sizes, floor plan layouts, interior circulation, parking needs, floor-to-ceiling heights, and window placement, among other considerations. A more detailed design of any tenant improvements would likely occur during the permitting and construction process.

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

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

The Project takes advantage of merging several smaller lots to create a single development that meets the goal set forth in the East SoMa Area Plan to embrace new mixed-use development and production of residential uses. The Project has been designed to ensure it is compatible with the scale and character of the surrounding area, including other recently completed mixed-use developments that provide new residential development close in proximity to downtown and multiple public transportation options.

The Project provides the opportunity for an underutilized in-fill property to be developed that would meet the growing needs of the City's residents. The Project is desirable because it would add 127 new residential units to the City's housing stock that includes family-friendly units and affordable housing to help alleviate the City's housing shortage. The Project also includes 1,302 square feet of retail space that will provide new opportunities for neighborhood-serving business that would provide neighborhood residents with an additional retail use.

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

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

The Project site is comprised of eight parcels that contain three existing structures and five unimproved lots. The Project will merge these underutilized parcels to provide a mixed-use development that is 45-feet tall adjacent to the more residential and smaller scale development on Shipley and Clara Streets, and 85-feet tall adjacent to 5th Street that is compatible with the area's

existing scale and consistent with the type of development envisioned by the East SoMa Area Plan.

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

The Project includes a minimal number of 32 accessory residential and six (6) commercial parking spaces (at a ratio of one space for every four dwelling units), and two car-share spaces in an underground garage-level that would be accessed through a single garage door on Clara Street to minimize conflicts and preserve the pedestrian character of 5th Street. This balanced amount of parking would not significantly affect traffic patterns and would also promote alternative means of transportation. The Project is also located in close proximity to downtown, SoMa, and Mission Bay where many of the residents work, and with transit options located nearby including eight Muni routes with sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes, frequent use of automobiles would be significantly reduced. In addition, SoMa is served by major bicycle routes and the Project will also provide 110 Class 1 and 11 Class 2 bicycle spaces that will further encourage the use of alternative transportation methods.

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

The Project proposes a retail storefront, PDR and Arts Activities space, and 127 dwellings above the ground floor that have been determined to be compatible in the same development project. Typical PDR uses include, but are not limited to, Arts Activities, Business Services, Cat Boarding, Catering Service, Commercial Storage, Parcel Delivery Service, Trade Office, Trade Shop, Wholesale Sales, and Wholesale Storage that do not emit noxious or offensive odors, nor does residential use. There are also no specific aspects of the Project that would generate significant amounts of noise, glare, dust or odor.

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

The Project would significantly improve the appearance of its surroundings through the removal of parking lots, replacement with an architecturally designed building, new residential open space for residents, new landscaping within the public right-of-way, and new street trees along all three frontages. The Project's off-street parking is located in an underground garage that would be screened from public view.

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

The Project is designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood, and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain provisions contained elsewhere in this Code. The Project requests modifications from the rear yard, obstructions over streets and alleys, dwelling unit exposure and off-street loading requirements of Planning Code Sections 134, 136, 140 and 152, respectively, that are

identified in Motion No. XXXXX, Case No. 2015-005863ENX (Large Project Authorization, pursuant to Planning Code Section 329), apply to this Motion, and are incorporated herein as though fully set forth below. Otherwise, the Project meets all of the applicable provisions of the Planning Code and the General Plan.

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

The Project is located in the MUR (Mixed-Use, Residential) zoning district that encourages moderate-scale development consistent with the designated 45-X and 85-X height and bulk controls, and fully conforms to the stated purposes and principally permitted uses in this district. The Project is an appropriate infill development that will add 127 new dwelling units to the City's housing stock, 8,011 sq. ft. of PDR and 1,302 sq. ft. of ground floor retail space that will activate the street. The Project is also located within the Eastern SoMa Area Plan that encourages the development of high-density, mid-rise housing and continuous ground floor commercial frontage with pedestrian-oriented retail activities.

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

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

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

HOUSING

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

The Project is a high density mixed-use development located in a rapidly transitioning mixed-use and residential neighborhood. The Project site presents an infill development opportunity on parcels that are currently occupied by Production, Distribution and Repair uses on three parcels, and surface parking on the remaining five parcels. The long range planning goal for this area is to create a cohesive, high density residential and mixed-use neighborhood, and the Project would fulfill this by adding a mixed-use development that would include 127 dwelling units and contribute approximately \$11,429,476 to the Affordable Housing Fund that would provide permanently affordable housing.

Policy 1.10

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

The Project is located close to downtown and multiple public transportation options. It is walkable to job centers in the financial district, SoMa, and Mission Bay, and is also located near eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes. The SoMa neighborhood is also served by major bicycle routes that connect to other areas of the City.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.5

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

The Project includes 34 two-bedroom and nineteen (19) three-bedroom units that will provide housing opportunities for families, and will pay approximately \$11,429,476 to the City's Affordable Housing Fund to provide permanently affordable housing units.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

The Project site is comprised of eight parcels that contain three existing structures and five unimproved lots that are underutilized and will be improved to construct a mixed-use development that is 45-feet tall adjacent to the more residential and smaller scale development on Shipley and Clara Streets, and 85-feet tall adjacent to 5th Street that is compatible with the area's existing scale and consistent with the type of development envisioned by the East SoMa Area Plan.

The architecture of this Project responds to the site's location and provides a design that blends the historic light industrial and contemporary architecture of residential buildings. The building includes a recessed ground floor, vertical breaks and facades that include fenestration patterns and architectural details compatible in scale and with other multi-family residential buildings found throughout the neighborhood. The Project provides a high quality designed exterior that features a variety of materials, colors and textures including a combination of hard-trowel stucco, brick, boardform concrete, perforated metal, glass, and framed aluminum clad windows. Features including oblique bay windows that alternate between floors provide articulation that creates a visually interesting form from the public right-of-way, and the various fenestration patterns, color palette, treatment of the building facades through materials, landscaping, and site furniture also allow the architecture to read as distinct but compatible pieces of a unified design.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

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

Policy 13.3

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

The Project is located in a Transit Priority Area that close to jobs and transit, and is within walking distance to employment centers in the financial district, SoMa, and Mission Bay. It is also located within one-quarter mile of eight Muni bus lines and sixteen bus stations. The development is also located 0.4 miles from the Powell Street BART/Muni Station, 0.6 miles from the King and 4th Street Caltrain station, and is less than one-half mile from eleven San Francisco Bikeway Network routes.

COMMERCE AND INDUSTRY ELEMENT

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 provides significant economic benefits by providing neighborhood-serving retail and PDR spaces in a transit priority neighborhood, increasing employment opportunities for San Franciscans and providing needed housing to improve the working environment. The Project also includes compatible uses such as residential, retail and light industrial that would not result in undesirable consequences and increase retail demand in the immediate area.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

Due to the Project's location in the desirable and transit priority SoMa neighborhood, it is anticipated to easily attract a neighborhood-serving retail tenant and retain or attract light industrial PDR uses that are compatible with the neighborhood.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

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

The Project includes 127 dwelling units and provides a combination of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq.

ft. of private decks on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of common roof deck above the development's top floor. The Project also includes a 2-ft. setback at the ground floor along the entire 5th Street frontage that measures 154 linear feet and would provide 308 sq. ft. of additional pedestrian space beyond the existing 10-ft. wide sidewalk.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 11

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

Policy 11.1

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

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project includes active uses including 1,302 sq. ft. of retail space that is at least 25-feet in depth and a 14-ft. in floor-to-ceiling height that has transparent openings for 90 percent of the frontage at the ground floor. The remaining active uses include walk-up dwelling units that provide direct, individual pedestrian access to the public sidewalk at Shipley and Clara Streets. Also included are streetscape improvements that comply with the Better Streets Plan and include the removal of abandoned curb cuts, widening the sidewalk along 5th Street where the building is set back 2-ft., new street trees, Class 2 bicycle racks and special street paving at the Shipley and Clara Street frontages to reduce automobile speed.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project proposes 107 Class 1 spaces at the basement-level garage and eleven (11) Class 2 parking spaces along the street frontages that will appropriately serve 127 dwelling units, 1,302 sq. ft. of retail and 8,011 sq. ft. of light industrial uses.

OBJECTIVE 34:

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

Policy 34.1:

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

Policy 34.3:

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

Policy 34.5:

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

The Project proposes a minimal 38 parking spaces including 32 for residential dwellings and six (6) for retail and industrial or PDR uses that will be accessed through one 18'ft. driveway on Clara Street. All other existing curb cuts will be removed to provide additional street parking.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.3:

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

The Project will improve the appearance of the rapidly transforming neighborhood by adding retail and light industrial spaces at the ground level, and replacing unimproved lots with well-designed residential units that contribute to the mixed-use identity of the SoMa neighborhood.

OBJECTIVE 2:

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

Policy 2.6:

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

The Project is located within the East SoMa neighborhood, which is characterized by the mix of uses. As such, the Project includes expressive street façades that respond to form, scale, and the material palette of the existing neighborhood, while introducing a new and contemporary architectural vocabulary.

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Project includes only the principally permitted number of 38 parking spaces and one 18-ft. driveway on Clara Street for access to the basement-level parking garage, which will minimize danger to pedestrians. The Project's frontages are designed with active spaces oriented at the pedestrian level to provide human scale and visual interest, which includes ground floor commercial uses, a high percentage of fenestration with transparent windows, and walk-up dwelling units with independent entrances at the street. A comprehensive streetscape plan that includes street trees, sidewalk widening on 5th Street, street-print paving, and bicycle racks will provide human scale and interest to improve the usability of the pedestrian environment.

EAST SOMA AREA PLAN

Objectives and Policies

LAND USE

OBJECTIVE 1.1

ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER.

Policy 1.1.6

Retain East SoMa's existing residential alleys for residential uses.

OBJECTIVE 1.2

MAXIMIZE HOUSING DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1

Encourage development of new housing throughout East SoMa.

Policy 1.2.2

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

Policy 1.2.3

For new construction, and as part of major expansion of existing buildings, encourage housing development over commercial.

Policy 1.2.4

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

The Project is located in an area that is characterized by a mixture of light industrial, residential, and commercial uses, and proposes walk-up residential units on the residential alleys of Shipley and Clara Streets, and commercial and PDR uses on 5th Street. The Project also includes 127 units of housing that is the primary component of the development, which is designed within the allowable height and bulk regulations for the area, and an architectural design that is contextual and provides a successful transition from the residential character on Shipley and Clara Streets, to the commercial character on 5th Street through the use of quality materials, a unified architectural theme, and an active ground floor that is pedestrian-friendly.

HOUSING

OBJECTIVE 2.3

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

POLICY 2.3.2

Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.

POLICY 2.3.3

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

OBJECTIVE 2.4

LOWER THE COST OF THE PRODUCTION OF HOUSING.

POLICY 2.4.1

Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.

The Project includes 127 dwelling units that are located near numerous public transit options including eight Muni routes, sixteen stops within one-quarter mile of the Project, the BART/Muni Metro Powell Street station, and the Golden Gate transit and SamTrans bus routes. In addition, more than 40 percent of the new dwelling units have either two- or three-bedrooms, and the Sponsor will pay the Affordable Housing Fee at 30 percent of the total unit count and mix. These funds will go toward the development of permanent affordable housing within the City.

BUILT FORM

OBJECTIVE 3.1

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

POLICY 3.1.1

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

POLICY 3.1.3

Relate the prevailing heights of buildings to street and alley width throughout the plan area.

POLICY 3.1.8

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

OBJECTIVE 3.2

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

POLICY 3.2.1

Require high quality design of street-facing building exteriors.

POLICY 3.2.3

Minimize the visual impact of parking.

POLICY 3.2.5

Building form should celebrate corner locations.

POLICY 3.2.6

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

The Project fully complies with the height limits and will help establish a defined streetwall along 5th Street that provides active commercial space within a development that is of a high quality and architectural design to provide interest, encourage movement, and provide a transition to the Clara and Shipley Street alleys that are more residential in character. A wider projecting bay with outdoor decks, a higher proportion of glazing, and high trowel stucco cladding is proposed at the corner of 5th and Shipley Streets to celebrate this corner and helps to identify the building along this corridor.

TRANSPORTATION

OBJECTIVE 4.1

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE SOUTH OF MARKET.

POLICY 4.1.4

Reduce existing curb cuts where possible and restrict new curb cuts to prevent vehicular conflicts with transit on important transit and neighborhood commercial streets.

OBJECTIVE 4.3

ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES.

POLICY 4.3.1

For new residential development, provide flexibility by eliminating minimum off-street parking requirements and establishing reasonable parking caps.

POLICY 4.3.3

Make the cost of parking visible to users, by requiring parking to be rented, leased or sold separately from residential and commercial space for all new major development.

OBJECTIVE 4.6

SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN EAST SOMA AND TO OTHER PARTS OF THE CITY.

POLICY 4.6.1

Use established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips.

POLICY 4.6.2

Prioritize pedestrian safety improvements in areas and at intersections with historically high frequencies of pedestrian injury collisions.

OBJECTIVE 4.8

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

POLICY 4.8.1

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

Numerous public transit options are located nearby, including eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes. The Project is also located along the 5th Street San Francisco Bikeway Network route and ten other routes within one-half mile. To encourage the use of alternative transportation modes, the Project aims to reduce congestion and private vehicle trips by including only the principally permitted 32 parking spaces for 127 dwelling units, which is equal to 25 percent that will also require the spaces to be rented, leased or sold separately from residential and commercial space. The Project proposes only one driveway on Clara Street to access the underground garage and minimize pedestrian and bicycle conflicts, and there will be dedicated space for 107 Class 1 bicycle parking spaces.

STREETS AND OPEN SPACE

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

POLICY 5.2.1

Require new residential and mixed-use residential development to provide on-site private open space designed to meet the needs of residents.

POLICY 5.2.2

Strengthen requirements for commercial development to provide on-site open space.

POLICY 5.2.3

Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

The Project includes 127 dwelling units and provides a combination of private and common usable open space through a 3,330 sq. ft. common courtyard and 80 sq. ft. of private porches at the ground floor, 240 sq. ft. of private decks on the fourth floor, 5,180 sq. ft. of common terraces at the fifth floor, and 1,490 sq. ft. of common roof deck above the development's top floor. This combination of 10,320 sq. ft. of total usable open space complies with the Planning Code requirement and will adequately serve the residents of the development. To serve the public, the Project includes a 2-ft. setback at the ground floor along the entire 5th

Street frontage that measures 145 linear feet and would provide 308 sq. ft. of additional pedestrian space beyond the existing 10-ft. wide sidewalk.

OBJECTIVE 5.3

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

POLICY 5.3.2

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

POLICY 5.3.4

Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the plan area.

The Project contains a combined 455 ft. of frontage along Shipley, Clara, and 5th Streets and proposes streetscape improvements consistent with the Better Streets Plan including the removal of abandoned curb cuts, widening the sidewalk along 5th Street where the building is set back 2-ft. at the ground floor, planting street trees and landscaping, adding Class 2 bicycle racks and installing special street paving at the Shipley and Clara Street frontages.

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 Project site is currently underused, consisting of five unimproved parcels and three two-story light industrial buildings on three additional parcels. The Project will replace 8,011 sq. ft. of PDR use and include a new neighborhood-serving retail use at the ground floor to provide future opportunities for resident employment in and business ownership. The Project would also add new residents to the neighborhood that would patronize existing neighborhood-serving uses that result in a net benefit for the Eastern SoMa Neighborhood.

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

No housing exists on the project site but the Project will provide 127 new dwelling units to increase the neighborhood's housing stock. The Project is expressive in design, and relates well to the scale and form of the surrounding neighborhood to protect and preserve the cultural and economic diversity of the neighborhood.

There is currently no housing at 360 5th Street, and the Project will provide 127 new rental dwelling units to the neighborhood's housing stock that includes a mix of unit types to preserve the diversity of the neighborhood. The Project is designed with a taller 85-ft. midrise along 5th Street that would transition to a shorter 45-ft. volume that is compatible with the predominantly small-scale residential and light industrial character found on the Clara and Shipley Street alleys. The Project will also bring the subject properties into greater conformity with the existing zoning, neighborhood character, and is complementary to the massing and scale of the adjacent buildings.

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

The Project will comply with the City's Inclusionary Affordable Housing Program through the payment of an in-lieu fee equal to 30 percent of the unit mix and count to the Affordable Housing Fund to increase the stock of permanently affordable housing units in the City.

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

Numerous public transit options are located near the Project, including eight Muni routes and sixteen stops within one-quarter mile of the Project, the BART and Muni Metro Powell Street station located eight blocks north, as well as Golden Gate transit and SamTrans bus routes. Traffic generated by the 32 residential, six (6) commercial, and two (2) car-share parking spaces would be intermittent and not significant to overburden local streets. Traffic would not impede Muni transit service because there is only one driveway on Clara Street that would provide access to the underground parking garage.

- 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 existing two-story light industrial buildings provide limited employment opportunities compared to the jobs required to construct and maintain the Property, in addition to the new retail and PDR spaces to be added. Therefore, the industrial sector displacement is minimal, and is more than offset by the benefit of the additional residential, retail, and PDR uses to be added.

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

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

- G. That landmarks and historic buildings be preserved.

There are no existing landmarks or historic buildings on the Project site.

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

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

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2015-005863CUA** under Planning Code Sections 202.8 and 303 for the demolition of three light industrial buildings totaling 17,89 sq. ft. and construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall, and includes 8,011 sq. ft. of replacement production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen three-bedroom units at the second through eighth floors, 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, an additional 18,361 sq. ft. basement-level garage for 40 auto and 107 Class 1 and eleven Class 2 bicycle parking spaces, and modification of the requirements for rear yard (Planning Code Section 134), obstructions over streets and alleys (Planning Code Section 136), dwelling unit exposure (Planning Code Section 140); and off-street loading (Planning Code Section 152.1) located in the MUR (Mixed Use, Residential) Zoning District, and 45-X and 85-X Height and Bulk Districts. The Project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 20, 2017, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as Exhibit C and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the Western SoMa Community Plan PEIR and 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 August 31, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 31, 2017

EXHIBIT A

AUTHORIZATION

This is for a Conditional Use to allow for the demolition of three light industrial buildings totaling 17,89 sq. ft., the merger of eight lots, and construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall, and includes 8,011 sq. ft. of replacement production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen three-bedroom units at the second through eighth floors, 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, an additional 18,361 sq. ft. basement-level garage for 40 auto and 110 Class 1 bicycle parking spaces, pursuant to Planning Code Sections 202.8 and 303 in the MUR (Mixed Use, Residential) Zoning District, 45-X and 85-X Height and Bulk Districts, and subject to conditions of approval reviewed and approved by the Commission on August 31, 2017, under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on August 31, 2017, 2017 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
4. **Extension.** 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 attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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

7. **Additional Project Authorization.** The Project Sponsor must also obtain a Large Project Authorization under Section 329 to allow the demolition of three light industrial buildings totaling 17,89 sq. ft., the merger of eight lots, and new construction of an approximately 132,560 sq. ft. mixed-use development that is between 45- and 85-ft. tall, and includes 8,011 sq. ft. of replacement production, distribution and repair (PDR) and 1,302 sq. ft. of commercial uses at the ground floor, 123,247 sq. ft. of residential use for 127 dwelling units with a mix of 31 studio, 43 one-bedroom, 34 two-bedroom, and nineteen three-bedroom units at the second through eighth floors, 10,321 sq. ft. of private and common residential open space distributed throughout the bottom five floors and eighth floor roof, an additional 18,361 sq. ft. basement-level garage for 40 auto and 110 Class 1 bicycle parking spaces. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

ENTERTAINMENT COMMISSION – NOISE ATTENUATION CONDITIONS

Chapter 116 Residential Projects. The Project Sponsor shall comply with the “Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects,” which were recommended by the Entertainment Commission on April 11, 2017. These conditions state:

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

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

9. **Sound Study.** Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.

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

10. **Design Considerations.**

- a. During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.

- b. In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.
11. **Construction Impacts.** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
12. **Communication.** Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

13. **Final Materials.** 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
14. **Streetscape Plan.** Prior to issuance of the first certificate of occupancy, the Project Sponsor shall install sidewalk and streetscape improvements that are included in the approved streetscape plan for 342-360 5th Street subject to the Department led Streetscape Design Advisory Team's review and approval.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
15. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
16. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

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

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>

PARKING AND TRAFFIC

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

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

19. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 38 off-street parking spaces for the 127 dwelling units and 9,313 square feet of retail and light industrial PDR space, exclusive of any designated car-share and loading spaces contained therein.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
20. **Car Share.** Pursuant to Planning Code Section 166, no less than two (2) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
21. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 107 Class 1 bicycle parking spaces and eleven (11) Class 2 bicycle parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
22. **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

23. **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
24. **Transportation Demand Management (TDM) Program.** The Project shall be subject to the recently adopted TDM Program upon the effective date of Ordinance No. 222-15, specifically Section 169 et seq. and the associated TDM Program Standards, as adopted by the Planning Commission and periodically amended.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
25. **Transportation Sustainability Fee.** Pursuant to Planning Code Section 411A, the Project shall pay the applicable fees for the residential uses within the Project. Non-residential or PDR uses would

continue to be subject to the TIDF at the rate applicable per Planning Code Sections 411.3(e) and 409, as well as any other applicable fees.

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

26. **Residential Child Care Fee.** Pursuant to Planning Code Section 414A, the Project shall pay the Child Care Requirement Fee, prior to issuance of the first construction document.

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

27. **Eastern Neighborhoods Infrastructure Impact Fees.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4 at the Tier I level.

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

MONITORING

28. **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

29. **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

30. **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>

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

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

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

33. **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

INCLUSIONARY HOUSING

Affordable Units. The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document

34. **Requirement.** Pursuant to Planning Code Section 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is thirty percent (30%). The Project Sponsor shall pay the applicable Affordable Housing Fee at the time such Fee is required to be paid.

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

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

shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

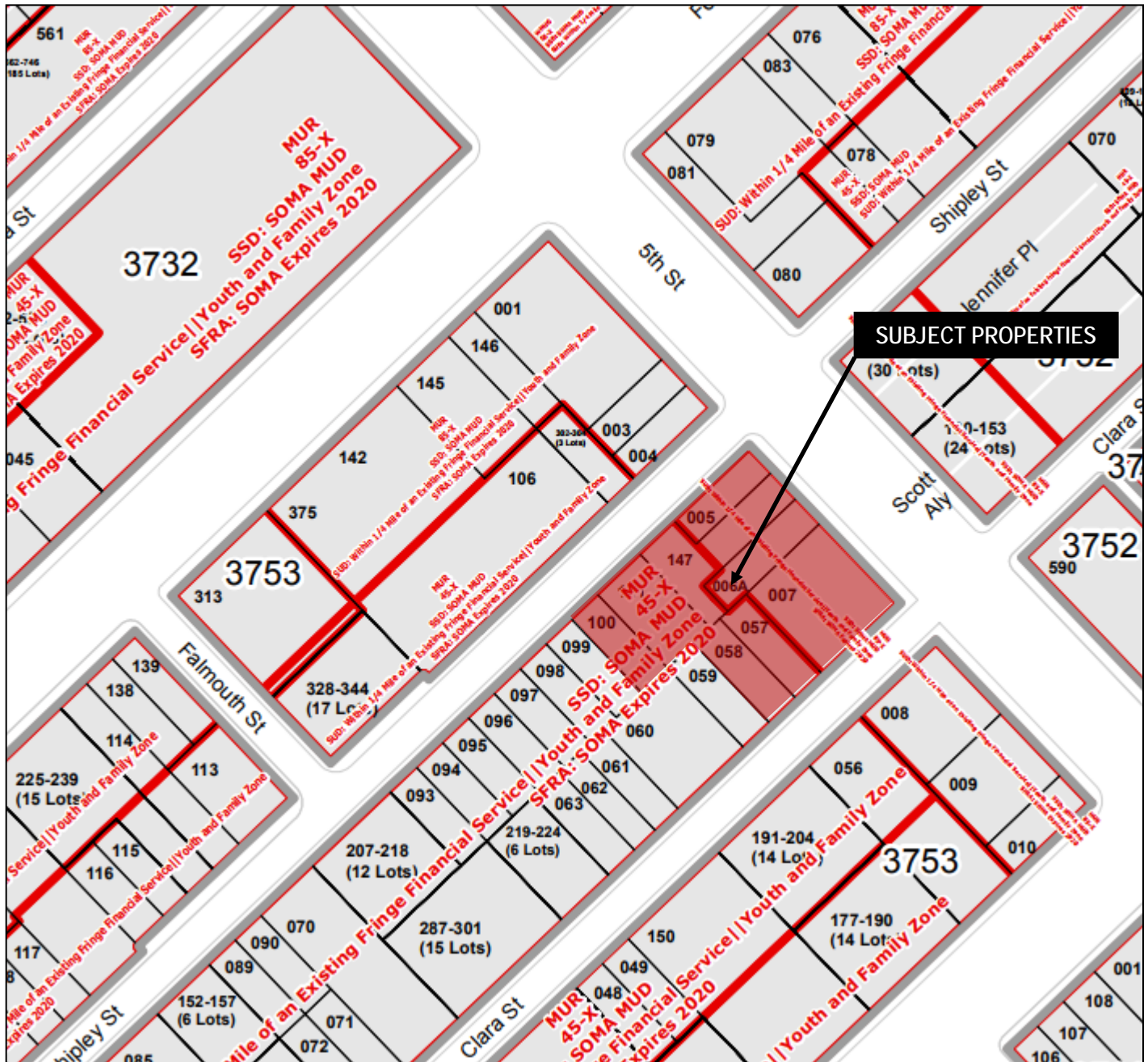
As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

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

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

EXHIBIT B

Block Book Map



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



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Sanborn Map*

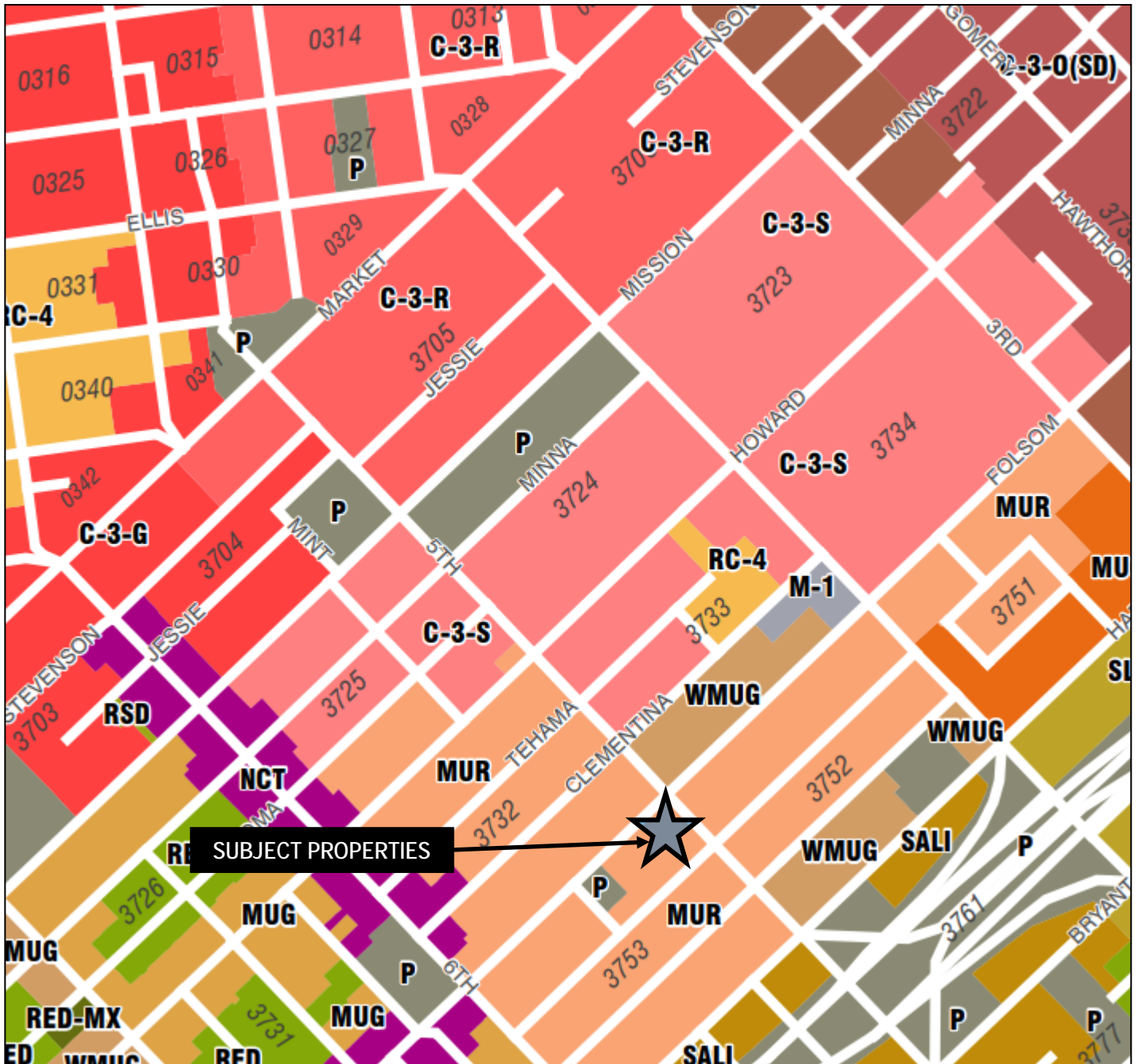


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



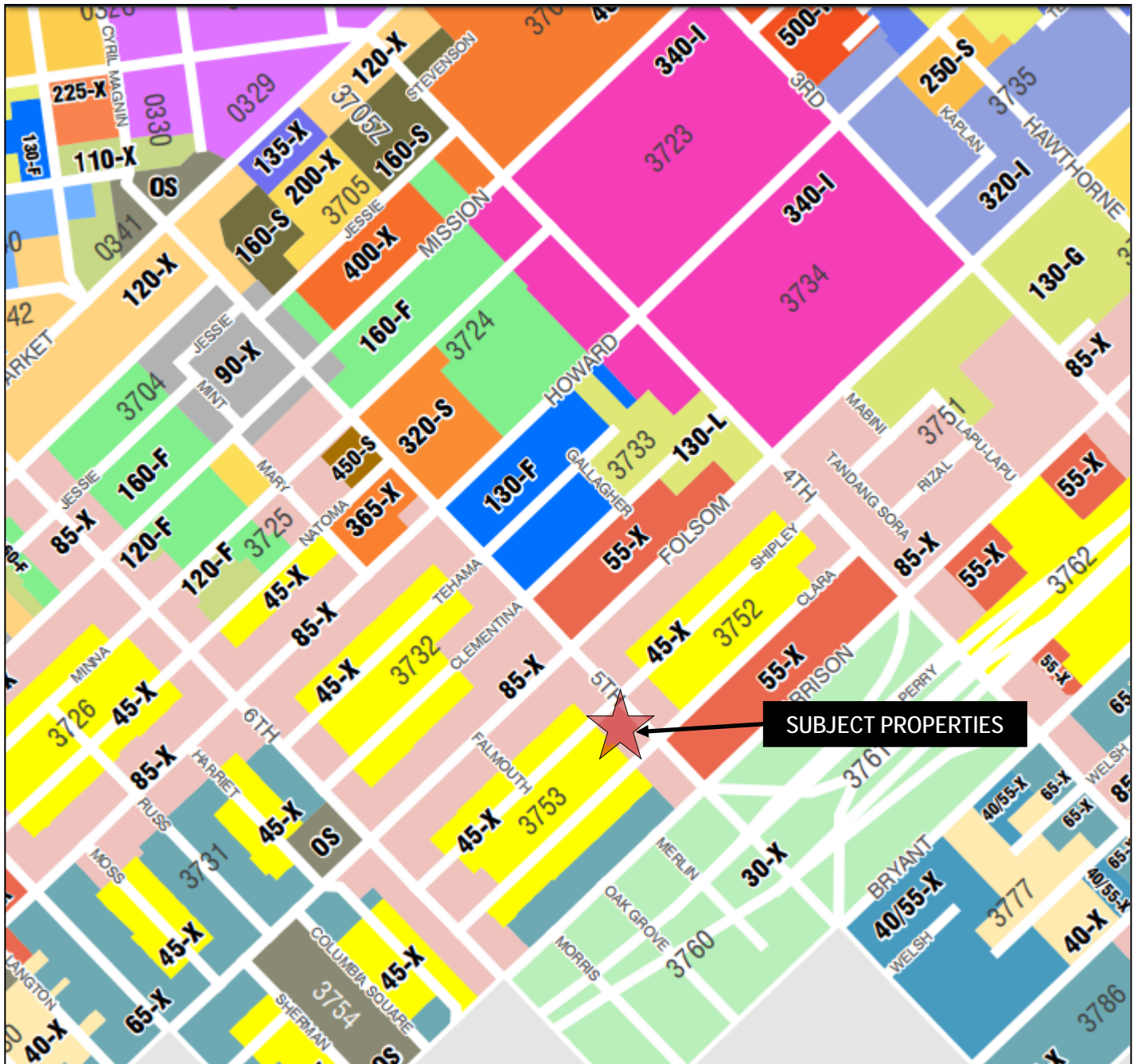
Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Zoning Map



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

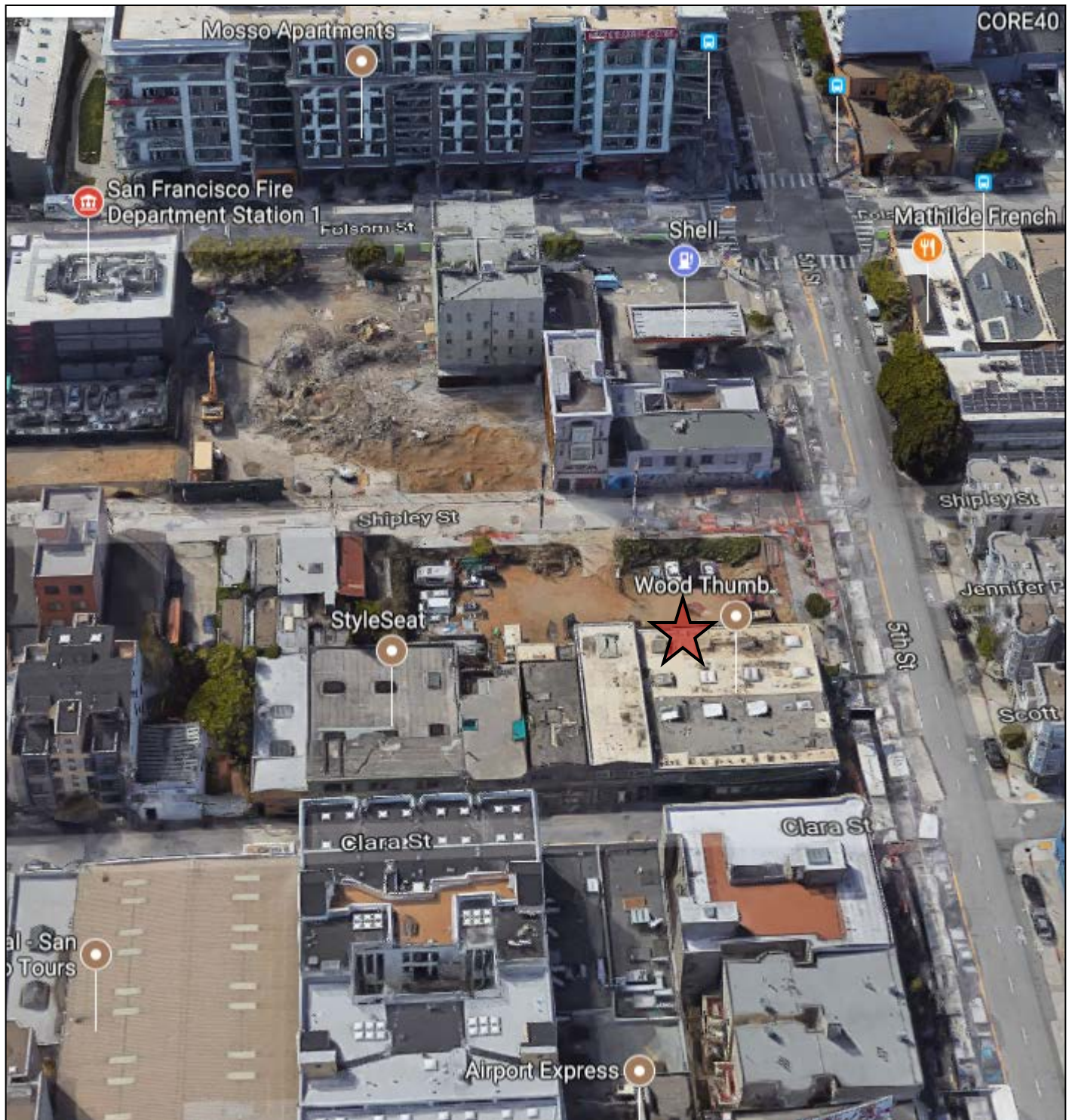
Height & Bulk Map



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Aerial Photo

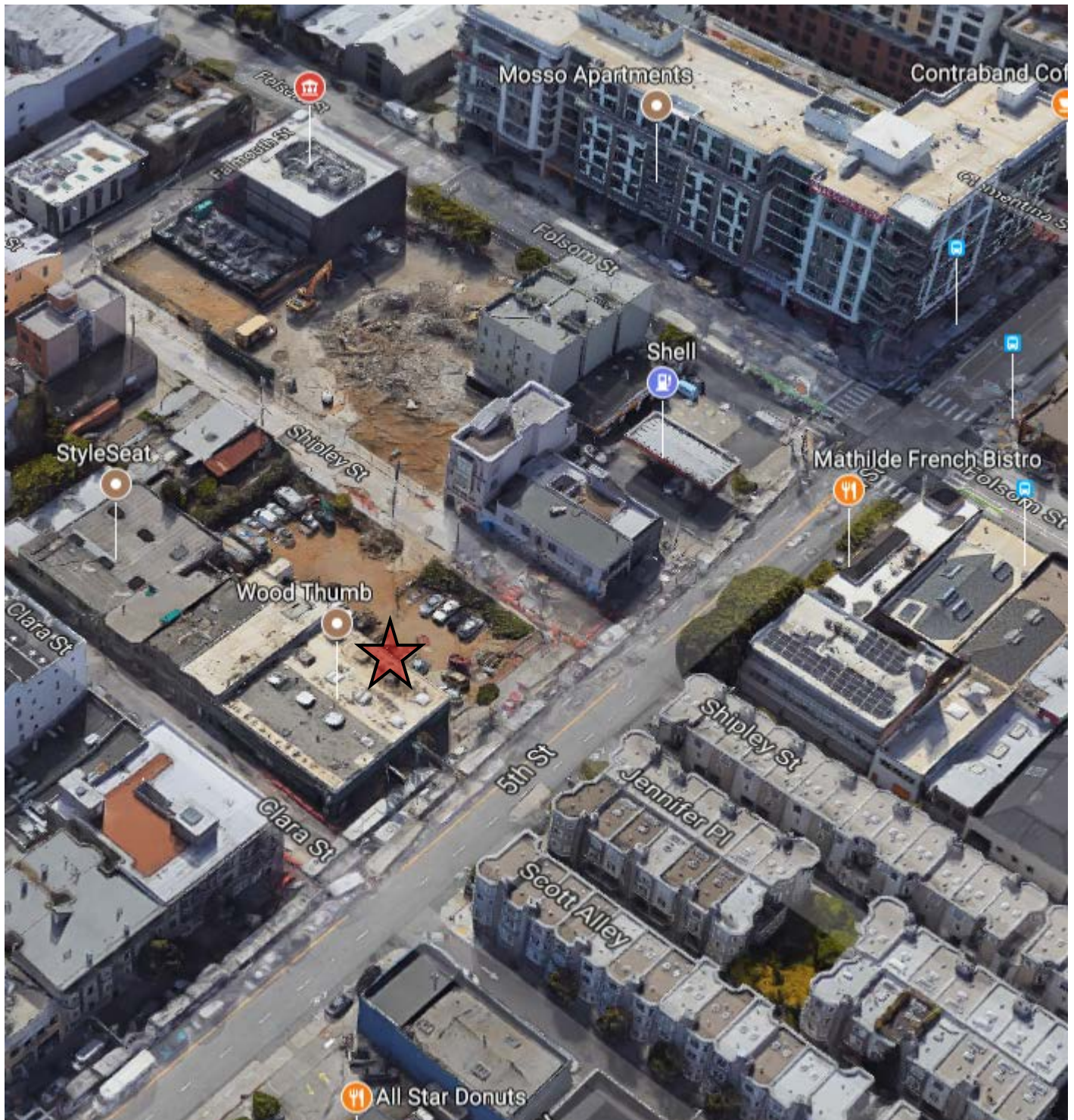
facing north



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Aerial Photo

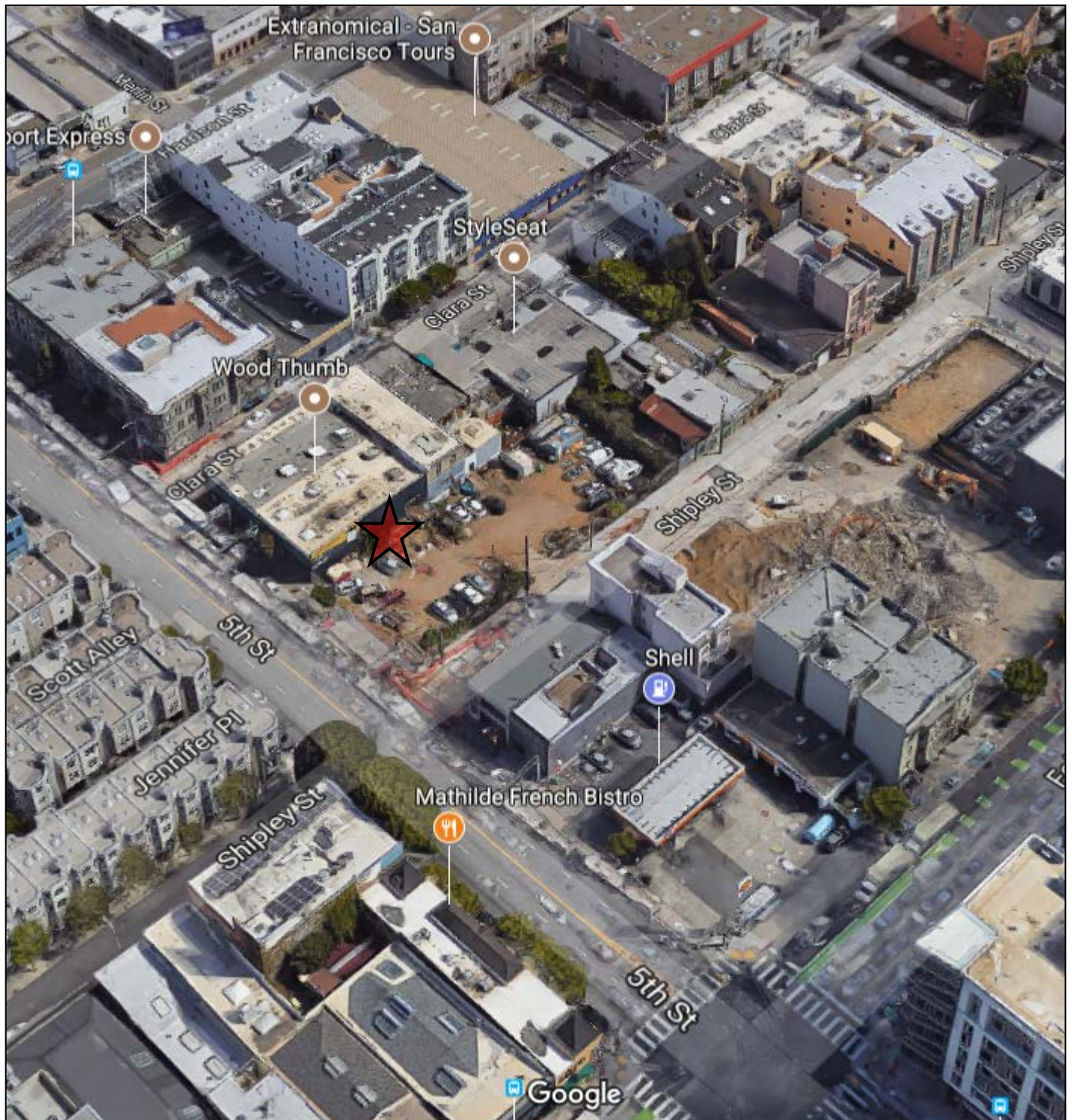
facing west



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Aerial Photo

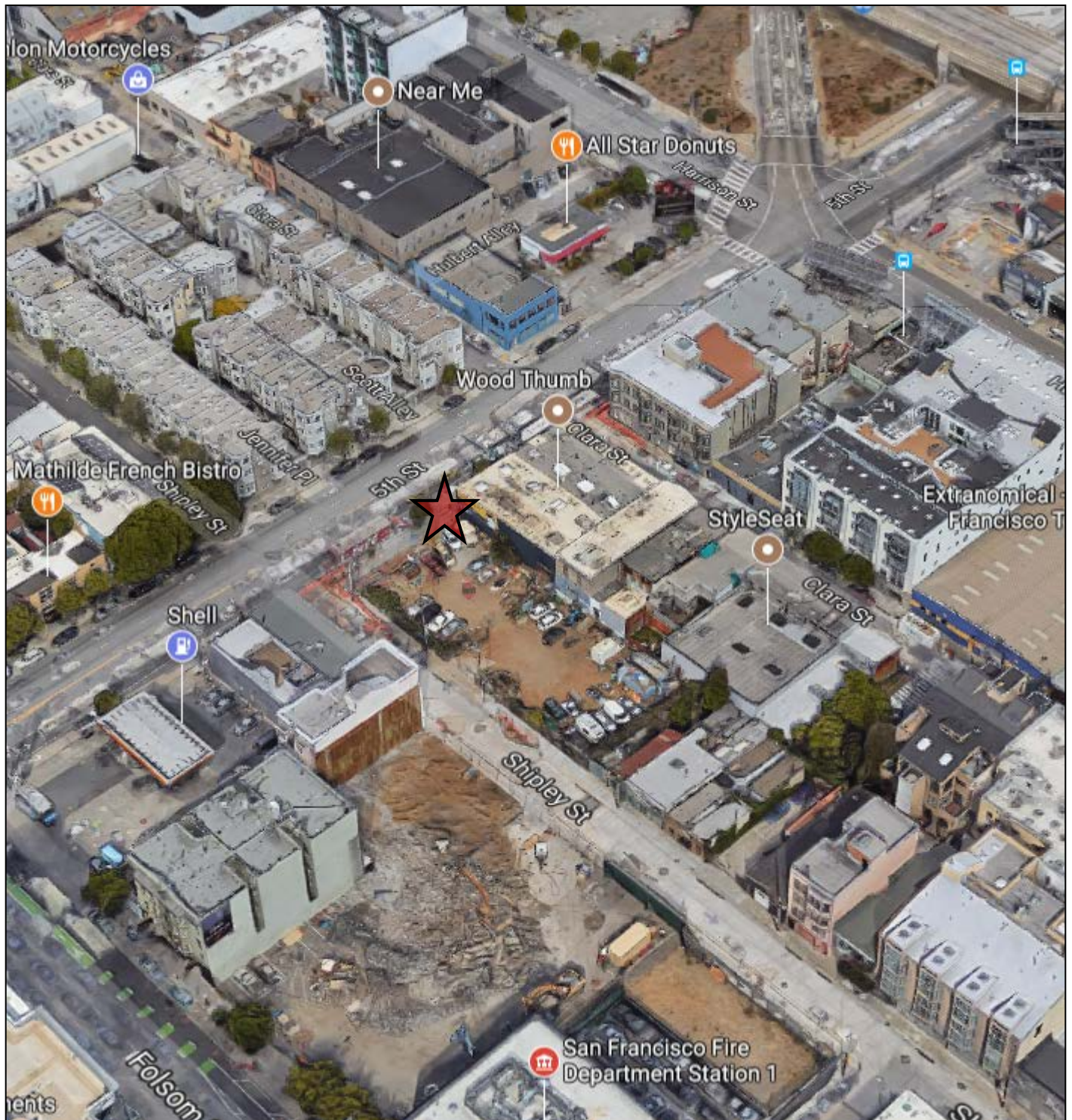
facing south



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Aerial Photo

facing east



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Context Photo

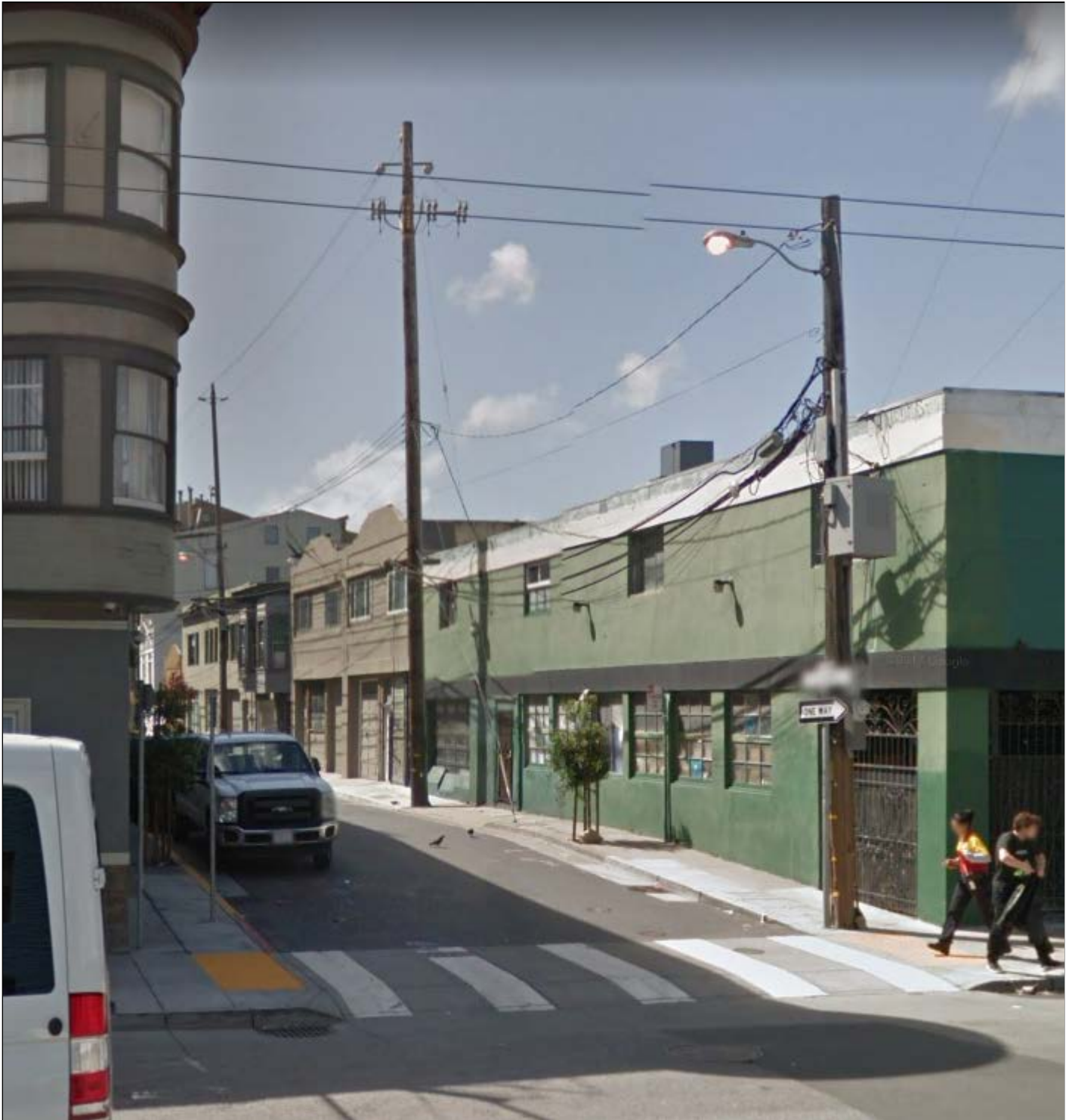
5th Street Frontage



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Context Photo

Clara Street frontage



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street

Context Photo

Shipley Street Frontage



Conditional Use &
Large Project Authorization
Case No. 2015-005863CUAENX
342-360 5th Street



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

Case No.: 2015-005863ENV
Project Address: **360 Fifth Street**
Zoning: Mixed Use Residential (MUR) District
85-X and 45-X Height and Bulk Districts
Block/Lot: 3753/005, 006A, 007, 057, 058, 100, 101, 147
Lot Size: 23,125 square feet
Plan Area: Eastern Neighborhoods Area Plan (East SoMa Plan Area)
Project Sponsor: John Kevlin – Reuben, Junius & Rose
(415) 575-9107, jkevin@reubenlaw.com
Staff Contact: Rachel Schuett, 415-575-9030
rachel.schuett@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site consists of eight lots on the west side of Fifth Street between Clara Street and Shipley Street. The proposed project would demolish three existing two-story structures totaling approximately 17,900 square feet (sf), dedicated to PDR use. The project would construct a four- to eight-story, 45-foot to 85-foot-tall, mixed use building, with residential units above ground floor retail and ground floor and basement level PDR space.


(Continued on next page.)

CEQA DETERMINATION

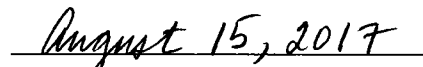
The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

DETERMINATION

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



Lisa Gibson
Environmental Review Officer



Date

cc: John Kevlin, Project Sponsor; Supervisor Jane Kim, District 6; Doug Vu, Current Planning Division;
Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The proposed approximately 141,700 gross square foot building would include 127 dwelling units (31 studios, 43 one-bedrooms, 34 two-bedrooms, and 19 three-bedrooms), approximately 1,300 square feet of ground floor retail with frontages on Fifth and Shipley streets, and approximately 8,000 square feet of PDR space at the ground and basement levels with frontages on Fifth and Clara streets. A residential lobby would be located between the retail and PDR spaces, with access from Fifth Street. Two bicycle storage areas in the below-grade garage would provide 110 class I bicycle parking spaces.¹ The garage area would also include up to 35 automobile parking spaces, two car-share spaces, and two service vehicle loading spaces, with access via a proposed 20-foot curb cut replacing an existing curb cut on Clara Street. Five existing curb cuts (two on Fifth Street, one on Clara Street, and two on Shipley Street) would be removed. Eleven class II bicycle parking spaces would be installed on the three project frontages. Five existing street trees on Fifth Street and one on Clara Street would be removed and replaced with seven new street trees along Fifth Street. A total of approximately 10,300 square feet of open space would be provided in a combination of private decks, a ground floor courtyard, a fifth floor terrace, and a roof deck.

Construction of the proposed building would involve soil disturbance over the entire project site and excavation 12 to 14 feet deep, resulting in removal of about 10,300 cubic yards of soil. Project construction is estimated to take approximately 24 months.

PROJECT APPROVAL

The proposed 360 Fifth Street project would require the following approvals:

- Large Project Authorization (*Planning Commission*)
- Demolition Permit (*Planning Department and Department of Building Inspection*)
- Site/Building Permit (*Planning Department and Department of Building Inspection*)
- Approval of project compliance with the Stormwater Control Guidelines (*Department of Public Works*).
- Approval of a stormwater control plan (*San Francisco Public Utilities Commission*)
- Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) (*San Francisco Department of Public Works and San Francisco Municipal Transportation Agency*)
- Approval of a proposed passenger (white) and commercial freight (yellow) loading space through San Francisco Municipal Transportation Agency's Color Curb program.

A Large Project Authorization by the Planning Commission constitutes the *approval action* for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

¹ Section 155.1(a) of the Planning Code defines class I bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees" and defines class II bicycle spaces as "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 360 Fifth Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)². Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 360 Fifth Street. Previously, the site was designated as a 40-X/85-B height and bulk.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{3,4}

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods

² Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

³ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

⁴ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁵

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

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned from Residential/Service Mixed-Use District (RSD) to Mixed Use Residential (MUR) District. The MUR District is intended to promote high-density housing and a flexible mix of smaller neighborhood-serving retail and commercial uses, including some PDR uses, appropriate for development to take advantage of major transit investments. Restrictions on the size of non-residential uses would prohibit the development of large-scale retail and office uses. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the community plan evaluation (CPE) initial study, under Land Use. The 360 Fifth Street site, which is located in the Eastern SoMa area of the Eastern Neighborhoods, was designated as a site with building up to 85/45 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 360 Fifth Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 360 Fifth Street project, and identified the mitigation measures applicable to the 360 Fifth Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{6,7} Therefore, no further CEQA evaluation for the 360 Fifth Street project is required. In sum, the Eastern Neighborhoods PEIR and this certificate of

⁵ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

⁶ Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 360 Fifth Street, March 13, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-005863ENV.

⁷ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 360 Fifth Street, April 20, 2017.

determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site and the surrounding city blocks to the north, east and west are zoned Mixed Use Residential (MUR), the blocks to the south are zoned Service/Arts/Light Industrial (SALI). The project vicinity includes a mix of residential, retail/commercial, PDR, office and institutional uses. The project block includes one- to four-story buildings; including restaurant supply services, fine art rental, financial services, automobile maintenance and repair services, residential buildings, and the City Life Church of San Francisco. The blocks surrounding the project site include similar uses. San Francisco Fire Department Station No. 1 is located on the block to the north of the project site, at 935 Folsom Street. The project site is located about four blocks south of Market Street. Market Street between Fourth and Fifth streets includes a regional-destination shopping center. The financial district lies north of Market Street.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 360 Fifth Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 360 Fifth Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

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

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

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Applicable: pile driving proposed	The project sponsor has agreed to use pre-drilled piles if feasible, refrain from using impact pile drivers, if possible, use pile-driving equipment with state-of-the-art noise shielding and muffling devices and schedule pile driving activities to minimize disruption to neighbors (see Project Mitigation Measure 2).
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction (see Project Mitigation Measure 3).
F-3: Interior Noise Levels	CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	Not Applicable
F-4: Siting of Noise-Sensitive Uses	CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	Not Applicable
F-5: Siting of Noise-Generating Uses	Not Applicable: Noise generated by the proposed PDR uses would not exceed ambient noise levels in the vicinity of the proposed project site	Not Applicable
F-6: Open Space in Noisy Environments	CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	Not Applicable

Mitigation Measure	Applicability	Compliance
G. Air Quality		
G-1: Construction Air Quality	Applicable: The project site is in an Air Pollutant Exposure Zone	The project sponsor has agreed to implement a mitigation measure related to minimizing exhaust emissions from construction equipment and vehicles (see Project Mitigation Measure 4).
G-2: Air Quality for Sensitive Land Uses	Not Applicable: Superseded by Health Code article 38	Not Applicable
G-3: Siting of Uses that Emit DPM	Not Applicable: The project does not include uses that emit DPM	Not Applicable
G-4: Siting of Uses that Emit other TACs	Not Applicable: The project does not include uses that emit TACs	Not Applicable
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: No ARDTP is on file for the project site	Not Applicable
J-2: Properties with no Previous Studies	Applicable: No archeological assessment report has been prepared for the project site	The project sponsor has agreed to implement archeological testing (see Project Mitigation Measure 1).
J-3: Mission Dolores Archeological District	Not Applicable: The project site is not located within the Mission Dolores Archeological District	Not Applicable
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	Not Applicable
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	Not Applicable
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	Not Applicable

Mitigation Measure	Applicability	Compliance
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: The project includes the demolition or renovation of an existing building	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to and during demolition of the existing building (see Project Mitigation Measure 5).
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	Not Applicable
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	Not Applicable
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	Not Applicable
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	Not Applicable
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	Not Applicable
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	Not Applicable
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	Not Applicable
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	Not Applicable
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	Not Applicable
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	Not Applicable
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	Not Applicable

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

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on February 23, 2017 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The comments received identified concerns related to the amount of excavation, the presence of unstable soils and a high water table, and construction-period noise and air quality impacts. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the initial study⁸:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

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

⁸ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2015-005863ENV.



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: 2015-005863ENV
Project Address: **360 Fifth Street**
Zoning: Mixed Use Residential (MUR) District
85-X and 45-X Height and Bulk Districts
Block/Lot: 3753/005, 006A, 007, 057, 058, 100, 101, 147
Lot Size: 23,125 square feet (0.53 acres)
Plan Area: Eastern Neighborhoods Area Plan (East SoMa Plan Area)
Project Sponsor: John Kevlin – Reuben, Junius & Rose
(415) 575-9107, jkevin@reubenlaw.com
Staff Contact: Rachel Schuett, 415-575-9030
rachel.schuett@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is located at 360 Fifth Street on the west side of Fifth Street between Clara and Shipley streets (see Figure 1)¹. The project site consists of eight lots (005, 006A, 007, 057, 058, 100, 101, 147) on Assessor's Block 3753 (see Figure 2). The 23,125-square-foot (0.53 acre) project site is currently occupied by three existing two-story structures totaling approximately 17,897 square feet (sf), dedicated to Production, Distribution and Repair (PDR) use. The existing buildings are currently, or recently have been occupied by a woodworking shop, internet technology offices, artisan workshops, and an independent radio station.

The block on which the project site is located is bounded by Sixth Street to the west, Shipley Street to the north, Fifth Street to the east, and Clara Street to the south. The site slopes gently downward from northwest to southeast. The project vicinity includes a mix of residential, retail/commercial, PDR, office and institutional uses. The project block includes one- to four-story buildings, including restaurant supply services, fine art rental, financial services, automobile maintenance and repair services, residential buildings, and the City Life Church of San Francisco. The blocks surrounding the project site include similar uses. San Francisco Fire Department Station No. 1 is located on the block to the north of the project site, at 935 Folsom Street.

The proposed project would include the demolition of the three existing two-story structures and the construction of a 141,700-gross-square-foot (gsf), four- to eight-story, 45-foot to 85-foot-tall, mixed use residential building with up to 127 dwelling units over approximately 1,300 sf of ground floor retail with frontages on Fifth and Shipley streets, and approximately 8,000 sf of PDR space at the ground and

¹ Market Street is oriented in a northeast-southwest direction, but is referred to as an east-west street for the purposes of this document, as are streets running parallel to Market Street including Harrison and Lansing streets. Essex, First, and Fremont streets are oriented in a northwest-southeast direction (perpendicular to Market Street), but are referred to as north-south streets in this document. This convention is used to describe the locations of other buildings and uses in relation to the project site.

basement levels with frontages on Fifth and Clara streets. A residential lobby would be located between the retail and PDR spaces, with access from Fifth Street. The eastern portion of the building with frontage along Fifth Street would be eight stories and the western portion would be four stories. The proposed building would include rooftop mechanical equipment, a common open space area, and an elevator penthouse. The proposed building would measure up to 101 feet tall at its highest point, which is at the top of the elevator penthouses (see Figures 7 through 13).

The proposed project would include 127 dwelling units including: 31 studios (24 percent), 43 one-bedroom (34 percent), 34 two-bedroom (27 percent), and 19 (15 percent) three-bedroom units (see Figures 4 through 6). Up to 1,430 square feet of residential amenity space would be provided, including 894 sf on the ground floor.

A total of approximately 10,300 square feet of open space would be provided in a combination of private decks (320 sf), a ground floor courtyard (3,330 sf), a fifth floor terrace (5,180 sf), and a roof deck (1,490 sf) (see Figure 14). Planning Code Section 135 requires 80 sf of usable open space per residential unit so a minimum of 10,160 sf of open space is required for 127 residential units.²

Primary pedestrian access to the building would be through a residential lobby/lounge located on Fifth Street. Pedestrian access to the PDR and retail uses would also be from Fifth Street (see Figure 4). The proposed project would include up to 35 vehicle parking spaces, two car-share spaces, and two service vehicle loading spaces, in a one-level underground parking garage, with an 8.5-foot overhead clearance, that would be accessed via an 18-foot-wide driveway and a proposed 20-foot curb cut (replacing an existing curb cut) on Clara Street. Five existing curb cuts (two on Fifth Street, one on Clara Street, and two on Shipley Street) would be removed.

All 35 spaces would be allocated to building residents. Thirty-three of these spaces would be independently-accessible, of which two would be Americans with Disabilities Act (ADA) accessible spaces (one ADA car space, and one ADA van space). Two bicycle storage areas in the below-grade garage would provide 110 class I bicycle parking spaces (see Figure 4). Access to the bicycle storage areas would be from the residential lobby elevator. Eleven class II bicycle parking spaces³ would be provided on the three project frontages.

Per Planning Code Section 152.1, one off-street loading space is required for the residential portion of the proposed project. No off-street loading spaces are required for the retail or PDR portions of the proposed project. As proposed, the project does not include any off-street loading spaces. Two service vehicle loading spaces (9 feet by 18 feet) are proposed in the underground parking garage. These loading spaces would primarily be used for move-in/move-out activities that can be accommodated by a smaller moving vehicle.

There are, currently, no on-street passenger loading zones (white curb) on any of the project site's frontages along Shipley, Clara, or Fifth streets. There is one on-street freight loading zone (yellow curb)

² Per Planning Code Section 135(d)(5), 80 sf of usable open space is required per residential unit in Eastern Neighborhoods Mixed Use Districts.

³ Section 155.1(a) of the Planning Code defines class I bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees" and defines class II bicycle spaces as "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

on the south side of Clara Street, at the southwest corner of the intersection of Clara and Fifth streets. Residential and retail deliveries would likely occur from this on-street freight loading space. Garbage pick-up would occur alongside the project frontage on Shipley Street.

The project sponsor intends to apply for one yellow freight loading space on the south side of Shipley, adjacent to the project frontage, through San Francisco Municipal Transportation Agency's (MTA's) Color Curb Program.

Given that the proposed project involves new construction and the project site is over 0.5 acres, the proposed project is subject to the San Francisco Better Streets Plan ("Better Streets Plan"), as codified in Planning Code Section 138.1.⁴

The Better Streets Plan identifies:

- Fifth Street as a Mixed-Use Street;
- Clara Street as an Alley; and
- Shipley Street as an Alley.

Per the Better Streets Plan, Fifth Street should have minimum sidewalk width of 12 feet, with a recommended width of 15 feet, and Clara and Shipley streets should have minimum sidewalk width of 6 feet with a recommended width of nine feet. The existing sidewalk widths meet the Better Streets Plan minimum standards on the Shipley and Clara Street project frontages; the sidewalk on Fifth Street is 10 feet wide, 2 feet less than the minimum standard (see Figure 15). Given that Fifth Street will be subject to some improvements in the future, and given that both Shipley and Clara streets are fairly narrow rights-of-way, the proposed project does not include sidewalk extensions. However, the proposed building is designed with pedestrian-level (ground floor) setbacks on all three project frontages; this would effectively increase the sidewalk width along all frontages (see Figures 16 through 18). On Fifth Street a continuous 2-foot setback is proposed to effectively increase the sidewalk width to a minimum of 12 feet. A 5.5-foot intermittent ground-floor setback is proposed on Shipley Street, and a 3-foot, intermittent, ground-floor setback is proposed on Clara Street. The setbacks on Shipley and Clara streets would be partially occupied by the stoop, stair, and landing areas for individual walk-up access to the ground-floor dwelling units.

Five existing street trees on Fifth Street and one on Clara Street would be removed and replaced with seven new street trees along Fifth Street.

⁴ The Better Streets Plan was adopted by the City in December 2010. The plan provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. The plan seeks to balance the needs of all street users with a particular focus on the pedestrian environment and how streets can be used as a public space. The Better Streets Plan policies can be found at: www.sfbetterstreets.org.



SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV



PROJECT SITE

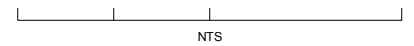
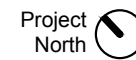


FIGURE 1
PROJECT LOCATION

SUBJECT PROPERTY

PROPERTY ADDRESS: 342-360 5TH ST. & 210-212 CLARA ST.
SAN FRANCISCO, CA

BLOCK & LOT NUMBER: BLOCK 3753/ LOTS 005, 006A, 007,
057, 058, 100, 101, & 147

SITE AREA: 23,125 SF

ZONING DISTRICT: EAST SOMA NEIGHBORHOOD &
CENTRAL SOMA NEIGHBORHOOD

HEIGHT/BULK DISTRICT: 85-X
45-X

CURRENT USE: LIGHT INDUSTRY, PARKING

PROPOSED USE: RESIDENTIAL, RETAIL, PDR (PRODUCTION,
DISTRIBUTION, REPAIR), & BELOW-GRADE PARKING

BUILDING HEIGHT: 85' MEASURED FROM 5TH STREET

BUILDING HEIGHT: 8-STORY, 128-UNIT RESIDENTIAL BUILDING WITH
1300 SF OF RETAIL, 8011 SF OF PDR, AND
BELOW-GRADE PARKING



SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

Project
North



FIGURE 2
PROJECT SITE

SHIPLEY STREET

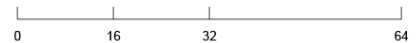
Project  North

FIGURE 3
BASEMENT PLAN

5TH STREET

SHIPLEY STREET

CLARA STREET



PROPERTY LINE

S = Studio

1 BD = 1 Bedroom

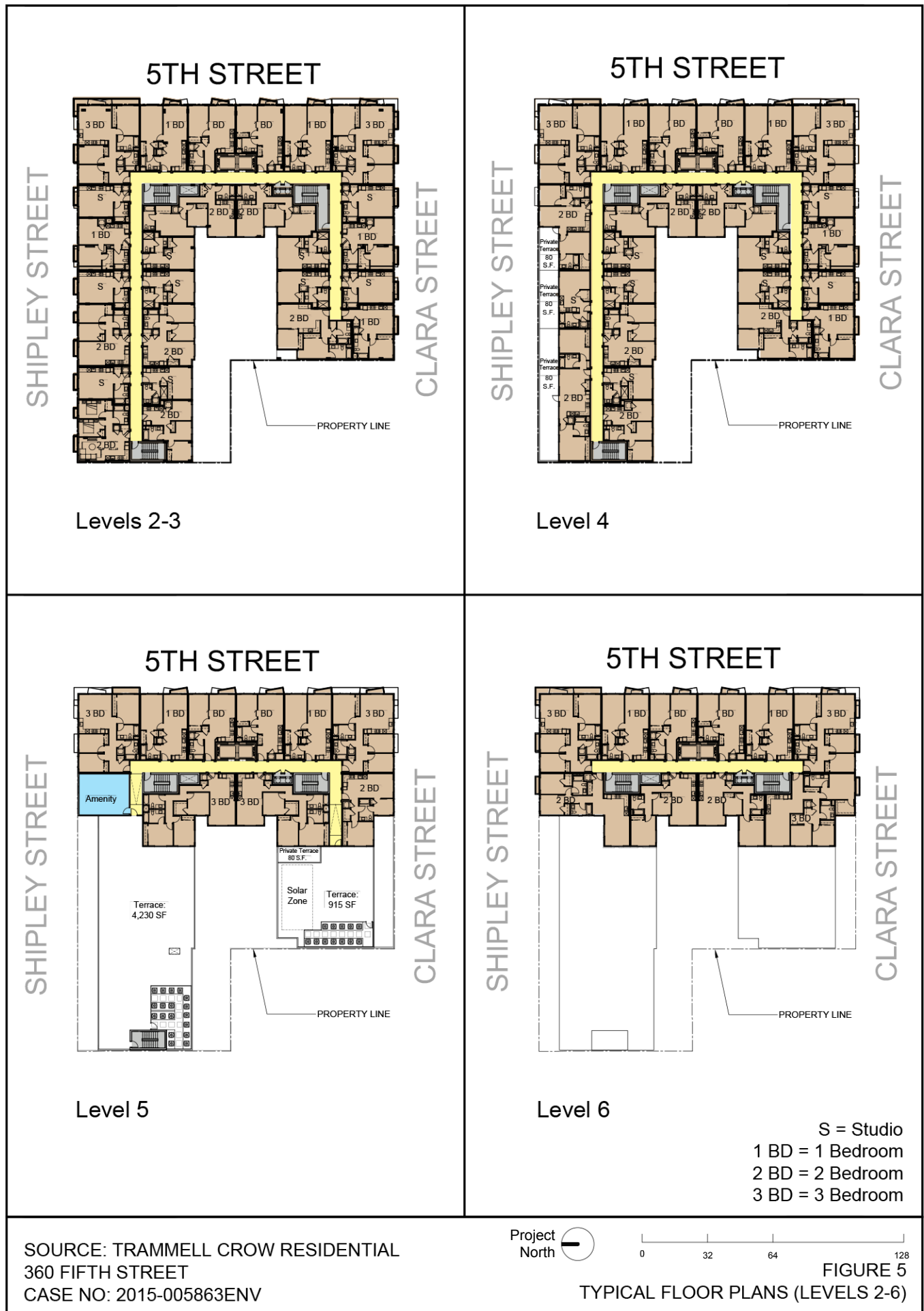
2 BD = 2 Bedroom

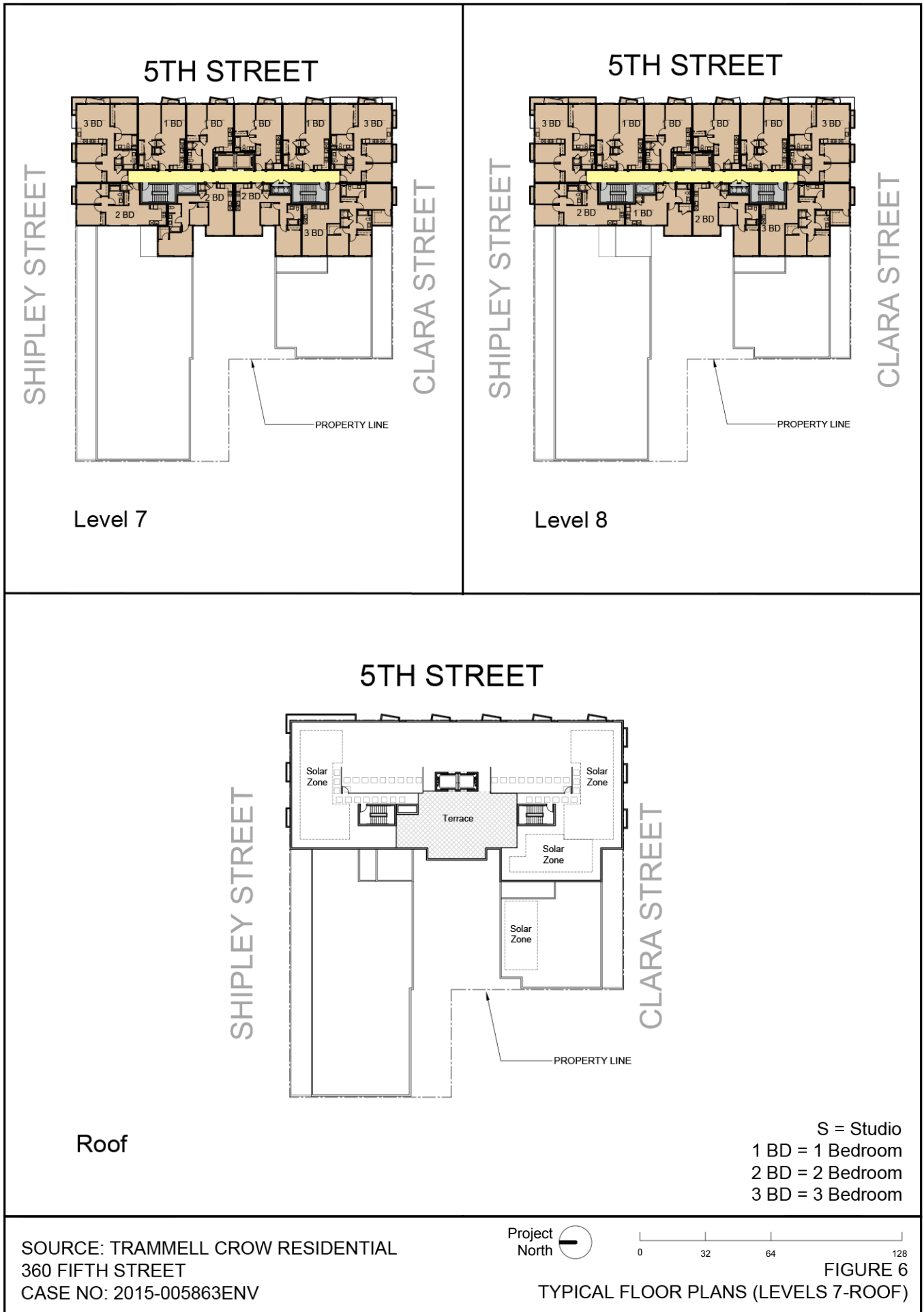
3 BD = 3 Bedroom

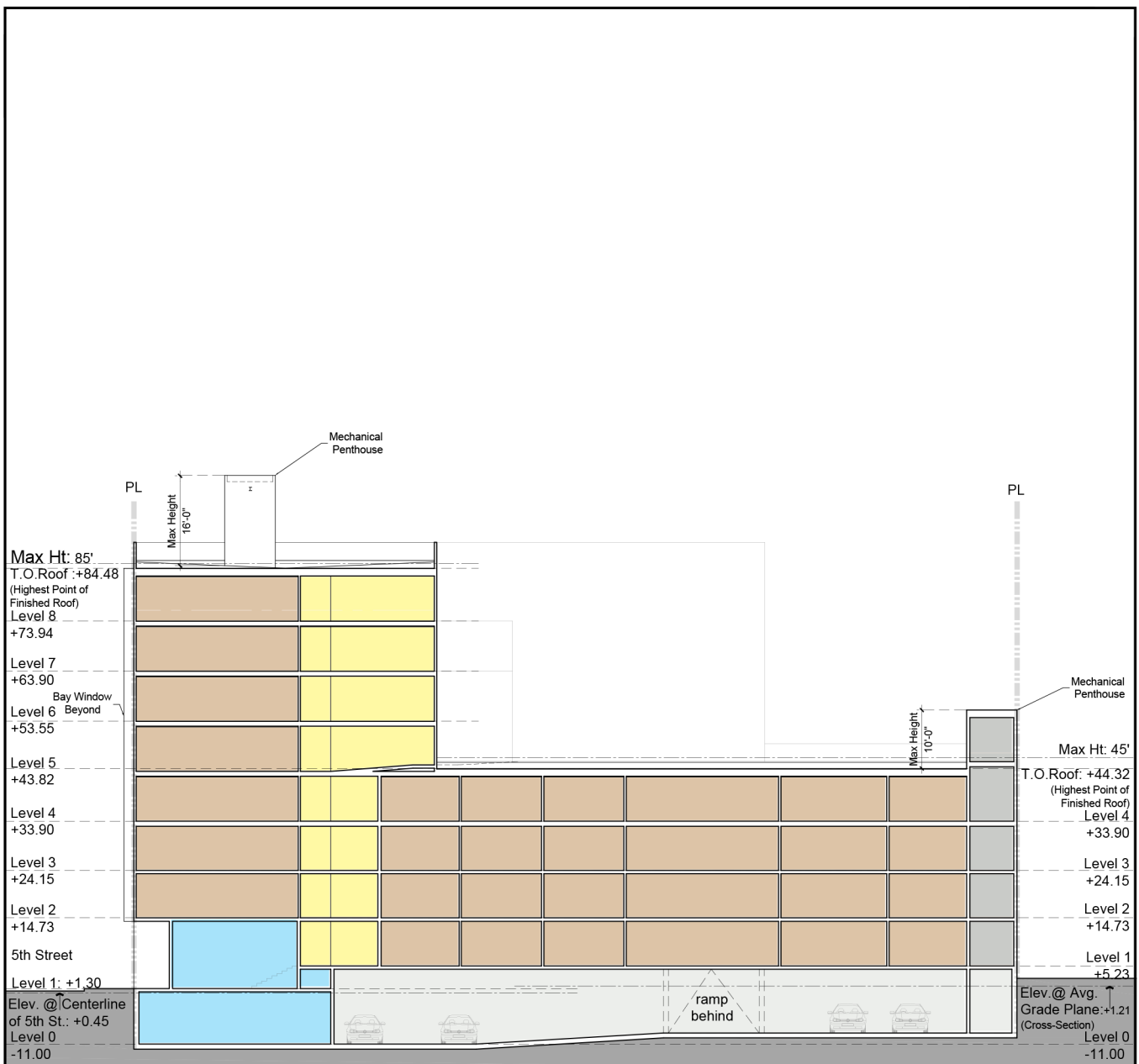
SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV



FIGURE 4
PROPOSED GROUND FLOOR PLAN





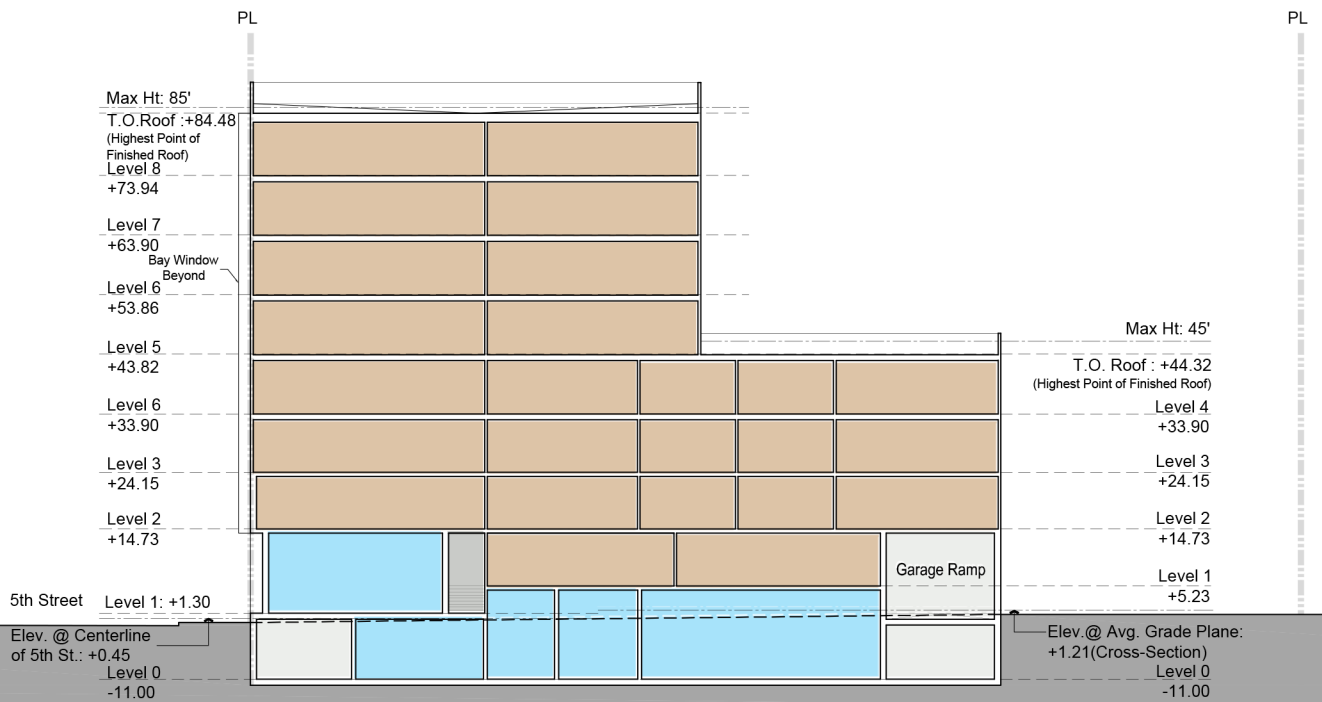


5TH
STREET

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV



FIGURE 7
PROPOSED SECTION (LOOKING SOUTH)

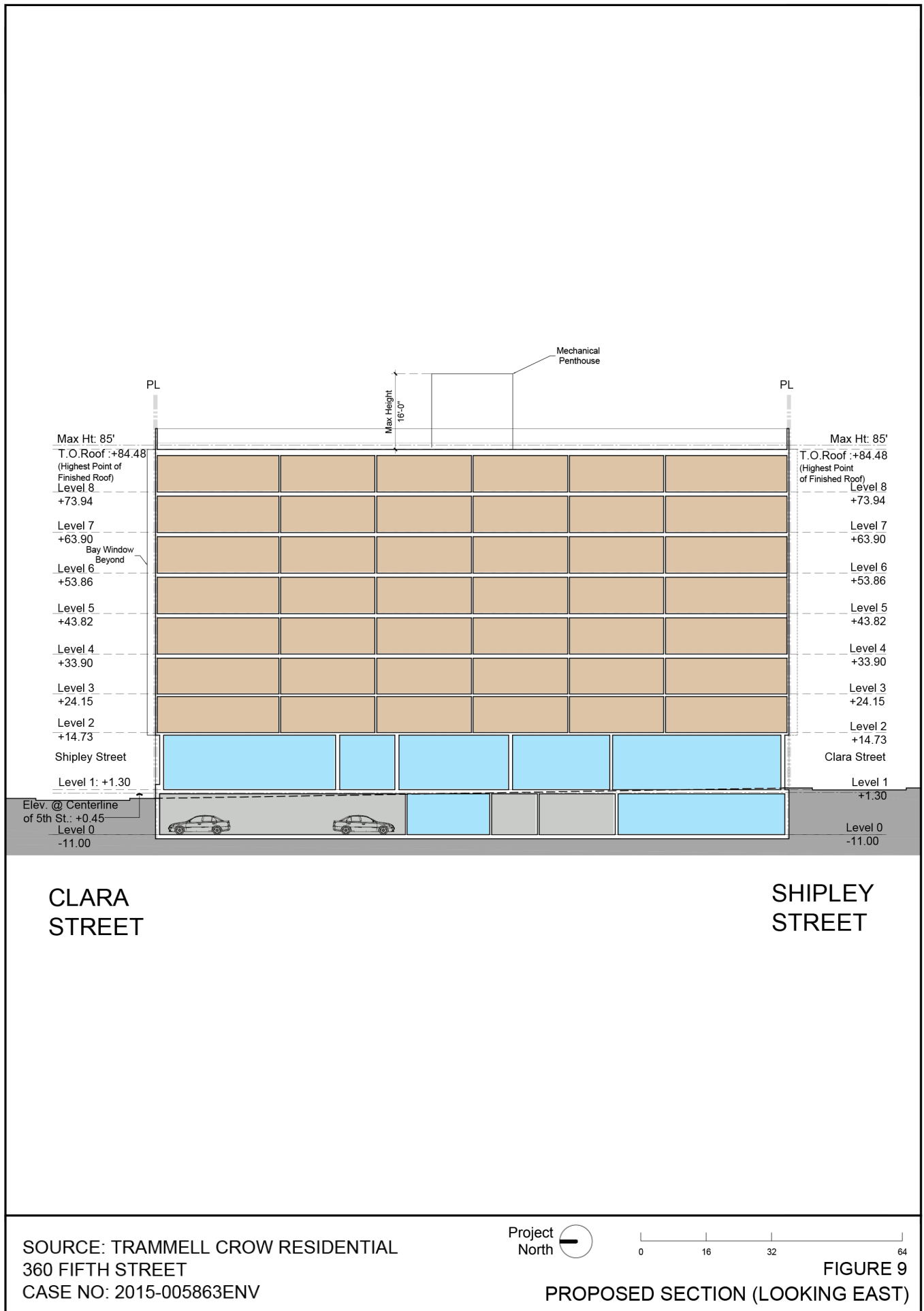


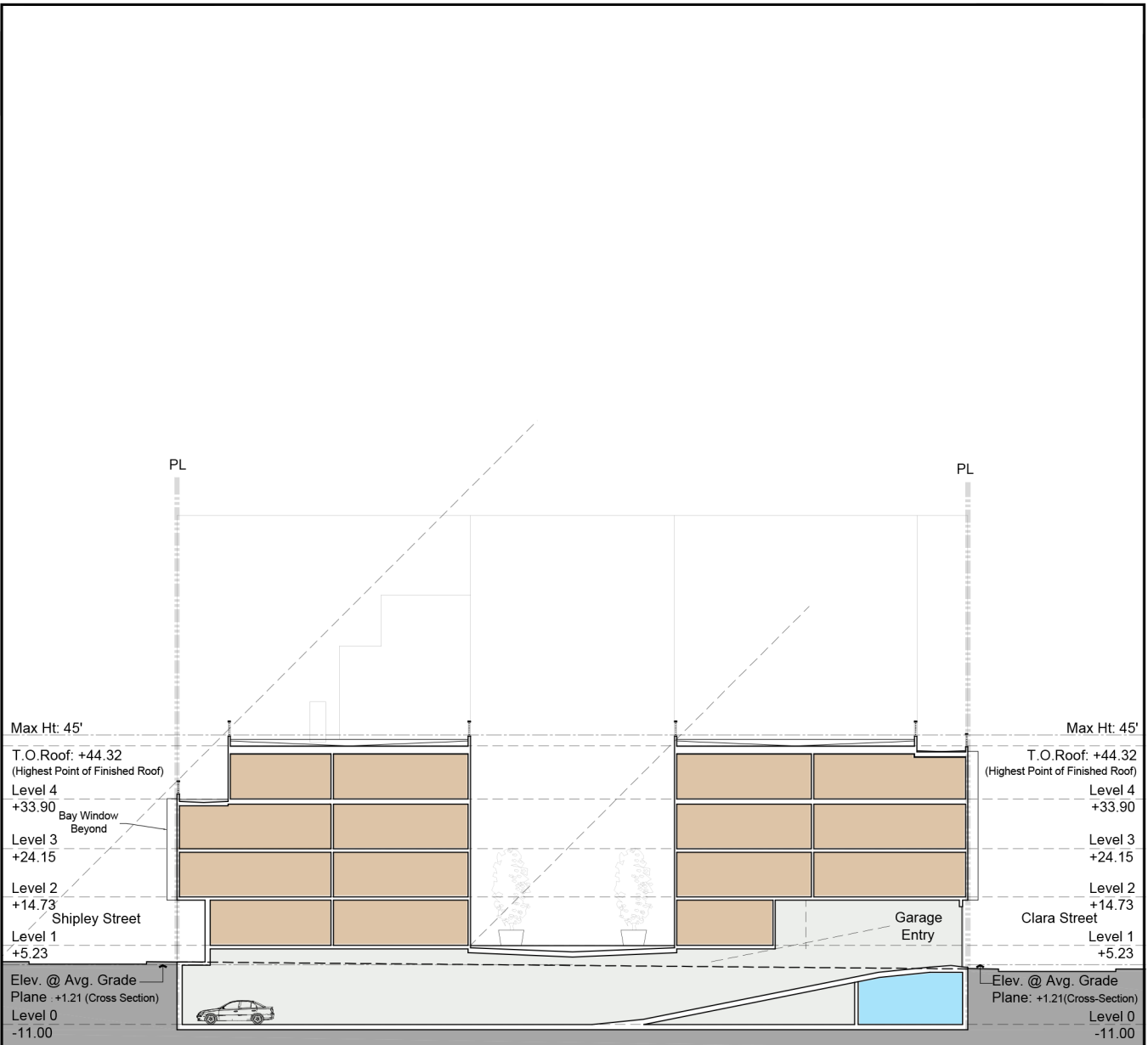
5TH
STREET

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV



FIGURE 8
PROPOSED SECTION (LOOKING SOUTHEAST)





SHIPLEY
STREET

CLARA
STREET

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV



FIGURE 10
PROPOSED SECTION (LOOKING EAST)



5TH
STREET

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

Project
North

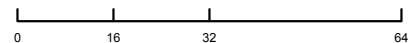


FIGURE 11
BUILDING ELEVATION - FROM CLARA STREET



CLARA
STREET

SHIPLEY
STREET

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

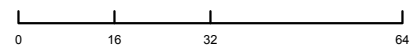


FIGURE 12
BUILDING ELEVATION - FROM 5TH STREET



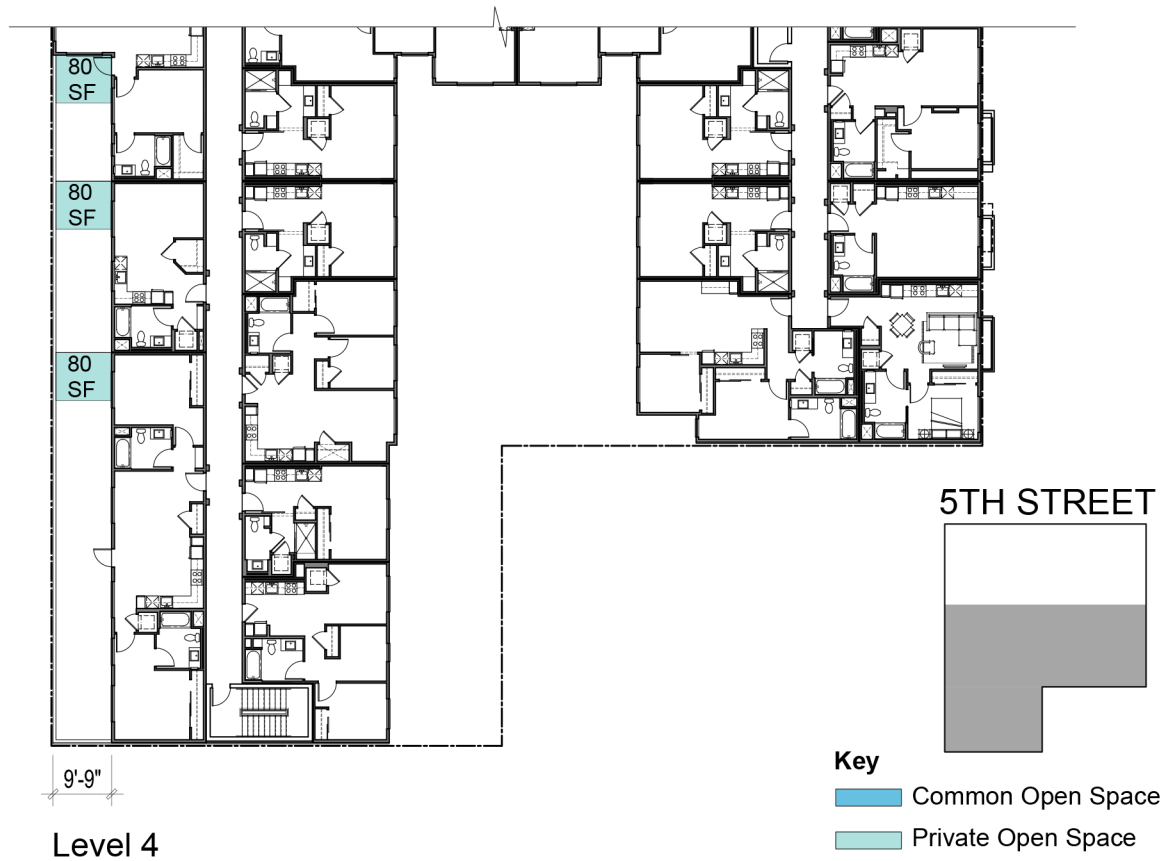
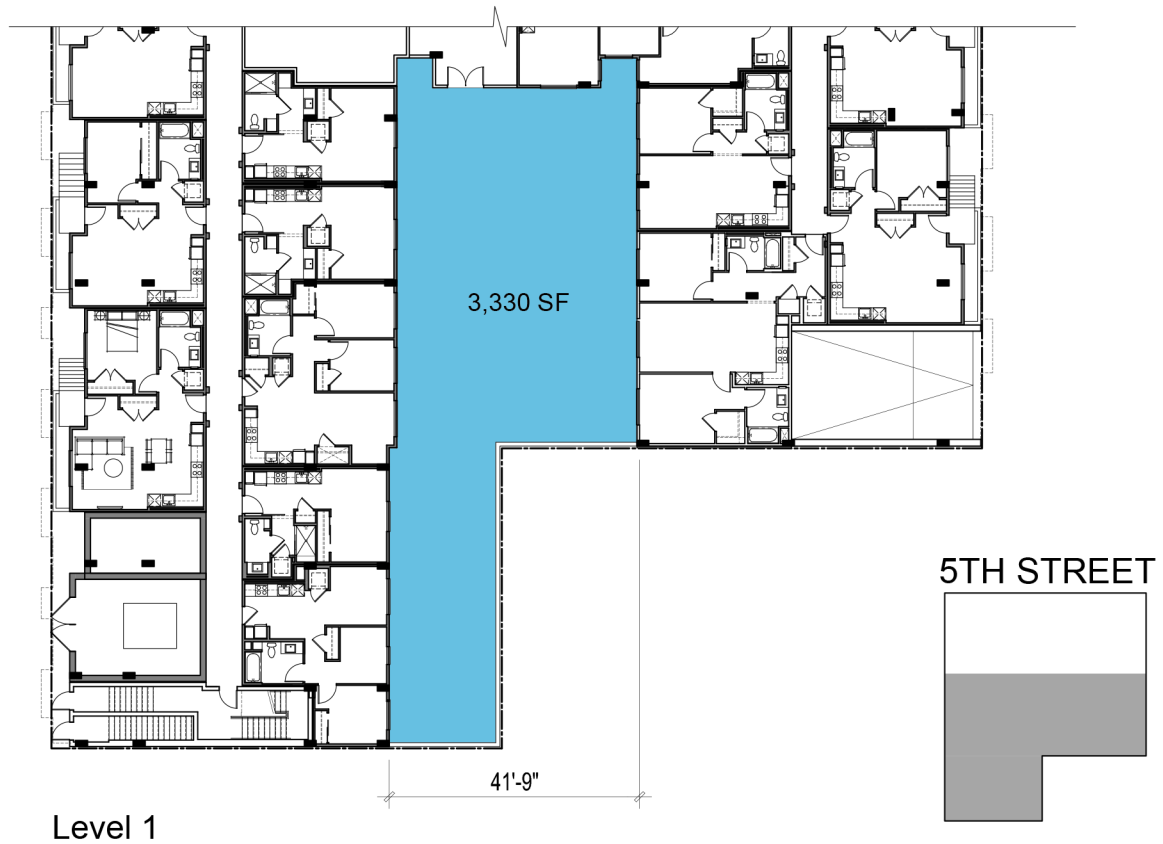
5TH
STREET

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

Project
North

0 16 32 64

FIGURE 13
BUILDING ELEVATION - FROM SHIPLEY STREET



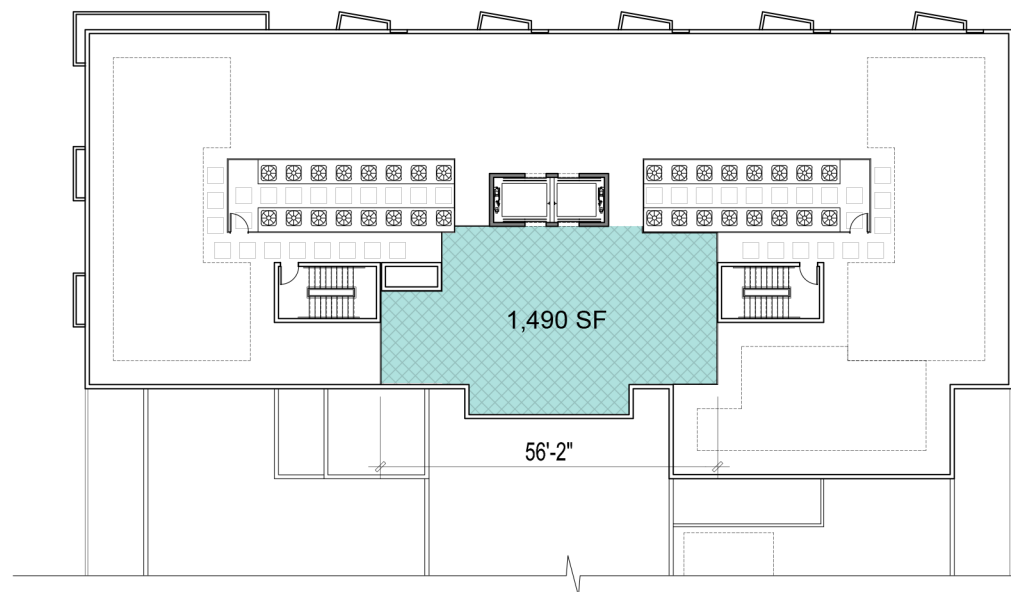
SOURCE: TRAMMELL CROW RESIDENTIAL
 360 FIFTH STREET
 CASE NO: 2015-005863ENV



FIGURE 14
 OPEN SPACE - LEVEL 1 AND 4



Level 5



Roof

Key

- Common Open Space
- Private Open Space

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

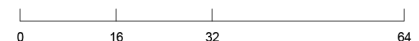
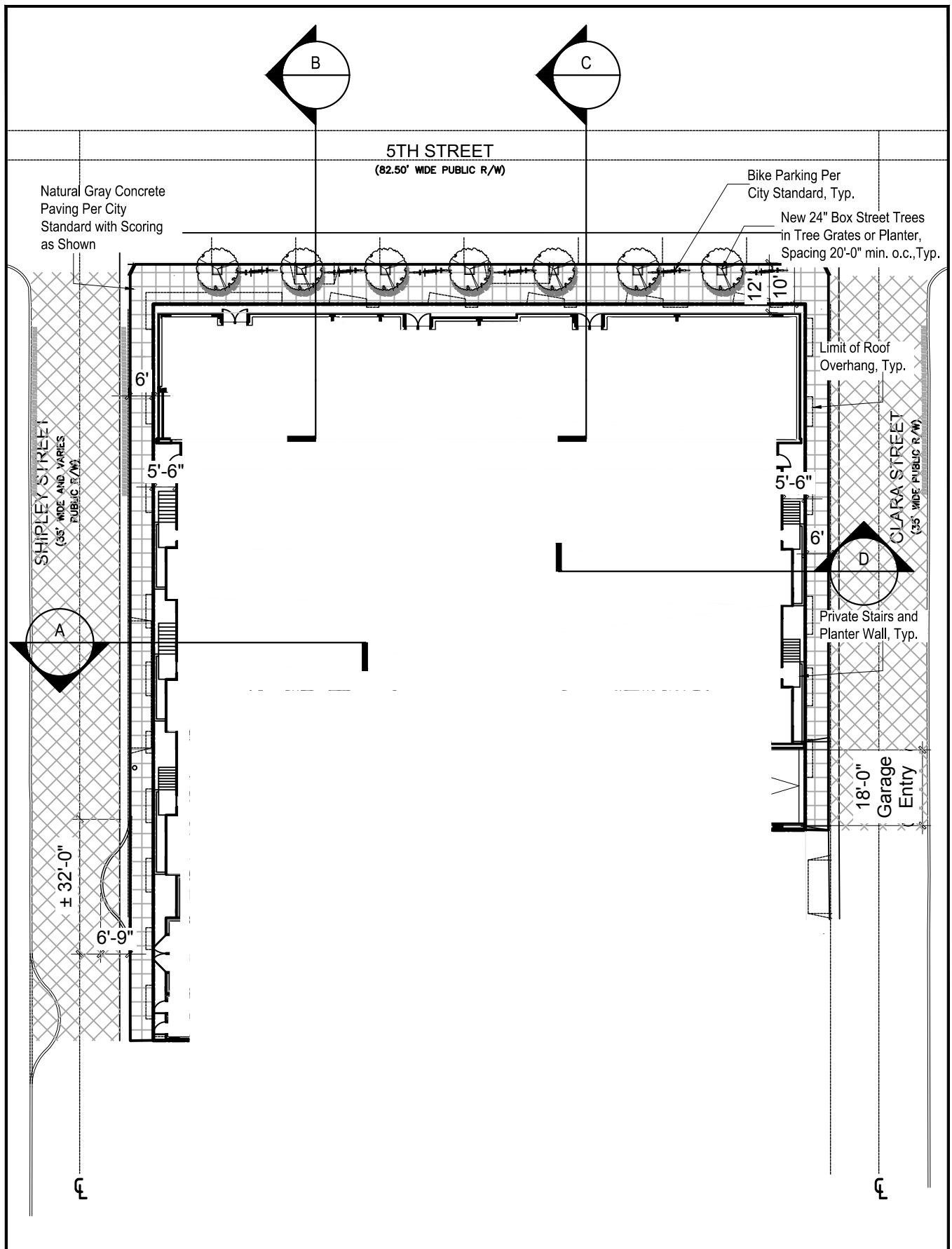
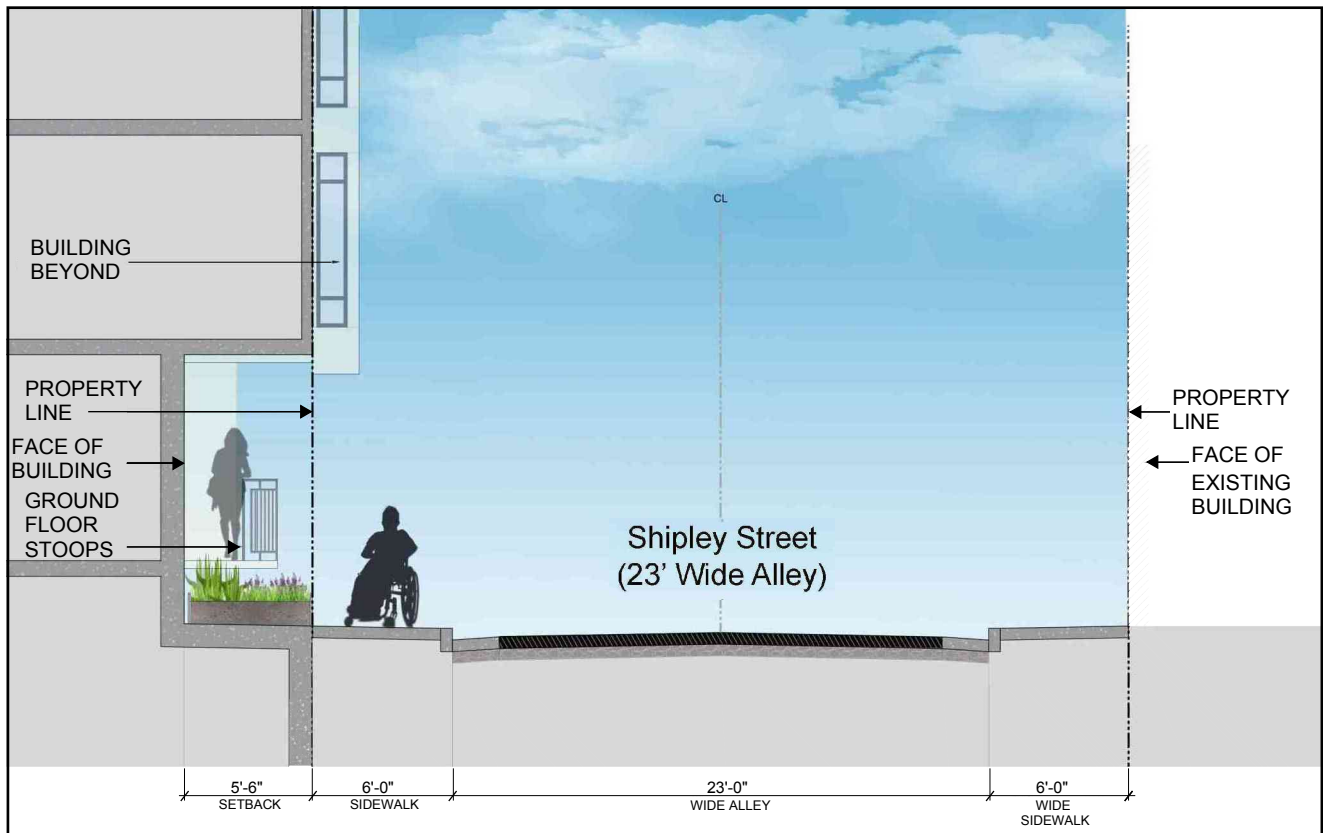


FIGURE 15
OPEN SPACE - LEVEL 5 AND ROOF



SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

FIGURE 16
STREETSCAPE IMPROVEMENTS



Section A

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

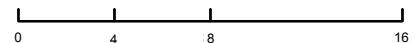
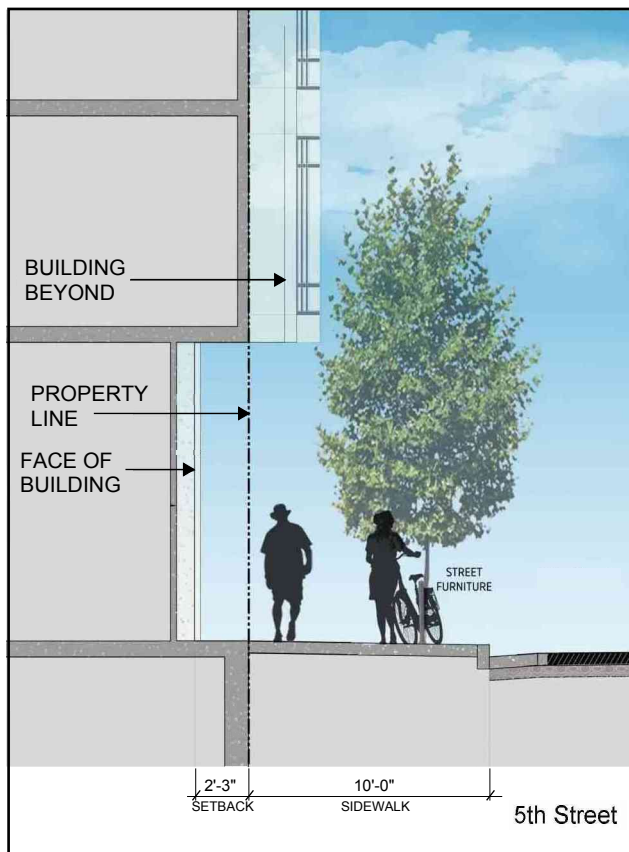
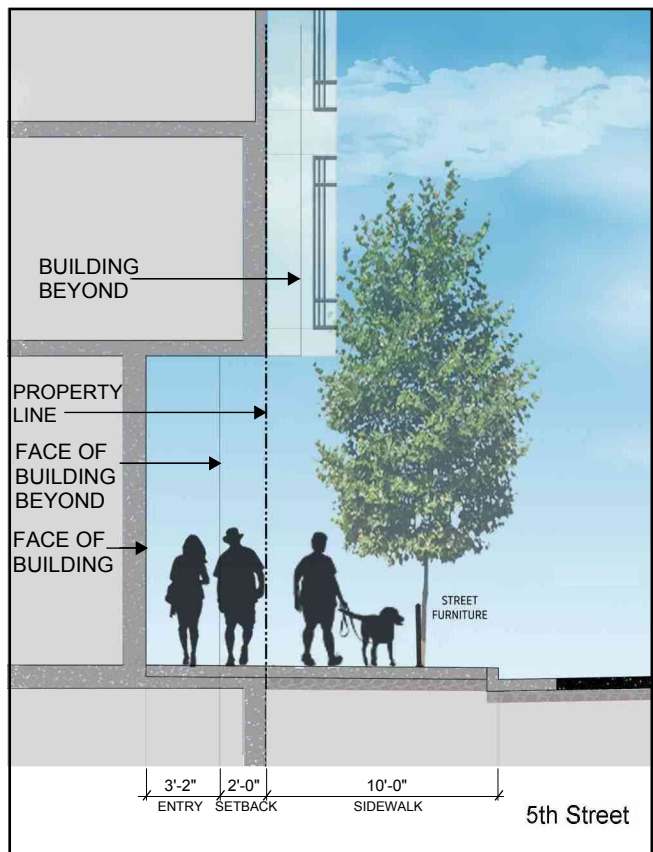


FIGURE 17
STREETSCAPE IMPROVEMENTS - SHIPLEY STREET



Section B



Section C

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

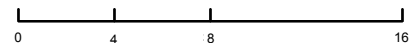


FIGURE 18
STREETSCAPE IMPROVEMENTS - 5TH STREET

Pursuant to Planning Code section 169, the proposed project is subject to the Transportation Demand Management Program (added by Ordinance 34-17, approved February 2017). As required under Planning Code section 169, the project sponsor is required to develop a transportation demand management plan describing the strategies the project sponsor/property owner would adopt to reduce single-occupancy driving to/from the project site. Compliance with this plan would be required as a condition of approval for the proposed project and would be monitored by Planning Department staff for the life of the project.⁵ Accordingly, the project sponsor has agreed to implement the following transportation demand management measures:

PKG-1: Unbundle Parking

Unbundle⁶ parking in transportation analysis zone 631, where the project site is located.

PKG-4: Parking Supply

Provide parking at a rate that is less than or equal to 50 percent and greater than 40 percent of the neighborhood residential parking rate. The project parking rate is 0.28 vehicles per unit, which is 41 percent of the neighborhood residential parking rate of 0.68 vehicles per unit in transportation analysis zone 631, where the project site is located.

ACTIVE-2: Bicycle Parking

Provide class I and class II bicycle parking spaces as required by the planning code. The proposed project is providing 107 class I and seven class II bicycle spaces for the residential use, and one class I and two class II bicycle spaces for the retail use, and two class I and two class II bicycle spaces for the PDR use all of which meet the planning code, and transportation demand management program requirements.

CSHARE-1: Car-share Parking and Membership

Provide car-share parking as required by the planning code. To meet this requirement, the proposed project would provide two car-share spaces, to be located on the garage level.

LU-2: On-site Affordable Housing

The proposed project would include on-site affordable housing where either 5 to 10 percent of the units would be affordable to households with income that does not exceed 80 percent of the area median income, or 3 to 7 percent of the units would be affordable to households with income that does not exceed 55 percent of the area median income.

Construction of the proposed building would involve soil disturbance over the entire project site and excavation up to 12 to 14 feet deep, resulting in removal of about 10,300 cubic yards of soil. Project construction is estimated to take approximately 24 months.

The proposed 360 Fifth Street project would require the following approvals:

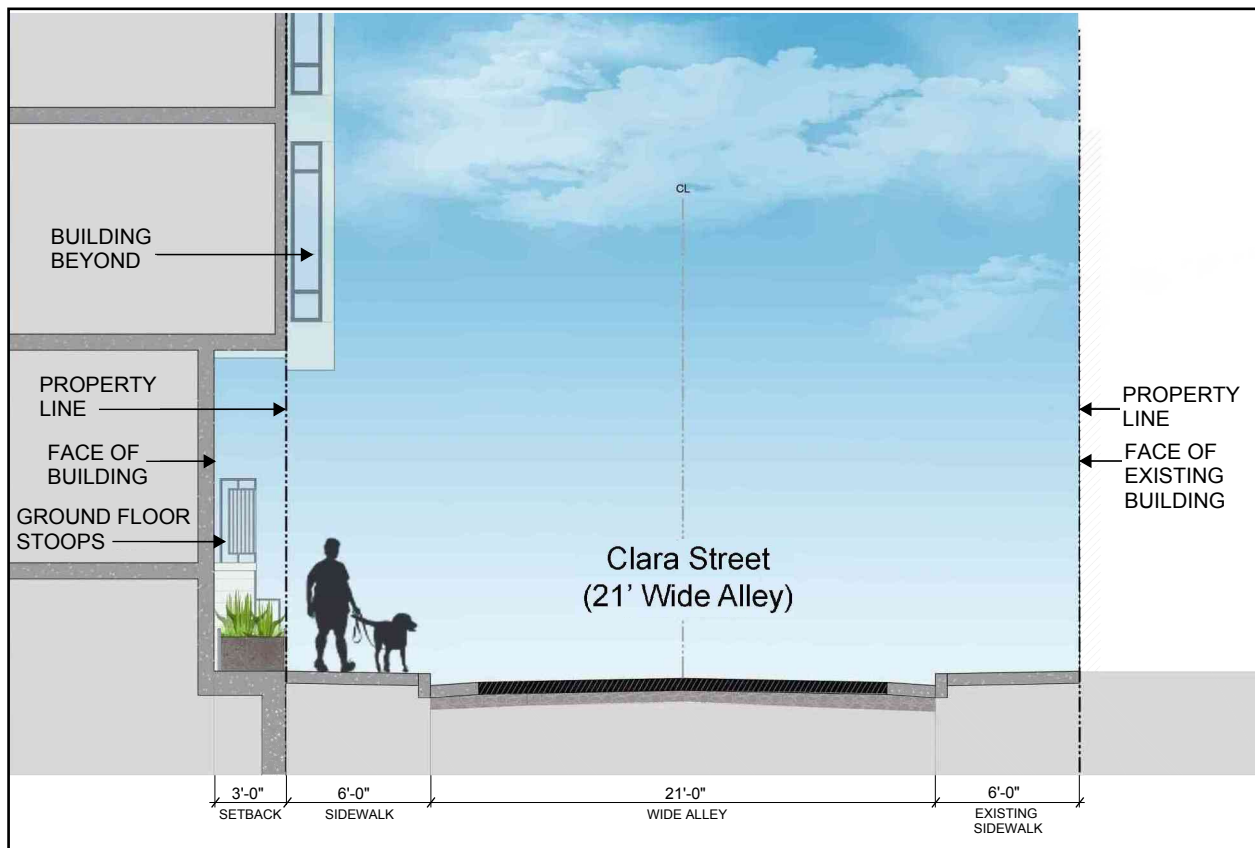
- Large Project Authorization (*Planning Commission*)
- Conditional Use Authorization (*Planning Commission*)

⁵ Planning Codes Section 169 requires, prior to issuance of a certificate of occupancy that a property owner facilitate a site inspection by the Planning Department and document implementation of applicable aspects of the transportation demand management plan, maintain a transportation demand management coordinator, allow for department inspections, and submit periodic compliance reports throughout the life of the project.

⁶ "Unbundled" parking means that the cost of a parking space is separated from the cost of rent, lease, or ownership of a unit.

- Demolition Permit (*Planning Department and Department of Building Inspection*)
- Site/Building Permit (*Planning Department and Department of Building Inspection*)
- Approval of project compliance with the Stormwater Control Guidelines (*Department of Public Works*).
- Approval of a stormwater control plan (*San Francisco Public Utilities Commission*)
- Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) (*San Francisco Department of Public Works and San Francisco Municipal Transportation Agency*)
- Approval of a proposed commercial freight (yellow) loading space through San Francisco Municipal Transportation Agency's Color Curb program.

A Large Project Authorization by the Planning Commission constitutes the *approval action* for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.



Section D

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

Project North

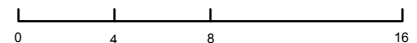


FIGURE 19
STREETSCAPE IMPROVEMENTS - CLARA STREET



Existing View



Proposed Project View

View Looking Northwest Towards Clara St. from 5th St.

SOURCE: TRAMMELL CROW RESIDENTIAL
360 FIFTH STREET
CASE NO: 2015-005863ENV

FIGURE 20
EXISTING AND PROPOSED VIEWS



Existing View



Proposed Project View

View Looking Southeast Towards Shipley St. From 5th St.

SOURCE: TRAMMELL CROW RESIDENTIAL
 360 FIFTH STREET
 CASE NO: 2015-005863ENV

FIGURE 21
 EXISTING AND PROPOSED VIEWS

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).⁷ The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

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

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

The proposed project would include demolition of the existing buildings on the project site, and construction of four- to eight-story, 45-foot to 85-foot-tall, mixed-use building containing 127 dwelling units, approximately 1,300 square feet of retail, approximately 8,000 square feet of PDR space, and 35 vehicle parking spaces. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

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

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

These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “CEQA Section 21099” heading below).
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation section).
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

Aesthetics and Parking

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁸ Project elevations are included in the project description.

⁸ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 360 Fifth Street, May 1, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-005863ENV.

Automobile Delay and Vehicle Miles Traveled

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

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

⁹ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

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

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

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the MUR District and the SoMa Youth and Family SUD, and is consistent with the height and bulk controls, floor area ratio requirements (applicable to non-residential uses), and the development density envisioned in the East SoMa and Central SoMa Area Plans.¹⁰¹¹ As a result, implementation of the proposed project would introduce residential, retail, and PDR uses that would be consistent with and maintain the mixed-use character of the project vicinity.

However, the Eastern Neighborhoods PEIR also identified a cumulative impact to neighborhood character that would result from the loss of PDR uses throughout the plan area. The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the plan area throughout the lifetime of the plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the plan area under the No Project scenario. Within the East SoMa subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 770,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in a significant unavoidable impact on land use due to the cumulative loss of PDR space. This impact was addressed in a *statement of overriding considerations* with CEQA findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

Development of the proposed project would result in the net loss of approximately 9,900 square feet of PDR building space and this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.¹²

The project site is located in the Mixed Use Residential District, which is intended to promote high-density housing and a flexible mix of smaller neighborhood-serving retail and commercial uses, including some PDR uses, appropriate for development to take advantage of major transit investments. The proposed loss of approximately 9,900 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, however, it would not result in new or more severe impacts than were disclosed in the PEIR. As such, the project's contribution to this cumulative impact does not require any additional environmental review beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study.

Implementation of the proposed project would preclude an opportunity for future development of PDR space on the 0.53-acre project site given that PDR uses are permitted in the MUR District, as they were in the previous RSD (Residential/Service Mixed-Use District) zoning for the project site. However, the incremental loss of 0.53 acres of PDR opportunity does not represent a considerable contribution to the loss of PDR opportunity analyzed in the PEIR, and it would not result in significant impacts that were not already identified or are more severe than those identified in the PEIR. As such, the project's land use impact does not require any additional environmental review beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study.

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

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

¹² As shown on the project plans, the existing buildings on the project site include a total of approximately 17,900 gsf of PDR space. Approximately 8,000 gsf of PDR space would be provided as part of the proposed project, resulting in a net loss of approximately 9,900 gsf of PDR space.

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

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

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

The proposed project consists of a four-to eight-story building containing a total of 127 dwelling units, which would result in a total of about 309 residents on the project site.¹³ These direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Eastern Neighborhoods PEIR. The project's contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under land use, transportation and circulation, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, and public services.

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

Historic Architectural Resources

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

Between 2007 and 2010, the Planning Department conducted the SoMa Area Plan and Western SoMa Community Plan Historic Resource Survey (SoMa Survey) and determined that the existing buildings on the project site are not historical resources under CEQA. The project site is also not located within an historic district. Therefore, the proposed project would not contribute to the significant historic resource

¹³ The Eastern Neighborhoods PEIR assumed that the plan area would have an average household size of 2.43 residents per dwelling unit in the year 2025.

impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

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

Archeological Resources

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

The project site is located in the Archeological Mitigation Zones J-2: Properties with No Previous Studies of the Eastern Neighborhoods PEIR, so PEIR Mitigation Measure J-2 is applicable to the proposed project.¹⁴ PEIR Mitigation Measure J-2 states that any project resulting in soils disturbance for which no archeological assessment report has been prepared or for which the archeological document is incomplete or inadequate shall be required to conduct a preliminary archeological sensitivity study prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The Planning Department's archeologist conducted a preliminary archeological review of the project site in conformance with the study requirements of Mitigation Measure J-2: the results are summarized below.¹⁵

Based on the preliminary archeological review, it has been determined that the Planning Department's third standard archeological mitigation measure (archeological testing) would apply to the proposed project. The preliminary archeological review and its requirements for archeological testing are consistent with Mitigation Measure J-2 from the Eastern Neighborhoods PEIR. PEIR Mitigation Measure J-2 is identified as Project Mitigation Measure 1: Archeological Testing and is discussed on p. 59.

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

¹⁴ Randall Dean, San Francisco Planning Department, email to Rachel Schuett, San Francisco Planning Department, March 17, 2017.

¹⁵ Ibid.

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

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

Accordingly, the planning department conducted project-level analysis of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project.¹⁶ Based on this project-level review, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site.

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

¹⁶ San Francisco Planning Department. Transportation Calculations for 360 Fifth Street, February 14, 2017.

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

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

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

Vehicle Miles Traveled (VMT) Analysis

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

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

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{17,18}

¹⁷ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

For residential development, the existing regional average daily VMT per capita is 17.2.¹⁹ For retail development, the regional average daily retail VMT per employee is 14.9. For office development, the regional average daily retail VMT per employee is 19.1²⁰ Average daily VMT for all three land uses are projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 631.

Table 1. Daily Vehicle Miles Traveled

<u>Land Use</u>	<u>Existing</u>			<u>Cumulative 2040</u>		
	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 631</u>	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 631</u>
Households (Residential)	17.2	14.6	2.2	16.1	13.7	1.8
Employment (Office)	19.1	16.2	8.2	17.0	14.5	6.7
Employment (Retail)	14.9	12.6	9.1	14.6	12.4	8.7

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

In TAZ 631, the existing average daily household VMT per capita is 2.2, the existing average daily VMT per office employee is 8.2, and the average daily VMT per retail employee is 9.1.^{21,22} In TAZ 631, the

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

¹⁹ Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

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

²¹ <http://sftransportationmap.org/>. Accessed May 30, 2017.

future 2040 average daily household VMT per capita is estimated to be 1.8, and the future 2040 average daily VMT per office and retail employee is estimated to be 6.7, and 8.7, respectively. Given that the project site is located in an area in which the existing and future 2040 residential, office and retail employee VMT would be more than 15 percent below the existing and future 2040 regional averages, the proposed project's residential, retail, and PDR uses would not result in substantial additional VMT, and impacts would be less than significant. Furthermore, the project site meets the proximity to transit screening criterion, which also indicates the proposed project's residential, retail, and PDR uses would not cause substantial additional VMT.²³

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. The five existing curb cuts along the project's frontages would be removed, and a new 20-foot-wide curb cut would be provided on Clara Street for access into the project driveway. These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.²⁴

Trip Generation

The proposed project includes the demolition of the existing buildings on the project site and the construction of a four- to eight-story building containing 127 dwelling units, approximately 1,300 sf of retail, and 8,000 sf of PDR space, 35 automobile parking spaces and 121 bicycle parking spaces.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.²⁵ The proposed project would generate an estimated 1,093 person trips (inbound and outbound) on a weekday daily basis, consisting of 336 person trips by auto, 248 transit trips, 362 walk trips and 146 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 189 person trips, consisting of 58 person trips by auto (50 vehicle trips accounting for vehicle occupancy data for this census tract), 43 transit trips, 63 walk trips, and 25 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that go towards funding transit and complete streets. In addition, the San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).²⁶ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee.

²² For VMT screening and analysis, PDR uses are treated like office uses.

²³ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 360 Fifth Street, May 1, 2017.

²⁴ Ibid.

²⁵ San Francisco Planning Department, Transportation Calculations for 360 Fifth Street, February 14, 2017.

²⁶ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.²⁷ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

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

The project site is located within a quarter mile of several local transit lines including Muni lines including the: 12 Folsom Pacific, 14X Mission Express, 27 Bryant, 30 Stockton, 45 Union-Stockton, 47 Van Ness, 8 Bayshore, 8AX Bayshore A Express, and 8 BX Bayshore B Express. The proposed project would be expected to generate 248 daily transit trips, including 43 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 43 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the preferred project having significant impacts on seven lines. The project site is not located within a quarter-mile of any of the seven impacted Muni lines. The proposed project would not contribute considerably to these conditions as its minor contribution of 43 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The

²⁷ <http://tsp.sfplanning.org>

proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

The proposed project includes a parking garage with access off of Clara Street. Given that no transit operations occur on Clara Street, there would be no conflict between vehicles entering and exiting the project driveway and transit operations. Based on these factors, the operations of the proposed project's garage would not result in significant transit impacts.

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

Pedestrians

The project driveway would be located on Clara Street. Clara is a one-way eastbound alley, thus driveway operations would be left-in, left-out only. Clara Street is an alley, and would not be considered a primary pedestrian walkway. Also, the primary pedestrian entrance to the proposed project's residential, retail, and PDR uses would be from Fifth Street. As a result, operation of the project's driveway and garage would not result in a substantial increase in conflicts between vehicles and pedestrians.

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

Bicycles

As mentioned above, the project driveway would be located on Clara Street and would have left-in, left-out only operations. Clara Street is an alley which does not include a bicycle route. Also, the primary access to the proposed project's class I bicycle parking facilities would be via the residential lobby, from Fifth Street. As a result, operation of the project's driveway and garage would not result in a substantial increase in conflicts between vehicles and bicyclists.

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

Conclusion

For the above reasons, the proposed project would not result in significant impacts to transit, pedestrians, or bicyclists beyond those identified in the Eastern Neighborhoods PEIR, and no mitigation is necessary.

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

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Rezoning and Area Plans would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Rezoning and Area Plans would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.²⁸ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

²⁸ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

Construction Impacts

The Eastern Neighborhoods PEIR includes two mitigation measures that address impacts from construction noise. PEIR Mitigation Measure F-1: Construction Noise (Pile Driving), addresses noise impacts related to pile driving. The proposed building foundation would be a mat supported on piles; therefore, pile driving may be required. Therefore, PEIR Mitigation Measure F1 would be applicable to the proposed project. PEIR Mitigation Measure F1 is identified as Project Mitigation Measure 2: Construction Noise (Pile Driving), and is discussed on p. 63. PEIR Mitigation Measure F-2: Construction Noise requires the development of a noise attenuation plan and the implementation of noise attenuation measures to minimize noise impacts from construction activities. PEIR Mitigation Measure F-2, which is applicable to the proposed project, is identified as Project Mitigation Measure 3: Construction Noise, and is discussed on p. 63.

In addition, all construction activities for the proposed project (approximately 24 months) would be subject to the San Francisco Noise Ordinance, which is codified as article 29 of the San Francisco Police Code. The noise ordinance regulates construction noise and requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works or the Director of the Department of Building Inspection 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 Public Works authorizes a special permit for conducting the work during that period.

The building department 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 approximately 24-month construction period for the proposed project, occupants of the nearby properties could be disturbed by construction noise. There may be times when construction noise could interfere with indoor activities in residences and businesses near the project site. The increase in project-related construction noise in the project vicinity would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level. In addition, the construction contractor would be required to comply with the noise ordinance and PEIR Mitigation Measures F-1 and F-2, which would reduce construction noise impacts to a less-than-significant level.

Operational Impacts

PEIR Mitigation Measure F-5: Siting of Noise-Generating Uses, addresses impacts related to individual development projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed project would result in the development of residential uses, a small amount of retail (1,300 sf), and approximately 8,000 sf of PDR uses. The PDR uses have the potential to generate noise levels in excess of ambient levels. Therefore, PEIR Mitigation Measure F-5 is applicable to the proposed project. As such, an acoustical analysis was prepared for the proposed project.²⁹ The acoustical analysis found that the noise environment at the project site is predominantly controlled by vehicular traffic along Fifth Street and Interstate 80. Long term

²⁹ Charles M. Salter Associates, Inc. 360 5th Street Multi-Family Residences Environmental Noise Study. March 27, 2017.

noise measurements taken at the project site identified ambient noise levels of 76 dBA L_{dn} ³⁰ on the Fifth Street frontage and 66 dBA L_{dn} on the Clara Street frontage. A survey was conducted to identify noise-sensitive uses within 900 feet of, and with a direct line of sight to the proposed project. Several were identified including churches, museums, schools, and residential developments. However, the proposed project's PDR uses are not expected to generate noise that is louder than the measured dominant noise sources, which are primarily related to vehicle traffic, buses, trucks and emergency vehicles. Also, the proposed project would include the installation of mechanical equipment, such as heating and ventilation systems, that could produce operational noise, but this equipment would be required to comply with the standards set forth in the noise ordinance. The proposed project would not include the installation of a backup diesel generator. Therefore, the proposed project would not substantially increase the ambient noise environment and noise impacts resulting from the proposed project would be less than significant.

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

The Title 24 acoustical standards for nonresidential structures are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical standard for nonresidential structures. Pursuant to the Title 24 acoustical standards, all building wall, floor/ceiling, and window assemblies are required to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise levels are achieved. In compliance with Title 24, the building department would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (L_{dn}) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

³⁰ L_{dn} (sometimes written as DNL) is the Day-Night Average Sound Level. This is a descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours between 10 p.m. and 7 a.m. For practical purposes, the DNL and CNEL are usually interchangeable.

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

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

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses³¹ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the area plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.³²

³¹ The Bay Area Air Quality Management District considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

³² The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code article 38, as discussed below, and is no longer applicable.

Construction Dust Control

PEIR Mitigation Measure G-1: Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

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

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

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the Bay Area Air Quality Management District’s quantitative thresholds for individual projects.”³³ The air district’s *CEQA Air Quality Guidelines* provide screening criteria³⁴ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the air quality guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the air quality guidelines screening criteria. The proposed project, with 127 dwelling units, 1,300 sf of retail, and 8,000 sf of PDR uses is below the construction screening criteria and operational screening criteria for the “apartments, mid-rise”, “strip mall”, and “general light industry” land use types. However, it would require approximately 10,300 cubic yards of excavation. Therefore, while a detailed

³³ San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

³⁴ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

air quality assessment is not required, additional analysis was undertaken to quantify construction-related emissions, as discussed under “Construction”, below.

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone³⁵, carbon monoxide (CO), particulate matter (PM)³⁶, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment³⁷ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project’s individual emissions contribute to existing cumulative air quality impacts. If a project’s contribution to cumulative air quality impacts is considerable, then the project’s impact on air quality would be considered significant.³⁸

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the air district’s quantitative thresholds for individual projects.”³⁹ The air district prepared updated *2011 BAAQMD CEQA Air Quality Guidelines*,⁴⁰ which provided new methodologies for analyzing air quality impacts. The air quality guidelines also provide thresholds of significance for those criteria air pollutants that the Bay Area air basin is in non-attainment. These thresholds of significance are used by the City.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over approximately 12 months (269 working days). Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model and provided within an air quality memorandum.⁴¹ The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts’ staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 269 working days. As shown in Table 2, unmitigated project construction emissions would be below the threshold of significance for ROG, NOx, exhaust PM₁₀, and exhaust PM_{2.5}.

³⁹ San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

⁴⁰ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3..

⁴¹ ^RPlanning Department, *Air Quality Memorandum*. Project File 2015-005863ENV – 360 Fifth Street. May 1, 2017.

Table 2: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	10.77	15.86	0.91	0.86
Mitigated Project Emissions	10.77	15.86	0.91	0.86
Significance Threshold	54.0	54.0	82.0	54.0

Emissions over threshold levels are in **bold**.

Source: BAAQMD, 2011; Planning Department, 2017

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance 224-14, amended December 8, 2014). The *air pollutant exposure zone* as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. For sensitive use projects within the air pollutant exposure zone, such as the proposed project, the ordinance requires that the project sponsor submit an *enhanced ventilation proposal* for approval by the Department of Public Health that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a minimum efficiency reporting value 13 filtration. The building department will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved enhanced ventilation proposal. In compliance article 38, the project sponsor has submitted an initial application to the health department.⁴²

Also, since the project site is located within an identified air pollutant exposure zone; the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during six to nine months of the anticipated 24-month construction period. Thus, Project Mitigation Measure 4 Construction Air Quality has been identified to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-1 related to emissions exhaust by requiring engines with higher emissions standards on construction equipment. Project Mitigation Measure 4 would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.⁴³ Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 4, which is discussed on p. 63.

⁴² Application for Article 38 Compliance Assessment, 342-360 Fifth Street; 210-312 Clara Street; 215-21 Shipley Street, submitted February 5, 2016.

⁴³ 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/bhp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/bhp-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).

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. The proposed project would not include a backup diesel generator, so PEIR Mitigation Measure G-4: Siting of Uses that Emit Other TACs, is not applicable.

Conclusion

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

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

Eastern Neighborhoods PEIR

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the East SoMa Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of carbon dioxide equivalent (CO₂E)⁴⁴ per service population, respectively.⁴⁵ The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three rezoning options would be less than significant. No mitigation measures were identified in the PEIR.

Proposed Project

The Bay Area Air Quality Management District has prepared guidelines and methodologies for analyzing GHG emissions. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact would be less than significant. San Francisco's *Strategies to Address*

⁴⁴ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

⁴⁵ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

*Greenhouse Gas Emissions*⁴⁶ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,⁴⁷ exceeding the year 2020 reduction goals outlined in the air district's *2010 Clean Air Plan*,⁴⁸ Executive Order S-3-05⁴⁹, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{50,51} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05⁵² and B-30-15^{53,54} and Senate Bill 32.^{55, 56} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the site by introducing a new building containing a total of 127 dwelling units, 1,300 sf of retail, and 8,000 sf of PDR uses, with 35 parking spaces to replace three existing buildings totaling about 18,000 sf. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of residential, retail, and PDR operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, Transportation Sustainability Fee, bicycle parking requirements, low-emission car parking requirements,

⁴⁶ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

⁴⁷ ICF International, Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco, January 21, 2015.

⁴⁸ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

⁴⁹ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

⁵⁰ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill_asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

⁵¹ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

⁵² Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

⁵³ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

⁵⁴ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

⁵⁵ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

⁵⁶ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

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

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁵⁷

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁵⁸ and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).⁵⁹ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁶⁰

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

⁵⁷ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁵⁸ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁵⁹ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁶⁰ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 360 Fifth Street. February 13, 2017.

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

Wind

Based on the height and location of the proposed approximately 45- to 85--foot-tall building, a pedestrian screening-level wind assessment ("wind assessment") was prepared by a qualified wind consultant for the proposed project.⁶¹ The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development, which provides a screening-level estimation of the potential wind impact. The wind assessment found that, due to the heights of the existing buildings in the area, wind conditions on and around the project site do not exceed the 26-mile-per-hour wind hazard criterion under the existing condition. The wind assessment also found that the proposed building would not cause winds that would reach or exceed the 26-mile-per-hour wind hazard criterion at any pedestrian areas on and around the proposed development and that wind speeds at building entrances and public sidewalks would be suitable for the intended pedestrian usage.

Shadow

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

The proposed project would construct a 45- to 85-foot-tall building; therefore, the Planning Department prepared a preliminary shadow fan analysis a shadow analysis to determine whether the project would

⁶¹ Rowan, Williams, Davies & Irwin, Inc. 360 Fifth Street, San Francisco, California, Revised Screening-Level Wind Analysis. April 17, 2017.

have the potential to cast new shadow on nearby parks.⁶²The preliminary shadow fan indicated that the proposed project would not cast new shadow on any park or open space.

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

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

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

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

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

⁶² Planning Department, Preliminary Shadow Fan for 360 Fifth Street. March 22, 2017.

to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element of the General Plan was adopted in April 2014. The amended open space element provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended open space element identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park and at 17th and Folsom, are both set to open in 2017. In addition, the amended open space element identifies the role of both the Better Streets Plan (refer to “Transportation” section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

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

As shown on Figure 14, the proposed project would provide 10,000 sf of common-usable open space on levels one and five and on the roof, and 320 sf of private usable open space would be provided as private balconies on levels four and five. This usable open space would help alleviate the demand for recreational facilities.

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

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

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

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

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned

improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

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

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

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

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

A geotechnical investigation was conducted to assess the geologic conditions underlying the project site and provide recommendations related to the proposed project's design and construction. The findings and recommendations presented in the geotechnical report are summarized, below.⁶³

The geotechnical investigation included drilling two test borings, and performing cone penetration tests at two additional locations on the project site. The results of the investigation indicate that the project site is underlain by 6 to 10 feet of fill, and the fill is underlain by 3 to 5 feet of marsh deposit (peat and sand), which is underlain by 30 to 50 feet of bay mud. Groundwater was encountered at 5 to 6 feet. The project site is not in an Alquist-Priolo earthquake fault zone. There are no known active faults that run underneath the project site or in the project vicinity; the closest active fault to the project site is the San Andreas Fault, which is located about seven miles to the southwest. The project site is within a liquefaction hazard zone, but it is not in a landslide hazard zone.⁶⁴

The geotechnical report recommends that the proposed building the foundation system should consist of a mat supported on piles. The geotechnical report identified several pile types that could support the project including: precast, prestressed, concrete piles, steel H-piles, augured-cast-in-place piles, augured-cast-in-place drilled displacement piles, and torqued-down steel pipe piles. Not all pile types require pile driving, including the augured piles that are recommended by the geotechnical investigation which reduces noise and vibration. However, the analysis contained herein conservatively assumes that pile driving would be required. Construction of the proposed project would require excavation to 12 to 14 feet below the ground surface. About 10,300 cubic yards of soil would be excavated and removed from the project site. The geotechnical report includes recommendations related to site preparation, foundation design, shoring, and seismic design.

Since the project site is within a liquefaction hazard zone, the Seismic Hazards Mapping Act requires that (1) the seismic hazard area on the project site be identified, and (2) the geotechnical recommendations to address the seismic hazard issues be made conditions of the building permit. The project sponsor would be required to implement any applicable recommendations identified in the geotechnical report.

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

For this reason, the proposed project would not result in a significant effect related to geology and soils beyond those identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

⁶³ Langan Engineering and Environmental Services, Inc. Geotechnical Investigation, 360 5th Street, San Francisco, California (hereinafter "Geotechnical Report"), December 27, 2016.

⁶⁴ San Francisco Planning Department, GIS database geology layer, accessed May 30, 2017.

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

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

A portion of the project site (about 13,100 sf) is currently unpaved, and is used as a surface parking lot/storage area. The proposed project would cover the entire project site, including this currently unpaved area, so the amount of impervious surface would increase incrementally. However, as shown in Figure 14, about 10,000 sf of common open space would be provided on levels one, four, and five, and on

the roof. Some of the common open space area would be vegetated, and/or include semi-pervious surfaces, thus reducing the amount of stormwater runoff from the project site. Further, the Eastern Neighborhoods PEIR anticipated an increase in stormwater runoff due to new development within the plan area, which would include runoff related to a slight increase in impervious surfaces on the project site.

Following certification of the Eastern Neighborhoods PEIR, the Board of Supervisors adopted the Stormwater Management Ordinance (Ordinance No. 83-10, effective May 22, 2010). In accordance with this ordinance, the proposed project must maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this objective, the proposed project is required to implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit (or eliminate altogether) site discharges from entering the City's combined stormwater/sewer system. This, in turn, would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges and would minimize the potential for constructing new or expanding existing stormwater drainage facilities.

As a result, although the proposed project would incrementally increase impervious surface coverage on the site, this increase would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials, as outlined below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 would apply to the proposed project. PEIR Mitigation Measure L-1 is identified as Project Mitigation Measure 5: Hazardous Building Materials, and is discussed on p. 65.

Soil and Groundwater Contamination

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

are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

The project site is located in an area that it is known or suspected to contain contaminated soil and/or groundwater.⁶⁵ In addition, the proposed project would disturb in excess of 50 cubic yards of soil (10,300 cubic yards) in an area with artificial fill and known prior industrial uses. Therefore, the project is subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a phase I environmental site assessment that meets the requirements of Health Code section 22.A.6.

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

Accordingly, a phase I site assessment has been prepared to assess the potential for site contamination.⁶⁶ Review of historic maps shows the entire project block as fully developed with one- and two-story residences and commercial buildings on the 1887 and 1899 Sanborn maps. The area was then presumably destroyed in the 1906 earthquake and fire, since a different configuration of four residences, two storefronts and a storage building are shown on the project site on the 1913 Sanborn map. The lot at the corner of Clara and Fifth streets was developed with the existing structure in 1945. Past commercial occupants have included a rattan furniture factory, a liquor store, and construction, window tinting, and design firms.⁶⁷

A visual inspection of the site did not reveal the presence of stressed vegetation, unusual or noxious odors, hazardous materials or liquids spills, or onsite underground storage tanks or groundwater monitoring wells. However, there is a monitoring well located a few feet from the northern property line; it was installed in conjunction with a leaking underground storage tank case on the adjoining property to the northwest. Diesel-range petroleum hydrocarbon was detected in this groundwater monitoring well continuously during quarterly monitoring from 1999 to 2009. However, the analytical results from the well do not conform to other monitoring data from the leaking tank case. It is possible that the detected diesel-range combination is from an undiscovered heating oil tank that may or may not be present on the project site.⁶⁸ The site assessment identified the known presence of contaminated groundwater at the margin of the site as a recognized environmental condition; thus, additional investigation is required.⁶⁹ A phase II environmental site assessment is currently being prepared.

In August 2015, a site investigation was conducted using a magnetic locator (metal detector) and ground penetrating radar. The purpose of the investigation was to look for geophysical evidence of a buried fuel

⁶⁵ San Francisco Planning Department, Expanded Maher Area Map, March 2015. Available online at http://www.sf-planning.org/ftp/publications_reports/library_of_cartography/Maher%20Map.pdf, accessed May 30, 2017.

⁶⁶ RGA Environmental, Inc Phase 1 Environmental Assessment Report, 354-360 5th Street and 210-212 Clara Street, San Francisco, California (hereinafter "Phase 1 ESA"), May 15, 2015.

⁶⁷ Phase 1 ESA.

⁶⁸ Phase 1 ESA.

⁶⁹ Phase 1 ESA.

storage tank that could be the source of the groundwater contamination. The investigation was inconclusive.⁷⁰ A limited subsurface investigation was conducted in August 2015 which included soil and groundwater testing. Soil samples near the (now decommissioned) ground water monitoring well contained diesel-range petroleum hydrocarbons, as did the nearest groundwater sample.⁷¹

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Ordinance application⁷² to and received a subsurface investigation work plan approval⁷³ from the health department. The proposed project would be required to remediate potential soil and/or groundwater contamination described above in accordance with article 22A of the Health Code. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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

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

The Eastern Neighborhoods PEIR determined that the area plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations. The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plan

⁷⁰ RGA Environmental, Inc. Letter to Tyler Evje, Thompson Dorfman Partners, LLC., Re: Geophysical Investigation. September 3, 2015.

⁷¹ RGA Environmental, Inc. Results of Limited Subsurface Investigation, 360 5th Street, San Francisco, California. August 21, 2015.

⁷² Maher Ordinance Application, 360 5th Street, submitted October 9, 2015.

⁷³ Department of Public Health Letter to Tyler Evje, Thompson Dorfman Partners, LLC., Re: Subsurface Investigation Workplan Approval Residential and Commercial Development 354-360 5th Street and 210-212 Clara Street, San Francisco, CA 94107. EHB-SAM NO-SMED: 1332. November 22, 2016.

would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

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

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

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

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

MITIGATION MEASURES

Project Mitigation Measure 1: Archeological Testing (Implementing PEIR Mitigation Measure J-2)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site⁷⁴ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁷⁵ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

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

⁷⁴ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁷⁵ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.

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

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

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

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

significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

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

sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2: Construction Noise (Pile Driving) (Implementing PEIR Mitigation Measure F-1)

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

Project Mitigation Measure 3: Construction Noise (Implementing PEIR Mitigation Measure F-2)

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

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and

- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

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

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

A. Engine Requirements.

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

B. Waivers.

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

to the table below.

Table – Off-Road Equipment Compliance Step-down Schedule

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

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

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

side of the construction site facing a public right-of-way.

- D. *Monitoring.* After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

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

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



RECOMMENDED NOISE ATTENUATION CONDITIONS FOR CHAPTER 116 RESIDENTIAL PROJECTS:

- Community Outreach: Project sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.
- Sound Study: Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.
- Design Considerations:
 - (1) During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.
 - (2) In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.
- Construction Impacts: Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.
- Communication: Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

From: Hunter Oatman-Stanford
To: [Vu, Doug \(CPC\)](#)
Subject: 342-360 5th Street Development Project
Date: Thursday, July 06, 2017 1:52:39 PM

Hi Doug,

I'm a neighbor who received the public hearing notice regarding the development on 5th street, and though I cannot make the meeting, I would like to express my support for the project's plans to create additional housing, retail, and PDR on this Central SoMa plot.

The low slung buildings and surface lot there currently are a terrible waste of central space. We desperately need more housing, and adding more residents to the walkable downtown core will relieve stress on transit and provide more customers for SoMa's small-business scene. If anything, I would love to see the development go taller, but I appreciate the attention paid to the project's surrounding neighborhood.

Please feel free to include my comments as testimony and let me know if there's any other way I can support this project.

thank you,

Hunter Oatman-Stanford
855 Folsom Street, #502
SF, CA 94107

From: Hunter Oatman-Stanford
To: [Vu, Doug \(CPC\)](#)
Subject: 342-360 5th Street Development Project
Date: Thursday, July 06, 2017 1:52:39 PM

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Please feel free to include my comments as testimony and let me know if there's any other way I can support this project.

thank you,

Hunter Oatman-Stanford
855 Folsom Street, #502
SF, CA 94107

From: Robert Rudelic
To: [Vu, Doug \(CPC\)](#)
Subject: Case # 2015-005863ENV
Date: Wednesday, March 15, 2017 1:22:55 PM

I oppose this project in its present form as it only provides 36 parking spaces for 128 units with a total of up to 248 residents. The parking issues in the area have become a big issue. Small businesses like mine need parking spaces that turn over to succeed and putting more people in the area without sufficient parking for them force them onto the street for long term parking. Either up the amount of parking or nix the project.

Robert Rudelic
Sent from my iPhone

From: McGlinchy, Don
To: [Vu, Doug \(CPC\)](#)
Subject: RE: 342-360 5th St.
Date: Monday, July 24, 2017 2:01:54 PM
Attachments: [image001.png](#)
[image002.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image004.png](#)

Hi Doug,

I just left you a voice mail. My question is about the location of the proposed parking garage entrance. Currently the plans call for the garage to be right next door to my property at 214 Clara St. It would make sense to me that the garage entrance should be on Shipley as the one way traffic on to Shipley can be accessed either direction from 5th Street which is the buildings main entrance. With Clara St. as the only garage entrance then all traffic needs to loop (one way) around and come down Clara St to get into the garage. It is my understanding the City wants the garage entrance as far away from 5th Street as possible. The entrance on Shipley can be the exact distance form 5th as the proposed garage entrance on Clara. Having a garage entrance adjoining my building may create a nuisance to my tenants. Let me know your thoughts. Regards,

I can always be reached by cell at 925 640-8660.

Don McGlinchy

Sales Manager/Mortgage Loan Originator

NMLS #256571

Remember, a reverse mortgage can be used to purchase your retirement home without any mortgage payment for life!

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4301 Hacienda Dr., #120, Pleasanton, CA 94588

Direct: 925-474-1112/Cell: 925-640-8660/Efax: 925-520-0238

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From: Vu, Doug (CPC) [mailto:doug.vu@sfgov.org]

Sent: Monday, July 17, 2017 12:12 PM

To: McGlinchy, Don <DMcglinchy@ccmclending.com>

Subject: RE: 342-360 5th St.

This message was sent securely using ZixCorp.

Hi Don,

At the hearing this week, the Commission will continue the project to August 31, so it will not be re-noticed through a mailing or on-site posters. Let me know if you have questions.

Doug

M. Douglas Vu, ASLA
City Planner & Preservation Technical Specialist
Southeast Quadrant, Current Planning

1650 Mission Street, Suite 400
San Francisco, CA 94103

Doug.Vu@sfgov.org www.sf-planning.org



From: McGlinchy, Don [<mailto:DMcGlinchy@ccmclending.com>]
Sent: Monday, July 17, 2017 9:05 AM
To: Vu, Doug (CPC)
Subject: 342-360 5th St.

Hi Mr. Vu - I just wanted to confirm when is the public hearing for the subject project? Has it been rescheduled from the dates on the attached flyer? If so, when? I own property adjacent to this development.

Don McGlinchy
Sales Manager/Mortgage Loan Originator

NMLS #256571

Remember, a reverse mortgage can be used to purchase your retirement home without any mortgage payment for life!

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REUBEN, JUNIUS & ROSE, LLP

August 24, 2017

President Rich Hillis
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 360 5th Street
Planning Case No. 2015-005863ENX/CUA
Hearing Date: August 31, 2017
Our File No.: 7510.07

Dear President Hillis and Commissioners,

This office represents Trammell Crow, the Project Sponsor of a new mixed-use residential project at 360 5th Street (the “Property”). The Property is on the west side of 5th Street, spanning between Shipley Street and Clara Street and is currently occupied by three modest-sized commercial structures and a large, vacant portion of land. The Project Sponsor is proposing the construction of a new mixed-use residential building at the Property, featuring:

- 127 new dwelling units;
- 8,011 square feet of PDR replacement space, consistent with Prop X;
- A 1,302 square-foot retail space;
- Elimination of a 13,000-square-foot vacant area of land in the heart of SoMa to be replaced with a project that is 100% consistent with the Eastern Neighborhoods goals and intent.

Project Benefits

The Project will transform a site occupied by three modest-sized commercial buildings and a large vacant area to a high-density mixed use project that provides new PDR and retail space. We respectfully request the Planning Commission approve the Project for the following reasons:

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

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

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
827 Broadway, Suite 205, Oakland, CA 94607
tel: 510-257-5589

www.reubenlaw.com

- **The Project is 100% consistent with the goal and intent of the Eastern Neighborhoods Plan.** The Project is essentially what the MUR zoning calls for at this location. This includes high density residential use, with required active uses along 5th Street and PDR replacement space. The only modifications requested are to appropriately structure the building at this corner location with three street frontages.
- **The Project creates new, usable PDR space consistent with Prop X.** The Project proposes the first replacement of PDR space since the passage of Prop X last November. There are currently three modest-size buildings at the Property occupied by a number of different commercial uses over the years. The Project will create new PDR space, totaling 8,011 square feet. This space will be specifically restricted to PDR use (previously, any permitted use in the MUR district could have occupied the space) and has been specifically designed for PDR use, with high ceilings, transom windows, and separate stair and elevator access. This high-quality space will ensure that actual PDR tenants will operate at the Property.
- **The Project will significantly improve the pedestrian experience.** The Project eliminates five separate curb cuts around the 455-foot site frontage and consolidates them into one single curb cut at the furthest interior portion of the Clara Street frontage. The ground floor of the new building will be set back two feet to create a large, 12 foot sidewalk along the 5th Street frontage. The site is currently occupied by a 13,000-square-foot, undeveloped, surface lot with some under-used commercial buildings and will now have individual walk-up units along both the Shipley and Clara Street frontages, significantly improving the safety and security of residents and workers in the area. The Project proposes decorative paving along both Shipley and Clara Streets, to emphasize their low-scale, neighborhood use. Along 5th Street, retail space will activate the street frontage while new PDR space will continue to maintain the mixed-use industrial character of the neighborhood.

Project Outreach

The Project Sponsor has engaged in serious and significant community outreach over the past year and a half. A 60-page summary of these efforts have been included with the Project Sponsor's submittal, which includes the following:

- Three community meetings using city's radius lists and open to anyone in the neighborhood;
- Individual meetings with eight organizations, including:
 - United Playaz (three meetings),

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
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- SoMa Piliplinas (three meetings including design charrette),
 - Bessie Carmichael School (including tour of school by Project Sponsor),
 - Yerba Buena Alliance,
 - West Bay Pilipino Center.
- Outreach to at least 27 local businesses and 11 nearby residential buildings.

In sum, the Project will transform this Property from an underutilized commercial site with large vacant areas to a new, vibrant mixed-use residential building that activates 5th Street and increases safety in the vicinity. New PDR space will be provided on-site to ensure PDR uses will remain at this site for years to come. The neighborhood and community groups have been consulted early and are supportive of the Project. For these reasons, we urge you to support this project.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



John Kevlin

cc: Vice-President Dennis Richards
Commissioner Rodney Fong
Commissioner Christine Johnson
Commissioner Joel Koppel
Commissioner Myrna Melgar
Commissioner Kathrin Moore
Doug Vu – Project Planner

360 5th Street, San Francisco Mixed-Use Development Outreach Report

Prepared for: Trammell Crow Residential

June 2016

Prepared by:



70 Washington Street, Suite 425
Oakland, CA 94607

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FIGURES

Figure 1	Outreach Radius Map
Figure 2	Mailing Radius Map

APPENDICIES

Appendix A	Contact/Mailing Lists
Appendix B	Fact Sheet
Appendix C	Community Meeting Letters
Appendix D	Comments Cards
Appendix E	Contact Log

1.0 INTRODUCTION

The following contains a detailed report of the outreach conducted by Trammell Crow Residential (TCR), local San Francisco architect KTGy and Craig Communications (the project team) in support of the proposed mixed-use development project at 342-360 5th Street. Since outreach continues for this project, the project team will update this report on a quarterly basis, at a minimum.

2.0 COMMUNICATION MATERIALS

Communication materials were prepared in support of outreach activities. The intent is to provide community members with additional project information, including a contact person, to help solicit community feedback and support as the project moves forward. Communications highlighted the project team's commitment to creating a mixed-use project. The project includes much needed housing, commercial, and Production, Distribution and Repair (PDR) space. The building blends in with the surrounding neighborhood and provides benefits to the immediate and larger San Francisco community. Materials include:

- Project fact sheet (see Appendix B) – updated as needed (minimum quarterly)
- Community meeting notification letters (see Appendix C) – prepared in support of meetings and mailed to all mailing addresses within a 300-foot radius of the project site
- Frequently asked questions – updated as needed based on community input (minimum quarterly)
- Presentations – prepared prior to community meetings
- Key messages – updated as needed (minimum quarterly)
- Meeting collateral (e.g., agendas, sign-in sheets, etc.) – prepared and used during community meetings to document participation
- Project Facebook page – updated as needed (<http://bit.ly/2aMU9LG>)

Contact Lists

A key contact list and project mailing lists were prepared in support of various outreach deliverables. Prior to any mailing, the project team reviews the mailing list and makes updates as needed. We also update the key contact list after every outreach event and stakeholder interaction. At a minimum, we review lists quarterly to ensure they are current. Contact lists are located in Appendix A.

3.0 LOCAL BUSINESSES

The project team conducted door-to-door outreach to local businesses to help ensure they are informed about the proposed project design. Outreach was conducted within the area bounded by Harrison and Folsom streets and 4th and 6th streets (see Figure 1). All businesses that we have informed about the project to date are listed below. The project team provided interested business owners and employees a copy of the project fact sheet and invited them to attend the next community meeting or call the project team with questions at a convenient time, recognizing they are busy business owners and working individuals. These individuals and businesses will continue to receive information on future meetings/project updates via U.S. mail, phone/email and door-to-door outreach, as appropriate.

Overall, local businesses have expressed little to no interest in the project and have had minimal questions or concerns. When appropriate, staff have followed up with business owners/employees, as needed. The project contact log, included as Appendix F, provides more detail on individual interactions with these businesses.

Local Business Outreach

- All American Automotive
- All Star Donuts
- Anar Restaurant
- ATS Auto Body and Repair
- AutoTech
- Bay Bridge Inn
- Borden Decal
- Bugsnag
- City Choice Café
- Design Concepts
- Ed's Auto Haus
- Extranomical Tours
- Harvey's Place
- J&J Tire Suspension
- Lan Do and Associates
- Ootem Advertising
- Ortiz Law Construction
- Robert's Tires & Wheels
- Shell Gas Station (300 5th Street)
- Sherwin-Williams
- Simon & Gee
- Style Seat
- The Sage Group
- Venetian Marble Company
- Vungle
- Willy's Auto Repair Shop/Car Care Center
- Wood Thumb

4.0 LOCAL RESIDENTS/PROPERTY OWNERS

Since the project began, the project team has been in communication with neighboring property owners and interested residents. Our outreach has focused primarily within the area bounded by Harrison and Folsom streets and 4th and 6th streets (see Figure 1). The list below includes the property owners and residents who we have contacted. We provided each individual or organization a copy of the project fact sheet and invited them to attend the next community meeting. These individuals and organizations will continue to receive information on future meetings and project updates via U.S. mail, phone, email and door-to-door outreach, as appropriate. Individuals that expressed interest in meeting with the project team met with them and had their questions answered.

Overall, residents and property owners have appreciated the information on the project. The majority of questions discussed project density, affordable housing, traffic concerns, garage entry and noise considerations, loading and drop-off zones, trash collection, proposed open space, bicycle parking, relocation efforts for current commercial tenants, street activation through PDR spaces/retail, stoop design, environmental review, fire safety, and public safety. To date, the project team has answered these questions to the community's satisfaction. The project contact log, included as Appendix F, provides more detail on individual interactions with these individuals and organizations' staff.

Local Resident/Property Owner Outreach

- Individual residents in the defined outreach area
- Alexis Apartments (Senior Housing)
- Ceatrice Polite Apartment
- City Mews Condos on 5th Street
- Clara Street Condos (221 Clara Street building)
- Kilroy Realty (360 3rd Street building)
- MOSSO Apartments
- Salvation Army Silvercrest Senior Residences
- Wilma Parker (222 Clara Street)
- Yerba Buena Lofts
- York Realty (Shipley Street Condos)

5.0 COMMUNITY ORGANIZATIONS

The project team has been in communication with community organizations who are located adjacent to the proposed project, support the neighborhood, or have an interest in the project. The list below includes the organizations that we contacted via door-to-door, email and phone outreach. We provided staff with a copy of the project fact sheet and invited them to attend the next community meeting, as appropriate. These individuals and organizations will continue to receive information on future meetings and project updates via appropriate channels. We have also indicated those who expressed further interest in learning about the project, and who the project team representatives met with in-person. Please refer to the “Individual Meetings with Local Organizations” section.

Overall Local Organizations Outreach

- Alt School
- Bayanihan Community Center
- Bessie Carmichael Elementary School
- Galing Bata Filipino Education Center
- CHP Training Center
- City Park
- Disabled Community.org
- Filipino American Development Foundation
- Gene Friend Recreation Center
- Mission Hiring Hall
- Renaissance Entrepreneurship Center
- SF In-Home Support Services Public Authority
- SF Fire Department
- SoMa Bend Neighborhood Association
- SOMCAN
- SoMa Business Association
- SoMa Pilipinas
- The Center for Young Women’s Development
- United Playaz
- The Salvation Army Divisional Headquarters

Individual Meetings with Local Organizations

- Bayanihan Community Center
- Bessie Carmichael Elementary School
- Galing Bata Filipino Education Center
- Filipino American Development Foundation
- SoMa Pilipinas
- SOMCAN
- United Playaz

Overall, organizations have appreciated the information on the project and only asked high-level questions that the project team has addressed to their satisfaction. More details about specific meetings with key organizations are provided below. The project contact log, included as Appendix F, provides more detail on individual interactions with the remaining organizations not listed below.

United Playaz Meeting – December 21, 2016; January 16, 2016

United Playaz (UP) is a violence prevention and youth development organization dedicated to providing a safe and positive environment in which youth can grow, with the goal of maintaining a consistent “home” that most of these kids lack in other facets of their daily lives. That home – the UP Clubhouse – has been located in the SoMa District for the past 20 years at 1038 Howard Street, San Francisco. Members of the project team met with the Executive Director, Rudy Corpuz, and staff. They received an overview of the proposed development and we learned more about their organization. UP appreciated the information and recommended that the project team provide a briefing to the Filipino American Development Foundation (see below). As part of efforts to being a good neighbor while working in the SoMa District, members of the project team also attended a Martin Luther King Jr. Day march with UP, which staff greatly appreciated.

SoMa Pilipinas Meeting – January 24, 2017

The project team briefed key Filipino organizations in the SoMa neighborhood – Bayanihan Community Center, SOMCAN and SoMa Pilipinas – on the project, as recommended by another area non-profit, United Playaz. SoMa Pilipinas is an organization under the Filipino American Development Foundation and it encompasses a wide variety of buildings, parks, businesses and community service groups within the Filipino Cultural Heritage District. Additionally, they are composed of 20 organizations including SOMCAN who largely focuses on land-use work.

Overall, the meeting went well and they are interested in meeting again throughout the project to discuss the feedback they provided during the initial meeting. The key issues brought up were AMI levels, traffic congestion, BMR/BMR retail space, open space for children and families, and incorporation of SoMa Pilipinas district markers into the design, given that the project is located within their cultural district. We successfully answered a majority of their questions. We continue to engage on issues of interest, such as the inclusion of cultural markers into the project. The project team will be scheduling a follow-up meeting, as requested by SoMa Pilipinas, and representatives from the Veteran’s Equity Center’s Bill Sorro Housing Program (BiSHoP) will be invited to the next meeting.

Questions addressed at our first meeting include:

- What is the area median income (AMI) for the project? Are you open to a lower and wider range of AMI for below market rate (BMR) units? (20-80%)

- Having an entrance located on Clara Street will place a burden on residences, businesses and the recreation center. It will add traffic to the already existing traffic along Sixth Street. The neighborhood has one of the highest pedestrian fatalities so additional traffic is a huge concern.
- Is it going to be mostly ownership units or rental?
- How many of the units are two and three bedroom?
- Since the open space is going to be private, how will you contribute to the existing community's recreation spaces for families and children?
- Who is going to maintain the surrounding trees?
- Is incorporating a SoMa Pilipinas design on the bike racks a possibility? Can you commit with working with SoMa Pilipinas to incorporate some markers on the property identifying it is within the cultural heritage district?
- When you select a Property Manager, we suggest they work with the surrounding community to fill units.
- Will the surrounding neighborhood get priority when applying?

Additionally, during the meeting on January 24th, SoMa Pilipinas invited the 360 5th project team to attend their design charrette event which took place on February 4, 2017.

SoMa Pilipinas Design Charrette – February 4, 2017

Edward Kim, project architect with KTGy, attended the SoMa Pilipinas Design Charrette aimed at creating designs that can be used in the future to identify the area as part of the Filipino cultural heritage district. The event began with introductions among each table, followed by icebreakers and group exercises.

Raquel Redondiez with SoMa Pilipinas spent time familiarizing the attendees with the SoMa heritage district. She expanded on the design charrette being a part of a larger plan to promote and build a Filipino Cultural Heritage District within SoMa. For example, this could be shown through place-making, signage, parks, schools, murals, and sculptures that other cities/districts have already utilized to celebrate their culture.



The icebreakers and group exercises included a design challenge where individuals had the opportunity to sketch their own ideas that integrated Filipino culture or symbolism into a building façade. Some of the ideas were traditional woven patterns, symbolisms from traditional dresses in the form of shapes, indigenous roof forms, and open-air concepts that mimic the architecture of the Philippines. The second challenge was to create a collage, drawing, or sketch that symbolized what the Filipino culture meant to each individual.

Overall, the design charrette was a success. It gave Edward Kim an opportunity to engage with the local community members, and learn about the types of designs the community would like to see as part of the Filipino Cultural Heritage District, while lending his expertise as an architect to the process. The project team is actively pursuing and collaborating with SoMa Pilipinas to discuss design ideas that can possibly be incorporated into the project.

Bessie Carmichael School – March 3, 2017

Project representatives Tyler Evje and Susana Razo met with Principal Tina Lagdamen and Viva Mogi, City Government Liaison and School Partnerships Manager for SFUSD. The purpose of the meeting was to learn about the needs of the school, specifically related to recreational open space and programs used by children and families. When the team met with representatives of SoMa Pilipinas, they suggested that a contribution to the school or an area playground could help offset the lack of public open space.

Principal Lagdamen shared that the school has a variety of needs, but that her priority is the safety of students. A concern of hers is the cleanliness of Sherman Alley Playground across the street, which is used at times by schoolchildren. The playground has issues at nights and on weekends that result in used hypodermic needles along the fence line. San Francisco Public Works has hired a fulltime (daylight hours) bathroom attendant so it is appropriately used by park visitors.

Traffic calming is also a priority since the intersection at Folsom and 7th Streets is the fourth most dangerous intersection in California. SFMTA has been looking at ways to improve conditions and has a cross guard there during key times of the day.

Ninety-five percent of children at the school receive free or reduced lunches, and some families are “families in transition” meaning they are in the process of transitioning out of homelessness.

Principal Lagdamen and Viva asked if a contribution from Trammell Crow was a requirement, to which the answer was no. A previous developer contributed to the school without disclosing that the contribution was a requirement, which caused issues during the Planning Commission Hearing when that was later revealed. For this reason, Principal Lagdamen expressed a strong interest in full transparency.

Overall, the meeting was productive and Principal Lagdamen expressed interest in welcoming Trammell Crow to the neighborhood, and offered a “balcony tour” of the school in conjunction with United Playaz (CBO), which collaborates strongly with the school. She also invited us to attend the monthly CBO breakfast. Principal Lagdamen shared that any of the following improvements would be welcome:

- A higher fence at Sherman Alley Playground
- A shuttle to pick up/drop-off kids; a walking school bus is used now
- New turf for one of the playground areas
- Any traffic calming measures

Bessie Carmichael School Balcony Tour – April 12, 2017

Project representatives Tyler Evje and Susana Razo met with Principal Tina Lagdamen a second time upon receiving an invitation to formally tour the school. This school tour helped them to develop a broader appreciation for the school, school initiatives, teaching priorities, as well as creative arts and literacy programming for schoolchildren at the school.

Trammell Crow plans to continue the engagement with Principal Tina Lagdamen and Viva Mogi, City Government Liaison and School Partnerships Manager for SFUSD. A contribution to the school is under consideration.

United Playaz – June 14, 2017

Project representatives Tyler Evje and Susana Razo met with Rudy Corpuz, Executive Director. At the meeting Mr. Corpuz was presented with an overview of the project and had an opportunity to ask questions about the project and community outreach completed to date. In addition, Mr. Corpuz shared information about the programming his organization provides to youth and rehabilitated offenders. In addition, he shared his public safety goals for the neighborhood and ongoing efforts for achieving those.

Trammell Crow plans to continue the engagement with United Playaz, whose efforts and commitment to public safety and youth programming are in alignment with the goals of the project to improve the overall neighborhood for residents and surrounding businesses.

SoMa Pilipinas Meeting – June 14, 2017

Project representatives Susana Razo and Tyler Evje met with SoMa Pilipinas Land Use committee. There were four SoMa Pilipinas staff members present, including representative from the Arts and Cultural Committee Weston Teruya. During the meeting, Raquel shared that she had spoken to Amy Chan from the Mayor's Office of Housing and would be speaking to Bobbi from Jane Kim's office regarding the need for a development agreement. While the project would have the same screening process used by the Mayor's Office of Housing, they would like to adjust the Average Median Income (AMI) level and prioritize area residents who have been living in the 94103 zip code. Bobbi will be speaking to Supervisor Jane Kim about requesting District Attorney's time to draft a development agreement. The expectation is the agreement will be simple because it is a smaller project. Additionally, SoMa Pilipinas would like to meet with Jane Kim and Amy Chan about changing AMI levels.

Another topic discussed during the meeting was the implementation of Filipino art and cultural markers in the project. This could potentially include themed street furniture, tree wells, bike racks, plaques, and wall space.

Representatives from TCR and SOMA Pilipinas agreed to continue working together. Both parties agreed the goal was to sign an MOU that outlines the required steps to incorporate Filipino art and cultural markers into the project. The MOU could also include additional agreements with respect to affordable housing and the steps necessary to adjust the AMI rent levels in the on-site affordable units.

6.0 COMMUNITY MEETINGS

To invite community members to attend upcoming meetings, the project team mailed notification letters at least 15 days prior to the selected meeting date in accordance with City of San Francisco regulations. We mailed letters to all occupants and owners within a 300-foot radius (see Figure 2) as well as additional key neighborhood contacts (see Appendix A for mailing lists and Appendix C for copies of notification letters). A summary of each meeting is included below. The project team continues to follow-up as appropriate. They will continue to receive notifications of any future public meetings.

Community Meeting #1 – March 17, 2016

Nine community members attended the first meeting located at a nearby warehouse in San Francisco. This first meeting was an opportunity to introduce the project to community members, answer questions, and receive comments on the initially proposed development. The project team incorporated comments, when feasible, into the development design prior to submitting an Entitlement Application to the City of San Francisco on April 12, 2016 and moving forward with the building design. Below is a list of relevant questions/comments and responses that occurred during the meeting.

- Are there open space requirements for a building this size?

Yes, there are a number of restrictions in the planning code. Open space is required; however, we have not planned it yet.

- Will you do any environmental study? The people who live at 360 5th Street now get plenty of sunshine, and there is very little open space in your plan. Just having a moss covered roof won't suffice. The 10 feet of open space the City requires is not enough.

Yes, we will do an environmental study and we will consider this. Thank you.

- Can you tell us about the affordable housing plan?

Our plan is to include affordable housing units; however, the exact number of units and the threshold of affordability is to be determined. This will be determined with the City.

- Will these units be for sale or rent?

This will be determined later in the planning process.

- Will you use local contractors and laborers for the construction?

Construction is at least a year off, if not longer. We are aware that other projects in the city have made efforts to do this in the past. We will be sure to evaluate the possibility of using local contractors when planning the work.

- Do you own the building?

We do not own the building yet. We are currently in contract to purchase it.

- Are there any requirements to use metal studs over wood studs? We don't want a fire happening at this building like the fire in Mission Bay last year. If you are going to build, you should use metal studs.

We have not evaluated that yet, but we will definitely take note of this.

- Will you include housing for teachers?

In the past, we have coordinated dedicated teacher housing with local school districts. This building doesn't fall under that model necessarily. We have yet to evaluate if we would like residents to be from a certain industry.

- I don't support teacher housing programs. I am a retired teacher and programs like that hurt me because it comes out of my property taxes.

Thank you for your comment.

- Can you tell us more about the ground level open space? Will it be public open space?

We have yet to plan for this. We are planning to have rooftop open space, but this will not be a public space.

- Have you decided on what businesses will be on the ground floor retail space?

We have not identified any businesses to purchase or rent the commercial space yet. We are very aware of the City's Production, Distribution and Repair (PDR) zoning, and that there are certain businesses and uses the City prefers for this space over others. We are very interested in supporting the City's PDR efforts, and we will work with the City when deciding the use of the retail space. We are also in discussion with current tenants about the possibility of having space for them in the new development.

- What types of retail are at your other mixed-use developments?

Usually it is neighborhood-serving retail.

- Have you heard of flex space? Does that apply to this site?

I have heard of it but I am not sure exactly what that is. We have not considered flex space, but we will look into it.

- Are there any variances required?

There will likely be a few variances needed.

- Will there be parking under the building? If so, how many stories will you have to excavate down and how many spots will each tenant get?

Yes, there will be underground parking. At this time, our plan is to excavate down one story and have the parking lot be underground. The exact number of parking spaces is not yet determined, but there will be less than one spot per unit.

- Will you take care of drainage? There is trouble with drainage already in the neighborhood because there is a river running right through there. They have pumps operating at the building across the street.

Yes, there will be drainage. It is good to know the area has issues. Thank you.

Community Meeting #2 – August 25, 2016

Nine community members attended the second community meeting located at the Intercontinental Hotel, 888 Howard Street, San Francisco. The second meeting provided attendees with an overview of the project design, changes since the last meeting, an updated schedule, and an opportunity to answer questions and make comments. Below is a list of relevant questions/comments and responses that occurred during the meeting.

- The view that you showed doesn't show the current existing, neighboring structures on Clara St. It will be very narrow, close and cozy.

We wanted to show the project so that the building itself was clear.

- What happens to the current commercial tenants? Any relocation assistance?

They have been notified. Most of the tenants are small tech startups that are fairly mobile. TCR is hoping to help tenants stay in the area. Relocation assistance is being considered, but nothing has been promised.

- The other side of Clara St. is very narrow. This project will add a lot of traffic. There are lots of big tour buses that park kitty corner from the project's parking entrance. Congestion will need to be mitigated. The current owner of 360 5th Street previously created a community garden there, I am really hoping for some kind of green space.

We are trying to be as accommodating as possible. At times, it feels like we are trying to fit ten pounds of materials into a five-pound bag.

- Does anyone on the Design Team live in SOMA? There is a serious homeless and drug addict problem here. The stoops may become a problem

Good building management will help with this possible issue. The front-entrance townhomes are a requirement of San Francisco's Living Alleys Program.

- Just one garage entrance for 40 cars? What about the noise? Will there be any consideration for neighbors?

20 feet is the proposed garage width and that should accommodate two cars at a time. It shouldn't be too loud. People tend to drive slowly on Clara St.

- Parking meters on 5th St. will be gone? What about deliveries and pickups? There has got to be a designated spot to park short-term.

We are trying to accommodate all street users.

- What is PDR? Is it live/work? Rental or condo? What about the exterior?

Production Distribution and Repair (PDR) is historic light manufacturing, artisans etc. SOMA has a long history with this type of business. This will be a predominantly residential, mixed-use building. It will be rentals. The exterior will be concrete, wood frame and composite panel combinations.

- Will you develop the project and then leave or will you stay?

TCR will not manage the property themselves; they will use an asset manager. TCR will remain involved and maintain an interest in the property.

- We are across the street and we love the look of the design! It's beautiful! Where is the open space? We love ours.

We have less than an acre total. We are trying to accommodate this, but we can't promise that it will be included.

- Traffic – the flow has changed, and now there is a tow-away time twice a day. Clara can really stack up and I fear the garage could be blocked. Will there be any alarm? An alert beep is required for all San Francisco garage entrances.

Public Works won't allow access on 5th Street. Clara Street was the least impactful. Really, it will just be 40 cars in the building. Most people will be walking. In regards to the beep alert, we aren't there quite yet.

- A silly question – Any tax relief to neighbors? The stoops will be a prime location for homeless people that have been displaced. What is the city doing? The current owner of 360 5th Street had to put wedges on his building so that people can't sit there. PDR is the sacred cow. We need major delivery zones. Very worried about the bottleneck on Clara.

We hear you, we will note that.

- Rental or condo?

The plan is rental. At least 40% will be two bedrooms or more. The mix will include three bedrooms, studios and one-bedroom apartments.

- I see there are 21 BMR units in the plan. Will there be a lottery list? New applicants? When can we apply?

The mayor's office will have a fresh, new lottery. People should be able to apply during late construction.

- PDR includes artists. Where will the trash go?

We've just started talking with Recology to see what their services include. We have a placeholder of a trash area in the underground area. Trash will go out onto Clara for collection, as we can't do that on 5th Street.

- Any changes to utility or phone poles?

We don't have an answer for that now, sorry.

- It's beautiful! But I wish it were going to have condo options. Mosso has been having an awful time with homeless people camping out on their patios.

Understood. The plan is rentals.

- Bicycle delivery spots? Scooters etc.?

There will be some bike parking racks on the sidewalk. We are trying to accommodate bikes as much as possible.

Twelve community members attended the third community meeting located at the Intercontinental Hotel, 888 Howard Street, San Francisco. The project team provided a project update on final design, answered questions, and discussed next steps and the anticipated project schedule. Meeting attendees expressed support for the project and were excited the property would include retail and be put to productive use. Below is a list of relevant questions/comments and responses that occurred during the meeting.

- During construction and demolition, the city has rules in terms of time of the day the noise happens, on weekends – what time of day will construction start?

There are strict regulations that the city maintains. Both in terms of construction hours and in terms of noise and dust. The dust control ordinance is explicit in terms of how much earth you can move in a certain amount of time. We must report what type of exposure we're going to have, both in terms of air quality and noise.

In terms of the hours, my construction team will work between 7 or 8 am until 4pm. We will seek allowed exceptions for concrete pours. We will let people know beforehand when the construction noise will be loud. If you want us to, we can put together a brief fact sheet to keep tenants informed.

- Where are the other residents going to park? I know fewer people have cars these days, but I think we need more parking. It's very tight over there and there's not much room for parking at all.

We have heard from other property managers and building owners that the car ownership is pretty low amongst their residents. We feel confident that the amount of parking we will provide will not drastically impact parking in the surrounding streets. We have heard that residents' cars sit for a large portion of time, and are only taken out on weekends. In addition, the parking spaces we can build are capped by the Planning Department.

- We're really excited to see more retail spaces, and see new stores open. I've heard that the open businesses are remaining empty for long amounts of time. I was wondering if you had any explanations for that?

We've asked ourselves the same question. It's seemingly in a good location. This project will have substantially less retail space than Mosso. We're hoping we will find someone to fill it faster.

- Are these for rent or for sale?

Currently they are rental spaces.

- I'm a little confused, I see that you're listed as the project sponsor. Do you own that building or not?

We do not own the building; we are responsible for proposing the development. We have an agreement with the owner that there will be a property transfer in the future.

- There is concern about what happened with the Millennium tower foundation – have you checked if the building is sinking? Who checks your work? Is it the city?

Millennium tower is a heavy, 55 story concrete building. In contrast, our building is 40% concrete and eight stories. We have a geotechnical engineer that we consult with about soil conditions and

foundation systems. We are going to be building to the latest Department of Building Inspection design codes, which have changed since the Millennium was built. The codes are safer and more stringent now, so we feel confident about this. The City's Department of Building Inspection is primarily responsible for ensuring safety and building codes have been met on a construction site; sometimes they hire an outside consultant. I understand that the Millennium situation may have shaken some people's trust in the building department.

- There were a couple hundred parking spots for bicycles? Where are they on that map? Is that just for residents?

They are not shown on the map because they are in the garage in secured rooms with locks and racks. We're thinking of putting some bike repair equipment there. The 100 bicycle spots in the garage are for residents; the racks on the street are for the public.

- Is 128 going to be the number of units? Is there a ratio for parking spaces? Are you maxed out on the 38 parking spaces? How much space does the bike parking space take? Could you add parking spaces if you got rid of the bikes?

It's going to be around there, but could still fluctuate. Yes, the city operates on a ratio. The ratio for this district is one parking spot for every four units. We have 36. You get one or two for the PDR. Yes, we're almost maxed out on space, if not already. We haven't run the square footage for the bike parking space. The footprint of the garage that we are using for the bikes may be comparable.

- I've found it very difficult to have any outside plant life survive. I know there's a lot of landscaping in this area. I suggest a three-foot-tall gate to the stairs that are going up. That will help prevent camping on people's porches. Little gates for the stairs are better than boxes.

There are some gorgeous plants all down Shipley, a huge yucca.

- What are the two-foot windows by the stoops? Is that looking into the garage? What are those things on the roof?

The windows look into the PDR space. The umbrellas are illustrations, showing roof access for anyone that lives in the building. The rooftop areas look down to the courtyard and the street.

- Aren't new developments required to spend one percent of the budget on art?

We are aware of that, but that requirement primarily applies to commercial projects.

- Could you go over what PDR is – what kind of businesses?

The term comes from the city planning code; it's mostly applied to business activity in historical or former warehouse districts. Light manufacturing/artisan activities, some auto shops and others are typically what PDR means. There are currently two tenants in the existing property who are both considered PDR. We're hoping to have some areas in the finished project similar to a workshop, with high ceilings and proper ventilation.

- I know the construction is still far away, which streets will be affected?

I can't answer that yet; it's still too early. We would like to be able to do all of the deliveries off of 5th Street.

- What are your major obstacles or government hoops coming up?

We still have plenty of hoops to jump through. They're mostly design related. Between February to April of next year, we are hoping to present the project to the Planning Commission.

7.0 OUTREACH SUMMARY

The project team has performed a wide variety of outreach activities. Community members between Harrison, Folsom, 4th and 6th streets were provided information on the project, an opportunity to provide feedback, and an opportunity to voice their support or concerns on the project. Our outreach efforts have effectively informed local constituents who as of the December 2016 community meeting voiced support for the project and its design, and felt that their questions and concerns were being heard and addressed, when feasible.

We will continue to provide project updates as the project progresses and inform community members of the planning commission hearing tentatively scheduled for spring 2017. We will also provide communications throughout construction so neighbors are aware of upcoming activities and know how we will mitigate community impacts. TCR anticipates construction will begin in Fall 2017.

FIGURES

Figure 1 – Outreach Radius Map

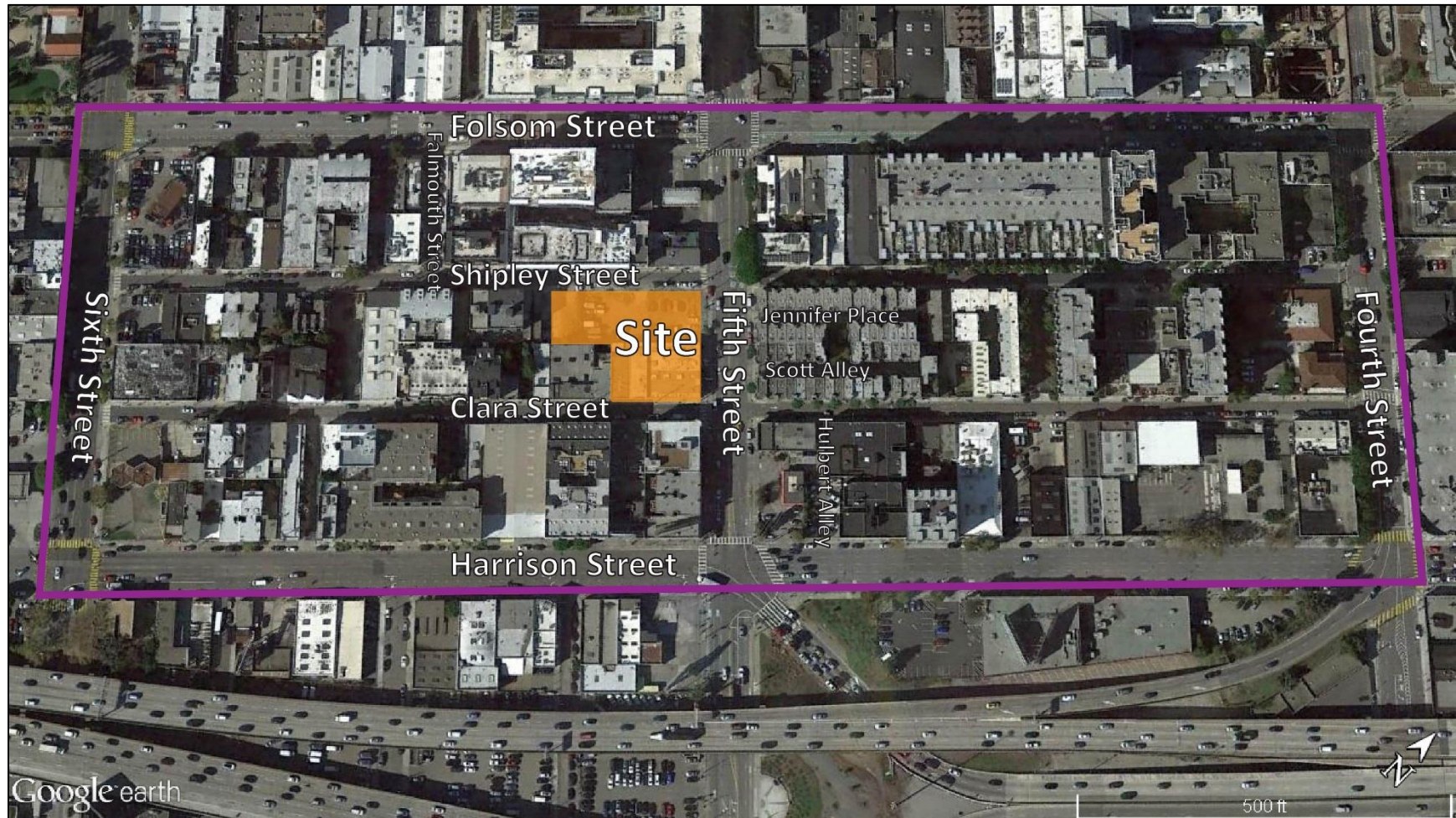


Figure 2 – Mailing Radius Map



APPENDICES

Appendix A – Contact/Mailing Lists

Key stakeholder contact list

360 FIFTH STREET - KEY PROJECT STAKEHOLDERS									
COMPANY/OFFICE	LAST NAME	FIRST NAME	TITLE	ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL
Trammell Crow									
Trammell Crow Residential	Fairty	Bruce	Partner					(650) 477-8115	bf@thompsondorffman.com
Trammell Crow Residential	Evje	Tyler	Project Manager					(415) 569-4554	tevje@tcr.com
Trammell Crow Residential	Cho	Gillian	Managing Director of Development					(415) 381-3001	gcho@tcr.com
Architect									
KTGY	Kim	Edward	Architect	580 2nd St. #200	Oakland	CA	94607		ekim@ktgy.com
KTGY	Musick	Jessica	Architect	580 2nd St. #200	Oakland	CA	94607		jmusick@ktgy.com
CRAIG COMMUNICATIONS									
Craig Communications	Craig	Tracy	Stakeholder Engagement Consultant	70 Washington St, Suite 425	Oakland	CA	94607	(510) 334-4866	tracy@craig-communications.com
Craig Communications	Razo	Susana	Stakeholder Engagement Consultant	70 Washington St, Suite 425	Oakland	CA	94607	(415) 410-5414	susana@craig-communications.com
Craig Communications	Soto	Evelyn	Stakeholder Engagement Consultant	70 Washington St, Suite 425	Oakland	CA	94607	(510) 685-3713	evelyn@craig-communications.com
Craig Communications	Smith	Ontario	Stakeholder Engagement Consultant	70 Washington St, Suite 425	Oakland	CA	94607	(415) 205-3486	ontario.smith@gmail.com
Rainwater Associates	Rainwater	Marie	Facilitator	4052 Sutter Street	Oakland	CA	94619	(510) 282-6711	marie@rainwater-associates.com
NON-GOVERNMENTAL ORGANIZATIONS									
Brightline Defense Project	Ahn	Eddie	Executive Director	1028A Howard St.	San Francisco	CA	94103	(415) 252-9700	eddie@brightlinedefense.org
Disabled Community.Org	Guidos	Lori	Executive Director	275 5th St.	San Francisco	CA	94103	(415) 508-6130	admin@disabledcommunity.org
Extranomical Tours	Prickett	Brad	Tour Operations Manager	928 Harrison St.	San Francisco	CA	94107	(415) 357-1055	brad@extranomical.com
Filipino American Development Foundation	Sy	Bernadette	Director	1010 Mission St.	San Francisco	CA	94103	(415) 370-9003	bernadette@bayanihancc.org
Filipino Education Center	Consolacion	Charm			San Francisco	CA		(209) 459-6923	charm@bayanihancc.org
Gene Friend Recreation Center	O'Connor	Tom	Park Section Supervisor	270 6th St.	San Francisco	CA	94103	(415) 834-9943	tom.o'connor@sfgov.org
Mission Hiring Hall				1048 Folsom St.	San Francisco	CA	94103	(415) 865-2105	info@missionhiringhall.org
SF In-Home Support Services Public Authority	Dearman	Kelly	Executive Director	832 Folsom St. 9th Floor	San Francisco	CA	94107	(415) 243-4477	info@sfihsppa.org
SF YIMBY/ Grow SF	Clark	Laura						(415) 489-0197	laura@growsanfrancisco.org
SoMa Bend Neighborhood Association	Lopez	Eric	President	P.O. Box 410805	San Francisco	CA	94141	(415) 669-0916	somabend.na@gmail.com
SoMa Business Association	Karnilowicz	Henry	President	1019 Howard St.	San Francisco	CA	94103	(415) 420-8113	occexp@aol.com
SoMa Community Action Network (SOMCAN)	Cabande	Angelica	Organizational Director	1110 Howard St.	San Francisco	CA	94103	(415) 946-9904	acabande@somcan.org
SoMa Senior Clinic				317 Clementina St.	San Francisco	CA	94103		

360 5th Street, San Francisco
Mixed-use Development Outreach Report

The Center for Young Women's Development	Arroyo	Julia	Manager of Programs	832 Folsom St. Suite 700	San Francisco	CA	94107	(415) 703-8800	julia@cywd.org
The Salvation Army Divisional Headquarters		Yolanda	Receptionist	832 Folsom St. Suite	San Francisco	CA	94107	(415) 553-3500	
United Playaz	Corpuz	Rudy		1038 Howard St.	San Francisco	CA	94103	(415) 573-6219	up94life@yahoo.com
United Playaz	Morales	Krystal	Case Manager	1038 Howard St.	San Francisco	CA	94103	(415) 269-4337	
Western SoMA Citizens Planning Task Force	Meko	Jim	Chair	1650 Mission St. 4th Floor	San Francisco	CA	94103	(415) 624-4309	jim.meko@comcast.net
Western SoMA Voice									http://www.westernsomavoice.org/
Yerba Buena Community Benefit District	Maupin	Cathy	Executive Director	5 Third St. Suite 914	San Francisco	CA	94103		cmaupin@ybcdbd.org
SCHOOLS									
Bessie Carmichael Elementary School	Lagdamen	Tina K	Principal	375 7th St.	San Francisco	CA	94107	(415) 615-8441	lagdament@sfusd.edu
Bessie Carmichael Filipino Education Center (Middle School)	Allen	Rehema B.	Assistant Principal	824 Harrison St.	San Francisco	CA	94103	(415) 291-7983	
Bessie Carmichael Filipino Education Center (Middle School)	Kawaii	Darren	Assistant Principal	824 Harrison St.	San Francisco	CA	94103	(415) 615-8441	
San Francisco Unified School District	Mogi	Viva	Manager, City Government Liaison and School					(415) 241-5578	mogiv@sfusd.edu
Alt School Yerba Buena				300 4th St.	San Francisco	CA	94103		
CHURCHES									
St. Patrick's Church	Roberto	Andrey	Reverend	756 Mission St	San Francisco	CA	94103	415-421-3730	andrey.roberto@sarch.org
RESIDENTIAL									
Alexis Apartments (Senior Housing)	Wong	William	Property Manager	380 & 390 Clementina St.	San Francisco	CA	94103	415-495-3690 x202	alexis@jsco.net
Ceatrice Polite Apartments (Affordable Housing)	Aznar	Carlos	Regional Manager	321 Clementina St.	San Francisco	CA	94103	(415) 345-4400	jscof@jsco.net
Kilroy Realty (360 3rd Street Tenants)	Ringer	Gail	Asset Manager	360 3rd St.	San Francisco	CA	94103	(415) 820-3014	gringer@kilroyrealty.com
MOSSO Apartments				900 Folsom Street	San Francisco	CA	94107	(855) 485-9322	www.mossof.com
Salvation Army Silvercrest Senior Residences		May	Property Manager	133 Shipley St.	San Francisco	CA	94107	(415) 543-5381	
The City Mews (Condos)	Stafford	Chris	Paragon Real Estate Group					(415) 518-6726	cstafford@paragon-re.com
Yerba Buena Lofts				855 Folsom St.	San Francisco	CA	94107	(415) 377-3432	
York Realty	Loo	York		243A Shipley St.	San Francisco	CA	94107	(415) 751-8602	yorkloo@gmail.com
Interested Community Members									
N/A	Adelman	Craig	Neighbor		San Francisco	CA		415-218-9455	dinosf@gmail.com
N/A	F.	Peter	Neighbor		San Francisco	CA		415-308-9094	
N/A	F.	Wilma	Neighbor		San Francisco	CA		415-308-1396	wjdp22@gmail.com
N/A	G.	Charles	Neighbor		San Francisco			415-734-6528	minos_anteros@yahoo.com

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N/A	Holabikr	Julie	Community Member		Kensington	CA		510-684-0455	
N/A	Klatchko	R. Samuel	Neighbor		San Francisco	CA			rsk@moocat.org
N/A	Koppel	Joel	Neighbor		San Francisco	CA			
N/A	Kuiper	Skot	Resident	360 Fifth Street	San Francisco	CA	94107	415-305-8115	videoamp@gmail.com
N/A	Phillips	Joseph	Resident	360 Fifth Street	San Francisco	CA	94107	773-932-7401	zonefocus22@gmail.com
N/A	Strong	Richard	Condo Owner/HOA President	221 Clara Street	San Francisco	CA	94107	N/A	rrstrong@yahoo.com

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Neighborhood group mailing list

FIRST	LAST	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	TELEPHONE	EMAIL	NEIGHBORHOOD OF INTEREST
Angelica	Cabande	Organizational Director	South of Market Community Action Network (SOMCAN)	1110 Howard Street	San Francisco	CA	94103		0 acabande@somcan.org	South of Market
Antonio	Diaz	Project Director	People Organizing to Demand Environmental and Economic Rights (PODER)	474 Valencia Street #125	San Francisco	CA	94103	415-431-4210	podersf.org	Excelsior, Mission, South of Market
Carolyn	Diamond	Executive Director	Market Street Association	870 Market Street, Suite 456	San Francisco	CA	94102	415-362-2500	msadv@pacbell.net	South of Market
Corinne	Woods		Mission Creek Harbor Association	300 Channel Street, Box 10	San Francisco	CA	94158	415-902-7635	corinnewoods@cs.com	Potrero Hill, South of Market
Alexandra	Goldman	Community Planner	Tenderloin Neighborhood Development Corporation - CO Department	215 Taylor Street	San Francisco	CA	94102	415-358-3920	agoldman@tndc.org	Downtown/Civic Center, South of Market
Eric	Lopez	President	SoMaBend Neighborhood Association	P.O. Box 410805	San Francisco	CA	94141	415-669-0916	somabend.na@gmail.com	Downtown/Civic Center, Mission, South of Market
Ethan	Hough	Secretary	One Ecker Owners Association	16 Jessie Street Unit 301	San Francisco	CA	94105	415-847-3169	ethanhough@gmail.com	Financial District, South of Market
Gerald	Wolf	President	Hallam Street Homeowners Association	1 Brush Place	San Francisco	CA	94103	415-626-6650	wolfgk@earthlink.net	South of Market
Ian	Lewis		HERE Local 2	209 Golden Gate Avenue	San Francisco	CA	94102			Chinatown, Downtown/Civic Center, Marina, Mission, Nob Hill, North Beach, Pacific Heights, Presidio,
Jane	Kim	Supervisor, District 6	Board of Supervisors	1 Dr. Carlton B Goodlett Place, Ro	San Francisco	CA	94102-46	415-554-7970	jane.kim@sfgov.org; April.veneracion@sfgov.org; Sunny.Angulo@sfgov.org; Ivy.Lee@sfgov.org	South of Market Downtown/Civic Center, North Beach, South of Market, Treasure Island/YBI
Janet	Carpinelli	Board President	Dogpatch Neighborhood Association	934 Minnesota Street	San Francisco	CA	94107	415-282-5516	jc@jcarpinelli.com	Potrero Hill, South of Market
Jason	Henderson	Vice Chariman	Market/Octavia Community Advisory Comm.	300 Buchanan Street, Apt. 503	San Francisco	CA	94102	415-722-0617	jhenderson@sbcglobal.net	Castro/Upper Market, Downtown/Civic Center, Mission, South of Market, Western Addition Mission, South of Market
Jaime	Whitaker	Administrator	SOMA Leadership Council	201 Harrison Street Apt. 229	San Francisco	CA	94105	415-935-5810	somajournal@yahoo.com	
Katy	Liddell	President	South Beach/Rincon/ Mission Bay Neighborhood Association	403 Main Street #813	San Francisco	CA	94105	415-412-2207	clliddell@me.com	South of Market
Kaye	Griffin	Director	LMNOP Neighbors	1047 Minna Street	San Francisco	CA	94103	415-724-1953	LMNOP@yak.net	South of Market
Keith	Goldstein		Potrero-Dogpatch Merchants Association	800 Kansas Street	San Francisco	CA	94107		keith@everestsf.com	Mission, Potrero Hill, South of Market
Laura	Magnani		American Friends Service Committee	65 Ninth Street	San Francisco	CA	94103	415-565-0201	sfoffice@afsc.org	South of Market
Marvis	Phillips	Land Use Chair	Alliance for a Better District 6	230 Eddy Street #1206	San Francisco	CA	94102-65	415-674-1935	marvisphillips@gmail.com	Downtown/Civic Center, Mission, South of Market, Western Addition
Patsy	Tito	Executive Director	Samoa Development Centre	2055 Sunnysdale Avenue #100	San Francisco	CA	94134-2611			Bayview, South of Market
Reed	Bement	President	Rincon Hill Residents Association	75 Folsom Street #1800	San Francisco	CA	94105	415-882-7871	rbement@sbcglobal.net	South of Market
Rodney	Mnott	Chair	Potrero Hill Neighbors/Save the Hill	1206 Mariposa Street	San Francisco	CA	94107	415-553-5969	rodminott@hotmail.com	Potrero Hill, South of Market
Sonja	Kos	Community Advocate	TODCO Impact Group	230 Fourth Street	San Francisco	CA	94103	415-426-6819	sonja@todco.org	South of Market
Ted	Olsson	Chair	TJPA CAC	30 Sharon Street	San Francisco	CA	94114-1709	415-407-0094	olssonted@yahoo.com	Financial District, South of Market
Tiffany	Bohee	Executive Director	Office of Community Investment and Infrastructure, City and County of San Francisco	1 South Van Ness Avenue, 5th Flo	San Francisco	CA	94103		tiffany.bohee@sfgov.org; mike.grisso@sfgov.org; courtney.pash@sfgov.org	Bayview, Downtown /Civic Center, South of Market, Visitacion Valley
J.R.	Eppler	President	Potrero Boosters Neighborhood Association	1459 - 18th Street, Suite 133	San Francisco	CA	94107	650-704-7775	president@potreroboosters.org	Mission, Potrero Hill, South of Market
York	Loo		York Realty	243A Shipley Street	San Francisco	CA	94107-1010	415-751-8602	yorkloo@gmail.com	South of Market
Dyan	Ruiz	Co-Founder	People Power Media	366 10th Ave	San Francisco	CA	94118	415-657-6010	dyan.ruiz@hotmail.com	Inner Richmond, Mission, Outer Richmond, South of Market
Cathy	Maupin	Executive Director	Yerba Buena Community Benefit District	5 Third St., Suite 914	San Francisco	CA	94103		cmaupin@ybcdb.org	South of Market

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300-foot radius mailing list

BLK/LOT	NAME	ADD	UNIT	CITY	ST	ZIP
3732 009	Sf Owner Essex	925 E Meadow Dr		Palo Alto	CA	94303
3733 029	Walid Mando	Po Box 2444		San Francisco	CA	94126
3752 026	Sarah Hoang	475 Lakeshore Dr		San Francisco	CA	94132
3752 076	Electcrafts Inc	55 Fillmore St		San Francisco	CA	94117
3752 078	Colucci & Volland	3504 E San Martin Cir		Palm Springs	CA	92264
3752 079	Efk Investments LLC	851 Burlway Rd #728		Burlingame	CA	94010
3752 080	325 Fifth Street Properties L	325 5th St		San Francisco	CA	94107
3752 081	Kaan Waa Chin	2311 20th Ave		San Francisco	CA	94116
3752 081	OCCUPANT	301 5th St		San Francisco	CA	94107
3752 081	OCCUPANT	315 5th St		San Francisco	CA	94107
3752 083	Lincoln Bancorp LLC	418 Roth Ln		Alameda	CA	94501
3752 095	San Francisco Harrison LLC	548 Market St #80434		San Francisco	CA	94104
3752 130	Anton & Maryna Yurchenko	1 Scott Aly		San Francisco	CA	94107
3752 131	Ann Insley	2 Scott Aly		San Francisco	CA	94107
3752 132	Henderson & Bonner	16 Schmidt Ln #5		San Rafael	CA	94903
3752 132	OCCUPANT	3 Scott Aly		San Francisco	CA	94107
3752 133	Jeffrey F & Choong S Wilkins	4 Scott Aly		San Francisco	CA	94107
3752 134	Sayed Mohammad Shahangia	5 Scott Aly		San Francisco	CA	94107
3752 135	Tieu Huy	6 Scott Aly		San Francisco	CA	94107
3752 136	McClure	7 Scott Aly		San Francisco	CA	94107
3752 137	Charles M Castillo	8 Scott Aly		San Francisco	CA	94107
3752 138	Bert M Ferguson	9 Scott Aly		San Francisco	CA	94107
3752 139	Richard M Serrao	10 Scott Aly		San Francisco	CA	94107
3752 140	Helmut Haas	Wernerstrasse 371 70736 Fellbach		Germany		
3752 140	OCCUPANT	11 Scott Aly		San Francisco	CA	94107
3752 141	Stacy Thal	12 Scott Aly		San Francisco	CA	94107
3752 142	Edwin Hurn	7005 Via Coello		Carlsbad	CA	92009
3752 142	OCCUPANT	13 Scott Aly		San Francisco	CA	94107
3752 143	Legocki Trsut	14 Scott Aly		San Francisco	CA	94107
3752 144	Ron Samuel Klatchko	15 Scott Aly		San Francisco	CA	94107
3752 145	Wiley 1998 Lvg & James N	1200 Woodland Ave		Menlo Park	CA	94025
3752 145	OCCUPANT	16 Scott Aly		San Francisco	CA	94107
3752 146	Ledwin	32701 Caspian Sea Dr		Monarch Beach	CA	92629
3752 146	OCCUPANT	17 Scott Aly		San Francisco	CA	94107
3752 147	M C Chan Alice	200 Elm St #302		San Mateo	CA	94401
3752 147	OCCUPANT	18 Scott Aly		San Francisco	CA	94107
3752 148	Michael Edward Reding	19 Scott Aly		San Francisco	CA	94107
3752 149	Bart Kylstra	20 Scott Aly		San Francisco	CA	94107
3752 150	Judy Y Li	1525 Keoncrest Dr		Berkeley	CA	94702
3752 150	OCCUPANT	21 Scott Aly		San Francisco	CA	94107
3752 151	Yuling Chen	22 Scott Aly		San Francisco	CA	94107
3752 152	Jacobsen & Gillan	751 Laurel St		San Carlos	CA	94070
3752 152	OCCUPANT	23 Scott Aly		San Francisco	CA	94107
3752 153	Mukhtiar S & Rajvir Sajjan	Po Box 1053		Woodland	CA	95776
3752 153	OCCUPANT	25 Scott Aly		San Francisco	CA	94107
3752 156	John B McLean	24 Scott Aly		San Francisco	CA	94107
3752 157	Steven R Simons	26 Scott Aly		San Francisco	CA	94107
3752 158	Daniel Throop	27 Scott Aly		San Francisco	CA	94107
3752 159	Revere Alan	28 Scott Aly		San Francisco	CA	94107

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3752 160	Robert McDonald	29 Scott Aly		San Francisco	CA	94107
3752 161	Wenyu Luo	31 Scott Aly		San Francisco	CA	94107
3752 162	Todd Moss	1 Jennifer Pl		San Francisco	CA	94107
3752 163	Kimberly A Gilgenberg	2 Jennifer Pl		San Francisco	CA	94107
3752 164	Emerito F Espiritu	3 Jennifer Pl		San Francisco	CA	94107
3752 165	Philip & Barbara Richardson	418 Greenwood Beach Rd		Tiburon	CA	94920
3752 165	OCCUPANT	4 Jennifer Pl		San Francisco	CA	94107
3752 166	Hongmei Wang	5 Jennifer Pl		San Francisco	CA	94107
3752 167	Mar-Lam	6 Jennifer Pl		San Francisco	CA	94107
3752 168	Philip & Barbara Richardson	<i>Duplicate Owner</i>				
3752 168	OCCUPANT	7 Jennifer Pl		San Francisco	CA	94107
3752 169	Wesley Conard	8 Jennifer Pl		San Francisco	CA	94107
3752 170	Tobias & Peter Faith	1440 Battery Caulfield Rd #D		San Francisco	CA	94129
3752 170	OCCUPANT	9 Jennifer Pl		San Francisco	CA	94107
3752 171	Philip & Barbara Richardson	<i>Duplicate Owner</i>				
3752 171	OCCUPANT	10 Jennifer Pl		San Francisco	CA	94107
3752 172	Christopher M Grano	385 Nevada St		San Francisco	CA	94110
3752 172	OCCUPANT	11 Jennifer Pl		San Francisco	CA	94107
3752 173	Brian R & Birgit Coleman	900 Olive St		Menlo Park	CA	94025
3752 173	OCCUPANT	12 Jennifer Pl		San Francisco	CA	94107
3752 174	David Moss	13 Jennifer Pl		San Francisco	CA	94107
3752 175	Brian R & Birgit Coleman	<i>Duplicate Owner</i>				
3752 175	OCCUPANT	14 Jennifer Pl		San Francisco	CA	94107
3752 176	Meneau Vincent	60 Claremont Ave		Orinda	CA	94563
3752 176	OCCUPANT	15 Jennifer Pl		San Francisco	CA	94107
3752 177	Don-Hong Wang	16 Jennifer Pl		San Francisco	CA	94107
3752 178	Matthew David Litwin	601 Van Ness Ave #E301		San Francisco	CA	94102
3752 178	OCCUPANT	17 Jennifer Pl		San Francisco	CA	94107
3752 179	Chang Angelina & Escopete A	18 Jennifer Pl		San Francisco	CA	94107
3752 180	Daniel & Darren Hou	2501 Dana St #9		Berkeley	CA	94704
3752 180	OCCUPANT	19 Jennifer Pl		San Francisco	CA	94107
3752 181	Yufei Liu	20 Jennifer Pl		San Francisco	CA	94107
3752 182	Philip & Barbara Richardson	<i>Duplicate Owner</i>				
3752 182	OCCUPANT	21 Jennifer Pl		San Francisco	CA	94107
3752 183	Ming Ching Yee	1067 Belvedere Ln		San Jose	CA	95129
3752 183	OCCUPANT	22 Jennifer Pl		San Francisco	CA	94107
3752 184	Alexander Rexroad	195 Shipley St #23		San Francisco	CA	94107
3752 184	OCCUPANT	23 Jennifer Pl		San Francisco	CA	94107
3752 185	Chaya Rivka Mayerson	24 Jennifer Pl		San Francisco	CA	94107
3752 186	Shah Maulik	1127 Wisconsin St		San Francisco	CA	94107
3752 186	OCCUPANT	25 Jennifer Pl		San Francisco	CA	94107
3752 187	Chang D Liu	1332 Anza St		San Francisco	CA	94118
3752 187	OCCUPANT	26 Jennifer Pl		San Francisco	CA	94107
3752 188	Susan D Calderon	375 Deanne Ln		Daly City	CA	94014
3752 188	OCCUPANT	27 Jennifer Pl		San Francisco	CA	94107
3752 189	Chang Derek Liu	1332 Anza St		San Francisco	CA	94118
3752 189	OCCUPANT	28 Jennifer Pl		San Francisco	CA	94107
3752 190	Noorani	44616 Parkmeadow Dr		Fremont	CA	94539
3752 190	OCCUPANT	30 Jennifer Pl		San Francisco	CA	94107
3752 191	Samuel Pono	32 Jennifer Pl		San Francisco	CA	94107
3752 192	Freire-Ku Jeeny	855 Folsom St #102		San Francisco	CA	94107
3752 193	Megumi Ogawa	855 Folsom St #932		San Francisco	CA	94107
3752 194	Alvin Corey Neil	855 Folsom St #106		San Francisco	CA	94102
3752 195	Michael A & Helena E Rohde	195 Bella Vista Way		San Francisco	CA	94127
3752 196	Wong	Po Box 31760		San Francisco	CA	94131

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3752 197	Yang & David J	855 Folsom St #112		San Francisco	CA	94107
3752 198	Li Liu	855 Folsom St #114		San Francisco	CA	94107
3752 199	Koray Can Oztekin	855 Folsom St #116		San Francisco	CA	94107
3752 200	Maya Newhagen	855 Folsom St #200		San Francisco	CA	94107
3752 201	Eric James Hanson	855 Folsom St #120		San Francisco	CA	94107
3752 202	Sami T & Roula C Daniel	855 Folsom St #122		San Francisco	CA	94107
3752 203	Qun Luo	1218 Silva Ln		Alameda	CA	94502
3752 204	Balci Seda	855 Folsom St #126		San Francisco	CA	94107
3752 205	Earl W Barron III	2299 Market St #302		San Francisco	CA	94114
3752 206	Mark E Hogenson	1486 Pebble Beach Dr		South Lake Tahoe	CA	96150
3752 207	Bruce S Kikuyama	855 Folsom St #109		San Francisco	CA	94107
3752 208	Denise Y & Derick Yee	1014 Brackett Way		Santa Clara	CA	95054
3752 209	Richard & Pennee Feinberg	1684 Decoto Rd #256		Union City	CA	94587
3752 210	Kim Jason Sungju	855 Folsom St #115		San Francisco	CA	94107
3752 211	Liyen Kan	20 Bessie St		San Francisco	CA	94110
3752 212	Zandra C Krischer	855 Folsom St #119		San Francisco	CA	94107
3752 213	Maryam Mossavar-Rahmani	855 Folsom St #913		San Francisco	CA	94107
3752 214	Angela Chang	855 Folsom St #123		San Francisco	CA	94107
3752 215	Scott Boule	855 Folsom St #125		San Francisco	CA	94107
3752 216	Domingo Bose	1961 Armstrong Ave		San Francisco	CA	94124
3752 217	Troy Dean Orlosky	855 Folsom St #129		San Francisco	CA	94107
3752 218	Brooke Thompson	855 Folsom St #131		San Francisco	CA	94107
3752 219	Amy Kimura	855 Folsom St #133		San Francisco	CA	94107
3752 220	James G Skanberg	330 Cervantes Rd		Portola Valley	CA	94028
3752 221	Phay Lau	855 Folsom St #137		San Francisco	CA	94107
3752 222	Alexander Ip	855 Folsom St #139		San Francisco	CA	94107
3752 223	Stp Real Estate LLC	1036 Bell Ln		Napa	CA	94558
3752 224	Wallace Paulette Andre Jr.	80 Collingwood St #410		San Francisco	CA	94114
3752 225	John Robert Massengale	855 Folsom St #302		San Francisco	CA	94107
3752 226	Corrinne Martin	2607 Western Ave #1106		Seattle	WA	98121
3752 227	Edwards	25 Channel Ctr St #209		Boston	MA	2210
3752 228	Justin T & Chelsea J Woo	<i>Duplicate Owner</i>				
3752 229	Chang David	2101 Pacific Ave #704		San Francisco	CA	94115
3752 230	Klinestiver	2253 Franklin St		San Francisco	CA	94109
3752 231	John P Audino	855 Folsom St #308		San Francisco	CA	94107
3752 232	C-Cheng Kevin Hung	855 Folsom St #309		San Francisco	CA	94107
3752 233	Daniel Yahya	1288 Columbus Avenue Pmb198		San Francisco	CA	94133
3752 234	Karataylioglu Erdal	855 Folsom St #311		San Francisco	CA	94107
3752 235	Sukhjot Singh Bhullar	855 Folsom St #312		San Francisco	CA	94107
3752 236	Jane C Mangan	818 N Doheny Dr #703		West Hollywood	CA	90069
3752 237	Lanisa Wang	855 Folsom St #314		San Francisco	CA	94107
3752 238	Andrew & Shawny MacLaggan	855 Folsom St #315		San Francisco	CA	94107
3752 239	Sonya I Haines	855 Folsom St #316		San Francisco	CA	94107
3752 240	Peter & Mira Goetsch	1841 Fallbrook Dr		Alamo	CA	94507
3752 241	Myung Jin Choi	12 Forest Meadow Blvd SW		Huntsville	AL	35824
3752 242	Ariel D Hoffman	855 Folsom St #319		San Francisco	CA	94107
3752 243	Leyla Bijan	255 Point San Pedro Rd		San Rafael	CA	94901
3752 244	Chung Anna	1327 7th Ave #5		San Francisco	CA	94122
3752 245	Francis Jesse	855 Folsom St #322		San Francisco	CA	94107
3752 246	Mang Invest LLC	37a Lyon St		San Francisco	CA	94117
3752 247	Karen M Mack	Po Box 26161		San Francisco	CA	94126
3752 248	Michael Stephen Broermann	855 Folsom St #325		San Francisco	CA	94107
3752 249	Mathias J Lee	855 Folsom St #326		San Francisco	CA	94107
3752 250	Robert R Skidmore	3900 Connecticut Ave NW #303		Washington	DC	20008
3752 251	Misty L Rasche	855 Folsom St #328		San Francisco	CA	94107

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3752 252	Chin Peter Scott	855 Folsom St #329		San Francisco	CA	94107
3752 253	Riyad N Ghannam	855 Folsom St #330		San Francisco	CA	94107
3752 254	Gee Evelyn	Po Box 1105		Burlingame	CA	94011
3752 255	Est Of Abby B Nusbaum	165 Chattanooga St		San Francisco	CA	94114
3752 256	David Sean Oleary	855 Folsom St #333		San Francisco	CA	94107
3752 257	Aditya Jayaraman	855 Folsom St #334		San Francisco	CA	94107
3752 258	Ali Arvin	855 Folsom St #335		San Francisco	CA	94107
3752 259	John Paschal	855 Folsom St #336		San Francisco	CA	94107
3752 260	Cheng-Han Ng Simon	855 Folsom St #337		San Francisco	CA	94107
3752 261	Justin D & Chelsea J Woo	3130 La Selva St #306		San Mateo	CA	94403
3752 262	Jeffrey J Dorsey	690 Long Bridge St #1402		San Francisco	CA	94158
3752 263	Rahim	3510 Park Dr		El Dorado Hills	CA	95762
3752 264	John Michael James	855 Folsom St #341		San Francisco	CA	94107
3752 265	Dennis Keith Miller	855 Folsom St #342		San Francisco	CA	94107
3752 266	Ybl LLC	155 Hawthorne St		San Francisco	CA	94107
3752 267	Federal Home Loan Mortgage	4425 Ponce De Leon Blvd		Coral Gables	FL	33146
3752 268	Nichol Bruce	855 Folsom St #503		San Francisco	CA	94107
3752 269	Krishnan Sriram	855 Folsom St #504		San Francisco	CA	94107
3752 270	Regina Flanagan	855 Folsom St #505		San Francisco	CA	94107
3752 271	Don X Cai	Po Box 345		Point Roberts	WA	98281
3752 272	Jamie Raut	855 Folsom St #507		San Francisco	CA	94107
3752 273	Miki Yoshimoto	2733 N Radford St		Arlington	VA	22207
3752 274	Erick Setiawan	855 Folsom St #509WILLIAM		San Francisco	CA	94107
3752 275	David S Wilkerson	333 Greenwich St #5		San Francisco	CA	94133
3752 276	Patricia Abi-Samra	829 Folsom St #314		San Francisco	CA	94107
3752 277	Richard L Degitz	855 Folsom St #512		San Francisco	CA	94107
3752 278	Robert W & Valerie Flood	855 Folsom St #513		San Francisco	CA	94107
3752 279	Fazio	41 Selkirk St		Oakland	CA	94619
3752 280	Martin & Aliya Schneckenber	855 Folsom St #515		San Francisco	CA	94107
3752 281	Jacob Hsu	1474 Bel Aire Rd		San Mateo	CA	94402
3752 282	Eric J Boyce	855 Folsom St #517		San Francisco	CA	94107
3752 283	Jason Cancio	512 Helen Dr		Millbrae	CA	94030
3752 284	Kelny Denebeim Anne	855 Folsom St #519		San Francisco	CA	94107
3752 285	Jad S Boutros	13650 Marina Pointe Dr		Marina Del Rey	CA	90292
3752 286	Charles K & May W Kao	855 Folsom St #521		San Francisco	CA	94107
3752 287	David Zuckerman	855 Folsom St #522		San Francisco	CA	94107
3752 288	Hussain Murtaza	855 Folsom St #523		San Francisco	CA	94107
3752 289	Kelly Lasser	855 Folsom St #524		San Francisco	CA	94107
3752 290	Bozorgi Najmi	477 Burnett Ave		San Francisco	CA	94131
3752 291	Subbotin Ilya	855 Folsom St #526		San Francisco	CA	94107
3752 292	Kai Parviainen	855 Folsom St #527		San Francisco	CA	94107
3752 293	Henry T & Julia J Yan	855 Folsom St #528		San Francisco	CA	94107
3752 294	Soheil Setareh	855 Folsom St #529		San Francisco	CA	94107
3752 295	Al Ting Stephanie Yang	855 Folsom St #530		San Francisco	CA	94107
3752 296	2050 Hancock Street LLC	855 Folsom St #531		San Francisco	CA	94107
3752 297	Elliot Wang	928 Rosette Ct		Sunnyvale	CA	94086
3752 298	Abhyankar	855 Folsom St #533		San Francisco	CA	94107
3752 299	Ow George Kennedy	361 16th St #1A		Brooklyn	NY	11215
3752 300	Hiram E Banks III	461 2nd St #T659		San Francisco	CA	94107
3752 301	Michael Alan Balsam	855 Folsom St #536		San Francisco	CA	94107
3752 302	Louise & Kevin Ord	1 Lakeside Dr #1810		Oakland	CA	94612
3752 303	John Provine	855 Folsom St #538		San Francisco	CA	94107
3752 304	Liang-Yu Chien	Po Box 192162		San Francisco	CA	94119
3752 305	John Eric Sanchez	855 Folsom St #540		San Francisco	CA	94107
3752 306	Leslie & Heather Stretch	Po Box 771		Diablo	CA	94528

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3752 307	Chung Amy	855 Folsom St #542		San Francisco	CA	94107
3752 308	Lee Wayne	855 Folsom St #701		San Francisco	CA	94107
3752 309	Esther Eames LLC	555 Bryant St #174		Palo Alto	CA	94301
3752 310	Ybl LLC	<i>Duplicate Owner</i>				
3752 311	Lin Irene	266 32nd Ave		San Francisco	CA	94121
3752 312	Michael P Work	855 Folsom St #705		San Francisco	CA	94107
3752 313	Robert Randall Schroeder	855 Folsom St #706		San Francisco	CA	94107
3752 314	Gourdol Arno	855 Folsom St #707		San Francisco	CA	94107
3752 315	Franco Othon Jr.	855 Folsom St #708		San Francisco	CA	94107
3752 316	Ybl LLC	<i>Duplicate Owner</i>				
3752 317	Blasen 2009 & Eric	315 Cypress Dr		Fairfax	CA	94930
3752 318	Esrefoglu Cihat	5145 Diamond Heights Blvd		San Francisco	CA	94131
3752 319	Beth Andrea Jaffe	855 Folsom St #712		San Francisco	CA	94107
3752 320	Ybl LLC	<i>Duplicate Owner</i>				
3752 321	Robert F & Mcfayden-Smit Sn	25 Vista Del Sol		Mill Valley	CA	94941
3752 322	Ybl LLC	<i>Duplicate Owner</i>				
3752 323	Ybl LLC	<i>Duplicate Owner</i>				
3752 324	Michael Gaines	855 Folsom St #717		San Francisco	CA	94107
3752 325	Thomas E Lumsden	11 Hawkins Way		Larkspur	CA	94939
3752 326	Jon Doellstedt	855 Folsom St #719		San Francisco	CA	94107
3752 327	Jane & Raymond Yen	855 Folsom St #720		San Francisco	CA	94107
3752 328	Michael Alan Balsam	855 Folsom St #721		San Francisco	CA	94107
3752 329	Glenn H Hasegawa	855 Folsom St #722		San Francisco	CA	94107
3752 330	Ian A & Elma Y Gardner	528 D St		Davis	CA	95616
3752 331	Lin Ping Chan	855 Folsom St #724		San Francisco	CA	94107
3752 332	Steele	2502 Canterbury Ln E #407		Seattle	WA	98112
3752 333	Bypass	6197 Foppiano Ln		Stockton	CA	95212
3752 334	Ybl LLC	<i>Duplicate Owner</i>				
3752 335	Ryan Nguyen	855 Folsom St #728		San Francisco	CA	94107
3752 336	Fabre	331 El Caminito Rd		Carmel Valley	CA	93924
3752 337	Deborah Sommer	855 Folsom St #730		San Francisco	CA	94107
3752 338	Sing Ping & Jebson Chow	855 Folsom St #731		San Francisco	CA	94107
3752 339	Jerome T & Pamela D Carollo	1608 Starling Ct		Carlsbad	CA	92011
3752 340	Ybl LLC	<i>Duplicate Owner</i>				
3752 341	Lopyrev Mikhail	855 Folsom St #734		San Francisco	CA	94107
3752 342	Brandon M Low	855 Folsom St #735		San Francisco	CA	94107
3752 343	David Ross	855 Folsom St #736		San Francisco	CA	94107
3752 344	Gregory D Johnson 2005 Lvg	880 Corbett Ave		San Francisco	CA	94131
3752 345	Karen D Hadley	855 Folsom St #738		San Francisco	CA	94107
3752 346	K & S	4110 El Nido Ranch Rd		Lafayette	CA	94549
3752 347	Natalia A Shunmugan	855 Folsom St #740		San Francisco	CA	94107
3752 348	Lin Helen	855 Folsom St #741		San Francisco	CA	94107
3752 349	Liyen Kan	855 Folsom St #742		San Francisco	CA	94107
3752 350	Min Jason	855 Folsom St #901		San Francisco	CA	94107
3752 351	Michelle C Anderson	855 Folsom St #902		San Francisco	CA	94107
3752 352	855 Folsom LLC	400 Pacific Ave #2E		San Francisco	CA	94133
3752 353	Woo	11 Bertero Sq		Alameda	CA	94501
3752 354	David Neill McKenzie	855 Folsom St #905		San Francisco	CA	94107
3752 355	Owen David Spitzler	855 Folsom St #906		San Francisco	CA	94107
3752 356	Richard Alan Shapiro	855 Folsom St #907		San Francisco	CA	94107
3752 357	Anna-Marie M Oviedo	631 Folsom St #16A		San Francisco	CA	94107
3752 358	Matthew Drake	855 Folsom St #909		San Francisco	CA	94107
3752 359	Yun & Jeremy	855 Folsom St #910		San Francisco	CA	94107
3752 360	Gregory Zubick	8601 Lincoln Blvd		Los Angeles	CA	90045
3752 361	Sean Tryder	855 Folsom St #912		San Francisco	CA	94107

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3752 362	Nasrin Assadi	855 Folsom St #913		San Francisco	CA	94107
3752 363	Tansev & Valerie Erdal	855 Folsom St #914		San Francisco	CA	94107
3752 364	Kathleen M Duffy	100 Alta Mesa Ct		Moraga	CA	94556
3752 365	Tansev & Valerie Erdal	855 Folsom St #916		San Francisco	CA	94107
3752 366	Ali Moiz	855 Folsom St #917		San Francisco	CA	94107
3752 367	Christopher M & Melissa Wer	855 Folsom St #918		San Francisco	CA	94107
3752 368	Thomas Ng	855 Folsom St #919		San Francisco	CA	94107
3752 369	Christopher J Derespino	855 Folsom St #920		San Francisco	CA	94107
3752 370	Betsabe Marisol Botaitis	855 Folsom St #921		San Francisco	CA	94107
3752 371	Daniel C Lu	Po Box 49342		Los Angeles	CA	90049
3752 372	Simon-Stannard	855 Folsom St #923		San Francisco	CA	94107
3752 373	Thomas John-Christopher	855 Folsom St #924		San Francisco	CA	94107
3752 374	Tansev Erdal	155 Hawthorne St		San Francisco	CA	94107
3752 375	David Gadarian	855 Folsom St #926		San Francisco	CA	94107
3752 376	Brian K Fujikawa	855 Folsom St #927		San Francisco	CA	94107
3752 377	Belle H Chock	855 Folsom St #928		San Francisco	CA	94107
3752 378	Katona	41504 Apricot Ln		Fremont	CA	94539
3752 379	Gennifer T & Alice H Gin	855 Folsom St #930		San Francisco	CA	94107
3752 380	Angie Wang	855 Folsom St #931		San Francisco	CA	94107
3752 381	Nobuyuki & Megumi Sugiura	855 Folsom St #932		San Francisco	CA	94107
3752 382	Yuwen Kong	855 Folsom St #933		San Francisco	CA	94107
3752 383	Joshua Reynolds	855 Folsom St #934		San Francisco	CA	94107
3752 384	Alan Peebles	235 Berry St #514		San Francisco	CA	94158
3752 385	John & Kimberly Tarantino	101 Camino Don Miguel		Orinda	CA	94563
3752 386	Phan Sep Prpt Share Giao	855 Folsom St #937		San Francisco	CA	94107
3752 387	Tansev & Valerie Erdal	855 Folsom St #938		San Francisco	CA	94107
3752 388	John Marchioni	855 Folsom St #939		San Francisco	CA	94107
3752 389	Walter G Lee	1410 S Van Ness Ave		San Francisco	CA	94110
3752 390	Adrian Ni Tirtanadi	855 Folsom St #941		San Francisco	CA	94107
3752 391	Gladys Reder	855 Folsom St #942		San Francisco	CA	94107
3752 392	Chan Mennor	855 Folsom St #142		San Francisco	CA	94107
3752 590	5th Investor Sf LLC	371 5th St		San Francisco	CA	94107
3753 001	Wong	64 Ocean Grove Ave		Daly City	CA	94015
3753 001	OCCUPANT	300 5th St		San Francisco	CA	94107
3753 003	Woon	32179 Lupe Ct		Union City	CA	94587
3753 003	OCCUPANT	324 5th St		San Francisco	CA	94107
3753 004	Woo	210 Shipley St		San Francisco	CA	94107
3753 005	Candl One Investments LLC	851 Burlway Rd #728		Burlingame	CA	94010
3753 006	Candl One Investments LLC	<i>Duplicate Owner</i>				
3753 007	Candl One Investments LLC	<i>Duplicate Owner</i>				
3753 007	OCCUPANT	360 5th St		San Francisco	CA	94107
3753 008	Vikas Hotel LLC	212 Sutter St #3RD		San Francisco	CA	94108
3753 008	OCCUPANT	372 5th St		San Francisco	CA	94107
3753 008	OCCUPANT	374 5th St		San Francisco	CA	94107
3753 008	OCCUPANT	376 5th St		San Francisco	CA	94107
3753 008	OCCUPANT	378 5th St		San Francisco	CA	94107
3753 009	Jeryn Byrne	19159 Iron Mountain Dr		Grass Valley	CA	95949
3753 009	OCCUPANT	388 5th St	#1	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#2	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#3	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#4	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#5	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#6	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#7	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#8	San Francisco	CA	94107

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3753 009	OCCUPANT	388 5th St	#9	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#10	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#11	San Francisco	CA	94107
3753 009	OCCUPANT	388 5th St	#12	San Francisco	CA	94107
3753 010	May	476 Jackson St #3RD		San Francisco	CA	94111
3753 042	Clara St LLC	1956 San Carlos Ave		San Carlos	CA	94070
3753 048	Raymond Zhao	2051 Quesada Ave		San Francisco	CA	94124
3753 049	The Gold	Po Box 117820		Burlingame	CA	94011
3753 056	Ariel A & Jasmin M Sharabi	161 Wellington Ln		Alamo	CA	94507
3753 056	OCCUPANT	910 Harrison St		San Francisco	CA	94107
3753 057	Candl One Investments LLC L	<i>Duplicate Owner</i>				
3753 057	OCCUPANT	210 1/2 Clara St		San Francisco	CA	94107
3753 057	OCCUPANT	210 Clara St		San Francisco	CA	94107
3753 058	Candl One Investments LLC	<i>Duplicate Owner</i>				
3753 058	OCCUPANT	212 Clara St		San Francisco	CA	94107
3753 059	Donald J & Lynn M McGlinchy	2701 Lammie Gate Cir		Pleasanton	CA	94566
3753 059	OCCUPANT	214 Clara St		San Francisco	CA	94107
3753 060	Daniel A & Laura L Escobar	245 W Poplar Ave		San Mateo	CA	94402
3753 060	OCCUPANT	218 Clara St		San Francisco	CA	94107
3753 060	OCCUPANT	220 Clara St		San Francisco	CA	94107
3753 061	Wilma Parker	222 Clara St		San Francisco	CA	94107
3753 062	Brian Egg	228 Clara St		San Francisco	CA	94107
3753 063	Brian Egg	<i>Duplicate Owner</i>				
3753 070	Andy C Lee	1930 44th Ave		San Francisco	CA	94116
3753 093	Mark Kertz	Po Box 591302		San Francisco	CA	94159
3753 094	Charles D & Rose M Oconnor	313 4th Ave		San Francisco	CA	94118
3753 094	OCCUPANT	239 Shipley St	#101	San Francisco	CA	94107
3753 094	OCCUPANT	239 Shipley St	#102	San Francisco	CA	94107
3753 094	OCCUPANT	239 Shipley St	#201	San Francisco	CA	94107
3753 094	OCCUPANT	239 Shipley St	#202	San Francisco	CA	94107
3753 094	OCCUPANT	239 Shipley St	#301	San Francisco	CA	94107
3753 094	OCCUPANT	239 Shipley St	#302	San Francisco	CA	94107
3753 095	Steve K Chan	<i>Duplicate Owner</i>				
3753 095	OCCUPANT	237 Shipley St	#101	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#102	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#103	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#201	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#202	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#203	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#204	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#205	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#206	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#301	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#302	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#303	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#304	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#305	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#306	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#401	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#402	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#403	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#404	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#405	San Francisco	CA	94107
3753 095	OCCUPANT	237 Shipley St	#406	San Francisco	CA	94107
3753 096	Steve K Chan	<i>Duplicate Owner</i>				

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3753 097	Vance Frost	58 Oakland Ave		San Anselmo	CA	94960
3753 097	OCCUPANT	229 Shipley St		San Francisco	CA	94107
3753 097	OCCUPANT	231 Shipley St		San Francisco	CA	94107
3753 097	OCCUPANT	231A Shipley St		San Francisco	CA	94107
3753 098	D Shipley LLC	Po Box 225245		San Francisco	CA	94122
3753 098	OCCUPANT	227 Shipley St		San Francisco	CA	94107
3753 099	D Shipley LLC	<i>Duplicate Owner</i>				
3753 099	OCCUPANT	227 Shipley St		San Francisco	CA	94107
3753 100	Candl One Investments LLC	<i>Duplicate Owner</i>				
3753 101	Candl One Investments LLC	<i>Duplicate Owner</i>				
3753 106	923 Folsom Acquisition LLC	2029 Century Park E #415		Los Angeles	CA	90067
3753 113	F & F Investors LLC	868 Skyridge Dr		Pacifica	CA	94044
3753 114	Steve K & Heidi M Chan	1798 8th Ave		San Francisco	CA	94122
3753 138	Solomon Amazis	951 Folsom St		San Francisco	CA	94107
3753 139	Steve K & Heidi M Chan	<i>Duplicate Owner</i>				
3753 141	923 Folsom Acquisition LLC	<i>Duplicate Owner</i>				
3753 142	923 Folsom Acquisition LLC	<i>Duplicate Owner</i>				
3753 145	Power Of Appointment	89 Bayview Dr		South San Francisco	CA	94080
3753 145	OCCUPANT	917 Folsom St		San Francisco	CA	94107
3753 146	300v 5th Street LLC	109 Stevenson St #5TH		San Francisco	CA	94105
3753 147	Candl One Investments LLC	<i>Duplicate Owner</i>				
3753 150	928 Harrison Street LLC	928 Harrison St		San Francisco	CA	94107
3753 177	Chase C & Catherine A Robert	920 Harrison St #1		San Francisco	CA	94107
3753 178	Frank F Yu	920 Harrison St #2		San Francisco	CA	94107
3753 179	Seyedkazemi Setareh	920 Harrison St #3		San Francisco	CA	94107
3753 180	Amandeep S Dulay	920 Harrison St #4		San Francisco	CA	94107
3753 181	Matthew W Finick	920 Harrison St #5		San Francisco	CA	94107
3753 182	Caley P & Rhonnie R Roberts	920 Harrison St #6		San Francisco	CA	94107
3753 183	Schowengerdt	920 Harrison St #7		San Francisco	CA	94107
3753 184	Anirban Kundu	920 Harrison St #8		San Francisco	CA	94107
3753 185	Robert A Rudelic	920 Harrison St #9		San Francisco	CA	94107
3753 186	Darryl L Wortham	920 Harrison St #10		San Francisco	CA	94107
3753 187	Martin J Gilvary	920 Harrison St #11		San Francisco	CA	94107
3753 188	Garret A Albert	920 Harrison St #12		San Francisco	CA	94107
3753 189	Carolyn Crum	920 Harrison St #14		San Francisco	CA	94107
3753 190	Mark S Lamon	920 Harrison St #15		San Francisco	CA	94107
3753 191	Brian W Smith	221 Clara St #1		San Francisco	CA	94107
3753 192	Lin Sing	719 White St		Daly City	CA	94015
3753 192	OCCUPANT	221 Clara St #2		San Francisco	CA	94107
3753 193	Karina M Diaz	221 Clara St #3		San Francisco	CA	94107
3753 194	Rose M Wahlin	221 Clara St #4		San Francisco	CA	94107
3753 195	Schmenk Nevada David	241 Ridge St		Reno	NV	89501
3753 195	OCCUPANT	221 Clara St #5		San Francisco	CA	94107
3753 196	Adrienne Kos	221 Clara St #6		San Francisco	CA	94107
3753 197	Hermawan Hartanto	10145 Deercliff Dr		Tampa	FL	33647
3753 197	OCCUPANT	221 Clara St #7		San Francisco	CA	94107
3753 198	Richard Ray Strong	221 Clara St #8		San Francisco	CA	94107
3753 199	Azmeer Salleh	221 Clara St #9		San Francisco	CA	94107
3753 200	Iacobelli Alessandro	221 Clara St #10		San Francisco	CA	94107
3753 201	Claudia K Latchman	14 Mountain Valley Pl		Danville	CA	94506
3753 201	OCCUPANT	221 Clara St #11		San Francisco	CA	94107
3753 202	Nguyen Viet	914 Diamond St		San Francisco	CA	94114
3753 202	OCCUPANT	221 Clara St #12		San Francisco	CA	94107
3753 203	Glenn Stante	221 Clara St #14		San Francisco	CA	94107
3753 204	Ben Ogle	221 Clara St #15		San Francisco	CA	94107

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3753 207	H & J Wong	Po Box 31909		San Francisco	CA	94131
3753 208	Alan J Chang	249 Shipley St #2		San Francisco	CA	94107
3753 209	Ha Jong-Joo	249 Shipley St #3		San Francisco	CA	94107
3753 210	Peter & Polina Kogan	249 Shipley St #4		San Francisco	CA	94107
3753 211	Clark Deborah	249 Shipley St #5		San Francisco	CA	94107
3753 212	Kirsten P Benzien	249 Shipley St #6		San Francisco	CA	94107
3753 213	Chapman 1995 & Charles H Tr	5555 Montgomery Dr #N204		Santa Rosa	CA	95409
3753 214	Todd A Peletta	249 Shipley St #8		San Francisco	CA	94107
3753 215	Zmievski Andrei	249 Shipley St #9		San Francisco	CA	94107
3753 216	Toan-Vinh T Le	249 Shipley St #10		San Francisco	CA	94107
3753 217	Mark S Henson	249 Shipley St #11		San Francisco	CA	94107
3753 218	Catherine E Yap	114 Ricardo Ave		Piedmont	CA	94611
3753 219	Jerald F Gunn	1392 N Boyce Ave		Green Valley	AZ	85614
3753 219	OCCUPANT	236 Clara St #1		San Francisco	CA	94107
3753 220	Brent S Boe	236 Clara St #2		San Francisco	CA	94107
3753 221	Daniel Obrien	236 Clara St #3		San Francisco	CA	94107
3753 222	Jason R Sanders	236 Clara St #4		San Francisco	CA	94107
3753 223	Jung Brian	236 Clara St #5		San Francisco	CA	94107
3753 224	Susan L Koppy	1392 N Boyce Ave		Green Valley	AZ	85614
3753 224	OCCUPANT	236 Clara St #6		San Francisco	CA	94107
3753 241	John & Elizabeth Gardemeyer	950 Harrison St #101		San Francisco	CA	94107
3753 242	Dealencar Cleber	950 Harrison St #102		San Francisco	CA	94107
3753 243	Adam J Desouza	950 Harrison St #103		San Francisco	CA	94107
3753 244	Jai Dhar Gupta	640 Hobart Ave		San Mateo	CA	94402
3753 245	Eric M Argel	950 Harrison St #105		San Francisco	CA	94107
3753 246	Benigno L Narvaez	950 Harrison St #106		San Francisco	CA	94107
3753 247	Dan D Soha	10161 Parlett Pl		Cupertino	CA	95014
3753 248	Dino Angelo R & Antoni Ignac	3034 Belvidere Ave SW		Seattle	WA	98126
3753 249	Gary L Larson	1725 Pierce St #1		San Francisco	CA	94115
3753 250	Ray W & Sunnie Park	950 Harrison St #110		San Francisco	CA	94107
3753 251	Deborah B Honig	2040 Lake St		San Francisco	CA	94121
3753 252	Swaney & Jan	Po Box 2128		Santa Rosa	CA	95405
3753 253	Davis	1005 El Cajon Dr		Danville	CA	94526
3753 254	Jackson H & Elizabeth King-Ly	2782 Waverley St		Palo Alto	CA	94306
3753 255	Sean Michael McKenna	950 Harrison St #115		San Francisco	CA	94107
3753 256	Connie Militano	950 Harrison St #116		San Francisco	CA	94107
3753 257	Jenny Wong	950 Harrison St #117		San Francisco	CA	94107
3753 258	Caroline Yeung	372 Poett Rd		Hillsborough	CA	94010
3753 259	Chan Jackie	20 Persimmon Ct		Hillsborough	CA	94010
3753 260	Erick A Vera	747 Teresita Blvd		San Francisco	CA	94127
3753 261	Cecilia Yoshida	662 9th Ave		San Francisco	CA	94118
3753 262	Giovanni L Thione	360 W 48th St #36B		New York	NY	10036
3753 263	Parry W Huang	950 Harrison St #123		San Francisco	CA	94107
3753 264	Akira M Sasaki	950 Harrison St #201		San Francisco	CA	94107
3753 265	Nedkov & Sara Tihomir	950 Harrison St #202		San Francisco	CA	94107
3753 266	Michael & Leng Fritsche	950 Harrison St #203		San Francisco	CA	94107
3753 267	Reginald K Thomas	950 Harrison St #204		San Francisco	CA	94107
3753 268	Ryan Valderama Yema	950 Harrison St #205		San Francisco	CA	94107
3753 269	Lawrence B Dillon III II	950 Harrison St #206		San Francisco	CA	94107
3753 270	Li-Jiang	25685 Fernhill Dr		Los Altos Hills	CA	94024
3753 271	Jessy Y Cheng	950 Harrison St #208		San Francisco	CA	94107
3753 272	Nomer Conrad & Lauren M Si	950 Harrison St #209		San Francisco	CA	94107
3753 273	Edward M & Janet M Belsky	3620 114th Ave E		Edgewood	WA	98372
3753 274	Bo Meng	950 Harrison St #211		San Francisco	CA	94107
3753 275	Christopher Eugen Horan-Wa	950 Harrison St #212		San Francisco	CA	94107

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3753 276	Michael Lee & Anna Mau	950 Harrison St #213		San Francisco	CA	94107
3753 277	Alex Lyuber	950 Harrison St #214		San Francisco	CA	94107
3753 278	Tracy A Pruitt	950 Harrison St #215		San Francisco	CA	94107
3753 279	Linda M Ponzi	950 Harrison St #216		San Francisco	CA	94107
3753 280	Chang May	950 Harrison St #217		San Francisco	CA	94107
3753 281	Naomi Quilala	4072 2nd St		Palo Alto	CA	94306
3753 282	Jamie & Emily Rakow	141 Navigator Dr		Scotts Valley	CA	95066
3753 283	Thong Nhu Bui	950 Harrison St #220		San Francisco	CA	94107
3753 284	Edward Wong	950 Harrison St #221		San Francisco	CA	94107
3753 285	Johnson Jeffrey	950 Harrison St #222		San Francisco	CA	94107
3753 286	Neely Michael	950 Harrison St #223		San Francisco	CA	94107
3753 287	Justin Ho	250 Clara St #1		San Francisco	CA	94107
3753 288	Peter Darrell Aeschliman	65 Ridgewood Dr		San Rafael	CA	94901
3753 289	Michael J & Lisa M Vesik	250 Clara St #3		San Francisco	CA	94107
3753 290	Alvin Choi	250 Clara St #4		San Francisco	CA	94107
3753 291	Luigi Troccoli	777 Bamboo Ter		San Rafael	CA	94903
3753 292	Hyman M Scott	250 Clara St #6		San Francisco	CA	94107
3753 293	Julie Rae	365 Alvarado St		Brisbane	CA	94005
3753 294	Bonnie D Loo	250 Clara St #8		San Francisco	CA	94107
3753 295	Alyson S Cabrera	250 Clara St #9		San Francisco	CA	94107
3753 296	Yansui V Wang	250 Clara St #10		San Francisco	CA	94107
3753 297	David Lee & Cynthia McIntosh	250 Clara St #11		San Francisco	CA	94107
3753 298	Terry P Hemphill	250 Clara St #12		San Francisco	CA	94107
3753 299	Barry Timothy	250 Clara St #13		San Francisco	CA	94107
3753 300	Matthieu Babinet	250 Clara St #14		San Francisco	CA	94107
3753 301	Andy C Lee	250 Clara St #15		San Francisco	CA	94107
3753 302	Harvey & Sandy Woo	210 Shipley St #1		San Francisco	CA	94107
3753 303	Harvey & Sandy Woo	210 Shipley St #2		San Francisco	CA	94107
3753 304	Harvey & Sandy Woo	210 Shipley St #3		San Francisco	CA	94107
3753 313	SFCC	25 S Van Ness Ave #400		San Francisco	CA	94102
3753 314	V Shipley St LLC	1911 Mission St		San Francisco	CA	94103
3753 314	OCCUPANT	236 Shipley St	#201	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#202	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#203	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#204	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#205	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#301	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#302	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#303	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#304	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#305	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#401	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#402	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#403	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#404	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#405	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#501	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#502	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#503	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#504	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#505	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#601	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#602	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#603	San Francisco	CA	94107
3753 314	OCCUPANT	236 Shipley St	#604	San Francisco	CA	94107

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3753 314	OCCUPANT	236 Shipley St	#605	San Francisco	CA	94107
3753 314	OCCUPANT	238 Shipley St		San Francisco	CA	94107
3760 001	Steven C S & Emily A To	22 Moore Ct		Alameda	CA	94502
3760 106	Johnston-Fisch	261 Missouri St		San Francisco	CA	94107
3760 107	Peterson & Robert L	625 Kansas St		San Francisco	CA	94107
3760 108	Harrison Street LLC	118 Wood St #108		San Francisco	CA	94118
3760 129	Bfm Assets LLC	19 Bond St		Larkspur	CA	94939
3760 135	Grant Bradley P 1997 Tr	372 Evergreen Dr		Vacaville	CA	95688
3761 063	State Property	707 3rd St #6TH		West Sacramento	CA	95605
	Reuben, Junius & Rose, LLP	One Bush St. Suite 600		San Francisco	CA	94104

Appendix B – Fact Sheet



Trammell Crow Residential and local San Francisco architect KTGy (the project team) are proposing a mixed-use (residential and commercial) development at 360 Fifth Street in Central SoMa (site). We are providing the community with additional project information and are seeking community feedback and support as we move forward. Our goal is to create a mixed-use project with much needed housing and commercial space in a building that blends in with the existing area and provides benefits to the immediate and larger San Francisco community.

HOW IS THE SITE CURRENTLY USED?

Located on Fifth Street between Shipley and Clara streets, the site consists of an empty lot and two buildings that are currently used as commercial space. These buildings would be demolished to make way for the new development.

WHAT IS THE PROPOSED DEVELOPMENT FOR THE SITE?

The project team proposes building a four to eight-story, mixed-use development that includes 128 units and additional commercial space. Plans include underground parking, bicycle parking, and affordable housing units.

WHAT WILL THE PROJECT LOOK LIKE?

The project is being designed in accordance with all applicable City requirements and will enhance the character of the neighborhood. In addition, the project will promote active uses at street level, encouraging more pedestrian interaction and safer streets.

DO WE NEED DEVELOPMENT AT THIS SITE?

The Bay Area is experiencing a housing crisis and each week there are more reports of people looking for housing options that allow them to live closer to their place of employment. Since 2012, over 100,000 new jobs have been created in San Francisco and fewer than 15,000 units have been built.

ARE THERE ANY COMMUNITY BENEFITS TO THE PROPOSED DEVELOPMENT?

The development will fit with the neighborhood and planned benefits include:

- Transit-oriented project with potential to activate the area without impacting traffic and parking. The project is designed with approximately 40 off-street parking spaces, as well as bicycle parking. Project designers have located parking access off Clara Street, minimizing the impact of the curb cut on neighborhood traffic. In addition, the project is located in close proximity to MUNI, BART, and Caltrain and will be within walking distance of the future Central Subway currently under construction.
- Neighborhood-serving commercial and retail space to create an active community around the development.

WHAT ARE THE NEXT STEPS?

Planning, designing and constructing new developments takes time. In spring 2016, we submitted an entitlement package to the City's Planning Department and held three community meetings. Conceptual design will be finalized prior to coming before the San Francisco Planning Commission in early 2017, with construction starting in late 2017.

- Community Meeting No. 1 – Project Introduction – Spring 2016 (Completed)
- Community Meeting No. 2 – Project Design – August 25th (Completed)
- Community Meeting No. 3 – Final Design – December 6th (Completed)

HOW DO I GET INVOLVED OR GET MORE INFORMATION?

Please sign up to receive regular project updates, including invitations to community meeting invites, by emailing your contact information to info@360fifth.com.

If you would like more information on the project or to schedule an in-person meeting or briefing for your organization, please contact Tracy Craig at (510) 334-4866 or tracy@craig-communications.com.

Appendix C – Community Meeting Letters

Notice of Pre-Application Meeting

February 22nd, 2016

Date

Dear Neighbor:

You are invited to a neighborhood Pre-Application meeting to review and discuss the development proposal at 342-360 Fifth Street, cross street(s) Clara St (Block/Lot#: 3753/005, 006A, 007, 057, 058, 100, 101, 147; Zoning: MUR - Mixed Use Residential), in accordance with the San Francisco Planning Department's Pre-Application procedures. The Pre-Application meeting is intended as a way for the Project Sponsor(s) to discuss the project and review the proposed plans with adjacent neighbors and neighborhood organizations before the submittal of an application to the City. This provides neighbors an opportunity to raise questions and discuss any concerns about the impacts of the project before it is submitted for the Planning Department's review. Once a Building Permit has been submitted to the City, you may track its status at www.sfgov.org/dbi.

The Pre-Application process serves as the first step in the process prior to building permit application or entitlement submittal. Those contacted as a result of the Pre-Application process will also receive a formal entitlement notice or 311 or 312 notification after the project is submitted and reviewed by Planning Department staff.

A Pre-Application meeting is required because this project includes (check all that apply):

- ☒ New Construction;
- ☐ Any vertical addition of 7 feet or more;
- ☐ Any horizontal addition of 10 feet or more;
- ☐ Decks over 10 feet above grade or within the required rear yard;
- ☐ All Formula Retail uses subject to a Conditional Use Authorization;
- ☐ PDR-I-B, Section 313;
- ☐ Community Business Priority Processing Program (CB3P).

The development proposal is to: **demolish the existing commercial buildings and construct a new mixed use retail and residential building.**

Existing # of dwelling units: <u>0 units</u>	Proposed: <u>123 units</u>	Permitted: <u>No numerical limit</u>
Existing bldg square footage: <u>17,950 sf</u>	Proposed: <u>125,012 sf</u>	Permitted: <u>No numerical limit</u>
Existing # of stories: <u>1 story</u>	Proposed: <u>5 and 7 stories</u>	Permitted: <u>No numerical limit</u>
Existing bldg height: <u>26'</u>	Proposed: <u>45' and 85'</u>	Permitted: <u>45' and 85'</u>
Existing bldg depth: <u>125' from 5th Street</u>	Proposed: <u>125' and 175'</u>	Permitted: <u>Rear yard = 25% of lot</u>

MEETING INFORMATION:

Property Owner(s) name(s): Candl One Investments, LLC

Project Sponsor(s): Trammell Crow Residential

Contact information (email/phone): tevje@tcr.com | 415-381-3028

Meeting Address*: 975 Bryant Street, San Francisco, CA 94103

Date of meeting: Thursday, March 17, 2016

Time of meeting**: 6:30pm - 8pm

*The meeting should be conducted at the project site or within a one-mile radius, unless the Project Sponsor has requested a Department Facilitated Pre-Application Meeting, in which case the meeting will be held at the Planning Department offices, at 1650 Mission Street, Suite 400.

**Weeknight meetings shall occur between 6:00 p.m. - 9:00 p.m. Weekend meetings shall be between 10:00 a.m. - 9:00 p.m., unless the Project Sponsor has selected a Department Facilitated Pre-Application Meeting.

If you have questions about the San Francisco Planning Code, Residential Design Guidelines, or general development process in the City, please call the Public Information Center at 415-558-6378, or contact the Planning Department via email at pic@sfgov.org. You may also find information about the San Francisco Planning Department and on-going planning efforts at www.sfplanning.org.



August 9th, 2016

Dear Neighbor:

You are invited to a public meeting to discuss a development project currently proposed at 342-360 Fifth Street. As the project sponsor, we would like to update you about the project's current status and provide an opportunity for you to ask questions and express any concerns.

As a reminder, the project will consist of the following components:

- 120-130 residential units
- Retail and commercial space
- 4 to 8 stories
- 45' to 85' high (within height limit)
- Underground parking and bicycle storage
- Below market rate (BMR) units provided on-site

The public meeting will be held at the Intercontinental Hotel at 888 Howard Street, San Francisco. Details below:

- Location: Intercontinental Hotel, Cathedral Hill Room, 4th Floor
- Date: August 25, 2016
- Time: 5:00-8:00 p.m.
- Light refreshments will be provided

Additional information about the project can be found at the project's Facebook page, 360 Fifth Street.

We look forward to seeing you.

Kind regards,

TRAMMELL CROW RESIDENTIAL



November 17th, 2016

Dear Neighbor:

You are invited to a public meeting to discuss a development project currently proposed at 342-360 Fifth Street. As the project sponsor, we would like to update you about the project's current status and provide an opportunity for you to ask questions and express any concerns.

As a reminder, the project will consist of the following components:

- 128 residential units
- Retail and commercial space
- 4 to 8 stories
- 45' to 85' high (within height limit)
- Underground parking and bicycle storage
- Below market rate (BMR) units provided on-site

The public meeting will be held at the Intercontinental Hotel from 6pm to 7pm. Details below:

- Location: **Intercontinental Hotel**
Nob Hill Room, 4th Floor
888 Howard St,
San Francisco, CA
- Date: Tuesday, December 6th, 2016
- Time: 6pm-7pm
- Parking/Transit: Hourly parking provided at the hotel
Area served by all MUNI/BART lines (Powell St Station)
Bus lines in area: 8, 8AX, 8BX, 14, 14R, 14X, 27, 45
- Light refreshments will be provided

Additional information about the project can be found at the project's Facebook page, see below:

<http://bit.ly/2aMU9LG>

We look forward to seeing you at our meeting on Tuesday, December 6th at 6 pm.

Appendix C – Comment Cards

360 Fifth Street Proposed Mixed-Use Development

Trammell Crow Residential and local San Francisco architect Kwan Henmi are proposing a mixed-use (residential and retail) development at 360 Fifth Street in Central SoMa. If you have questions or would like to provide input on the proposed development, please let us know using the space below. Additional questions or comments can be mailed to 360 Fifth Street Project, c/o Craig Communications, 70 Washington St., Ste. 425, Oakland, CA 94607.

Questions/Comments:

Attended the meeting on 360 Fifth St
proposed development last month. Question:
of the existing bldg occupies approx 1/4
of the site, + is going up 8 stories. That is existing
density x 8. Is the entire remaining 3/4 of the site
is also developed (wall to wall) that will = 8x existing
density squared! rent!

Name:

WILMA PARKER

Address:

222 Clara St

City:

SF

State:

CA

Zip:

94107

Phone:

(415) 308-1396

Email:

wjp22@gmail.com

☒ Add me to the mailing list so that I can receive additional information

We will only use the mailing list to keep you informed of project activities and key opportunities for public input. Mailing lists are not released to outside parties.

will be meeting on our other w. Clara St +
Shirley neighborhood association

360 Fifth Street Proposed Mixed-Use Development

Trammell Crow Residential and local San Francisco architect Kwan Henmi are proposing a mixed-use (residential and retail) development at 360 Fifth Street in Central SoMa. If you have questions or would like to provide input on the proposed development, please let us know using the space below. Additional questions or comments can be mailed to 360 Fifth Street Project, c/o Craig Communications, 70 Washington St., Ste. 425, Oakland, CA 94607.

Questions/Comments: IS THIS GOING TO BE A UNION PROJECT?
THE BUSBY ST. PROJECT 2655 IS USING AN
OUT OF TOWN, NON-UNION ELECTRICAL CONTRACTOR.

Name: JOEL KAPPEL
Address: 55 FILLMORE ST (AND) OWNER OF 875 FOLSOM PROPERTY
City: SAN FRANCISCO State: CA Zip: 94107
Phone: 415-241-0126 Email: jkappel@ibew6.org

☒ Add me to the mailing list so that I can receive additional information

We will only use the mailing list to keep you informed of project activities and key opportunities for public input. Mailing lists are not released to outside parties.

360 Fifth Street Proposed Mixed-Use Development

Trammell Crow Residential and local San Francisco architect KTGy are proposing a mixed-use (residential and retail) development at 360 Fifth Street in Central SoMa. If you have questions or would like to provide input on the proposed development, please let us know using the space below. Additional questions or comments can be mailed to 360 Fifth Street Project, c/o Craig Communications, 70 Washington St., Ste. 425, Oakland, CA 94607.

Questions/Comments: The "neighborhood" is being overbuilt. Have heard there is a glut of condos in SF. Very little green space in the neighborhood. There is a garden/parking space there now encouraged & allowed by Mr. Fetterman in 40 yrs. If we lose this, would like at least a little green wall like at the Wilma Parker new SF home, on Clara St, in the community.

Name: Wilma Parker
Address: 222 Clara St
City: San Francisco State: CA Zip: 94107
Phone: (415) 308-1396 Email: wjpdp22@gmail.com

☒ Add me to the mailing list so that I can receive additional information

We will only use the mailing list to keep you informed of project activities and key opportunities for public input. Mailing lists are not released to outside parties.

360 Fifth Street Proposed Mixed-Use Development

Trammell Crow Residential and local San Francisco architect KTGy are proposing a mixed-use (residential and retail) development at 360 Fifth Street in Central SoMa. If you have questions or would like to provide input on the proposed development, please let us know using the space below. Additional questions or comments can be mailed to 360 Fifth Street Project, c/o Craig Communications, 70 Washington St., Ste. 425, Oakland, CA 94607.

Questions/Comments: Was hoping to see the plans revealed Aug 18. They show Clara St. to be no more than the "back door" in the project, which simply gets all the amenities. Will get the parking garage, the garage, and the 5M. industrial "tire shop" or the streets just as much as Shuren 375 at Wilma Parker. (for rosso) gallery, improvement, for this!

Name: Wilma Parker
Address: 222 Clara St
City: San Francisco State: CA Zip: 94107
Phone: (415) 308-1396 Email: wjpdp22@gmail.com

☒ Add me to the mailing list so that I can receive additional information

We will only use the mailing list to keep you informed of project activities and key opportunities for public input. Mailing lists are not released to outside parties.

OK - I am a color blind + I don't see the color red 100% of the time

360 Fifth Street Proposed Mixed-Use Development

Trammell Crow Residential and local San Francisco architect KTGy are proposing a mixed-use (residential and retail) development at 360 Fifth Street in Central SoMa. If you have questions or would like to provide input on the proposed development, please let us know using the space below. Additional questions or comments can be mailed to 360 Fifth Street Project, c/o Craig Communications, 70 Washington St., Ste. 425, Oakland, CA 94607.

Questions/Comments:

Was disappointed to see the plans revealed
Aug 18. They show Clara St. to be no more
than the "back door" in the project, while
Shiyeen gets all the amenities. Will get the
garage, the garbage, and the sm. industry
"tire shop" or the streets just as much as Shiyeen
37vs of Clara St. (for no less) tallies
Name: Wanda improvement, for this!
Address: 222 Clara St
City: SAN FRANCISCO State: CA Zip: 94107
Phone: (415) 308-1396 Email: wjpd22@gmail.com

☒ Add me to the mailing list so that I can receive additional information

We will only use the mailing list to keep you informed of project activities and key opportunities for public input. Mailing lists are not released to outside parties.

PS - John Elchenmy + Todco should not be part of
this very political process.

Appendix E – Contact Log

360 Fifth Street - External Communications Log 2016 - 2017							
Date	Contact Name, Info	Organization	Title or Function	Team Contact Person	Scheduled/ Drop-In	Outbound/ Inbound	Purpose/Inquiry and Outcome/Resolution
2/20/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot emailed to thank Paul DiMartini, Tyler and Bruce for meeting with him to talk about next steps and project progress. He informed them that he will meet with Paul when the 6 month new lease is drafted and appreciated their insight into a long term idea for their part in the future development. He also let them know that the starting concept is below grade, similar sized space, and a small retail component. He plans on speaking with Chris to see what his thoughts are and will send some ideas back by the end of next weekend.
2/21/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot emailed Tyler to let him know he misspelled his name in the previous email and wanted to confirm Tyler received his email.
2/21/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler emailed to confirm that he received his email.
3/2/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot informed Paul, Bruce and Tyler that he received the amended lease agreement that adopts the rent increase starting on April 1st, and he will assemble the updated attornment agreements and paperwork to coincide with any new subleases. Additionally, he indicated that he wants to make sure the lease agreement includes the 360 5th Street half of the green building, the West portion of the dirt lot by the blackberry bush, and an additional tandem space that was added last year along the 212 back wall. He asked that we update the area description to reflect these combined areas for clarity. They would also like to move forward with creating a plan within the development for replacement creative work and community space.
3/4/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot emailed to share his ideas regarding creating a plan within the development for replacement artists work and community space.
3/14/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler emailed in response to Skot's email on 3/4. He informed him that he agrees that having arts space and the wood shop in the finished project could help create a valuable community resource, and they're committed to seeing if it will work given all the constraints. One reason for the prolonged response has been because they have identified a handful of construction and code issues that they need to learn more about before proceeding with other aspects of the design. Once this is done, they can start discussing design in more detail. In the meantime, Tyler encouraged Skot to send any other ideas he may have.
3/17/16	Skot Kuiper; videoamp@gmail.com, Chris; chris@woodthumb.com		PDR Tenant	Tyler Evje	Attended Community Meeting 1	Inbound	Requested to videotape the meeting and was granted permission. During the meeting Q&A, asked if the building will include housing for teachers, what the ground level open space will include, what the ground floor retail space will include, and what type of retail are at TC's other developments. Tyler responded that the first three questions are TBD, and TC's other mixed use developments have neighborhood serving retail.
3/17/16	Craig Adelman		Neighbor	Tyler Evje	Attended Community Meeting 1	Inbound	Craig asked about the affordable housing plan and if variances are required. Tyler responded that the number and price of the affordable units are TBD, and variances will likely be required by the City.
3/17/16	Samuel Klatchko		Neighbor	Tyler Evje	Attended Community Meeting 1	Inbound	Samuel asked if there are open space requirements, if the units will be available for sale or rent, and if flex space applies to this site. Tyler said there are open space requirements, selling/renting units is TBD, and he is unfamiliar with flex space but will look into this.
3/17/16	Wilma Parker, (415) 308-1396, wjdpdp22@gmail.com, 222 Clara Street, San Francisco, CA 94107		Neighbor	Tyler Evje	Attended Community Meeting 1	Inbound	Wilma was concerned about the amount of open space/green space/sunlight. She asked if an environmental study will be required, if TC owns the building, and if TC owns the building where the meeting was hosted. Tyler said they will likely look at environmental impacts, and TC does not yet own 360 Fifth Street but that they do own the Bryant building
3/17/16	Joel Koppel		Neighbor	Tyler Evje	Attended Community Meeting 1	Inbound	Joel asked if TC will use local laborers/contractors and if an environmental study will be done. Tyler said TC will look into both using local labor and doing an environmental report.
3/17/16	Peter F.		Neighbor	Tyler Evje	Attended Community Meeting 1	Inbound	under the building/how far down they will excavate for underground parking/how many spots per tenant, and if drainage will be handled since there is already trouble with drainage in the neighborhood since a river runs through there (the building across the street operates pumps). Tyler said he doesn't know about stud requirements but the project team will make note of using metal studs to avoid a fire hazard, they will have underground parking/excavating
3/17/16	Project Community Meeting #1	Trammell Crow	Developer	Tyler Evje		In-person meeting	This was this first project introduction meeting that took place. Overall, it went well. The project team was present along with eight community members. Questions asked were addressed during the meeting.

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3/17/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot emailed to let him know he will be in touch to evolve the plans.
3/29/16	Wilma Parker, (415) 308-1396, wjdpdp22@gmail.com, 222 Clara Street, San Francisco, CA 94107		Neighbor	Susana Razo - provided info to Tracy	Mailed on meeting comment card	Inbound	Wilma sent a comment card stating the following: "If the existing building occupies approximately 1/4 of the site and is going up 8 stories, that equals 8 times the existing density. If the entire remaining 3/4 of the site is also developed (wall to wall), that will equal 8 times the existing density squared. Right? We will be meeting on our own with the W. Clara Street and Shipley Neighborhood Association."
4/4/16	Wilma Parker, (415) 308-1396, wjdpdp22@gmail.com, 222 Clara Street, San Francisco, CA 94107		Neighbor	Susana Razo	Called	Outbound	Susana called Wilma to respond to her question/comment. Wilma appreciated the follow-up call and had already realized that her density calculations were wrong. She is also aware that the City has high-density guidelines for the area, which does not support. Susana addressed additional questions about the project schedule and upcoming public meeting. She also inquired if it would be possible to meet with the Clara Street neighborhood residents (which she
4/13/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	prepared and submitted a full entitlement application to the Planning Department, and attached revised design package. He also informed him that the submitted designs don't explicitly call out arts or PDR space however, the application does not represent their full plans for the project and the design will change over the next few months as they gather input from Skot, the community and planning department.
4/13/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Outbound	Tyler emailed project status update and let him know that following the first community meeting on 3/17, they have prepared and submitted a full entitlement application to the Planning Department, and attached revised design package. He also informed him that the submitted designs don't explicitly call out arts or PDR space however, the application does not represent their full plans for the project and the design will change over the next few months as
4/15/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot thanked Tyler for updating him on the status of the project and asked about the 975 Bryant Street project. He provided information on Art Span who he would like to suggest as a steward of the building while it's awaiting permits and development.
4/18/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler informed Skot that a broker was out looking for tenants and he has found one that they're in negotiations with. However nothing signed yet, so things can still go south. Given the carrying costs for such a large building, any tenant who can help pay for some of them is going to get first pass. They will circle back if this falls through.
4/21/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Inbound	Chris thanked Tyler for his email and asked him when he would be ready to talk about the project design.
5/26/16	Joel Koppel, 415-241-0126; jlkoppel@ibew6.org; 55 Fillmore St., San Francisco, CA 94107	IBEW6 affiliation	Neighbor	Susana Razo - provided info to Tracy	Mailed comment Card	Inbound	Inquired if the project is a union project. Noted that the Bush St project 2655 is using an out of town, non-union electrical contractor. Susana spoke to him at the first community meeting and recalls he is a union electrician. He requested to be added to the mailing list.
6/8/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler emailed to let Skot know that they have been working on the project design and would like to meet on Monday to discuss the status of the project.
6/9/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot emailed back to let Tyler know he can meet on Monday 6/13 any time after noon.
6/21/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Inbound	Chris emailed Tyler to check in about pricing for the retail and manufacturing space before they do some layout work.
6/21/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Outbound	Tyler let him know that his is confident they can come to an agreement that makes sense for both of them, and encouraged Chris to go ahead and do the layout work. Also Tyler recalls that when they met last Monday, Chris mentioned some rent numbers that would make sense for him. For downstairs \$1.25 psf and for the upstairs it was \$2.50 psf. He asked Chris to confirm those figures.
6/21/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot asked Tyler to provide him with the architect information and rendering of the current floor plans. He'd like to have a clearer view of the current studio size and layout to work on a new mockup.
6/21/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler provided Skot the architect contact information and the PDF of the as-built measurements floor plan as requested.
6/23/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot thanked Tyler for the information and let him know that he needs to have a longer discussion with Chris of Wood thumb to discuss possibilities as the floor plan they're looking at in the mockup is about 1/2 of the current combined spaces.
7/12/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler checked in with Skot to ask whether he's had a chance to digest the first-pass plans.
7/12/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Outbound	Tyler checked in with Chris to ask whether he's had a chance to digest the first-pass plans.

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7/15/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot let Tyler know that he has talked a bit with Chris but still needs to look at feasibility. Skot also informed Tyler that he's exploring among other ideas, if sharing the multipurpose portion he's proposed for the floor plan with them might work as the total square footage proposed is smaller than the current footprint. He has not heard conclusively how much he'll need but has committed to having more concrete feedback for by end of day Monday.
7/20/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Inbound	Chris let Tyler know he would be thrilled with the following: -3,000-4,000 square feet of 15' ceiling downstairs. -1,000 square feet on the ground level at the corner of 5th and clara. Easily connected to the space below. -Share the bathrooms with other PDR occupants, but don't need a kitchen or showers. He also let Tyler know that he does not feel qualified to come up with a floorplan for the for lower lever, but ideally he would want one large space (about 1,000 - 1,200 square feet) and the rest of the space smaller rooms 300 - 600 square feet each. He is shooting to get rent for the ground floor to \$2 per square foot, and \$1 per square foot for the sub level.
7/26/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot let Tyler know that he's had a chance to talk with Chris from Wood thumb and get an idea of what their understandings and space needs are. He discussed their needs being around 4K sqft, with the bulk being the high ceilinged section of the underground PDR. Skot mentioned that downsizing his project will be challenging for the economics to work. He is rethinking the starting layout as there is not enough space for a viable multipurpose room and enough work-studios to feel comfortable in its economic viability. This has not been discussed previously but in looking at creative ways to expand the project he'd like to look at rethinking the two one bedroom apartments on the ground floor Clara side. He thinks they can squeeze more room in the layout and convert that to a 4 room flex space that ties into their project. He knows this is not something they've previously considered, and there's more research he need to do to see if it can qualify within the affordable housing the project will have to build on site.
7/27/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler thanked Skot for the feedback and informed him the project is going through another redesign with the architect so he will get back to him next week.
7/28/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Outbound	Tyler thanked Chris for the email on 7/20 and let him know that the project was going through another redesign and he would get back to him next week.
8/11/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com and Chris Steinrueck; chris@woodthumb.com		PDR Tenant	Tyler Evje		Outbound	Tyler provided a project update to Skot and Chris and let them know that they have revised the design to add more PDR space, have submitted the design package to the city, and have scheduled another community meeting for 8/25.
8/18/16	Bela Hegedus, 415-957-1170 Patrick 846 Harrison St., San Francisco, CA 94107	All American Automotive	Master Technician, Owner	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Leo (no last name given) 399 5th St., San Francisco, CA 94107	All Star Donuts	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Appreciated the update.
8/18/16	300 4th St., San Francisco, CA 94107 mission@altschool.com	Alt School	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Helia (no last name given): 415-543-2627 937A Harrison St., San Francisco, CA 94107	Anar Restaurant	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. She appreciated the update and will give the flyer to the owner.
8/18/16	Andy Lee and Shirley 415-552-8998, 255 Shipley St., San Francisco, CA 94107	ATS Auto Body and Repair	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. They appreciated the update.
8/18/16	415-495-8882 396 5th St., San Francisco, CA 94107	AutoTech	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	966 Harrison St., San Francisco, CA 94107	Bay Bridge Inn	Unknown	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Darren Kawaii: 415-615-8441 kawaiid@sfusd.edu 375 7th St., San Francisco, CA 94107	Bessie Carmichael School	Assistant Principal	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. They appreciated the update.
8/18/16	415-431-1587 870 Harrison St. 133 Shipley St., San Francisco, CA 94107	Borden Decal	Unknown	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Roger (no last name given) 939 Harrison St, San Francisco, CA 94107	Bugsnap	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.

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8/18/16	374 5th St., San Francisco, CA 94107 www.chp-sf.org	CHP Training Center	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Kenny (no last name given) 415-896-1888, 301 5th St, San Francisco, CA 94107	City Choice Café	Manager	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	Monica (no last name given) 415-495-3909, 325 5th St, San Francisco, CA 94107	City Park	Office Manager	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. She appreciated the update. Very familiar with the project.
8/18/16	Eva (no last name given): 415-805-8522 260 Shipley St, San Francisco, CA 94107	Design Concepts	General Manager	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Excited to hear about the project.
8/18/16	Emerson (no last name given), 415-222-6900, 980 Harrison St, San Francisco, CA 94107	Ed's Auto Haus	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	Sneha Sethia sneha@extranomical.com 928 Harrison St., San Francisco, CA 94107	Extranomical Tours	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. She appreciated the update.
8/18/16	Robin (no last name given) 415-371-1944 374 5th St., San Francisco, CA 94107	Fifth Street Apartments, associated with CHP	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. They appreciated the update.
8/18/16	Tony Katherine (Kay) Rodrigues: 415-926-2416, katherine.rodrigues@sfgov.org	Gene Friend Recreation Center: San Francisco Recreation & Parks	Staff Recreation Coordinator, Community Service Division	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. They appreciated the update and will post the flyer on their bulletin board.
8/18/16	950 Harrison St., San Francisco, CA 94107	Harrison Court, a secure live/work community	Unknown	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Muhammed Malik 916-806-8277 330 5th St., San Francisco, CA 94107	Harvey's Place	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	Ben (no last name given): 955 Folsom St, San Francisco, CA 94107	J & J Tire Suspension	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	William Wong: 415-495-3690 x202, alexis@jsco.net, 390 Clementina St., San Francisco, CA 94103	John Stewart Company: Alexis Apartments	Property Manager	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	970 Harrison St., San Francisco, CA 94107	Lan Do and Associates	Unknown	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Christopher (no last name given) 415-546-4056, 276 Shipley Street, San Francisco, CA 94107	Ootem Advertising	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Will update the staff.
8/18/16	Cesar (no last name given) Working at 260 Clara St. San Francisco, CA 94107	Ortiz law Construction	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Appreciated the update.
8/18/16	Aaron Morris: 415-541-8580 275 5th St., San Francisco, CA 94107	Renaissance Entrepreneurship Center	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	Tony (no last name given): 415-243-9282 986 Harrison St, San Francisco, CA 94107	Robert's Tires & Wheels	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Appreciated the update, will let the e other employees know about the meeting and the project.
8/18/16	Esther (no last name given) 415-543-5381 133 Shipley St., San Francisco, CA 94107	Salvation Army- Silvercrest Senior Residences	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. She appreciated the update.

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8/18/16	James Lowe: 415-558-3200 935 Folsom St. San Francisco, CA 94107	SFFD	Firefighter	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Supportive of the project, hopes to attend the meeting. Will update the staff.
8/18/16	Andrew (no last name given) 415-974-1088 300 5th St., San Francisco, CA 94107	Shell Gas Station	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	Jasmine Vuong: 415-495-5720 sw8070@sherwin.com, 320 4th St., San Francisco, CA 94107	Sherwin-Williams	Assistant Store Manager	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. She appreciated the update.
8/18/16	Gee 415-777-1626 971 Harrison St., San Francisco, CA 94107	Simon & Gee	Manager	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Gee thanked me for the update.
8/18/16	Harsh (no last name given) 218 Clara St, San Francisco, CA 94107	Style Seat	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Will pass the information on to staff.
8/18/16	Fernando Bemesconi info@sagegroup.com 33 Falmouth St., San Francisco, CA 94107	The Sage Group	Staff	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	Richard (no last name given) 991 Harrison St, San Francisco, CA 94107	Venetian Marble Co.	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	185 Clara St. #100 San Francisco, CA 94107	Vungle	Unknown	Evelyn Soto	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2
8/18/16	Charlotte (no last name given) 963 Harrison St, San Francisco, CA 94107	Willy's Auto Repair Shop/Car Care Center	Staff	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. She appreciated the update.
8/18/16	371 5th St., San Francisco, CA 94107		Resident	Rebecca Crump	Drop-in	Outbound	Resident was not interested in the update, declined FAQ
8/18/16	Resident - no name given 933 Harrison St., San Francisco, CA 94107		Resident	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Resident thanked me for the information.
8/18/16	Sam (no last name given) 268 Clara St., San Francisco, CA 94107		Resident	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. He appreciated the update.
8/18/16	No name given 169 Shipley St, San Francisco, CA 94107		Resident	Rebecca Crump	Drop-in	Outbound	Declined the FAQ flyer, but mentioned he is very, very supportive of any project that brings housing to the area.
8/18/16	Jeremy (no last name given) 415-546-4056, 274 Shipley Street, San Francisco, CA 94107		Resident	Rebecca Crump	Drop-in	Outbound	Door-to-door distribution of FAQ flyer, invitation to Community Meeting #2. Very supportive of the project, will try to come to the meeting.
8/19/16	Carlos Aznar; 415-345-4400; jcscof@jcsco.net; 380 & 390 Clementina St., San Francisco, CA 94103	Alexis Apartments (Senior Housing) and Ceatrice Polite Apartments	Regional Manager	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/19/16	Tina K Lagdamen; 415-615-8441; 375 7th St., San Francisco, CA 94107	Bessie Carmichael Elementary School	Principal	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting. Spoke to Darren Kawaii, Assistant Principal during 8/18 outreach. He did not have any issues to report and appreciated the outreach
8/19/16	Lori Guidos; 415-508-6130; admin@disabledcommunity.org; 275 5th St., San Francisco, CA 94103	Disabled Community.Org	Executive Director	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/19/16	Chris Stafford; 415-518-6726; cstafford@paragon-re.com	Estate Group		Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/19/16	May (no last name provided); 415-543-5381; 133 Shipley St., San Francisco, CA 94107	Salvation Army Silvercrest Senior Residences	Property Manager	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/19/16	Kelly Dearman; 415-243-4477; info@sfihsppa.org; 832 Folsom St., 9th Floor, San Francisco, CA 94107	SF In-Home Support Services Public Authority	Executive Director	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting

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8/19/16	Eric Lopez; 415-669-0916; somabend.na@gmail.com; P.O. Box 410805 San Francisco, CA 94141	Soma Bend Neighborhood Association	President	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/19/16	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto	Called	Outbound	Spoke to Angelica who also leads SOMA Community Collaborative. Emailed fact sheet as requested; She mentioned that developers typically provide an overview of projects at their meetings and she will contact us to schedule a good time to do this
8/19/16	Henry Karnilowicz; 415-420-8113; occepx@aol.com; 1019 Howard St., San Francisco, CA 94103	South of Market Business Association	President	Evelyn Soto	Called	Outbound	Spoke to Henry and emailed fact sheet as requested; Note: Michael L.Mau Officer (415) 495-8082, secondary contact
8/19/16	Julia Arroyo; 415-703-8800; julia@cywd.org; 832 Folsom St., Suite 700 San Francisco, CA 94107	The Center for Young Women's Development	Manager of Programs	Evelyn Soto	Called	Outbound	Spoke to Julia who seemed interested in the project. Emailed fact sheet to Julia and info@cywd.org as requested
8/19/16	Yolanda (no last name provided); 415-553-3500; 832 Folsom St, San Francisco, CA 94107	The Salvation Army Divisional Headquarters	Receptionist	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/19/16	Mike (no last name provided); 415- 377-3432; 855 Folsom St., San Francisco, CA 94107	Yerba Buena Lofts	Unknown	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/19/16	York Loo; 415-751-8602; yorklook@gmail.com; 243A Shipley St., San Francisco, CA 94107	York Realty	Unknown	Evelyn Soto	Called	Outbound	Left a voicemail regarding upcoming community meeting
8/25/16	Project Community Meeting #2	Trammell Crow	Developer	Tyler Evje		In-person meeting	The purpose of the second community meeting was to discuss the conceptual project design. Nine community members attended and were encouraged to ask questions and raise any concerns, all of which were addressed during the meeting.
9/8/16	Richard Strong; rrstrong@yahoo.com	221 Clara Street Condos	Condo Owner/ HOA President	Tracy Craig	Emailed	Inbound	Richard expressed interest in learning more about the development and asked if we have materials from the meeting that we can share with him. He would like to provide an update to the HOA.
9/9/16	Richard Strong; rrstrong@yahoo.com	221 Clara Street Condos	Condo Owner/ HOA President	Tracy Craig	Emailed	Outbound	Tracy emailed Richard a project fact sheet and let him know that she could also share the presentation from the last community meeting with him and present to the HOA if he'd like.
9/19/16	Skot Kuiper; videoamp@gmail.com, Chris; chris@woodthumb.com		PDR Tenant	Tyler Evje	Emailed	Outbound	Tyler emailed to see if they were interested in chatting about the design of their spaces with our architects Jessica Musick and Edward Kim at KTGy Group. The last time they spoke we came away with the understanding that the general size and placement of the spaces were compatible with their activities and that the next step was to lay out specific rooms, etc within the larger footprint. Tyler also suggested the following step: Send KTGy a short list of your space needs (ie, # of studios, shop spaces, gallery spaces, retail space, bathrooms, etc... ideally with suggested room sizes). KTGy can then take a stab at laying these out in the most efficient manner within the earmarked PDR spaces we've agreed to. Arrange for KTGy to tour your current spaces. Seeing how you currently operate in your present spaces may be a good way for KTGy to plan for your activities in the new building.
9/19/16	Skot Kuiper; videoamp@gmail.com, Chris; chris@woodthumb.com		PDR Tenant	Edward Kim	Emailed	Outbound	Edward emailed to let them know it's a great idea to tour their spaces and provided them with his availability.
9/19/16	videoamp@gmail.com and Chris Steinrueck; chris@woodthumb.com		PDR Tenant	Tyler Evje		Outbound	KTGy. He also mentioned that the last time they spoke they came away with the understanding that the general size and placement of the spaces were compatible with their activities and that the next step was to lay out specific rooms, etc within the larger footprint. He suggested next steps to follow up with KTGy architects.
9/20/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Edward Kim		Inbound	Emailled to let Edward know he could meet on Thursday 9/29.
9/20/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Edward Kim		Outbound	Emailled to inform Chris they can no longer meet on 9/29 and instead are available from Oct 4 and Oct 7 and asked if this worked with his schedule. Will meet on 10/4.
10/3/16	Skot Kuiper; videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Provided Tyler with ideal size for the multi use component of the project and informed him that he is working on the layout for the space upstairs that maximizes area while minimizing costs. Shared that to save space and expense, they may share the bathrooms with Chris's components. His goal is to recreate a style of theater similar to the one they had at 354. Sound proofing and providing legal capacity exits for approx. 99 with a rectangular format are also design considerations.

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10/3/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com and Chris Steinrueck; chris@woodthumb.com		PDR Tenant	Tyler Evje		Outbound	Tyler emailed to ask whether Skot was available to meet with the architects at KTGy and mentioned they would be visiting Chris tomorrow afternoon. He also asked if he has had time to review the plans that KTGy provided during the last community meeting.
10/4/16	Skot Kuiper; videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Emailled to let him know Edward and Jessica from KTGy are meeting with Chris tomorrow and it would be convenient for them to also view his spaces. He also asked whether Skot had gotten a chance to review the plans that KTGy provided during the last community meeting.
11/10/16	Wendy Taylor; (770) 849-6465		Resident	Tyler Evje		Inbound	Received a call from Wendy inquiring as to the status of 360 5th Street, she would like to confirm whether it's still being reviewed by the City.
11/10/16	Wendy Taylor; (770) 849-6465		Resident	Tracy Craig		Outbound	Tracy called to let her know that we are in the early stages of development and Wendy was no longer interested.
11/22/16	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto		Outbound	Called and emailed regarding scheduling a meeting.
11/23/16	Val and Bob Flood; 415-284-9979		Resident	Evelyn Soto		Outbound	Tried calling at 11:05 a.m., to provide update regarding community meeting, vm was full.
12/1/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com and Chris Steinrueck; chris@woodthumb.com		PDR Tenant	Tyler Evje		Outbound	Tyler provide a project update via email. He informed them that the third community meeting for the project will take place next Tuesday. Also, they are still working through the design in response to numerous comments received from the planning department and the community. Additionally, they are trying to figure out the sizes of the garage ramps, the loading docks, the curb cuts, and where the PDR entrances will be. Tyler asked that they let him know if they can make it to the community meeting.
12/2/16	Rudy Corpuz; (888) 975 - 2929 ext. 102	United Playaz	Executive Director	Evelyn Soto		Outbound	Left vm regarding scheduling a meeting to provide project overview.
12/6/16	Jane Weil		N/A	Tyler Evje		Outbound	Tyler spoke with Jane Weil who is his contact and knows Angelica Cabande. Jane said that Angelica is very hard to get a hold of on the phone or via email, but that she is very responsive to texts. Jane said we can mention her name if Angelica is curious how we got her phone number and that Angelica and SOMCAN likely will ask us for 25% affordability, which is not something we can provide.
12/6/16	Project Community Meeting #3 Skot Kuiper; (415) 305-8115 videoamp@gmail.com	Trammell Crow	Developer	Tyler Evje		In-person meeting	The third meeting discussed the project final design. 12 people attended, expressed support of the project and were excited that the property would be put to productive use with retail.
12/6/16	Rudy Corpuz; (888) 975 - 2929 ext. 102		PDR Tenant	Tyler Evje		Inbound	Skot let Tyler know he would be attending the meeting.
12/9/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com	United Playaz	Executive Director	Evelyn Soto		Outbound	Followed up on previous vm left on 12/2; left another vm and asked to schedule a meeting to provide project overview.
12/12/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler emailed to thank him for attending the meeting and let him know that he thinks it would be a good idea to sit down with him and Chris along with the architects to review more detailed plans.
12/12/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Informed Tyler that he can meet between now and the 25th and that he will be meeting with Chris tuesday or wednesday to discuss some aspects of the sharing in space safety monitoring. He will also talk about their resource allocation in the new structure.
12/12/16	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Outbound	Tyler emailed to let him know he was interested in attending a workshop and informed him that they have resubmitted their designs to planning, and would like to meet with him to discuss the changes. They will be meeting on 12/13.
12/12/16	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Outbound	Tyler emailed to ask if he could meet with him and the architect tomorrow at 1pm, Skot confirmed he could.
12/15/16	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto		Outbound	Texted Angelica regarding scheduling a meeting.
12/15/16	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto		Inbound	Angelica requested project fact sheet and shared that Ada from SoMA Pilipinas would be contacting us to set up a meeting with SOMCAN and other organizations.
12/15/16	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto		Outbound	Evelyn emailed project fact sheet and requested meeting dates/times.
12/15/16	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto		Outbound	Left vm regarding scheduling a meeting to provide project overview.
12/15/16	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto		Inbound	Rudy called back and asked Evelyn to email him dates/times to meet; Evelyn emailed.
12/21/16	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto/Susana Razo		In-person meeting	Met with Rudy to provide high-level project overview and learn about his organization.
12/27/16	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto		Outbound	Texted Angelica a friendly reminder to send potential meeting dates.

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1/2/17	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto		Outbound	Emailled Rudy to ask for feedback regarding The Center for Young Women's Development.
1/4/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	Filipino American Development Foundation (FADF) - SoMa Pilipinas	Director	Evelyn Soto		Outbound	Called and left a vm for Filipino American Development Foundation and SoMa Pilipinas (part of Bayanihan) requesting to speak to someone about the project.
1/6/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	FADF - SoMa Pilipinas	Director	Evelyn Soto		Inbound	Received vm from Bernadette calling on behalf of the Bayanihan Community Center. She received my message regarding the project and requested I email her my availability.
1/6/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	FADF - SoMa Pilipinas	Director	Evelyn Soto		Outbound	Called and left vm for Bernadette letting her know I received her voicemail.
1/6/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	FADF - SoMa Pilipinas	Director	Evelyn Soto		Outbound	Followed up with an email to provide availability.
1/6/17	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto		Outbound	Emailled/texted Angelica a friendly reminder to send their availability to discuss the project.
1/9/17	Angelica Cabande; (415) 255-7693; acabande@somcan.org; 1110 Howard St, San Francisco, CA 94103	SOMCAN	Organizational Director	Evelyn Soto		Inbound	Angelica informed Evelyn via text, that her and Ada have been out sick and will be contacting her with dates to meet upon their return to work.
1/13/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	FADF - SoMa Pilipinas	Director	Evelyn Soto		Outbound	Evelyn left a vm regarding email sent on 1/6/17.
1/13/17	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto		Outbound	Evelyn called Rudy to confirm meeting location/details for MLK march.
1/16/17	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto		In-person	Evelyn and Susana attended MLK march with United Playaz.
1/17/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	FADF - SoMa Pilipinas	Director	Evelyn Soto		Inbound	Bernadette emailed regarding scheduling project meeting with their group.
1/17/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	FADF - SoMa Pilipinas	Director	Evelyn Soto		Outbound	Evelyn called/emailed Bernadette to inquire about project meeting details.
1/17/17	Bernadette Sy; (415) 370-9003; bernadette@bayanihancc.org	FADF - SoMa Pilipinas	Director	Evelyn Soto		Inbound	Bernadette confirmed that 1/24 from 10-11am works to meet and discuss the project. The project team will be meeting with Bernadette, Angelica Cabande (SOMCAN) and Raquel (SoMa Pilipinas).
1/18/17	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto		Outbound	Evelyn emailed to thank Rudy for inviting her and Susana to the MLK march.
1/18/17	Rudy Corpuz; (415) 573-6219	United Playaz	Executive Director	Evelyn Soto		Inbound	Rudy emailed to thank Evelyn and Susana for attending the MLK march.
1/23/17	Don Marcos	Mission Hiring Hall	Executive Director	Susana		Outbound	Called him and left him a voicemail requesting a time to meet and brief about project.
1/24/17	Angelica Cabande; (415) 255-7693; acabande@somcan.org and Raquel Redondiez; (415) 244-9734; raquel@somapilipinas.org	FADF - SoMa Pilipinas	SOMCAN Organizational Director, SoMa Pilipinas Project Manager	Evelyn Soto		In-person meeting	Overall, the meeting went well and they are interested in meeting again in mid- to late-February prior to the planning commission hearing to discuss the feedback they provided during this meeting. The key issues brought up were AMI levels, traffic congestion, BMR/BMR retail space, open space for children and families, and incorporation of SoMa Pilipinas district markers into the design, given that the project is located within their cultural district.
1/26/17	Skot Kuiper; (415) 305-8115 videoamp@gmail.com and Chris Steinrueck; chris@woodthumb.com		PDR Tenant	Tyler Evje		Outbound	Tyler let them know that they have revised the designs again and would like to come by to show them what they've come up with. He would like to schedule a meeting for either Monday, Tuesday or Thursday.
1/29/17	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Inbound	Chris emailed to let him know that he will be back in the area on Thursday so he can meet then, Friday or early next week.
1/30/17	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Outbound	Tyler confirmed that Thursday 2/2/17 works for him.
1/30/17	Skot Kuiper; (415) 305-8115 videoamp@gmail.com		PDR Tenant	Tyler Evje		Inbound	Skot emailed Tyler to let him know Thursday works for him.
1/31/17	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Outbound	Tyler asked for Chris's availability on 2/8 and let him know they have someone coming into town from their Dallas office who is excited to learn about their possible involvement in their project.
1/31/17	Chris Steinrueck; chris@woodthumb.com	Wood Thumb	PDR Tenant	Tyler Evje		Inbound	Chris emailed to confirm he is available to meet on 2/8.
2/2/17	Luz (no last name given)	Bessie Carmichael School	Receptionist	Evelyn Soto		Drop-in	Evelyn stopped by to ask who the appropriate person is to meet with and discuss park/open space efforts. Luz informed Evelyn that she should contact Assistant Principal Darren Kawai.
2/2/17	Darren Kawai; 415-615-8441 kawaiid@sfusd.edu 375 7th St., San Francisco, CA 94107	Bessie Carmichael School	Assistant Principal	Evelyn Soto		Outbound	Evelyn called and left a voicemail requesting a meeting to discuss park/open space efforts at Bessie Carmichael School.

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM



**San Francisco
Planning**

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

Date: August 16, 2016

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

From: San Francisco Planning Department

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

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

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

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

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

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

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

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

The Project contains: 127	UNITS	The zoning of the property is: MUR	Complete EEA was submitted on: 7/30/2015
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CHART A: Inclusionary Requirements for San Francisco, excluding UMU Zoning Districts.

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

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

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

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

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415 & 419



**San Francisco
Planning**

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

April 18, 2017

Date

I, Tyler Evje,
do hereby declare as follows:

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

360 5th Street

Address

Block 3753/Lots 005, 147, 006A, 007, 057, 058, 100, 101

Block / Lot

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

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

2015-005863ENX

Planning Case Number

N/A

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:

Doug Vu

Planner Name

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

☐ Yes ☒ No

(If yes, please indicate Affordable Housing Tier)

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

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

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

☒ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5).

☐ On-site Affordable Housing Alternative (Planning Code Sections 415.6).

☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7):

☐ Land Dedication

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

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

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

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

¹ California Civil Code Section 1954.50 and following.

F Affordability Levels:

No. of Affordable Units:	% Affordable Units:	AMI Level:

No. of Affordable Units:	% Affordable Units:	AMI Level:

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

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

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

Executed on this day in:

Mill Valley, CA

Location

6/27/2017

Date

Sign Here.

Signature

William Thompson, Vice President

Name (Print), Title

415-381-3001

Contact Phone Number

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

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS: 127	SRO / Group Housing:	Studios: 31	One-Bedroom Units: 43	Two-Bedroom Units: 34	Three (or more) Bedroom Units: 19
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If you selected an On-site or Off-Site Alternative, please fill out the applicable section below. If using more than one AMI to satisfy the requirement, please submit a separate sheet for each AMI level.

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

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
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☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7): calculated at % of the unit total.

Number of Affordable Units to be Located OFF-SITE:

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

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

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

1. Fee % of affordable housing requirement.

2. On-Site % of affordable housing requirement.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
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3. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:

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

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

CRP/Maple Fifth Street Owner, L.L.C.

Company Name

Tyler Evje

Name (Print) of Contact Person

39 Forrest Street, Suite 201

Mill Valley, CA 94941

Address

415-381-3001

City, State, Zip

tevje@tcr.com

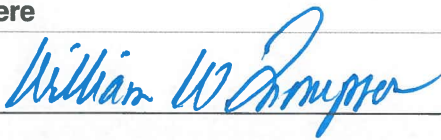
Phone / Fax

Email

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

Sign Here

Signature:



Name (Print), Title:

William Thompson, Vice President

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

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

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

Sign Here

Signature:

Name (Print), Title:



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

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

Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
360 5th St., San Francisco, CA 94107		Block 3753/Lots 005, 147, 006A, 007, 057, 058, 100, 101	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
	2015-005863		
PROJECT SPONSOR	MAIN CONTACT	PHONE	
Trammell Crow Residential	Tyler Evje	(415) 569-4554	
ADDRESS			
39 Forrest St., Ste. 201			
CITY, STATE, ZIP		EMAIL	
Mill Valley, CA 94941		tevje@tcr.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
127	1,302	4- to 8-story (45'-85')	\$36M
ANTICIPATED START DATE			
Q1 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.orgIf the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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

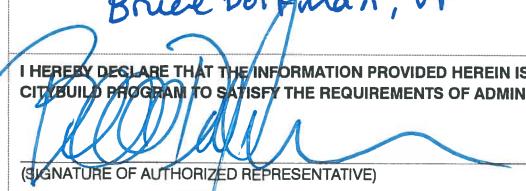
Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	\$50	0	0	Laborer	54	2	10
Boilermaker	\$50	0	0	Operating Engineer	60	1	4
Bricklayer	\$50	0	0	Painter	40	1	4
Carpenter	\$77	8	40	Pile Driver	60	1	4
Cement Mason	\$60	4	20	Plasterer	40	2	10
Drywall/Latherer	\$40	4	20	Plumber and Pipefitter	40	2	10
Electrician	\$38	2	10	Roofer/Water proofer	40	2	10
Elevator Constructor	\$75	1	4	Sheet Metal Worker	40	1	4
Floor Coverer	\$40	1	4	Sprinkler Fitter	40	1	4
Glazier	\$40	1	4	Taper	40	2	10
Heat & Frost Insulator	\$40	0	0	Tile Layer/Finisher	40	1	4
Ironworker	\$68	1	4	Other:	40	0	0
TOTAL:			106	TOTAL:			74

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? 50

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE Bruce Dorfman, VP	EMAIL tevje@tcr.com	PHONE NUMBER 415-381-3001
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) 4/14/17
<p>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</p> <p>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.worldforcedevelopmentsf.org Email: CityBuild@sfgov.org</p>		



SUPPLEMENTAL INFORMATION PACKET FOR Anti-Discriminatory Housing Policy

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

T: 415.558.6378
F: 415.558.6409

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

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

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

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

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

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

HOW IS THIS INFORMATION USED?

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

For questions about the Human Rights Commission (HRC) and/or the Anti-Discriminatory Housing Policy, please call (415) 252-2500 or email hrc.info@sfgov.org.

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

WHAT PART OF THE POLICY IS BEING REVIEWED?

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

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

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

INSTRUCTIONS:

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

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

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

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

Central Reception

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

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

Planning Information Center (PIC)

1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

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

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
CRP/Maple Fifth Street Owner, L.L.C.	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
39 Forrest Street, Suite 201	(415) 381-3001
Mill Valley, CA 94941	EMAIL:
	bdorfman@tcr.com

APPLICANT'S NAME:	
Bruce Dorfman	Same as Above <input type="checkbox"/>
APPLICANT'S ADDRESS:	TELEPHONE:
39 Forrest Street, Suite 201	(415) 381-3001
Mill Valley, CA 94941	EMAIL:
	bdorfman@tcr.com

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

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

2. Location and Project Description

STREET ADDRESS OF PROJECT:		ZIP CODE:
342-360 5th Street		94107
CROSS STREETS:		
5th Street between Shipley Street and Clara Street		
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
3753 / 005, 147, 006A, 007, 057, 058, 100, 101	MUR	85-X, 45-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	0	127	127
<input checked="" type="checkbox"/> Demolition			
<input type="checkbox"/> Alteration			
<input type="checkbox"/> Other: _____			

Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California?

☒ YES ☐ NO

1a. If yes, in which States? WA, CA, CO, TX, FL, GA, NC, MD, MA, DC

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest?

☐ YES ☐ NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property?

☒ YES ☐ NO

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

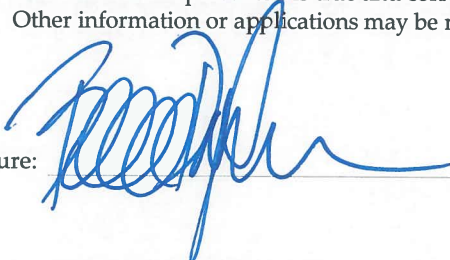
Human Rights Commission contact information
hrc.info@sfgov.org or (415)252-2500

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

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

Signature: _____



Date: _____

6/27/17

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

Bruce Dorfman, Vice President

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:
RECORD NUMBER:	DATE FILED:
VERIFIED BY PLANNER:	
<div style="display: flex; justify-content: space-between;"> Signature: _____ Date: _____ </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> Printed Name: _____ Phone: _____ </div>	
ROUTED TO HRC:	DATE:
<input type="checkbox"/> Emailed to: _____	



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360 5TH STREET
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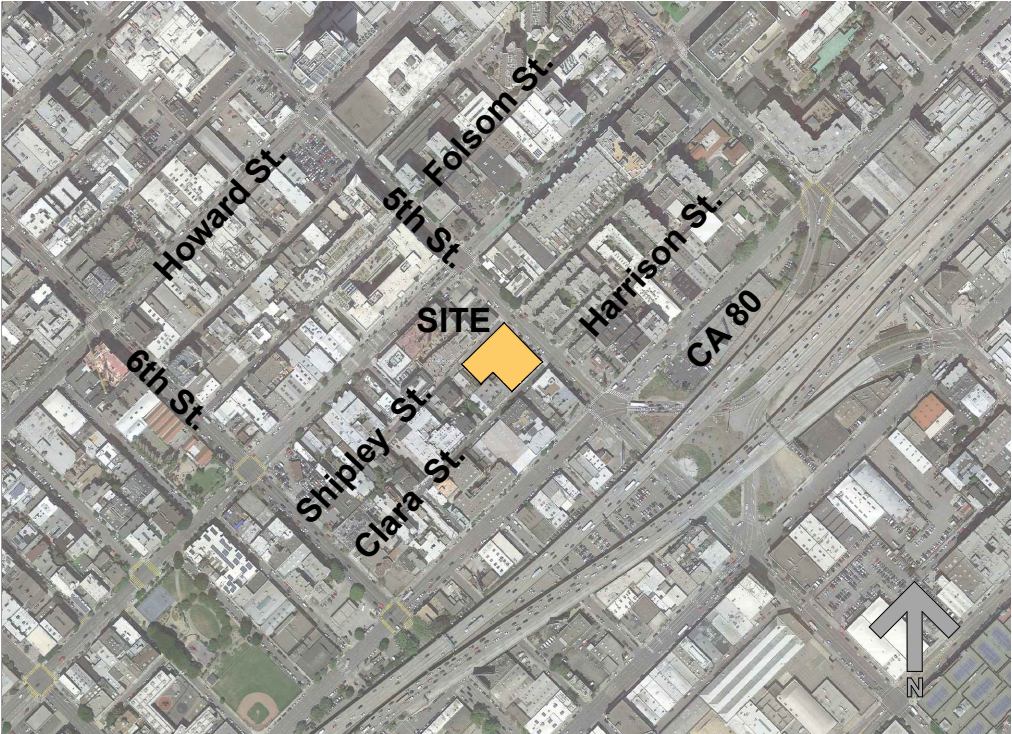
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COVER SHEET

A0.1

ARCHITECTURAL:

A 0.1	COVER SHEET
A 1.0	INDEX AND VICINITY MAP
A 1.1	DESIGN STATEMENT
A 1.2	DATA SHEET
A 1.3	SITE PLAN
A 1.4	STREET SCAPE PLAN
A 1.5	STREET FRONTAGE
A 1.6	STREET FRONTAGE
A 1.7	STREET FRONTAGE
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A 2.2	BUILDING ELEVATIONS
A 3.0	FLOOR PLAN LEVEL 0 & LEVEL 1
A 3.1	FLOOR PLAN LEVEL 2-3 & LEVEL 4
A 3.2	FLOOR PLAN LEVEL 5 & LEVEL 6
A 3.3	FLOOR PLAN LEVEL 7 & LEVEL 8
A 3.4	FLOOR PLAN ROOF LEVEL
A 4.0	BUILDING SECTIONS
A 4.1	BUILDING SECTIONS
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A 5.11	UNIT PLANS
A 5.12	UNIT PLANS
A 6.0	BUILDING PERSPECTIVES
A 6.1	BUILDING PERSPECTIVES
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A 6.4	BUILDING PERSPECTIVES
A 6.5	BUILDING PERSPECTIVES
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A 6.9	BUILDING PERSPECTIVES
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A 7.2	BUILDING DETAILS - TYPICAL WINDOWS
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A8.2	STREETSCAPE IMPROVEMENT - SECTIONS
A8.3	STREETSCAPE IMPROVEMENT - SECTIONS
A8.4	STREETSCAPE IMPROVEMENT - SECTIONS
CIVIL:	
ALTA1	ALTA / LAND TITLE SURVEY
ALTA2	ALTA / LAND TITLE SURVEY



VICINITY MAP



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SHEET INDEX

A1.0

The proposal is to demolish three, two-story existing structures totaling approximately 18,000-square-foot (sf) with approximately 9,000-square-foot (sf) of this space dedicated to office uses and 9,000-square-foot (sf) dedicated to Production, Distribution, and Repair (PDR) uses. The three existing buildings at 360 5th Street, 210 and 212 Clara Street were constructed in 1945, 1928, and 1924, respectively.

The proposal is to construct a 4 to 8-story, 45-foot to 85-foot-tall mixed-use building. The proposed new building would total ± 141,608 gross square-feet (gsf) and include 127 dwelling units, with a minimum of 40% of the total unit count designated as two bedroom units. Ground level units fronting onto Clara and Shipley will have a raised stoop connection accessing the sidewalk. The project proposes 1,302 sf of commercial/retail and a total of 8,011 sf of PDR space located at the ground level and basement level. Both Retail and PDR spaces will have access onto 5th Street. Additionally, the proposed basement would provide 35 off-street vehicular parking spaces, 2 off-street loading service vehicle spaces, 2 car share spaces, as well as 110 bicycle class 1 parking spaces with the parking accessed from a curb-cut located on Clara Street.

The project proposes ± 10,320 square-feet of open space dedicated specifically to the residential units. Open space will be provided at the ground level, project rear yard, private decks, roof terraces above the fourth level along Clara and Shipley alleys, and above the highest roof along 5th Street.

Construction of the proposed project would require excavation to a depth of 12-feet and removal of 10,275 cubic yards of soil. The 23,125-sf project site consists of eight lots (Block 3753/Lots 005,147,006A,007,057,058,100,101) and is located on the southwest side of 5th Street and is bounded by Clara and Shipley Streets, in the East South of Market (East SoMa) neighborhood and Central SoMa neighborhood.



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July 20, 2017

DESIGN STATEMENT

A1.1

Project Summary:		
Site Area	23,125 SF	
	0.53 Acres	
Residential Units	127 Units	
Density	239 DU/AC	
PDR Gross Area	8,011 SF	
Retail Gross Area	1,302 SF	
Vehicle Stalls Provided (excludes service loading)	35 Stalls	

Data Per Level										
	Basement	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Total
Net Residential *	0	8,666	17,309	17,309	15,865	8,420	9,485	9,361	9,099	95,514
* Note: Net residential area includes bay window areas										
Amenity	0	894	0	0	0	536	0	0	0	1,430
Leasing	0	0	0	0	0	0	0	0	0	0
Retail	0	1,302	0	0	0	0	0	0	0	1,302
PDR	6,137	1,874	0	0	0	0	0	0	0	8,011
Corridor	140	1,969	1,776	1,776	1,776	963	621	621	621	10,263
Elev/Stairs	506	950	797	797	790	537	537	537	537	5,988
BOH (Mech/Trash/Gas/Trans/Mail)	2,381	1,123	116	116	116	116	116	116	116	4,316
Lobby	120	619	0	0	0	0	0	0	0	739
Service Loading	175	0	0	0	0	0	0	0	0	175
Garage Ramp	1,084	386	0	0	0	0	0	0	0	1,470
Parking	11,140	0	0	0	0	0	0	0	0	11,140
Bicycle Parking	1,260	0	0	0	0	0	0	0	0	1,260
Gross SF/Floor	22,943	17,783	19,998	19,998	18,547	10,572	10,759	10,635	10,373	141,608
Floor Plate Efficiency	-	57.24%	86.55%	86.55%	85.54%	84.71%	88.16%	88.02%	87.72%	
Type I Gross SF/Floor	22,943	17,783	19,998	19,998	0	0	0	0	0	
Type III Gross SF/Floor	0	0	0	0	18,547	10,572	10,759	10,635	10,373	
Total Gross Residential w/ garage	141,608 SF									
Total Gross Residential w/o Garage	118,665 SF									
Total Net Residential (Units Only)	95,514 SF									
Total Type I Gross SF	80,722 SF									
Total Type III Gross SF	60,886 SF									

Unit Matrix**												
	Average Unit SF	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Total Units	Percentage	SF/ Unit Type
Studio	440	3	10	10	8	0	0	0	0	31	24.4%	13,629
1 Bedroom	697	6	7	7	6	4	4	4	5	43	33.9%	29,985
2 Bedroom	814	4	7	7	7	1	3	3	2	34	26.8%	27,682
3 Bedroom	1,189	0	2	2	2	4	3	3	3	19	15.0%	22,592
**Note: Avg. unit sf does not include bay window areas		13	26	26	23	9	10	10	10	127	100.0%	93,888
Total Unit Count		127										
Percentage of 2 Bedrooms		41.73% 53 Units										

Rear Yard:		
Requirement	5,781 SF	
Provided ***	3,330 SF	

Open Space:		
	Required	Provided
Residential usable open space requirement if not publicly accessible: 80 sf/d.u.***	10,160	10,316
Residentia usable open space requirement if publicly accessible: 54 sf/d.u.	n/a	0
Retail: 1sf per 250sf of retail (bundled with residential areas)	5	5
Total	10165	10,321
***Note: Provided open space is not publicly accessible; provided open space area is inclusive of roof terraces, private decks, and podium courtyard. Courtyard area included in open space calculation (that meets the common open space dimension requirements) is of 3,330 SF		

Bike Parking Requirements:		
Residential:	Required	Provided
Class 1: 100 Class 1 spaces plus one Class 1 space for every 4 d.u. over 100	107	107
Class 2: 1 per 20 d.u.	7	7
Retail:		
Class 1: 1 space for every 7,500 SF	1	1
Class 2: Minimum of 2 spaces	2	2
PDR:		
Class 1: not less than two Class 1 spaces for any use larger than 5,000 occupied square feet	2	2
Class 2: Minimum of 2 spaces	2	2
Total Class 1 Bike Spaces:	110	110
Total Class 2 Bike Spaces:	11	11

Vehicle Parking:

Principally Permitted Parking:

Use	Ratio	Total
Residential	1 parking space per 4 dwelling units	32
Retail	1 parking space per 1,500 sf	1
PDR	1 parking space per 1,500 sf	5

Proposed Parking:

38 Parking Spaces Permitted

35 Total Parking Spaces Provided

2 Car Share Spaces Provided

2 Service Loading Spaces Provided**

**Note: Off Street Loading: 2 Service Loading spaces (exception to off-street freight loading per Planning Code Sec. :



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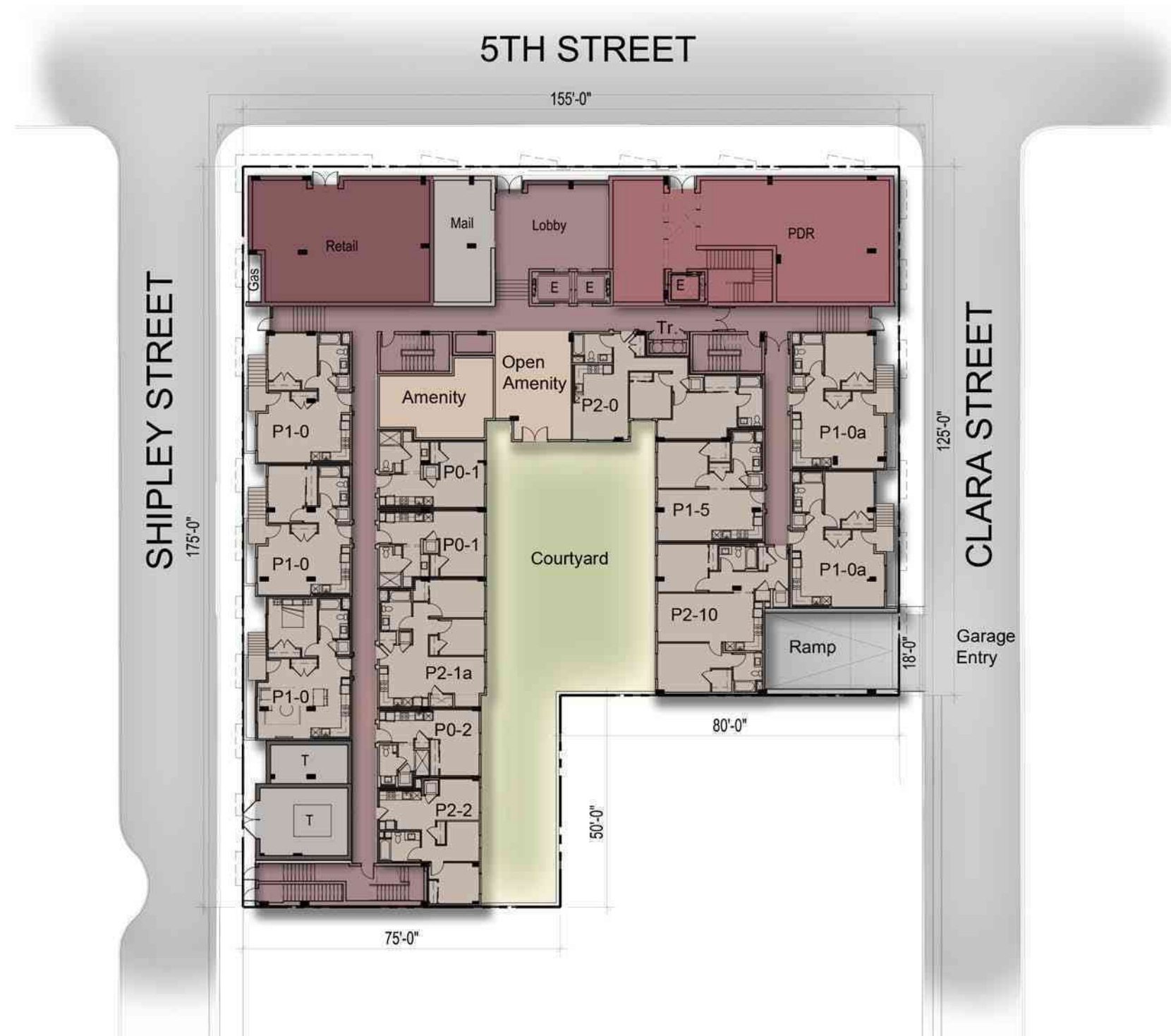
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PROJECT DATA

A1.2



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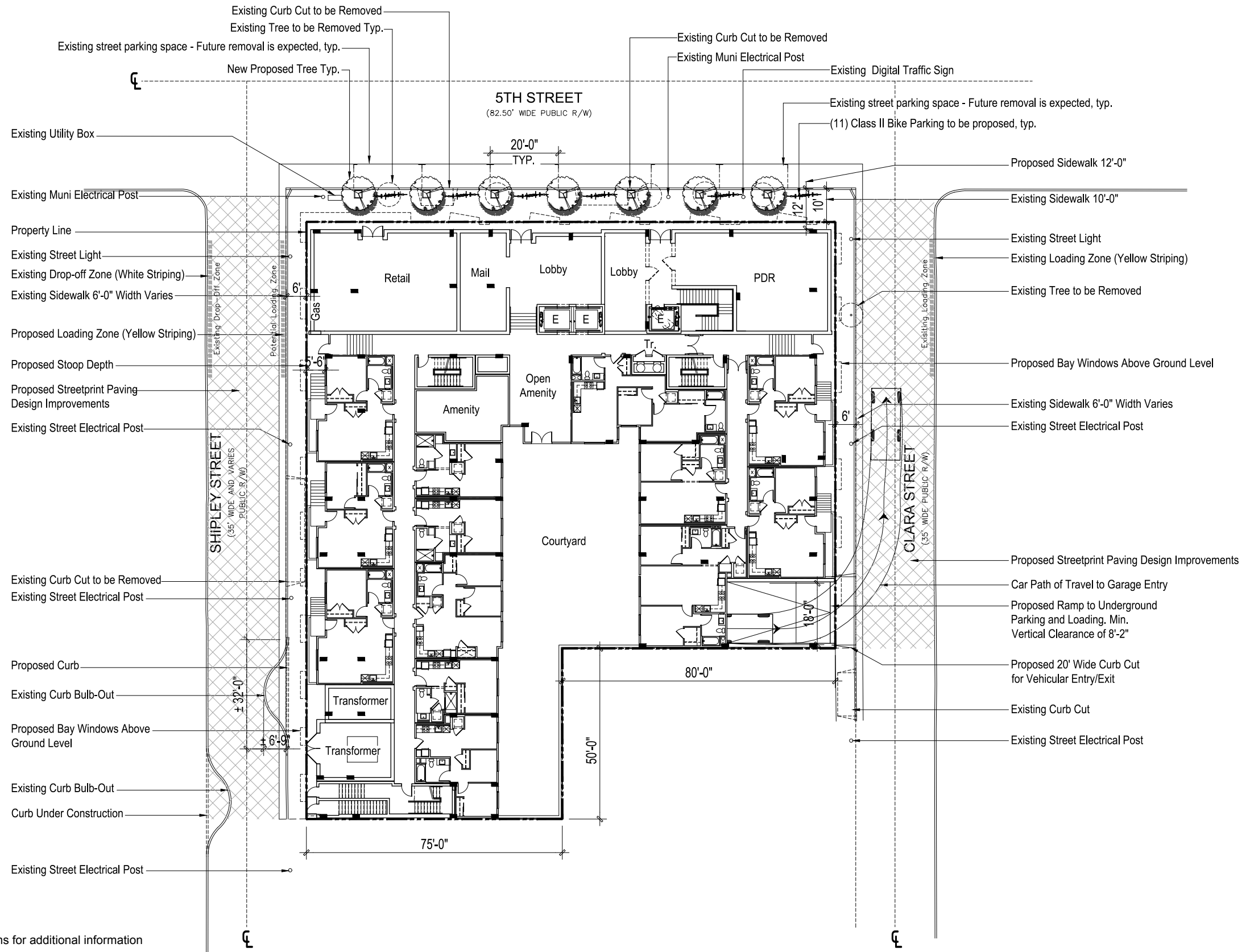
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SITE PLAN

A1.3



Note: Refer to Street Improvement Plans for additional information



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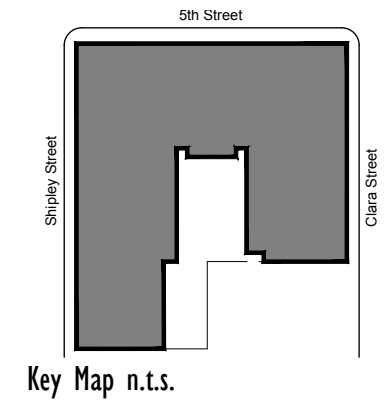
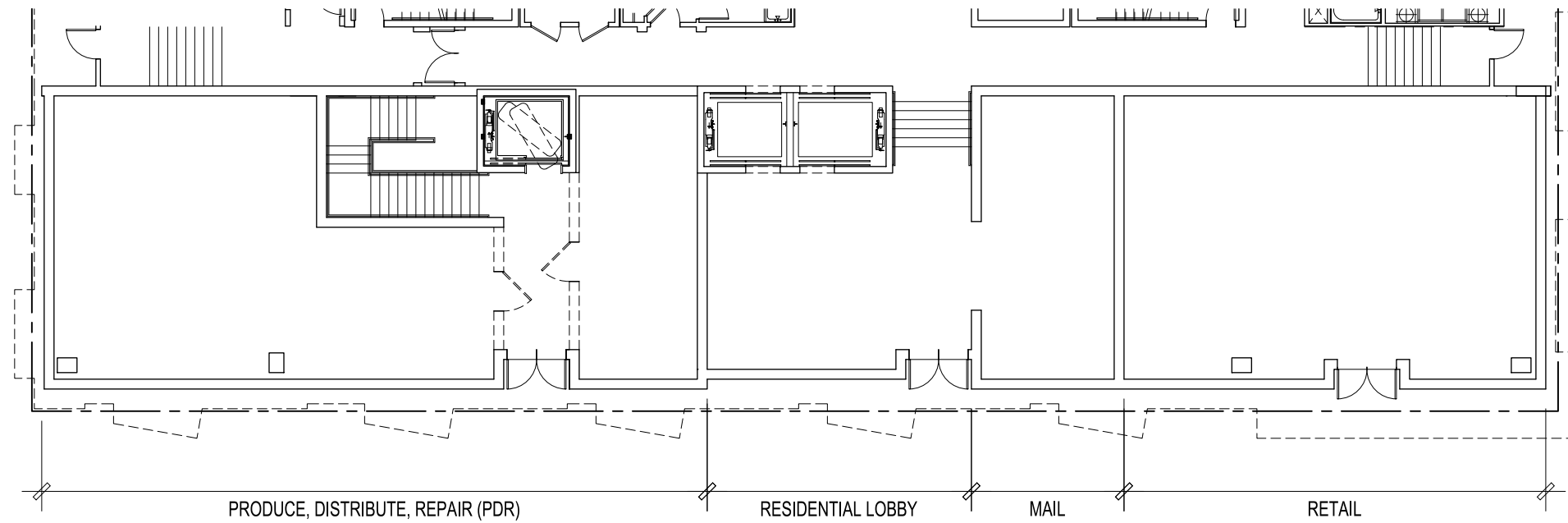
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STREETSCAPE PLAN

A1.4



*Note: Screening elements at raised ground floor residential units to be 75% open to perpendicular view for "active use" fenestration and transparency calculations.

5th Street Ground Floor Elevation



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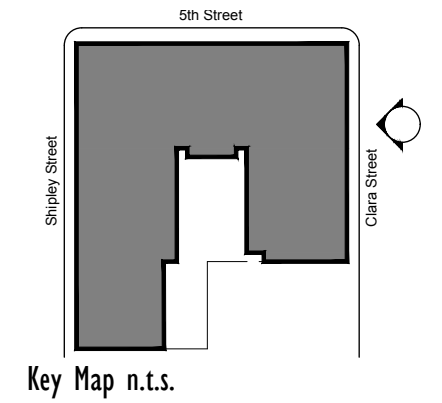
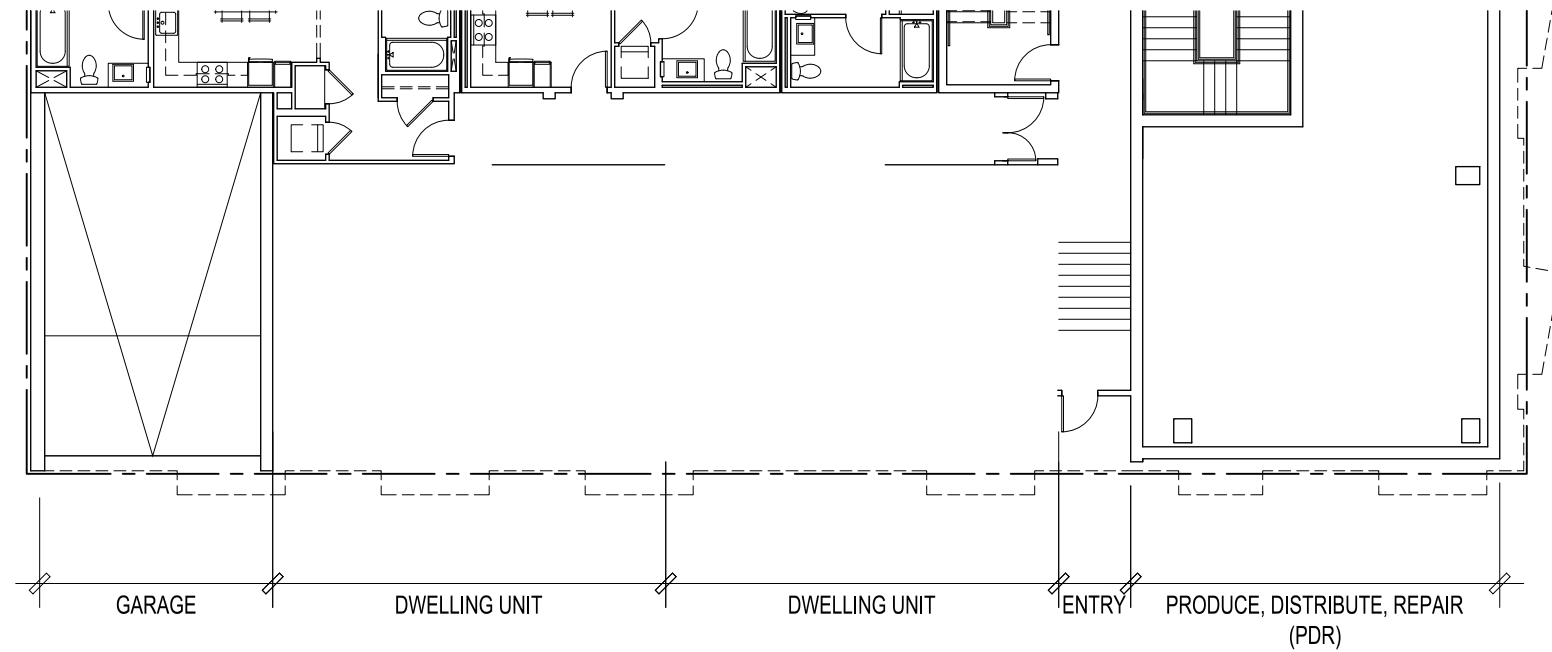
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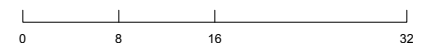
STREET FRONTAGE
TRANSPARENCY CALCULATIONS

A1.5



*Note: Screening elements at raised ground floor residential units to be 75% open to perpendicular view for "active use" fenestration and transparency calculations.

Clara Street Ground Floor Elevation



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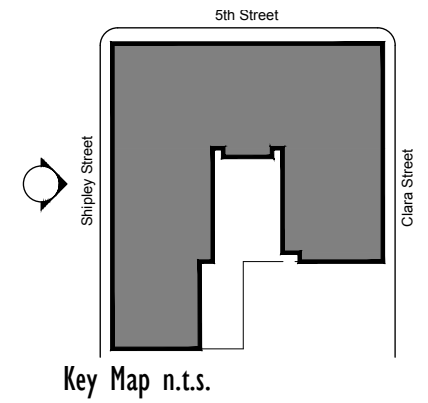
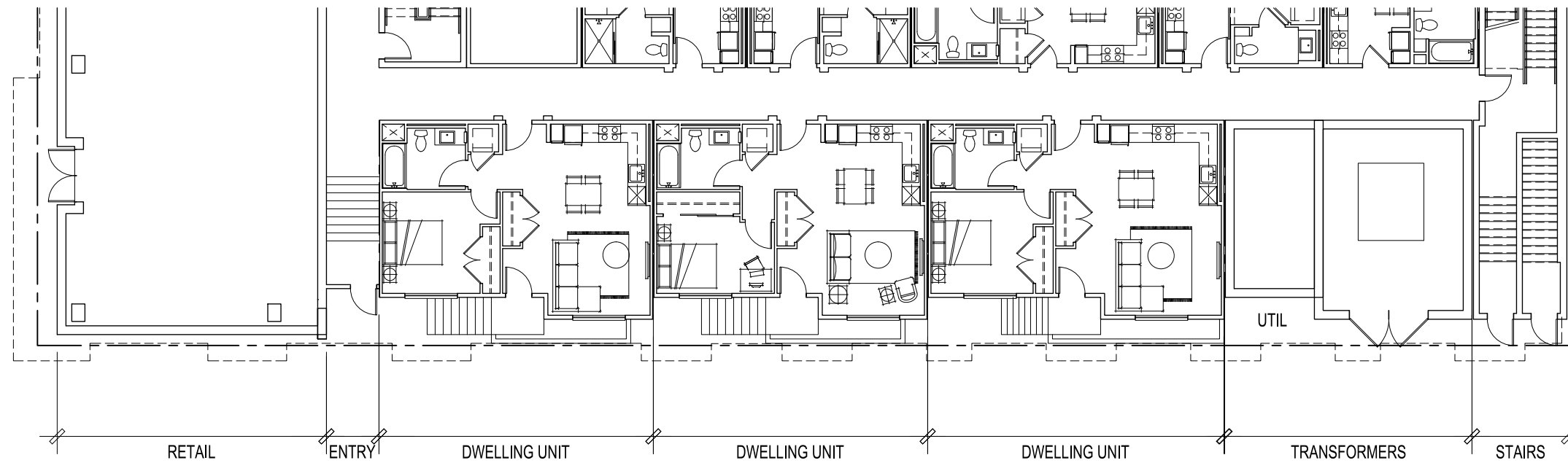
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360 5TH STREET
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STREET FRONTAGE
TRANSPARENCY CALCULATIONS

A1.6



*Note: Screening elements at raised ground floor residential units to be 75% open to perpendicular view for "active use" fenestration and transparency calculations.

Shipley Street Ground Floor Elevation



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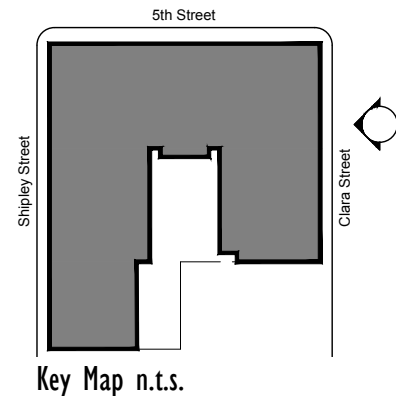
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July 20, 2017

STREET FRONTAGE
TRANSPARENCY CALCULATIONS

A1.7



- Material Legend:**
1. Hard-trowel Stucco
 2. Brick Veneer
 3. Boardform Concrete
 4. Composite Panel
 5. Profiled Panel
 6. Perforated Metal Screen
 7. Metal Awning
 8. Metal Railing
 9. Metal Window
 10. Glass Railing
 11. Storefront

Note: Maximum allowable building height measured from centerline of building at Fifth St. per section 260(a)(C)

Screening elements at raised ground floor residential units to be 75% open to perpendicular view for "active use" fenestration and transparency calculations.

All unbroken glazed segments with an area equal to or more than 24 sq.ft. at the fifth floor deck railing, and elsewhere, to be bird-safe as required under Section 139(c)(2).

Clara Street Elevation



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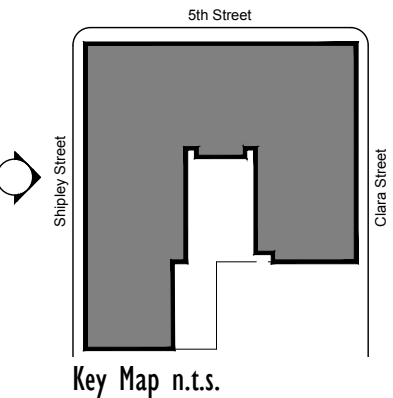
TH STREET
SAN FRANCISCO, CA 2016-0576

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BUILDING ELEVATIONS
CLARA STREET

A2.0

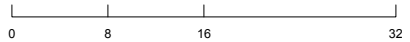


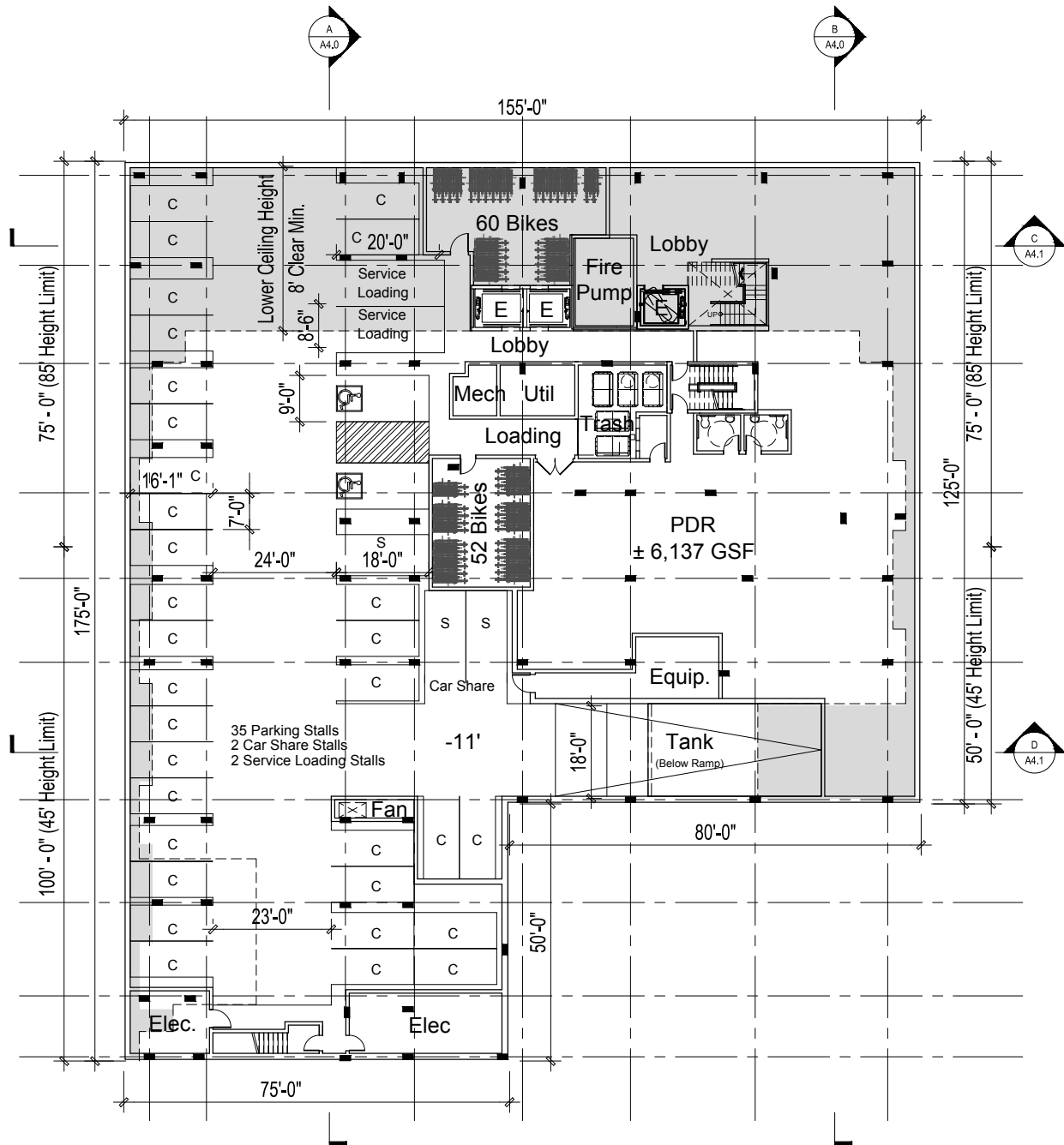


- Material Legend:**
- 1. Hard-trowel Stucco
 - 2. Brick Veneer
 - 3. Boardform Concrete
 - 4. Composite Panel
 - 5. Profiled Panel
 - 6. Perforated Metal Screen
 - 7. Metal Awning
 - 8. Metal Railing
 - 9. Metal Window
 - 10. Glass Railing
 - 11. Storefront

Note: □ Maximum allowable building height measured from centerline of building at Fifth St. per section 260(a)(C)
 □ Screening elements at raised ground floor residential units to be 75% open to perpendicular view for "active use" fenestration and transparency calculations.
 □ All unbroken glazed segments with an area equal to or more than 24 sq. ft. at the fifth floor deck railing, and elsewhere, to be bird-safe as required under Section 139(c)(2).

Shipley Street Elevation





Project Totals:

S	31	24.4%	PDR:	±8,011 sf
1 BR	43	33.8%	Retail:	±1,302 sf
2 BR	34	26.7%	Parking:	35 vehicular parking spaces
3 BR	19	14.9%		2 car share spaces
	127	100.0%		2 service loading spaces

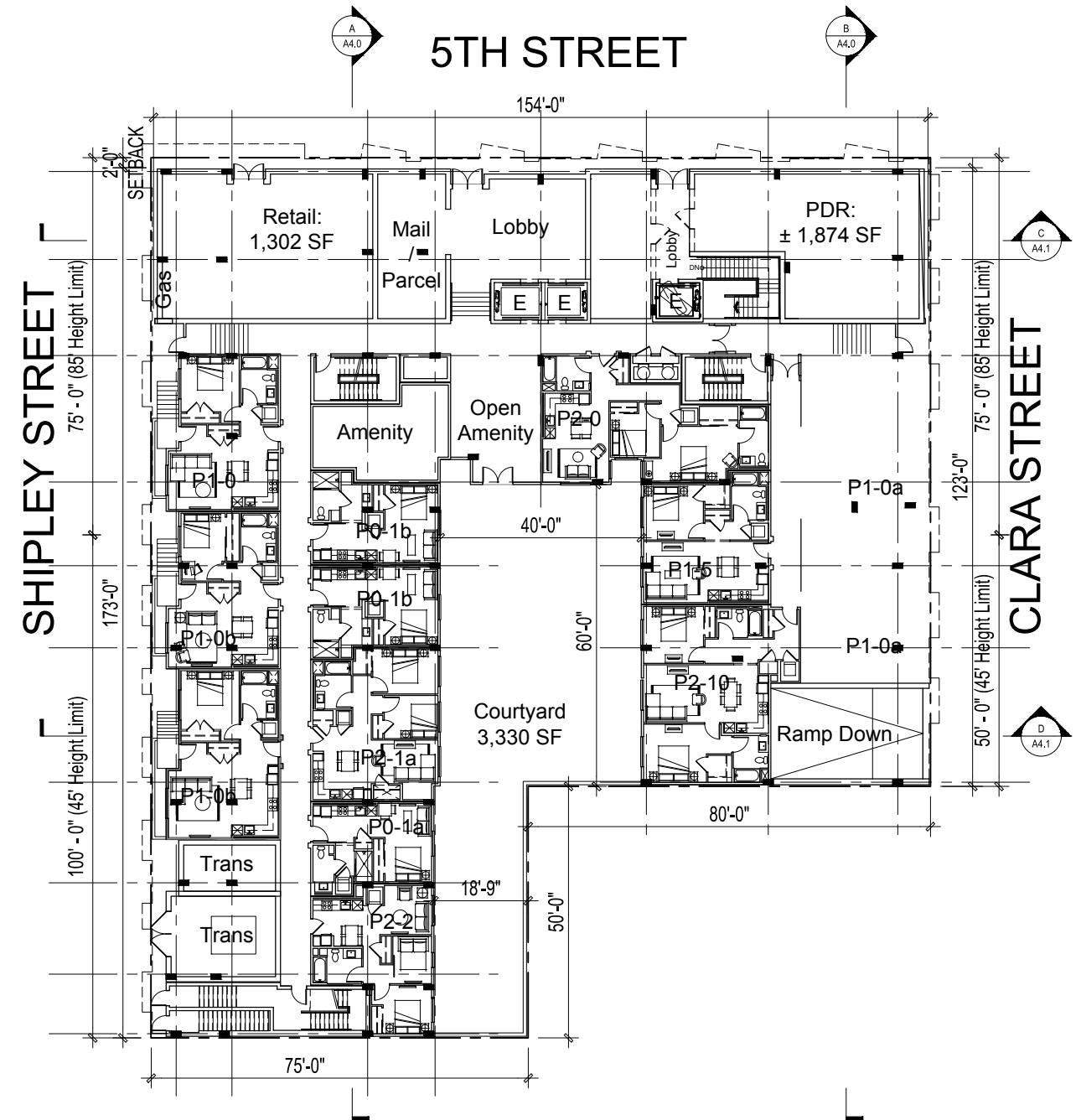
Units Per Level:

S	0	PDR:	±6,137 sf
1 BR	0	Retail:	0 sf
2 BR	0		
3 BR	0		
	0		

Level 0

Note: *Refer to project data sheet A1.2 for parking tabulations.

**The maximum area of private open space considered usable is limited to 80 sq.ft./unit. Only 80 SF/unit shall apply to the overall open space calculation.



Units Per Level:

S	3	PDR:	±1,874sf
1 BR	6	Retail:	±1,302 sf
2 BR	4		
3 BR	0		
	13		

Level 1



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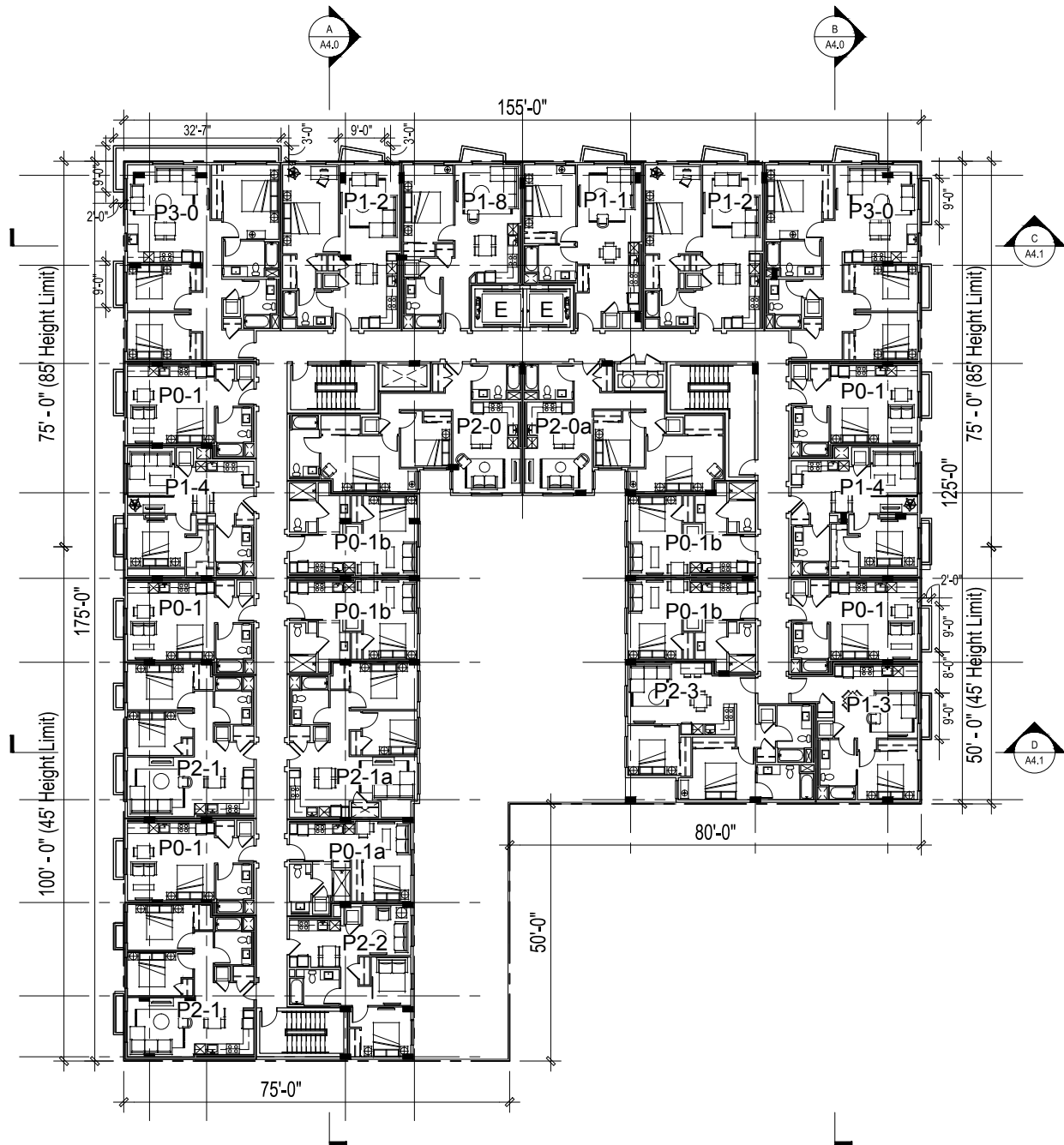
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360 5TH STREET
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July 20, 2017

FLOOR PLANS

A3.0



Project Totals:

S	31	24.4%	PDR:	±8,011 sf
1 BR	43	33.8%	Retail:	±1,302 sf
2 BR	34	26.7%	Parking:	35 vehicular parking spaces
3 BR	19	14.9%		2 car share spaces
	127	100.0%		2 service loading spaces

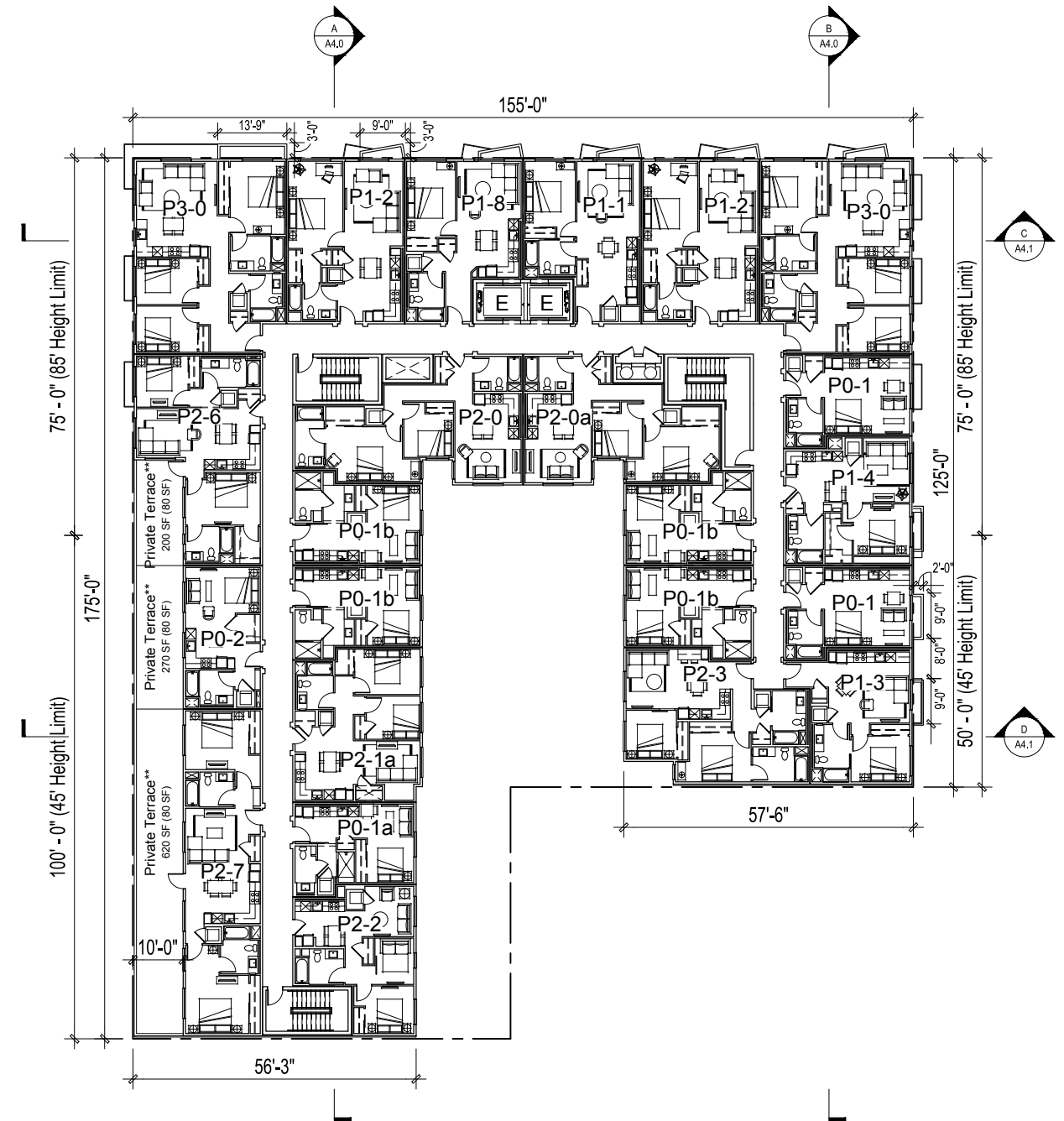
Units per Level:

S	10
1 BR	7
2 BR	7
3 BR	2
	26

Note: *Refer to project data sheet A1.2 for parking tabulations.

**The maximum area of private open space considered usable is limited to 80 sq.ft./unit. Only 80 SF/unit shall apply to the overall open space calculation.

Level 2-3



Units Per Level:

S	8
1 BR	6
2 BR	7
3 BR	2
	23

Level 4



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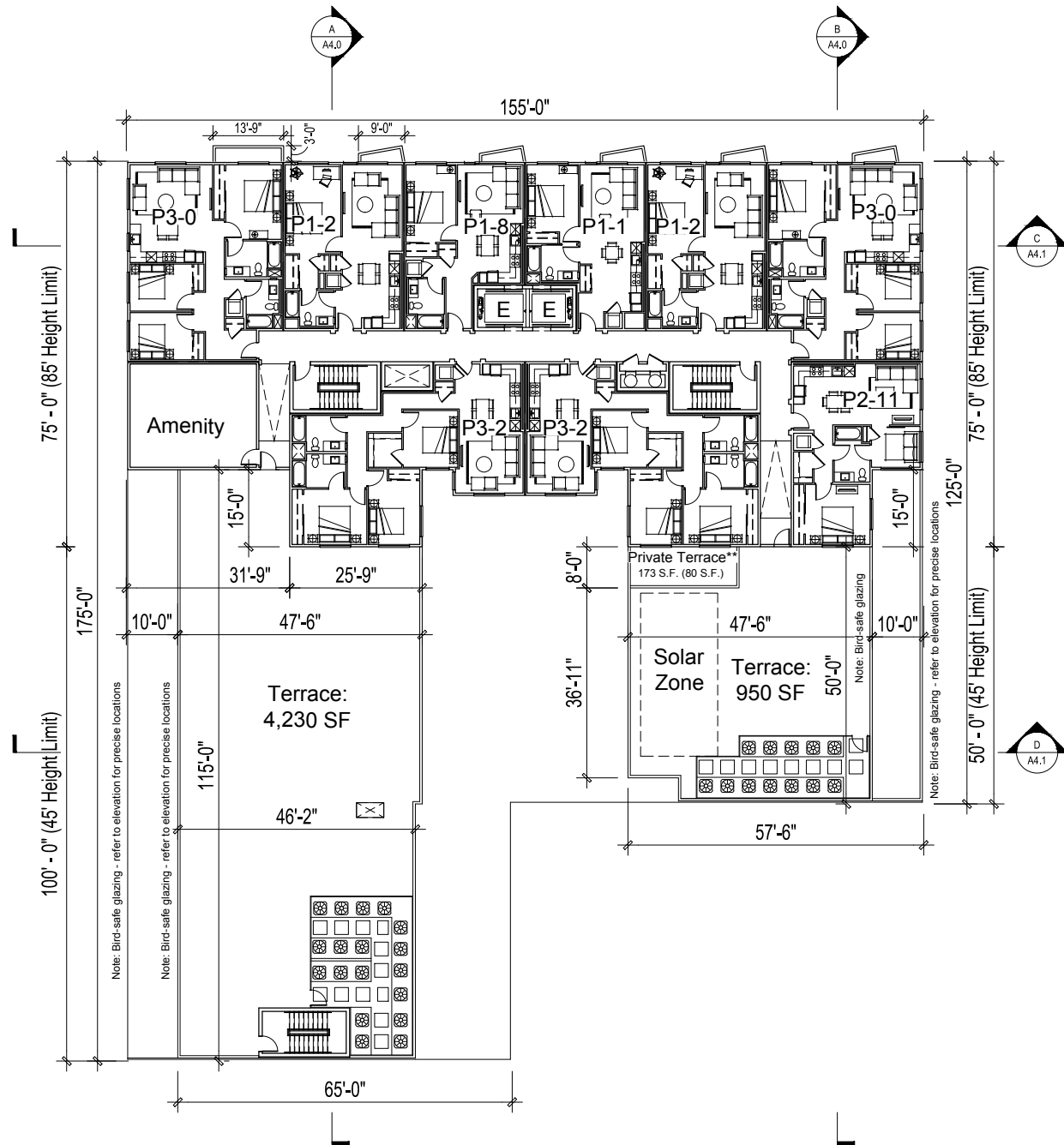
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360 5TH STREET
SAN FRANCISCO, CA # 2016-0576

PLANNING COMMISSION
July 20, 2017

FLOOR PLANS

A3.1



Project Totals:

S	31	24.4%	PDR:	±8,011 sf
1 BR	43	33.8%	Retail:	±1,302 sf
2 BR	34	26.7%	Parking:	35 vehicular parking spaces
3 BR	19	14.9%		2 car share spaces
127	100.0%			2 service loading spaces

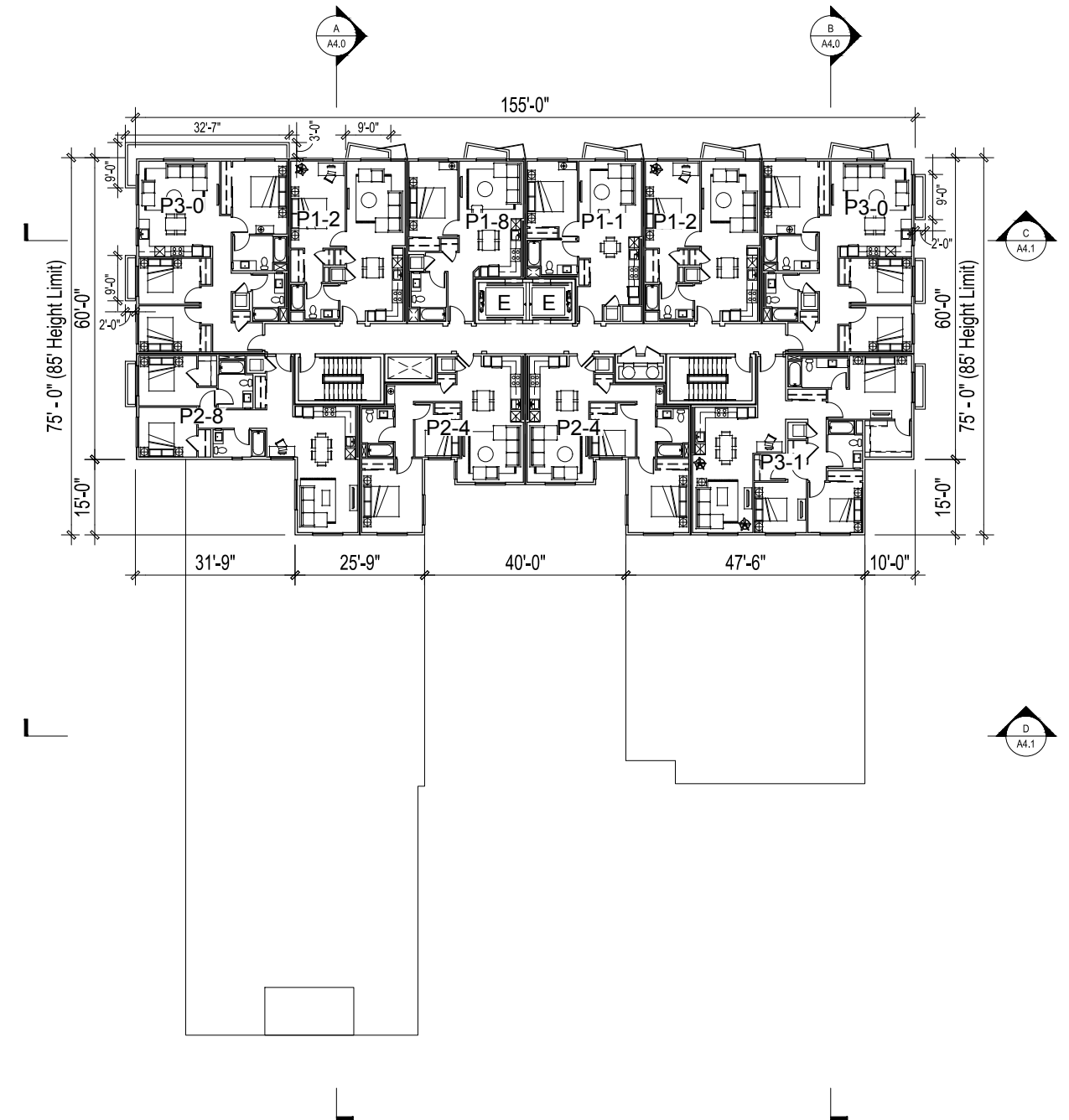
Units Per Level:

S	0
1 BR	4
2 BR	1
3 BR	4
9	

Note: *Refer to project data sheet A1.2 for parking tabulations.

**The maximum area of private open space considered usable is limited to 80 sq.ft./unit. Only 80 SF/unit shall apply to the overall open space calculation.

Level 5



Units Per Level:

S	0
1 BR	4
2 BR	3
3 BR	3
10	

Level 6



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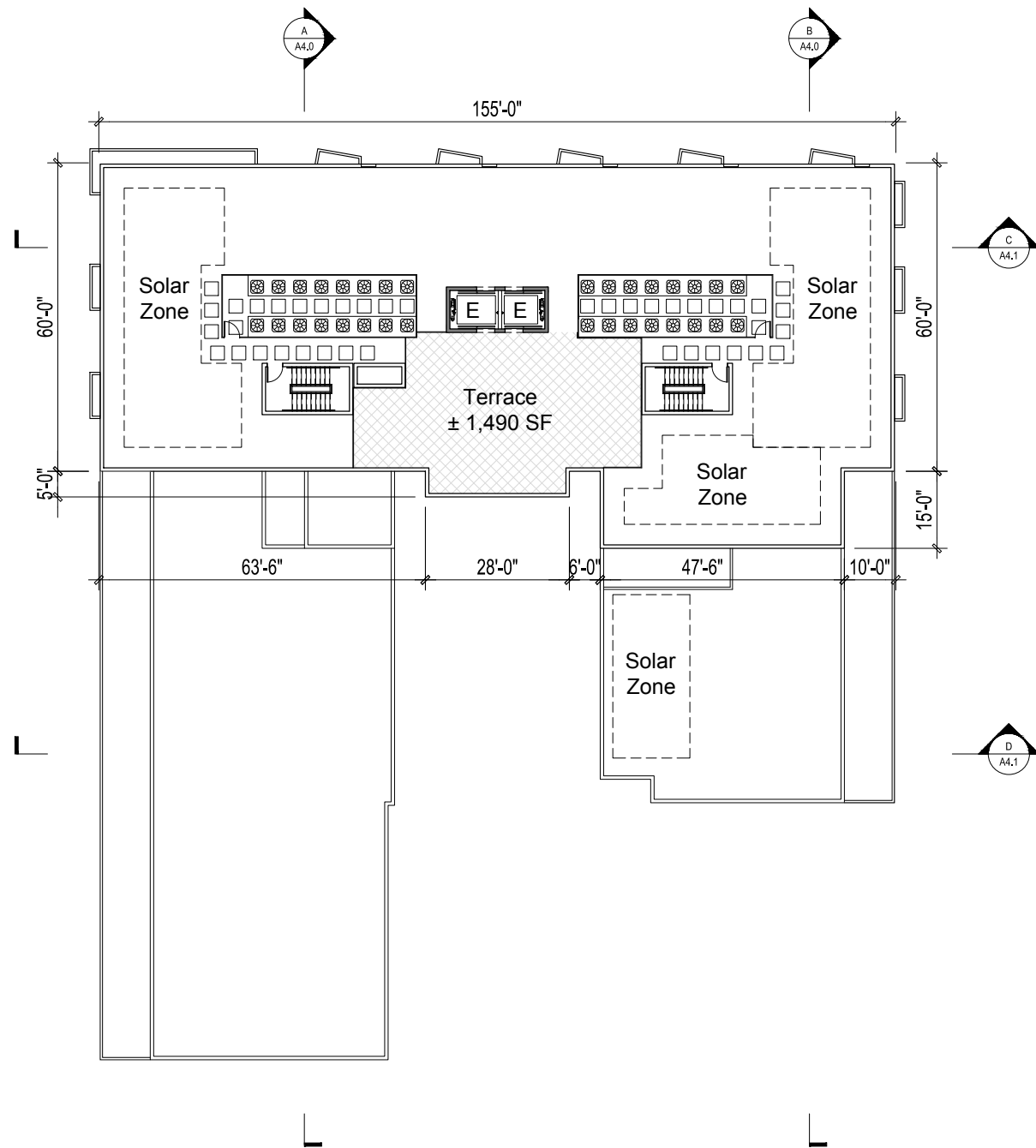
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FLOOR PLANS

A3.2



Project Totals:

S	31	24.4%	PDR:	±8,011 sf
1 BR	43	33.8%	Retail:	±1,302 sf
2 BR	34	26.7%	Parking:	35 vehicular parking spaces
3 BR	19	14.9%		2 car share spaces
127	100.0%			2 service loading spaces

Units Per Level:

S	0
1 BR	0
2 BR	0
3 BR	0
	0

Note: Per San Francisco "Better Roof Ordinance", 15% of roof area will be installed with either PV or solar thermal on the roof and/or overhangs.

Roof Plan



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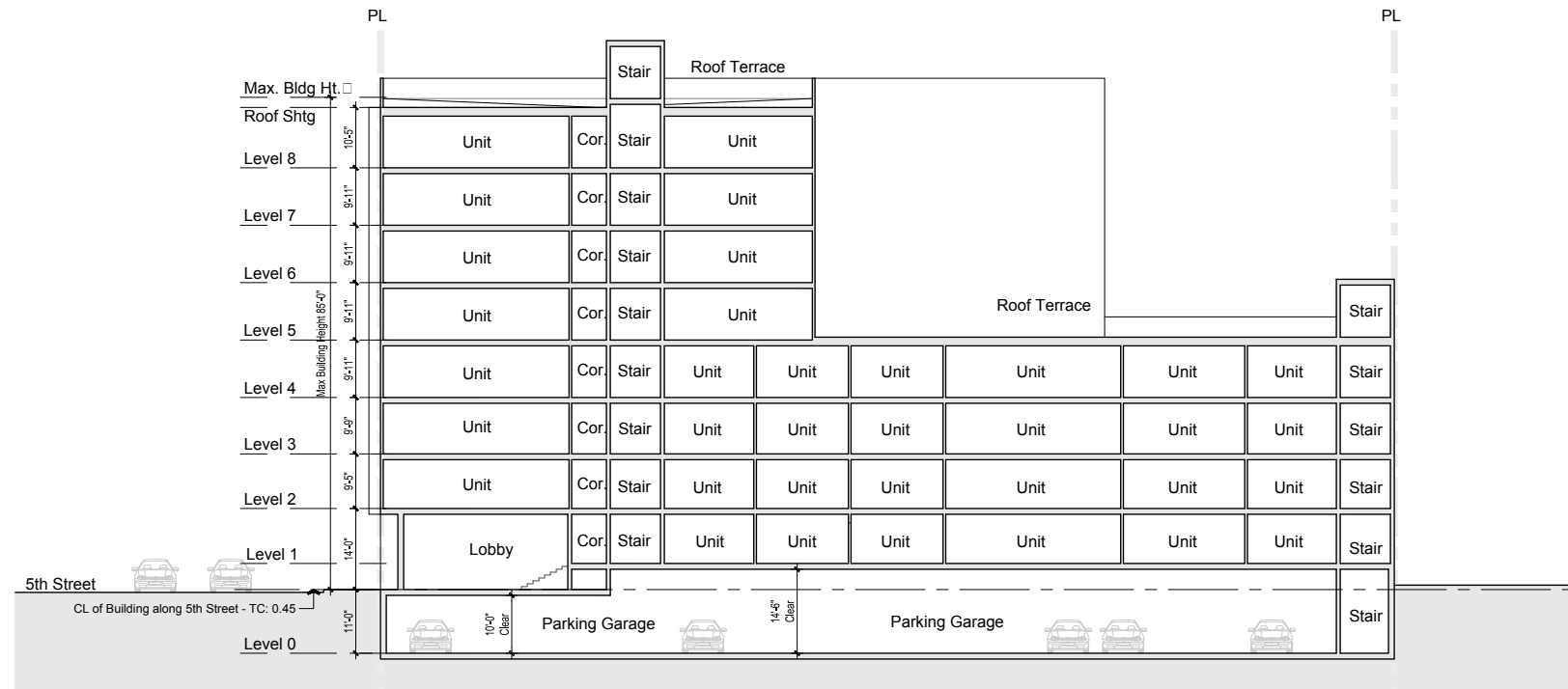
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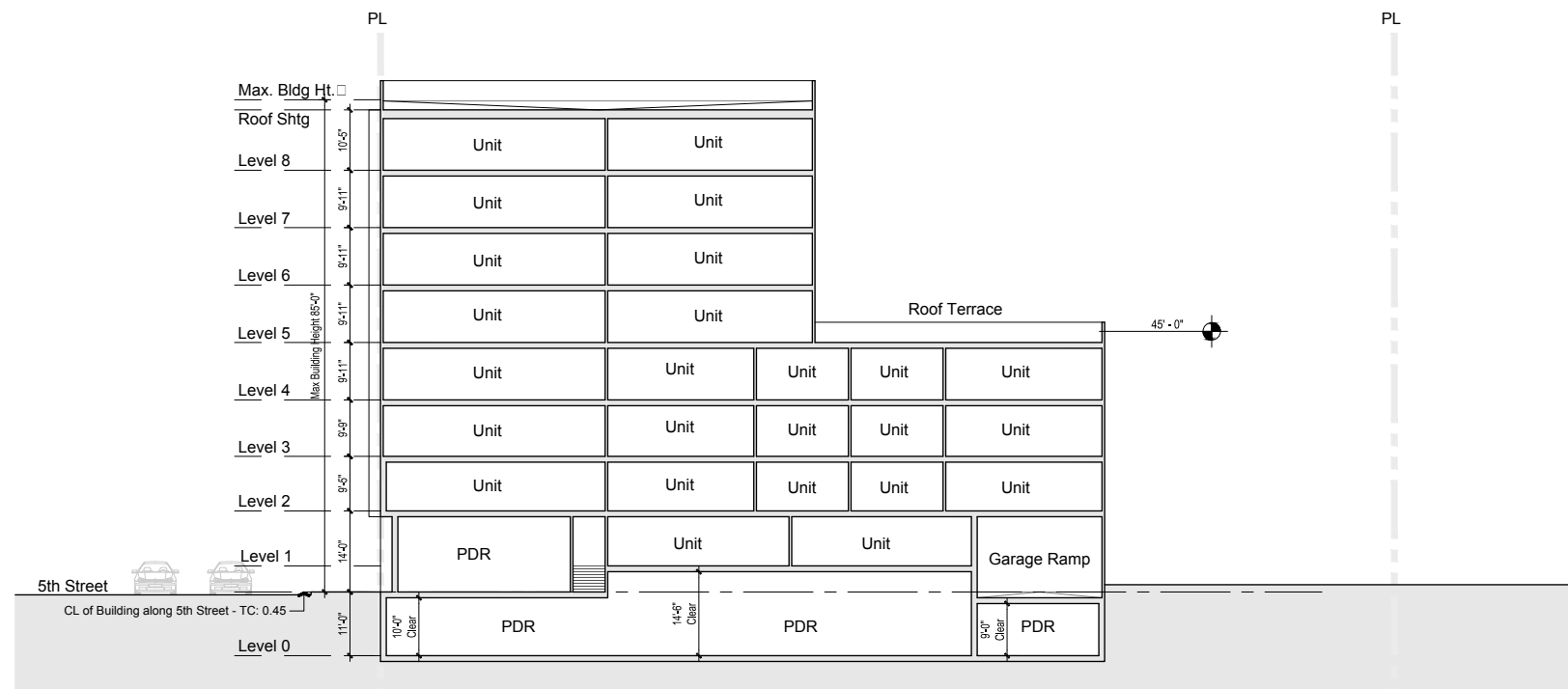
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ROOF PLAN

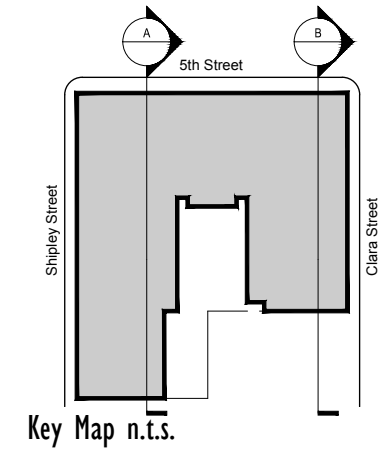
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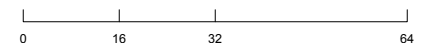
Section A



Section B



Maximum allowable building height measured from centerline of building at Fifth St. per section 260(a)(C)



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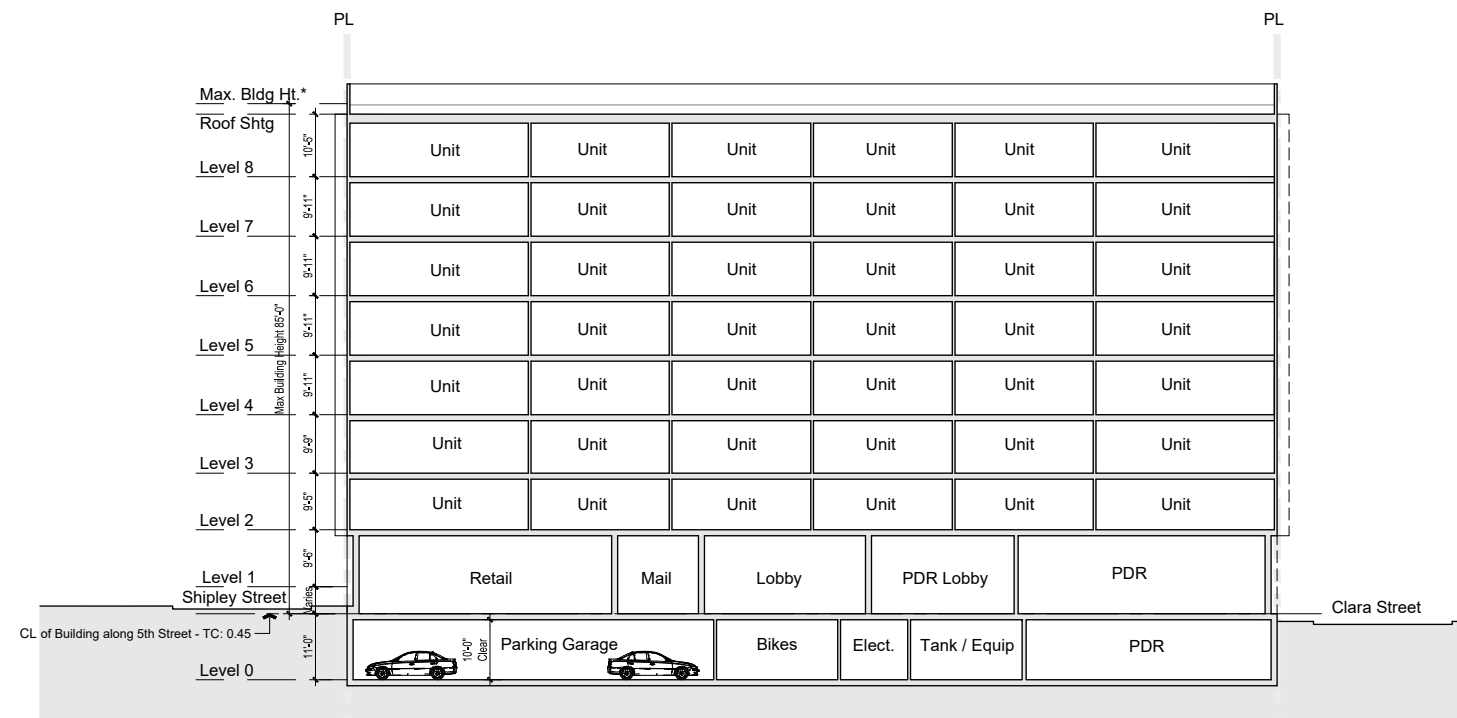
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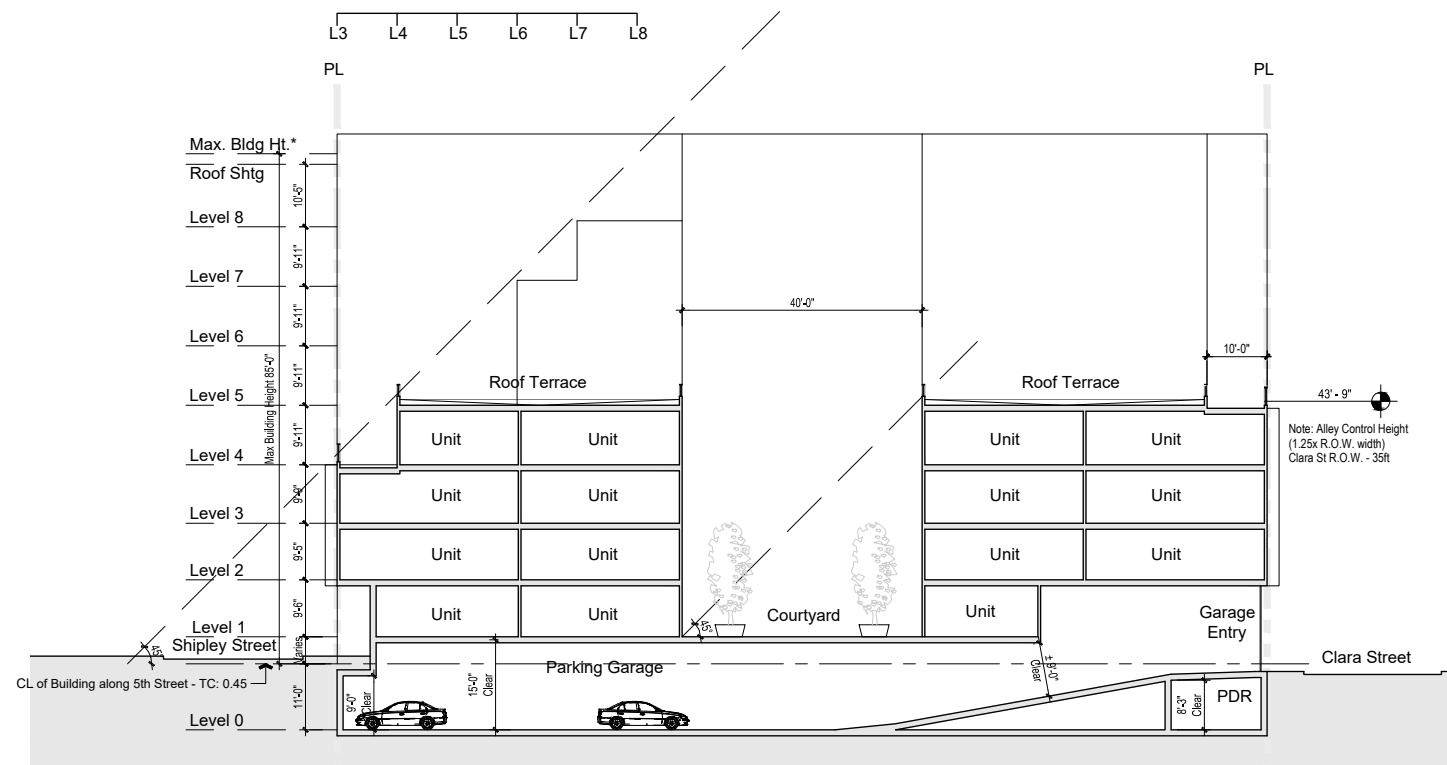
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BUILDING SECTIONS

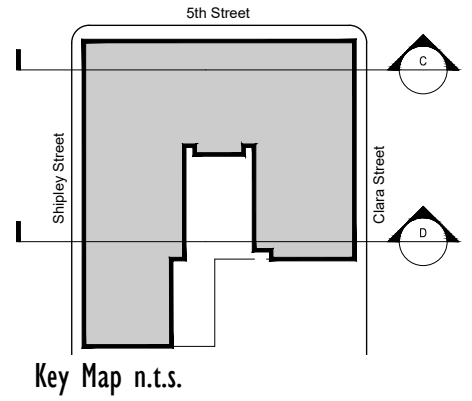
A4.0



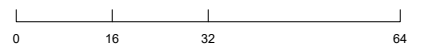
Section C



Section D



*Maximum allowable building height measured from centerline of building at Fifth St. per section 260(a)(C)



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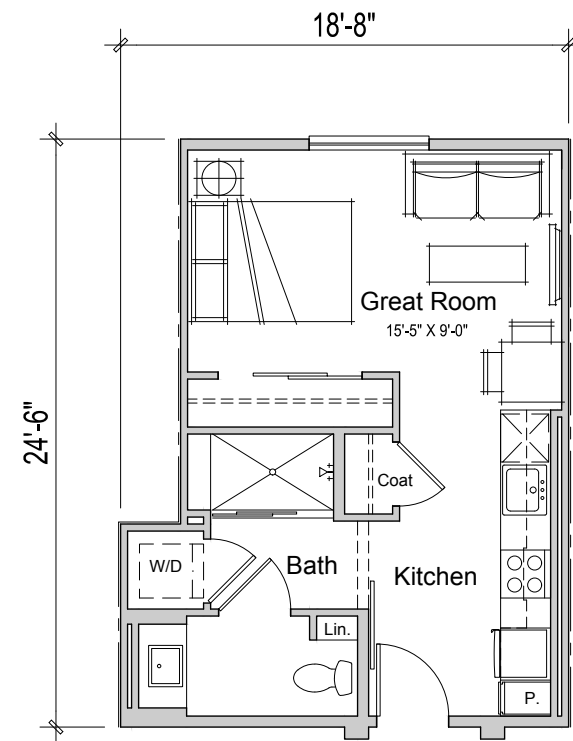
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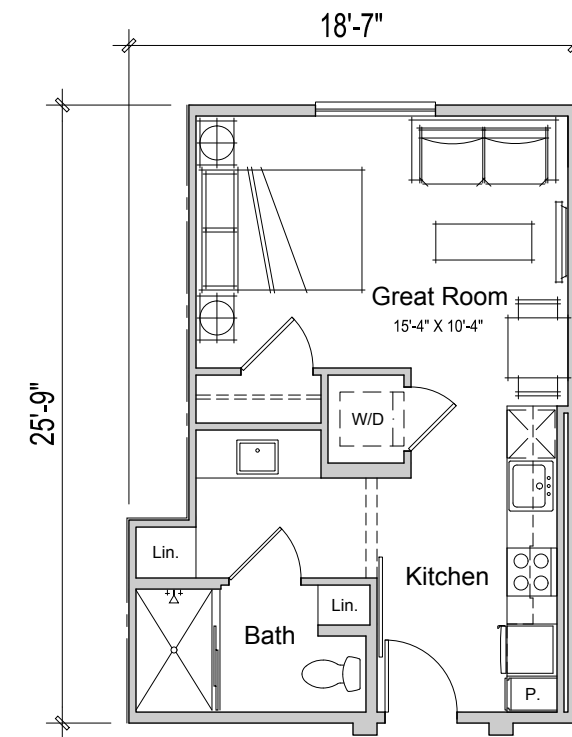
A4.1



Unit Plan 0-1
Studio / 1 BA
442 GSF □
12/128 DU

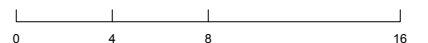


Unit Plan 0-1a
STUDIO / 1 BA
422 GSF □
4/128 DU



Unit Plan 0-1b
Studio / 1 BA
440 GSF □
14/128 DU

□GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
□See floor plans for bay window location. Bay windows vary by floor.



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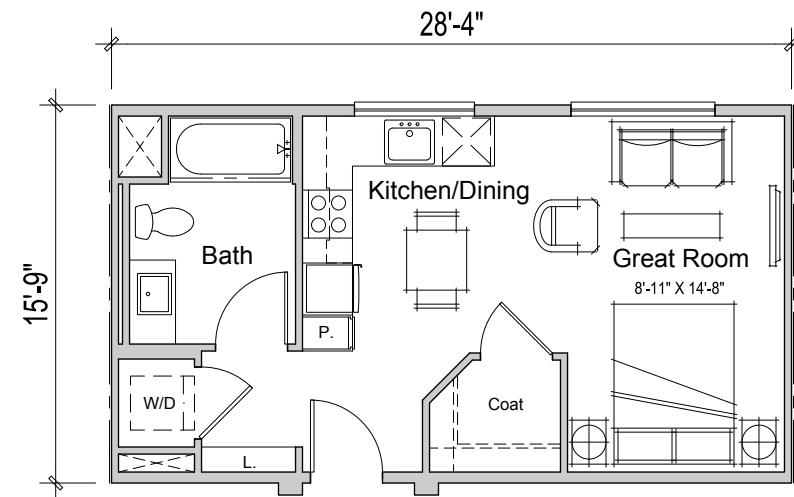
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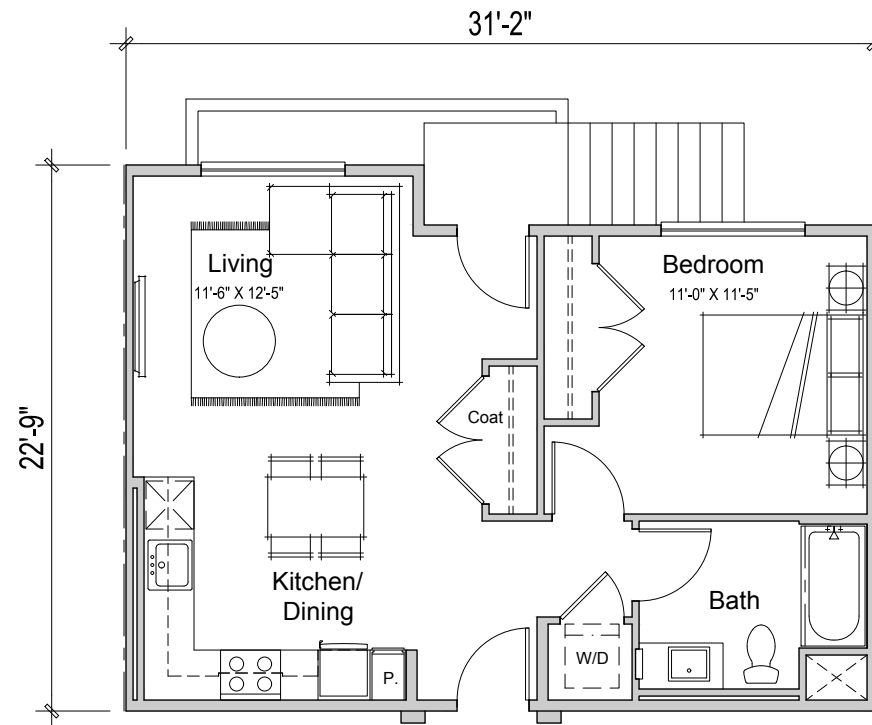
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UNIT PLANS

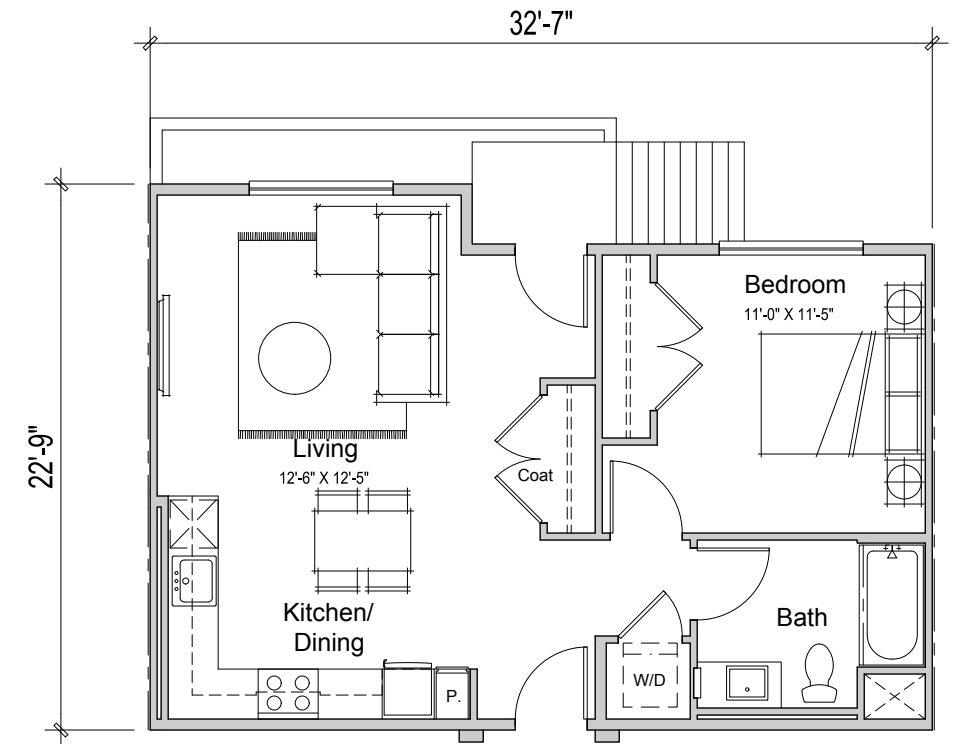
A5.0



Unit Plan 0-2
 Studio / 1 BA
 449 GSF □
 1/128 DU

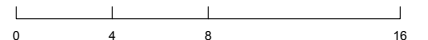


Unit Plan 1-0
 1 BR / 1 BA
 666 GSF □
 1/128 DU



Unit Plan 1-0a
 1 BR / 1 BA
 697 GSF □
 2/128 DU

□GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
 □See floor plans for bay window location. Bay windows vary by floor.



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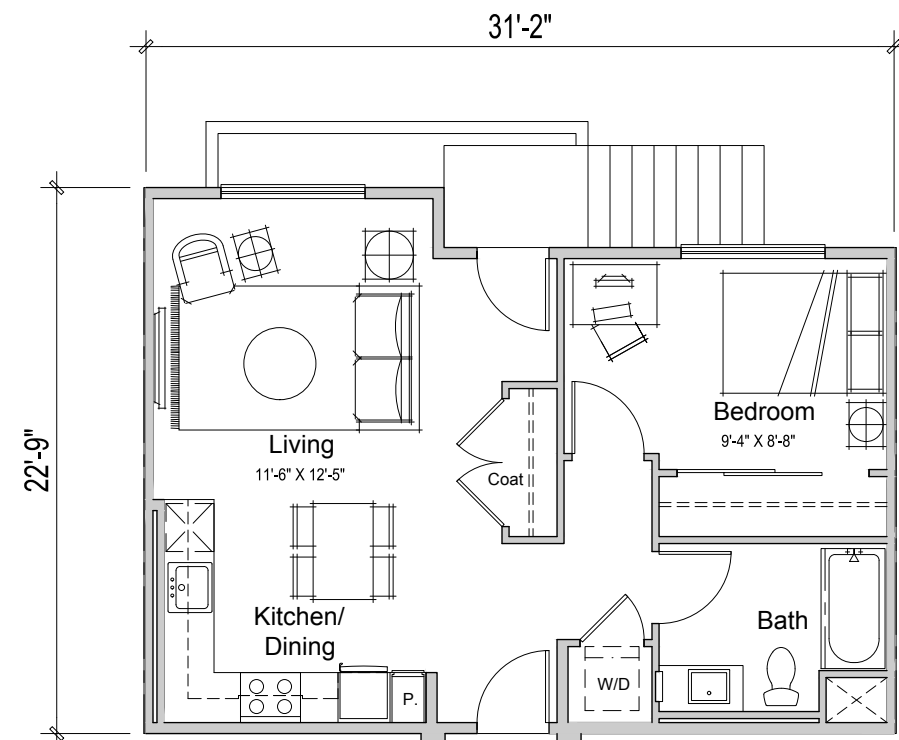
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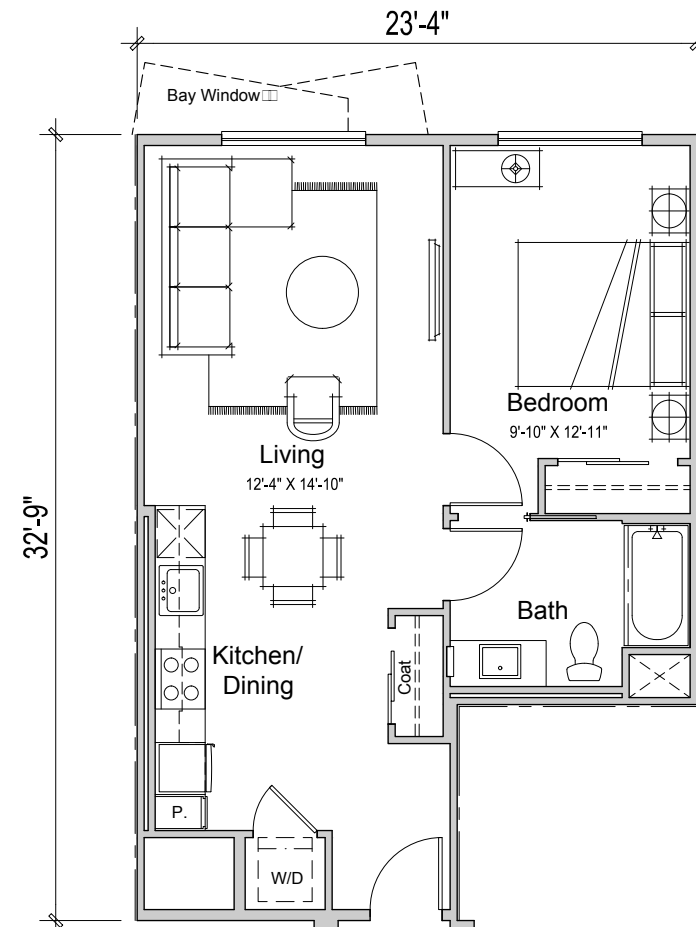
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UNIT PLANS

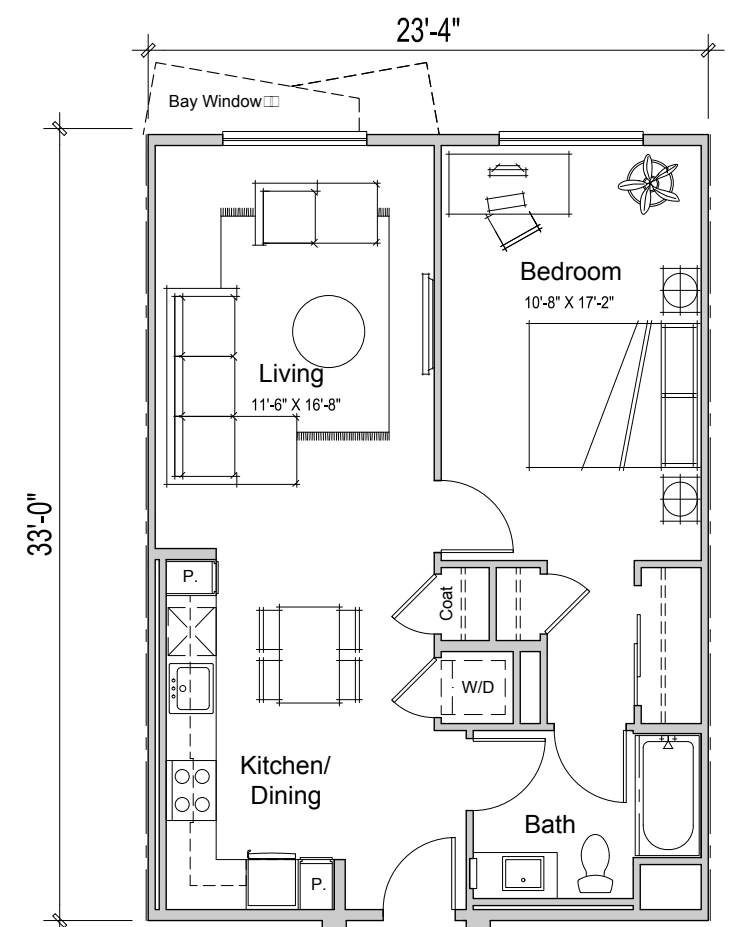
A5.1



Unit Plan 1-0b
1 BR / 1 BA
666 GSF
2/128 DU

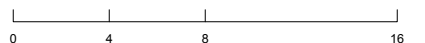


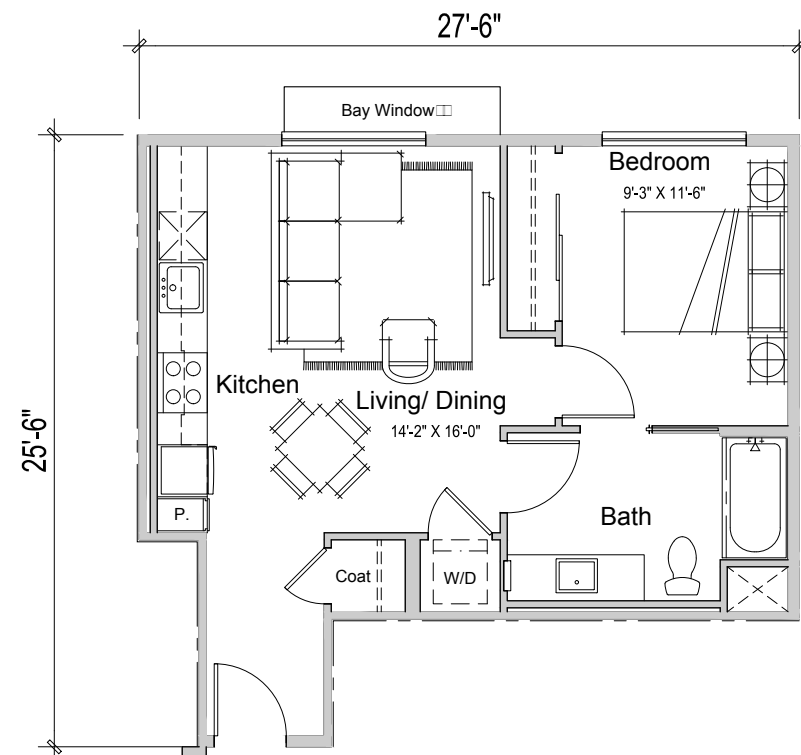
Unit Plan 1-1
1 BR / 1 BA
680 GSF
7/128 DU



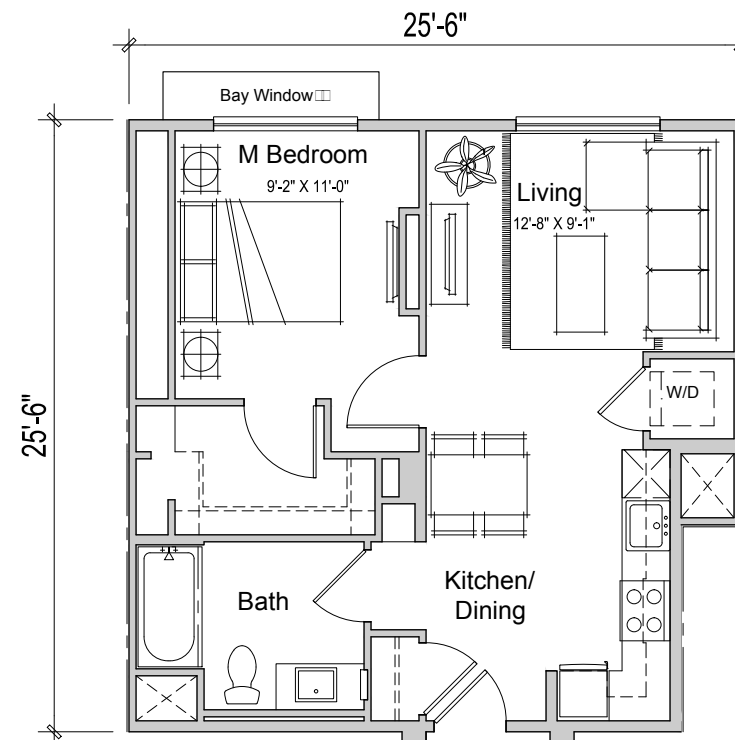
Unit Plan 1-2
1 BR / 1 BA
776 GSF
14/128 DU

☐ GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
☐ See floor plans for bay window location. Bay windows vary by floor.

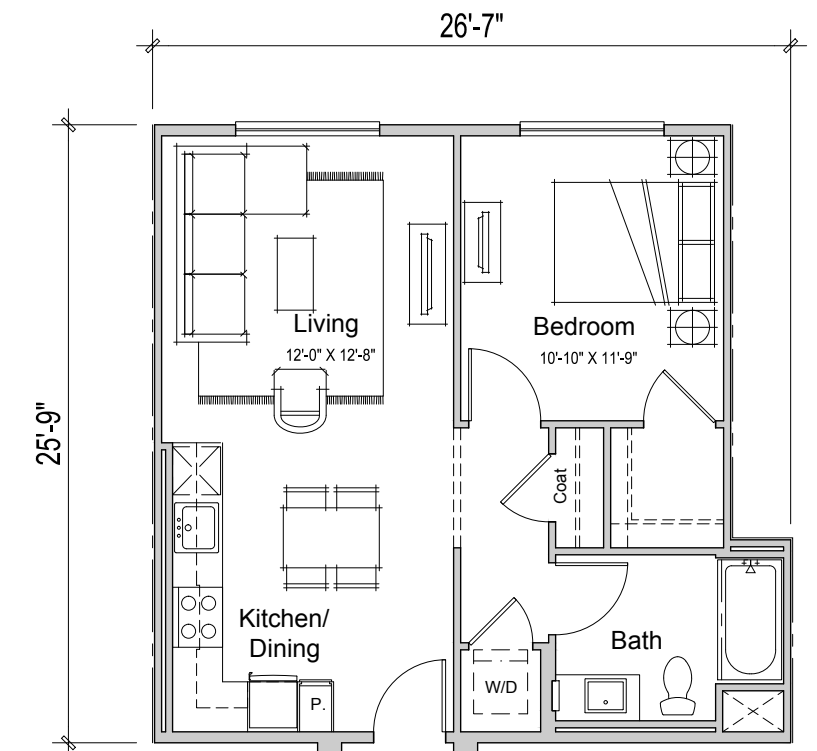




Unit Plan 1-3
1 BR / 1 BA
582 GSF □
3/128 DU

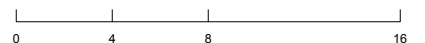


Unit Plan 1-4
1 BR / 1 BA
633 GSF □
5/128 DU



Unit Plan 1-5
1 BR / 1 BA
644 GSF □
1/128 DU

□GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
□See floor plans for bay window location. Bay windows vary by floor.



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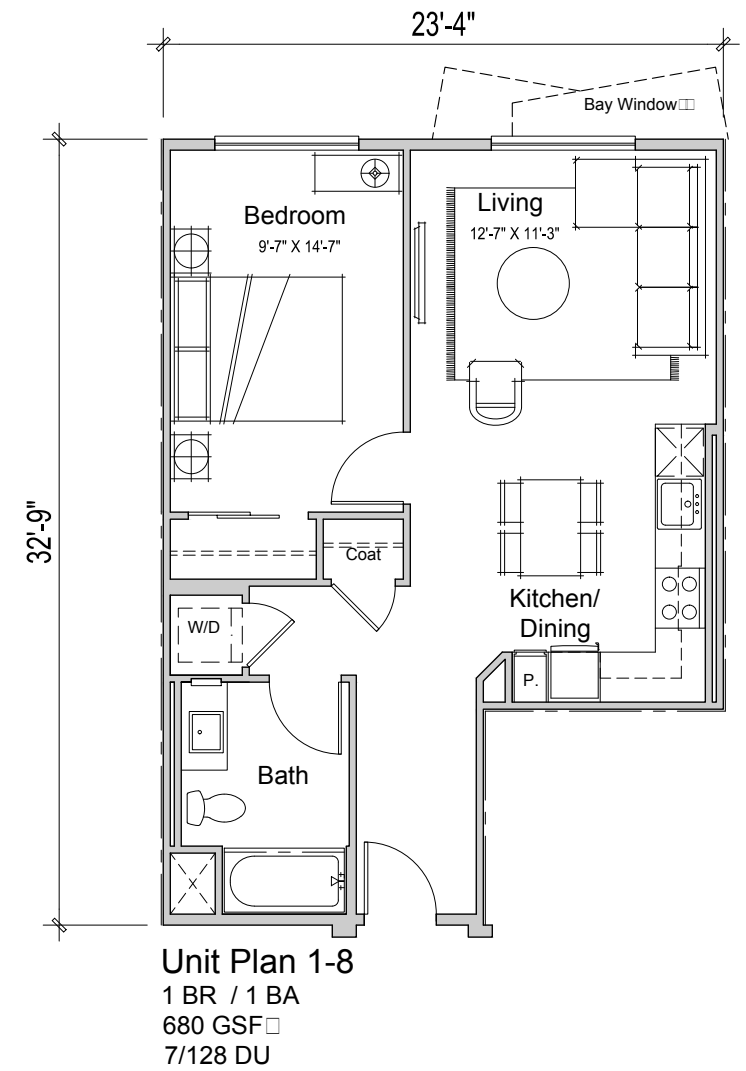
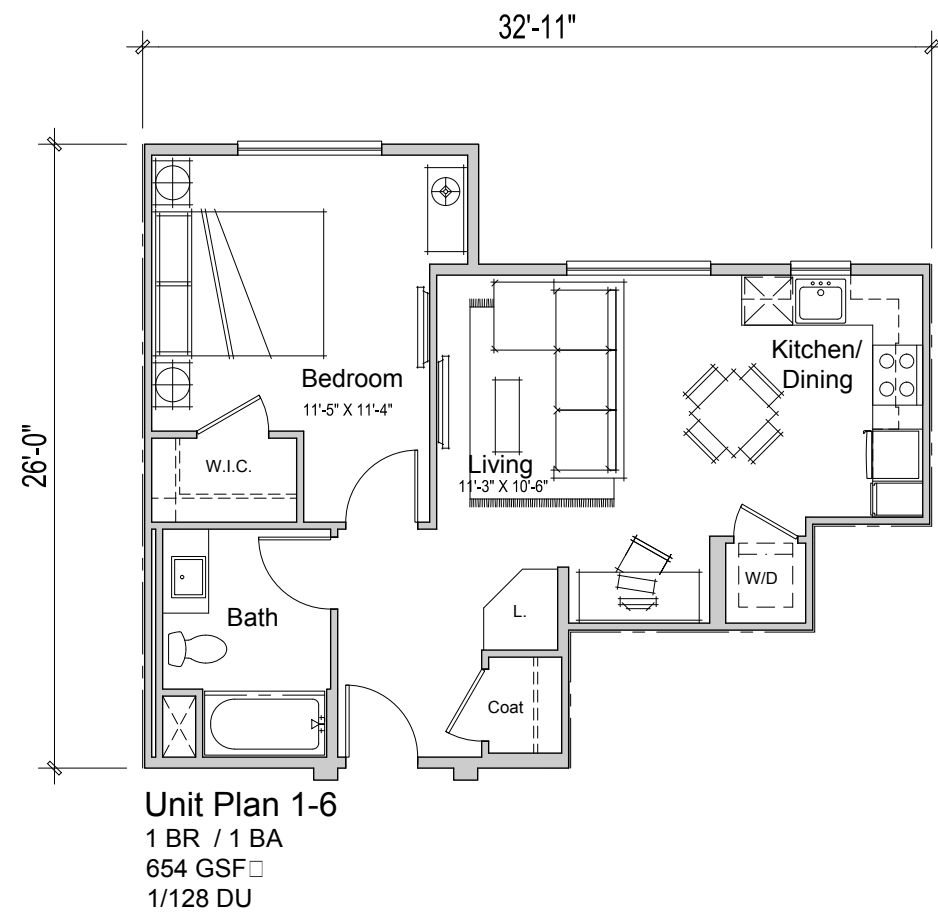
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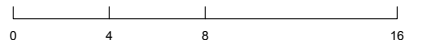
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UNIT PLANS

A5.3



GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
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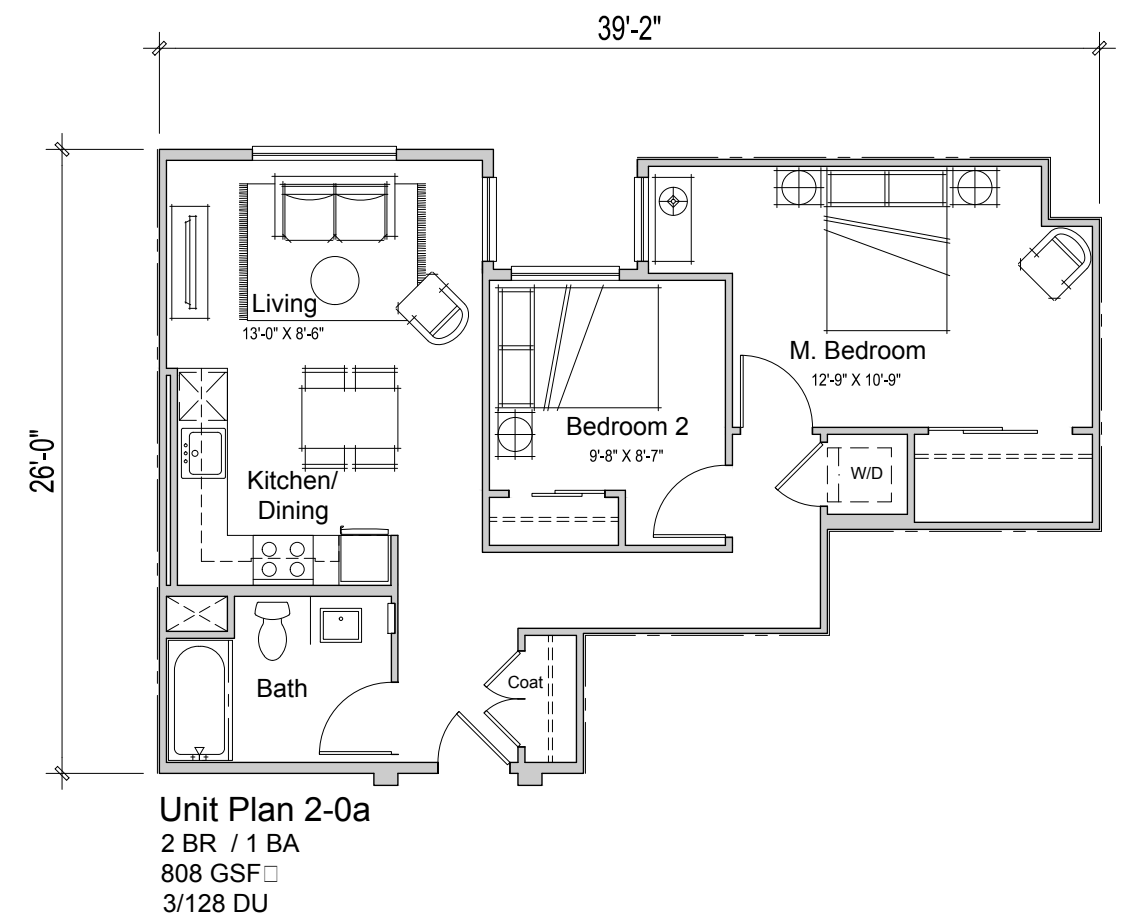
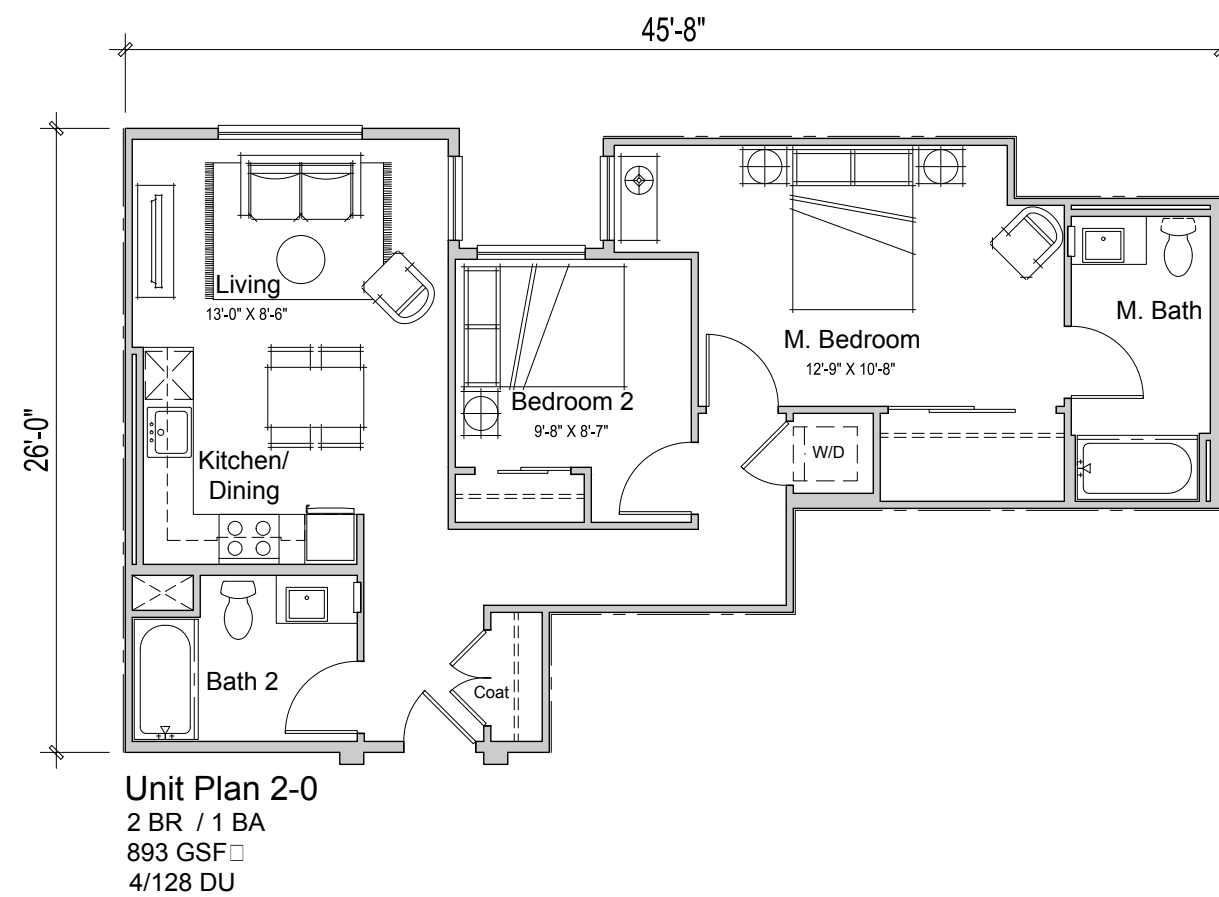
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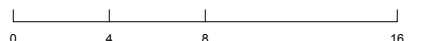
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UNIT PLANS

A5.4



GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
See floor plans for bay window location. Bay windows vary by floor.



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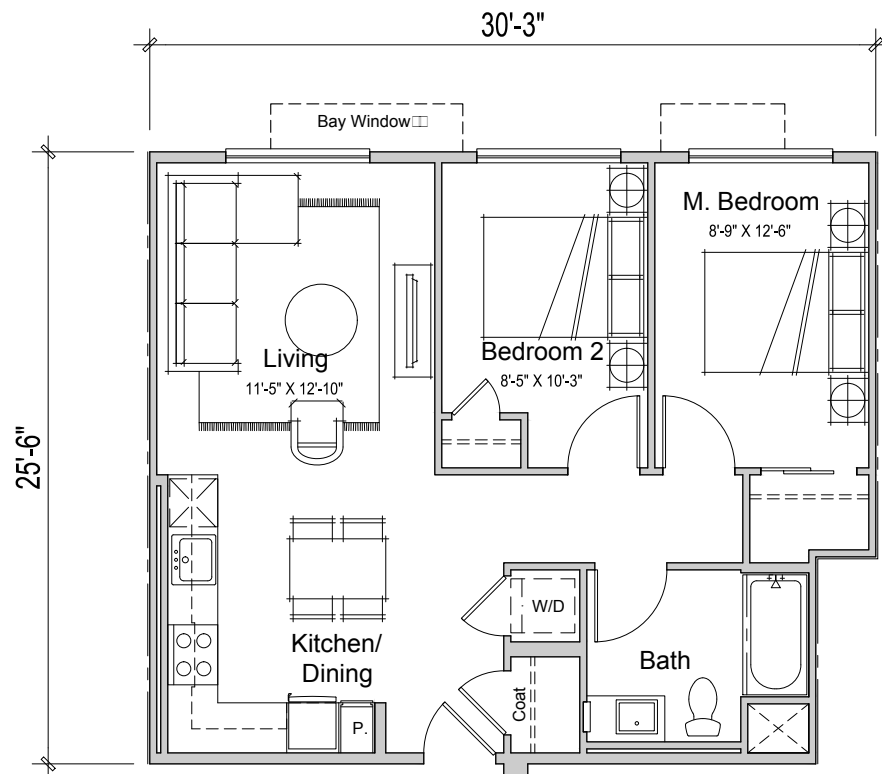
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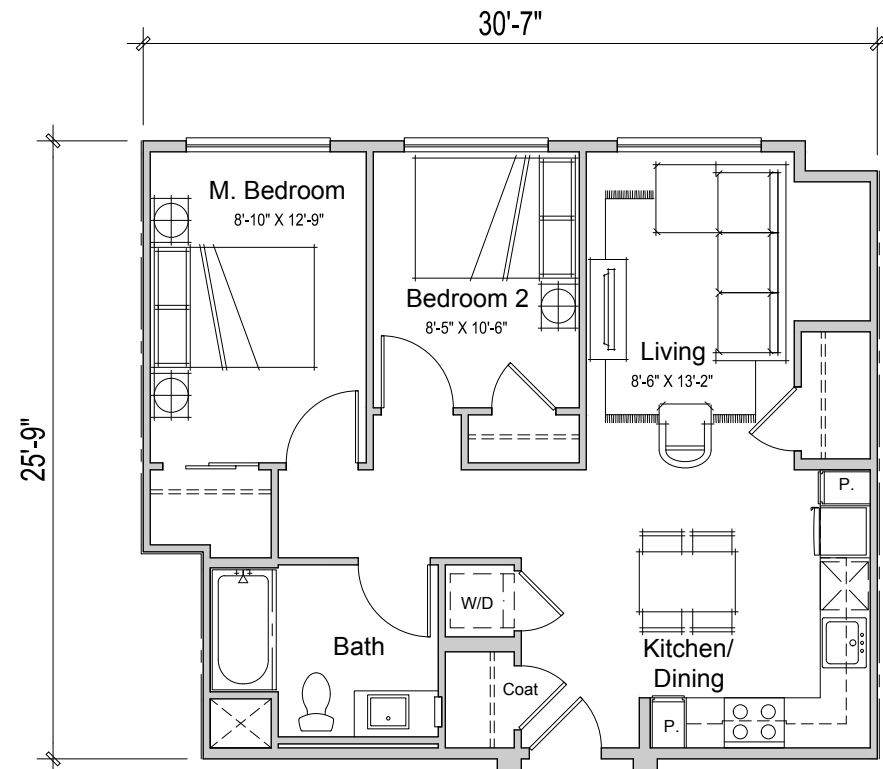
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UNIT PLANS

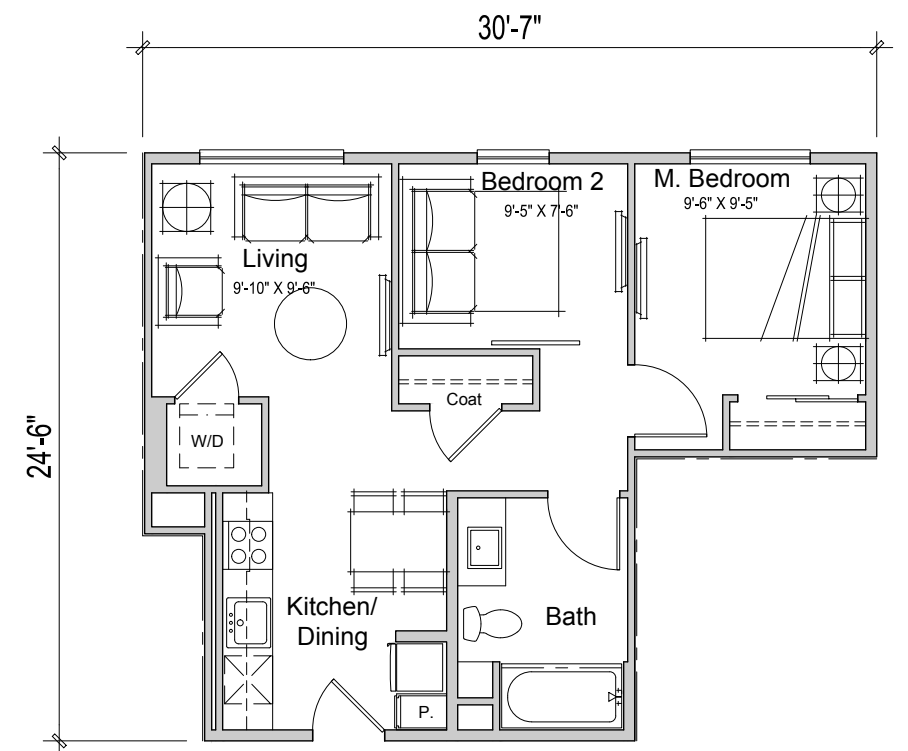
A5.5



Unit Plan 2-1
2 BR / 1 BA
754 GSF
4/128 DU

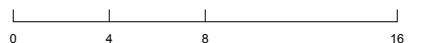


Unit Plan 2-1a
2 BR / 1 BA
767 GSF
4/128 DU



Unit Plan 2-2
2 BR / 2 BA
610 GSF
4/128 DU

GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
See floor plans for bay window location. Bay windows vary by floor.



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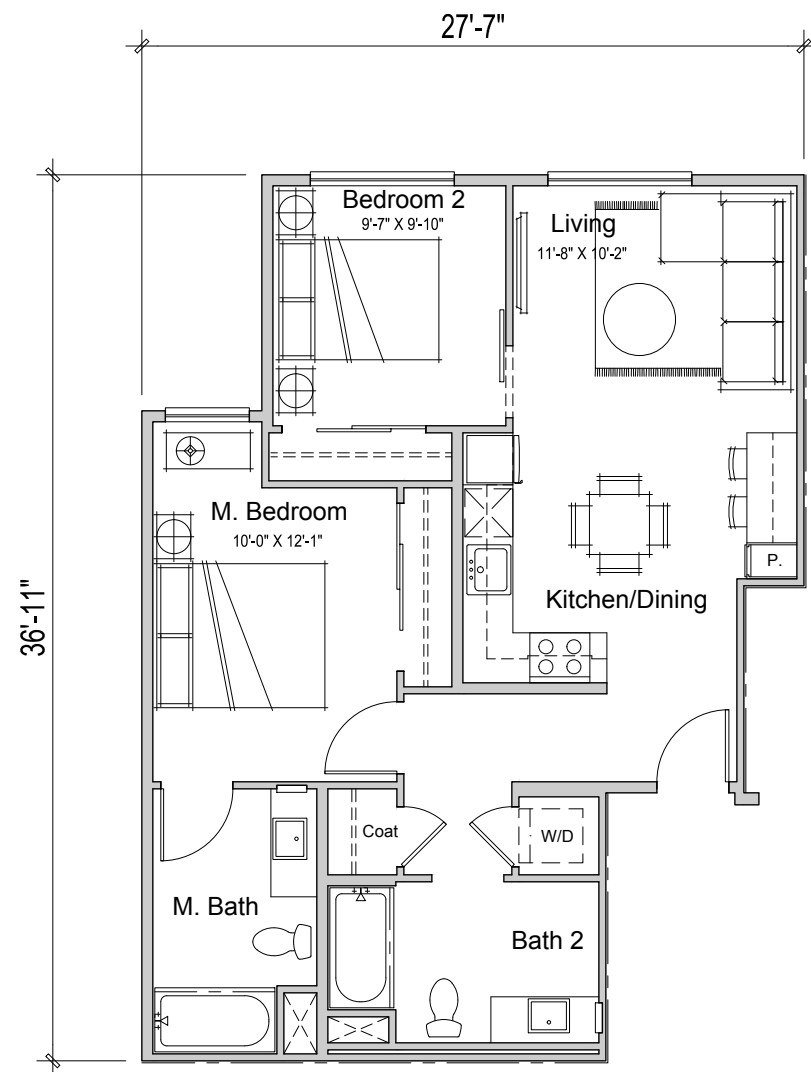
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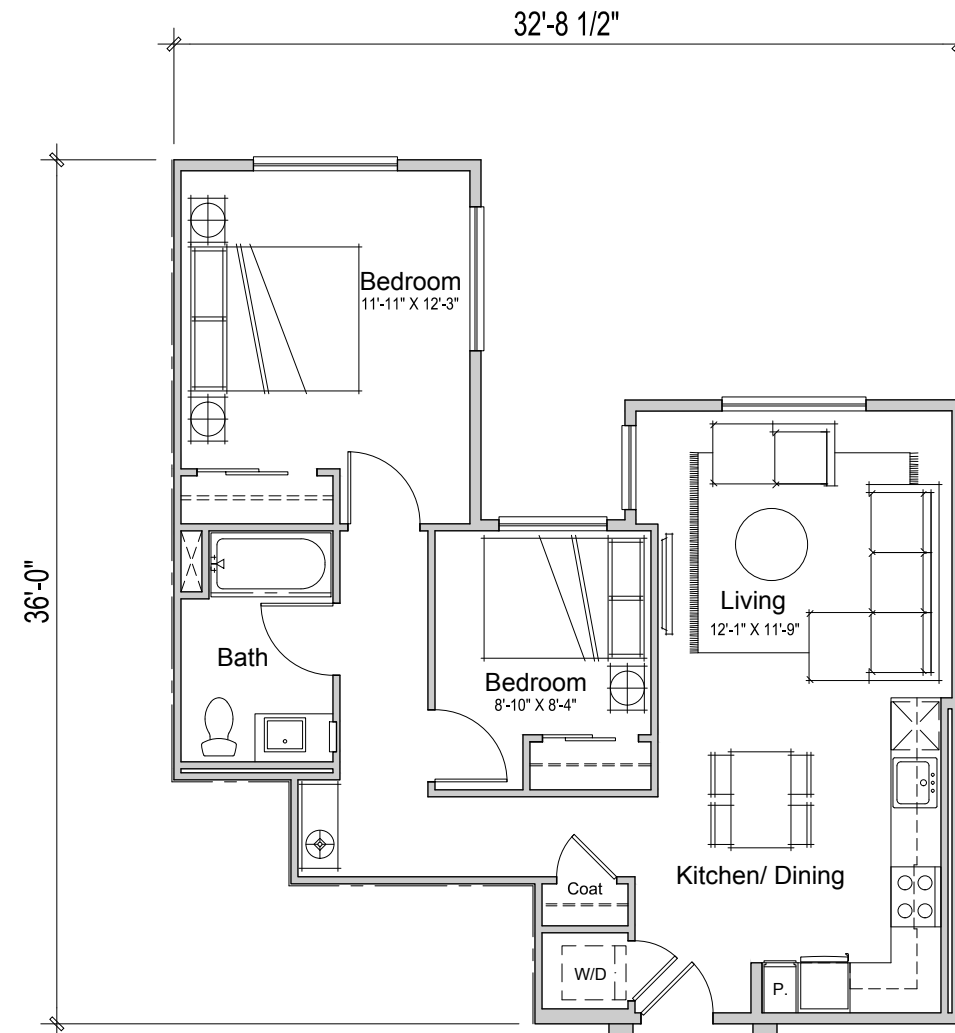
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UNIT PLANS

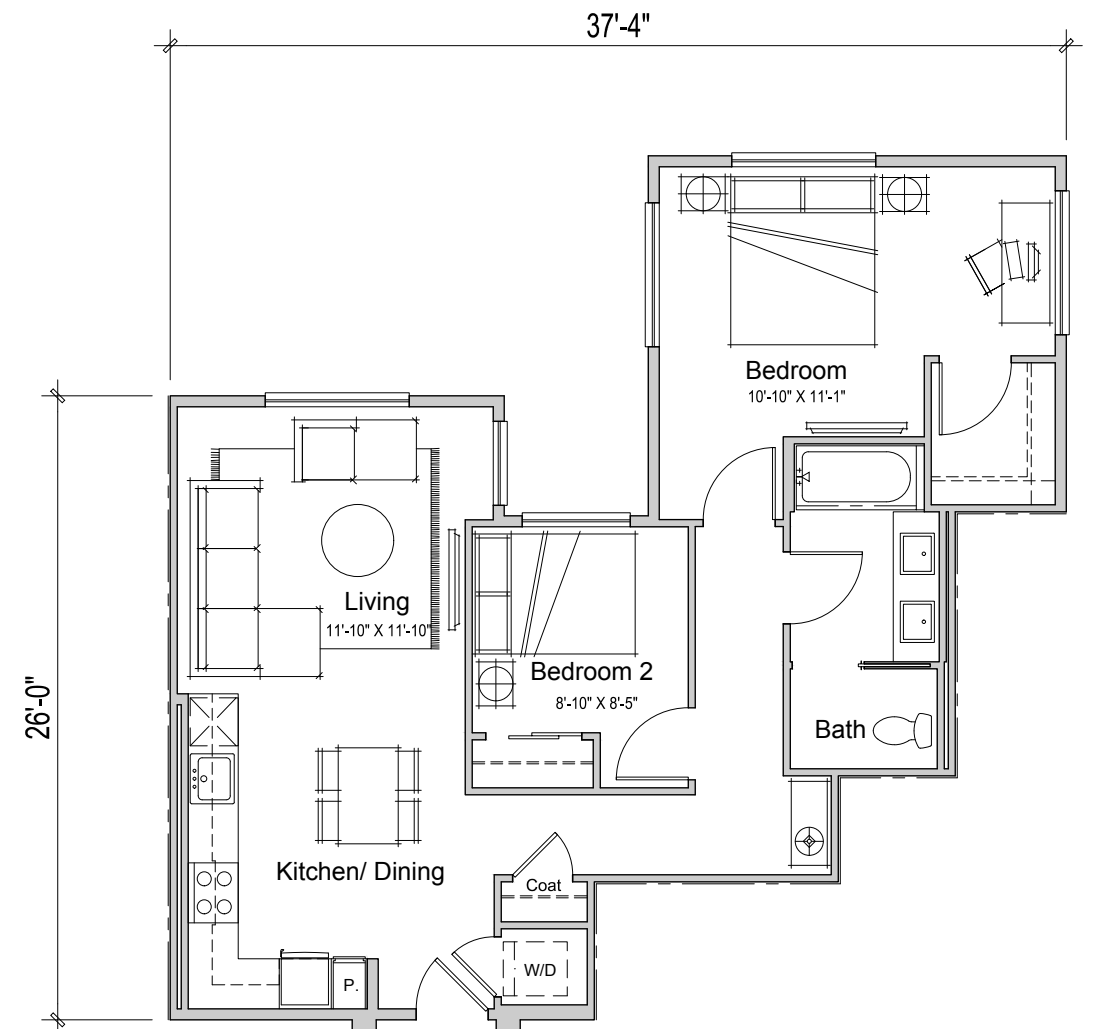
A5.6



Unit Plan 2-3
2 BR / 2 BA
860 GSF □
3/128 DU

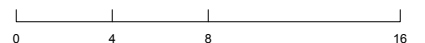


Unit Plan 2-4
2 BR / 1 BA
846 GSF □
4/128 DU



Unit Plan 2-5
2 BR / 1 BA
914 GSF □
1/128 DU

□GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
□See floor plans for bay window location. Bay windows vary by floor.



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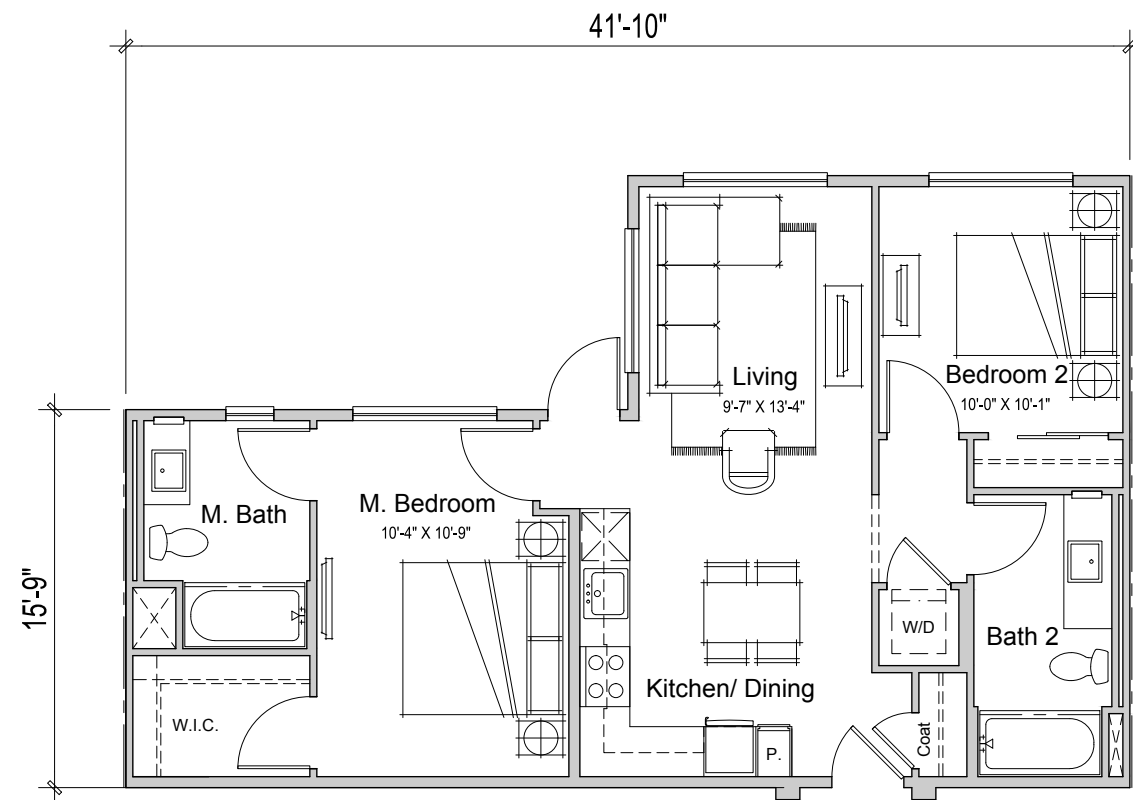
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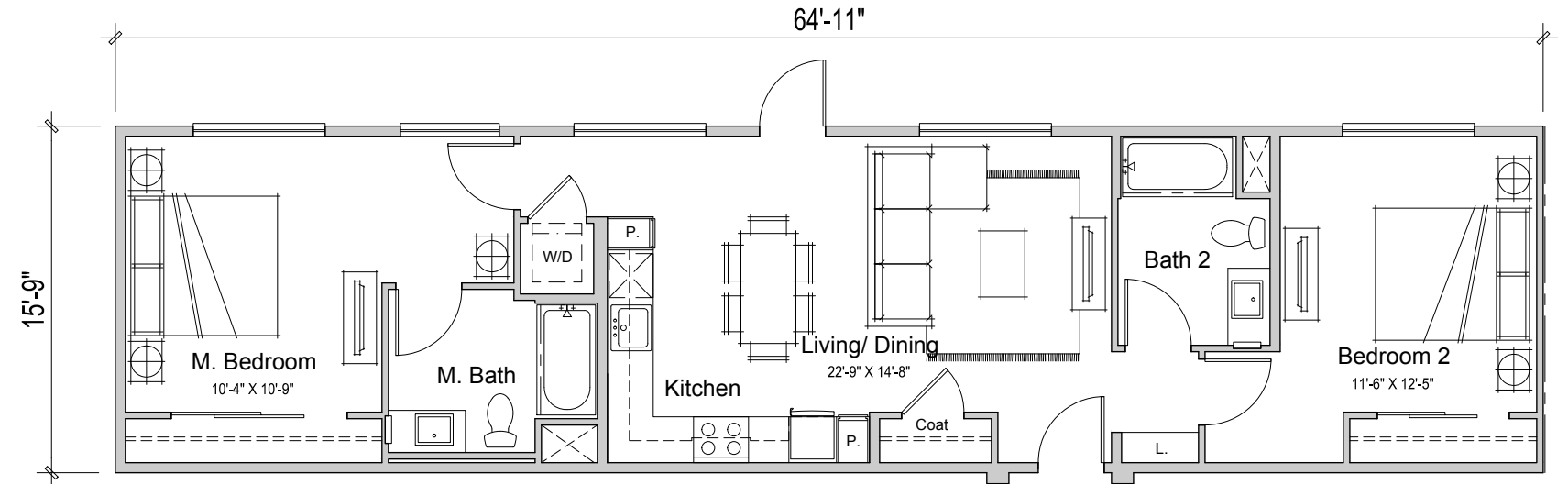
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UNIT PLANS

A5.7

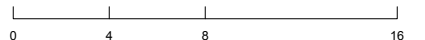


Unit Plan 2-6
 2 BR / 2 BA
 866 GSF
 1/128 DU



Unit Plan 2-7
 2 BR / 2 BA
 1,025 GSF
 1/128 DU

GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
 See floor plans for bay window location. Bay windows vary by floor.



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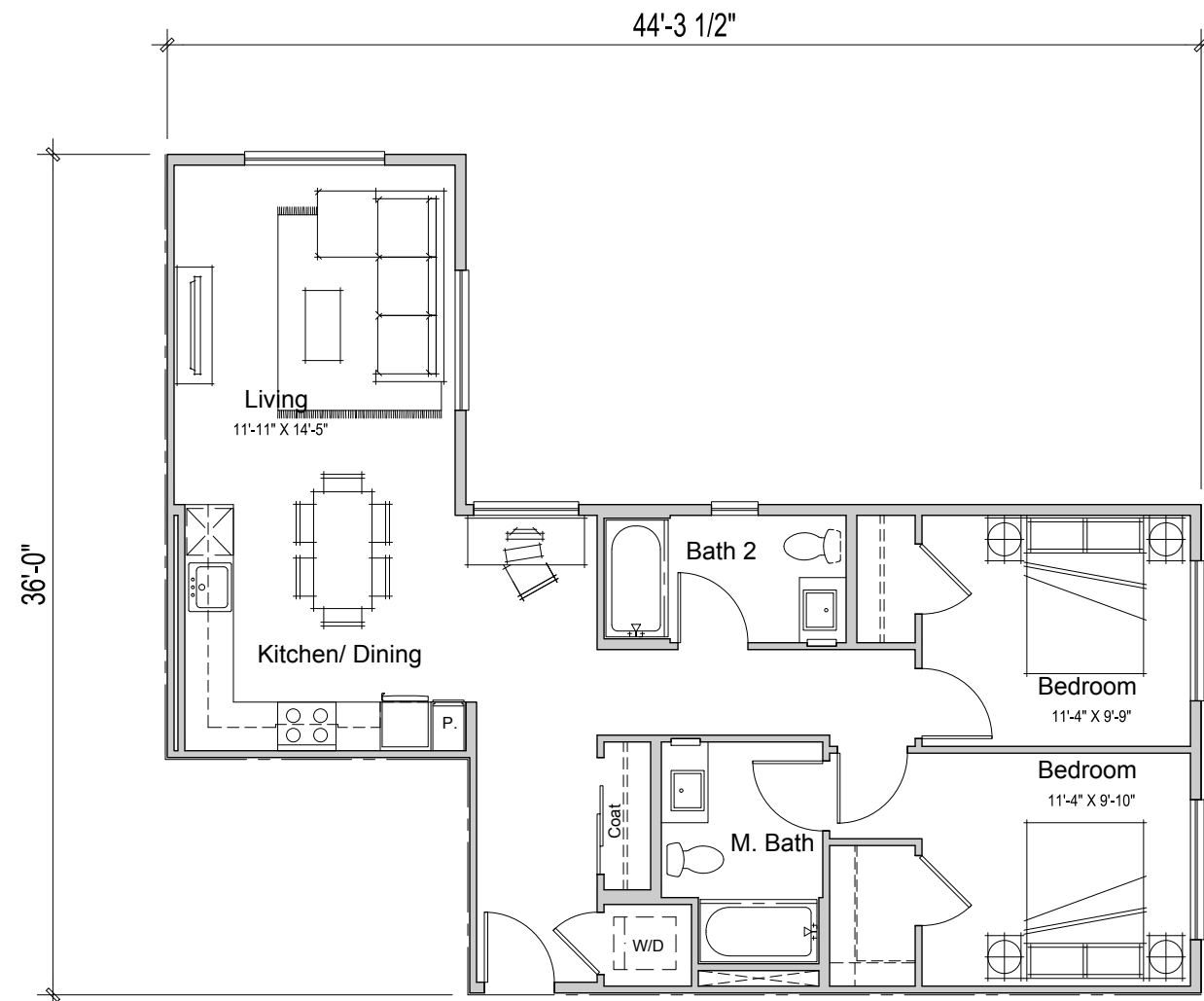
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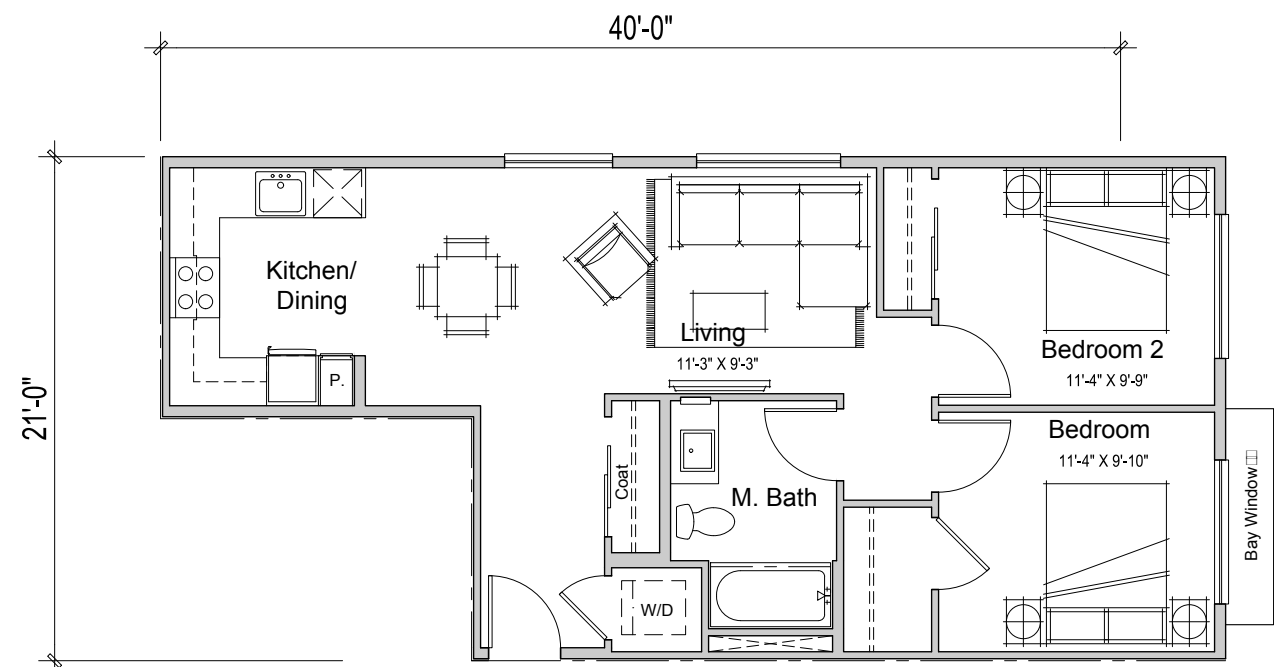
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UNIT PLANS

A5.8

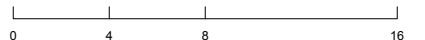


Unit Plan 2-8
 2 BR / 2 BA
 994 GSF
 1/128 DU



Unit Plan 2-9
 2 BR / 1 BA
 801 GSF
 2/128 DU

GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
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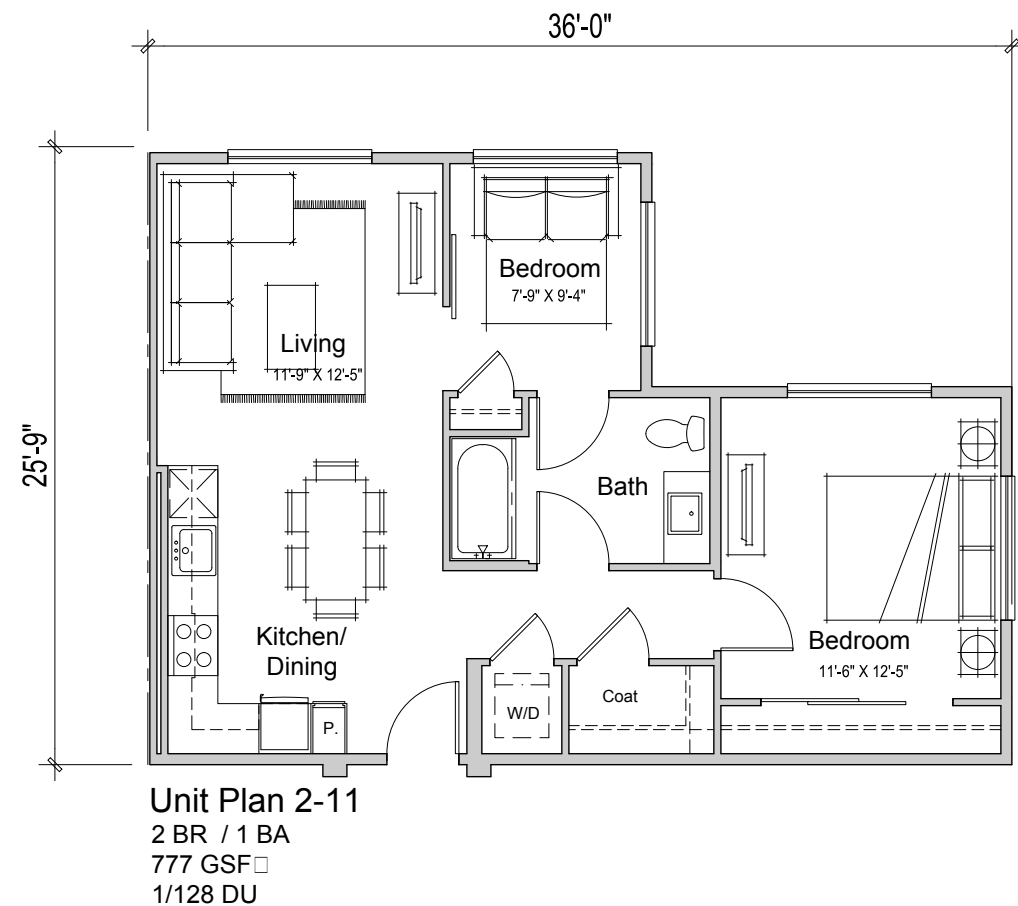
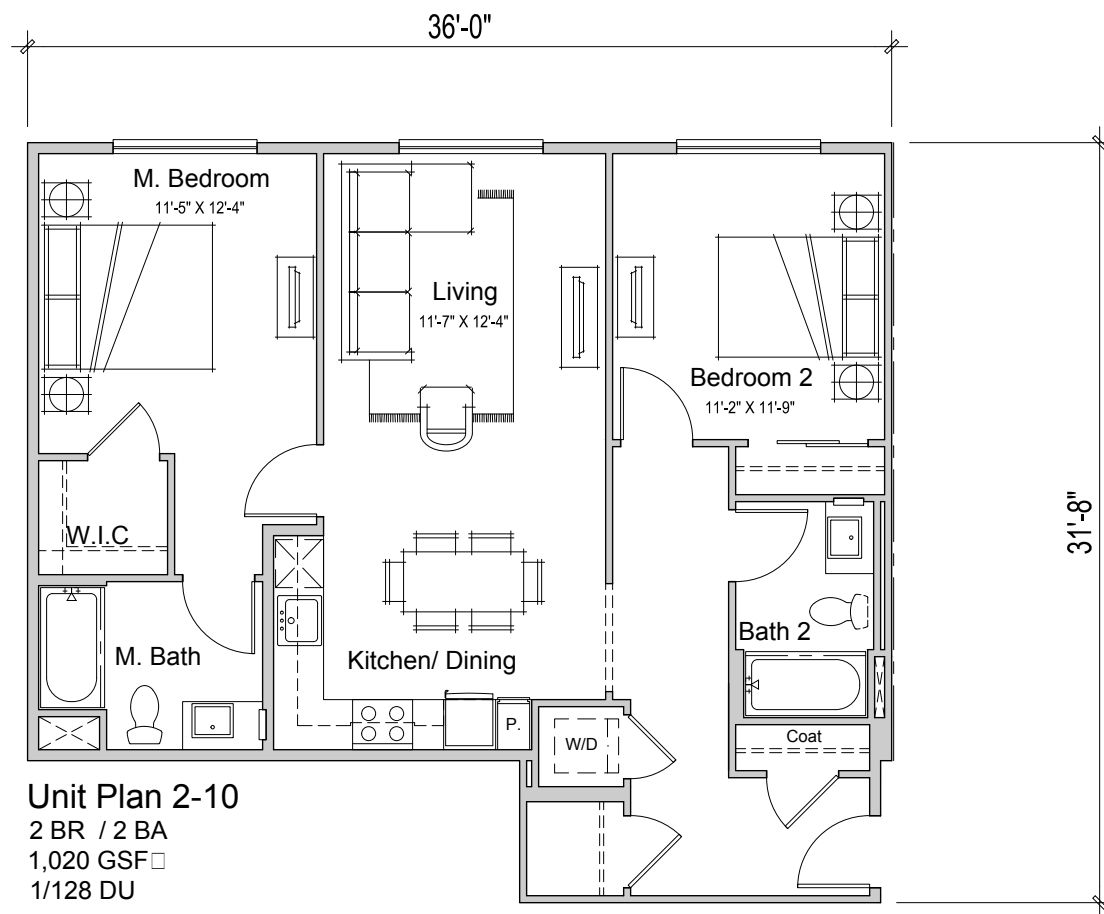
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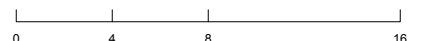
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UNIT PLANS

A5.9



GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
 See floor plans for bay window location. Bay windows vary by floor.



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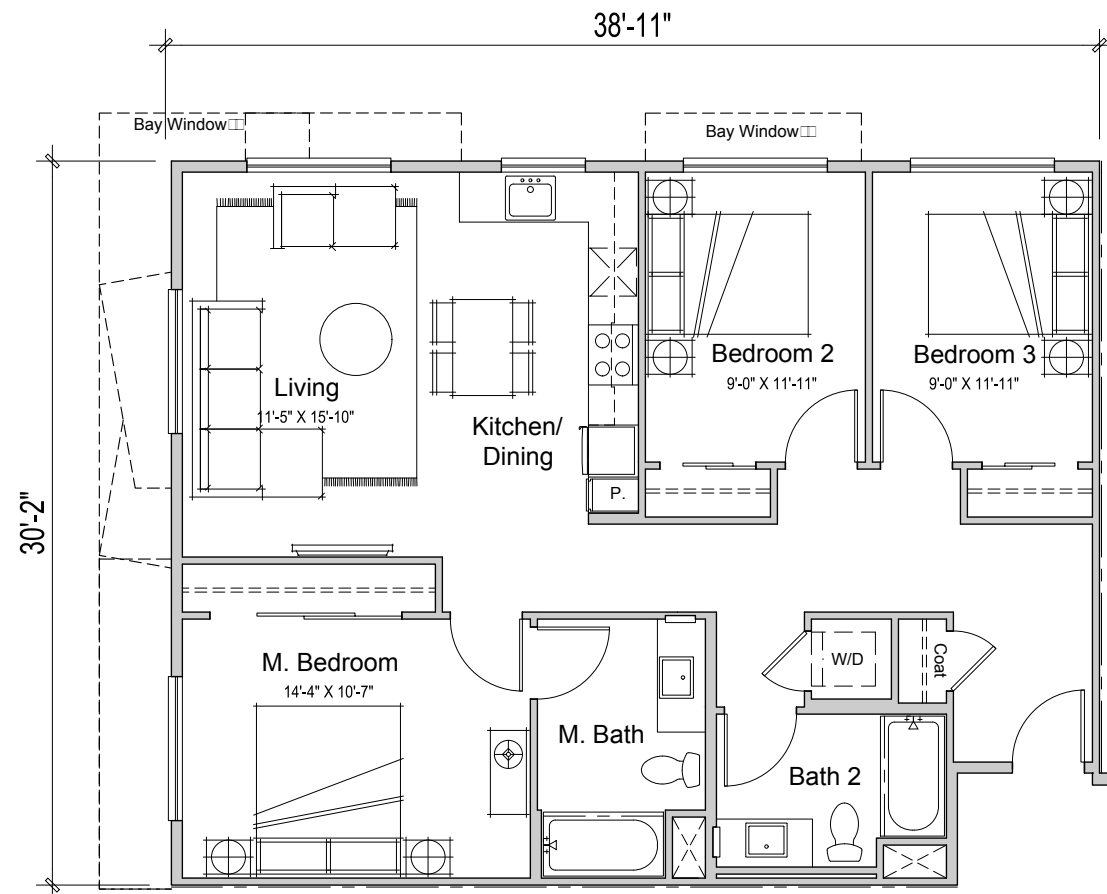
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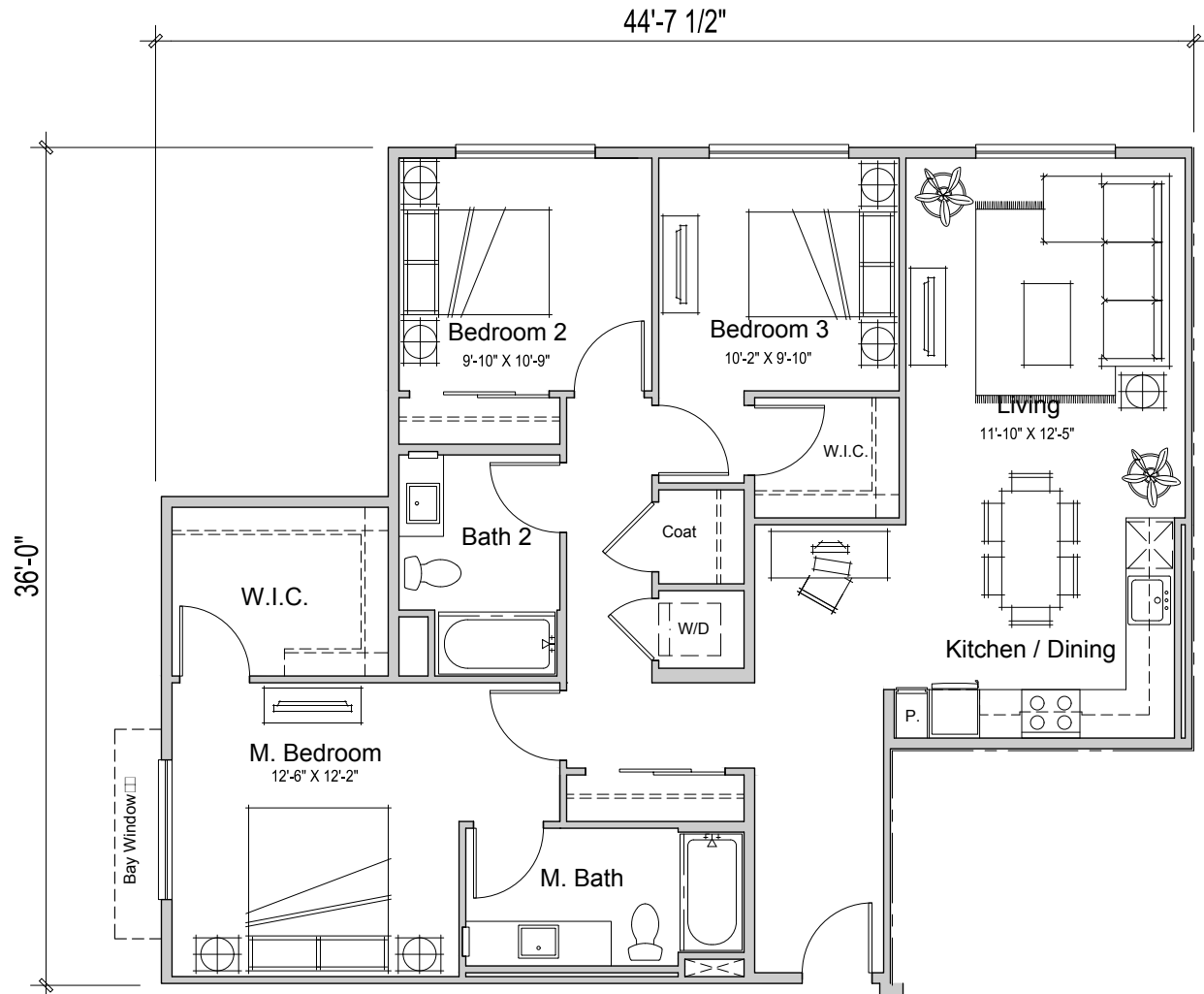
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UNIT PLANS

A5.10

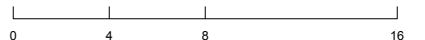


Unit Plan 3-0
 3 BR / 2 BA
 1,161 GSF
 14/128 DU



Unit Plan 3-1
 3 BR / 2 BA
 1,326 GSF
 3/128 DU

GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
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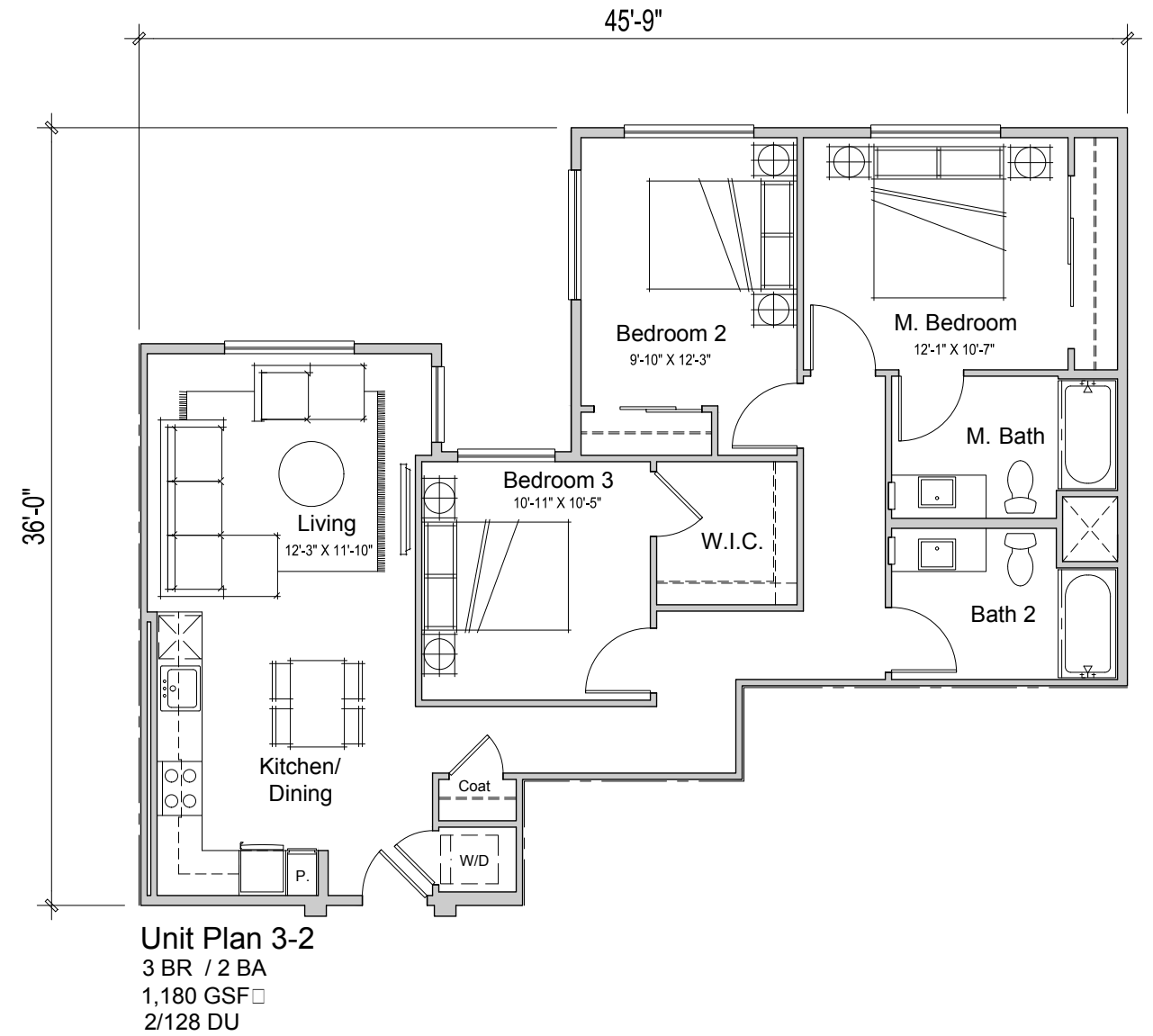
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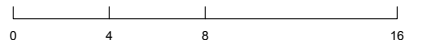
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UNIT PLANS

A5.11



GSF: Gross Square Footage measured to outside face of stud including 1" air gap.
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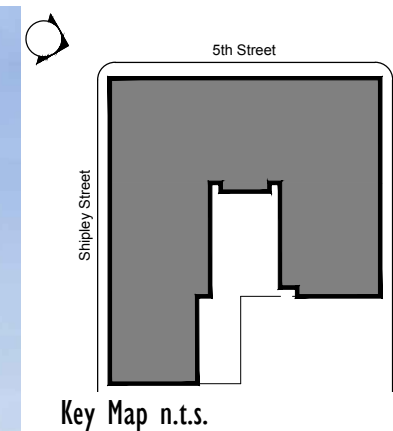
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UNIT PLANS

A5.12



View from 5th Street and Folsom Street



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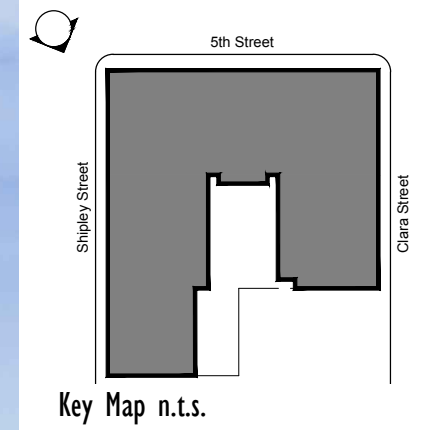
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BUILDING PERSPECTIVES

A6.0



View from 5th Street and Shipley Street



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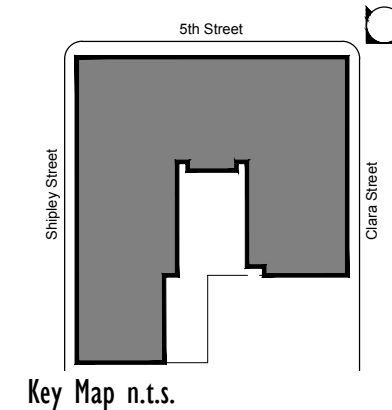
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SAN FRANCISCO, CA # 2016-0576

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July 20, 2017

BUILDING PERSPECTIVES

A6.1



5th Street and Clara Street View



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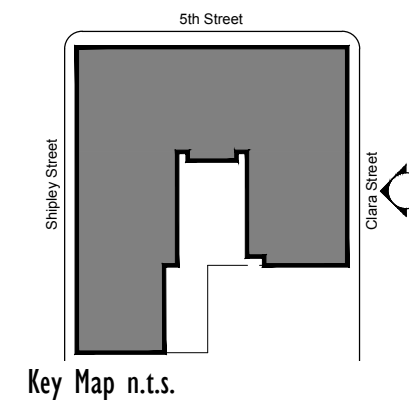
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BUILDING PERSPECTIVES

A6.2



Clara Street View



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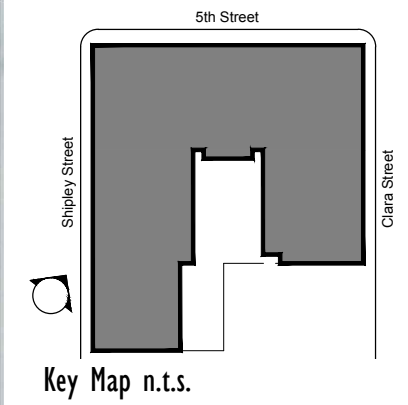
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BUILDING PERSPECTIVES

A6.3



Shipley Street Close-up View



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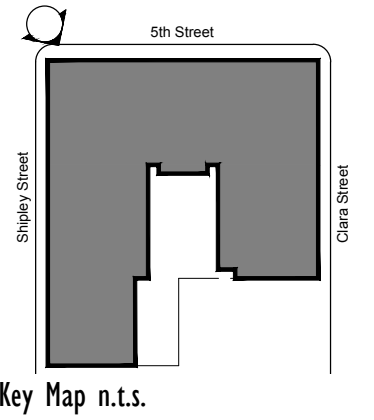
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BUILDING PERSPECTIVES

A6.4



5th Street & Shipley Street Bay Windows Close-up View



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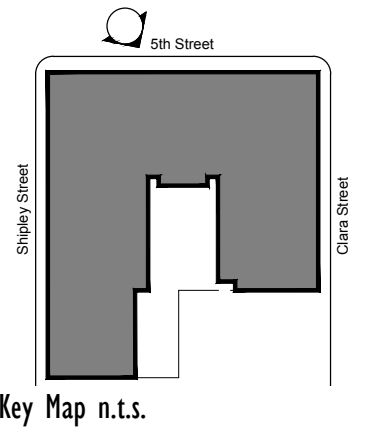
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BUILDING PERSPECTIVES

A6.5



5th Street Bay Window Close-up View



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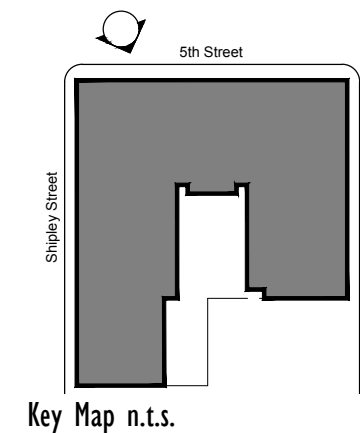
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BUILDING PERSPECTIVES

A6.6



5th Street Entry Lobby View



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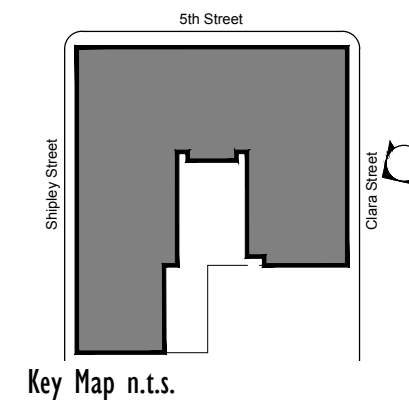
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BUILDING PERSPECTIVES

A6.7



Clara Street Close-up View



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BUILDING PERSPECTIVES

A6.8



Corner of 5th Street and Shipley Street



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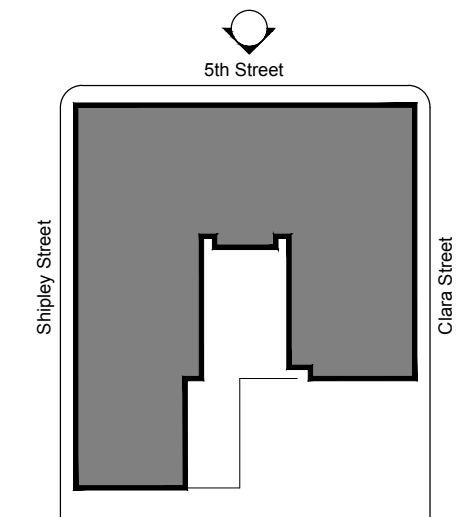
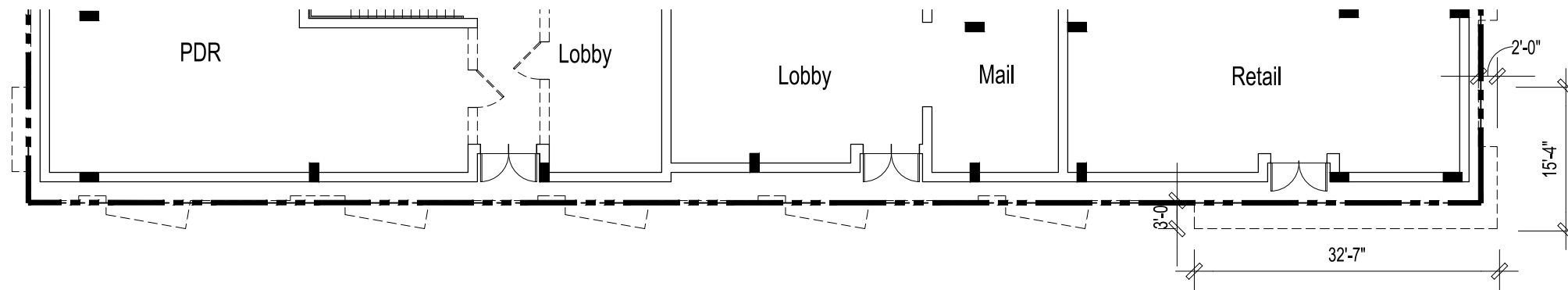
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BUILDING PERSPECTIVES

A6.9



Key Map n.t.s.



5th Street and Shipley Bay Window



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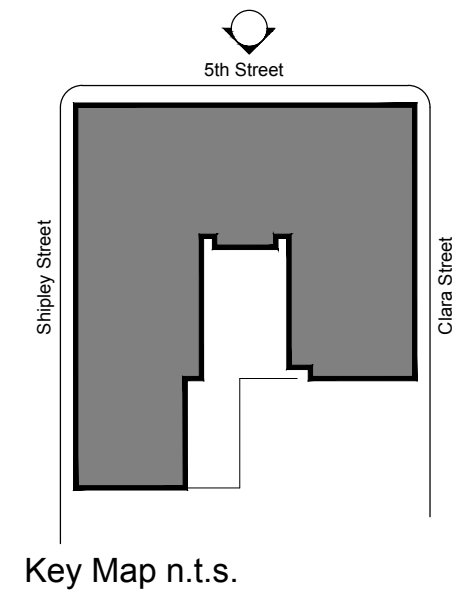
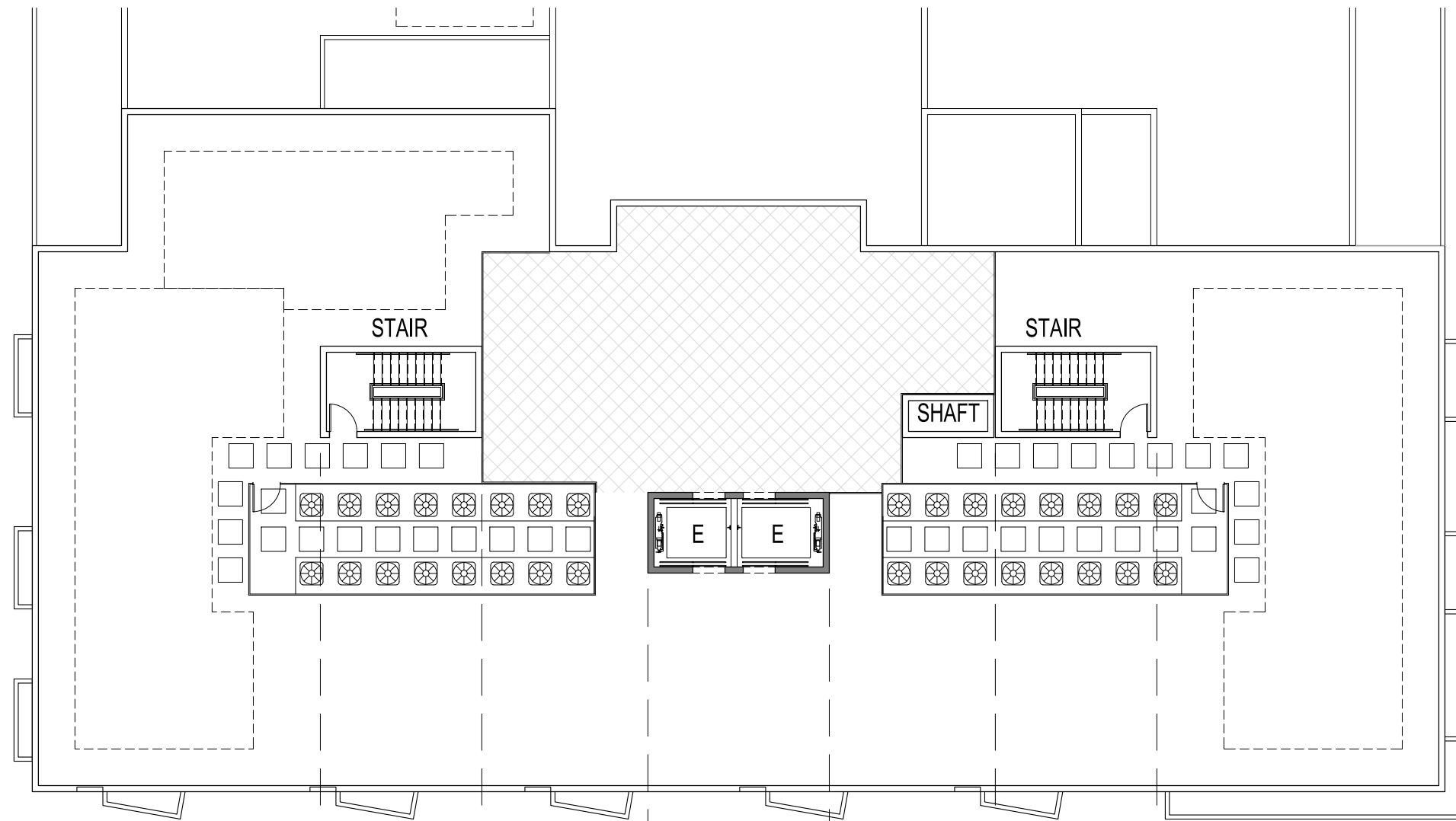
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BUILDING DETAILS
CORNER BAY WINDOW

A7.0



*Maximum allowable building height measured from centerline of building at Fifth St. per section 260(a)(C)

5th Street Height Regulations



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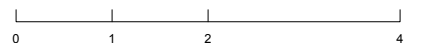
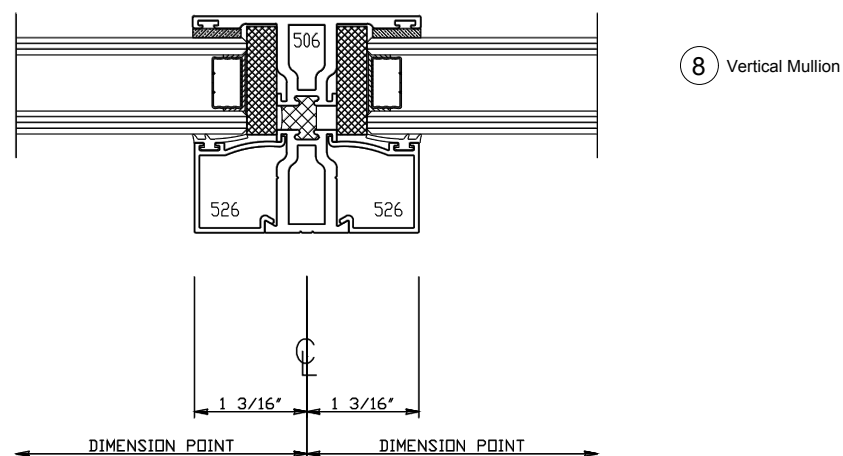
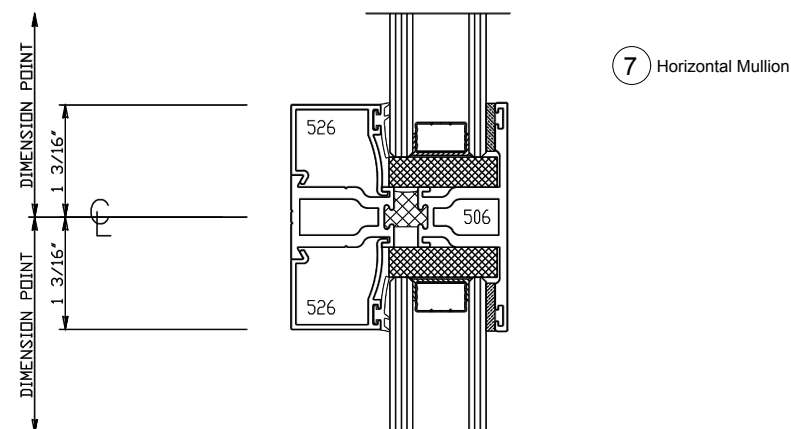
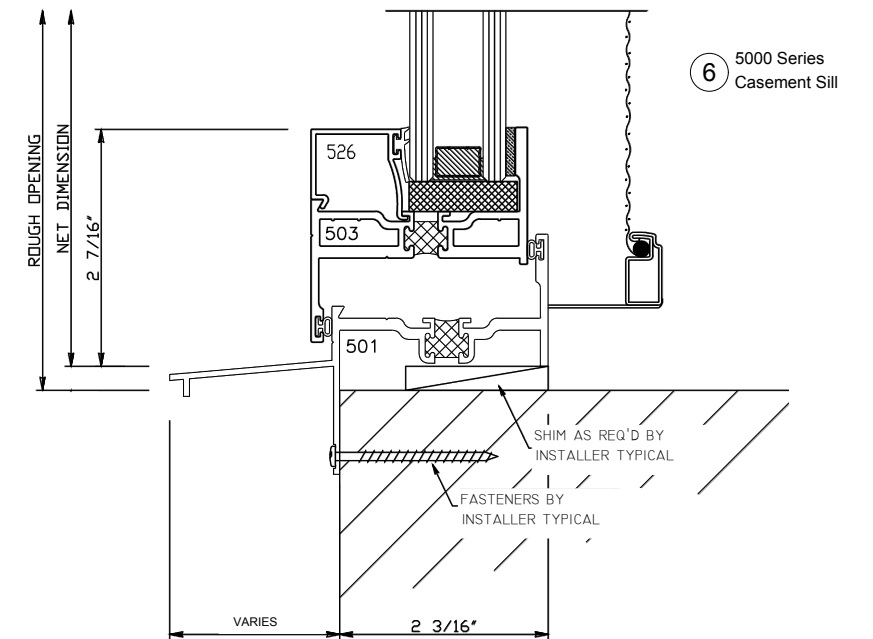
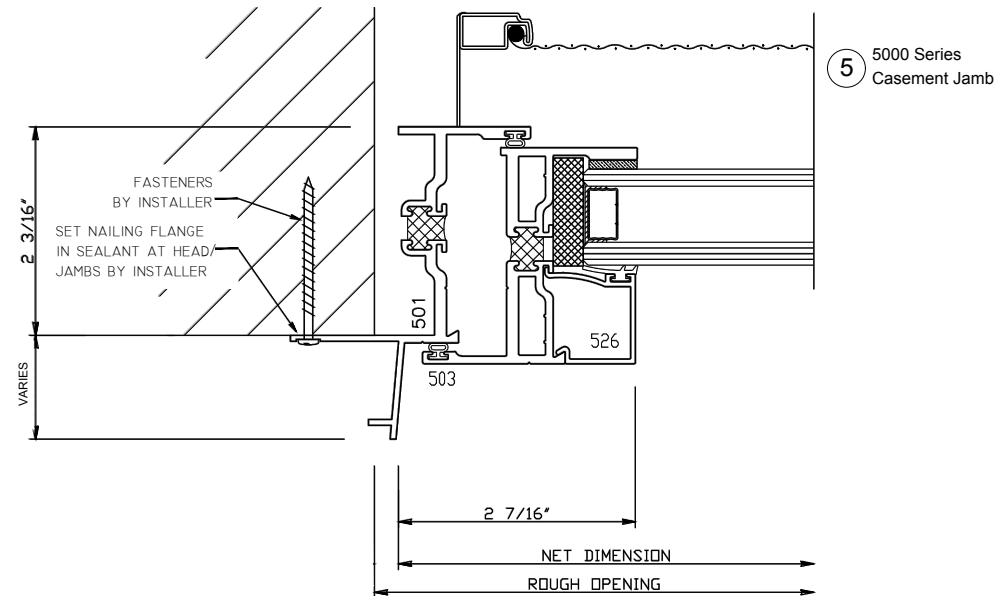
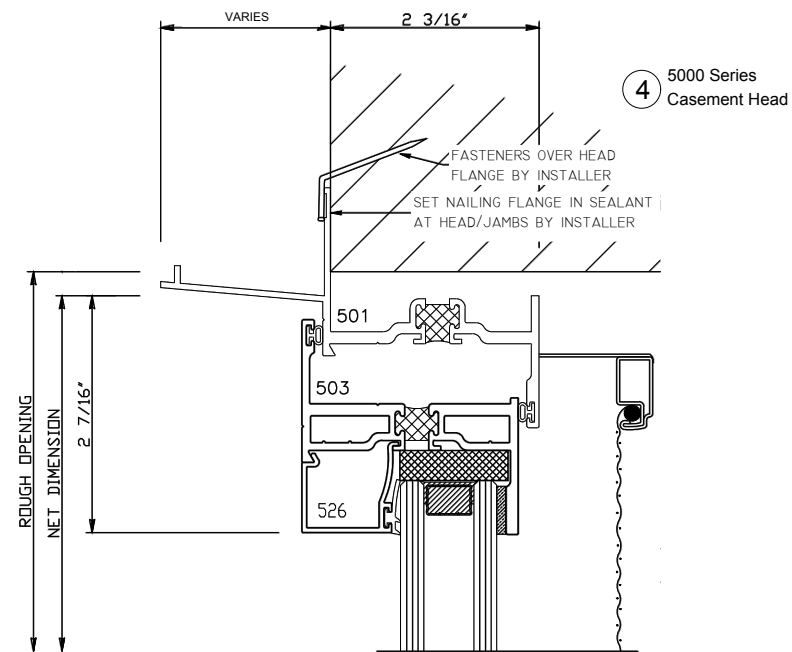
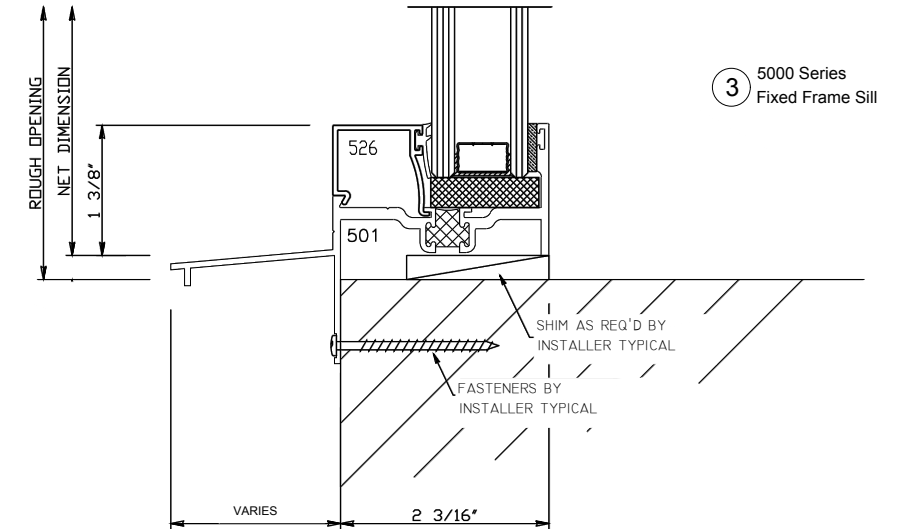
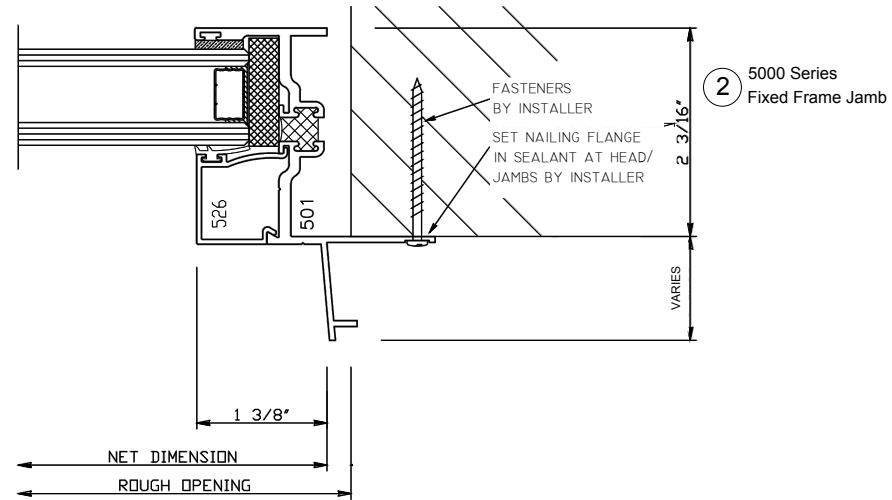
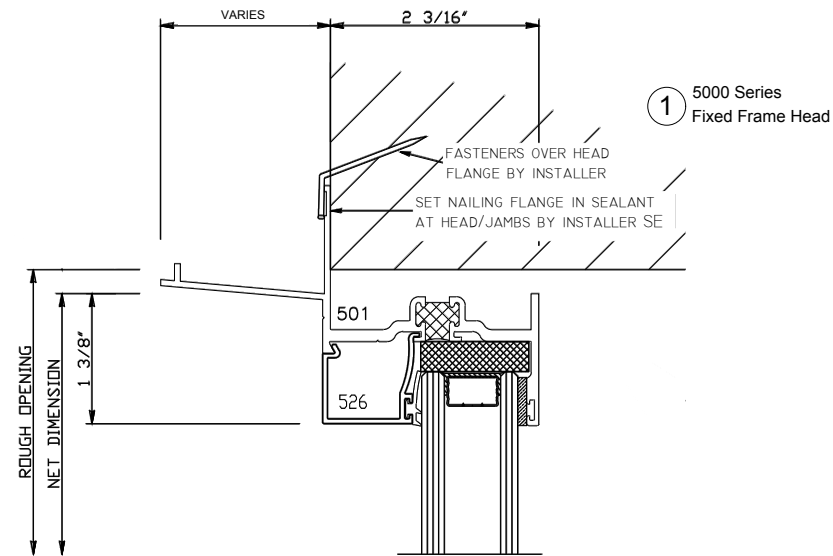
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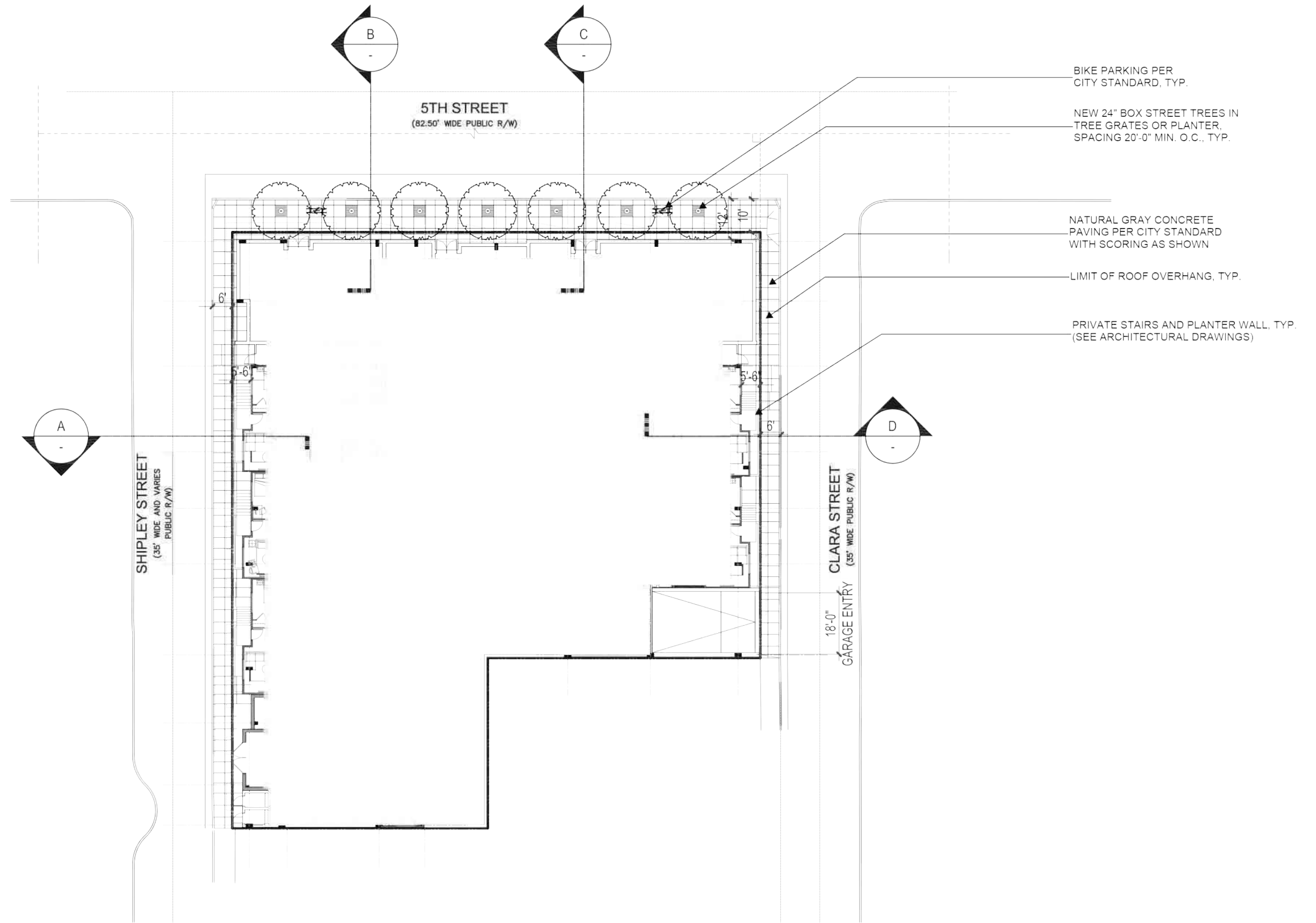
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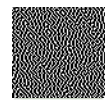
BUILDING DETAILS
ROOF HEIGHT

A7.1





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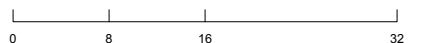
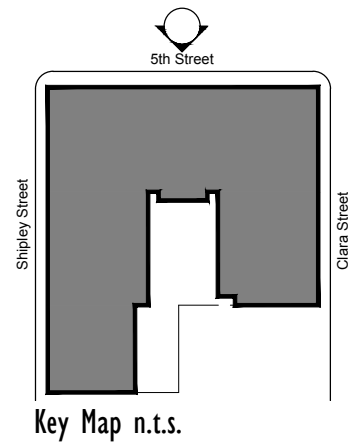
STREETSCAPE IMPROVEMENTS
STREET SECTIONS

A8.0



*Maximum allowable building height measured from centerline of building at Fifth St. per section 260(a)(C)

5th Street Elevation



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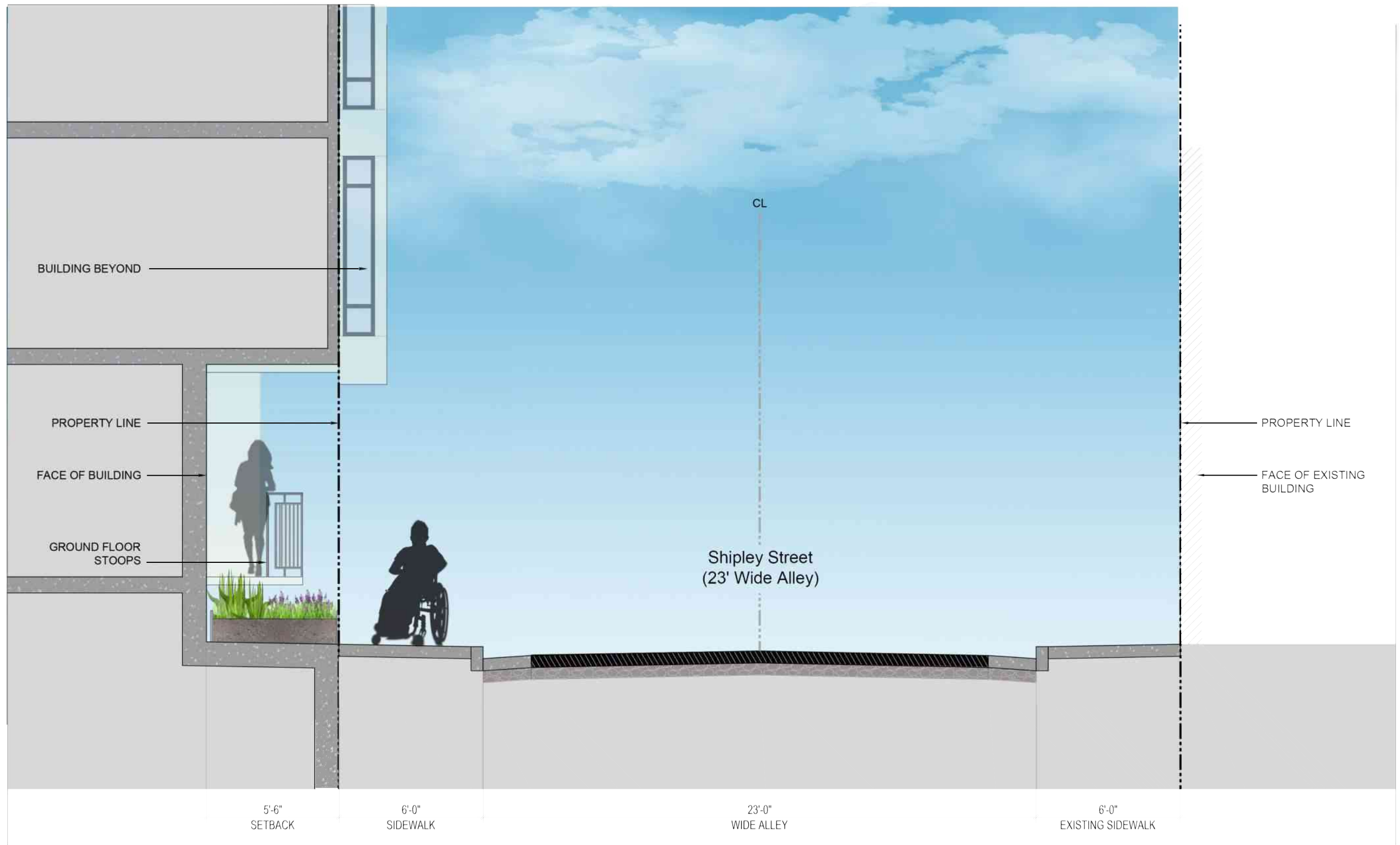
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July 20, 2017

STREETSCAPE IMPROVEMENTS
5TH ST ELEVATION

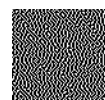
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Section A



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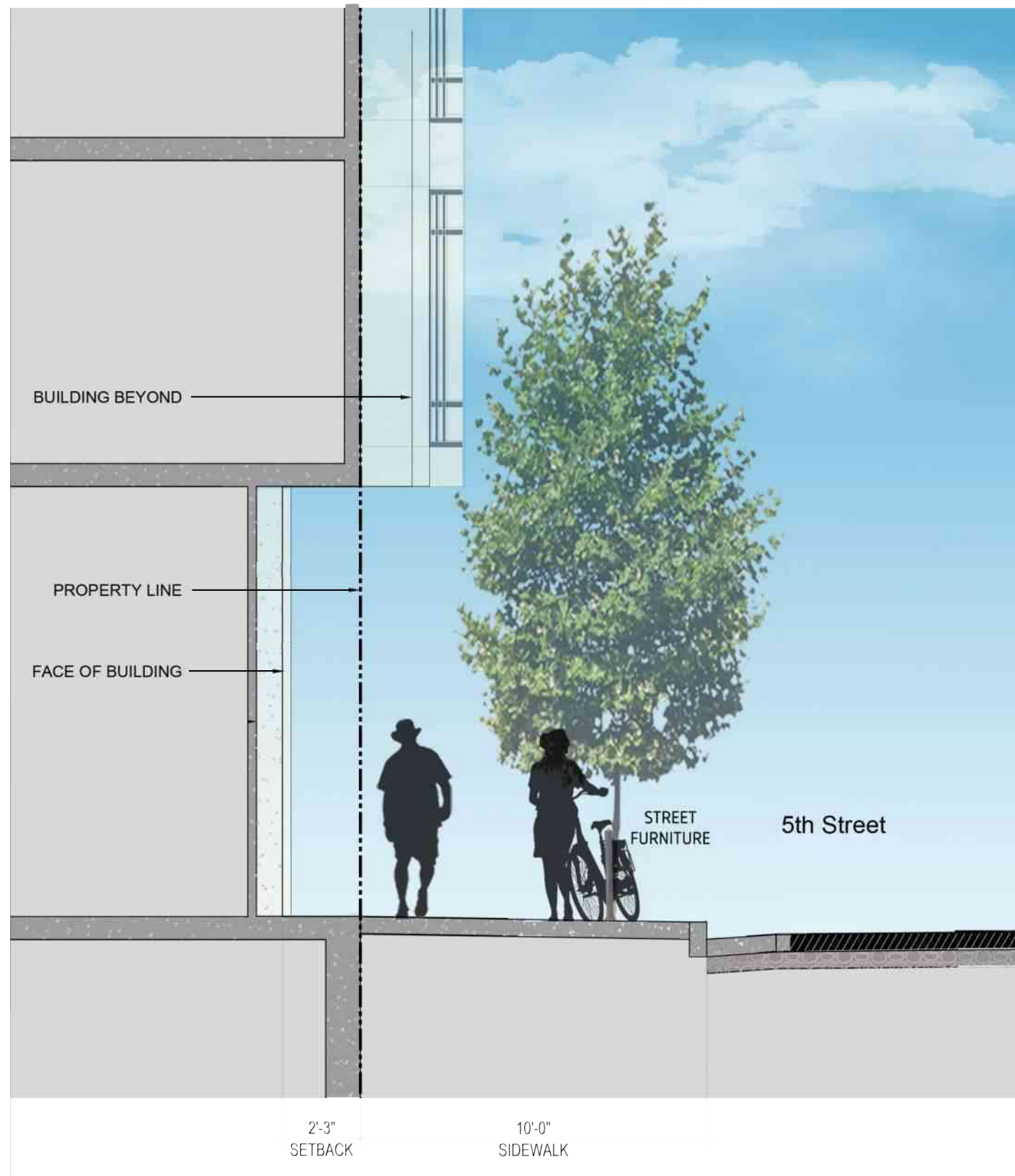
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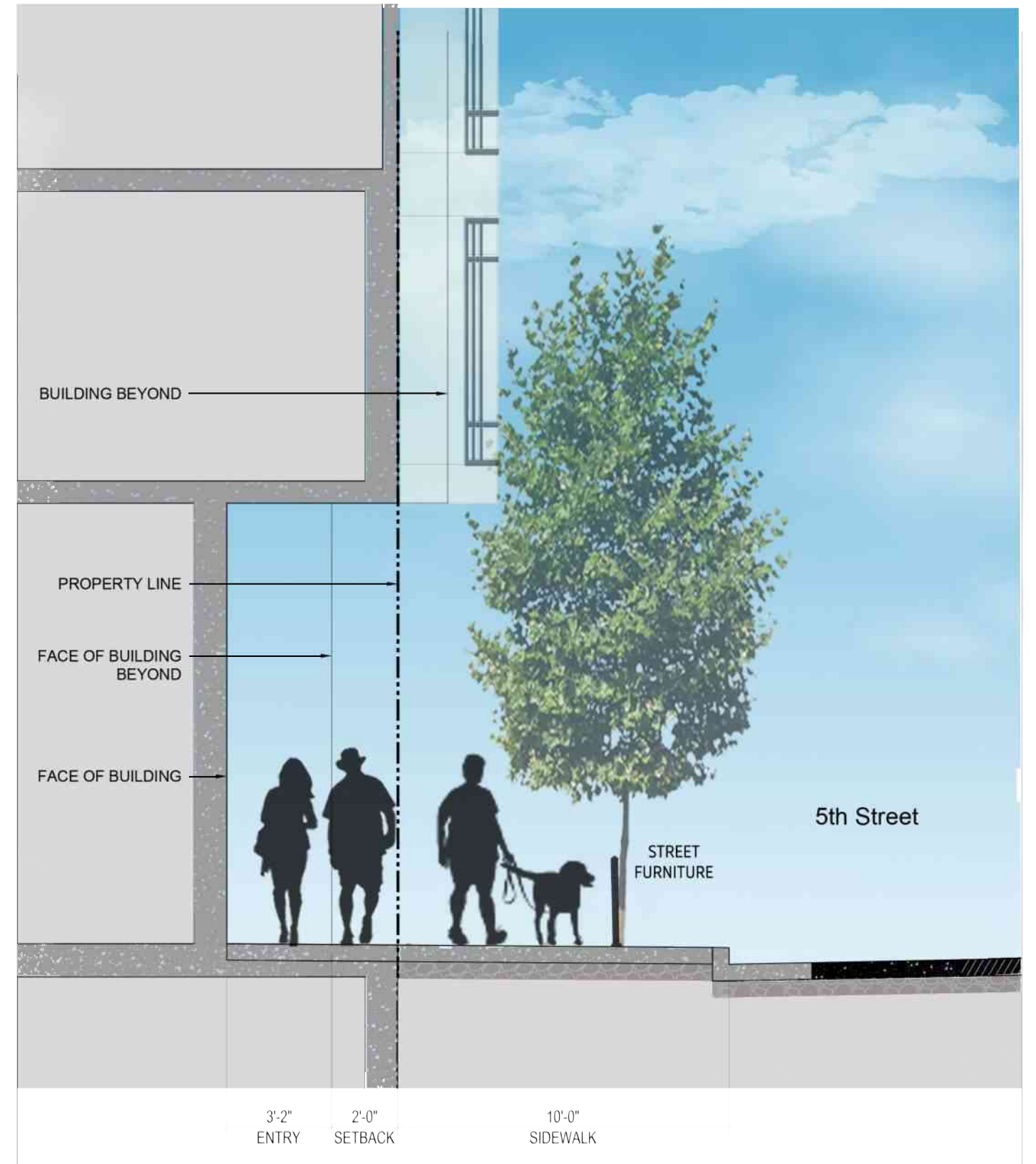
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STREETSCAPE IMPROVEMENTS
STREET SECTIONS

A8.2



Section B

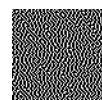


Section C

0 2 4 8



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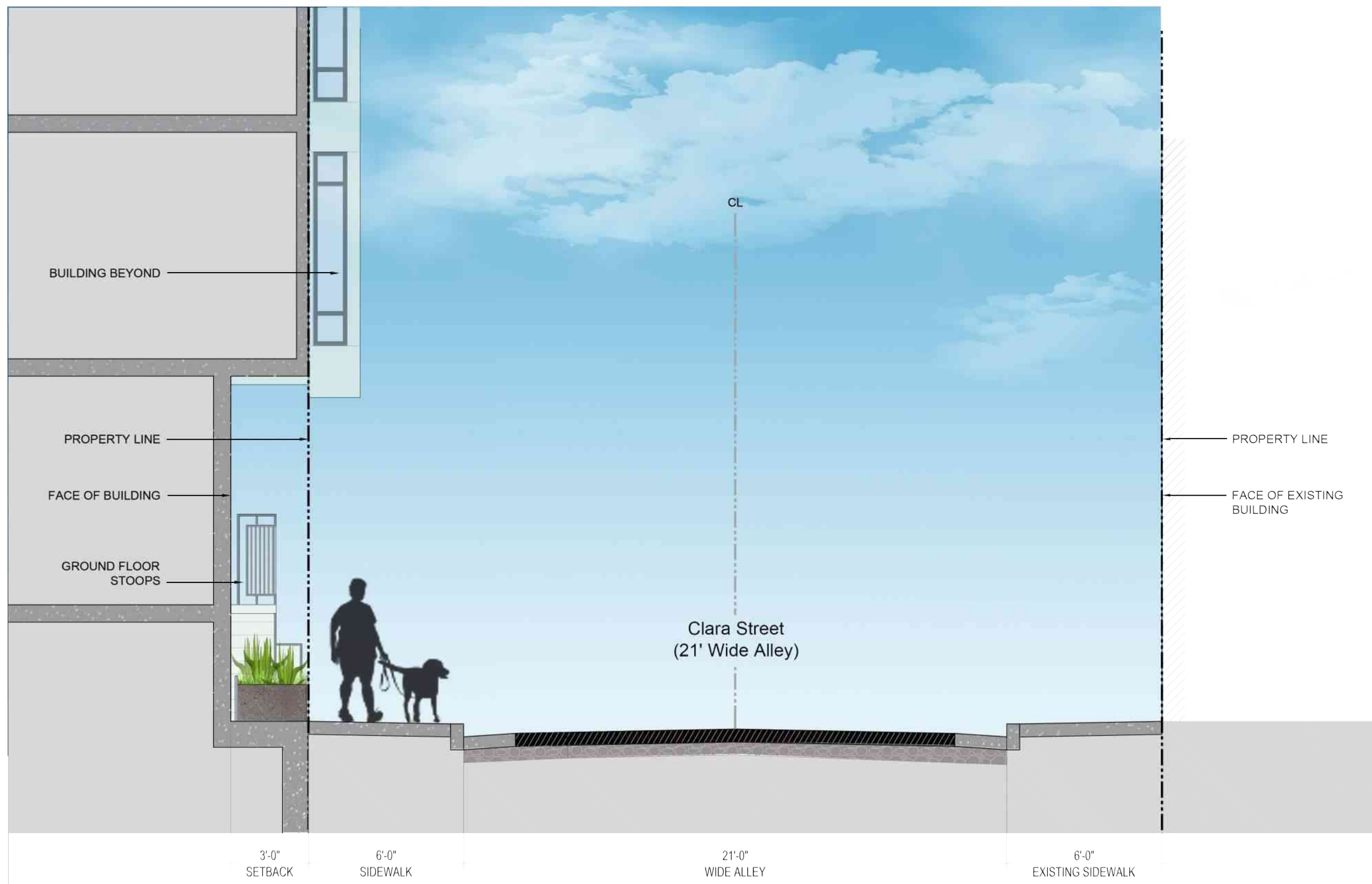
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STREETSCAPE IMPROVEMENTS
STREET SECTIONS

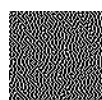
A8.3



Section D



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STREETSCAPE IMPROVEMENTS
STREET SECTIONS

A8.4

OF THE LANDS OF:
CANDL ONE INVESTMENTS, LLC,
A NEVADA LIMITED LIABILITY COMPANY

DATE: AUGUST 18, 2015, AMENDMENT



VICINITY MAP
NOT TO SCALE



BKF
ENGINEERS | SURVEYORS | PLANNERS

A.L.T.A. / A.C.S.M. LAND TITLE SURVEY
OF THE LANDS OF
CANDL ONE INVESTMENTS, LLC

CITY AND COUNTY OF SAN FRANCISCO

Date: 08/19/2015	No.	Revisions
Scale: N/A	1	REVISED TITLE REPORT
Design:		
Drawn: RAB		
Approved: RCS		
Job No: 2015006160		

Drawing Number:

ALTA
1 OF 2

ZONING: Zone MUR (Mixed Use—Residential District)
Per City of San Francisco Zoning Map Sheet ZN01, 2014.

PLOTTED

NOT PLOTTABLE

Alex M. Calder, P.L.S. #8863



08/19/2015
Date



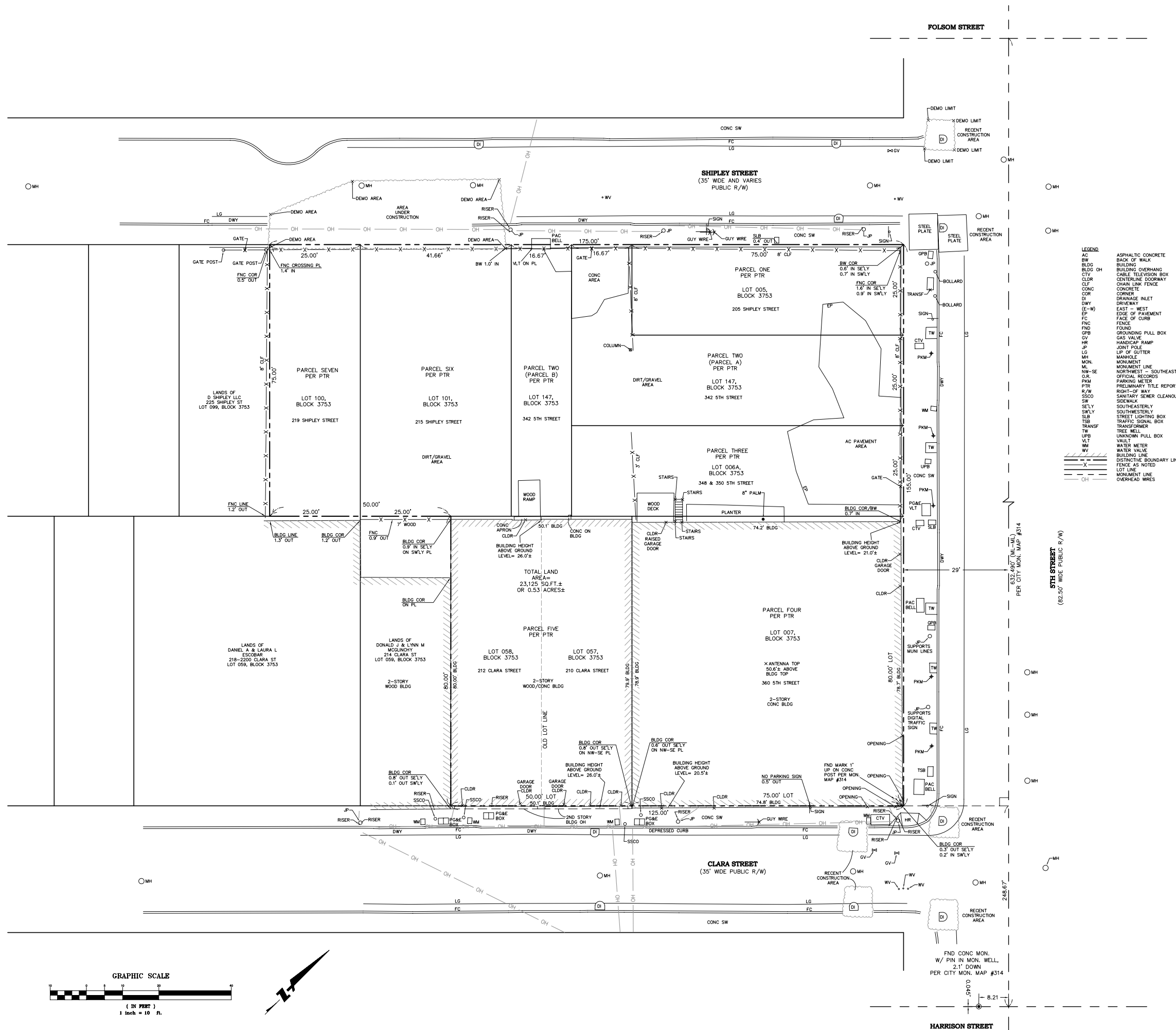
STATE OF CALIFORNIA

A.L.T.A. / A.C.S.M. LAND TITLE SURVEY
OF THE LANDS OF
CANDL ONE INVESTMENTS, LLC

CITY AND COUNTY OF SAN FRANCISCO

Date:	No.	Revisions
08/19/2015		
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Approved: RCS		
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2 OF 2



ALTA 2015-08-19 10:30:00