



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use Authorization

HEARING DATE: 04/26/2018

Record No.: **2016-001738CUA**
Project Address: **1140-1150 Harrison Street**
Zoning: WMUG (WSMa Mixed Use-General) Zoning District
Western SoMa Special Use District
55/65-X Height and Bulk District
Block/Lot: 3755/023
Applicant: Scott Youdall
279 Front Street, Suite 102, Danville, Ca 94526
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 Project includes demolition of an existing 75,625 sq. ft. industrial building and the new construction of a six- to seven-story, 65-ft. tall and 428,722 sq. ft., mixed-use building containing 6,427 sq. ft. for six ground-floor retail sales and service units with accessory dwelling, and up to 371 dwelling units with a residential mix of 131 studio, 90 one-bedroom, 146 two-bedroom, and four three-bedroom units. The Project also includes a mid-block public pedestrian alley connecting Harrison and Hallam Streets, 29,815 sq. ft. of open space, a 69,547 sq. ft. basement for 170 off-street parking spaces, three car-share and two service vehicle parking spaces, 372 Class 1 bicycle parking spaces at the court-level, and 48 Class 2 bicycle parking spaces combined with streetscape improvements on Harrison Street and Berwick Place. As part of the Project, the existing brick wall along Berwick Place and the north and east lot lines will be retained.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization (CUA) for a major development requesting a height bonus in the Western SoMa Special Use District. Under this CUA, the Commission must also grant exceptions to the following Planning Code Sections: 1) rear yard (Section 134); 2) permitted obstructions (Section 136); 3) dwelling unit exposure (Section 140); 4) off-street parking (Section 151.1); 5) off-street freight loading (Section 152.1); 6) measurement of height (Section 260); 7) height limits for narrow streets (Section 261.1); and 8) mid-block alley (Section 270.2).

ISSUES AND OTHER CONSIDERATIONS

- **Western SoMa Light Industrial and Residential Historic District.** The Project is located in the Western SoMa Light Industrial and Residential Historic District (Historic District) and was designed for compatibility with the character-defining features of commercial and industrial

contributors to the Historic District under the following categories: overall form and continuity, scale and proportion, fenestration, materials, color, texture, design features, and architectural detail. Preservation staff finds that the proposed project will not materially impair the identified Historic District and will not cause a significant adverse impact.

- **Inclusionary Housing.** The Project is satisfying this requirement with an Affordable Housing Fee credit equivalent to 30% of the total units under an agreement with the Board of Supervisors (Resolution No. 197-16) that would be used to preserve 101 existing affordable units at the South Beach Marina Apartments, which after a performance period of 21.5 years would no longer be subject to affordable housing restrictions (See Exhibit F).
- **Public Comment & Outreach.** The Department has received a letter of support on behalf of 30 property owners and residents on Hallam and Bush Streets, a petition of support from 25 owners and residents on Langton Street, and letters of support from the South of Market Business Association and San Francisco Housing Action Coalition. The Sponsor has hosted several meetings within the community since June 2016 that have included neighbors from Langton, Hallam, Rodgers-Brush and Heron Streets, and organizations such as SoMa Pilipinas, United Playaz, South of Market Community Action Network, Veterans Equity Center, South of Market Business Association, Carpenters Local Union 22, and others.

BASIS FOR RECOMMENDATION

The Department finds that the Project is, on balance, consistent with the Objectives and Policies of the General Plan including the Western SoMa Community Plan. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

ATTACHMENTS:

Draft Motion – Conditional Use Authorization
Exhibit A – Conditions of Approval
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination
Exhibit D – Land Use Data
Exhibit E - Public Correspondence
Exhibit F - Project Sponsor Brief
Exhibit G – Inclusionary Affordable Housing Affidavit
Exhibit H – Anti-Discriminatory Housing Affidavit
Exhibit I – First Source Hiring Affidavit



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) |

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Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
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Planning Commission Draft Motion

HEARING DATE: APRIL 26, 2018

Record No.: **2016-001738CUA**
Project Address: **1140-1150 Harrison Street**
Zoning: WMUG (WSoMa Mixed Use-General) Zoning District
Western SoMa Special Use District
55/65-X Height and Bulk District
Block/Lot: 3755/023
Applicant: Scott Youdall
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Doug.Vu@sfgov.org

ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION, PURSUANT PLANNING CODE SECTIONS 263.29, 303 AND 823, FOR MAJOR DEVELOPMENT REQUESTING A HEIGHT BONUS IN THE WESTERN SOMA SPECIAL USE DISTRICT TO ALLOW DEMOLITION OF AN EXISTING 75,625 SQUARE-FOOT INDUSTRIAL BUILDING AND CONSTRUCTION OF A NEW 428,722 SQUARE-FOOT, 65-FEET TALL AND SIX- TO SEVEN-STORY MIXED USE BUILDING THAT CONTAINS 6,427 SQUARE-FEET OF GROUND FLOOR RETAIL SALES AND SERVICE USES, 352,748 SQUARE-FEET OF RESIDENTIAL USE FOR UP TO 371 DWELLING UNITS, 29,815 SQUARE-FEET OF OPEN SPACE, 372 CLASS 1 AND 48 CLASS 2 BICYCLE PARKING SPACES, A 69,547 SQUARE-FOOT BASEMENT LEVEL GARAGE FOR 170 OFF-STREET PARKING SPACES, THREE CAR SHARE AND TWO SERVICE VEHICLE PARKING SPACES, AND A PUBLIC PEDESTRIAN MID-BLOCK ALLEY, AND TO ALLOW EXCEPTIONS TO THE PLANNING CODE REQUIREMENTS FOR REAR YARD (SECTION 134), PERMITTED OBSTRUCTIONS (SECTION 136), DWELLING UNIT EXPOSURE (SECTION 140), OFF-STREET PARKING (SECTION 151.1), OFF-STREET LOADING (SECTION 152.1), MEASUREMENT OF HEIGHT (SECTION 260), HEIGHT LIMITS FOR NARROW STREETS (SECTION 261.1), AND MID-BLOCK ALLEY (SECTION 270.2) LOCATED AT 1140-1150 HARRISON STREET, LOT 023 IN ASSESSOR'S BLOCK 3755, WITHIN THE WMUG (WESTERN SOMA MIXED USE-GENERAL) ZONING DISTRICT, WESTERN SOMA SPECIAL USE DISTRICT, AND A 55/65-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On February 7, 2017, Scott Youdall on behalf of 1140 Harrison Associates LLP (hereinafter “Project Sponsor”), filed an application with the Planning Department (hereinafter “Department”) for Conditional Use Authorization under Planning Code Sections 263.29, 303 and 823 for demolition of an existing 75,625 sq. ft. industrial building and the new construction of a six- to seven-story, 65-ft. tall and 428,722 sq. ft., mixed-use building containing 6,427 sq. ft. of ground floor commercial units with accessory residential use, up to 371 dwelling units, 29,815 sq. ft. of open space, 420 Class 1 & 2 bicycle parking spaces, and a 69,547 sq. ft. basement for 170 accessory auto parking spaces at 1140-1150 Harrison Street (Block 3755, Lot 023) 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 Western SoMA Plan Final Environmental Impact Report (hereinafter “EIR”). The EIR was prepared, circulated for public review and comment, and, at a public hearing on December 6, 2012, by Motion No. 18756, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter “CEQA”). The Commission has reviewed the Final EIR, which has been available for this Commission’s review as well as public review.

The Western SoMA Plan PEIR is a Program EIR (hereinafter “PEIR”). 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 PEIR, and no additional or new environmental review is required. In approving the Western SoMa Community Plan, the Commission adopted CEQA Findings in its Motion No. 18756 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 April 19, 2018, 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 Western SoMa Community Plan and was encompassed within the analysis contained in the Western SoMa Community Plan PEIR. Since the Western SoMa Community Plan PEIR was finalized, there have been no substantial changes to the Western SoMa Community 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 PEIR. The file for this project, including the Western SoMa Community Plan PEIR 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 Western SoMa Community Plan PEIR 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.

On April 26, 2018, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2016-001738CUA.

The Planning Department Commission Secretary is the custodian of records, located in the File for Case No. 2016-001738CUA at 1650 Mission Street, Fourth Floor, San Francisco, California.

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 Project Sponsor, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2016-001738CUA, 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 site is located on Assessor's Block 3755 and Lot 023, and measures 75,625 sq. ft. and 275-ft. by 275-ft. The subject parcel is located on the north side of Harrison Street between Langton Street and Berwick Place. The property has 275 linear feet of frontage each along Harrison Street and Berwick Place, and 30 feet where Hallam Street currently terminates. The project site is developed with a one-story with mezzanine reinforced brick masonry building that occupies the entire lot and was constructed in 1907. It was originally constructed for the Metropolitan Laundry Co., and was also later used by the United Parcel Service, Super Market Sales Inc., and most recently German Motors Collision Center until 2016, which moved to 2575 Marin Street. Currently, the existing building is vacant.
3. **Surrounding Properties and Neighborhood.** The Project is located in the South of Market neighborhood within the WMUG District, which is comprised of low-scale, PDR (Production, Distribution, and Repair) uses mixed with housing and small-scale retail that is intended to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and

neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The Project is also located near the center of the Western SoMa Special Use District (SUD), which generally extends from 4th Street to the east, 13th Street to the west, Mission Street to the north, and Townsend Street to the south. The immediately surrounding properties include housing within a Residential Enclave District (RED) to the north and west, and office buildings to the north, an industrial building to the west, and an industrial building currently occupied by FedEx to the south. Nearby landmarks to the Project include Victoria Manolo Draves Park located one block east, San Francisco Hall of Justice one block to the southeast, and the US Court of Appeals and Social Security Administration Building three blocks north.

4. **Project Description.** The Project includes demolition of an existing 75,625 sq. ft. industrial building and the new construction of a six- to seven-story, 65-ft. tall and 428,722 sq. ft., mixed-use building containing 6,427 sq. ft. for six ground-floor retail sales and service units with accessory dwelling, and up to 371 dwelling units with a residential mix of 131 studio, 90 one-bedroom, 146 two-bedroom, and four three-bedroom units. The Project also includes a mid-block public pedestrian alley connecting Harrison and Hallam Streets, 29,815 sq. ft. of open space, a 69,547 sq. ft. basement for 170 off-street parking spaces, three car-share and two service vehicle parking spaces, 372 Class 1 bicycle parking spaces at the court-level, and 48 Class 2 bicycle parking spaces combined with streetscape improvements on Harrison Street and Berwick Place. As part of the Project, the existing brick wall along Berwick Place and the north and east lot lines will be retained.
5. **Public Comment.** The Department has received a letter of support on behalf of 30 property owners and residents on Hallam and Bush Streets, a petition of support from 25 owners and residents on Langton Street, and letters of support from the South of Market Business Association and San Francisco Housing Action Coalition. The Sponsor has hosted several meetings within the community since June 2016 that have included neighbors from Langton, Hallam, Rodgers-Brush and Heron Streets, and organizations such as SoMa Pilipinas, United Playaz, South of Market Community Action Network, Veterans Equity Center, South of Market Business Association, Carpenters Local Union 22, and others.
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.** The WMUG Zoning District is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities. Housing is encouraged over ground floor commercial and production, distribution, and repair uses, and new residential or mixed use developments are encouraged to provide as much mixed-income family housing as possible.

The Project proposes 371 dwelling units and six retail sales and service units that are principally permitted under Planning Code Section 844. However, retail sales and service uses including formula retail, ambulance service, self-storage and tourist hotels are not permitted. Therefore, the Project complies with Planning Code Section 844.

- B. **Major Developments Requesting Height Bonuses.** Under Planning Code Section 823(c)(11), a project that is on a site greater than one-half acre, is located within a split height district, and proposes a building with a height above its permitted base height shall require Conditional Use Authorization from the Planning Commission pursuant to Section 303, and not a Large Project Authorization if otherwise required under Section 329. As a component of such Conditional Use Authorization, the project may seek specific exceptions to the provisions of the Planning Code as provided under Section 329, and others described under Planning Code Section 823(c)(11).

The Project is on a site that is 75,625 sq. ft. or 1.8 acres, is located within the 55/65-X split Height and Bulk District, proposes a 65-ft. tall building that is above the base height of 55-ft, and is not located in the SALI District. The Sponsor submitted a Conditional Use Authorization application on February 7, 2017 for the development of the Project, and is requesting exceptions to the Planning Code provisions for rear yard (Section 134), permitted obstructions (Section 136), dwelling unit exposure (Section 140), off-street parking (Section 151.1), off-street loading (Section 152.1), building height (Section 260), height limits for narrow streets (Section 261.1), and mid-block alley (Section 270.2) that are described under each respective Planning Code section below.

- C. **Rear Yard.** Planning Code Section 134 requires the subject property to have a minimum rear yard at the ground level for any building containing a dwelling unit, and at each succeeding level or story that is 25 percent the depth of the lot or 15-feet, whichever is greater. The project site has a depth of 275 ft. that requires a rear yard measuring at least 68-ft. 9-in. from the rear of the property at the ground level and above, which is equal to 18,906 sq. ft. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or waived by the Planning Commission pursuant to Planning Code Section 329.

The Project requests an exception to the rear yard requirement under Planning Code Section 134, and in lieu proposes a similarly sized total area through three primary courtyards and three other small areas at the perimeter of the property totaling 18,994 sq. ft. that is equal to 25.1% of the site's total area. Similar to a PUD (planned unit development) that is intended for projects on sites of considerable size, the proposed 1.8 acre development at 1140-1150 Harrison Street has been designed with integrated building and open space elements to produce an environment of stable and desirable character that will benefit the occupants, the neighborhood, and the City as a whole. This is primarily achieved by: 1) including residential uses with 29,815 sq. ft. of usable open space that is equal to 80 sq. ft. per unit and distributed at the first, sixth and seventh floors of the building to be more accessible to residents; 2) orienting the building volumes inward towards the center of the property to minimize privacy and light impacts to the adjacent residential properties on Langton Street and Brush Place; 3) allowing the construction of a mid-block alley connecting Hallam and Harrison Streets that creates over 8,200 sq. ft. of new and publicly accessible open space; 4) and constructing the building with double-loaded corridors to ensure active uses through units that open onto the mid-block alley, and six retail sales and service units with accessory dwelling, typical dwellings units that face the street and have direct access to the public sidewalk, and residential amenity rooms that are adequately sized to encourage use at all times along the Harrison Street and Berwick Place frontages.

- D. **Residential Open Space.** Planning Code Section 135 requires the project provide at least 80 sq. ft. of either private or common usable open space for each dwelling unit. Any space credited as 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. Any area credited as common usable open space shall have a minimum 20 feet in every horizontal dimension and 400 square feet in area; and if the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter) 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. In the Eastern Neighborhoods Mixed Use Districts, some or all of the usable open space requirements may be fulfilled by providing privately-owned public open space that meets specific standards under Planning Code Section 135(h)(1)(D). The Project includes 371 dwelling units and is required to provide at least 29,680 sq. ft. of usable open space.

The Project proposes 6,504 sq. ft. of private open space through decks that each have at least a minimum horizontal dimension of six feet and area of 36 square feet for 100 dwelling units, 20,670 sq. ft. of common open space that measure at least 20 ft. in every horizontal dimension, and are 400 sq. ft. or larger in area with walls not taller than the horizontal dimension on at least three sides through the Public Alley (7,975 sq. ft.), South Courtyard (4,191 sq. ft.), East Courtyards 1-3 (3,925 sq. ft.), Roof Terrace (3,624 sq. ft.), North Roof Terrace (955 sq. ft.), and 2,641 sq. ft. of publicly accessible open space through the widening of the sidewalk on Harrison Street. The proposed 29,815 sq. ft. combination of private, common, and publicly accessible open space exceeds the required amount of 29,680 sq. ft., and complies with this requirement. In addition, the Project also provides 3,286 sq. ft. of non-conforming open space through the North Courtyard.

- E. **Non-Residential Open Space.** Planning Code Section 135.3 requires the project to provide at least one sq. ft. of usable public open space for every 250 sq. ft. of occupied floor area for retail sales and service uses, including trade shops. The amount of open space required may be reduced by 33 percent if it is publicly accessible usable open space. The Project includes 6,427 sq. ft. of retail sales and service uses that requires at least 26 sq. ft. of open space, or 17 sq. ft. of publicly accessible open space.

The Project proposes 7,975 sq. ft. of publicly accessible open space through a mid-block pedestrian alley and 2,641 sq. ft. through the widening of the sidewalk on Harrison Street. Although these open space areas are used to partially satisfy the residential open space requirement, the additional 135 sq. ft. greater than the required amount is adequate to also fulfill the non-residential publicly accessible open space requirement of 17 sq. ft. in compliance with Planning Code Section 135.3.

- F. **Permitted Obstructions.** Planning Code Section 136 permits bay windows over streets and in required setbacks to each have a maximum length of 15-ft. at the line establishing the required setback that is reduced in proportion by 45 degree angles drawn inward from the ends reaching a maximum of 9-ft. along a line parallel to and at a distance of 3-ft. from the setback line.

The Project requests an exception to the permitted obstructions requirement of Planning Code Section 136(c)(2) because four front bays at the third through sixth floors, and one bay at the seventh floor facing Harrison Street that measure 14-ft. in length at a distance of 1-ft. from the property line are proposed that exceed the permitted envelope equal to 15 feet at the property line that is reduced in proportion with 45 degree angles drawn inward from the ends and reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the property line. These bays are proposed because they are minor in area but reinforce the building's fenestration pattern, provide articulation between the structural bay groupings, and serve to visually separate the building's various modules that help minimize its mass and bulk.

- G. **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 Project has 550 ft. of total frontage evenly distributed along Harrison Street and Berwick Place, and includes a comprehensive streetscape proposal that complies with the Better Streets Plan and was reviewed by the Department-led Streetscape Design Advisory Team (SDAT) on May 22, 2017. The approved streetscape plan includes widening the Harrison Street sidewalk to Langton Street, constructing and maintaining the public pedestrian mid-block alley connecting Harrison and Hallam Streets, an accessible pathway between the Hallam Street sidewalk and the public mid-block alley, placing the transformer vaults within the building along the alley frontage, a bicycle lounge adjacent to the alley, a passenger loading zone in front of the Harrison Street lobby, new street trees, landscaping, and Class 2 bicycle racks. Therefore, the Project meets the Better Streets Plan requirement.

- H. **Exposure.** Planning Code Section 140 requires the windows of at least one room in each dwelling unit that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code to face directly on an open area that includes a public street, public alley at least 20 feet in width, side yard at least 25 feet in width, rear yard meeting the requirements of the Planning Code, or an inner court or a space between separate buildings on the same lot) which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The Project contains 62 units that do not meet the dwelling unit exposure requirement, and requests an exception to Planning Code Section 140 (See Below).

- I. **Street Frontages in Mixed Use Districts.** Planning Code Section 145.1 requires the following for street frontages in Mixed Use Districts: (1) not more than 1/3 the width of the building facing the street may be devoted to ingress/egress to parking; (2) off-street parking at street grade must be set back at least 25 feet; (3) "active" use shall be provided within the first 25 feet of building depth at the ground floor including residential uses if more than 50 percent of the linear residential street frontage features walk-up dwelling units that provide direct,

individual pedestrian access to a public sidewalk; (4) ground floor non-residential uses in shall have a floor-to-floor height of 14-feet; (5) interior spaces housing non-residential active uses and lobbies to be as close as possible to the adjacent sidewalk; (6) active uses fenestrated with transparent windows for at least 60 percent of the street frontage; and (7) decorative railings or grillwork placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular view.

The Project has 275 ft. of frontage along Harrison Street and proposes one 18 ft. opening to provide garage access to the basement-level parking, four commercial units with a floor-to-floor height of 15-ft. and minimum depth of 36-ft., a 56-ft. wide double-height residential lobby, and fenestration with transparent windows for approximately 72% of the frontage. Along the 275-ft. Berwick Place frontage, the Project proposes three dwelling units that provide direct and individual pedestrian sidewalk access, two commercial units with a floor-to-floor height of 15-ft. and minimum depth of 36 ft., 56 ft. wide residential amenity rooms, and fenestration with transparent windows for approximately 71% of the frontage to comply with Planning Code Section 145.1.

- J. **Better Roofs.** Per Planning Code Section 149, state law requires that certain new residential and nonresidential buildings set aside a “solar ready” portion of the roof equal to 15% of the total roof area. The solar ready area must be unshaded and free of obstructions, to allow that portion of the roof to be used for future installation of solar energy or heating systems.

The Project has a total roof area of 51,024 sq. ft. that would require at least 7,654 sq. ft. to be designated as solar ready. The Project proposes to designate 8,200 sq. ft. that is equal to 16% and complies with Planning Code Section 149.

- K. **Off-Street Parking.** Planning Code Section 151.1 principally permits one auto parking space per four dwelling units and one parking space for each 500 sq. ft. of occupied floor area for commercial retail uses. The Project includes 371 dwelling units and 6,427 sq. ft. of retail sales and service uses that would principally permit 93 residential and 13 commercial parking spaces, or up to 278 residential spaces with a conditional use authorization.

The Project proposes more than the principally permitted amount and requests an exception to the off-street parking requirement of Planning Code Section 151.1 (See Below).

- L. **Loading.** Planning Code Section 152.1 requires two off-street freight loading spaces for residential uses between 200,001 and 500,000 gross square feet. One space is required to have dimensions of 12-ft. by 35-ft. with 14-ft. of vertical clearance, while the second space can have dimensions of 10-ft. by 25-ft. with 12-ft. of vertical clearance. According to the City’s Transportation Study Guidelines, the project will generate an average demand for 0.5 loading space and a peak demand for 0.7 loading space, either off-street or on-street.

The Project does not propose any off-street freight loading spaces and requests an exception to this requirement under Planning Code Section 152.1 (See Below).

- M. **Bicycle Parking.** Planning Code Section 155.2 requires 100 Class 1 bicycle parking spaces plus one additional space per four dwelling units over 100, and one Class 2 space per twenty

units. In addition, one Class 2 space is required per 2,500 occupied sq. ft. of retail sales and service use. The Project includes 371 dwelling units and 6,427 sq. ft. of retail sales and service uses that require at least 168 Class 1 and 21 Class 2 bicycle parking spaces.

The Project proposes 372 Class 1 and 48 Class 2 bicycle parking spaces that significantly exceeds the minimum requirement to comply with Planning Code Section 155.2.

- N. **Car Share.** For projects containing 201 or more dwelling units. Planning Code Section 166 requires two designated car share spaces plus one for every 200 dwelling units over 200. The Project proposes 371 dwelling units and is required to provide three car share spaces.

The Project includes three designated car share spaces in the basement-level garage to comply with Planning Code Section 166.

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

The Project is providing 170 off-street parking spaces that are accessory to the dwelling units. These spaces will be unbundled and leased separately from the dwelling units in compliance with Planning Code Section 167.

- P. **Transportation Demand Management (TDM) Program.** The TDM Program seeks to promote sustainable travel modes by requiring new development projects to incorporate design features, incentives, and tools that support transit, ride-sharing, walking, and bicycle riding for the residents, tenants, employees, and visitors of their projects. The sponsor is required to submit a TDM Plan for Department review of compliance with Code Section 169, including the Planning Commission's TDM Program Standards.

The Sponsor submitted a completed Environmental Evaluation Application prior to September 4, 2016 on May 27, 2016, and is therefore required to achieve 50% of the point target established in the TDM Program Standards that are equal to 14 points. The Project will achieve 14 points through the Bicycle Parking (Option A), Bicycle Repair Station, Car-Share Parking and Membership (Option A), Delivery Supportive Amenities, Multi-Modal Wayfinding Signage, Real Time Transportation Information Displays, Tailored Transportation Marketing Services Option B, Unbundled parking Location B, and Parking Supply Option D TDM measures to comply with this Planning Code Section 169.

- Q. **Dwelling Units Accessory to Other Uses.** In PDR and WMUG Districts, dwelling units which are integrated with the working space of artists, artisans and other craftspersons shall be permitted as an accessory use to such working space, but may not represent more than one-fourth of the total floor area occupied by such use and the principal use to which it is accessory under Planning Code Section 204.4.

The Project includes six retail sales and service units on the ground floor that have been designated to permit the integration of an accessory dwelling unit that is no more than one-fourth of the total floor area of each respective unit to comply with Planning Code Section 204.4.

- R. **Dwelling Unit Mix.** Planning Code Section 207.6 requires a project with five or more new dwelling units to include no less than 40% of the total number of proposed units that contain at least two bedrooms.

The Project includes 371 dwelling units with a unit mix of 131 studios, 90 one-bedroom, 146 two-bedroom, and four (4) three-bedroom units that is equal to 41% of the total units having two or three bedrooms to comply with Code Section 207.6.

- S. **Height.** Planning Code Section 260 establishes the method for measuring height. For upsloping lots, such point shall be taken at curb level for purposes of measuring the height of the closest part of the building within 10 feet of the property line of such street; at every other cross-section of the building, at right angles to the centerline of the building or building step, such point shall be taken as the average of the ground elevations at either side of the building or building step at that cross-section. Exceptions from the provisions of the Planning Code with respect to height are confined to minor deviations from the provisions for measurement of height in Sections [260](#) and [261](#) of this Code, and no such deviation shall depart from the purposes or intent of those sections. A minor deviation in the measurement of building height pursuant to those Code sections is allowed under Planning Code Section 304.

The Project deviates from the method for measuring height and requests an exception to this requirement under Planning Code Section 260 (See Below).

- T. **Height Limits for Narrow Streets and Alleys.** Under Planning Code Section 261.1, all subject frontages on the northerly side of an East-West Narrow Street that is more than 60 feet from an intersection with a street wider than 40 feet shall have upper stories which are set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the abutting narrow street. For mid-block passages between 20 and 30 feet in width, a setback of not less than 10 feet above a height of 25 feet is required, and between 30 and 40 feet in width a setback of not less than 5 feet above a height of 35 feet is required. No part or feature of a building may penetrate the required setback plane.

The Project does not include the upper story setback along Berwick Place and requests an exception to this requirement under Planning Code Section 261.1 (See Below).

- U. **Mid-Block Alley.** Planning Code Section 270.2 requires a publicly-accessible mid-block alley for large lot development in Eastern Neighborhoods Mixed-Use Districts. The alleys provided must meet the following design and performance standards: 1) Generally be located as close to the middle portion of the subject block face as possible, perpendicular to the subject frontage and connect to existing adjacent streets and alleys; 2) Provide pedestrian access; 3) Provide no, limited, or full vehicular access, as specific conditions warrant; 4) Have a minimum width of 20 feet, exclusive of those obstructions allowed within setbacks pursuant to Section 136; 5) Have a minimum clear walking width of 10 feet free of any

obstructions in the case of a pedestrian-only right-of-way, and dual sidewalks each of not less than six feet in width with not less than four feet minimum clear walking width in the case of an alley with vehicular access; 6) Have at least 60 percent of the area of the alley or pathway open to the sky. Obstructions permitted within setbacks pursuant to Section 136 may be located within the portion of the alley or pathway that is required to be open to the sky. All portions of the alley or pathway not open to the sky shall have a minimum clearance height from grade of 15 feet at all points; 7) Provide such ingress and egress as will make the area easily accessible to the general public; 8) Be protected from uncomfortable wind, as called for elsewhere in this Code; 9) Be ungated and publicly accessible 24 hours per day, as defined elsewhere in this Section 270.2; 10) Be provided with appropriate paving, furniture, and other amenities that encourage pedestrian use, and be landscaped to greatest extent feasible; 11) Be provided with ample pedestrian lighting to ensure pedestrian comfort and safety; 12) Be free of any changes in grade or steps not required by the underlying natural topography and average grade; 13) Be fronted by active ground floor uses, as defined in Section 145.1, to the extent feasible; and 14) New buildings abutting mid-block alleys provided pursuant to this Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1.

The Project does not meet one design and performance criteria and requests an exception to the mid-block alley requirements of Planning Code Section 270.2 (See Below).

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

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

- W. **Entertainment Commission Outreach.** 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 initially notified of the Project on August 4, 2017 because it is located within 300 feet of a Place of Entertainment (dba Raven Bar). The Entertainment Commission was contacted again on October 27, 2018 and later determined the Project did not require a hearing before the Entertainment Commission based on the results of an acoustical study conducted on behalf of the Project Sponsor. The Sound Study determined that the noise generated by the Raven Bar does not exceed the ambient noise level by more than 8 dB, and would meet the noise goals set forth by the Entertainment Commission through the use of exterior shell recommendations to meet California Building Code. Therefore, the Project complies with Planning Code Section 314.

- X. **Transportation Sustainability Fee ("TSF").** Planning Code Section 411A applies to any development project that will result in more than twenty dwelling units. Projects that have filed a development application or environmental review application on or before July 21, 2015 are subject to 50% of the applicable fee for residential uses and the applicable TIDF fee per Planning Code Section 411 for non-residential use.

The Project includes the change of use for 75,265 gross sq. ft. of PDR to Residential use, 277,123 sq. ft. of net new Residential use, and 6,427 sq. ft. of new Non-Residential use that will be subject to the full TSF fee because the environmental review application was filed on May 27, 2016.

- Y. **Child-Care Requirements.** Pursuant to Section 414A, the Residential Child Care Impact Fee applies to a project that includes at least one new dwelling unit and takes change of use into consideration.

The Project includes the change of use for 75,625 gross sq. ft. of PDR to Residential use and 277,123 sq. ft. of net new Residential use that will be subject to the Residential Child Care Impact Fee.

- Z. **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 May 27, 2016; 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 Project is located in the WMUG Zoning District and proposes 371 rental units. A complete Environmental Evaluation Application was submitted on May 27, 2016; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program Tier B requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%.

The Project has paid the required Affordable Housing Fee through a credit under an agreement with the Board of Supervisors (Resolution No. 197-16) to preserve 101 existing affordable units at the South Beach Marina Apartments that would otherwise no longer be subject to affordable housing restrictions after the expiration of a performance period of 21.5 years.

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

The Project includes the change of use for 75,265 gross sq. ft. of PDR to Residential use, 277,123 sq. ft. of net new Residential use, and 6,427 sq. ft. of new Non-Residential use that will be subject to Tier 2 of the Eastern Neighborhoods Impact Fee.

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

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

The Project's proposed size, height and intensity are comparable to, and compatible with the surrounding neighborhood and community, and is designed to comply with the Western SoMa Community Plan, which allows for a variety of uses and height limits including the northward high-tech office corridor on Townsend Street with an 85 ft. height limit that transitions into the Service, Arts, Light Industrial District and its 55 ft. height limit, and up to the south side of Harrison Street and Interstate 80. North of Harrison Street is an intensified residential neighborhood featuring a mix of uses and new mixed-use developments in 40 to 65 ft. height districts. Accordingly, the mixed-use character of the Project and its proposed height of 65 ft. will be compatible with the surrounding area. Additionally, the neighborhoods surrounding the Western SoMa SUD and Community Plan area consist of a wide range of commercial, residential and retail uses with varying building heights. Other surrounding uses on Harrison, 7th and 8th Streets contain buildings heights that are lower than the proposed height of the Project. At 65 ft. in height, the Project will be an appropriate transition from the larger scale of Mission and Market Streets and the smaller scale south of Harrison Street.

The Project will provide a development that is highly desirable for the neighborhood and community by adding housing within the Western SoMa SUD and Community Plan area at a density that is suitable for an intensely-developed urban context served by ample public transit and retail services. Residents of the Project will be able to walk, bike, or take transit to commute, shop, and meet other needs without reliance on private automobile use. The proposed ground floor commercial with accessory residential units will help connect the procession of commercial uses between the 7th & 8th Street and Harrison Street corridors, activating the streetscape and creating visual interest for pedestrians.

Furthermore, by replacing an automotive garage and repair shop with a mixed-use building containing a diverse range of residential unit mixes, the Project will contribute to the City's housing supply that promotes many objectives and policies of the General Plan and Western SoMa Community Plan. The Project will also provide an abundant supply of publicly accessible and/or common open space and public infrastructure improvements including 8,250 square feet of open space in the form of a mid-block alley through the Project that will provide an important, publicly accessible connection between Harrison Street and the otherwise difficult to reach Hallam Street, as well as a connection for residents to three ground-floor courtyards. The Project will also enhance neighborhood commercial and retail

uses because it will include more than 6,400 sq. ft. of commercial units with accessory residential dwellings at the ground floor, and 4,915 sq. ft. of these uses fronting Harrison Street. Finally, the Project will contribute to and enhance the pedestrian streetscape environment by widening the sidewalk on Harrison Street, providing new street trees and landscaping along the entire exterior boundary of the Project site, and including bicycle racks and informal seating areas along the mid-block passage.

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

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

The size and shape of the proposed development are adequate for accommodating this proposed mixed-use development. Existing development in the vicinity of the Project site varies in size and intensity, and the Project is generally compatible with the diverse character of the area. At a height of 65 ft., the Project utilizes the available 10 ft. height bonus for the property, which is also consistent with surrounding land uses. The Project's shape was also heavily influenced by feedback from the residential neighbors who share the Project's northern and eastern property lines, and its design accommodates neighbor concerns regarding privacy and the retention of the existing historic brick wall on the property line.

The Project's proposed mid-block pedestrian alley was specifically designed to enhance pedestrian connections between Harrison and Hallam Streets, while also providing a break in the massing of the overall development. This important feature will significantly activate the surrounding area and provide access to both the Project's lobby as well as the four commercial units fronting Harrison Street.

- ii. 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 site is accessible by public transit, with multiple public transit alternatives including MUNI Bus lines 8-Bayshore, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 30-Stockton, 47-Van Ness, and Civic Center BART/MUNI within close walking distance. There are also designated bicycle lanes on 7th, 8th, and Folsom Streets, and the Project includes 420 total bicycle parking spaces, well in excess of the requirements in the WMUG district.

In addition, the Project proposes sufficient parking to serve residents of the development. A total of 170 off-street parking spaces are proposed in a subterranean parking garage that is below the maximum 0.75 to 1 ratio allowed under a conditional use. Accordingly, the proposed parking is adequate to serve the Project site and the will not significantly affect any existing neighborhood parking. In addition, because of the number of parking spaces provided are at a ratio of 0.46 to 1, the Project's impact on existing traffic patterns and the type and volume of traffic in the vicinity of the Project will be minimized.

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

The Project includes residential and commercial uses that are typical of the surrounding context, and will not introduce operational noises or odors that are detrimental, excessive, or atypical for the area. While some temporary increase in noise, dust and/or odors can be expected during both demolition and construction, appropriate measures will be taken to minimize the generation of and impacts from these emissions as required by the Building Code and any other applicable limitations.

Specifically, the noise is limited in duration and will be regulated by the San Francisco Noise Ordinance which prohibits excessive noise levels from construction activity and limits the permitted hours of work and be subject to mitigation measures set forth in the Western SoMa Area Plan EIR. The Project Sponsor will be required to spray the site to suppress dust during demolition, excavation, and construction. Therefore, these activities should not generate significant airborne dust. The building will not exhibit an excessive amount of glazing or other reflective materials, and is therefore not expected to cause offensive amounts of glare. Finally, the Project Sponsor's decision to retain the existing brick wall will further dampen noise and other construction impacts from the immediate neighbors.

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

The Project provides ample open space through private decks, common interior courtyards, and a mid-block pedestrian. In total, the Project proposes 33,101 sq. ft. of open space, of which 29,815 sq. ft. are Code complying. The Project proposes the retention of the existing brick wall façade along Langton and Hallam Streets, and half of Berwick Place; therefore the northwest open courtyard falls just short of the light plane requirement for inclusion as usable open space. The Project also includes multiple street trees and landscaping along the entire exterior Harrison Street frontage, mid-block alley, and the interior courtyards and rooftop decks. Water features, raised planters with trees, gas grills, fire pits, televisions, and recreational amenities are among the features that are proposed for these open space areas. Finally, the parking that will serve the Project will be located in a subterranean garage that is accessed through one 19ft. driveway and will not be readily visible from the street. The Project provides more than adequate treatment to landscaping, screening, open spaces and parking areas which will contribute to the health, safety, convenience and general welfare of persons residing or working in the vicinity and will also benefit surrounding properties.

- 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 complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Zoning District.

A principal goal of the WMUG (Western SoMa Mixed-Use General) District is to maintain and facilitate “general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood,” and to encourage housing over ground floor commercial uses. The Project complies with this goal by providing new housing with a diverse unit mix that is compatible with the scale and density currently existing in the area, and including ground floor commercial uses with accessory residential units, all of which implement the stated purposes of the WMUG.

8. **Conditional Use Authorization Modifications/Exceptions.** Planning Code Section 823(c)(11) allows modifications and exceptions to the Planning Code as provided under Planning Code Section 329:

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

Any request for accessory residential parking, in excess of what is principally permitted in Table 151.1, shall be reviewed by the Planning Commission as a Conditional Use. In MUG, WMUG, MUR, MUO, RED, RED-MX, and SPD Districts, any project subject to Section 329 and that requests residential accessory parking in excess of that which is principally permitted in Table 151.1, but which does not exceed the maximum amount stated in Table 151.1, shall be reviewed by the Planning Commission according to the procedures of Section 329.

The Project proposes 170 residential parking spaces in an underground basement at a ratio of 0.46 spaces per dwelling unit, which exceeds the 0.25 spaces permitted per unit. Although more than the principally permitted parking is proposed, the spaces would be accessed solely through one garage entrance/exit on Harrison Street to minimize traffic impacts. In addition, the Project includes a Transportation Demand Management Plan that will provide additional bicycle parking, two bicycle repair shops, three car-share spaces, multi-modal wayfinding signage, real-time transportation information displays, alternative transportation marketing, unbundled parking, and amenities to support deliveries to reduce car trips and promote the use of alternative transportation modes.

2. Exception from satisfaction of loading requirements per Section 152.1 pursuant to the criteria contained therein.

For projects in the Eastern Neighborhoods Mixed Use Districts that are subject to Section 329, the Planning Commission may waive these requirements per the procedures of Section 329 if it finds that the design of the project, particularly ground floor frontages, would be improved and that such loading could be sufficiently accommodated on adjacent streets and alleys.

The Project does not propose any off-street freight loading spaces due to site constraints and the limited demand and utility of off-street loading spaces for primarily residential developments. The site constraints include the narrow Berwick Place, Hallam Street and Heron Street alleys surrounding the project site that are directly adjacent and of such narrow widths (between 20-ft. and 35-ft.) that they

cannot accommodate back-in ingress or egress to an off-street loading facility. In addition, Hallam Street will provide pedestrian access to the proposed mid-block alley. The Project includes a one-level subterranean parking garage, but it is not feasible to configure the garage and its entrance to accommodate subterranean freight loading with 14-ft. of required vertical clearance because this would require an additional 6-8 ft. of excavation and the undesirable elimination of dwelling units to provide the necessary vertical clearance down the driveway. In addition, the wide turning radius for trucks attempting to back into the off-street loading spaces from Harrison Street would create significant pedestrian, bicycle, and particularly automobile and public transit bus hazards while also disrupting loading operations due to the volume and speed of auto traffic on Harrison Street. The transportation analysis conducted for the Project indicates a low average demand for 0.5 loading spaces and peak demand for 0.7 spaces for loading that would be used for move-in and move-out operations for residential units, and smaller convenience delivery vehicles like UPS and FedEx trucks for residents and the six small commercial units, which have an average and peak demand for 0.1 loading spaces.

Based on the results of the transportation analysis and existing site constraints, the Project proposes two service vehicle spaces in the basement parking garage that would be able to accommodate most move-in and move-out activities, a yellow curbside loading zone on Harrison Street for larger trucks and delivery vehicles, and an on-street pedestrian drop-off zone in lieu of two standard off-street freight loading spaces. In addition, the Project will include a 66-ft. passenger loading zone in front of the building's entrance lobby. This proposed loading alternative would be more than sufficient to satisfy the limited loading operations, allow for a more desirable development, and has been reviewed and recommended by the Department led Street Design Advisory Team (SDAT).

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

Modification of Requirements in the Eastern Neighborhoods Mixed Use Districts. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or waived by the Planning Commission pursuant to Section 329. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified by the Zoning Administrator pursuant to the procedures set forth in Section 307(h) for other projects, provided that:

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

The Project provides for a comparable amount of open space, in lieu of the required rear yard. Overall, the project site is 75,625 sq. ft. in size, and would be required to provide a rear yard measuring at least 18,906 sq. ft. The Project includes 6,504 sq. ft. of usable private open space through decks for 100 dwelling units, 20,670 sq. ft. of usable common open space through the Public Alley (7,975 sq. ft.), South Courtyard (4,191 sq. ft.), East Courtyards 1-3 (3,925 sq. ft.), Roof Terrace (3,624 sq. ft.), North Roof Terrace (955 sq. ft.), and 2,641 sq. ft. of publicly accessible open space through the widening of the sidewalk on Harrison Street. The proposed 29,815 sq. ft. combination of private, common, and publicly accessible open space exceeds the required 18,906 sq. ft., of comparable rear yard area.

(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 is located adjacent to a Residential Enclave District (RED) that contains single- and multi-family homes that front Langton Street, Hallam Street, and Brush Place. The rear yards of the properties along Langton and Hallam Streets form a mid-block open space pattern that narrows adjacent to the Project site. Since the existing building covers the entire lot, the Project's similar footprint will not adversely affect this mid-block open space pattern, but will improve it by providing a new 30 ft. wide mid-block alley that will add approximately 8,000 square feet of new open space. Similarly, the Project will not significantly impede access to light and air because the building is bisected by the public alley and separated at other locations through multiple courtyards to reduce the overall massing and volume. This site plan configuration will significantly reduce access to light and air impacts for the surrounding properties.

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

The Project is not combined with a residential open space exception, but does request an exception to the exposure requirement. However, due to the Project's considerable size and its design as an integrated unit that would produce a desirable development that would benefit the occupants, neighborhood, and City has a whole similar to a Planned Unit Development, the combination of rear yard and exposure exceptions would not result in an undesirable or overall negative impact.. Therefore, the Commission finds the modification of the rear yard to be acceptable.

4. Where not specified elsewhere in Planning Code Section 329(d), modification of other Code requirements which could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located;

In addition to the modification of the requirements for rear yard, off-street parking and off-street freight loading, the Project is seeking modifications of the requirements for dwelling unit exposure, measurement of height, height limits for narrow streets and alleys, and mid-block alley.

- (1) Planning Code Section 140 requires the windows of at least one room in each dwelling unit that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code to face directly on an open area that includes a public street, public alley at least 20 feet in width, side yard at least 25 feet in width, rear yard meeting the requirements of the Planning Code, or an inner court or a space between separate buildings on the same lot) which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

The Project has been designed with many dwelling units that face directly onto one of three courtyards. At the North and South Courtyards that measure 52-ft. by 64-ft. and 50-ft. by 146-ft. horizontally, respectively, the two units at each corner of the courtyard are oriented diagonally to allow partial exposure for each unit. However, eight of these units at the first floor and nine units at each of the second through seventh floors are recessed approximately 7-ft. behind an adjacent

unit. Since the measurement for exposure is taken directly at the surface of the window that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code, these 62 recessed units do not directly face their respective courtyards and are not considered Code complying. However, each of these units have a canted balcony adjacent to its courtyard facing window that through the two additional planes will provide additional access to light and air. This proposal would allow additional density and more unit mix diversity, while not reducing the livability of these units. Therefore, the Commission supports this modification.

- (2) Planning Code Section 260 establishes the method for measuring height. For upsloping lots, such point shall be taken at curb level for purposes of measuring the height of the closest part of the building within 10 feet of the property line of such street; at every other cross-section of the building, at right angles to the centerline of the building or building step, such point shall be taken as the average of the ground elevations at either side of the building or building step at that cross-section. Exceptions from the provisions of the Planning Code with respect to height are confined to minor deviations from the provisions for measurement of height in Sections [260](#) and [261](#) of this Code, and no such deviation shall depart from the purposes or intent of those sections. A minor deviation in the measurement of building height pursuant to those Code sections is allowed under Planning Code Section 304.

The subject property has a lateral slope from east to west and is also upsloping. The Project will require excavation that is approximately 20 feet deep for the basement and a portion of the first floor at the rear of the property. Using the method of measurement for an upsloping lot allows the project to include seven floors at the rear of the building while complying with the 65-ft. height limit and Code Section 260. The point of measurement for the Project at Harrison Street is taken at the 137-ft. 6-in. center of the property where the building has a height of 65-ft. However, due to the property's lateral slope, the building gradually increases in height to 67-ft. due to the lower elevation at the east end of the property. If the height was measured by dividing the building into two or more widths that was each measured from its single central point at curb or ground level, the Project would not exceed the 65-ft. limit. This method of measurement does not result in an increase to the next class of height district. Therefore, the Commission supports this minor deviation in the measurement of the building that is allowed under Planning Code Section 304.

- (3) Planning Code Section 261.1 requires all subject frontages on the northerly side of an East-West Narrow Street that is more than 60 feet from an intersection with a street wider than 40 feet to have upper stories which are set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the abutting narrow street. For mid-block passages between 30 and 40 feet in width a setback of not less than 5 feet above a height of 35 feet is required.

The Project complies with this 5 ft. setback requirement above a height of 35 ft. for mid-block passages, but does not provide the 10 ft. setback at the northerly side of Berwick Place because the setback begins 60 ft. from the intersections with Harrison and Heron Streets, which includes only a 22 ft. wide portion of the building. Incorporating this minor setback to the Project's design would create an undesirable break or recess in the building that would negatively impact its form and interior floor plan configuration that contains a double-loaded corridor parallel to Berwick

Place. Providing this minor setback would unnecessarily disrupt the floor plans and potentially eliminate dwelling units. For these reasons, the Commission supports this exception from Planning Code Section 261.1.

- (4) *Planning Code Section 270.2 requires alleys to meet fourteen (14) specific design and performance standards.*

The Project includes a mid-block passage that connects Harrison and Hallam Streets and will meet the following design and performance standards: 1) be intentionally located to connect with the termination of Hallam Street; 2) provide pedestrian access; 3) does not provide any vehicular access, as specific conditions warrant; 4) be at least 30-ft. in width; 5) have a minimum clear walking width of at least 10-ft, that is clear of any obstructions; 6) have more than 60% of the pathway open to the sky; 7) provide clearly identified and easy access to the public; 8) be protected from uncomfortable wind by structures on both sides; 9) be paved with scored concrete that is softened through extensive landscaping and provide low walls for seating that encourage pedestrian use; 10) be adequately lighted to ensure safety; 11) be free of any changes in grade or steps that are not required by the site's natural sloping topography; and 12) be fronted with several residential dwellings that have direct access to the passage and considered active uses, and 13) include upper story setbacks consistent with Planning Code Section 261.1. However, the Project does not propose the alley to be ungated and publicly accessible 24 hours per day due to concerns for resident and public safety, and to be gated and locked at Harrison Street from dusk to dawn daily for a minimum period of five years after public access has been established. The Commission finds this exception to be reasonable provided that the gate is promptly opened at dawn, and until the neighborhood is more fully developed and public safety improved. The Project Sponsor must report to the Commission after a period of five years to re-evaluate this request and supports this exception to the mid-block alley requirements of Planning Code Section 270.2.

9. **Planning Code Section 823(c)(11)** establishes additional criteria for the Planning Commission to consider when reviewing applications for Major Development Requesting a Height Bonus. On balance, the project does comply with said criteria in that:

- a) The project shall demonstrate that it minimizes the impacts of proposed non-residential uses on any adjacent properties in the RED and RED-MX Districts. Specifically, the following potential conflicts shall be addressed:
- a. Social Interaction. Given the diversity of uses and users in Western SoMa, large developments should appropriately buffer conflicting uses, such as housing and late night uses, and commercial uses and playgrounds.

The Project includes 371 dwelling units and six retail sales and service units with accessory dwelling use. The residential use is compatible with the north adjacent RED District and the six retail sales and service units are located on Harrison Street and Berwick Place adjacent to other commercial and industrial buildings that will not create conflicting uses.

- b. Hours of Operation. Hours of operation for commercial uses within the project shall consider their proximity and potential impacts to residential uses within the project and near the development site.

The Project includes the six retail sales and service units located on Harrison Street or Berwick Place that are not in close proximity to residential uses at the east side and rear of the Project. The hours of operation for these units will be similar to the adjacent non-residential uses and comply with the controls of the WMUG District.

- c. Site Access. Avoid loading and vehicular entries near pedestrian entries, open space, and high traffic areas, and locations that would disturb other users on the site.

The Project includes 170 residential parking spaces in an underground basement that would be accessed solely through one garage entrance/exit on Harrison Street, one curbside loading space and one passenger loading space all on Harrison Street to minimize disturbance to the residents on site.

- d. Environmental Conflicts. Commercial uses that create noise, fumes, and light shall be designed to minimize any impacts on sensitive users of the site. Buildings shall be designed to minimize the impact of wind and shadows on open spaces on the development site and adjacent properties.

The Project includes six retail sales and service units that are typical of the surrounding context and will not introduce operational noises, fumes or odors. The Project will not significantly increase wind and shadows because the building is bisected by the public alley and separated at other locations through multiple courtyards to reduce the overall massing and volume. This site plan configuration will significantly reduce access to light and air impacts for the surrounding properties. Also, as noted in the environmental determination, the Project will not cause wind or shadow impacts.

- e. Architectural Design. Locate fenestration, decks, doors, and open spaces to minimize potential on-site conflicts between uses and users (e.g. residential and commercial uses).

The Project includes the six retail sales and service units located on Harrison Street or Berwick Place that are not in close proximity to neighboring residential uses at the east side and rear of the Project. Additionally, these commercial units are located adjacent to the lobby and residential amenity rooms, and not next to other dwelling units.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

Policy 1.2

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

Policy 1.10

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

The Project is a high density residential development that adds 372 housing units with a diverse unit mix to the City's overall supply, while also preserving the City's existing supply of affordable housing through the preservation of existing affordable housing units at South Beach Marina Apartments. Additionally, this primarily residential development is situated within close walking distance of multiple public transit alternatives, including MUNI Bus lines 8-Bayshore, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 30-Stockton, and 47-Van Ness, and the Civic Center BART/MUNI station.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.4

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

Policy 4.5

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

The Project has a diverse unit mix, including studios, one-, two- and three-bedroom units, the latter of which are of the appropriate size and space for families.

OBJECTIVE 5

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS

Policy 5.4

Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change.

The Project's diverse unit mix and escalation from studios to three-bedroom units covers a wide range of potential tenants' needs.

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 scale and design of the Project, and how to best match the overall neighborhood character have been carefully considered, including feedback from existing neighbors. The Project's design, including the retention of the existing building's original brick wall façade and creation of a publicly accessible mid-block alley benefits the overall neighborhood and enhances the overall architectural character of the block.

OBJECTIVE 12

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

Policy 12.2

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

Policy 12.3

Ensure new housing is sustainably supported by the City's public infrastructure systems.

The Project includes a significant amount of open space, including courtyards, terraces, decks and the publicly accessible mid-block alley. Each feature is uniquely designed to enhance the residents' and public's experience at the property.

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 13.2

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

The Project is located within close walking distance to multiple public transit alternatives, including MUNI Bus lines 8-Bayshore, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 30-Stockton, and 47-Van Ness, the Civic Center BART/MUNI station, and provides ample bicycle parking that promotes "smart" regional growth. Additionally, the creation of a mid-block alley connecting Harrison and Hallam Streets will significantly improve the pedestrian experience.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

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

The Project provides ample open space through private decks, common interior courtyards, a mid-block pedestrian alley, and a widened sidewalk. In total, 33,101 sq. ft. of open space is included, of which 29,815 sq. ft. are Code complying, and over 8,500 square feet of this open space is publicly accessible.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.6

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

The Project is located within close walking distance to multiple public transit alternatives, including MUNI Bus lines 8-Bayshore, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 30-Stockton, and 47-Van Ness, the Civic Center BART/MUNI station, and provides ample bicycle parking. The subterranean parking garage provides adequate space for residents or other visitors traveling via automobile. However, to promote convenient and inexpensive travel, the Project incorporates a Transportation Demand Management Plan that will provide features such as bicycle repair stations, dedicated car-share parking, multi-modal wayfinding signage, and real-time transportation information displays.

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

Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

The Project is located within close walking distance to multiple public transit alternatives, including MUNI Bus lines 8-Bayshore, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 30-Stockton, and 47-Van Ness, the Civic Center BART/MUNI station, and provides ample bicycle parking that promotes “smart” regional growth.

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will provide a significant amount of publicly accessible open space and infrastructure improvements including a 30 ft. wide mid-block alley that provides an accessible connection between

Harrison and Hallam Streets. The sidewalk on Harrison Street will also be widened to contribute to and enhance the pedestrian streetscape environment. These new public areas will be lined with street trees, landscaping, and site furniture where possible. Additionally, the Project will promote pedestrian-oriented frontages by including active uses such as small commercial shops, dwelling units that open onto the street, and ample fenestration using clear glazing along the entirety of Harrison Street and Berwick Place.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project includes 372 Class 1 bicycle spaces that are more than double the required 168 spaces for the Project in a secure subterranean garage, and enough bicycle racks for 48 outdoor Class 2 spaces.

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 170 auto parking spaces that are equal to 0.46 spaces per dwelling unit, which is significantly less than the 291 spaces that can be requested. The parking is located underground and would be accessed by a single 19-ft. driveway on Harrison Street to minimize pedestrian/bicycle conflicts, and the elimination of existing on-street parking spaces.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.3:

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

Policy 1.7:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.3:

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

Policy 3.4:

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

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Project's building façade reflects the mixed character of the block that includes multi-family dwellings, commercial and light industrial uses through the preservation of historic brick and the use of cement plaster composite panels, matte metal panels and tiles, and high quality aluminum window and storefront systems. The building's frontages will be pedestrian-oriented and activated with small commercial shops, dwelling units that open onto the street, and ample fenestration using clear glazing along the entirety of Harrison Street and Berwick Place. In addition, the Harrison Street sidewalk will be widened and a new publicly accessible mid-block alley will provide open space, significantly improve the neighborhood environment and increase personal safety, comfort, and pride. The parking is located underground and would be accessed by a single 19-ft. driveway on Harrison Street to minimize pedestrian and bicycle conflicts.

WESTERN SOMA COMMUNITY PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1

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

Policy 1.1.2

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

Policy 1.1.7

Establish vertical zoning standards in locations encouraging new mixed-use development and preserving a mix of uses.

The Project provides 371 new residential units in a mixed-use development that was targeted for residential growth and mixed-use projects. The development's scale, architectural expression, and dwelling unit types reflect the different character of busy Harrison Street, the adjacent narrow alleys that are often used by the community for social gatherings, and small residential enclave on Langton and Hallam Streets behind the Project.

OBJECTIVE 1.3

MINIMIZE NOISE IMPACTS AND ENSURE APPROPRIATE NOISE ORDINANCE REQUIREMENTS ARE MET.

Policy 1.3.2

Reduce potential land use conflicts by carefully considering the location and design of both noise-generating and sensitive uses in the Western SoMa.

The Project is located in an area north of Harrison Street that is intended for light industrial, commercial, and residential development, and provides primarily residential dwellings and six commercial street-facing units that may have accessory residential units. The removal and replacement of a large-scale automotive repair facility with residential and commercial uses would eliminate the noise and fumes associated with auto-related uses that are incompatible with the residential enclave behind and adjacent to the development.

Neighborhood Economy

OBJECTIVE 2.1

RETAIN AND ENCOURAGE GROWTH OPPORTUNITIES FOR EXISTING NEIGHBORHOOD BUSINESSES.

Policy 2.1.2

Promote a wide range of neighborhood-serving commercial uses north of Harrison Street.

The former auto repair facility moved to a new location south of Potrero Hill and remains in the City, and the Project includes 6,427 sq. ft. square feet of new commercial space for six businesses..

OBJECTIVE 2.2

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

Policy 2.2.5

Allow increased height limits on larger development sites in exchange for enhanced public benefits.

Policy 2.2.13

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

The Project is on a site that is 75,625 sq. ft. or 1.8 acres and proposes a 65-ft. tall building that is above the base height of 55-ft. with the approval of a conditional use authorization, includes sidewalk widening and a public mid-block alley that would connect Hallam and Harrison Streets, and will incorporate transportation measures to improve goods and services movement from streets with pedestrian and bicycle orientations.

Housing

OBJECTIVE 3.2

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

Policy 3.2.1

Discourage housing production that is not in scale with the existing neighborhood pattern.

Policy 3.2.2

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

Policy 3.2.6

Encourage creation of upper floor residential uses on major streets north of Harrison Street.

Policy 3.2.7

Create development controls on large sites that clearly direct and provide opportunities to replicate the scale, character and mix of existing uses.

The Project proposes housing production that is between six and seven stories in height and compatible in scale, density and unit sizes with the pattern of development along Harrison Street. Additionally, residential uses are included above ground floor lobby and commercial uses on Harrison Street and Berwick

Place.

Transportation and the Street Network

OBJECTIVE 4.1

FACILITATE THE MOVEMENT OF PEDESTRIANS AND BICYCLES IN ALLEYS.

Policy 4.1.1

Introduce treatments that effectively improve the pedestrian experience in alleys.

Policy 4.1.2

Limit the supply of on-street parking in some alleys, in order to accommodate pedestrian and bicycle movement.

Policy 4.1.3

Improve street lighting in alleys.

OBJECTIVE 4.2

LIMIT THE SPEED AND VOLUME OF MOTOR VEHICLES IN ALLEYS.

Policy 4.2.1

Restrict the entry of motor vehicles in alleys.

Policy 4.2.4

Prohibit the circulation of freight and service vehicles on residential alleys.

OBJECTIVE 4.21

PROVIDE SAFE, EFFICIENT AND PLEASANT PEDESTRIAN CIRCULATION IN WESTERN SOMA.

Policy 4.21.1

Ensure convenient and safe pedestrian crossings.

Policy 4.21.4

Maintain the physical state of the streets and sidewalks.

The Project includes a new pedestrian alley that will facilitate the movement of pedestrians and bicycles throughout the neighborhood to improve the pedestrian experience. The new public alley will be well-lit and easy to access. No automobiles will be allowed in the alley, and the underground accessory parking will be accessed by a single 19-ft. wide driveway to minimize user conflicts and promote pedestrian and bicycle movement. Streetscape improvements including the widening of sidewalks, new street trees and landscaping will improve the physical state of streets.

Urban Design and Built Form

OBJECTIVE 5.1

REINFORCE THE DIVERSITY OF THE EXISTING BUILT FORM AND THE WAREHOUSE, INDUSTRIAL AND ALLEY CHARACTER.

Policy 5.1

Promote, preserve and maintain the mixed use character of Western SoMa's small scale commercial and residential uses.

The Project includes appropriate uses encouraged by the Community Plan for this location. The Project is also located within the prescribed height guidelines, and includes the appropriate dwelling unit mix with 41% of the units having two or more bedrooms. The Project includes a contemporary architectural vocabulary that is sensitive to the prevailing scale, neighborhood fabric, and other character-defining features of the Western SoMa Light Industrial and Residential Historic District. The Project provides a high quality designed exterior that features a variety of materials, colors and textures, and incorporates the existing brick perimeter wall into the building design. Off-street parking is limited to a ratio of 0.46 spaces per unit in a space-efficient underground garage, and the Project will also pay the appropriate development impact fees, including the Transportation Sustainability, Childcare and Eastern Neighborhoods Fees.

OBJECTIVE 5.3

PROMOTE WALKING, BIKING AND AN ACTIVE URBAN PUBLIC REALM.

Policy 5.3.2

Require high quality design of street-facing building exteriors.

Policy 5.3.3

Minimize the visual impact of parking.

Policy 5.3.4

Strengthen the relationship between a building and its fronting sidewalk.

Policy 5.3.5

Strengthen the pedestrian and bicycle network by extending all alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

The Project contains active uses including 6,427 sq. ft. of commercial retail space that are at least 25-feet in depth, 15-ft. in floor-to-ceiling height and have transparent openings for 71% percent or more of the frontages at the ground floor. The building includes high quality aluminum storefront and window systems, and is clad with brick and cement plaster panels for a high quality street-facing design. The remaining active uses include walk-up dwelling units that provide direct, individual pedestrian access to the sidewalk, generously sized residential amenity rooms, and a new 30 ft. wide mid-block public alley. The Project does not include any parking at street grade but proposes a basement-level parking garage that is accessed by a single 19 ft. wide garage door on Harrison Street at the eastern end of the building to minimize its visual impact.

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

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

The Project would replace an existing industrial building (last used for automotive repair) with a new mixed-use development that would contain 6,427 sq. ft. of new commercial space divided among six units that have the option to include accessory dwelling units within them would provide opportunities for resident ownership of neighborhood-serving uses. The Project would also add new residents to the neighborhood that may patronize these and other businesses, resulting in a net benefit for the Western 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.

The Project's proposed size, height and intensity are comparable to, and compatible with the surrounding neighborhood, and is designed to comply with the Western SoMa Community Plan, which allows for a variety of uses and height limits including the northward high-tech office corridor on Townsend Street with an 85 ft. height limit that transitions into the Service, Arts, Light Industrial District and its 55 ft. height limit, and up to the south side of Harrison Street and Interstate 80. North of Harrison Street is an intensified residential neighborhood featuring a mix of uses and new mixed-use developments in 40 to 65 ft. height districts. Accordingly, the mixed-use character of the Project and its proposed height of 65 ft. will be compatible with the surrounding area. The neighborhoods surrounding the Western SoMa SUD and Community Plan area consist of a wide range of commercial, residential and retail uses with varying building heights, and the Project will be an appropriate transition from the larger scale of Mission and Market Streets and the smaller scale south of Harrison Street. The Project has also been designed to be compatible with the Western SoMa Light Industrial and Residential Historic District.

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

The Project will not displace any affordable housing and will comply with the City's Inclusionary Housing Program through a credit under an agreement with the Board of Supervisors (Resolution No. 197-16) to preserve 101 existing affordable units at the South Beach Marina Apartments that would otherwise no longer be subject to affordable housing restrictions after the expiration of a performance period of 21.5 years.

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

The Project site is nearby by public transit, with multiple alternatives including MUNI Bus lines 8-Bayshore, 12-Folsom/Pacific, 19-Polk, 27-Bryant, 30-Stockton, 47-Van Ness, and Civic Center BART/MUNI within close walking distance. The proposed development also includes a total of 170 off-street parking spaces in a subterranean parking garage that is adequate to serve the residents and the will not significantly affect any existing neighborhood parking. In addition, because of the number

of parking spaces provided are at a ratio of 0.46 to 1, the Project's impact on existing traffic patterns and the type and volume of traffic in the vicinity of the Project will not be overburdened.

- 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 former auto repair facility moved to a new location south of Potrero Hill and remains in the City, and the Project includes 6,427 sq. ft. square feet of new commercial space for six shops that are flexible to meet the needs of the neighborhood and will provide opportunities for employment and ownership. The Project does not include commercial office development.

- 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 landmarks on the site, but the Project has been sensitively designed in massing, scale, and contemporary architectural expression to be compatible with the Western SoMa Light Industrial and Residential Historic District.

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

The Project will not cast any net new shadow over the properties under the jurisdiction of the Recreation and Parks Commission.

12. **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.

13. 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.
14. The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2016-001738CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated April 10, 2018, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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 April 26, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 26, 2018

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use Authorization to allow a major development requesting a height bonus for the project involving demolition of an existing 75,625 sq. ft. industrial building and the new construction of a six- to seven-story, 65-ft. tall and 428,722 sq. ft., mixed-use building containing 6,427 sq. ft. of ground floor commercial units with accessory residential use, up to 371 dwelling units, 29,815 sq. ft. of open space, 420 Class 1 & 2 bicycle parking spaces, and a 69,547 sq. ft. basement for 170 off-street parking spaces, three car share , and two service vehicle parking spaces located at Lot 023 in Parcel 3755, pursuant to Planning Code Sections 263.29, 303 and 823 in the WMUG Zoning District, Western SoMa Special Use District, and a 55/65-X Height and Bulk District, in general conformance with plans, dated April 10, 2018, and stamped "EXHIBIT B" included in the docket for Case No. 2016-001738CUA and subject to conditions of approval reviewed and approved by the Commission on April 26, 2018, 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 April 26, 2018 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. 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. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

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

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

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

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

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

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

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

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

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

6. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2016-001738ENV) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

DESIGN – COMPLIANCE AT PLAN STAGE

7. **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

8. **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

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

- On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- On-site, in a driveway, underground;
- On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- On-site, in a ground floor façade.
- Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- Public right-of-way, underground; and based on Better Streets Plan guidelines;

- Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests

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

PARKING AND TRAFFIC

10. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 170 off-street accessory residential parking spaces, not including the required three car share parking spaces.

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

11. **Car Share Requirement.** Pursuant to Planning Code Section 166, the Project shall provide at least one, and not more than three additional dedicated car-share parking spaces. The required car-share spaces shall be made available, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers.

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

12. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 372 Class 1 bicycle parking spaces and 48 Class 2 bicycle parking spaces for the 371 dwelling units and 6,427 sq. ft. of commercial space.

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

PROVISIONS

13. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.

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

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

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

15. **Residential Childcare Impact Fee.** Pursuant to Planning Code Section 414A, the Project Sponsor shall comply with the Residential Childcare Impact Fee provisions through payment of an Impact Fee pursuant to Article 4.

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

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

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

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

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

MONITORING

18. **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

19. **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

20. **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>

21. **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 at 415-554-.5810, <http://sfdpw.org>

22. **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 AFFORDABLE HOUSING PROGRAM

23. **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.

24. **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 or rent.

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.



CONDITIONAL USE APPLICATION

APRIL 18TH, 2018

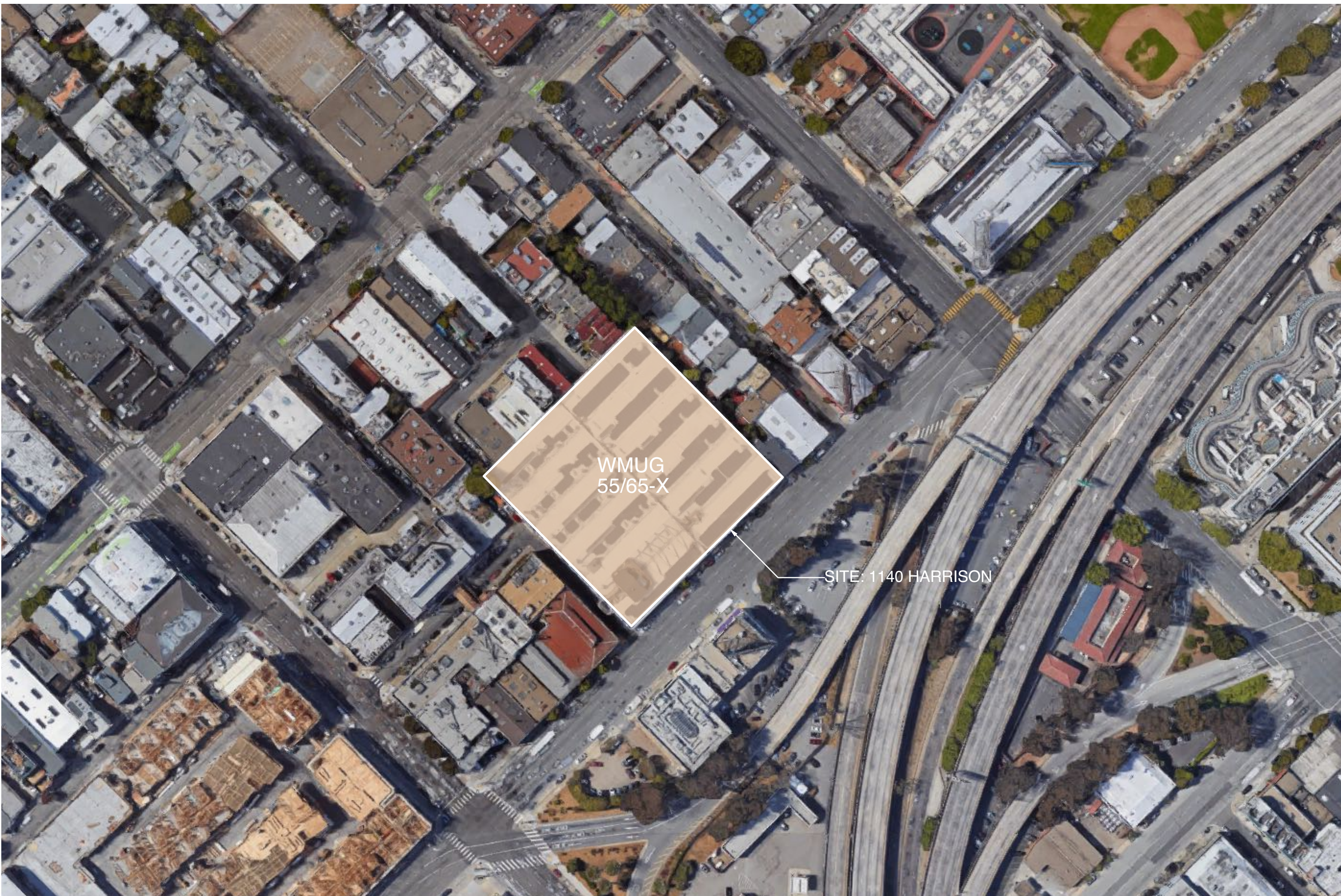
PROJECT DIRECTORY

OWNER:
THE HANOVER COMPANY
156 DIABLO ROAD, SUITE 220
DANVILLE, CA 94526
TEL: (925) 490-2990
CONTACT: SCOTT YODALL

DESIGN AND EXECUTIVE ARCHITECT:
BDE ARCHITECTURE
950 HOWARD STREET
SAN FRANCISCO, CA 94103
TEL: (415) 677-0966
CONTACTS: JONATHAN ENNIS
IAN MURPHY

CIVIL ENGINEER:
BKF ENGINEERS
150 CALIFORNIA STREET, SUITE 650
SAN FRANCISCO, CA 94111
TEL: (415) 930-7900
CONTACTS: MIKE O'CONNEL
JANINE WATSON

LANDSCAPE ARCHITECT:
GWH LANDSCAPE ARCHITECTS
AFFILIATE OF THE HANOVER COMPANY
5847 SAN FELIPE, SUITE 3600
HOUSTON, TEXAS 77057
TEL: (713) 267-2100
CONTACTS: CHASE LEBLANC
MATT SHEARER



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1140 Harrison Street

San Francisco, CA

Parcel: Block 3755, Lot 023
Lot Area: 75,625 SF

Planning Code Summary

Zoning District: (Sec. 844)	WMUG WSoMa Mixed Use-General District
	The WSoMa Mixed Use-General (WMUG) District is largely comprised of the low-scale, production, distribution, and repair uses mixed with housing and small-scale retail. The WMUG is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood.
	Housing is encouraged over ground floor commercial and production, distribution, and repair uses. New residential or mixed use developments are encouraged to provide as much mixed-income family housing as possible. Existing group housing and dwelling units will be protected from demolition or conversion to nonresidential use by requiring conditiona use review. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.
	Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted. Office use is restricted to customer-based services on the ground floor.
Permitted Uses: (Sec. 844.20-844.99)	Residential, Services, Retail, Arts, Office, Schools There are use restrictions based on square footage and which story they are located on.
Height / Bulk Limits: (Zoning Map HT08)	55/65-X
Ground Floor Ceiling Height: (Sec. 145.1(c)(4)(B))	Ground floor non-residential uses in all C-3, C-M, NCT, DTR, Chinatown Mixed Use, RSD, SLR, SLI, SPD, SSO, MUG, MUR, and MUO Districts shall have a minimum floor-to-floor height of 14 feet, as measured from grade.
Height Limits: (Sec. 260)	(1) The point above which such measurements shall be taken shall be as specified as follows. (A) In the case of either (B) or (C) below, such point shall be taken at the centerline of the building or, where the building steps laterally in relation to a street that is the basis for height measurement, separate points shall be taken at the centerline of each building step. (B) Where the lot is level with or slopes downward from a street at the centerline of the building or building step, such point shall be taken at curb level on such a street. This point shall be used for height measurement only for a lot depth not extending beyond a line 100 feet from and parallel to such street, or beyond a line equidistant between such street and the street on the opposite side of the block, whichever depth is greater. Measurement of height for any portion of the lot extending beyond such line shall be considered in relation to the opposite (lower) end of the lot, and that portion shall be considered an upward sloping lot in accordance with Subsection (C) below, whether or not the lot also has frontage on a lower street. (C) Where the lot slopes upward from a street at the centerline of the building or building step, such point shall be taken at curb level for purposes of measuring the height of the closest part of the building within 10 feet of the property line of such street; at every other cross-section of the building, at right angles to the centerline of the building or building step, such point shall be taken as the average of the ground elevations at either side of the building or building step at that cross-section. The ground elevations used shall be either existing elevations or the elevations resulting from new grading operations encompassing an entire block. Elevations beneath the building shall be taken by projecting a straight line between ground elevations at the exterior walls at either side of the entire building in the same plane. (D) Where the lot has frontage on two or more streets, the owner may choose the street or streets from which the measurement of height is to be taken, within the scope of the rules stated above.
(Sec. 304(d)(6))	Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections;
Bulk Limits: (Sec. 270(d))	X bulk limit - Indicates no bulk controls, with limited exceptions
Special Bulk Requirements: (Sec. 270.2(d)(2))	Mid-Block Alleys in Large Lot Developments in the Eastern Neighborhoods Mixed Use Districts... For new construction on lots with frontage greater than 200 linear feet but less than 300 feet the project shall provide a publicly-accessible mid-block alley for the entire depth of the property where any of the following criteria are met: (A) There is an opportunity to establish a through-block connection between two existing alleys or streets, or (B) A portion of the subject frontage extends over the central half of the block face, or (C) Where it is deemed necessary by the Planning Department and Commission to introduce alleys to reduce the scale of large development, particularly in areas with a surrounding pattern of alleys.
(Sec. 270.2(i))	Any non-vehicular portions of such a pathway or alley, including sidewalks or other walking areas, seating areas, or landscaping, may count toward any open space requirements of this Code which permit publicly-accessible open space, provided that such space meets the standards of Section 135. In C-3 Districts, the non-vehicular portions of such a pathway or alley may count towards the open space requirements of Section 138 of this Code, so long as the pathway or alley is located at street grade and meets the requirements of Section 138 and of this Section.
Residential Density: (Sec. 844.24)	No residential density limit by lot area.

Minimum Dwelling Unit Mix: (Sec. 844.25)	At least 40% of all dwelling units must contain two or more bedrooms or 30% of all dwelling units must contain three or more bedrooms.
Affordability Requirements: (Sec. 415.5)	The project will satisfy the affordability requirements under Section 415.5 pursuant to the Agreement Preserving Affordable Housing Units at South Beach Marina Apartments, which was adopted under Board of Supervisors Resolution No. 197-16.
Rear Yard: (Sec. 134(a)(1))	An open rear yard depth equal to 25% of the lot depth but not less than 15 feet required from grade level and above.
Open Space: (Sec. 844.11)	Residential: 80 sf of common open space per unit.
(Sec. 135.3)	Retail: 1 sf per 250 sf of occupied floor area of new or added square footage.
(Sec. 135.3(a)(2)(A))	The amount of open space required pursuant to Table 135.3 may be reduced by 33 percent if it is publicly accessible usable open space.
DU Facing Open Area: (Sec. 140)	With the exception of dwelling units in single room occupancy buildings in the South of Market base area, in each dwelling unit in any use district, the required windows of at least one room that meets the 120 square foot minimum superficial floor area requirement of Section 501.1 of the Housing Code shall face directly on an open area of one of the following types: (1) A public street, public alley at least 25 feet in width, side yard at least 25 feet in width, or rear yard meeting the requirements of this Code; provided, that if such windows are on an outer court whose width is less than 25 feet, the depth of such court shall be no greater than its width; or (2) 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 four feet six inches, 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.
Off-Street Parking: (Sec. 844.08)	Residential: None required. Permitted up to one car for each four Dwelling Units; Conditional up to one car for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(g); Not Permitted above one car for each Dwelling Unit. Commercial / Institutional: None required. Limits set forth in Section 151.1
Off-Street Loading: (Sec. 844.07)	Retail Stores: 0-10,000 GFA 0 space 10,001-60,000 GFA 1 space 60,001-100,000 GFA 2 spaces over 100,000 GFA 3 plus 1 for each additional 80,000 SF Apartments: 0-100,000 GFA 0 space 100,001-200,000 GFA 1 space 200,001-500,000 GFA 2 spaces over 500,000 GFA 3 plus 1 for each additional 400,000 sf Minimum size for first required space: Length: 25' (35' typical) Width: 10' (12' typical) Height: 12' (14' typical)
(Sec. 153(a)(6))	In C-3, MUG, MUR, MUO, UMU, and South of Market Districts, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading. Where the 50 percent allowable substitution results in a fraction, the fraction shall be disregarded.
(Sec. 154(b)(3))	Each substituted service vehicle space provided under Section 153(a)(6) of this Code shall have a minimum width of eight feet, a minimum length of 20 feet, and a minimum vertical clearance of seven feet.
Car Share Parking: (Sec. 166)	0-49 units: 0 50-200 units: 1 201 or more: 2, plus 1 for every 200 dwelling units over 200
Bicycle Parking: (Sec. 155.1-155.4)	
Class 1 spaces required:	Retail: One Class 1 space for every 7,500 occupied square feet. Dwelling Units: One Class 1 space for every dwelling unit For buildings containing over 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100.
Class 2 spaces required:	Retail: Minimum two spaces. One Class 2 space for every 2,500 occupied square feet. Dwelling Units: One per 20 units.



HANOVER: 1140 HARRISON
UNIT AND AREA SUMMARY: Unit Measured Centerline Corridor, Demising and Exterior
Date 04/10/2018

CONSTRUCTION TYPE: TYPE IIIA OVER IA (5 WOOD OVER 2 CONCRETE)												
FLOORS:												
	Unit Abbreviaton	Unit Rentable SF *	Floor Levels									Unit Percentage
UNIT TYPE				COURT	1ST	2ND	3RD	4TH	5TH	6TH	Total	
STUDIO	S	425		11	11	17	20	24	27	21	131	35.3%
1 BEDROOM	A	688.6		6	9	17	18	14	12	14	90	24.3%
2 BEDROOM	B	958.71		10	14	23	25	25	25	24	146	40.4%
3 BEDROOM	C	1,328		0	0	1	1	1	1	0	4	
TOTALS		274,323		27	34	58	64	64	65	59	371	100%

Gross Residential (lobby, corridors, stairs, etc...) (incl. decks)		34,152	35,118	53,285	55,787	56,207	56,207	51,024	341,780
Amenity + Leasing Spaces (Interior Only)		9,688	1,280						10,968
Commercial with Accessory Residential		4,610	1,817						6,427
Garage (Incl. storage, utilities, ...)	69,547								69,547
Total Gross	69,547	48,450	38,215	53,285	55,787	56,207	56,207	51,024	428,722

* UNIT RENTABLE IS CENTERLINE OF WALL

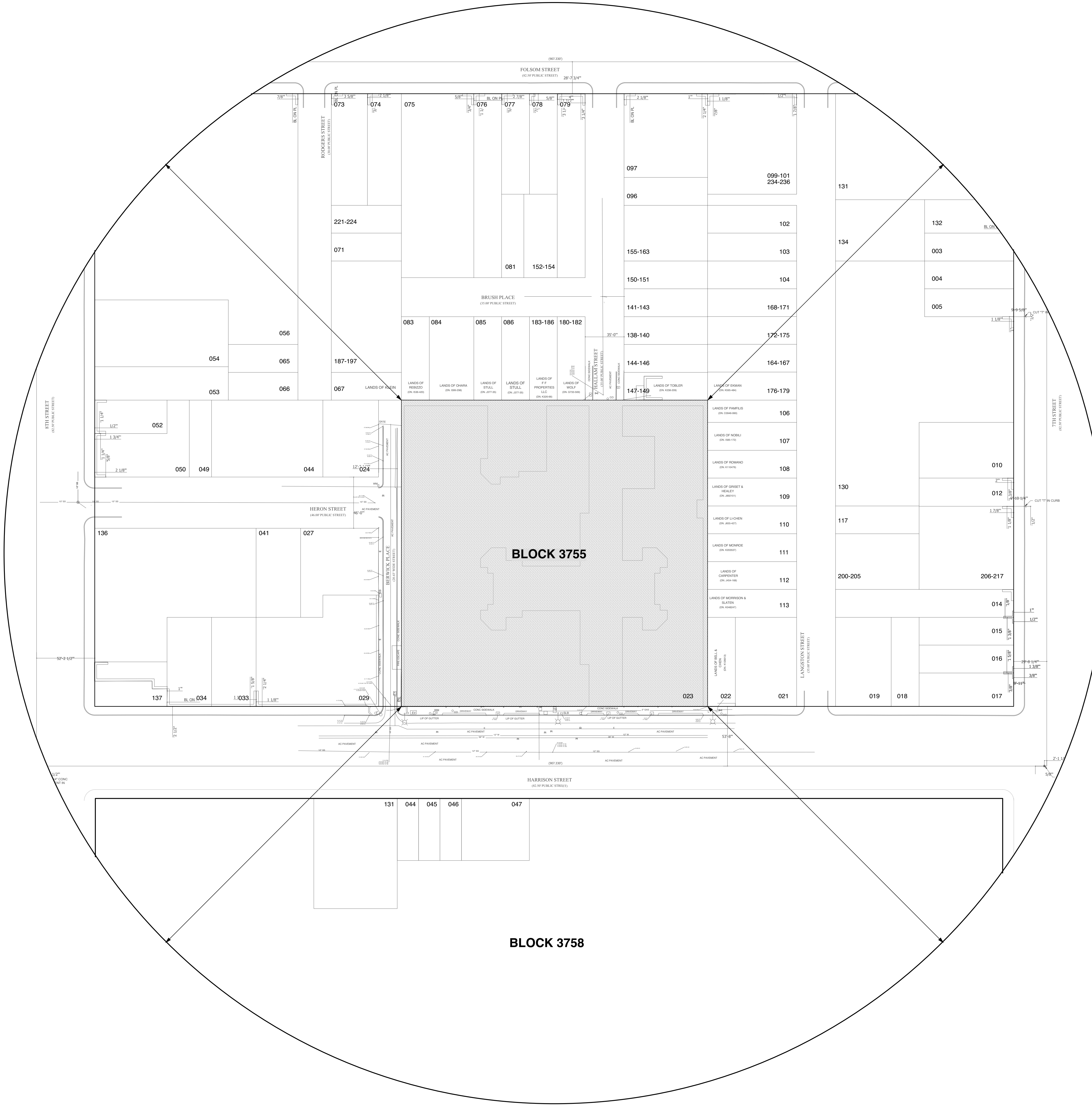
OPEN SPACE*					
REQUIRED		Open Space can be a combination of On-Site Public, Common and Private Public/Common Open Space: 15 Ft min width, 80% min open to sky, can not be in required setbacks, 500 SF min. Private Open Space: 6Ft min. width			
		Total	RESIDENTIAL: 371 X 80 SI	=	29,680
			COMMERCIAL: (1 SF/250 SF)*66%		18.2
				COMPLIANT OS AREA	TOTAL AREA
PROVIDED	WIDENED SIDEWALK			2,641	2,641
	MIDBLOCK			7,975	7,975
	SOUTH COURTYARD			4,191	4,191
	EAST COURTYARDS 1,2,3			3,925	4,146
	NORTH COURTYARD			0	3,065
	ROOF TERRACE			3,624	3,624
	NORTH ROOF TERRACE			955	955
	PRIVATE DECK	12 DU X 36 SF OS		432	432
	PRIVATE DECK	6 DU X 57 SF OS		342	342
	PRIVATE DECK	17 DU X 60 SF OS		1,020	1,020
	PRIVATE DECK	49 DU X 70 SF OS		3,430	3,430
	PRIVATE DECK	16 DU X 80 SF OS		1,280	1,280
	Total			29,815	33,101

DU= Deck Units
OS= Open space

REAR YARD:		
REQUIRED	An open rear yard depth equal to 25% of the lot depth but not less than 15 feet required from grade level and above.	
	Total Site Area:	75,625 SF
	Rear Yard:	18,906.25 SF
	Percentage of Site Area:	25%
PROVIDED		
	Total Site Area:	75,625 SF
	Rear Yard:	18,994 SF
	Percentage of Site Area:	25.12%

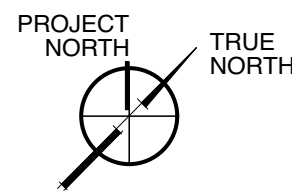
VEHICLE PARKING:		
PROVIDED	On Site Parking Spaces:	170
	On Site Service Vehicle Spaces:	2

BICYCLE PARKING:			
REQUIRED	Residential Class I:	100 + .25/unit over 100	168
	Residential Class II:	1/20 unit	19
	Commercial Class I:	1/7,500 SF	1
	Commercial Class II:	2+1/2,500 above 5,000 SF	3
PROVIDED	Total Class I:		372
	Total Class II:		48
	Total Bike Parking:		420



300-FOOT RADIUS MAP

1"=40'-0"



A0.4



1140 HARRISON STREET

SAN FRANCISCO, CA

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL, AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



1



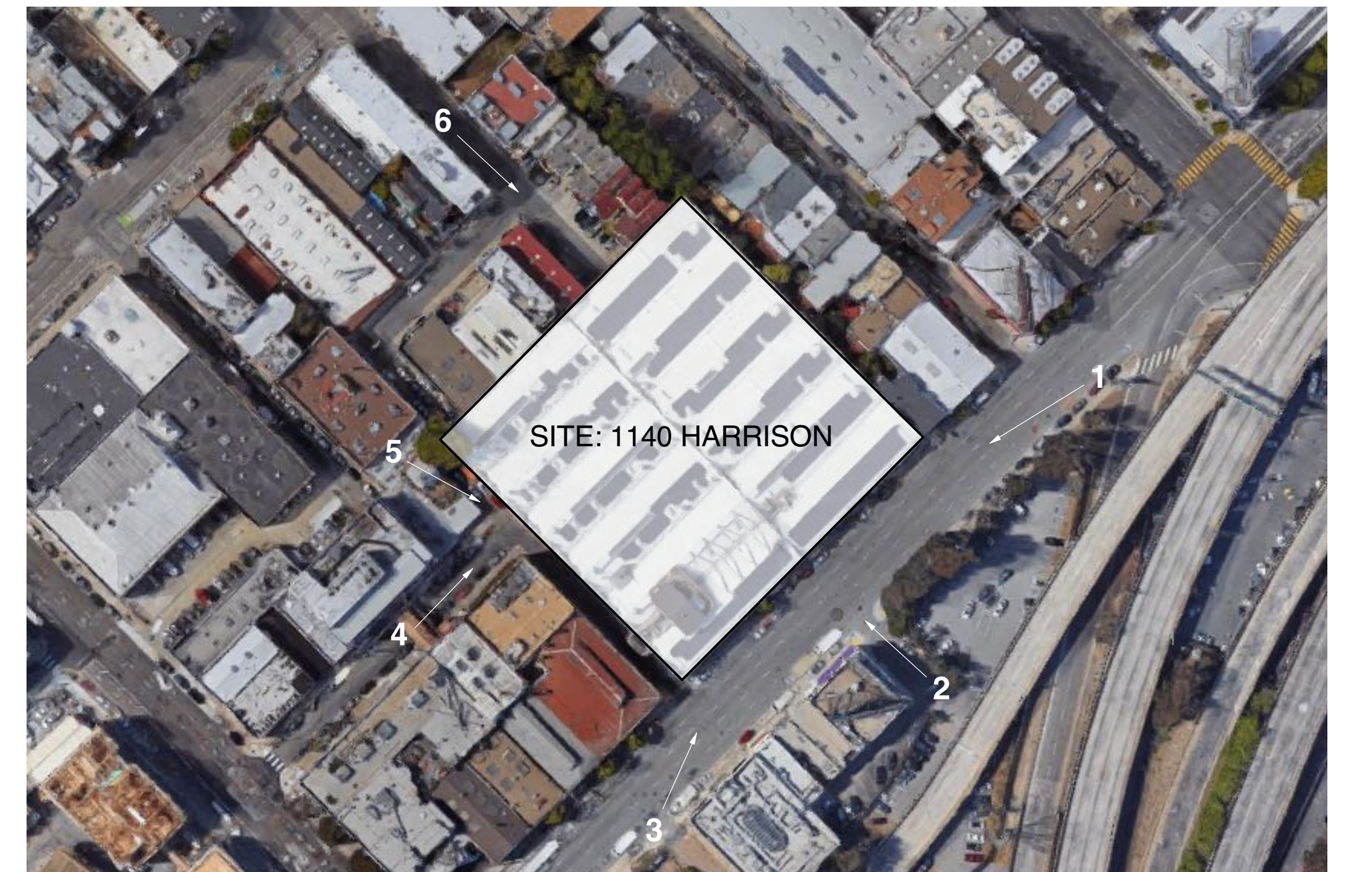
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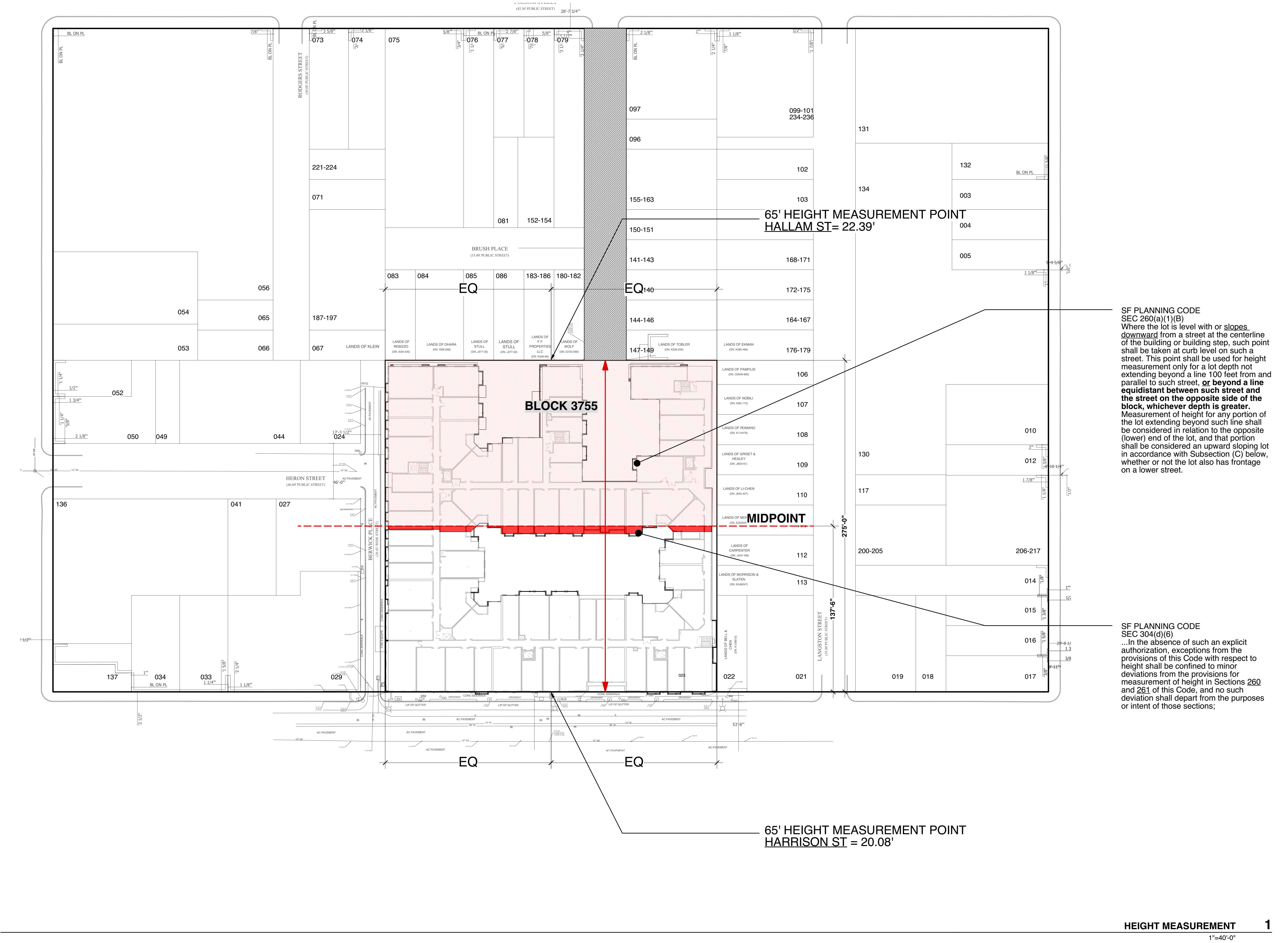
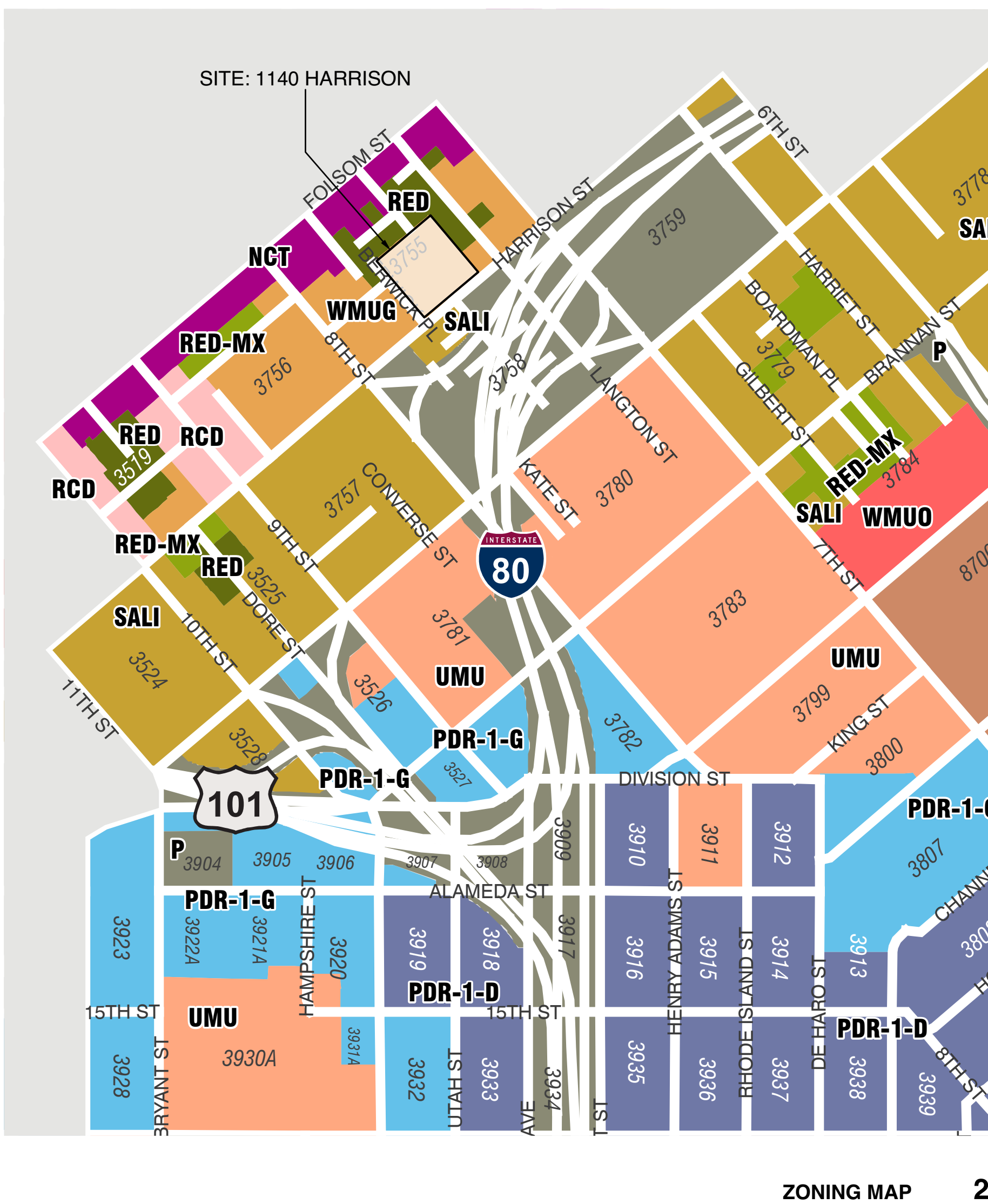
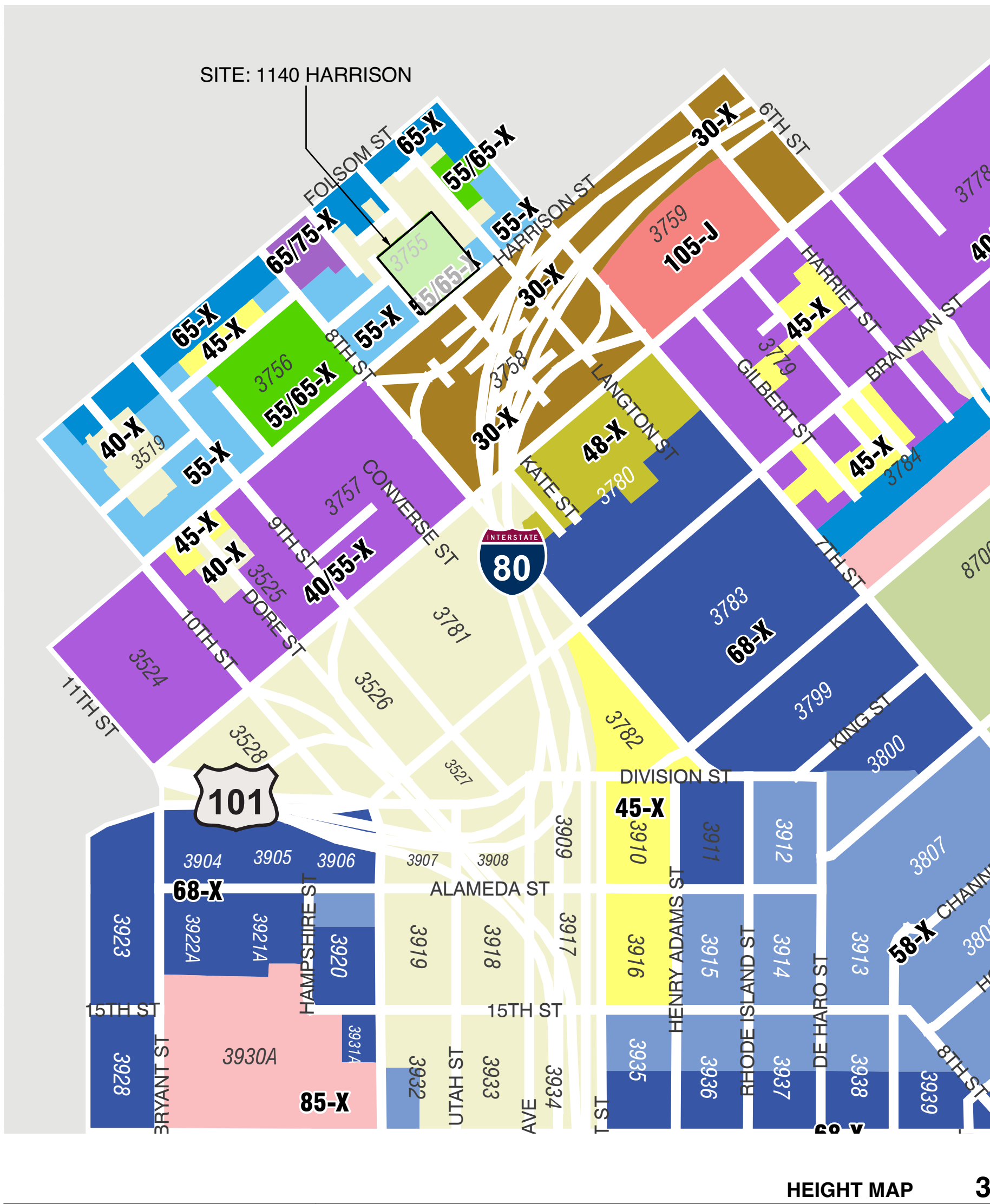
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6

CONTEXT PHOTOS

A0.5





PRIVATE OPEN SPACE

FLOOR 3 OPEN SPACE 2
1"=20'-0"



WIDENED SIDEWALK PUBLICLY-ACCESSIBLE OPEN SPACE
MID-BLOCK PUBLICLY-ACCESSIBLE OPEN SPACE
COMMON OPEN SPACE
NON-COMPLIANT OPEN SPACE
PRIVATE OPEN SPACE

FLOOR 1 OPEN SPACE 1
1"=20'-0"

OPEN SPACE DIAGRAMS

A0.7



COMMON OPEN SPACE
PRIVATE OPEN SPACE

FLOOR 7 OPEN SPACE 2
1"=20'-0"

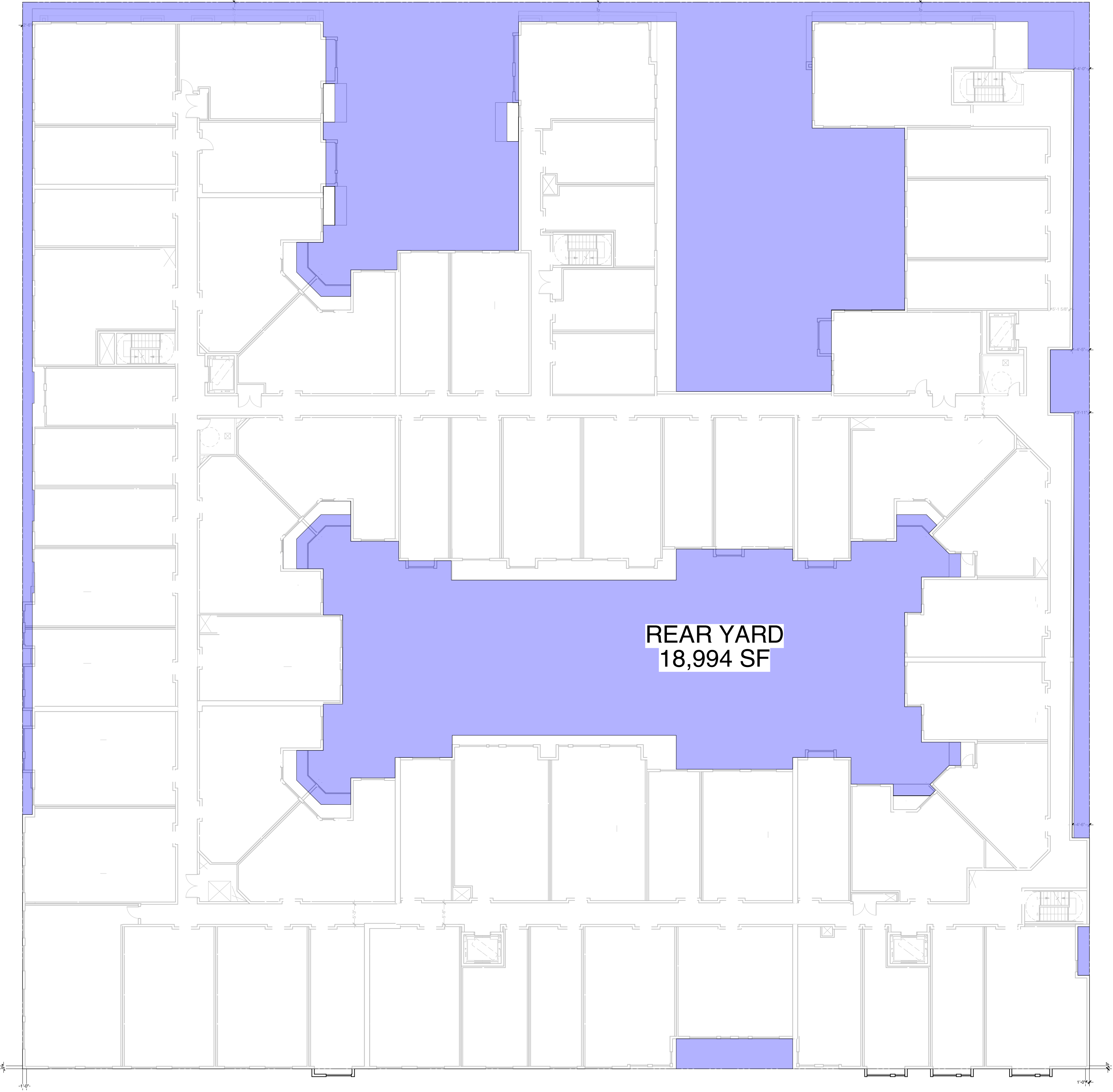


PRIVATE OPEN SPACE

FLOOR 4 OPEN SPACE 1
1"=20'-0"

OPEN SPACE DIAGRAMS

A0.8

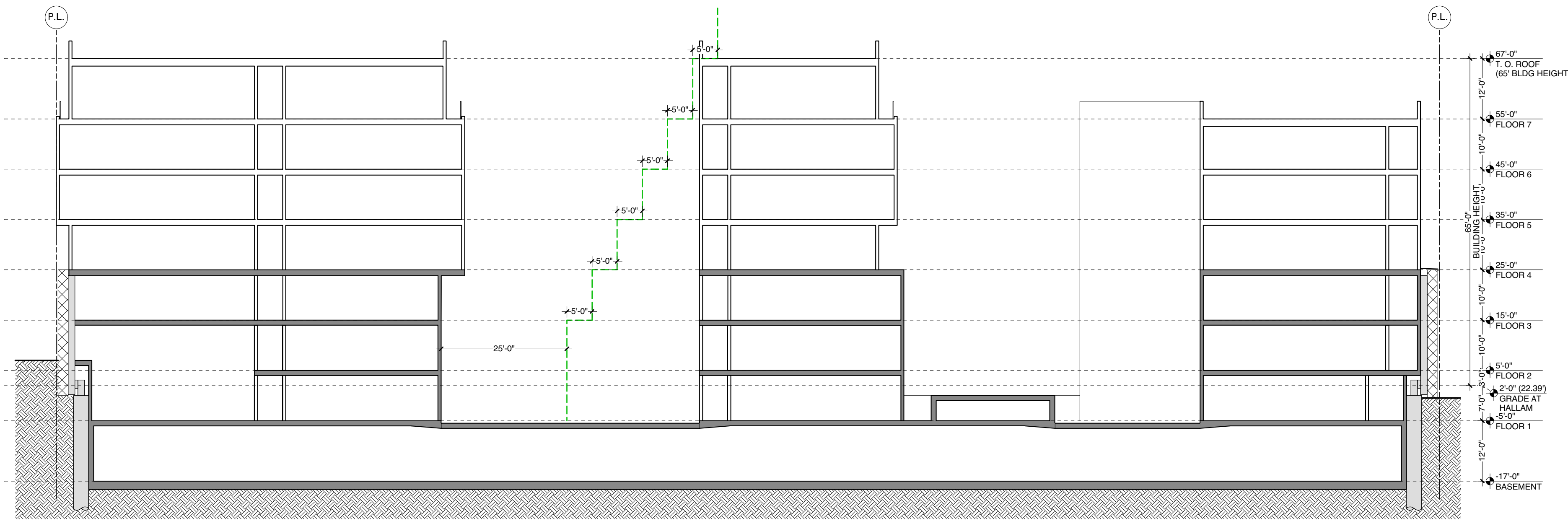


REAR YARD:		
REQUIRED	An open rear yard depth equal to 25% of the lot depth but not less than 15 feet required from grade level and above.	
	Total Site Area:	75,625 SF
	Rear Yard:	18,906.25 SF
	Percentage of Site Area:	25%
PROVIDED	Total Site Area:	75,625 SF
	Rear Yard:	18,994 SF
	Percentage of Site Area:	25.12%

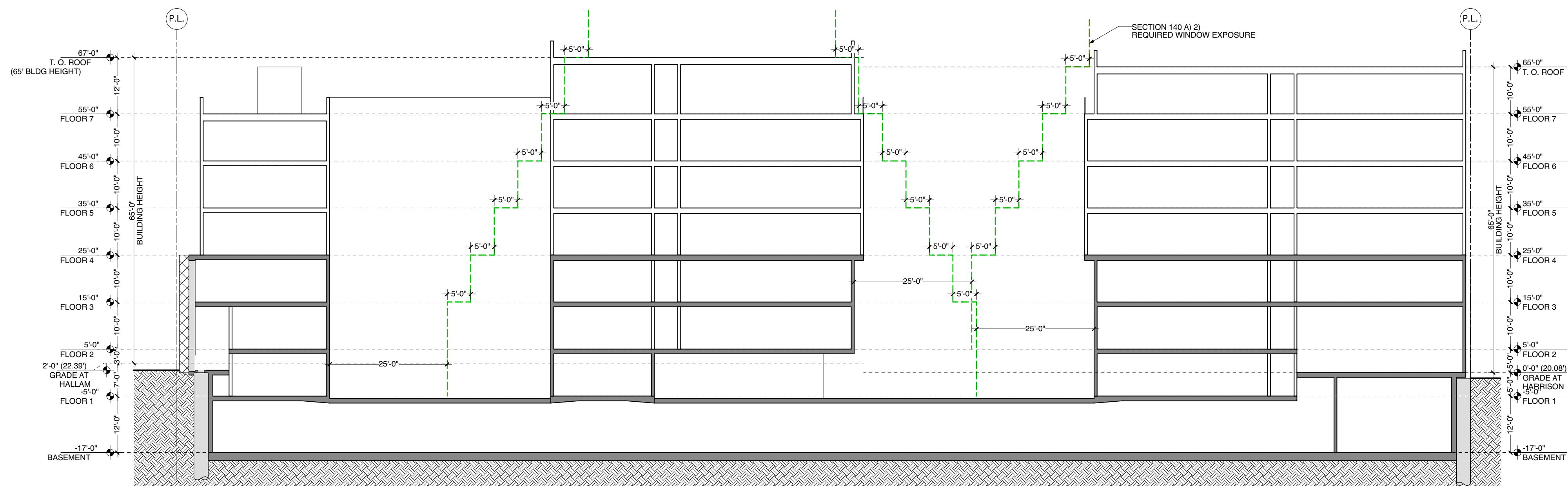
REAR YARD DIAGRAM 1
1/16"=1'-0"

REAR YARD DIAGRAM

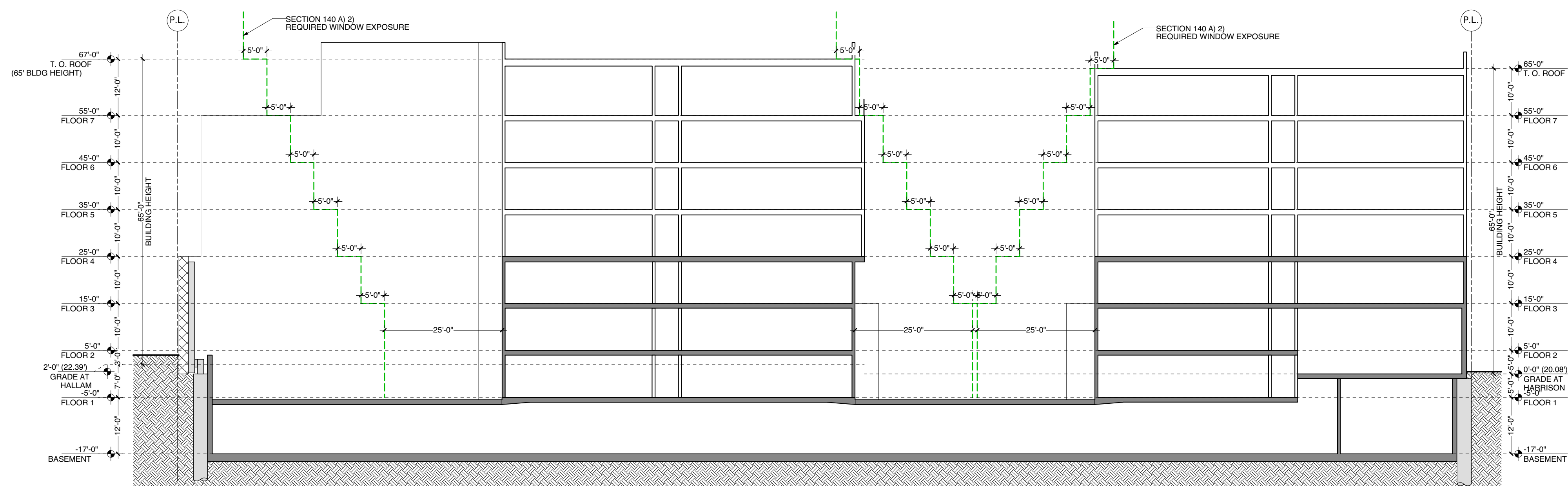
A0.9



SECTION C-C 3
1/16"=1'-0"



SECTION B-B 3
1/16"=1'-0"



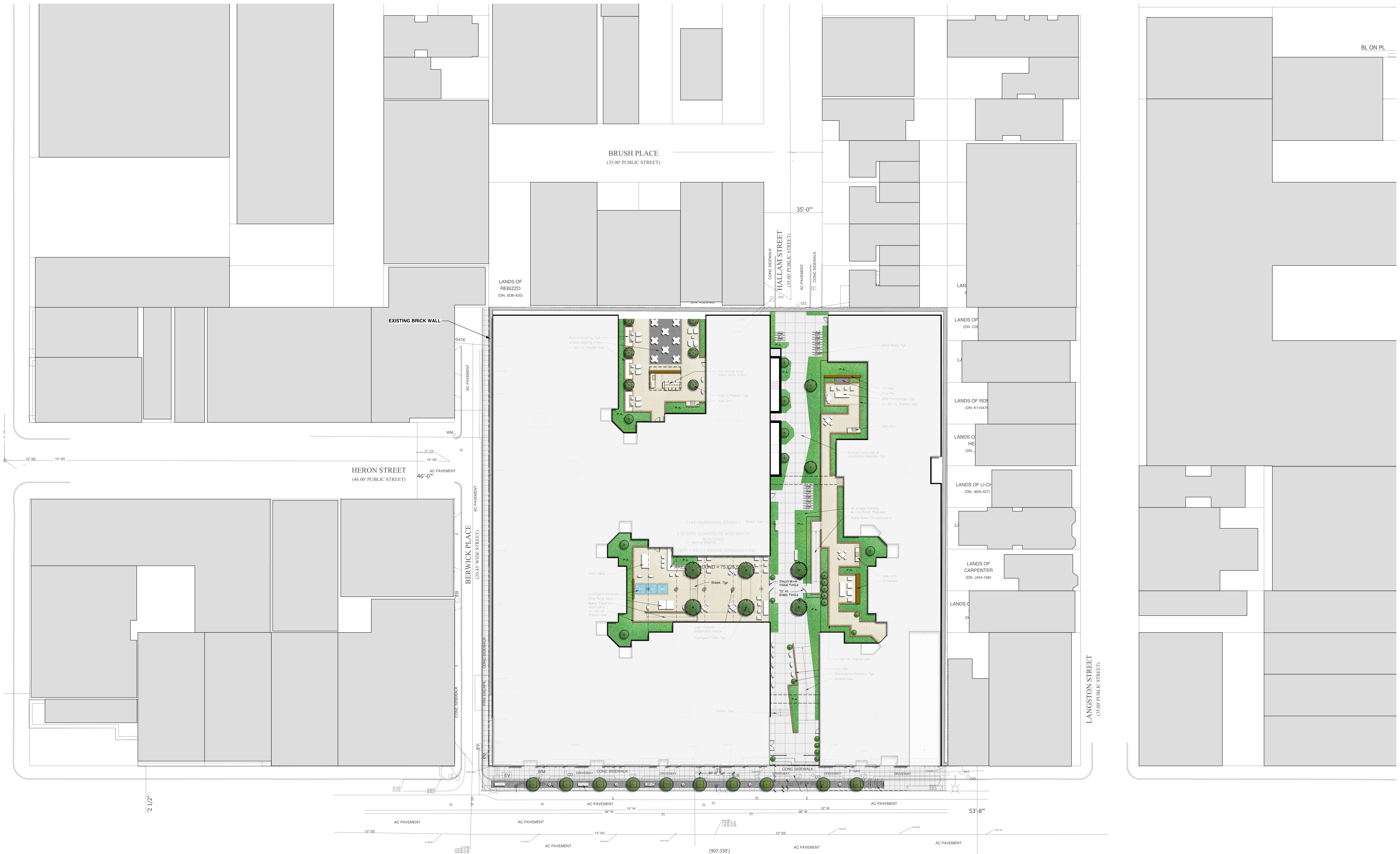
SECTION A-A 2
1/16"=1'-0"



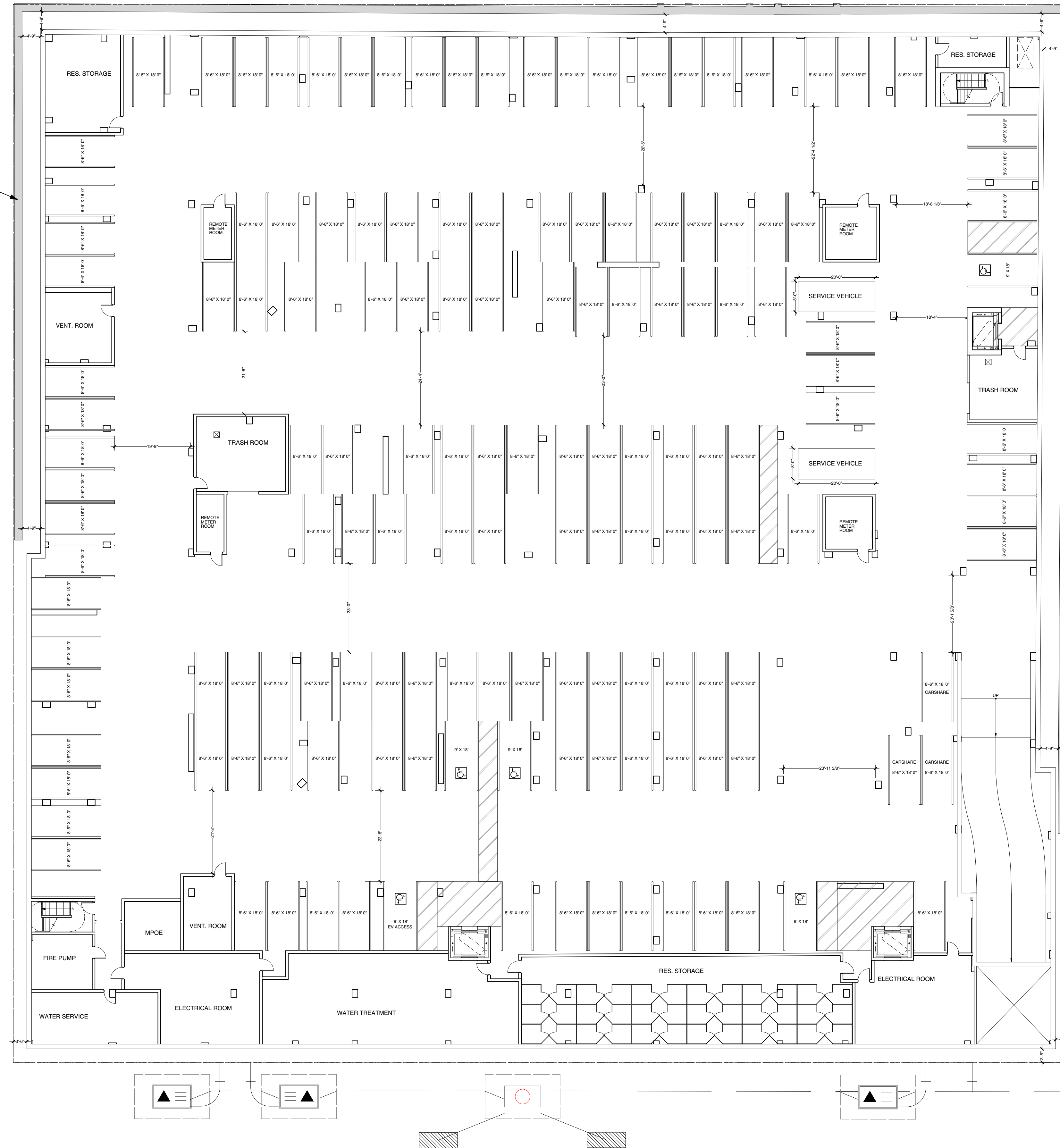
FLOOR 1 PLAN 1
1/16"=1'-0"

DWELLING UNIT EXPOSURE DIAGRAMS

A0.10

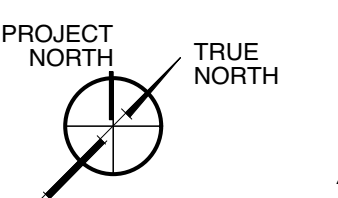


EXISTING BRICK WALL



BASEMENT LEVEL PLAN

1/16" = 1'-0"

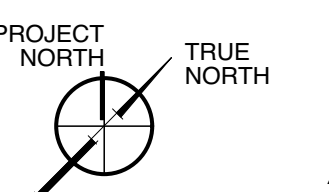


A2.0

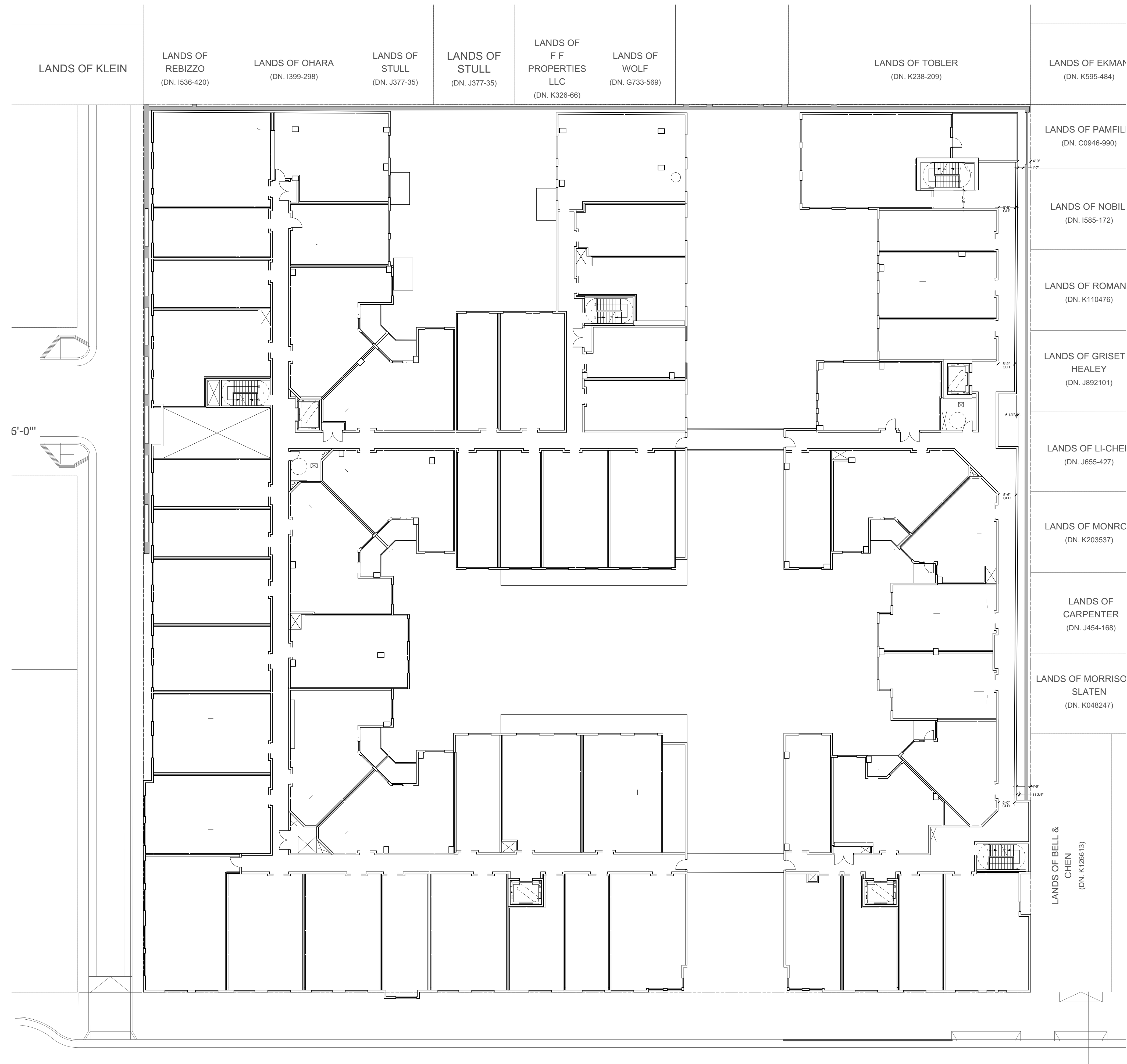


FLOOR 1 PLAN

1/16" = 1'-0"

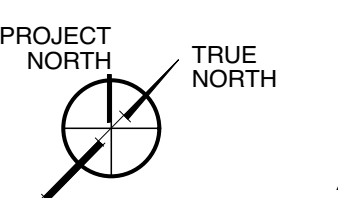


A2.1

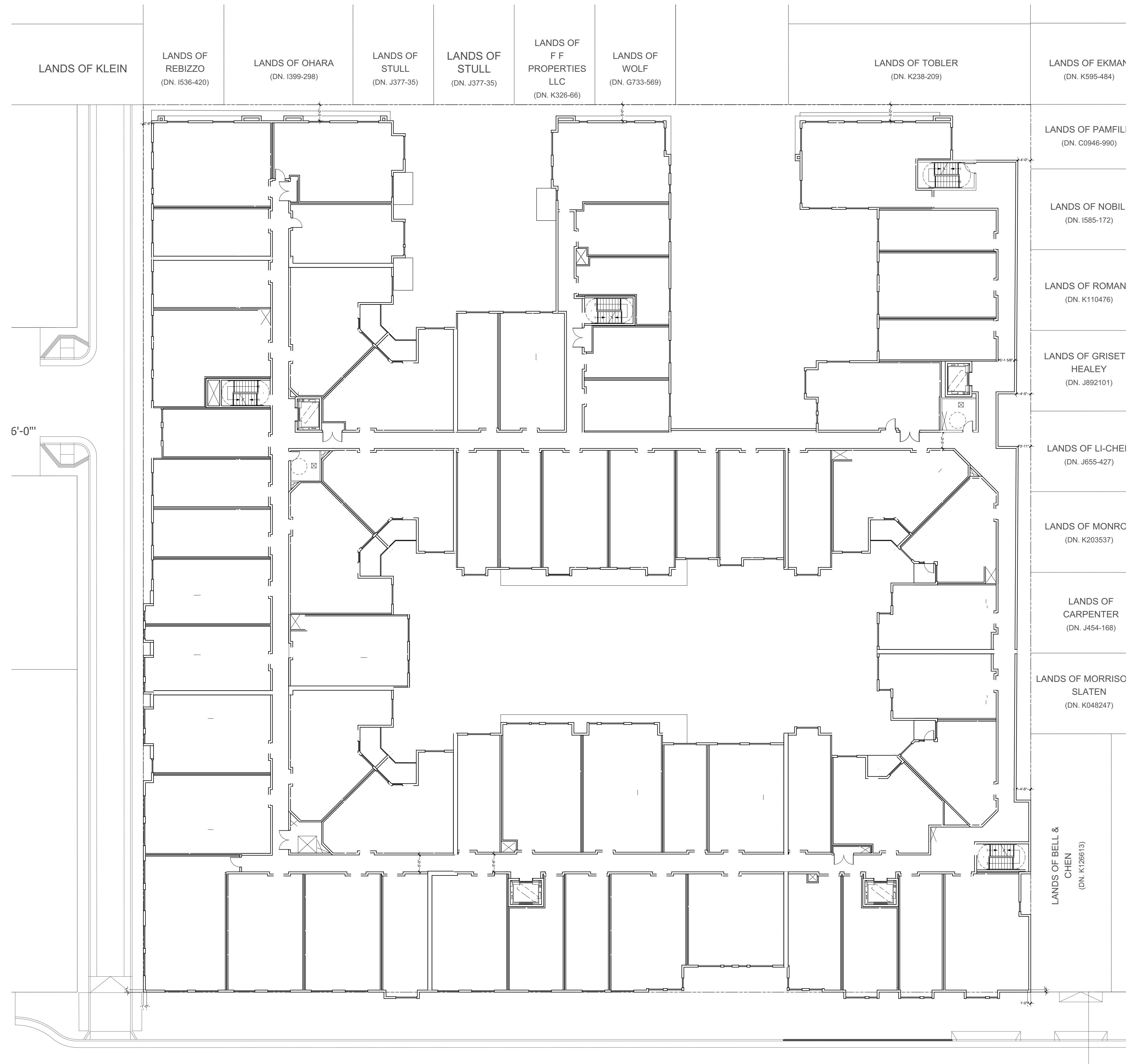


FLOOR 3 PLAN

1/16"=1'-0"

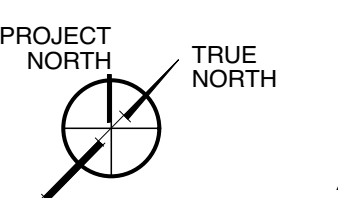


A2.3

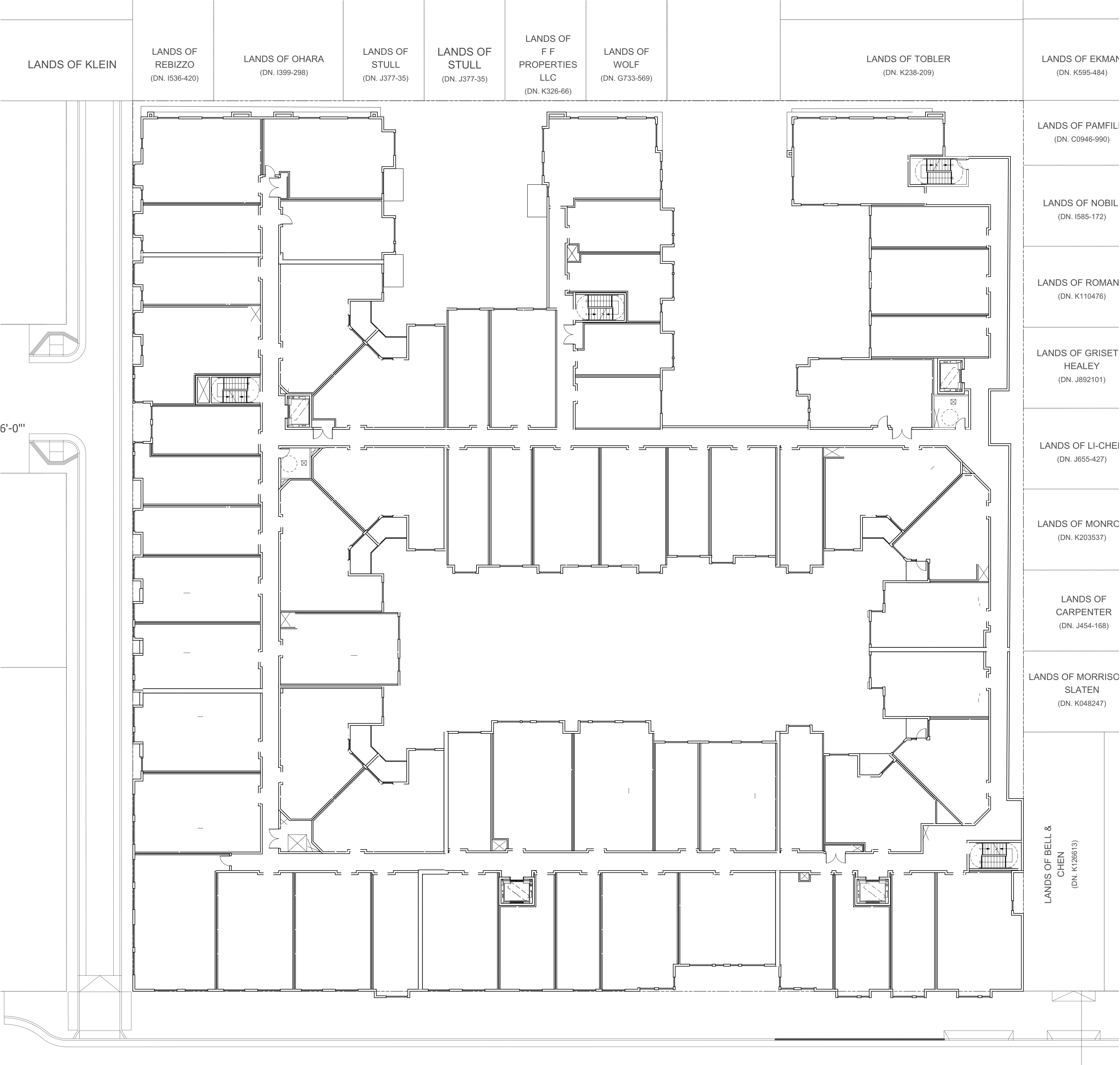


FLOOR 4 PLAN

1/16" = 1'-0"

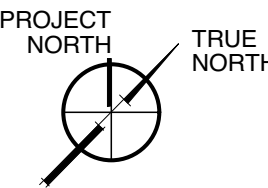


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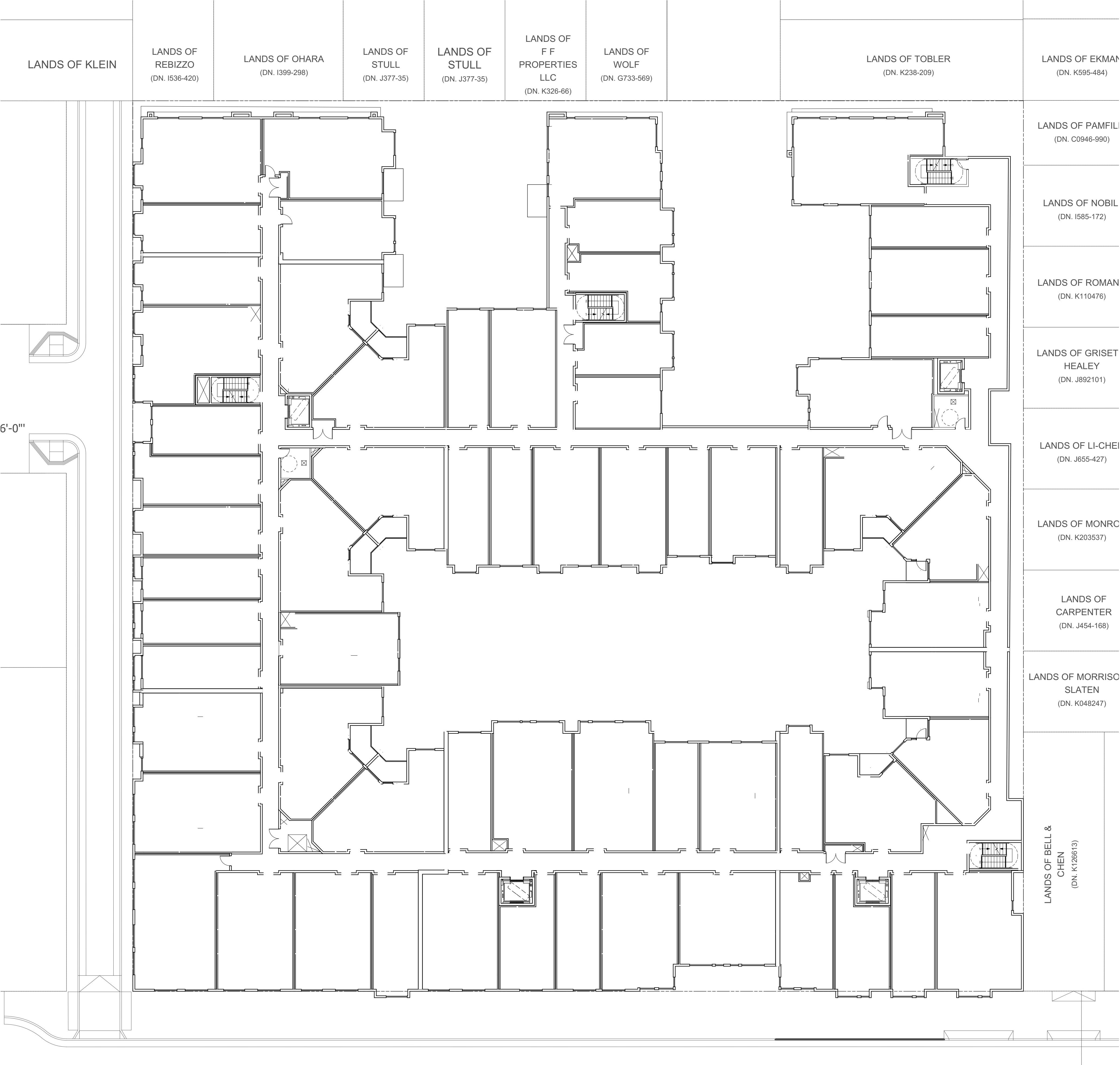


FLOOR 5 PLAN

1/16"=1'-0"

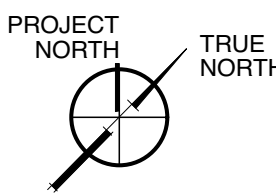


A2.5

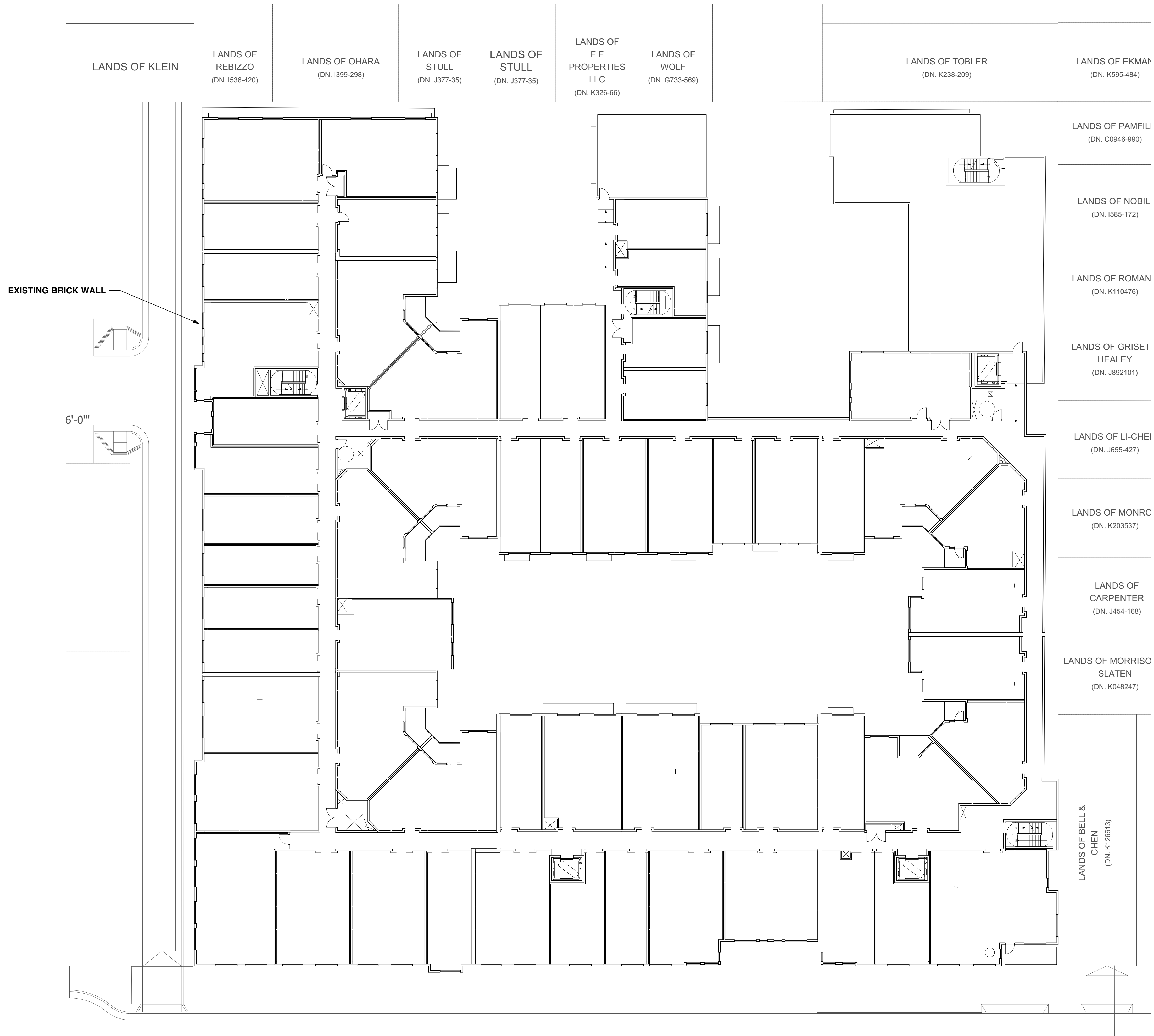


FLOOR 6 PLAN

1/16"=1'-0"

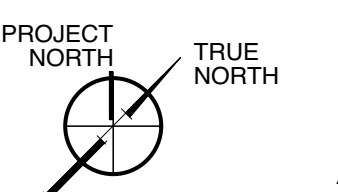


A2.6

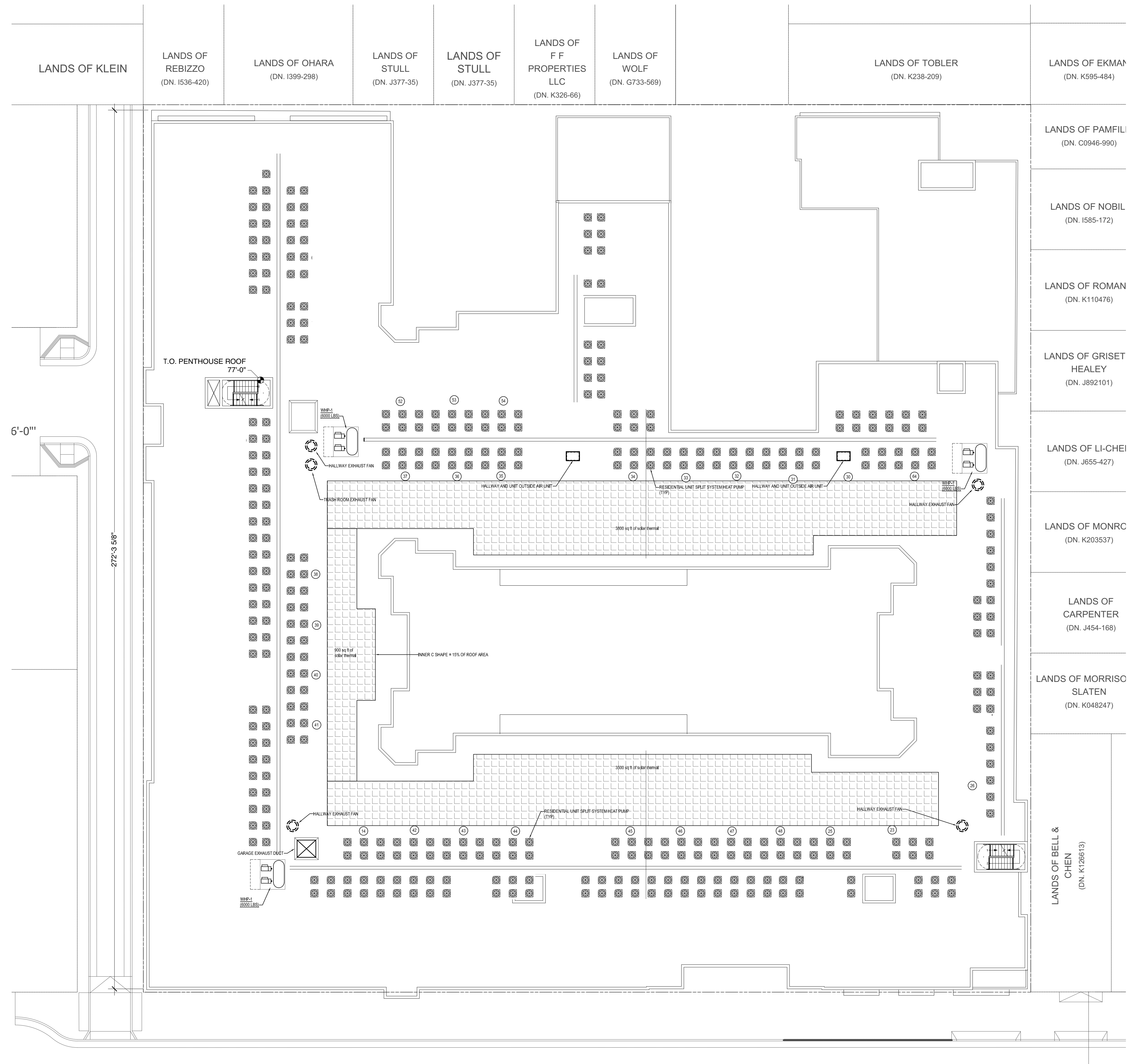


FLOOR 7 PLAN

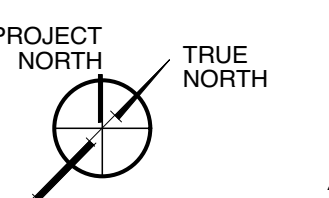
1/16" = 1'-0"



A2.7



ROOF PLAN

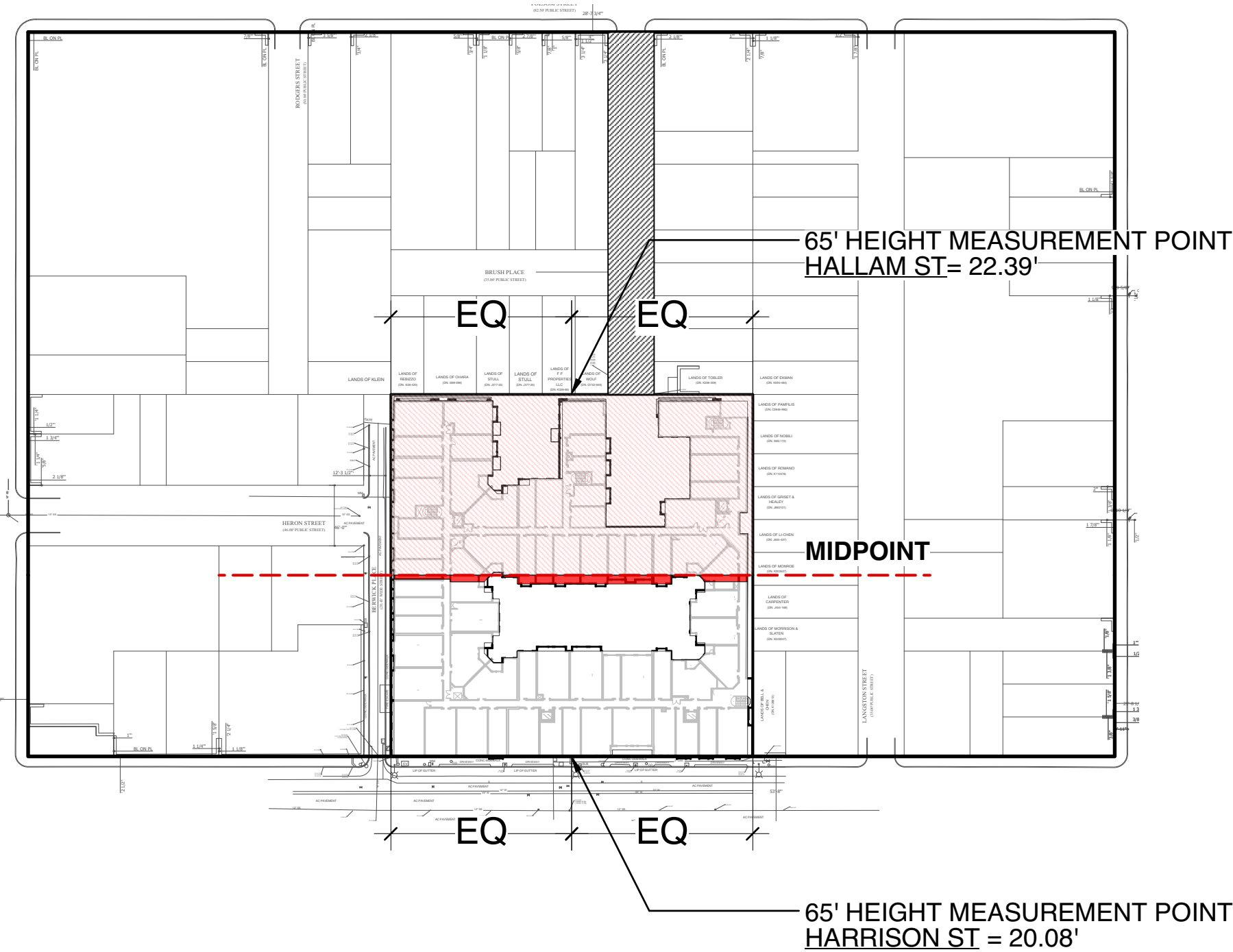


A2.8

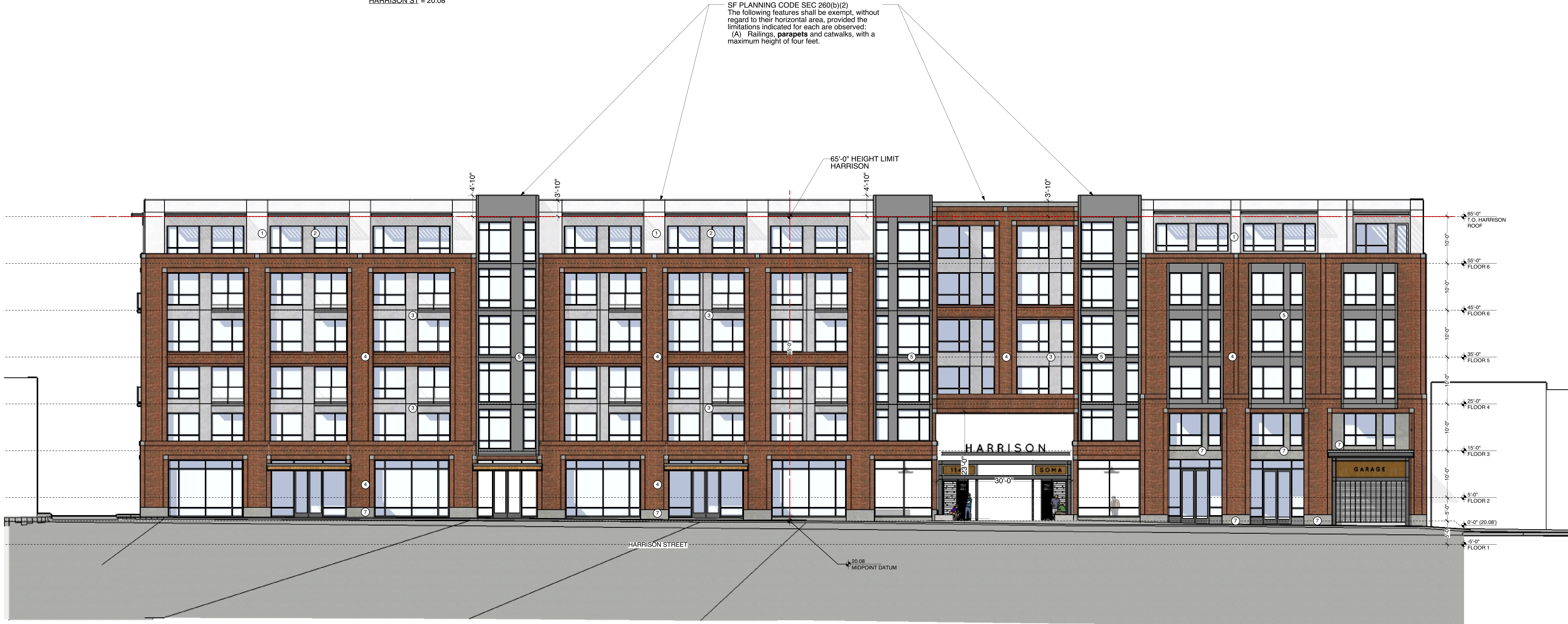


ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ CHARCOAL GREY CEMENT COMPOSITE PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ WHITE CEMENT COMPOSITE PANEL
- ⑫ GREY CEMENT COMPOSITE PANEL



SF PLANNING CODE SEC 260(b)(2)
The following features shall be exempt, without regard to their horizontal area, provided the limitations indicated for each are observed:
(A) Railings, parapets and catwalks, with a maximum height of four feet.



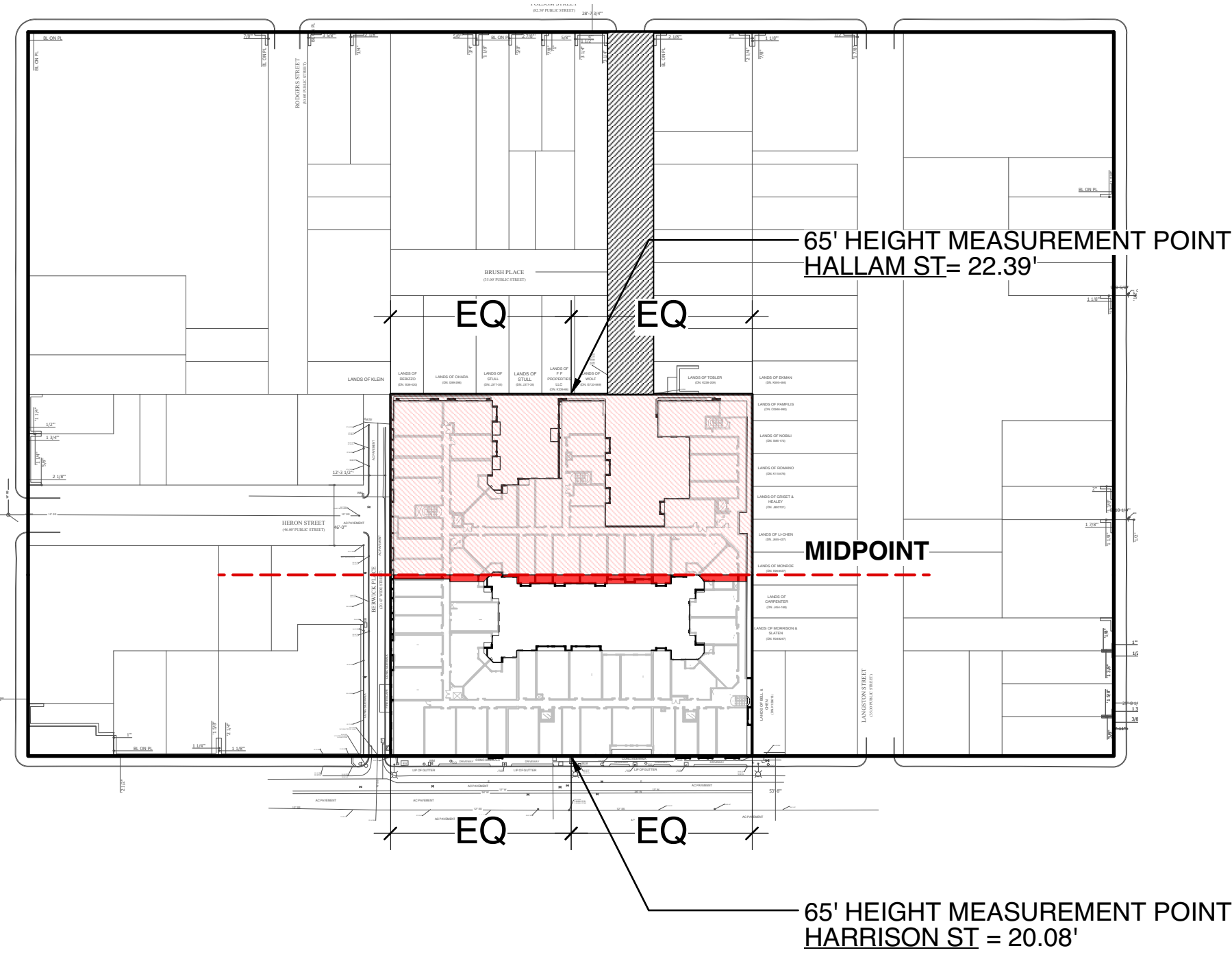
SOUTH ELEVATION - HARRISON

1/8" = 1'-0"

A3.0

ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ CHARCOAL GREY CEMENT COMPOSITE PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ WHITE CEMENT COMPOSITE PANEL
- ⑫ CHARCOAL GREY CEMENT COMPOSITE PANEL



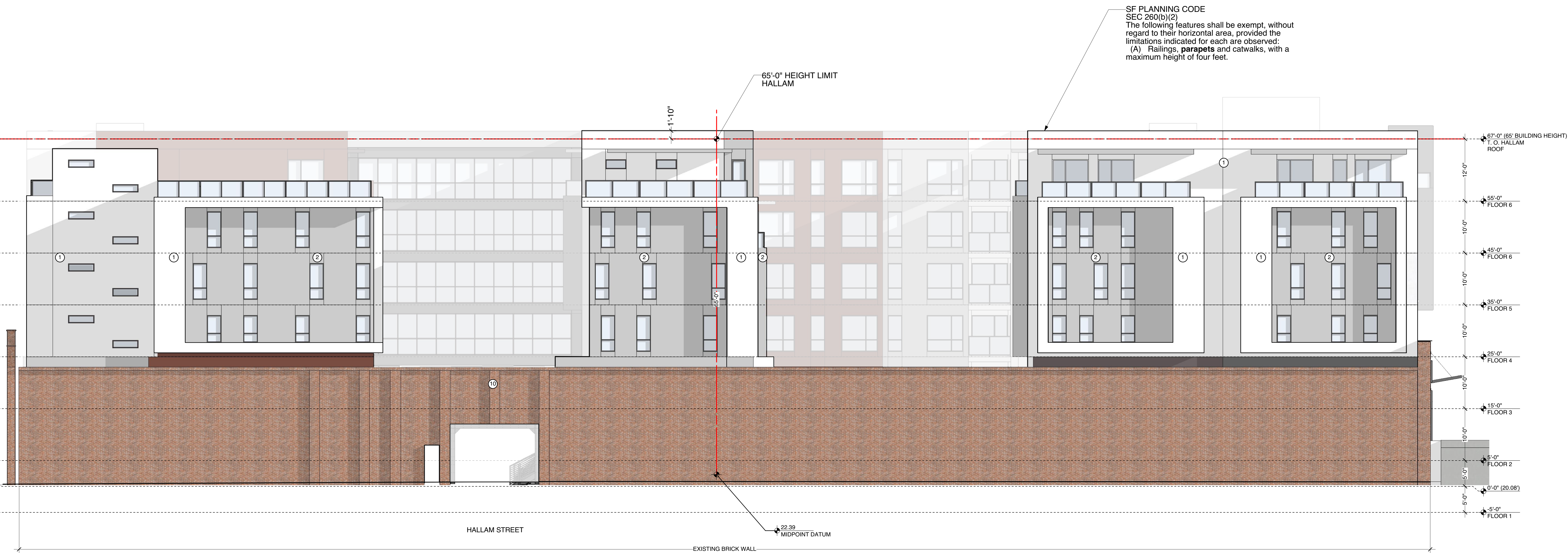
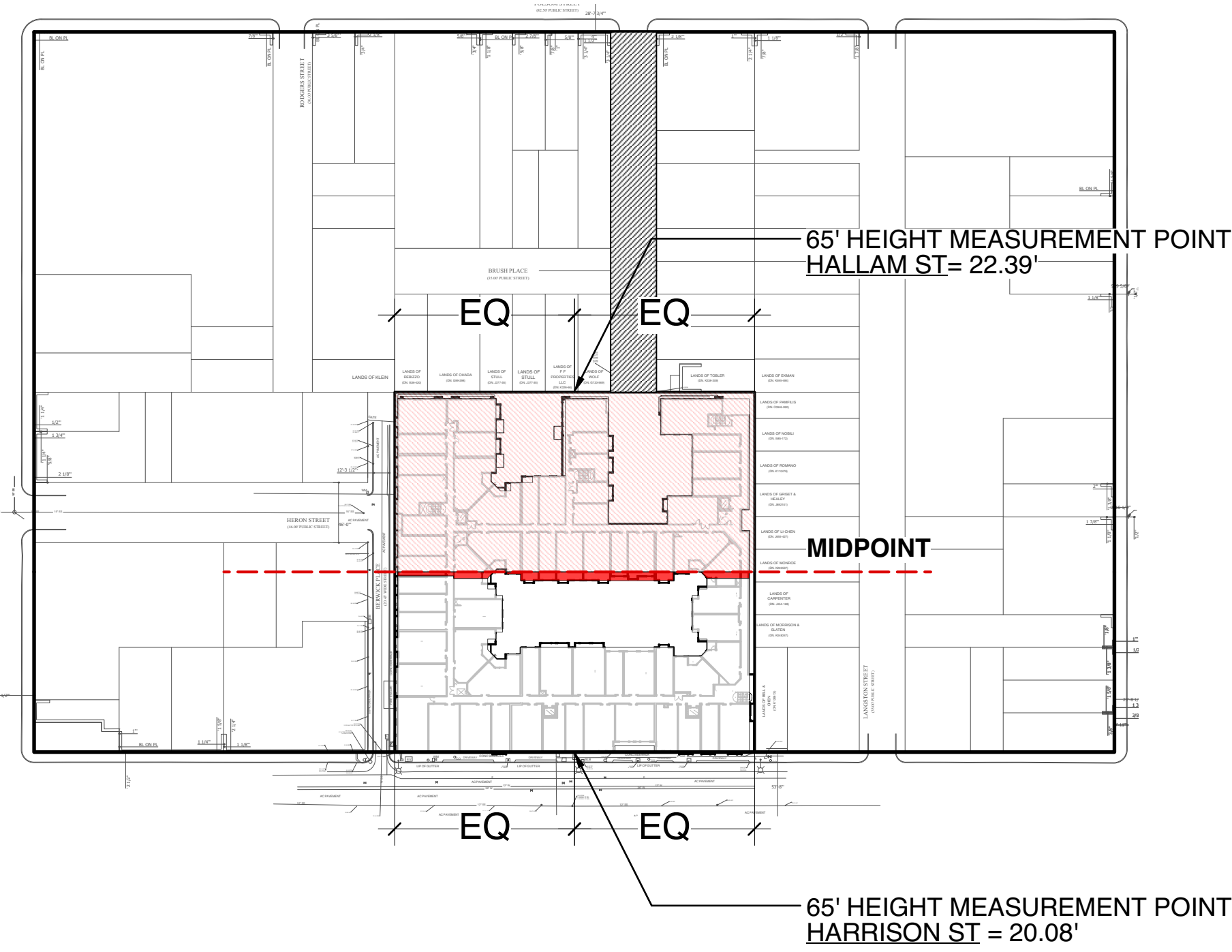
WEST ELEVATION - BERWICK

1/8" = 1'-0"

A3.1

ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ CHARCOAL GREY CEMENT COMPOSITE PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ WHITE CEMENT COMPOSITE PANEL
- ⑫ GREY CEMENT COMPOSITE PANEL



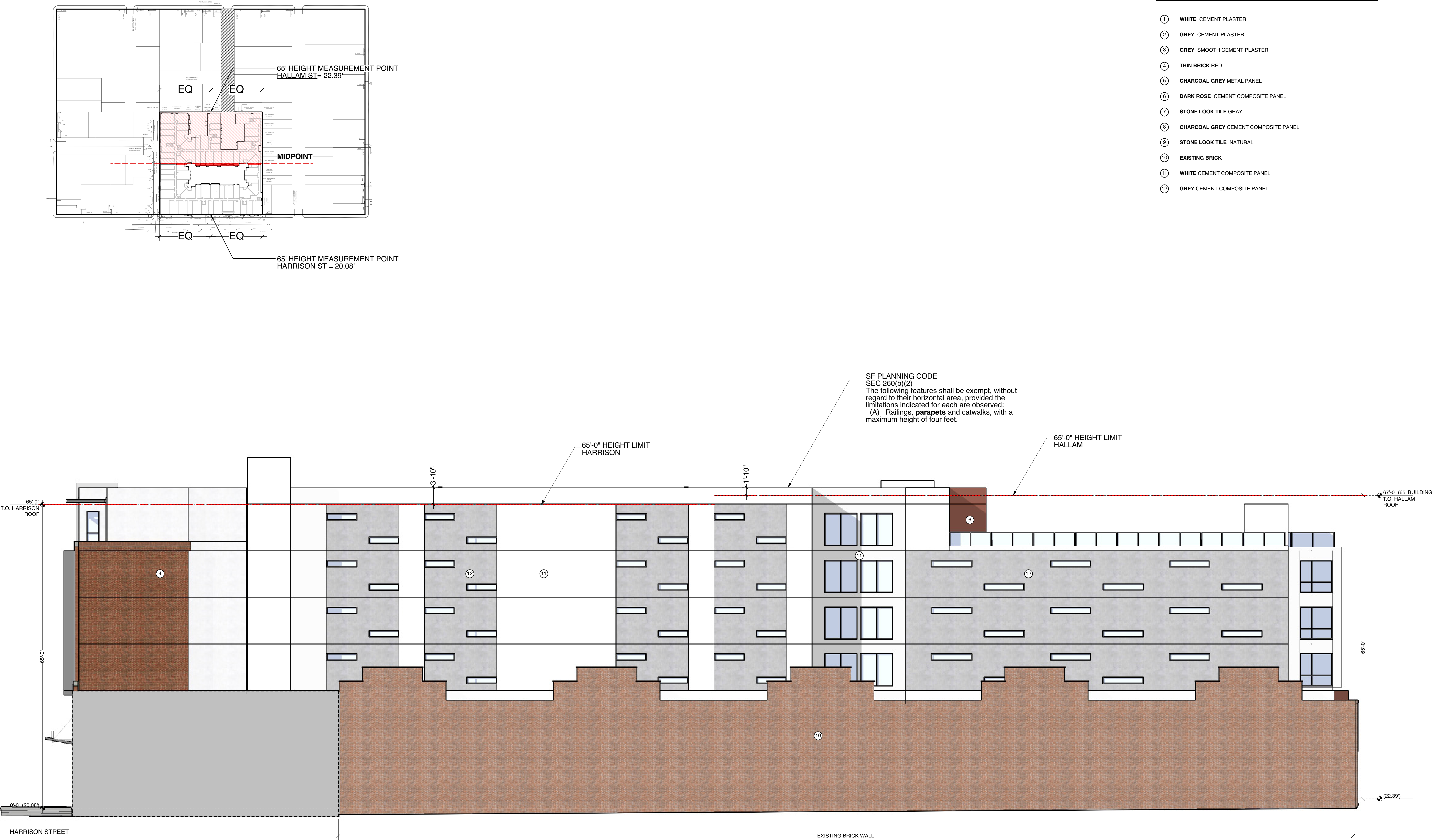
NORTH ELEVATION - HALLAM

1/8" = 1'-0"

A3.2

ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ CHARCOAL GREY CEMENT COMPOSITE PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ WHITE CEMENT COMPOSITE PANEL
- ⑫ GREY CEMENT COMPOSITE PANEL



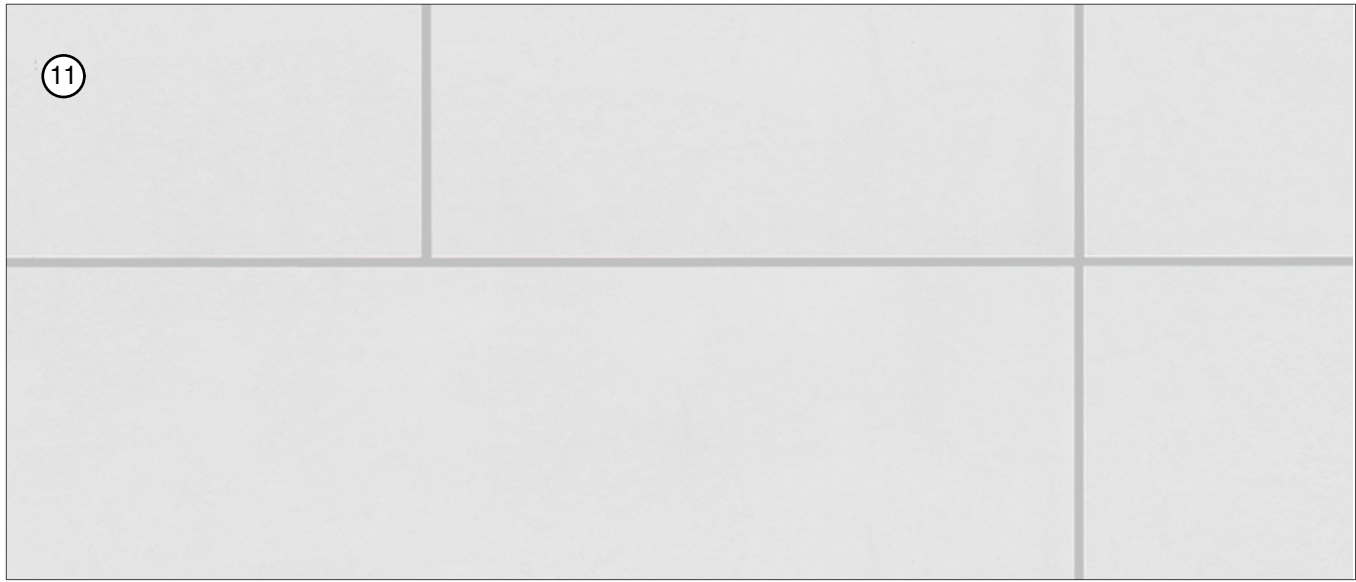
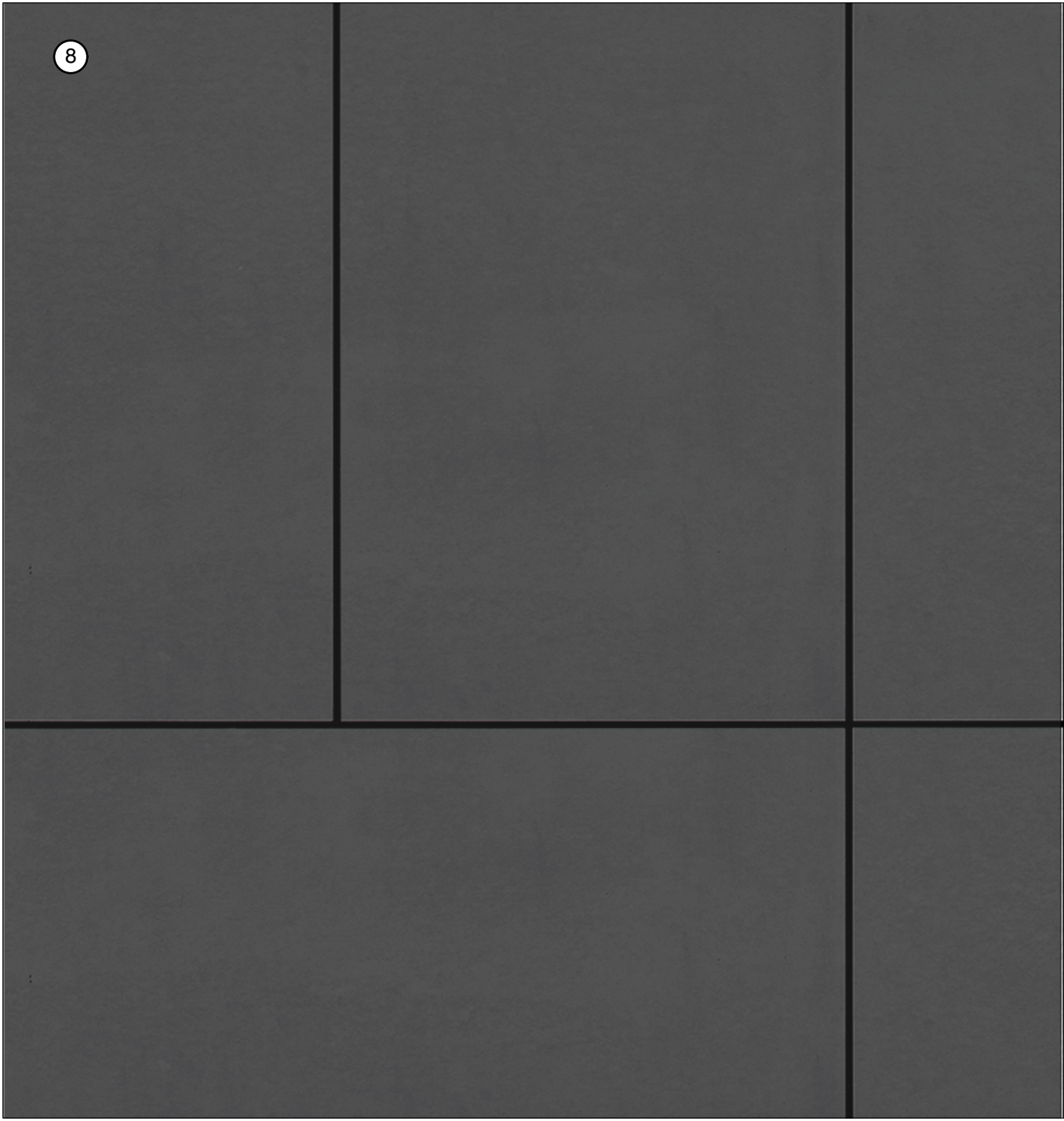
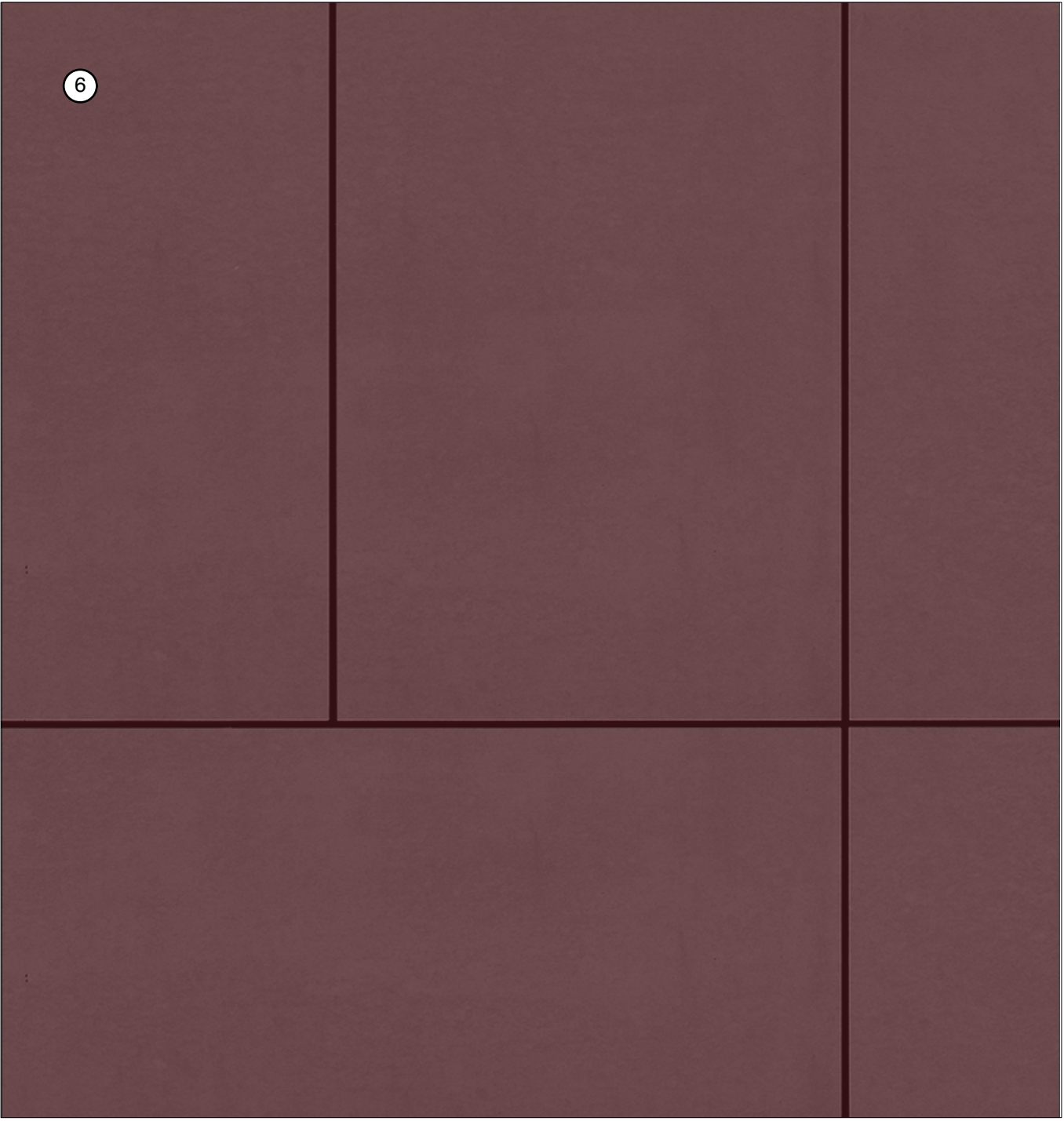
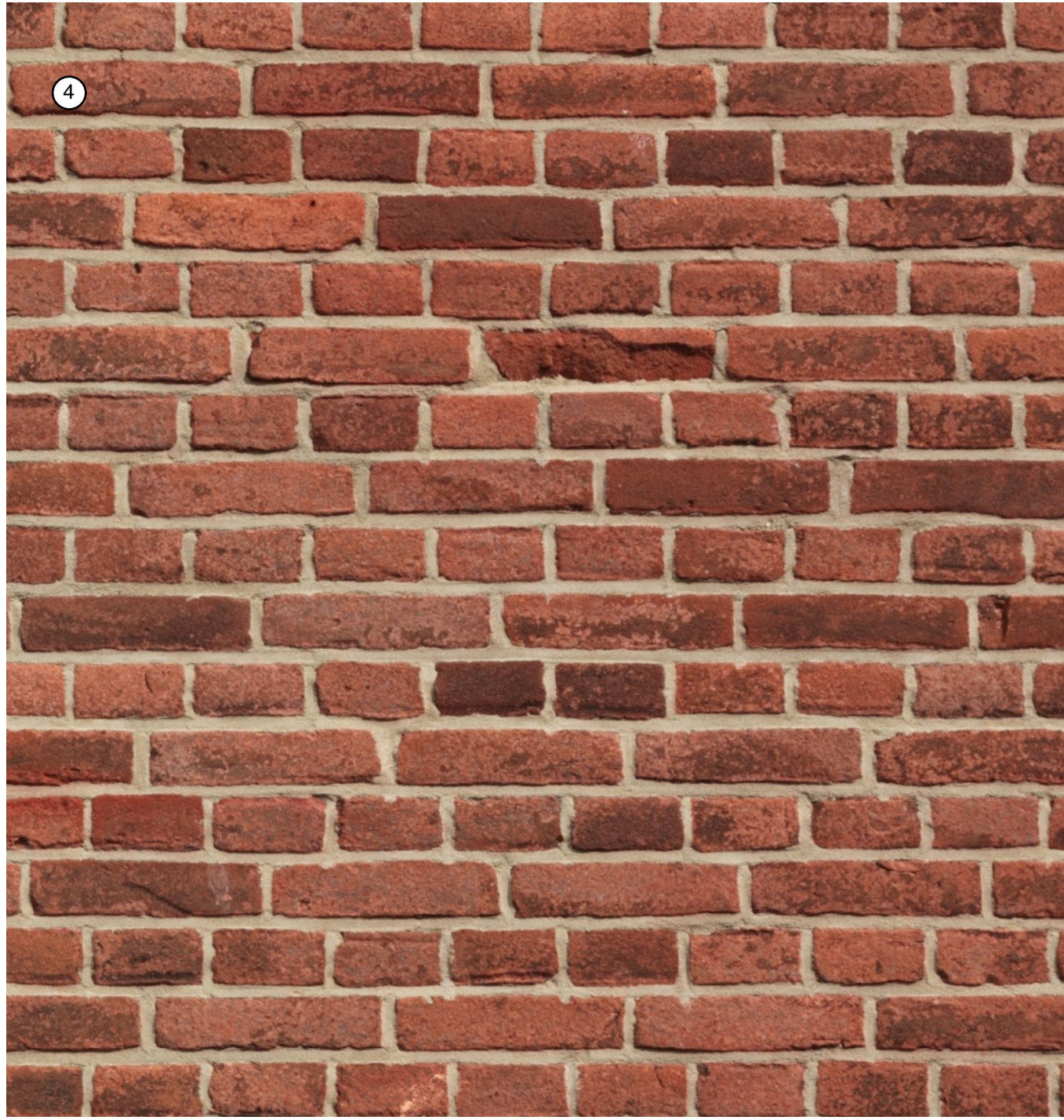
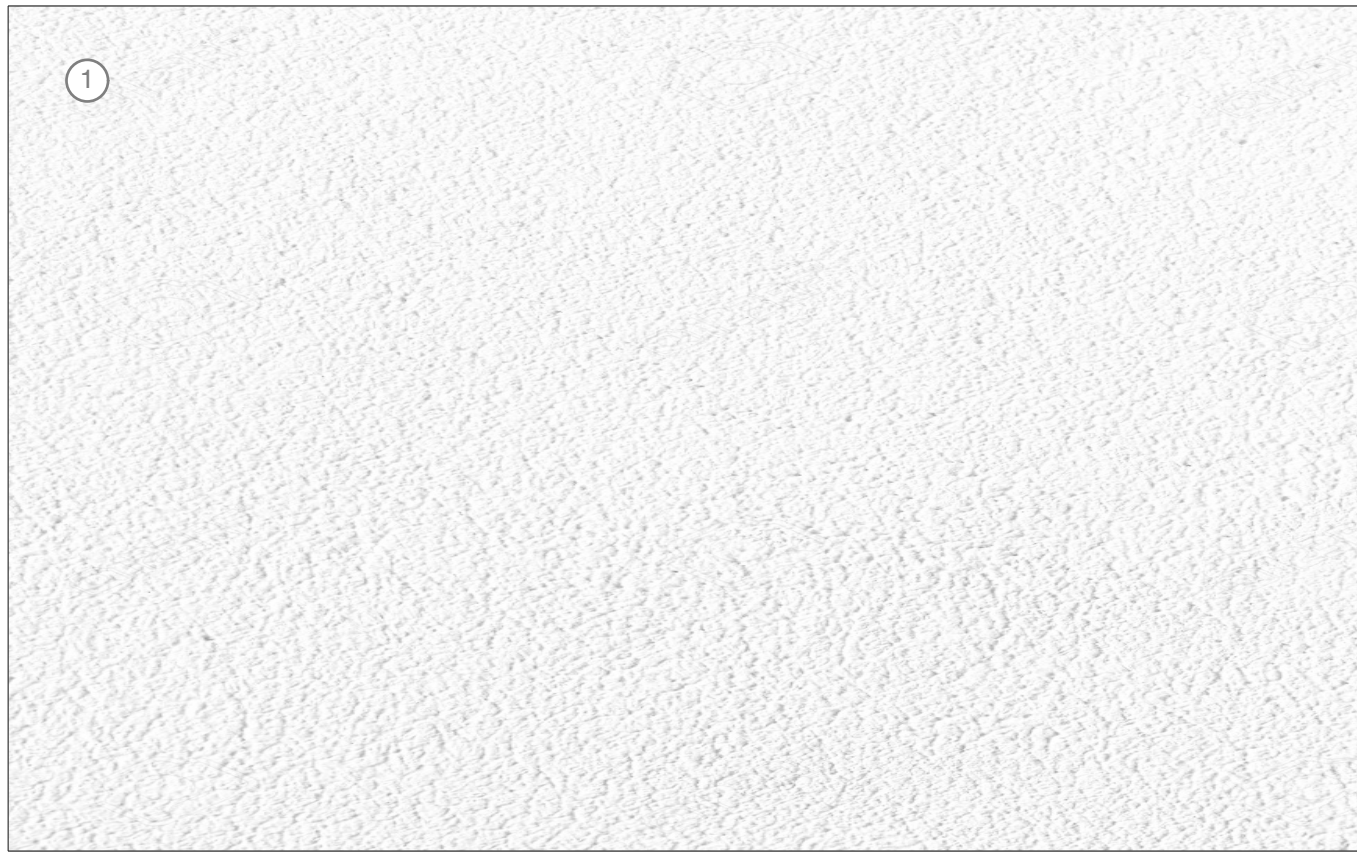
EAST ELEVATION - LANGTON

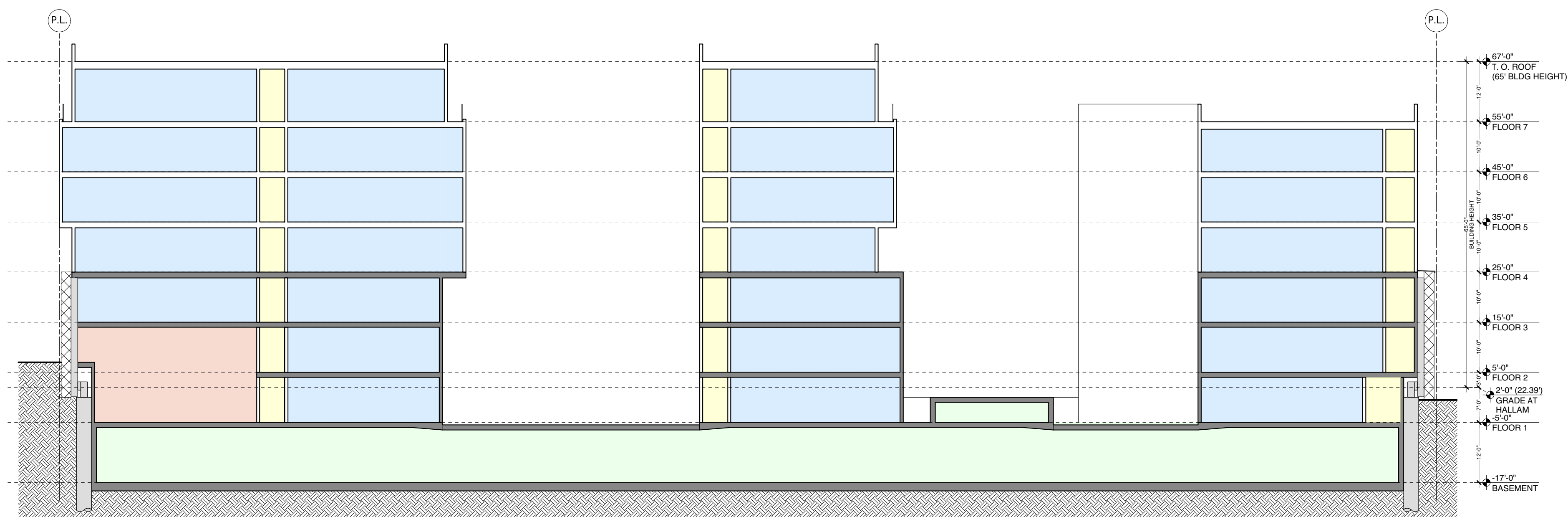
1/8" = 1'-0"

A3.3

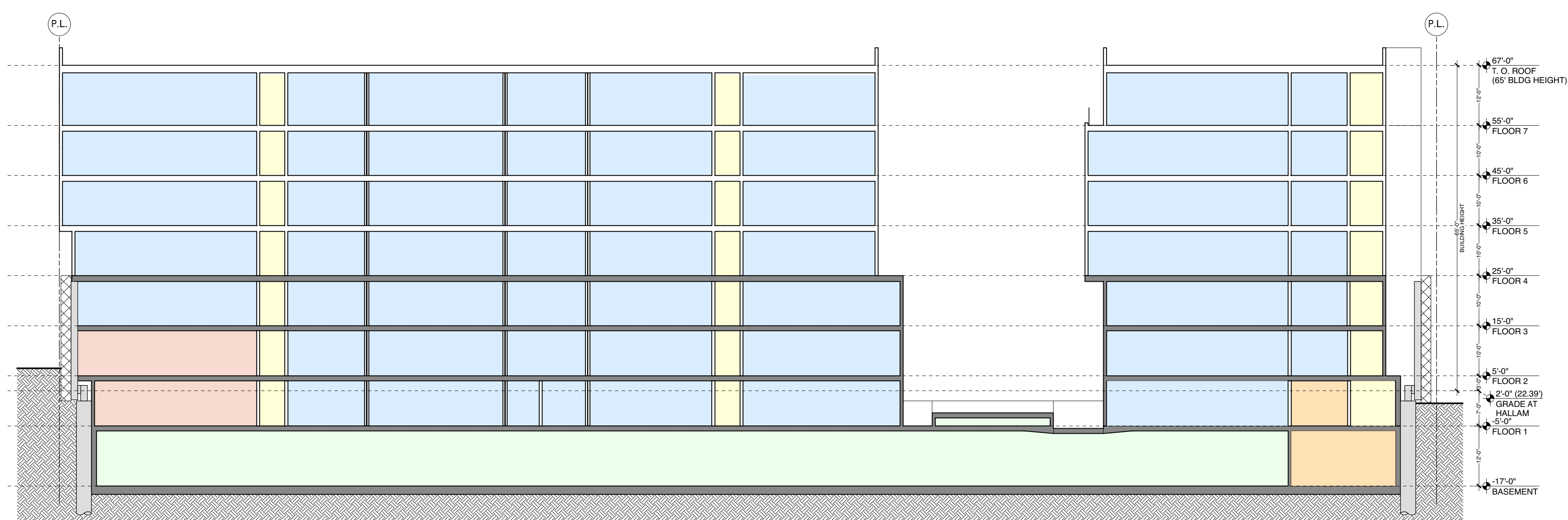
ELEVATION FINISHES LEGEND

- ① WHITE CEMENT PLASTER
- ② GREY CEMENT PLASTER
- ③ GREY SMOOTH CEMENT PLASTER
- ④ THIN BRICK RED
- ⑤ CHARCOAL GREY METAL PANEL
- ⑥ DARK ROSE CEMENT COMPOSITE PANEL
- ⑦ STONE LOOK TILE GRAY
- ⑧ CHARCOAL GREY CEMENT COMPOSITE PANEL
- ⑨ STONE LOOK TILE NATURAL
- ⑩ EXISTING BRICK
- ⑪ WHITE CEMENT COMPOSITE PANEL
- ⑫ GREY CEMENT COMPOSITE PANEL

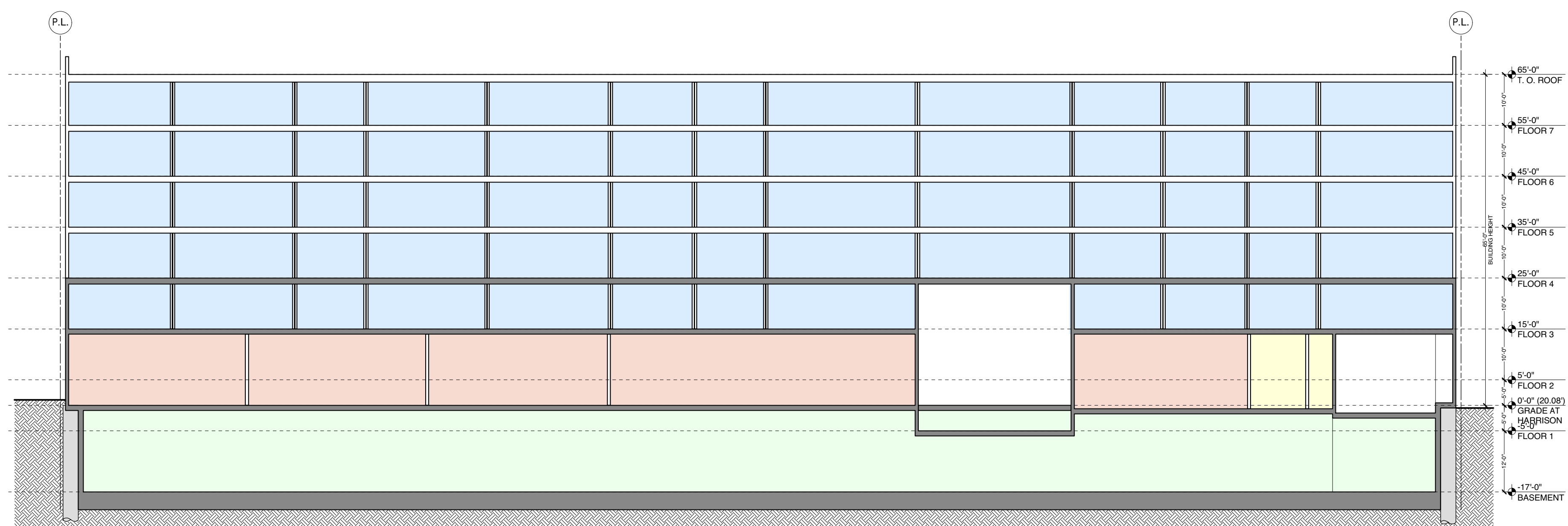




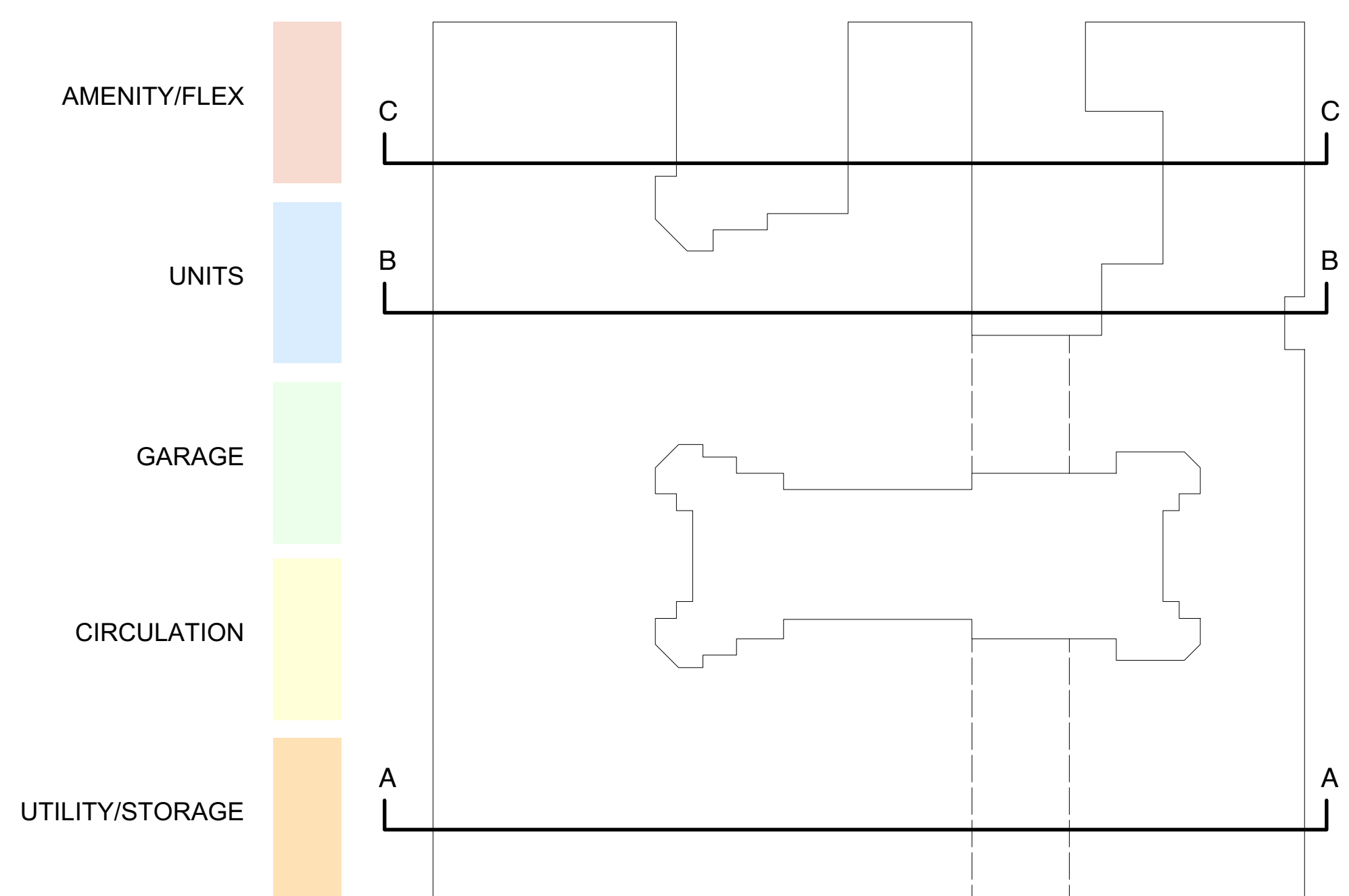
SECTION C-C 3
1/16"=1'-0"



SECTION B-B 3
1/16"=1'-0"



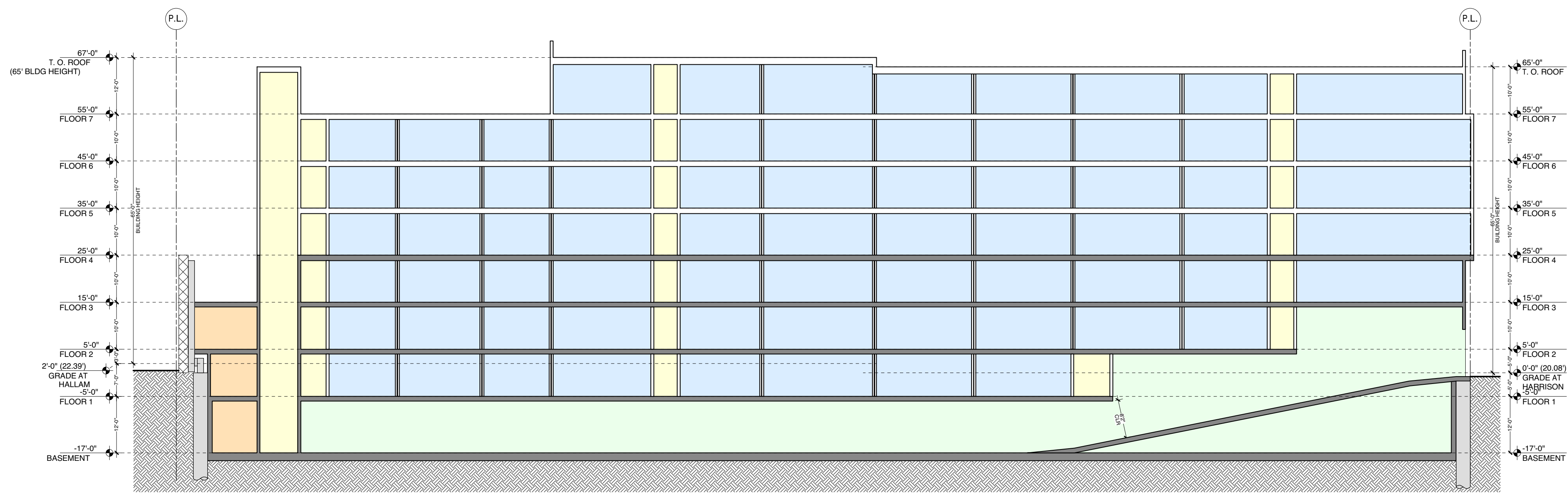
SECTION A-A 2
1/16"=1'-0"



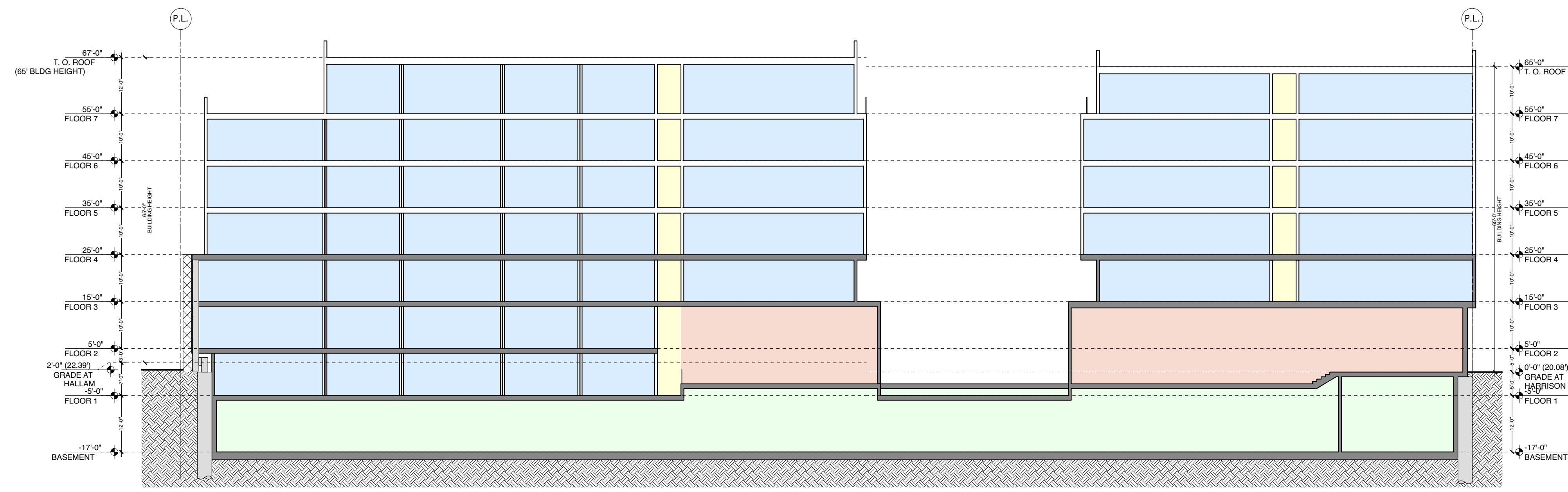
KEY PLAN 1

BUILDING SECTIONS

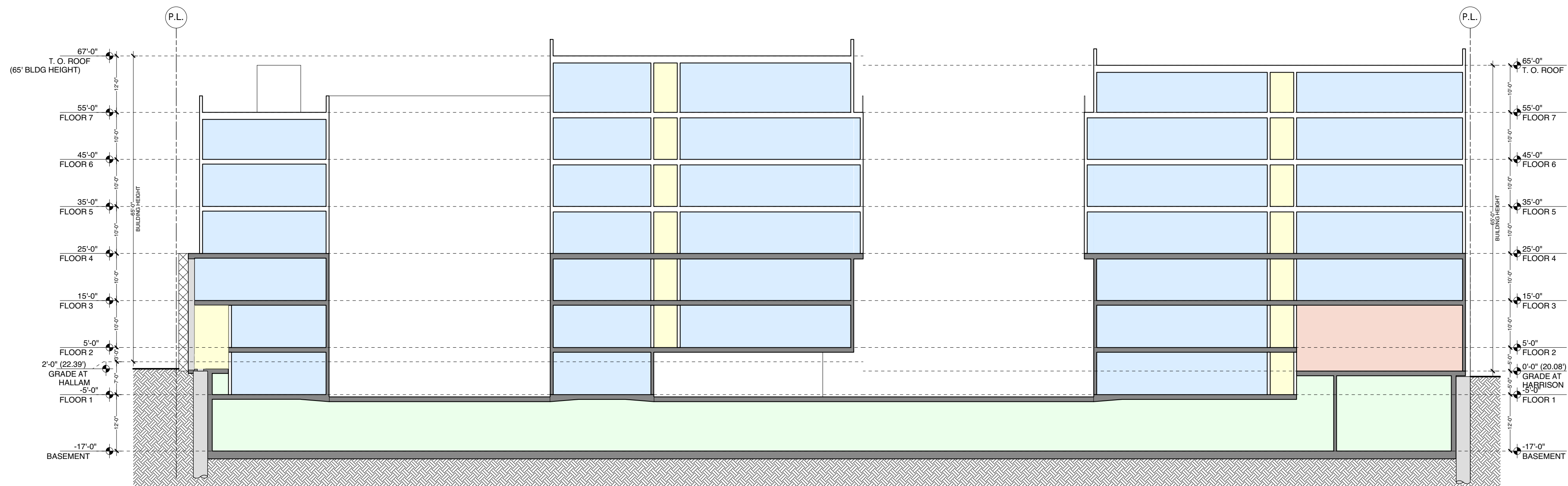
A3.5



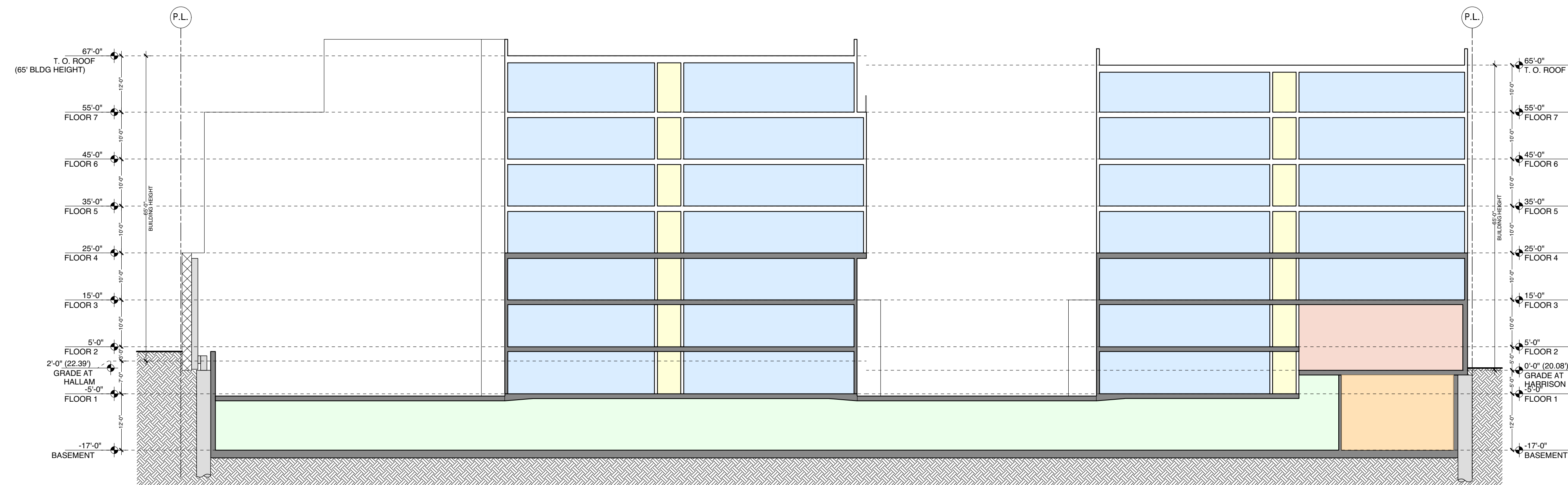
SECTION E-E 6
1/16"=1'-0"



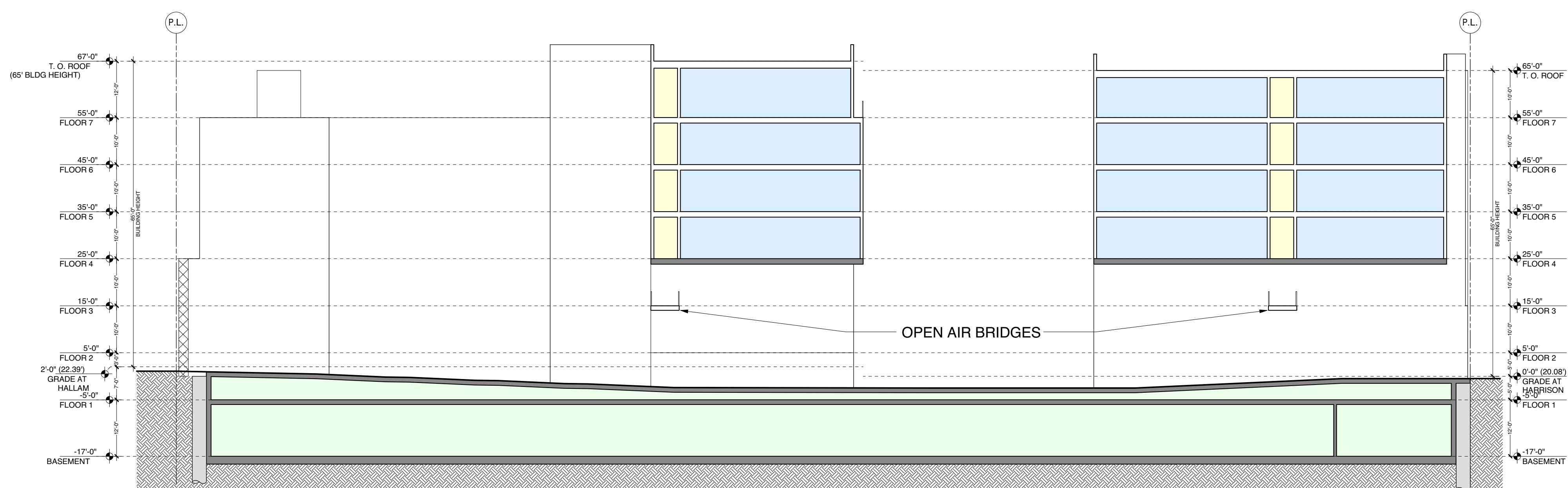
SECTION B-B 3
1/16"=1'-0"



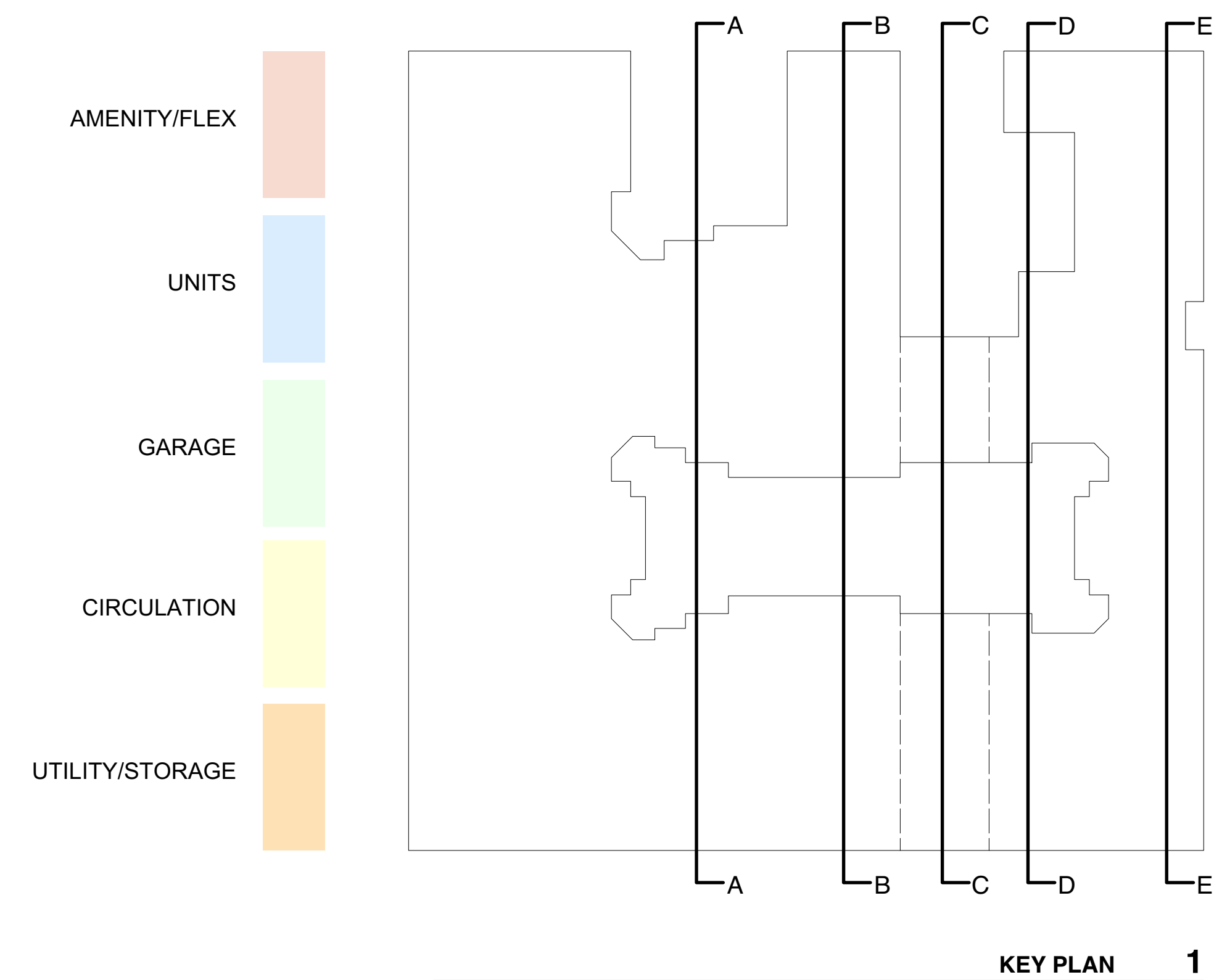
SECTION D-D 5
1/16"=1'-0"



SECTION A-A 2
1/16"=1'-0"



SECTION C-C 4
1/16"=1'-0"



BUILDING SECTIONS

A3.6



HARRISON ST. VIEW

A4.0



HALLAM ST. VIEW

A4.1



BERWICK ST. VIEW

A4.2



HARRISON ENTRY

A4.3



MID BLOCK BREAK ENTRY

A4.4



MAIN COURT YARD

A4.5



MID BLOCK BREAK -NORTH

A4.6



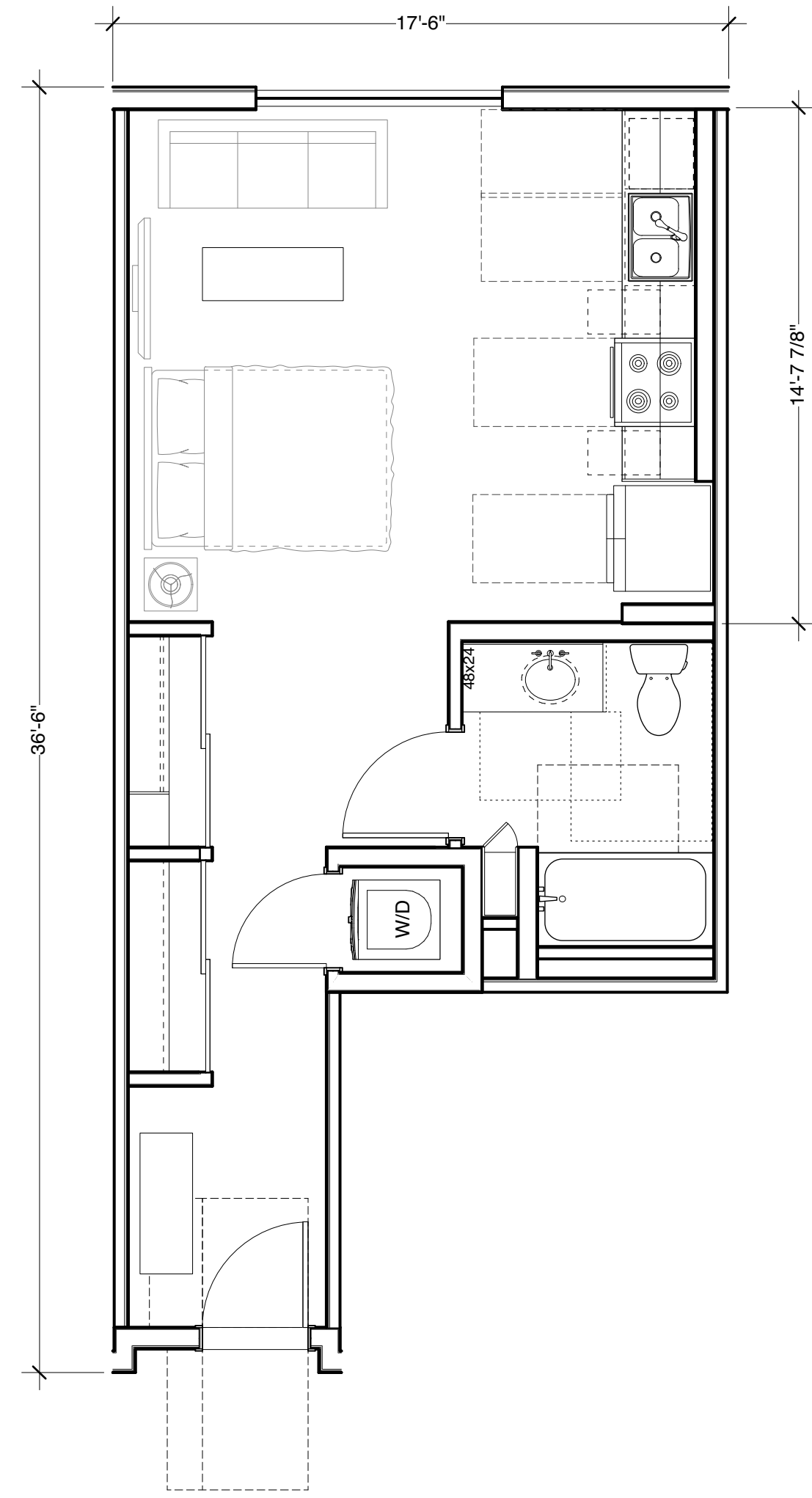
MID BLOCK BREAK - SOUTH

A4.7

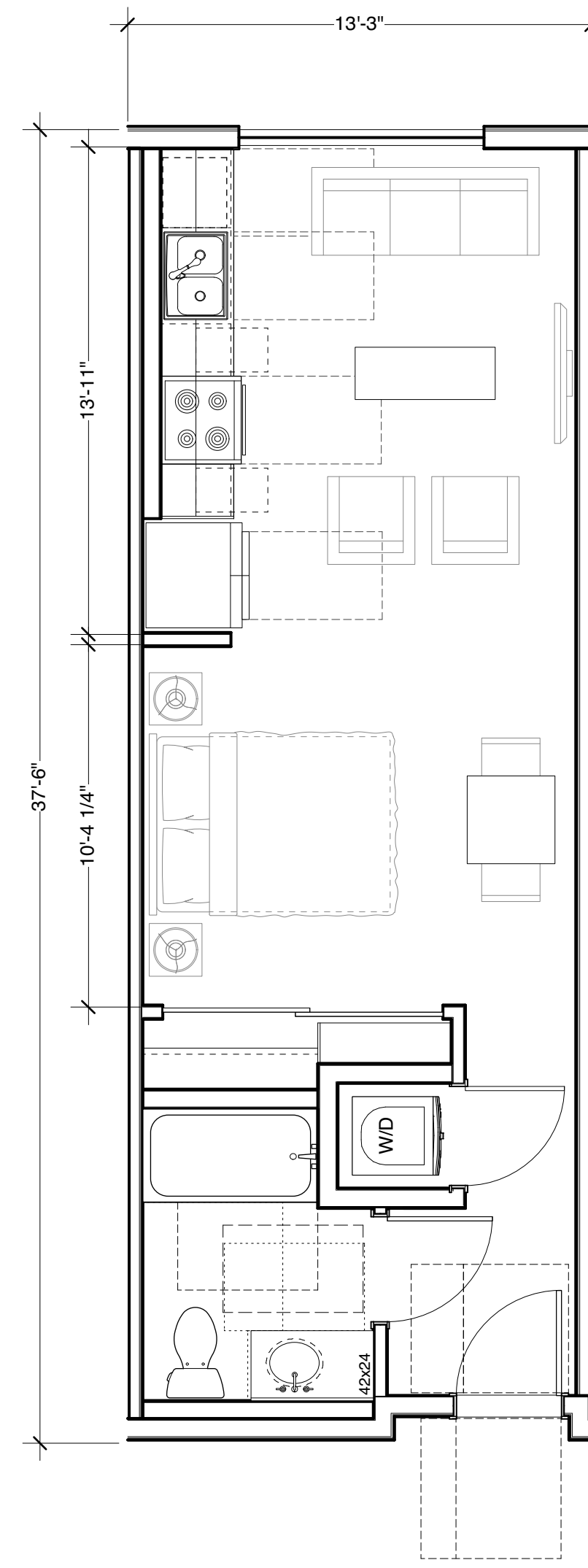


MID BLOCK BREAK - STOOPS

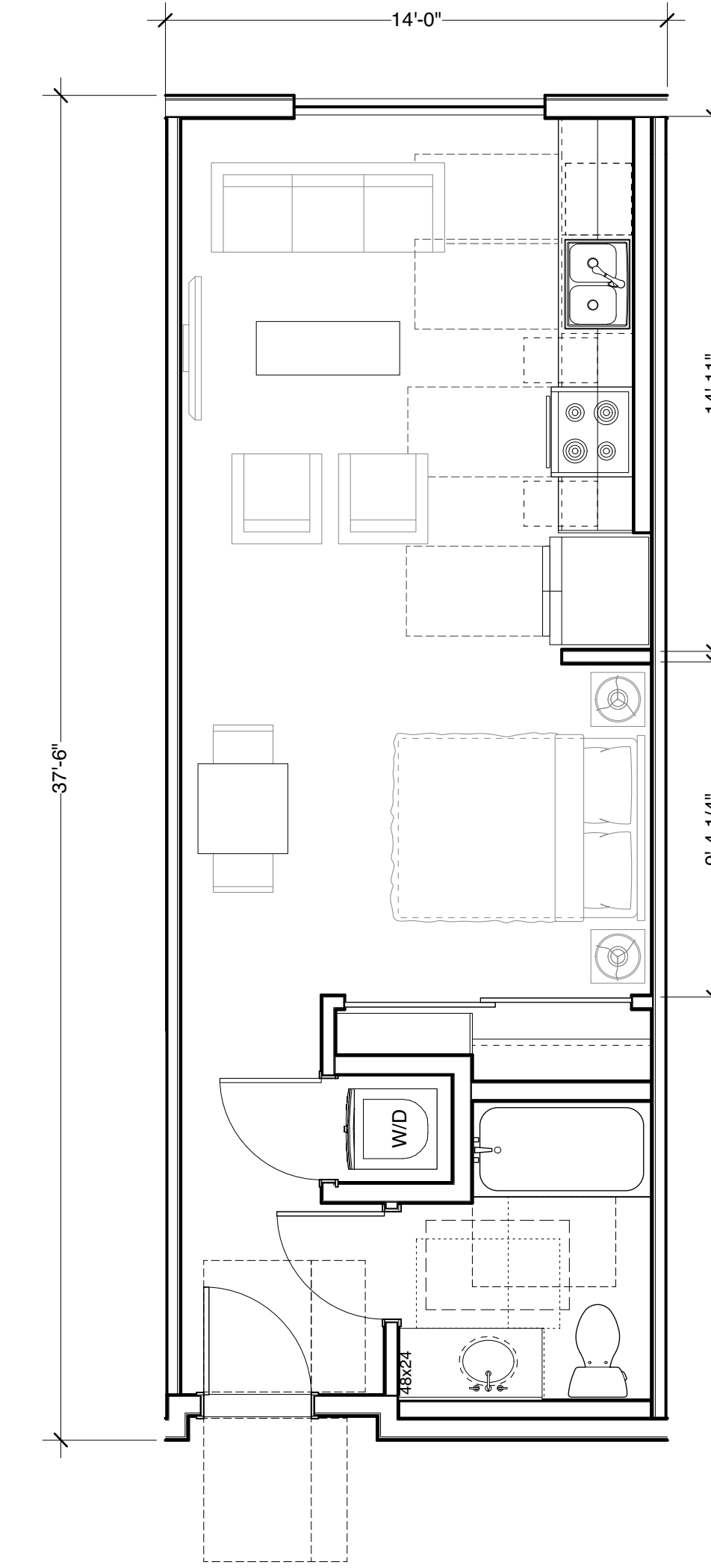
A4.8



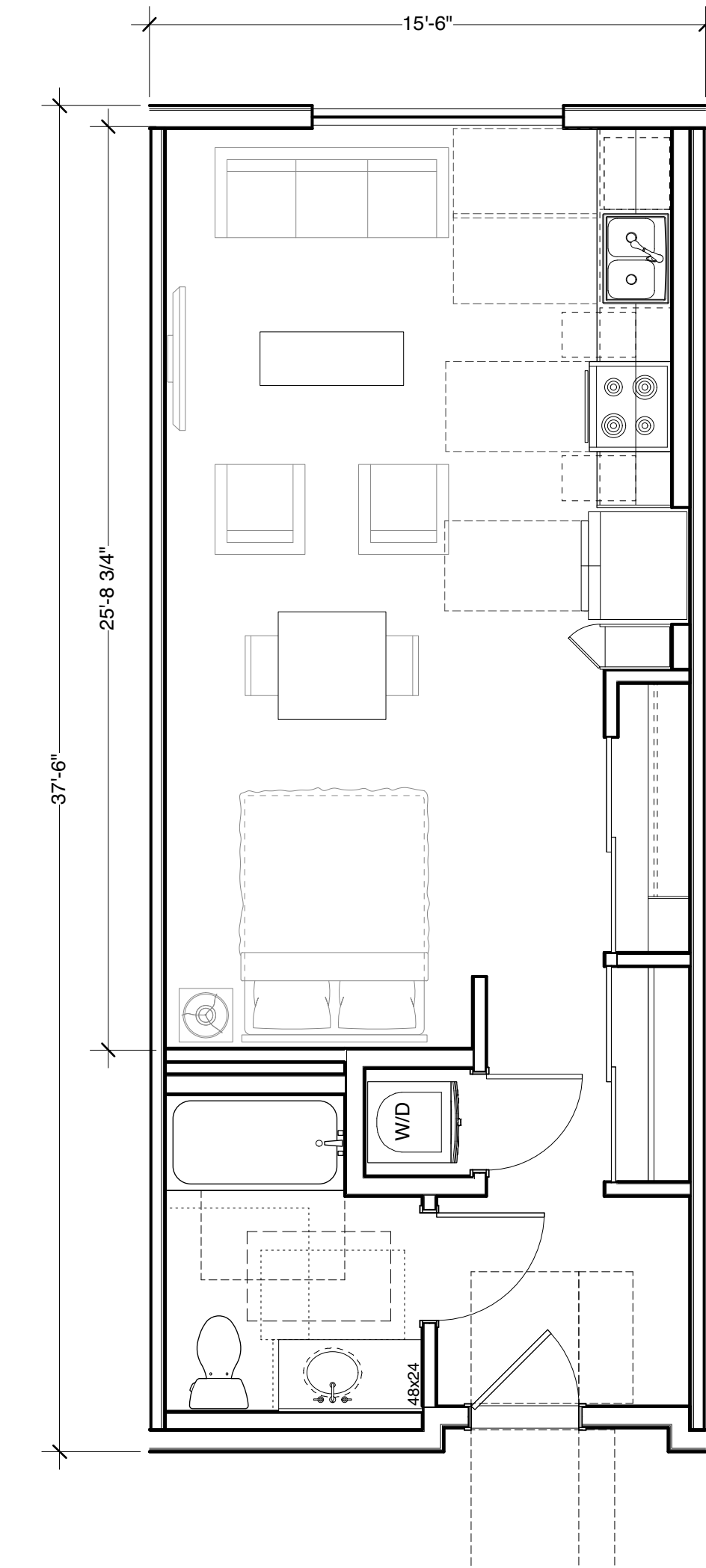
UNIT S6
1/4" = 1'-0"



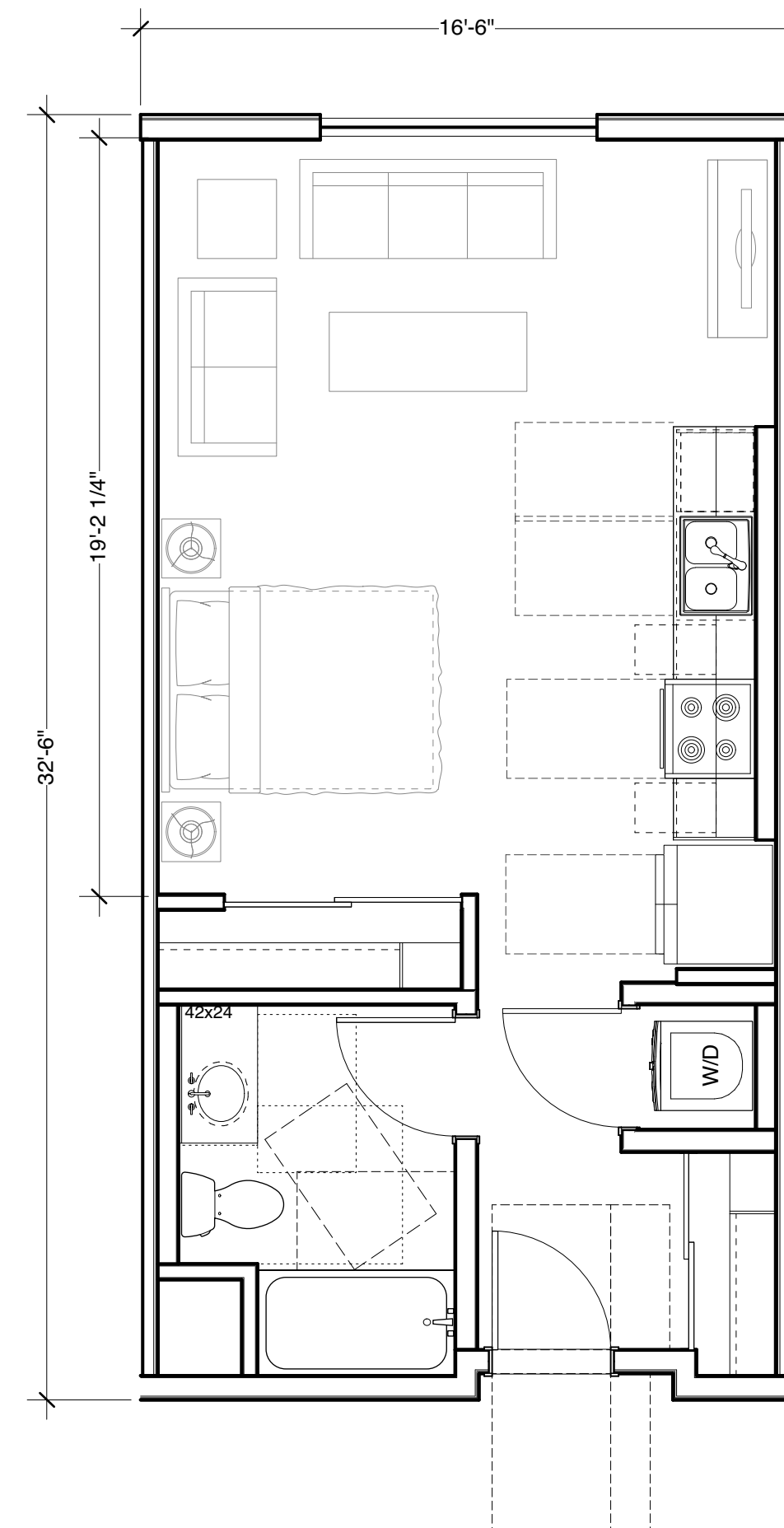
UNIT S4
1/4" = 1'-0"



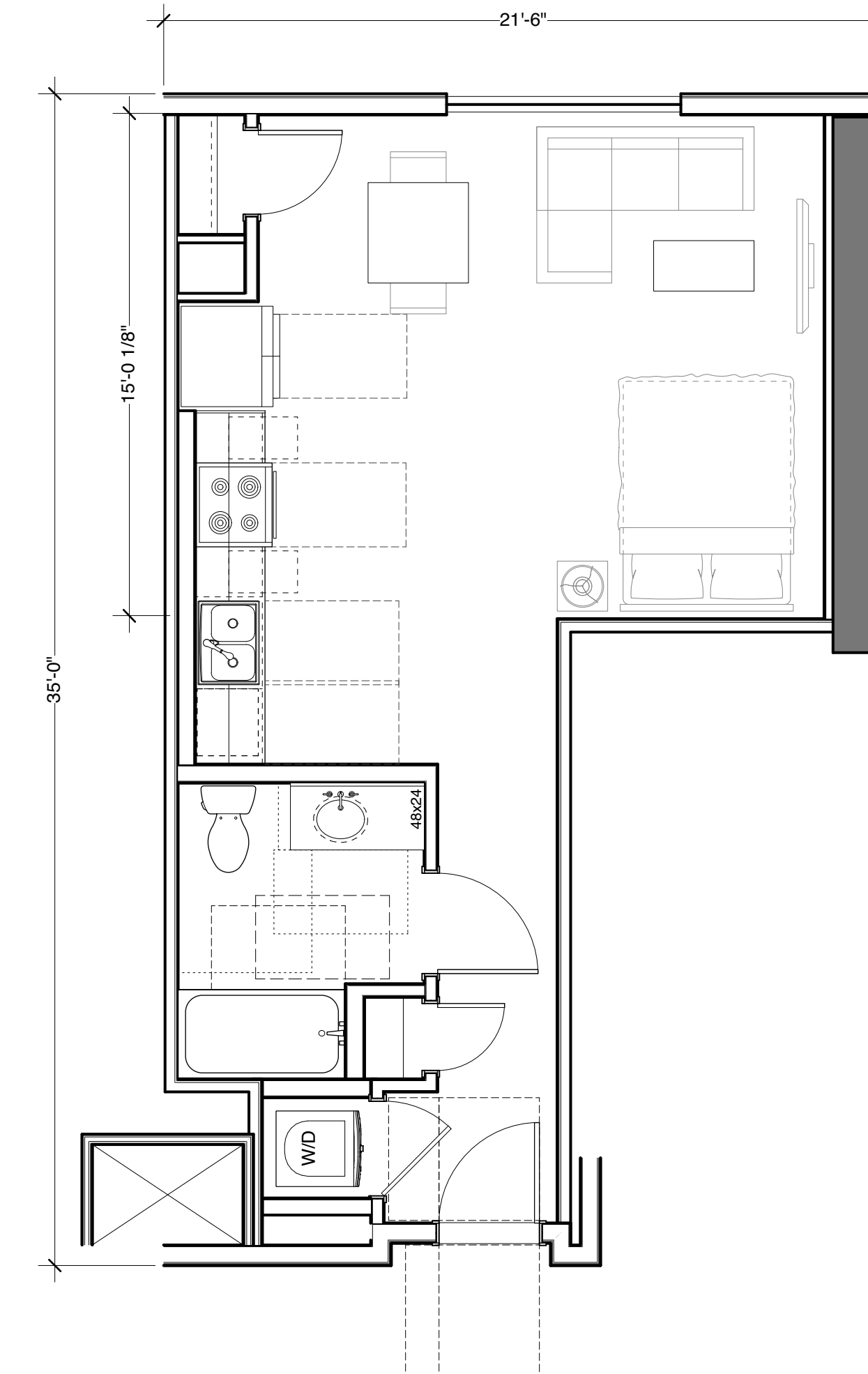
UNIT S2
1/4" = 1'-0"



UNIT S5
1/4" = 1'-0"



UNIT S3
1/4" = 1'-0"

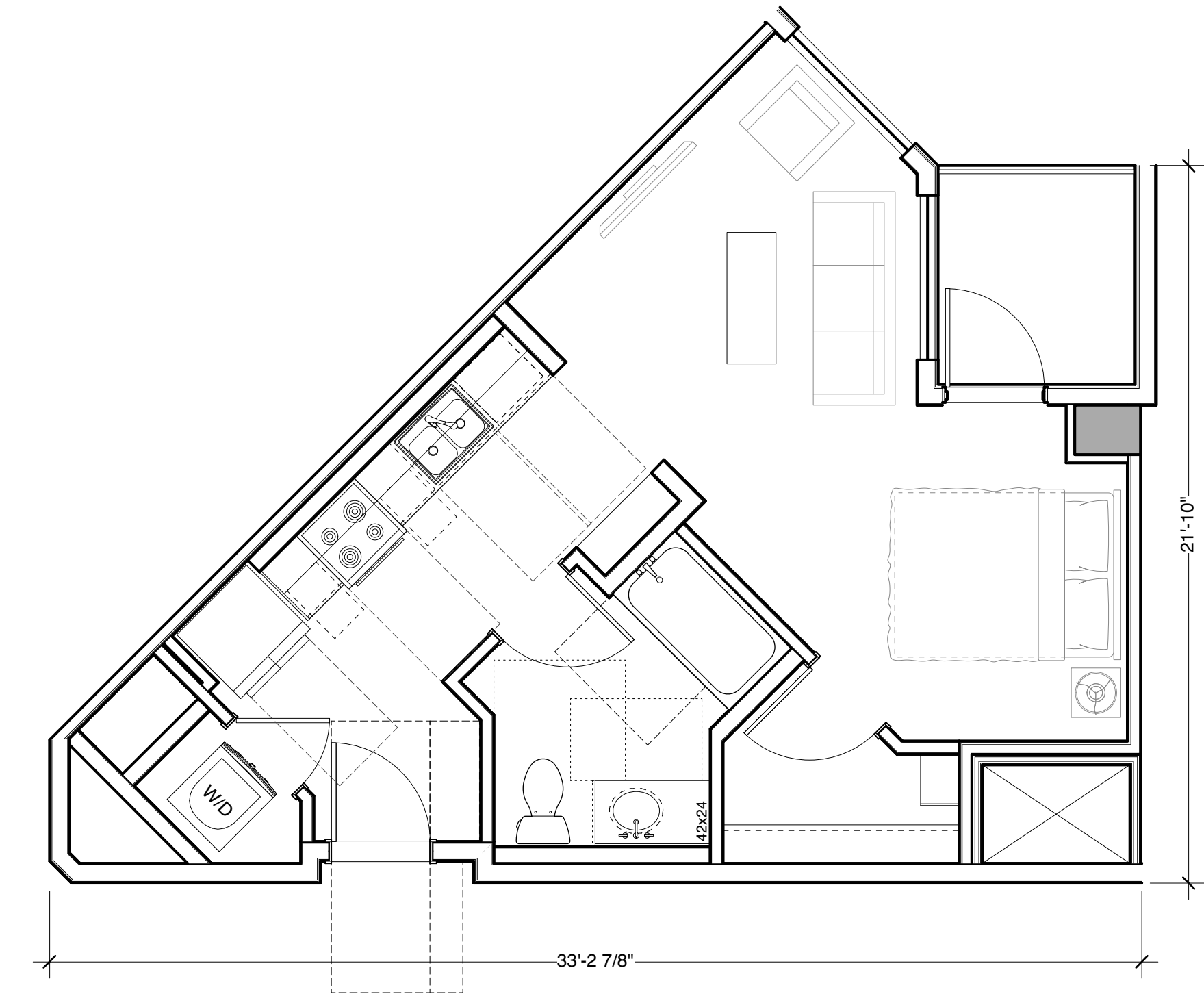


UNIT S1
1/4" = 1'-0"

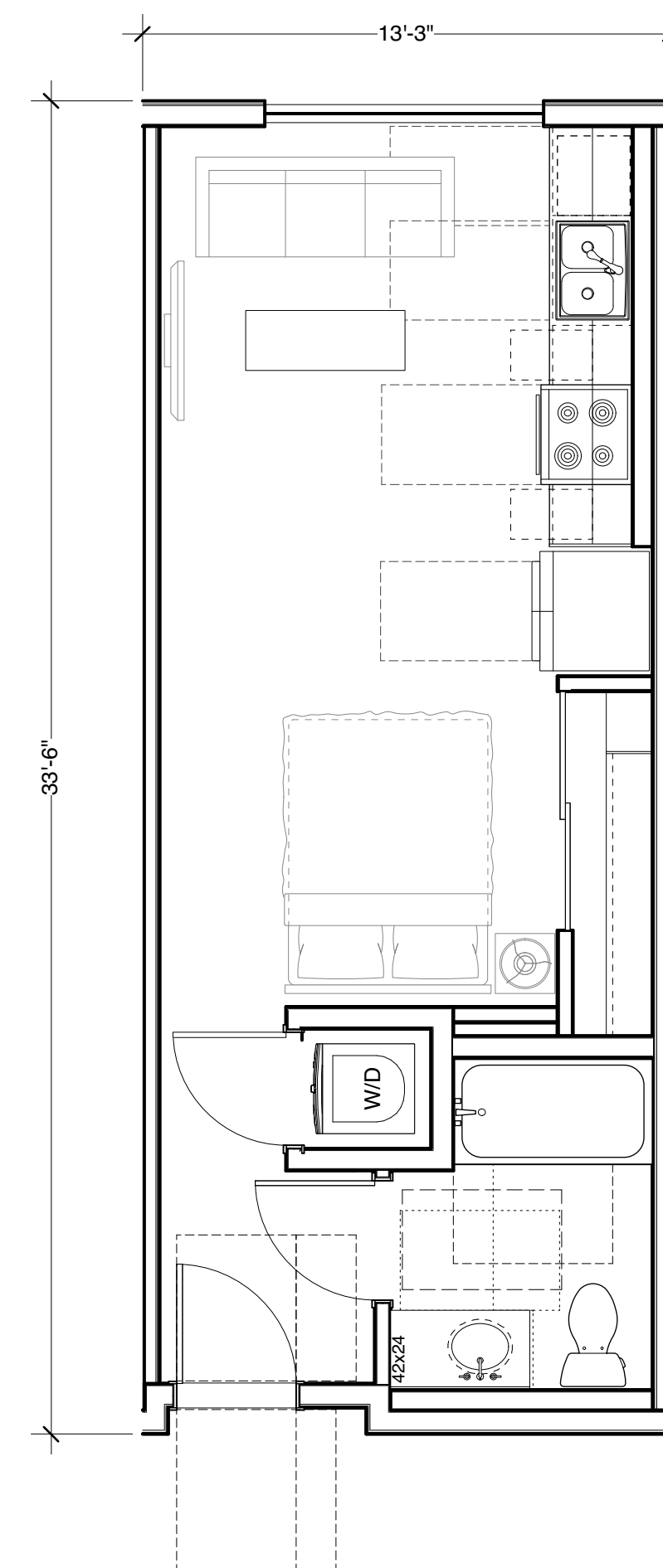
UNIT PLANS

1/4" = 1'-0"

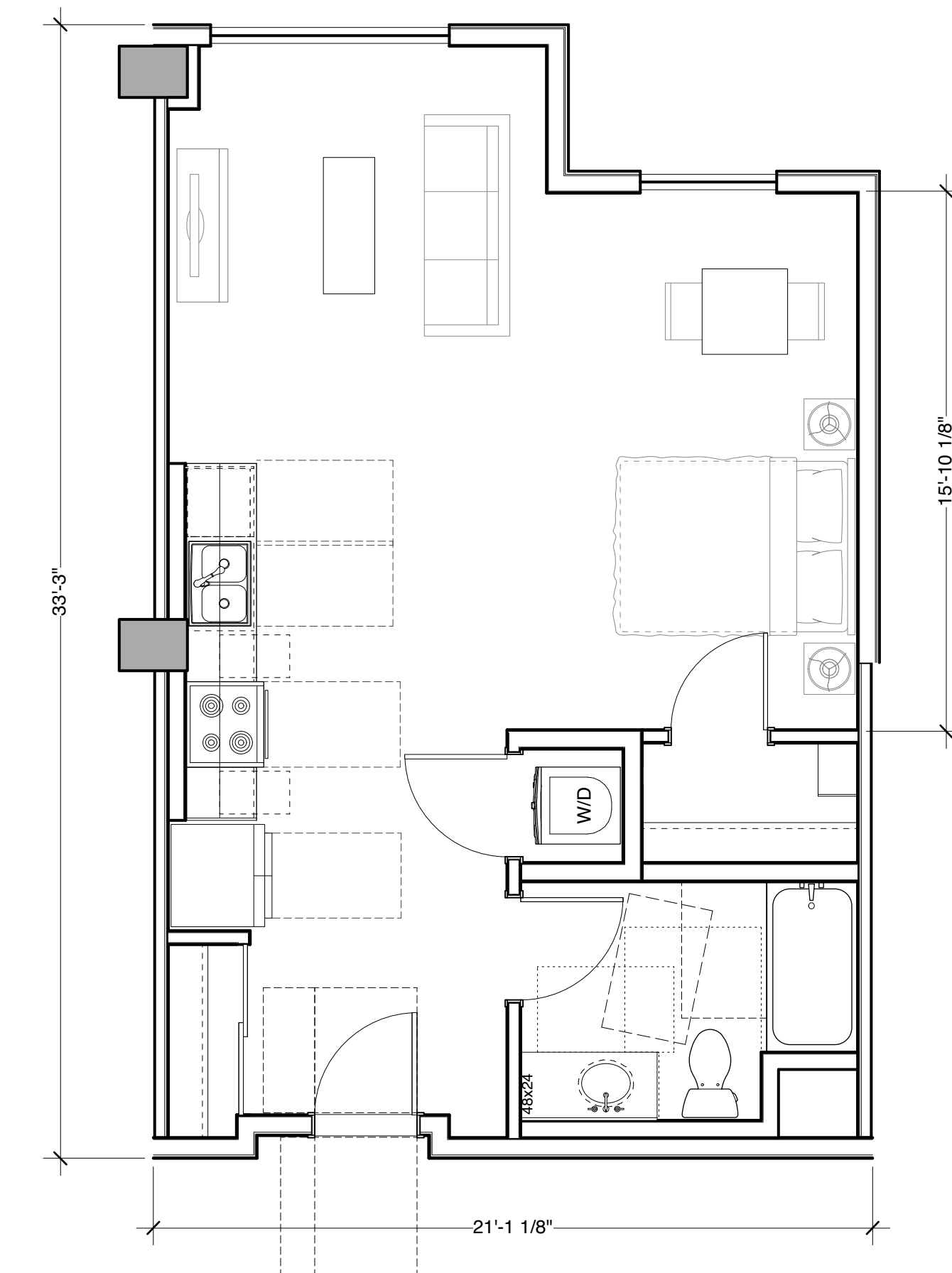
A5.0



UNIT S8 **2**
1/4" = 1'-0"



UNIT S9 **3**
1/4" = 1'-0"

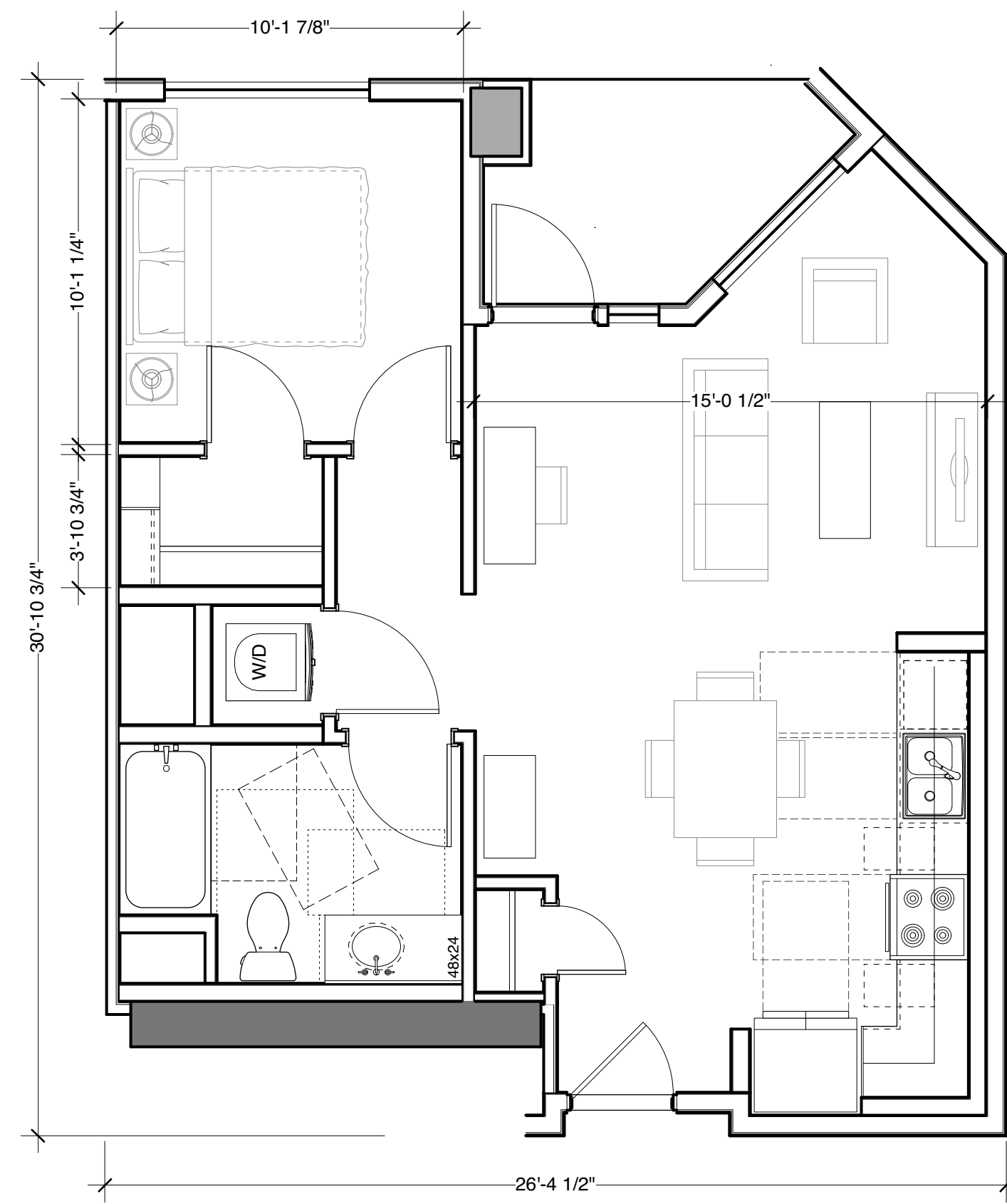


UNIT S7 **1**
1/4" = 1'-0"

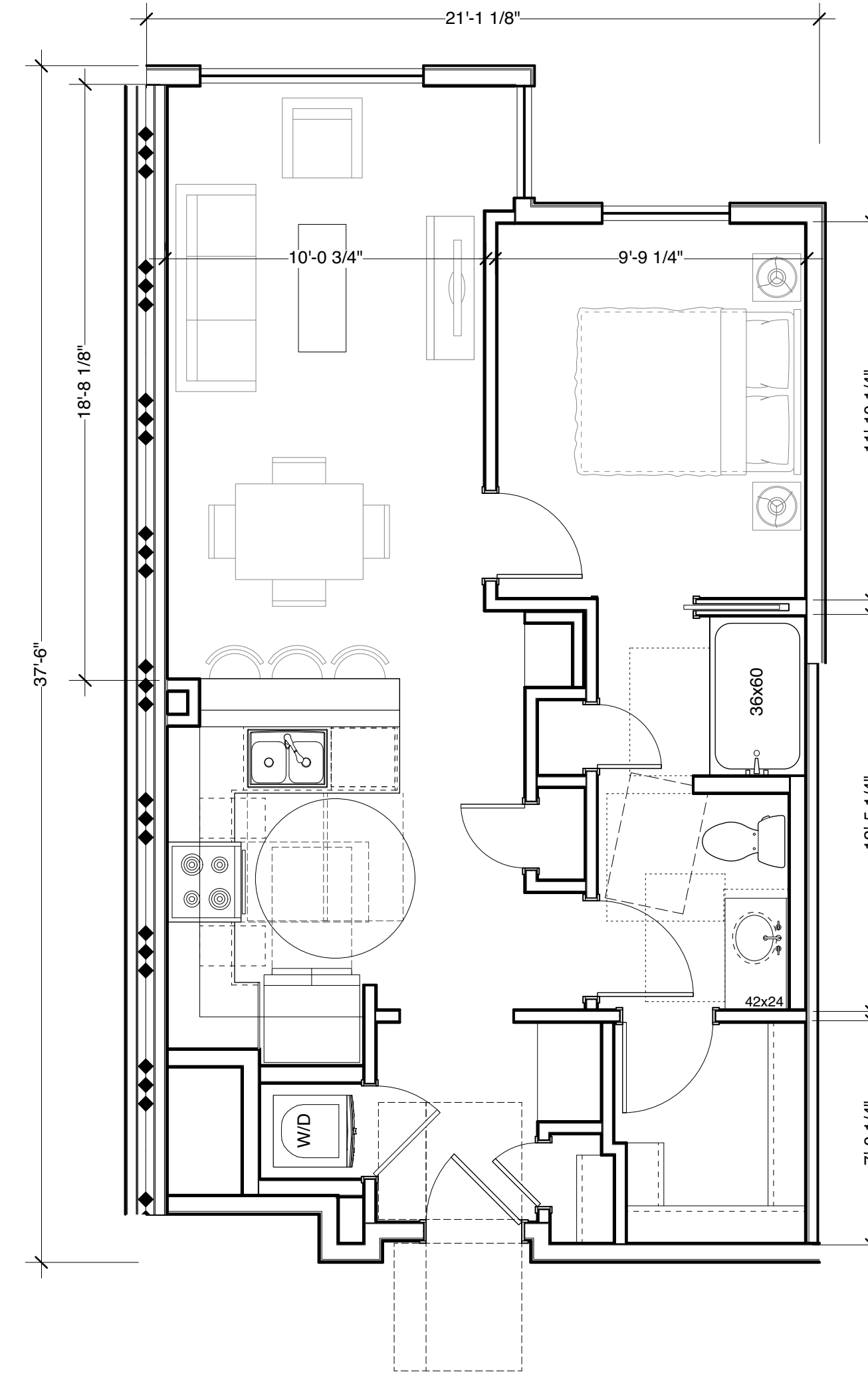
UNIT PLANS

1/4" = 1'-0"

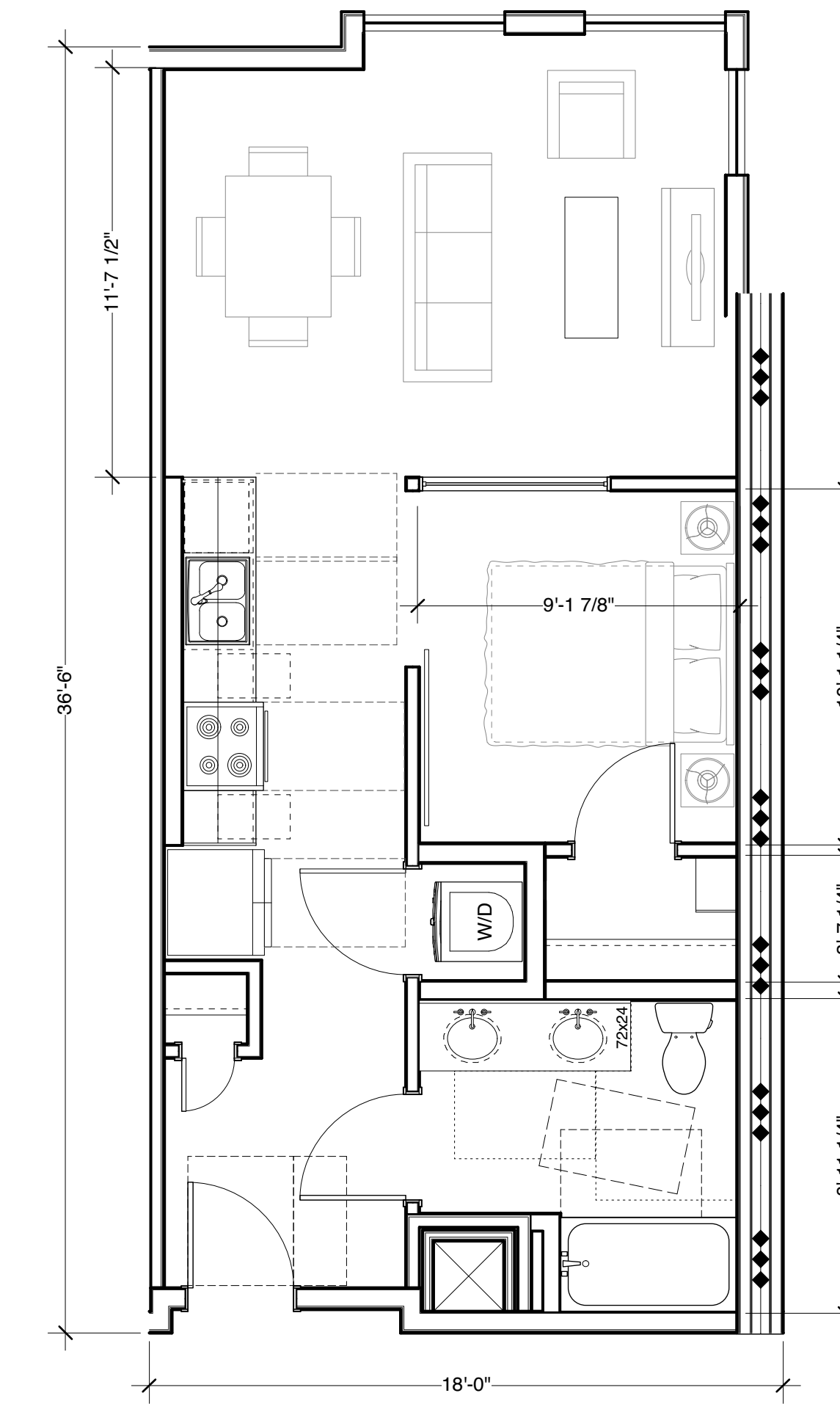
A5.1



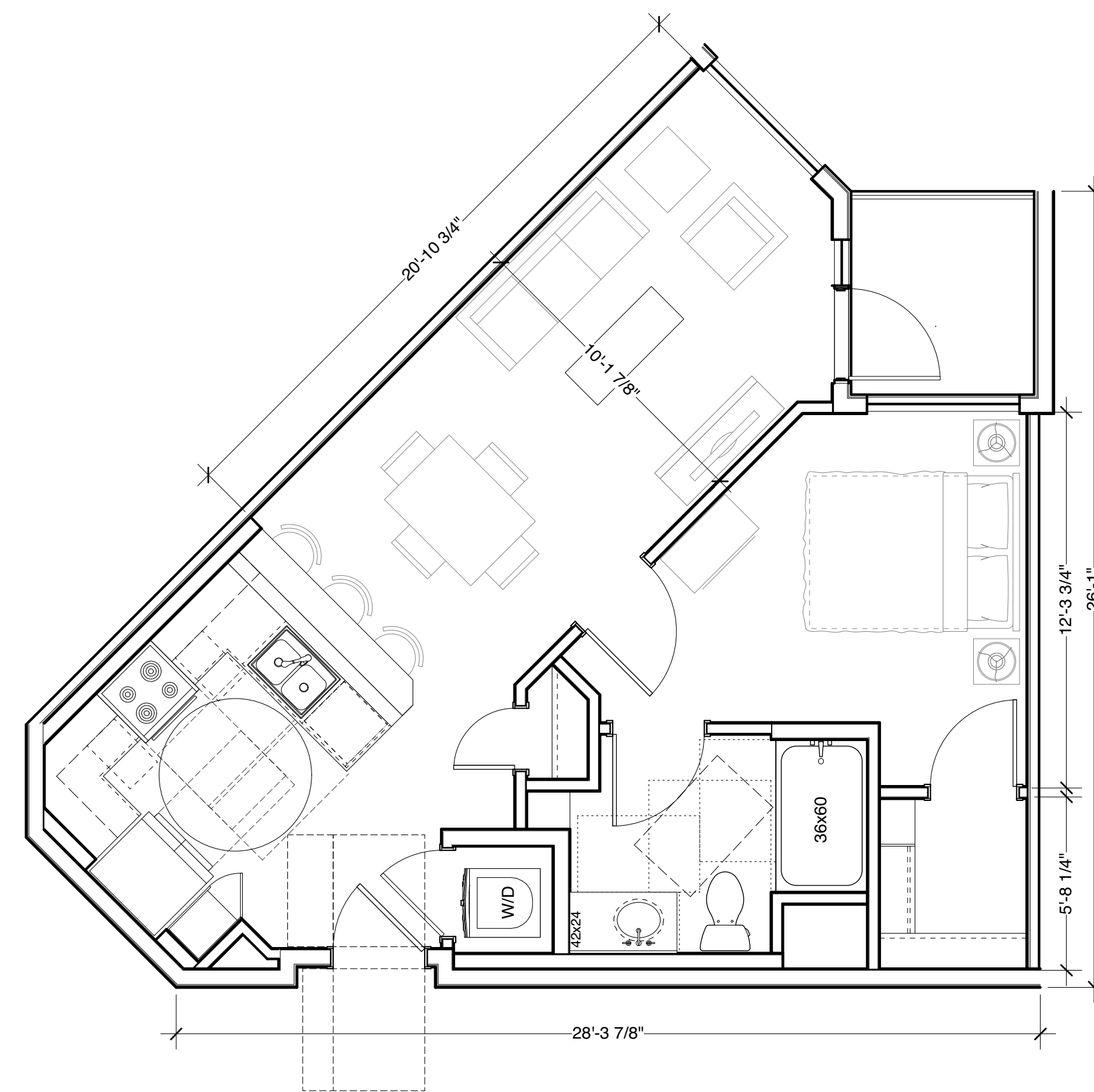
UNIT A8 6
1/4" = 1'-0"



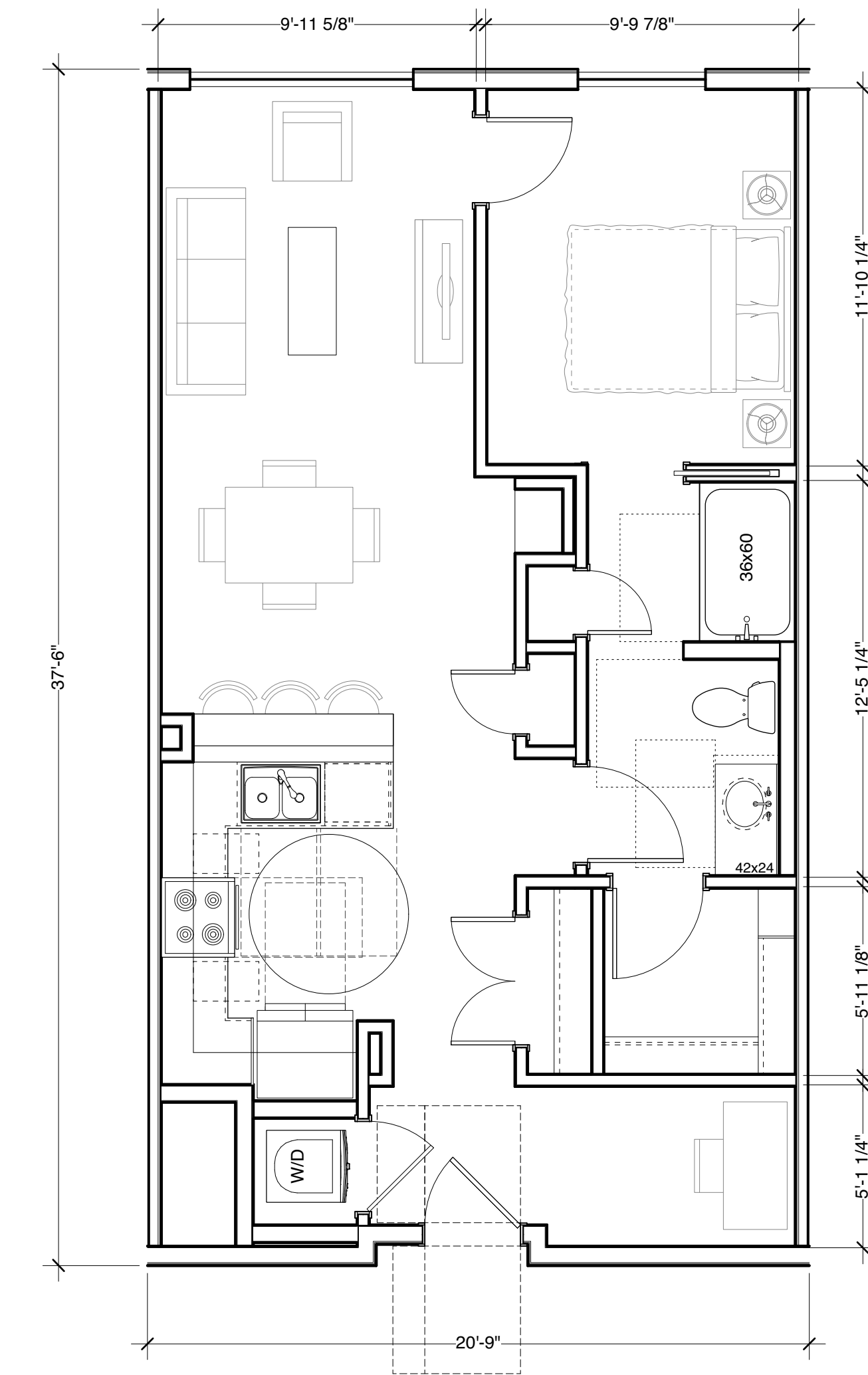
UNIT A6 4
1/4" = 1'-0"



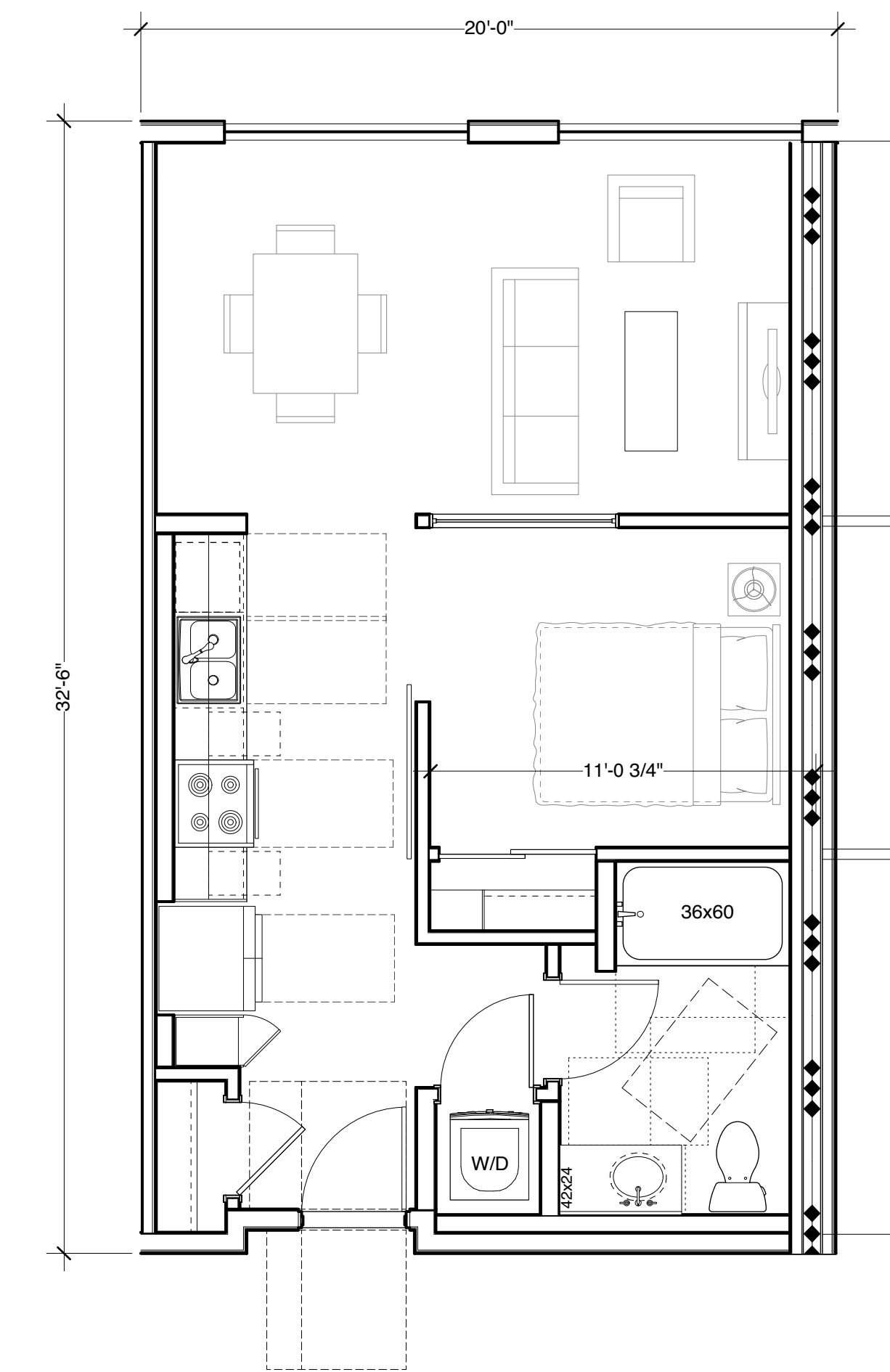
UNIT A3 2
1/4" = 1'-0"



UNIT A7 5
1/4" = 1'-0"



UNIT A5 3
1/4" = 1'-0"

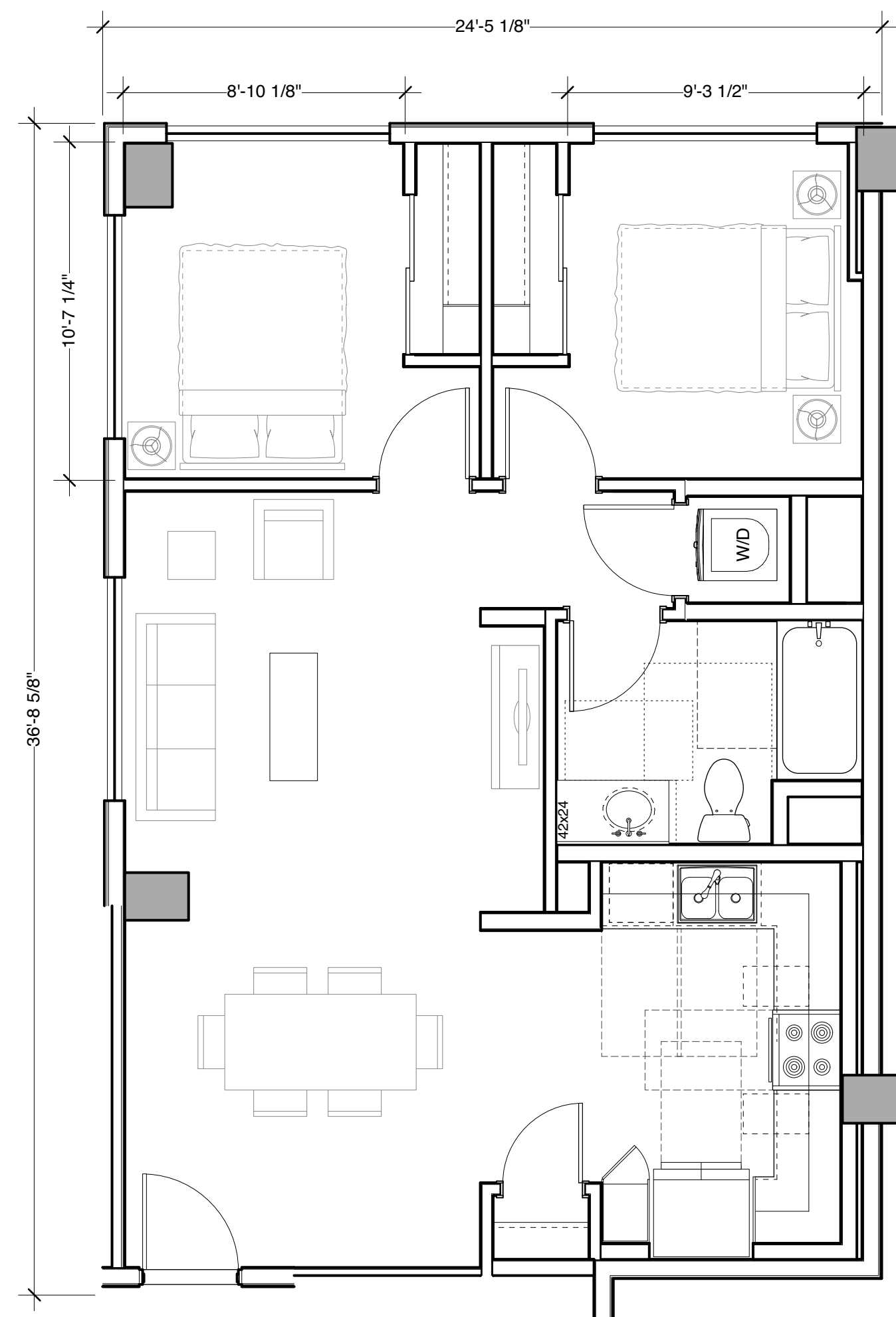


UNIT A1 1
1/4" = 1'-0"

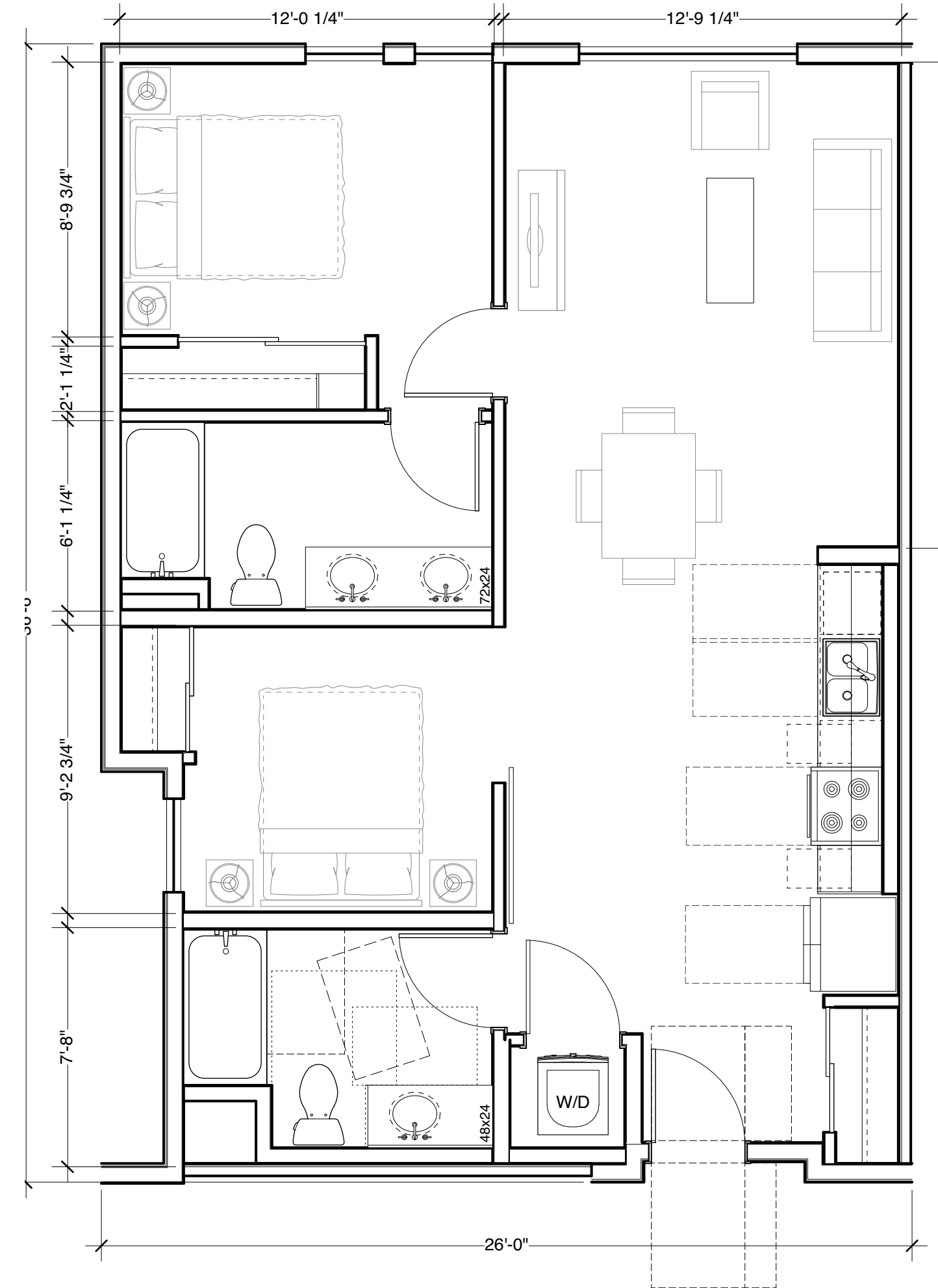
UNIT PLANS

1/4" = 1'-0"

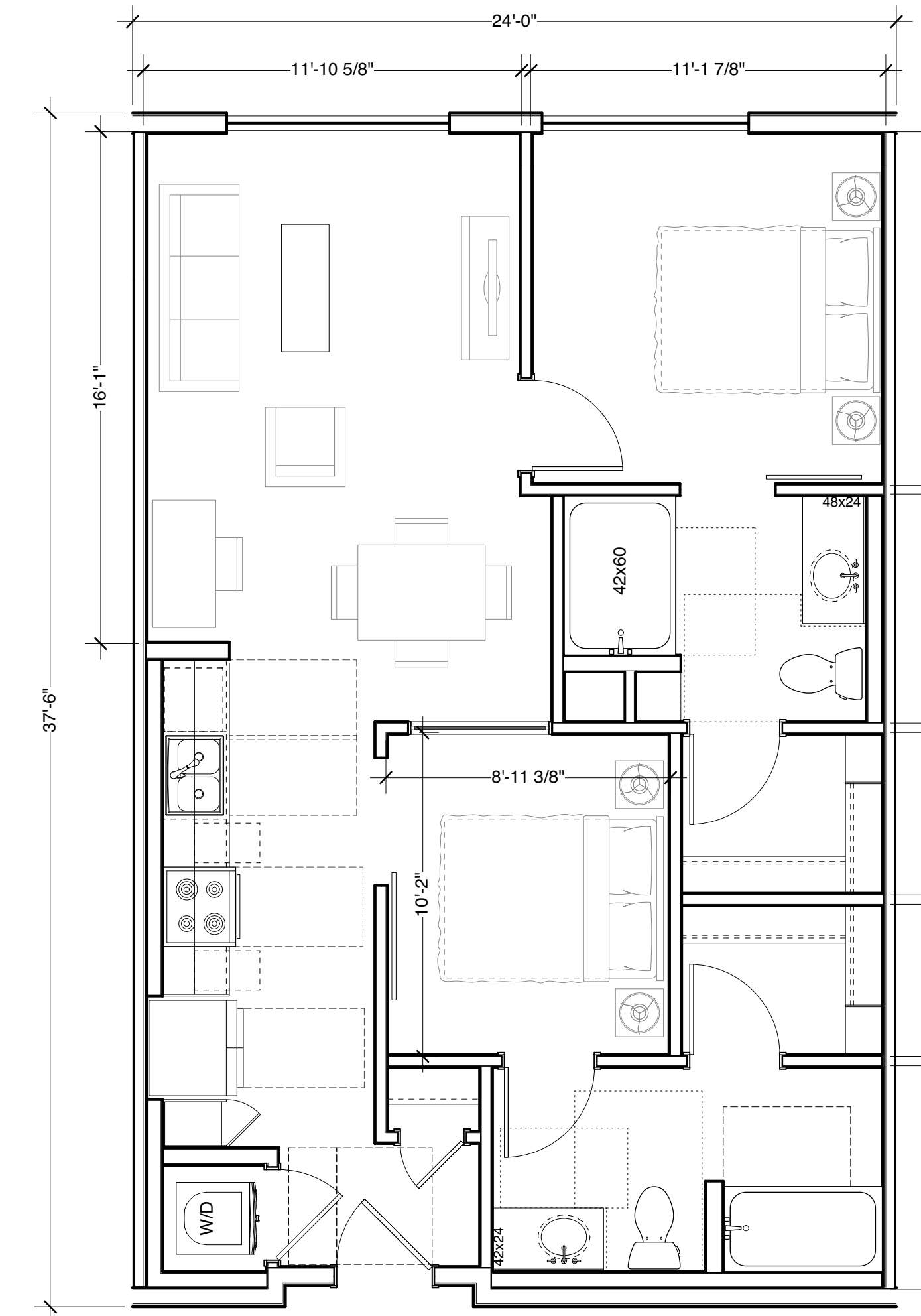
A5.2



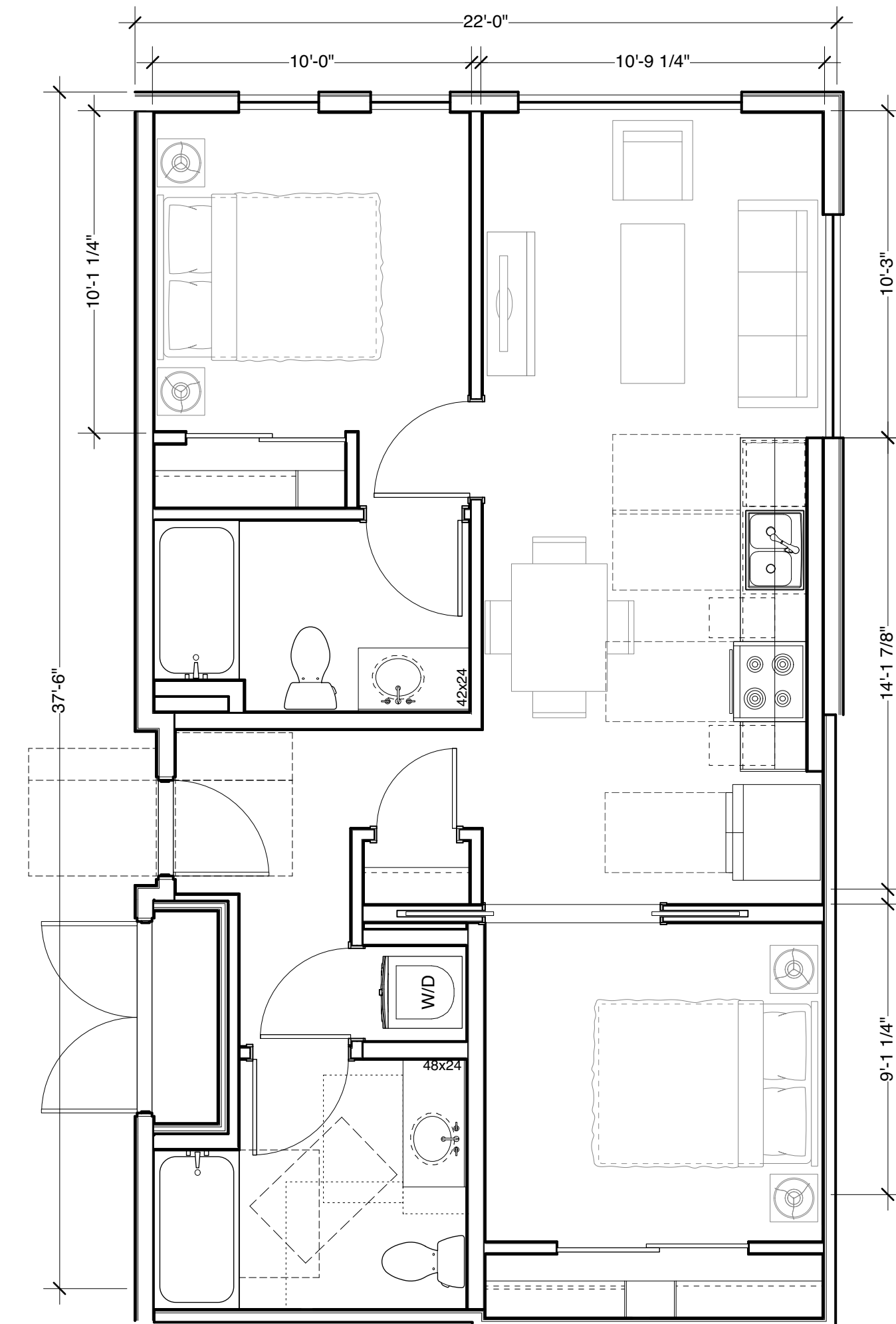
UNIT B6 6
1/4" = 1'-0"



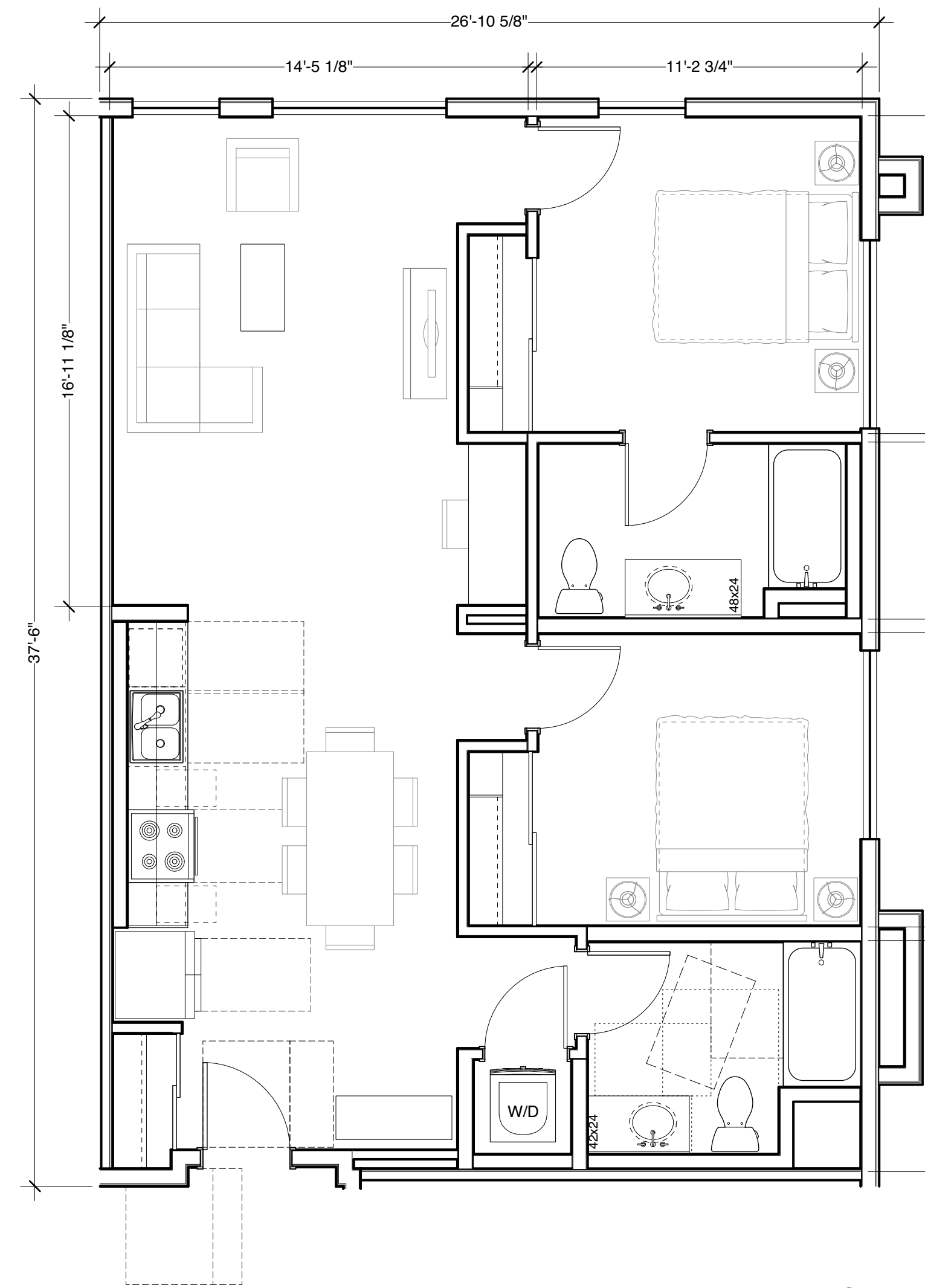
UNIT B4 4
1/4" = 1'-0"



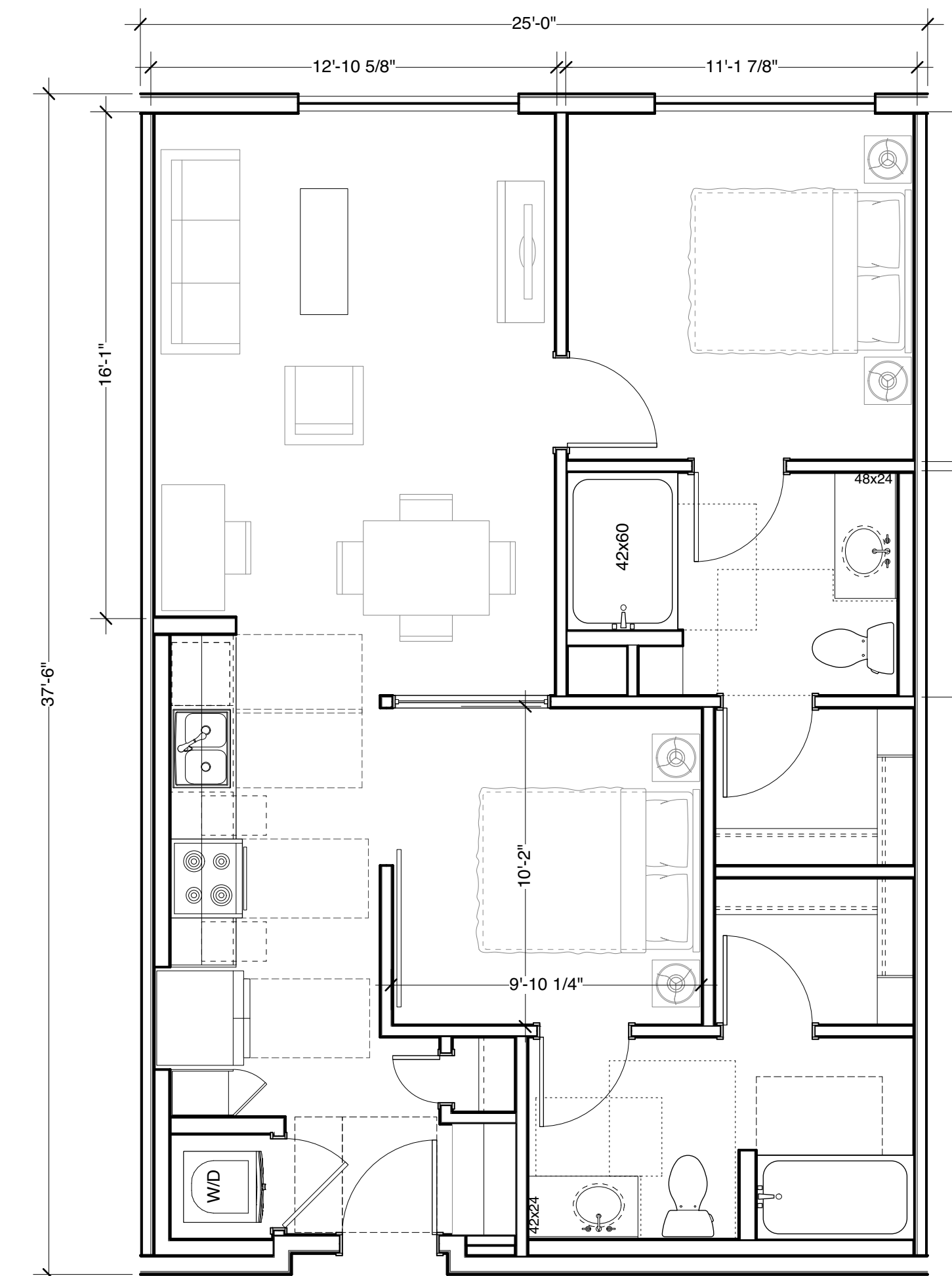
UNIT B2 2
1/4" = 1'-0"



UNIT B5 5
1/4" = 1'-0"



UNIT B3 3
1/4" = 1'-0"

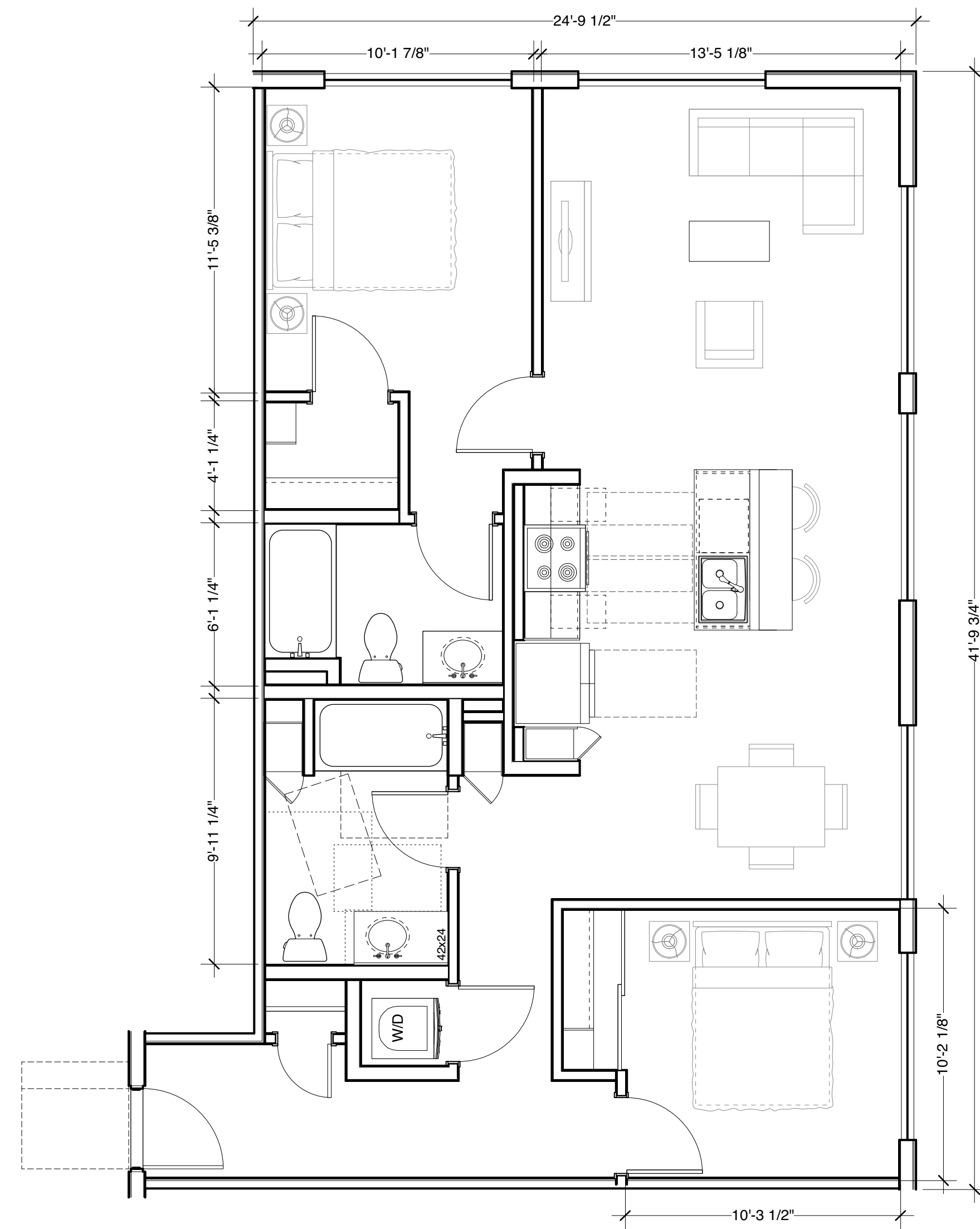


UNIT B1 1
1/4" = 1'-0"

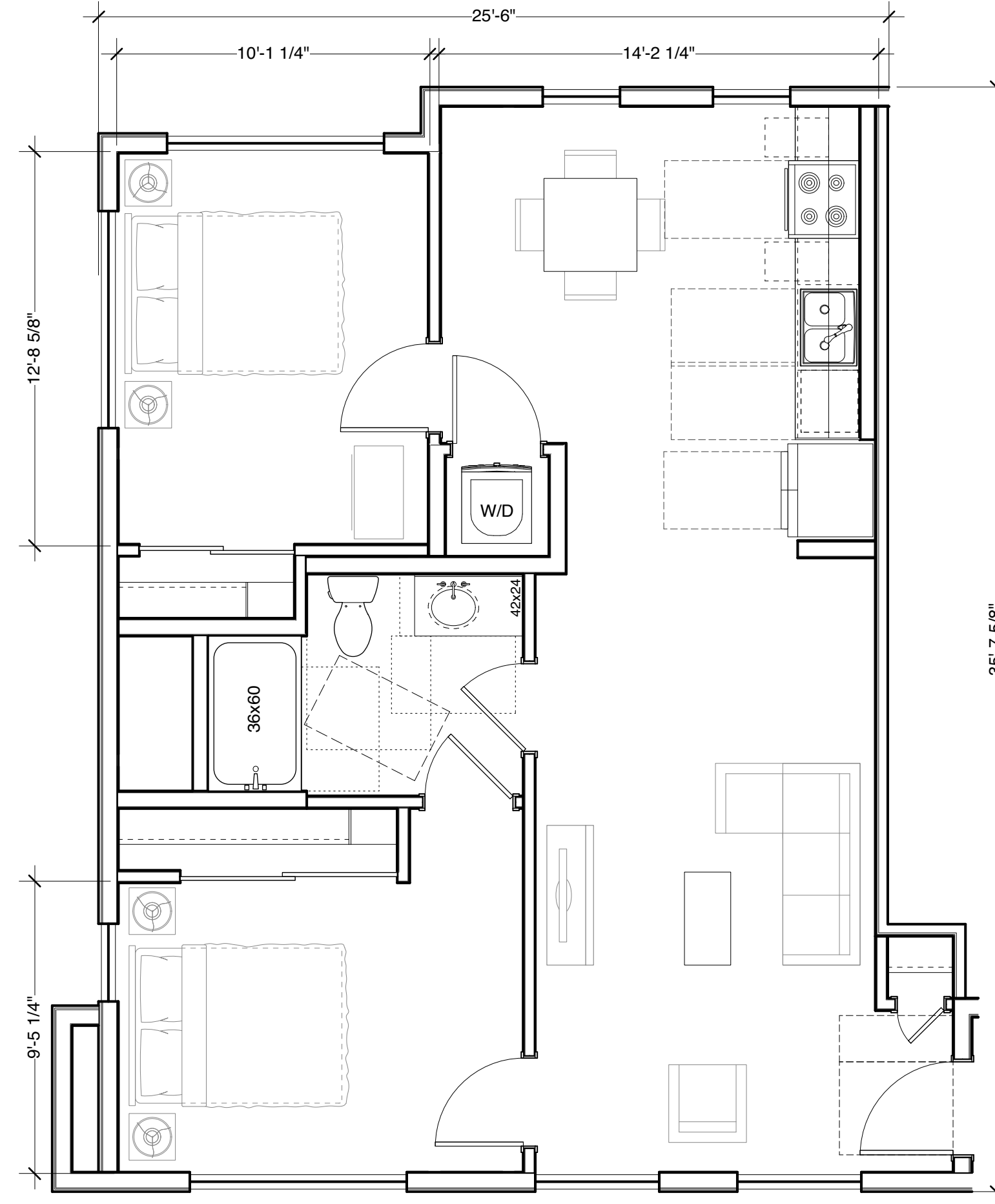
UNIT PLANS

1/4" = 1'-0"

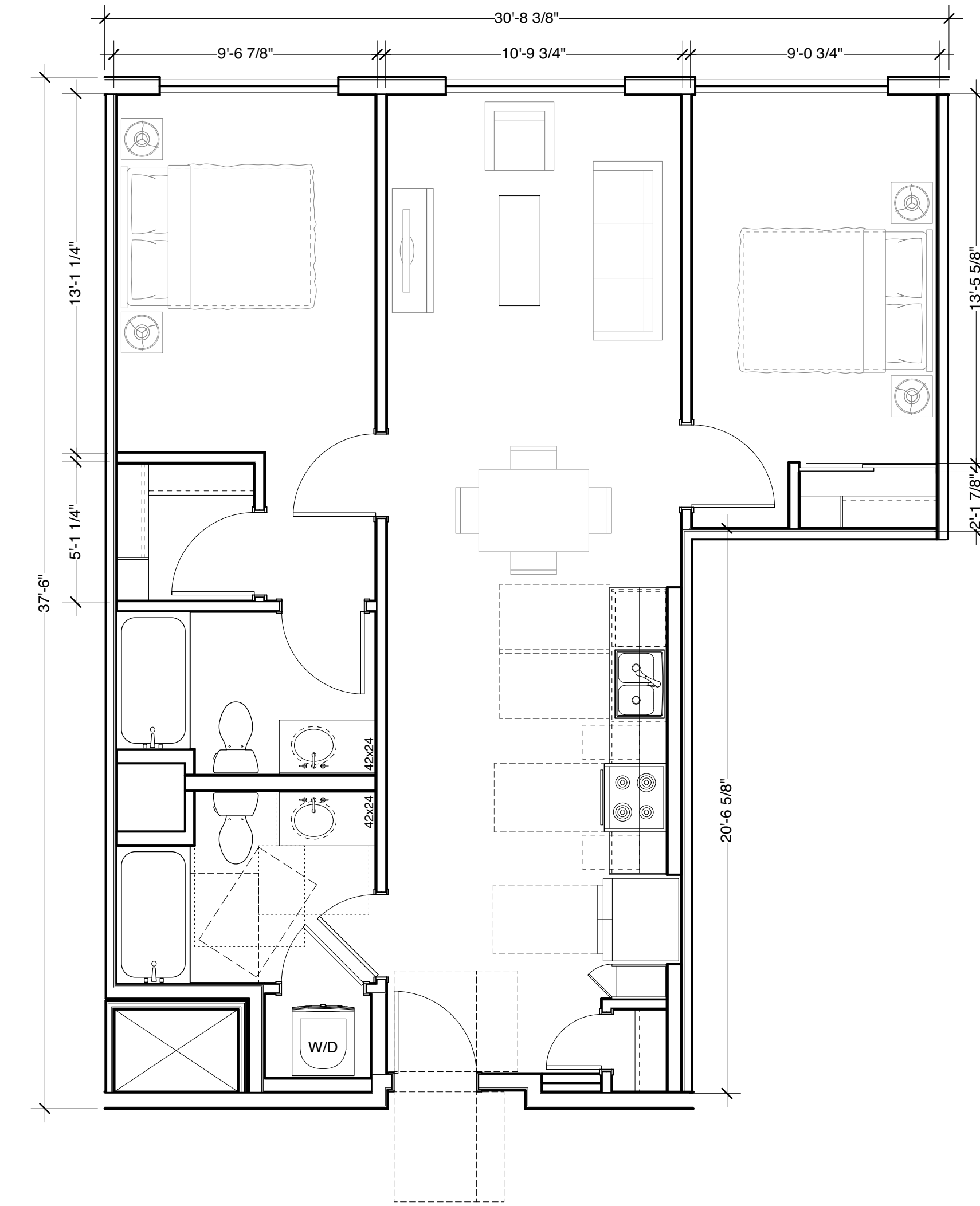
A5.3



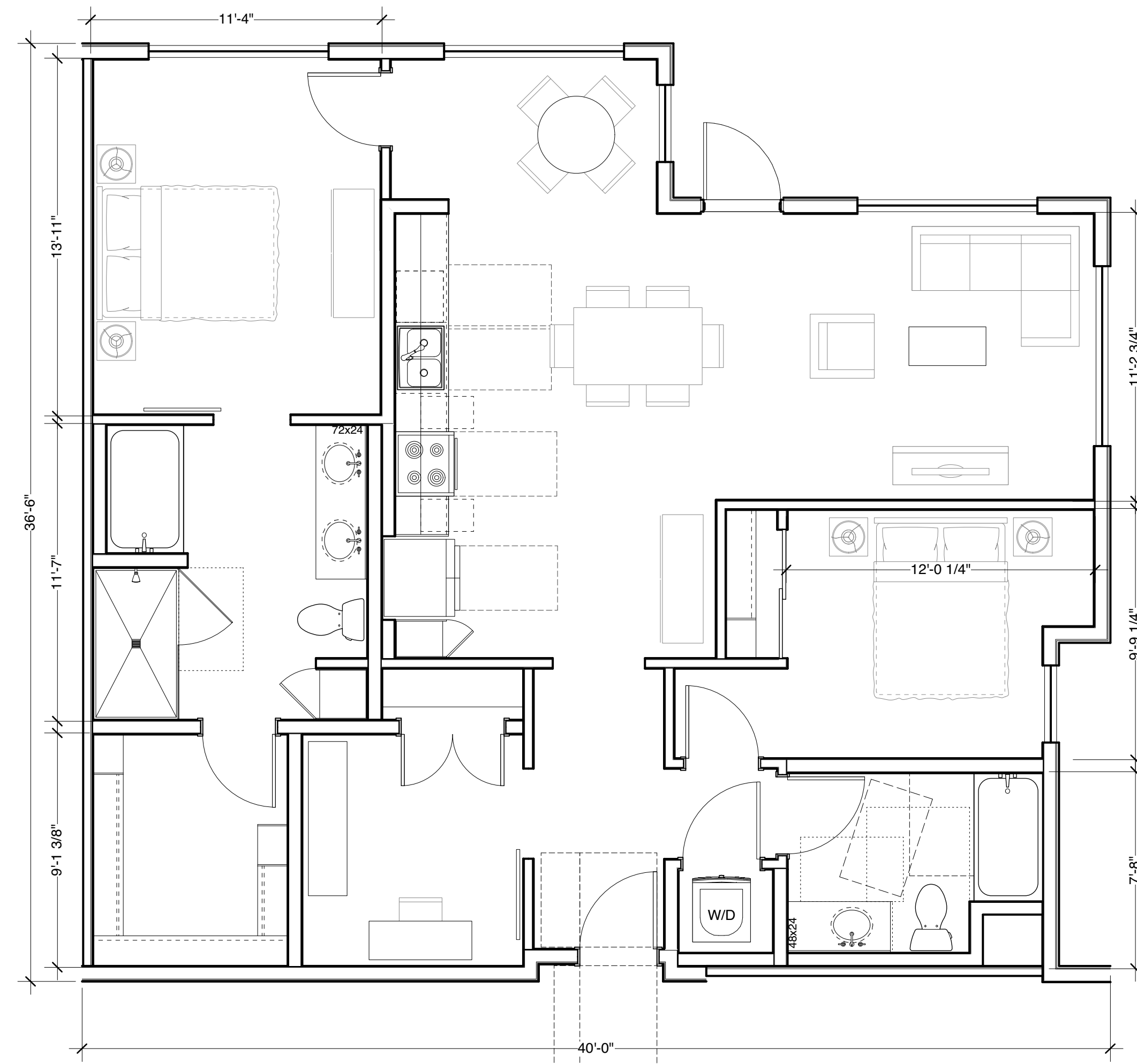
UNIT B12 6
1/4" = 1'-0"



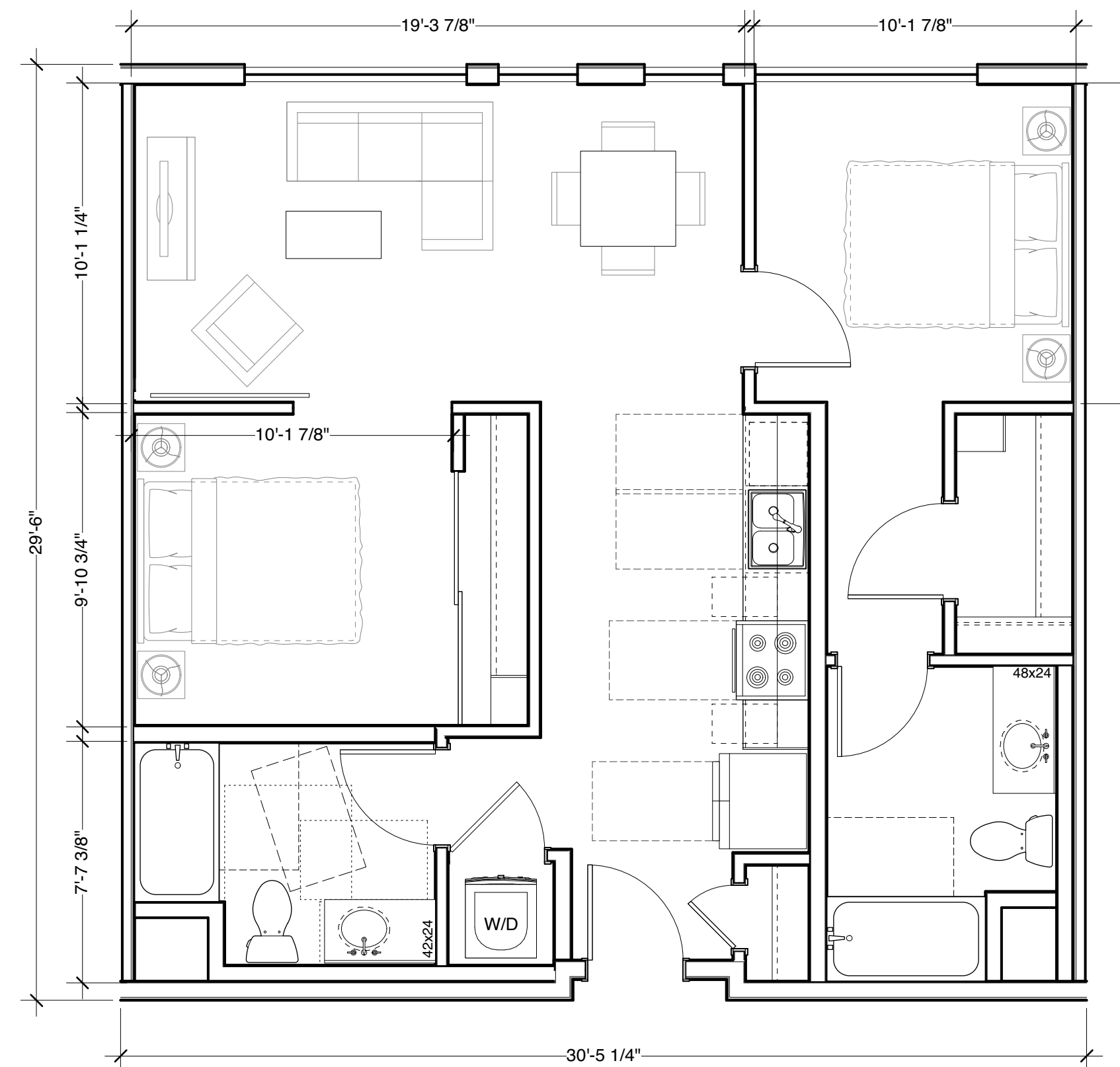
UNIT B10 4
1/4" = 1'-0"



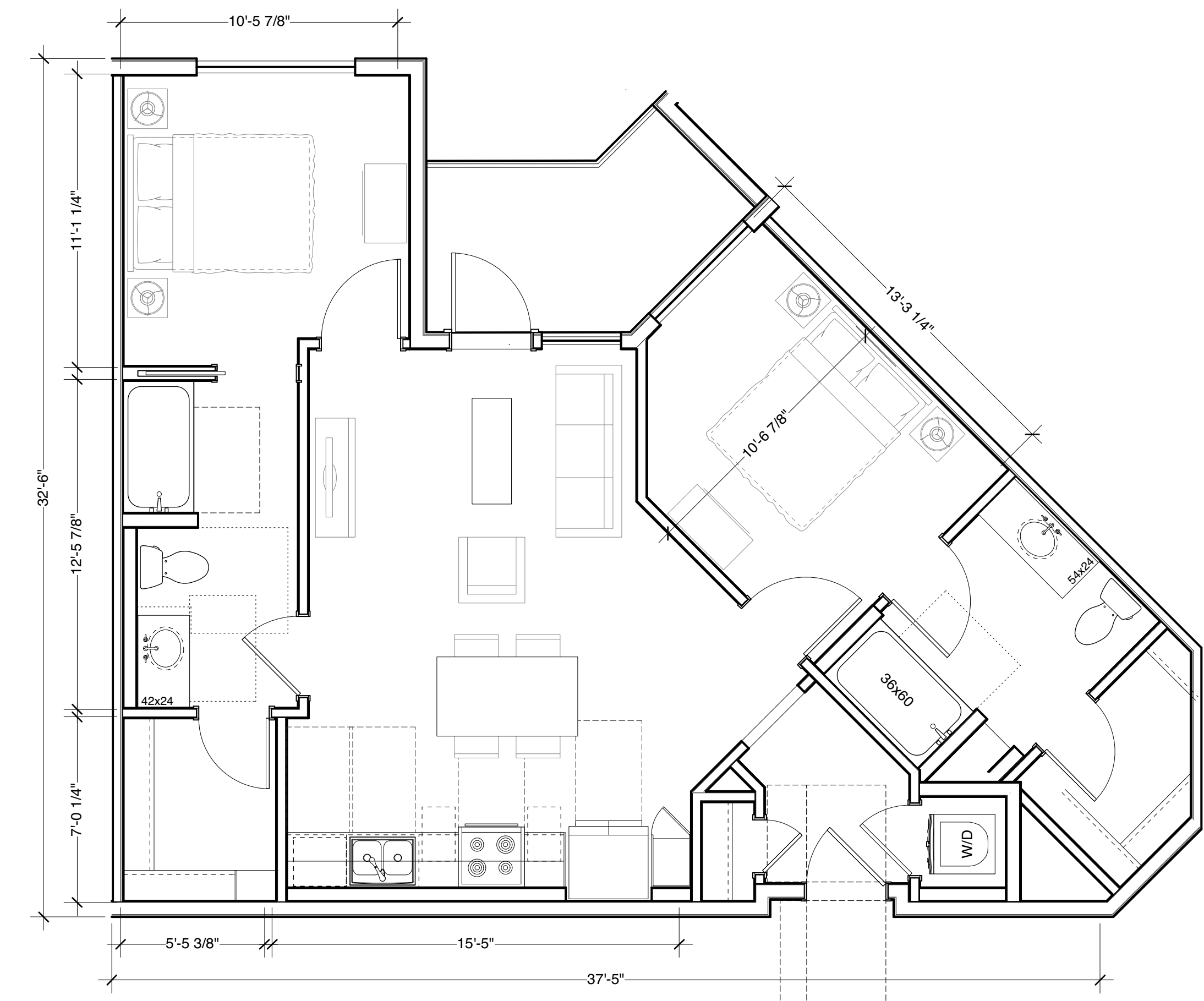
UNIT B8 2
1/4" = 1'-0"



UNIT B11 5
1/4" = 1'-0"



UNIT B9 3
1/4" = 1'-0"

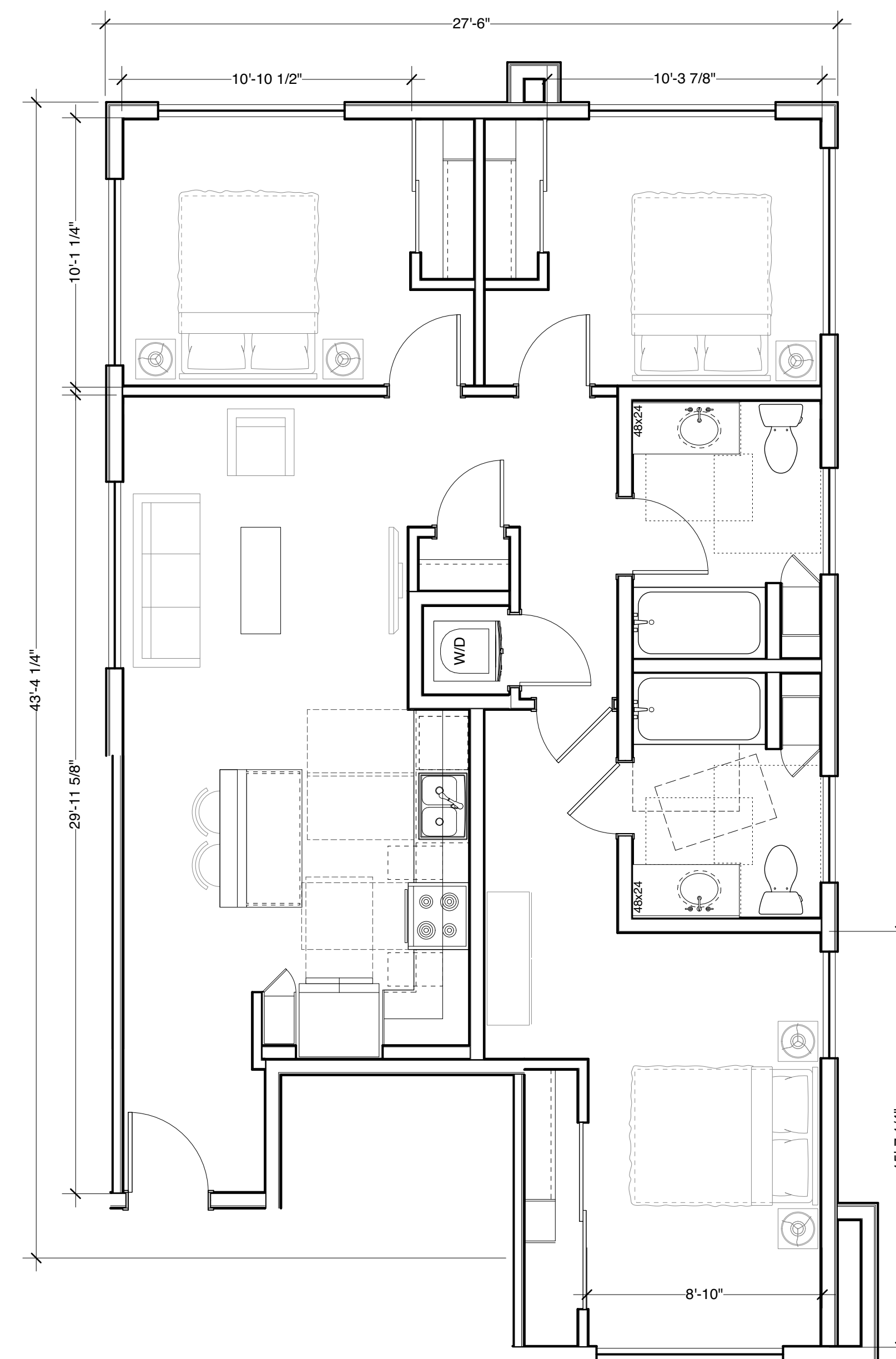


UNIT B7 1
1/4" = 1'-0"

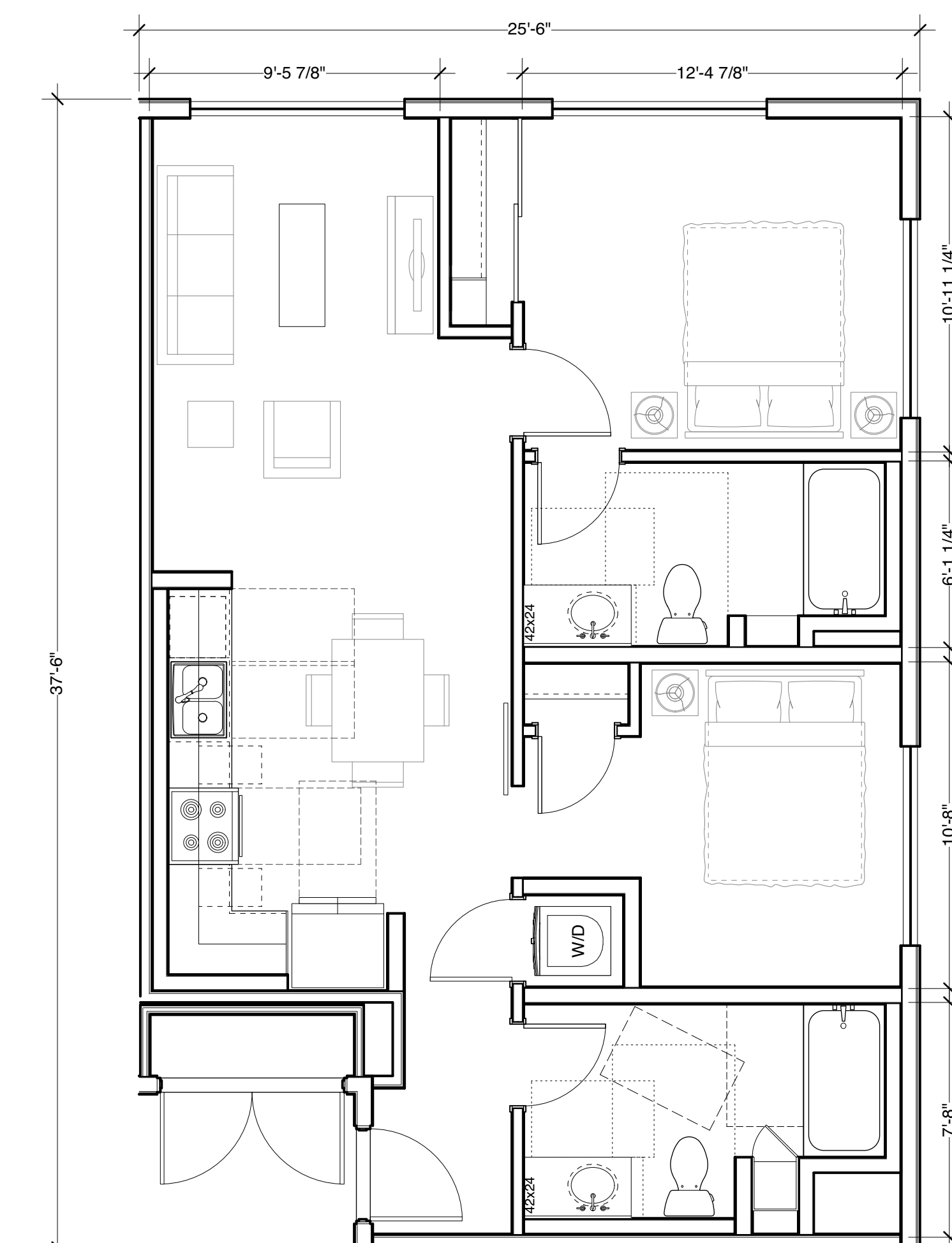
UNIT PLANS

1/4" = 1'-0"

A5.4



UNIT C1 **2**
1/4" = 1'-0"



UNIT B13 **1**
1/4" = 1'-0"

UNIT PLANS

1/4" = 1'-0"

A5.5



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

Case No.: 2016-001738ENV
Project Address: 1144-1150 Harrison Street
Zoning: Western SoMa Mixed Use - General (WMUG) District
Western SoMa Special Use District
55/65-X Height and Bulk District
Block/Lot: 3755/023
Lot Size: 75,625 square feet
Plan Area: Western SoMa Community Plan
Project Sponsor: Scott Youdall, 1140 Harrison Associates, LP, (925) 490-2990
Staff Contact: Alesia Hsiao, (415) 575-9044, alesia.hsiao@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 midblock along the north side of Harrison Street, between 8th Street and Langton Street, in San Francisco's South of Market neighborhood. The project site consists of a roughly square-shaped parcel on the block bounded by Harrison Street to the south, 8th Street to the west, Folsom Street to the north and 7th Street to the east. There are several alleys in the immediate project vicinity. Berwick Place abuts the project site to the west. Hallam Street terminates at the northern boundary of the project site, and Heron Street terminates at the western boundary of the project site. The project site is within the Western SoMa Light Industrial and Residential Historic District (historic district). The 75,625 square foot site is currently occupied by a 25-foot tall, one-story plus mezzanine industrial building constructed in 1907 that is a contributor to the historic district. The existing building varies in building height at 26 feet and 6 inches along Harrison Street to 33 feet along Berwick Street and the northeastern


(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

4/19/18

Date

cc: Scott Youdall, Project Sponsor
Doug Vu, Current Planner
Supervisor Jane Kim, District 6

Project Distribution
Historic Distribution List

PROJECT DESCRIPTION (continued)

side of the building. The existing building covers the entire parcel and operated as an auto repair business until August 2017. The auto repair business has since relocated to other existing industrial buildings in San Francisco, although it continues to use the project property for limited overflow vehicle inventory storage.

The proposed project would demolish the majority of the existing masonry building and construct a six-to seven-story, 65-foot tall¹, approximately 430,000 gross square foot (gsf), mixed-use apartment building containing 341,780 square feet (sf) of residential uses (371 units), 6,600 sf of commercial uses, 12,250 sf of amenity and leasing space, and 69,547 sf of garage space. The proposed dwelling units would range in size from approximately 425 sf to approximately 1,328 sf and would include 131 studios, 90 one-bedroom units, 146 two-bedroom units, and four three-bedroom units. Approximately 29,724 sf of public and private open space would be provided with private balconies and decks, three common courtyards, a widened Harrison Street sidewalk, a 30-foot wide public midblock passage from Harrison Street to Hallam Street, and two common roof decks on the sixth floor.

The project site has a grade change of 7.5 feet from Harrison Street upward to its northwest corner along Berwick Place, allowing a courtyard level at the interior of the site to be inserted between the ground floor and the basement level garage, resulting in the building containing seven stories within the interior and six stories within the perimeter of the project site. The project would provide a 30-foot wide publicly accessible north-south midblock passage directly connecting Hallam Street with Harrison Street. The alley would enhance pedestrian and bicycle connections between Harrison Street, Hallam Street and Folsom Street, while also providing a visual break in the massing of the project.

The project would provide 172 on-site vehicle parking spaces (167 vehicle spaces, three car share vehicle spaces, and two service vehicle spaces), as well as utility, trash, and electrical rooms within the basement level garage. The project would provide 372 Class 1 and 41 Class 2 bicycle parking spaces, approximately 3,766 sf of bicycle storage on the ground floor. The project would also provide approximately 650 sf of bicycle lounge space. Primary pedestrian access for the residential use would be provided from the midblock passage, with pedestrian access for the commercial uses provided along Berwick Place and along Harrison Street. Vehicular access to the basement level garage would be through a proposed driveway at the southeast corner of the site with an 18-foot-wide curb cut on Harrison Street. The sponsor would request that the San Francisco Municipal Transportation Agency (SFMTA) designate a 52-foot long on-street commercial loading zone along the north side of Harrison Street west of the driveway between the driveway and the midblock passageway, and a 66-foot long passenger loading zone west of the commercial loading zone. The proposed project would reduce the number of travel lanes from five lanes to four along Harrison Street between 7th Street and 8th Street, widen the sidewalk from 8 to 15 feet along Harrison Street between Langton Street and Berwick Place, install a raised crosswalk across Berwick Place at Harrison Street, reconstruct the existing sidewalks along both sides of Berwick Place, and add curb ramps at the intersection of Berwick Place and Heron Street. In addition, the proposed project includes additional transportation demand management measures such as providing car-share parking

¹ Exceptions from the provisions of the Planning Code with respect to height are confined to minor deviations from the provisions for measurement of height in Sections [260](#) and [261](#) of this Code, and no such deviation shall depart from the purposes or intent of those sections. A minor deviation in the measurement of building height is allowed under Planning Code Section 304(d)(6).

and memberships, providing delivery package lockers, providing multimodal wayfinding signage, real-time transportation information displays and information about travel options, unbundling parking costs, and providing less accessory parking than the neighborhood parking rate.

Construction of the proposed project would occur for approximately 30 months, and is anticipated to commence in November 2018 and be completed by May 2021. Project construction is expected to require excavation of approximately 52,947 cubic yards of soil to a depth of 20 feet below grade for the proposed basement level. The proposed building would be supported by a structural mat foundation, thick enough to resist hydrostatic uplift pressures with the installation of pre-drilled soldier piles; use of pile driving hammers is not proposed.

PROJECT APPROVALS

The proposed project would require the following approvals:

San Francisco Planning Commission

- Conditional Use (CUA) Authorization pursuant to Planning Code Sections 263.29, 303, 304 and 823(c)(11) for a major development in the Western SoMA Special Use District requesting a height exception above the base height limit of 55-X to the maximum height limit of 65-X.

Department of Building Inspection

- Review and approval of demolition and building permits.

Department of Public Health

- Review for compliance with the Maher Ordinance, article 22A of the Health Code.
- Review for compliance with article 38 of the Health Code for enhanced ventilation.
- Review and approval of a Demolition and Construction Dust Control Plan.

Bay Area Air Quality Management District

San Francisco Fire Department

San Francisco Department of Public Works

- Review and approval of permits for removal of Underground Storage Tanks identified in the Harrison Street sidewalk.

San Francisco Board of Supervisors

- Review and approval of sidewalk legislation to widen the sidewalk on Harrison Street.

San Francisco Municipal Transportation Agency

- Review and approval of an on-street commercial loading zone and an on-street passenger loading zone along the north side of Harrison Street between the proposed driveway and Berwick Place.
- Approval of construction within the public right-of-way (e.g., sidewalk widening) to ensure consistency with the Better Streets Plan

San Francisco Public Utilities Commission

- Approval of a stormwater management plan that complies with the City's stormwater design guidelines.
- Review and approval of a dewatering permit.

The conditional use authorization is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code 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 1144-1150 Harrison Street project described above, and incorporates by reference information contained in the Programmatic EIR for the *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* (Western SoMa PEIR).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 Western SoMa PEIR.

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

As a result of the *Western SoMa Community Plan*, the project site was rezoned from SLR (Service/Light Industrial/Residential) to Western SoMa Mixed-Use - General (WMUG) and the height and bulk district from 50-X to 55/65-X. The WMUG district permits residential uses and supports a flexible mix of smaller neighborhood serving, commercial, institutional, and industrial/PDR uses, such as bars, restaurants,

² San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed February 26, 2018.

retail, business services, and light manufacturing. All types of residential uses are permitted, some requiring CU authorization. Large-scale commercial uses, loft-style live/work spaces, and research and development (R&D) facilities are not be permitted within this district.

Individual projects that could occur in the future under the *Western SoMa Community Plan* will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1144-1150 Harrison Street is consistent with, and was encompassed within, the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 1144-1150 Harrison Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{3,4} Therefore, no further CEQA evaluation for the 1144-1150 Harrison Street project is required. In sum, the Western SoMa PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The square-shaped project site is located on the north side of Harrison Street, between 8th Street and Langton Street in the South of Market neighborhood. The 75,625-square-foot project site is occupied by a one-story plus mezzanine industrial building (1126 Harrison Street constructed in 1907). The property immediately adjacent to the east of the project site is a two-story residential building (constructed in 1901) that fronts on Harrison Street. The properties across Berwick Place to the west of the project site are a one-story warehouse with mezzanine industrial building (1170 Harrison Street constructed in 1900) that fronts on Harrison Street and a one-story art gallery space with mezzanine (7 Heron Street constructed in 1900). There is a proposed project at 1170 Harrison Street (Case No. 2015-016239ENV) that involves interior alterations to the existing building to transform the existing one-story warehouse with mezzanine into two stories of office space with no expansion of the building envelope. It is approximately 20 feet west of the project site. The surrounding area around the project site is characterized by a variety of uses, including commercial, residential, and light industrial uses. Harrison Street and Berwick Place contain light industrial buildings, while Hallam Street and Langton Street consist of integrated residential and commercial buildings.

Harrison Street is an east-west roadway with four lanes travelling west, two parking lanes, and sidewalks on both sides of the street. The project site is served by the 27-Bryant, 47-Van Ness, and the Bayshore Expresses (8-Bayshore, 8AX-Bayshore “A” Express, and 8BX-Bayshore “B” Express) bus lines, and the closest bus stops are approximately 280 feet away near the intersection of 8th and Harrison streets. Other Muni lines near the project site include the 12-Folsom–Pacific and 19-Polk. Routes slightly further away include the 9-San Bruno, 9R-San Bruno Rapid, 10-Townsend, 14-Mission, 14R-Mission Rapid, 14X-Mission Express, 83X-Mid-Market Express, 30-Stockton, and 45-Union–Stockton. There are bicycle lanes

³ San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning Analysis*, 1144-1150 Harrison Street, April 3, 2018. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-001738ENV.

⁴ San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis*, 1144-1150 Harrison Street, August 21, 2017.

on Howard, Folsom, 7th and 8th streets. The surrounding parcels are within the WMUG, RED (Residential Enclave), SALI (Service/Arts/Light Industrial, and P (Public) zoning districts. Height and bulk districts within a one-block radius include 30-X, 40-X, 55-X, and 55/65-X.

POTENTIAL ENVIRONMENTAL EFFECTS

The Western SoMa PEIR included analyses of environmental issues including: Land Use; Aesthetics, Population and Housing; Cultural and Paleontological Resources; Transportation and Circulation; Noise and Vibration; Air Quality; Greenhouse Gas Emissions; Wind and Shadow; Recreation; Public Services, Utilities, and Service Systems; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Material; Mineral and Energy Resources; and Agriculture and Forest Resources. The proposed 1144-1150 Harrison Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the *Western SoMa Community Plan*. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1144-1150 Harrison Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The project building is not individually eligible for listing in the California Register but is a contributor to the Western SoMa Light Industrial and Residential Historic District.^{5,6} Although the proposed project involves demolition of a contributor to the historic district, the proposed project is compatible with the historic district and the loss of the existing structure was determined not to materially impair the historic district such that it would not convey its significance. In addition, the proposed project would not cause a significant impact to other offsite historic resources in the project vicinity. Mitigation Measures M-CP-7a and M-CP-7b would ensure that project contractors use all feasible means to avoid damage to the historic buildings in the vicinity during demolition and construction, and undertake a monitoring program to ensure that any such damage is documented and repaired. Therefore, the project would not contribute to any historic resource impact. Transit ridership generated by the project would not considerably contribute to the transit impacts identified in the Western SoMa PEIR. As the proposed project would involve noise-generating uses, Mitigation Measure M-NO-1c would ensure that project generated noise from rooftop mechanical equipment meets the requirements of the Noise Ordinance. Since the proposed project could generate excessive construction noise, Mitigation Measure M-NO-2a would ensure that project noise from construction activities is minimized to the maximum extent feasible. The proposed project is required to comply with the Construction Dust Control Ordinance, and implementation of Mitigation Measure M-AQ-7 would reduce construction-related air quality impacts by requiring a Construction Emissions Minimization Plan for health risks and hazards. The shadow fan analysis for the proposed project determined that the proposed building would not shade outdoor recreation facilities or other public areas. The proposed project would shade nearby streets, sidewalks, and private property at times within the project vicinity, but at levels commonly expected in urban areas.

The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality,

⁵ Page & Turnbull, *1140-1150 Harrison Street Historic Resource Evaluation- Parts One and Two*, March 2, 2017.

⁶ San Francisco Planning Department, *Historic Resource Evaluation Response for 1144-1150 Harrison Street*, February 28, 2018.

wind, biological resources, and hazards and hazardous materials. **Table 1** below lists the mitigation measures identified in the Western SoMa PEIR and states whether the mitigation measure would apply to the proposed project.

Table 1 – Western SoMa PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1a: Documentation of a Historical Resource	Not Applicable: The existing building is a not an individual historic resource.	Not Applicable
M-CP-1b: Oral Histories	Not Applicable: The existing building is a not an individual historic resource.	Not Applicable
M-CP-1c: Interpretive Program	Not Applicable: The existing building is a not an individual historic resource.	Not Applicable
M-CP-4a: Project-Specific Preliminary Archeological Assessment (PAR)	Applicable: The project would require more than five feet of below grade excavation.	Pursuant to the results of the PAR, the project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #3 (Archeological Testing), as Project Mitigation Measure 3.
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Not Applicable: This is superseded by implementation of M-CP-4a, archeological testing.	Not Applicable
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: Adjacent historic resources are present.	The project sponsor has agreed to implement practices to protect adjacent historic resources from damage caused by project-related construction activities (see Project Mitigation Measure 1).
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: Historic resources are present in project vicinity.	The project sponsor has agreed to implement a program to monitor adjacent historic resources for damage caused by project-related construction activities and to repair such damage (see Project Mitigation Measure 2).

Mitigation Measure	Applicability	Compliance
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not applicable: Automobile delay is removed from CEQA analysis.	Not Applicable
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: The project would not involve any physical changes to Folsom Street and is expected to generate negligible demand for freight loading/service vehicle activities along Folsom Street.	Not Applicable
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: This measure is superseded by Planning Code Section 423, Eastern Neighborhoods Impact Fees and Public Benefits Fund.	The project is subject to Eastern Neighborhoods Tier 2 impact fee, a portion of which funds transit improvements.
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not applicable: Impacts of the environment on the project is no longer a CEQA topic.	Not Applicable
M-NO-1b: Siting of Noise-Sensitive Uses	Not applicable: Impacts of the environment on the project is no longer a CEQA topic.	Not Applicable
M-NO-1c: Siting of Noise-Generating Uses	Applicable: The project proposes noise-generating uses.	The project sponsor has prepared a noise study that demonstrates compliance with the San Francisco General Plan and the San Francisco Noise Ordinance requirements with implementation of noise attenuation measures. The project sponsor has agreed to implement noise attenuation measures during siting of future noise-generating uses (Project Mitigation Measure 4).
M-NO-1d: Open Space in Noisy Environments	Not applicable: Impacts of the environment on the project is no longer a CEQA topic.	Not Applicable
M-NO-2a: General Construction Noise Control Measures	Applicable: The project proposes new construction that could generate	The project sponsor has agreed to develop and implement a set

Mitigation Measure	Applicability	Compliance
	excessive construction noise.	of noise attenuation measures during construction (Project Mitigation Measure 5).
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: The project does not include pile-driving activities.	Not Applicable
G. Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: The project would not generate more than 3,500 daily vehicle trips.	Not applicable, but project is subject to the Transportation Demand Management Ordinance.
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not Applicable: This measure is superseded by San Francisco Health Code Article 38 (Air Pollutant Exposure Zone).	Not Applicable
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not Applicable: The project-related construction and operation would not result in substantial emissions.	Not Applicable
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: The project would not exceed the BAAQMD construction thresholds of significance.	Not Applicable
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: The project includes construction in an area of poor air quality.	The project sponsor has agreed to implement a Construction Emissions Minimization Plan for Health Risk and Hazards (Project Mitigation Measure 6).
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: The project would not exceed 80 feet in height.	Not Applicable
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: The project includes building demolition.	The project sponsor has agreed to conduct pre-construction special-status bird surveys by a qualified biologist between January 15 and August 15 if building demolition is scheduled to take place during that period (Project Mitigation Measure 7).

Mitigation Measure	Applicability	Compliance
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: The project involves removal of trees and demolition of a vacant building.	The project sponsor has agreed to conduct pre-construction special-status bat surveys by a qualified bat biologist when large trees are to be removed or vacant buildings are to be demolished (Project Mitigation Measure 8).
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: The project includes demolition of a pre-1970s building.	The project sponsor has agreed to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of (Project Mitigation Measure 8).
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: This is superseded by San Francisco Health Code Article 22A (Maher Ordinance).	Not Applicable

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on July 5, 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.

Six members of the public were interested in learning more about the project with two members of the public interested in historic resources and one member of the public interested in whether PDR space would be preserved as part of the project. These issues raised by the public are addressed in the CPE Initial Study Checklist under Section 1 (Land Use and Land Use Planning) and Section 3 (Cultural and Paleontological Resources). No other comments were received. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

CONCLUSION

As summarized above and further discussed in the project-specific initial study⁷:

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

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

⁷ The CPE Initial Study Checklist is available for review online at <http://sf-planning.org/community-plan-exemptions> or at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-001738ENV.

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
MITIGATION MEASURES				
<p>Project Mitigation Measure 1: Protect Historical Resources from Adjacent Construction Activities (Implementing Western SoMa PEIR Mitigation Measure M-CP-7a)</p> <p>The project sponsor shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used; otherwise, it shall include historic buildings within 25 feet, if heavy equipment would be used. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff),</p>	Project sponsor and construction contractor(s) under the direction of the Environmental Review Officer (ERO).	Prior to and during demolition and construction activities.	Planning Department Preservation Technical Specialist to review monitoring reports provided by Project sponsor and/or contractor.	Considered complete upon end of construction and documentation by a qualified historic preservation profession at the direction of preservation staff that all identified protection methods were undertaken.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
<p>using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p> <p>Project Mitigation Measure 2: Construction Monitoring Program for Historical Resources (Implementing Western SoMa PEIR Mitigation Measure M-CP-7b)</p> <p>For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used, the project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is</p>	<p>Project sponsor, construction contractor(s), and qualified historic preservation professional under the direction of the ERO.</p>	<p>Prior to and during ground-disturbing, demolition, or construction activities.</p>	<p>The project sponsor and construction contractor(s) at the direction of preservation staff shall monitor vibration levels during ground-disturbing, demolition, or construction activities and report to Planning Department Preservation Technical Specialist.</p> <p>In the event that vibration levels exceed the maximum limit established by the historic preservation professional and preservation staff, construction shall be halted and alternative construction techniques shall be implemented to the extent feasible.</p>	<p>Considered complete upon end of construction.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
<p>0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>				
<p>Project Mitigation Measure 3: Procedures for Archeological Testing (Implementing Western SoMa PEIR Mitigation Measure M-CP-4b)</p> <p>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</p>	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to and during soil disturbing activities	<p>Project sponsor to retain a qualified archeological consultant who shall report to the ERO.</p> <p>Qualified archeological consultant will scope archeological testing program with ERO.</p>	<p>Considered complete when ERO approves archeological testing plan scope.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
<p>consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p>				
<p><i>Consultation with Descendant Communities:</i> On discovery of Project sponsor's an archeological site¹ associated with descendant Native qualified</p>		<p>In the event that an</p>	<p>Consult with descendant communities to determine</p>	<p>Considered complete after</p>

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

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative ² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.	archeological consultant	archeological site is uncovered during the construction period	appropriate treatment of archeological finds and report findings as appropriate	Final Archeological Resources Report is approved and provide to descendant groups.
<i>Archeological Testing Program.</i> 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	Archeological consultant at the direction of the ERO.	Prior to soil disturbing activities.	Submittal of draft ATP to ERO for review and approval. Distribution of the ATP by the archeological consultant. Archeological consultant undertake activities specified in ATP and immediately notify ERO of any encountered archeological resource.	Considered complete upon completion of the archeological testing program outlined in the ATP.

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

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encountered on the site constitutes an historical resource under CEQA.

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

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

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<p><i>Archeological Monitoring Program.</i> 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:</p> <ul style="list-style-type: none"> ▪ 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; 	Project sponsor/ archeological consultant at the direction of the ERO.	During soils-disturbing activities.	Project sponsor/archeological consultant shall meet and consult with ERO on scope of AMP. Archeological consultant to monitor soils-disturbing activities specified in AMP and immediately notify ERO of any encountered archeological resource.	Considered complete upon completion of archeological monitoring plan as outlined in the AMP.

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<ul style="list-style-type: none"> ▪ 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. 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

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encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

<p><i>Archeological Data Recovery Program.</i> 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.</p>	<p>ERO, archeological consultant, and project sponsor</p>	<p>In the event that an archeological site is uncovered during the construction period</p>	<p>Archeological consultant to prepare an ADRP and to undertake the archeological data recovery program in consultation with ERO.</p>	<p>Considered complete upon completion of archeological data recovery plan as outlined in the ADRP.</p>
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The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and

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operations.				
<ul style="list-style-type: none"> ▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. ▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. ▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ <i>Final Report.</i> Description of proposed report format and distribution of results. ▪ <i>Curation.</i> 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. 				
<i>Human Remains, Associated or Unassociated Funerary Objects.</i> Archeological The treatment of human remains and of associated or	Consultant, ERO,	Following discovery of	Notification of ERO, Coroner and, as warranted, notification	Considered complete on

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unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including 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 ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, 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. If no agreement is reached State regulations shall be followed including the	and Coroner.	human remains.	of NAHC.	finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, and that sufficient opportunity has been provided to the archeological consultant for scientific and historical analysis of remains and funerary objects.

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<p>reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p>				
<p><i>Final Archeological Resources Report.</i> 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.</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of cataloguing, analysis, and interpretation of recovered archeological data.</p>	<p>Archeological consultant to prepare FARR.</p>	<p>Considered complete upon review and approval of FARR by ERO.</p>
<p>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</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of FARR and review and approval by ERO.</p>	<p>Following approval from the ERO, archeological consultant to distribute FARR.</p>	<p>Considered complete upon certification to ERO that copies of FARR have been distributed.</p>

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<p>different final report content, format, and distribution than that presented above.</p> <p>Project Mitigation Measure 4 – Siting of Noise – Generating Uses (Implementing Western SoMa PEIR Mitigation Measure M-NO-1c)</p> <p>To ensure that project noise from the mechanical equipment meets the Police Code section 2909 noise requirement, the project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> For heat pumps and supply fans, the project sponsor shall construct an acoustical barrier/roof parapet along the east edge of the project building that is a minimum of two feet taller than the top of the tallest rooftop mechanical equipment; and For all other rooftop mechanical equipment such as exhaust fans, future tenant equipment, air handling units, or similar equipment, the project sponsor shall incorporate a combination of noise attenuation measures into stationary equipment installed on the project building. Noise attenuation measures can include providing sound enclosures, increasing setback distances from the property plane, providing louvered vent openings, and locating vent openings away from the property plan. The final rooftop mechanical equipment configuration shall demonstrate that noise levels along the property plan to the east are reduced to 58 dBA and 	<p>Project sponsor, architect, acoustical consultant, and construction contractor. Project designer to incorporate mechanical equipment specifications and documentation into construction plans demonstrating compliance with Police Code section 2909 noise requirements.</p>	<p>Prior to issuance of architectural addendum and at final building inspection.</p>	<p>Planning Department and Department of Building Inspection to review and approve plans demonstrating compliance with Police Code section 2909.</p>	<p>Considered complete upon approval of final construction plan set and final building inspection.</p>

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noise levels along the property plane to the north are reduced to 62 dBA.				
<p>Project Mitigation Measure 5: General Construction Noise Control Measures (Implementing Western SoMa PEIR Mitigation Measure M-NO-2a)</p> <p>To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> The project sponsor shall conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). The project sponsor shall require the general contractor to avoid placing stationary noise sources (such as generators and compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent 	Project sponsor and construction contractor(s).	Prior to and during demolition or construction activities.	The project sponsor and construction contractor(s) shall submit a noise attenuation plan to the Department of Building Inspection and monthly reports to the Planning Department.	Considered complete upon final monthly report.

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<p>neighbors. The project sponsor shall construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</p> <ul style="list-style-type: none">• The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.• The project sponsor shall require that all construction equipment be in good working order and that mufflers are inspected and determined to be functioning properly. The project sponsor shall require that all construction equipment and engines be operated so as to avoid unnecessary idling.• The project sponsor shall include noise control requirements in specifications provided to				

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<p>construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.</p> <ul style="list-style-type: none"> • Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities 				

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<p>(defined as activities generating noise levels of 90 dBA or greater at 50 feet) about the estimated duration of the activity.</p> <p>Project Mitigation Measure 6: Construction Emissions Minimization Plan for Health Risks and Hazards (Implementing Western SoMa PEIR Mitigation Measure M-AQ-7)</p> <p>The project sponsor or the project sponsor's Contractor shall comply with the following:</p> <p>A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> 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. 	Project sponsor, contractor(s).	Submit certification statement prior to construction activities requiring the use of off-road equipment.	Project sponsor, contractor(s) to submit certification statement to the ERO.	Considered complete upon submittal of certification statement.

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<p>3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>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.</p>				
B. <i>Waivers.</i>				
<p>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</p>				

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<p>the equipment used for on-site power generation meets the requirements of Subsection (A)(1).</p> <p>2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.</p>				

Table – Off-Road Equipment Compliance Step-down Schedule

Engine Emission Standard	Emissions Control
Tier 2	ARB Level 2 VDECS
Tier 2	ARB Level 1 VDECS
Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2.

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<p>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.</p>				
<p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative 	Project sponsor, contractor(s).	Prepare and submit a Plan prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code.	Project sponsor, contractor(s) and the ERO.	Considered complete upon findings by the ERO that the Plan is complete.

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<p>fuels, the description shall also specify the type of alternative fuel being used.</p> <p>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.</p> <p>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.</p>				
<p>D. <i>Monitoring.</i> After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report</p>	<p>Project sponsor, contractor(s).</p>	<p>Submit quarterly reports.</p>	<p>Project sponsor, contractor(s) and the ERO.</p>	<p>Considered complete upon findings by the ERO that the Plan is being/has been</p>

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summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.				implemented.
<p>Project Mitigation Measure 7: Pre-Construction Special-Status Bird Surveys (Implementing Western SoMa PEIR Mitigation Measure M-BI-1a)</p> <p>Conditions of approval for building permits issued for construction within the Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between January 15 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Wildlife (CDFW) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 14), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status</p>	Project sponsor, construction contractor(s), and qualified biologist.	Prior to the issuance of demolition or building permits when tree or shrub removal or demolition activities would occur.	Project sponsor/qualified biologist to report results of pre-construction surveys to ERO, if conducted. If birds protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, the qualified biologist shall designate a no-work buffer zone.	Prior to demolition or tree removal activities.

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birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.				
<p>Project Mitigation Measure 8: Pre-Construction Special-Status Bat Surveys (Implementing Western SoMa PEIR Mitigation Measure M-BI-1b)</p> <p>Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.</p>	Project sponsor and qualified biologist.	<p>Prior to demolition and construction activities the qualified biologist shall conduct a pre-construction special-status bat survey.</p> <p>If active day or night roosts are found, the qualified biologist shall take actions to make roosts unsuitable habitat and designate a no-distance buffer zone around</p>	Project sponsor, qualified biologist to provide completed surveys to Planning Department.	Prior to issuance of building or demolition permits.

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<p>Project Mitigation Measure 9: Hazardous Building Materials Abatement (Implementing Western SoMa PEIR Mitigation Measure M-HZ-2)</p> <p>The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project sponsor and construction contractor(s).	<p>active bat roosts used for maternity or hibernation purposes.</p> <p>During demolition and construction activities.</p>	<p>The project sponsor and construction contractor(s) to submit a report to the Department of Public Health, with copies to the Planning Department and the Department of Building Inspection, at the end of the construction period.</p>	<p>Considered complete upon submittal of report.</p>
IMPROVEMENT MEASURES				
<p>Project Improvement Measure 1: Interpretive Program on Site History</p> <p>The project sponsor shall facilitate the development of an interpretive program focused on the history of the project site. The interpretive program should be developed and implemented by a qualified professional with demonstrated</p>	Project sponsor and museum or exhibit curator in consultation with the Planning Department Preservation	<p>Prior to issuance of a Temporary Certificate of Occupancy</p>	<p>Planning Department Preservation Technical Specialist to review and approve interpretive display.</p>	<p>Considered complete upon installation of interpretive display.</p>

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experience in displaying information and graphics to the public in a visually interesting manner, such as a museum or exhibit curator. This program shall be initially outlined in a proposal for an interpretive plan subject to review and approval by Planning Department Preservation Staff. The proposal shall include the proposed format and location of the interpretive content, as well as high-quality graphics and written narratives. The proposal prepared by the qualified consultant describing the general parameters of the interpretive program shall be approved by Planning Department Preservation staff prior to issuance of the architectural addendum to the Site Permit. The detailed content, media and other characteristics of such interpretive program shall be approved by Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.

The interpretative program shall include but not be limited to the installation of permanent on-site interpretive displays or screens in publicly accessible locations. Historical photographs may be used to illustrate the site's history.

The primary goal is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property's original function as the Metropolitan Laundry Company as well as the history of the surrounding neighborhood as a mixed

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
residential and industrial area largely reconstructed after the 1906 Earthquake and Fire.				
<p>Project Improvement Measure 2: Management of Freight Loading/Service Vehicle Activities</p> <p>The project sponsor should ensure that tenants report any expected major freight loading/service vehicle activities (such as move-ins/move-outs and large deliveries) to building management and that building management coordinates these activities to the extent feasible and minimizes any scheduling conflicts. To the extent feasible, the project sponsor should avoid scheduling these activities during the weekday a.m. and p.m. peak periods to minimize disruptions to background traffic, transit, bicycle, and pedestrian circulation.</p>	Project sponsor, tenants, and building management.	During operation of the project.	The project sponsor to inform tenants to contact building management on expected major freight loading/service vehicle activities. Building management to coordinate activities to minimize scheduling conflicts.	Ongoing during operation of the project.
<p>Project Improvement Measure 3: Freight Loading Dock Management (Applicable to Project Loading Dock Variant only)</p> <p>The project sponsor should ensure that building management deploys attendant(s) during all vehicle movements into and out of the Project's off-street freight loading dock along Harrison Street. The attendant's primary duties would include ensuring that these movements occur without negatively affecting traffic, bicycle, and pedestrian safety and minimizing any disruptions to traffic, transit, bicycle, and pedestrian circulation.</p>	Project sponsor, building management, and attendant(s).	During operation of the project.	The project sponsor to inform building management to deploy attendant(s) to ensure traffic, bicycle, and pedestrian safety and minimize disruptions to circulation.	Ongoing during operation of the project.

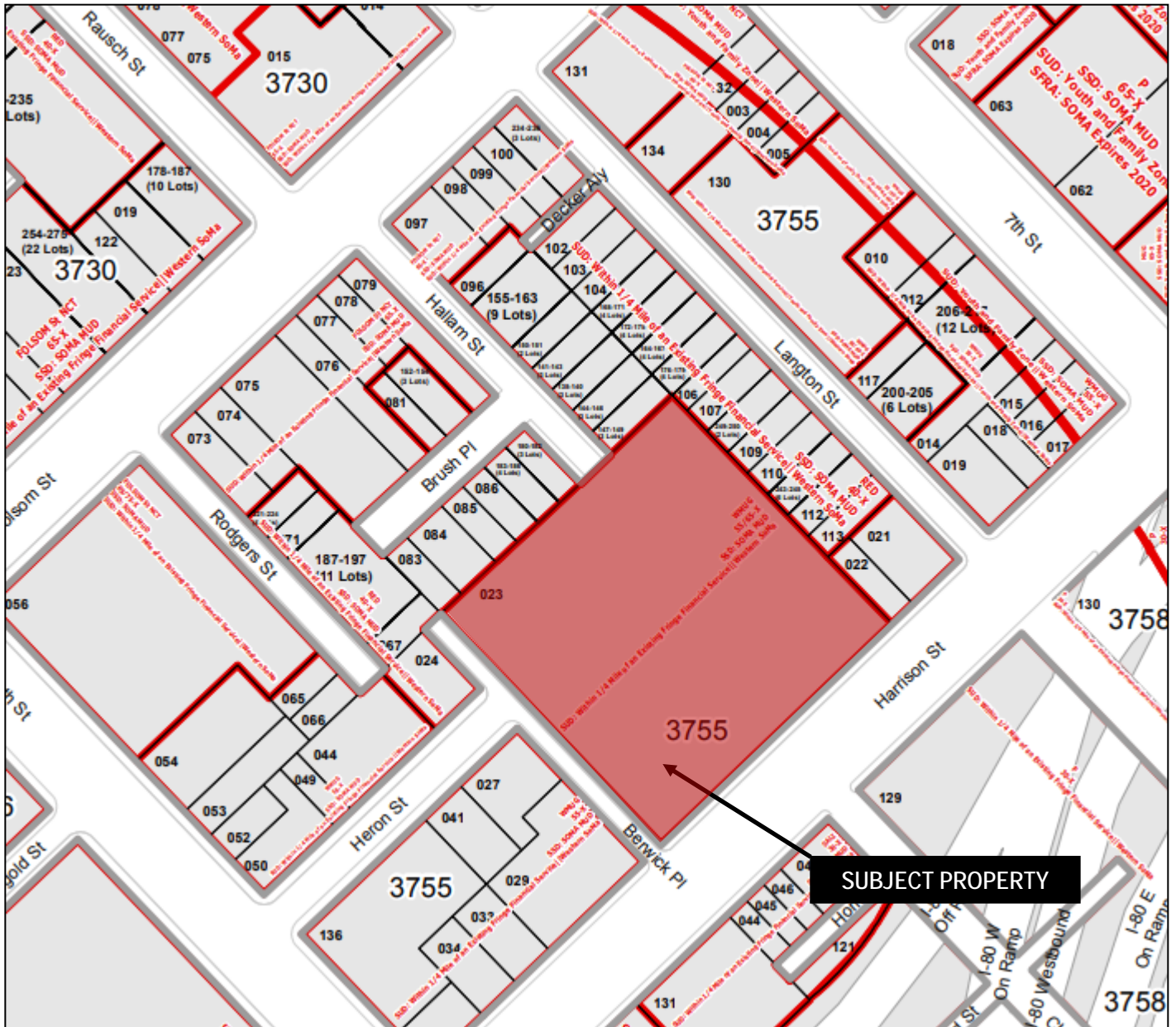
MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
<p>Project Improvement Measure 4: Construction Management</p> <p>The project sponsor should implement measures to minimize the effects of project-related construction activities on traffic, transit, bicycle, and pedestrian circulation. Potential measures could include (but are not limited to) the following:</p> <ul style="list-style-type: none"> Construction contractor(s) for the project should limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid the weekday AM and PM peak hours (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) (or other times). Construction contractor(s) for the project should coordinate construction activities with other construction activities that may take place concurrently in the vicinity of the project site. Potential measures could include establishing regular coordination protocols (e.g., a weekly liaison meeting between general contractors to discuss upcoming activities and resolve conflicts); offsetting schedules (e.g., scheduling materials deliveries, concrete pours, crane assembly / disassembly, and other major activities at different hours or on different days to avoid direct 	Project sponsor and construction contractor(s).	During project construction.	The project sponsor and construction contractor(s) to implement measures to minimize effects of construction activities on traffic, transit, bicycle, and pedestrian circulation during the construction period.	Considered complete upon completion of construction activities at site.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
<p>overlap); shared travel and / or parking solutions for construction workers (e.g., helping establish an informal vanpool / carpool program); and other measures.</p> <ul style="list-style-type: none"> • The project sponsor should provide regular construction updates to notify nearby businesses and residents of upcoming construction activities and related effects on local access and circulation, such as peak truck days (e.g., for concrete pours); travel lane, parking lane, or sidewalk closures; and transit stop relocations. The update should also provide contact information for specific inquiries or concerns regarding project-related construction activities via a web site or email list as well as a sign at the construction site.. • The project sponsor should require that the construction contractor(s) for the Project encourage workers to take transit, rideshare, bicycle, or walk when traveling to and from the construction site. 				

Parcel Map



Conditional Use Authorization
Case No. 2016-001738CUA
1140-1150 Harrison Street

Sanborn Map*

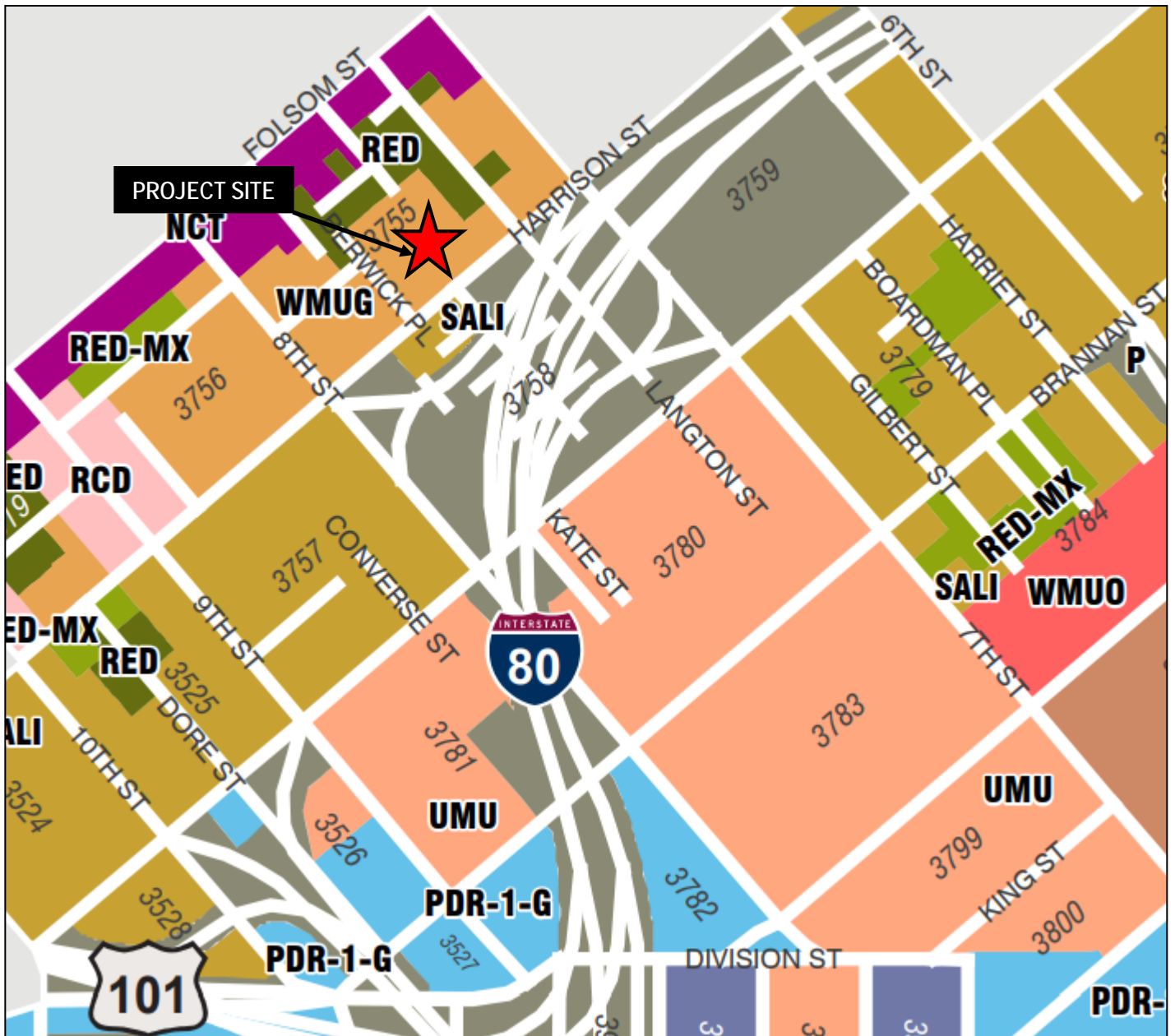


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



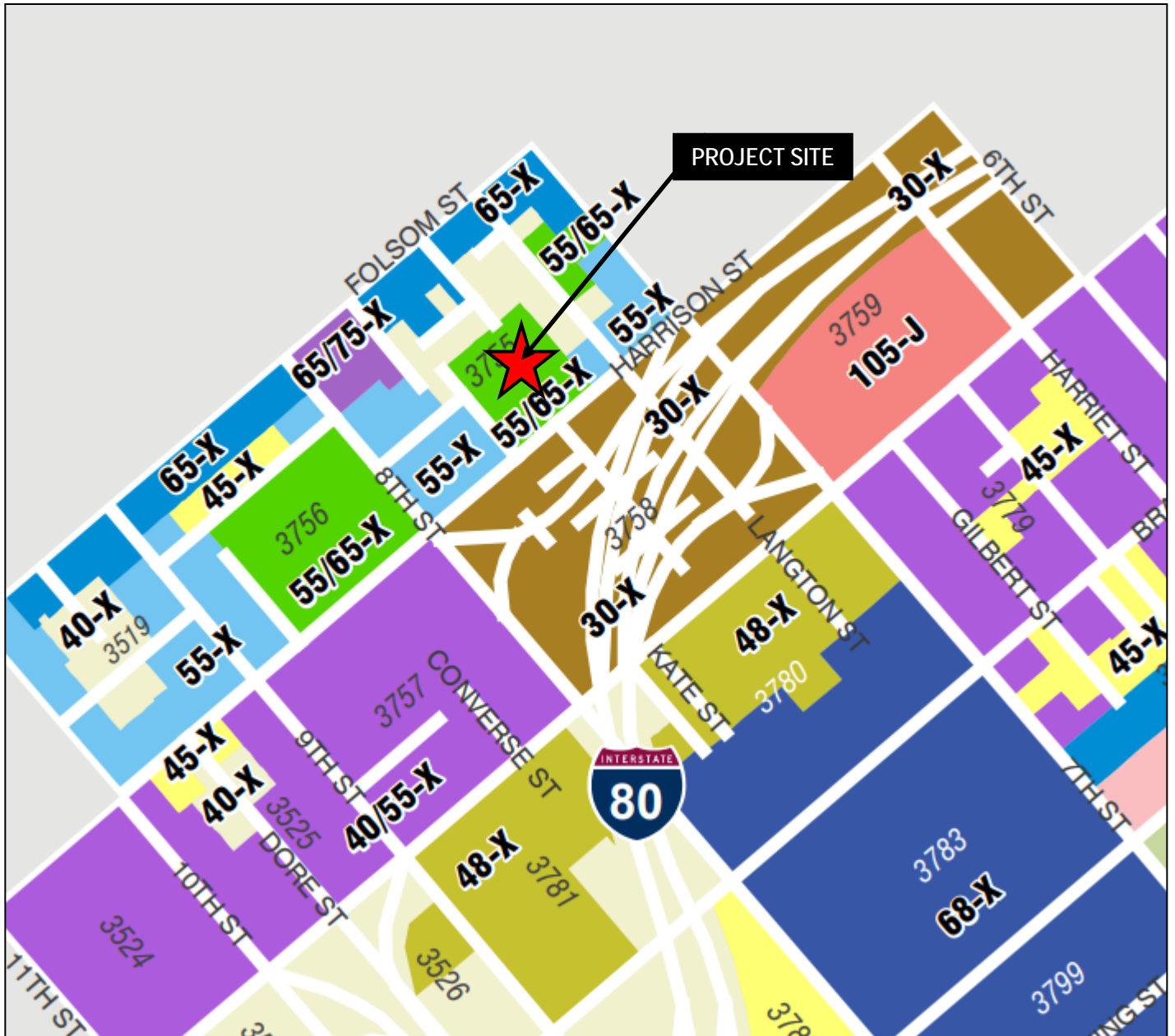
Conditional Use Authorization
Case No. 2016-001738CUA
1140-1150 Harrison Street

Zoning Map



Conditional Use Authorization
Case No. 2016-001738CUA
1140-1150 Harrison Street

Height & Bulk Map



Conditional Use Authorization
Case No. 2016-001738CUA
1140-1150 Harrison Street

Site Photo

Harrison Street frontage



Conditional Use Authorization
Case No. 2016-001738CUA
1140-1150 Harrison Street



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 1140-1150 HARRISON ST
RECORD NO.: 2016-001738CUA

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Lot Area	75,625	-	-
Residential	-	352,748	352,748
Commercial/Retail	-	6,427	6,427
Office	-	-	-
Industrial/PDR <i>Production, Distribution, & Repair</i>	75,625	-	-75,625
Parking	-	69,547	69,547
Usable Open Space	-	29,815	29,815
Public Open Space	-	10,616	10,616
Other ()	-	-	-
TOTAL GSF	75,625	458,722	353,097
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Market Rate	-	371	371
Dwelling Units - Affordable	-	- *	- *
Hotel Rooms	-	-	-
Parking Spaces	-	170	170
Loading Spaces	-	-	-
Car Share Spaces	-	3	3
Bicycle Spaces	-	420	420
Number of Buildings	-	1	1
Number of Stories	-	7	7
Height of Building(s)	20 ft.	45 ft.	65 ft.
Other ()	-	-	-

April 10, 2018

Hon. Rich Hillis, President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Re: 1140 Harrison Street
Case No. 2016-001738CUA
Conditional Use Authorization
Hearing Date: April 26, 2017

Dear President Hillis and Commissioners:

I am writing on behalf of 1140 Harrison Associates LP, a partnership between The Hanover Company and the Florida State Board of Administration pension fund, and the project sponsor of the proposed 371-unit residential project at 1140 Harrison Street (the "Project"). The Project site is on the north side of Harrison Street between 7th and 8th Streets, is quite large (75,625 square feet), and is currently occupied by a one-story industrial building that was used prior to August 2017 by the German Motors Collision Center. German Motors has since relocated the collision center to other existing buildings it owns and leases in San Francisco.

The site is within the WMUG (Mixed Use General) zoning district and the 55/65-X height and bulk district, an area in which the Western SoMa Area Plan encourages higher density housing. The large Project block is bisected by a series of alleys. The site itself is located between Berwick Place and Langton Street (two north-south alleys); Hallam Street terminates in a dead end at the northern property line; and Heron Street terminates at its western property line. The property has 275 feet of frontage along Harrison Street and 275 feet along Berwick Place.

Project Description. The proposed 65-foot tall Project would demolish the majority of the existing one-story building and construct a six- to seven-story (six stories along the street frontages and seven stories facing the interior courtyards) mixed-use development consisting of 371 dwelling units. The unit mix consists of 131 studio, 90 one-bedroom, 146 two-bedroom and 4 three-bedroom units. The Project also provides 170 vehicle parking spaces (a 0.46:1 ratio) and Class 1 bike parking. The project includes 6,600 square feet of ground-floor commercial with accessory residential space and residential amenities, including a fitness room, bike lounges with repair stations, personal storage spaces, a dog wash room, package lockers, residential courtyards and roof terraces, and other community gathering spaces.

The Project would preserve the brick walls of the existing building along the eastern property line facing the rear yards of residential buildings on Langton Street, along all of Hallam

Street and half of Berwick Place, and incorporate these brick walls into the development. The existing building's primary façade along Harrison, which preservation staff confirmed has been heavily altered from its original 1907 design, would not be retained. Exhibit A is photographs of the existing building excerpted from the Historic Resource Evaluation and a photograph of the original 1907 façade for comparison with its current altered condition.

A 30-foot wide north-south mid-block pedestrian and bicycle alley would be provided to enhance connections between Harrison Street, Hallam Street and Folsom Street beyond, while also providing a visual break in the massing along Harrison Street. The main pedestrian entries to the building would be from the mid-block alley, with a secondary entrance on Berwick Place at the terminus of Heron Street. Residential courtyards would open off of the mid-block alley. In addition, the Harrison Street sidewalk would be widened from 8 feet to 15 feet with streetscape improvements consistent with the Better Streets Plan, including Class 2 bike racks and street trees.

The preservation of the brick walls, insertion of a mid-block alley, and consequent project layout is the result of a collaborative process with the Department's urban design and preservation staff, the Project team, and the immediate neighbors on Hallam, Langton and Heron Streets, who now enjoy the privacy and material richness provided by the existing brick walls. As described below, those neighbors are now in support of the Project.

The Project has also been designed to be compatible with the character defining features of the Western SoMa Light Industrial and Residential Historic District, particularly the primary Harrison Street façade. Plans, elevations, sections and renderings are included in the Commission packet. BDE Architecture is the Project architect.

Environmental Review. The Department is processing a Community Plan Exemption, determining that there are no environmental impacts associated with the Project that were not already analyzed in and mitigated by the Western SoMa Plan EIR. In particular, the CPE concludes that the existing building is not individually significant given its substantial alterations since 1907 and that its demolition and the contextual architectural design of the replacement building will not have a substantial adverse effect on the integrity of the historic district.

Requested Approvals. The Project requires a conditional use authorization from the Commission, pursuant to the Western SoMa Special Use District. The draft motion in the commission packet sets forth the reasons why the Project warrants your approval, including its compliance with the objectives of the Western SoMa Plan, its provision of a large number of new homes to address the region's housing shortage, including family sized units, and its sensitive design. The draft motion describes the exceptions requested and why they are justified, including rear yard configuration and a unit exposure exception for a small percentage of the inside corner units facing interior courtyards.

The Project has elected to meet its inclusionary housing requirement in a unique fashion by preserving the affordability restrictions on 101 existing affordable units at the South Beach Marina Apartments, owned by the Florida State Board of Administration, the pension fund that is

a partner in this Project. The affordable housing restriction on those 101 units would expire without this strategy. The arrangement is pursuant to Board of Supervisors Resolution No. 197-16, sponsored by Supervisor Kim, that provided Florida with \$59,300,000 in inclusionary housing in lieu fee credits that Florida can apply to new projects in order to preserve the affordability of the South Beach Marina Apartment units. Florida is partially utilizing those credits to pay the in lieu fee for 1140 Harrison. A copy of Resolution No. 197-16 is attached as Exhibit B.

Community Engagement. Attached as Exhibit C is a summary of the extensive community outreach conducted by the Project team beginning in 2016. Also enclosed in that exhibit is a letter of support from Gerald Wolf, on behalf of over 30 property owners and residents on Hallam Street and Brush Street, a petition of support from over 25 property owners and residents on Langton Street, and letters of support from the South of Market Business Association and the San Francisco Housing Action Coalition.

We look forward to the April 26 hearing. Please contact me prior to the hearing if we can provide any additional information.

Sincerely,



Steven L. Vettel

cc: Doug Vu, Planner
Scott Youdall and Kristin Hall, The Hanover Company
Drue Fitzgerald, Florida State Board of Administration

Enclosures

EXHIBIT A

III. BUILDING AND PROPERTY DESCRIPTION

EXTERIOR

1140-50 Harrison Street is located on the southwest side of Harrison Street between Langton Street and Berwick Place; Hallam Street terminates in a dead end at the rear of the subject parcel (**Figure 4**). Because the lot and building are not aligned with the cardinal directions, for the purposes of this report southeast, northeast, northwest, and southwest will be used to describe the façades. The one-story brick masonry building extends to the property lines on all sides. The northeast façade is publicly inaccessible, and the northwest façade is only partially exposed. The building is capped by a series of six multiple-gable roofs, stepped parapets at the southwest and northeast façades, and a central fire wall (**Figure 5**). The foundation is not visible at the exterior. The building features four commercial entrances and eight garage entrances. Typical fenestration consists of fixed-plate aluminum-sash windows. A gabled penthouse is located on the roof toward the southwest corner of the building. It features vertical wood siding, fixed and sliding aluminum-sash windows, an enclosed sunroom, and a wood deck (**Figure 6**).



Figure 4: 1140-50 Harrison Street, starred.
Source: Google Maps, 2016. Edited by Page & Turnbull.



Figure 5: 1140-50 Harrison Street.
Source: Google Maps, 2016.



Figure 8: South section of southeast façade.



Figure 9: Commercial entrance at far south.



Figure 10: Personnel entrance with glass block sidelights.



Figure 11: Vehicular entrances with metal roll-up doors.



Figure 12: Central section of southeast façade.



Figure 13: Window south of central vehicular entrances.



Figure 14: Central vehicular entrances with metal roll-up doors.



Figure 15: Personnel door north of central vehicular entrances.



Figure 16: Central commercial entrance (detail).



Figure 17: Central commercial entrance, vehicular entrance, and concrete-filled opening.



Figure 18: Concrete-filled opening (detail).



Figure 19: North section of southeast facade.

Northeast Facade

Much of the northeast façade is not visible from the subject property or the public right-of-way, as the properties along Langton Street back up to the façade. The stepped parapet of the roofline mirrors that of the southwest façade and along the central spine of the building. The northeast façade is composed of brick at its only publicly visible section at the building's east corner (Figure 20 and Figure 21).



Figure 20: Publicly visible section of the northeast façade.



Figure 21: Publicly visible section of the northeast façade.

Northwest Façade

The (rear) northwest façade of the subject building abuts properties located along Hallam Street and Brush Place but is partially exposed where Hallam Street terminates (**Figure 22**). The façade is clad in brick and includes one pedestrian door and one vehicular entrance with a metal roll-up door. Five pilasters frame the two entrances (**Figure 23**).



Figure 22: Hallam Street terminates at the northwest façade.



Figure 23: Brick pilasters framing garage entrance.

Southwest Façade

The southwest façade faces Berwick Place and is clad in brick. Fourteen blind archways form a continuous arcade (**Figure 24 and Figure 25**).⁴ The facade features extensive murals (**Figure 26 and Figure 27**). The arcade is flanked on both sides by recessed, square- archways- likely infilled vehicular entrances) (**Figure 28 and Figure 29**). Four multi-lite steel-sash windows with awning mechanisms and concrete lintels are evenly interspersed along the arcade above the archways (**Figure 30**). Near the corner of Berwick Place and Harrison Street is an exterior stairway providing rooftop access. The far east section of the façade features an isolated cornice just below the roofline. The façade terminates in a stepped parapet (**Figure 31**).

⁴ Building permits do not reflect the possible infill of these arches; if they were infilled it occurred at an unknown date.



Figure 24: West section of southwest façade.



Figure 25: East section of southwest façade.



Figure 26: Mural.



Figure 27: Mural.



Figure 28: Far west section of southwest façade



Figure 29: Far east section of southwest façade.



Figure 52: Source: South block face of Langton Street with lots that back up to the northeast façade of the subject building. Google Maps, 2016.



Figure 53: 182 Langton Street and 176 Langton Street. Source: Google Maps, 2016.

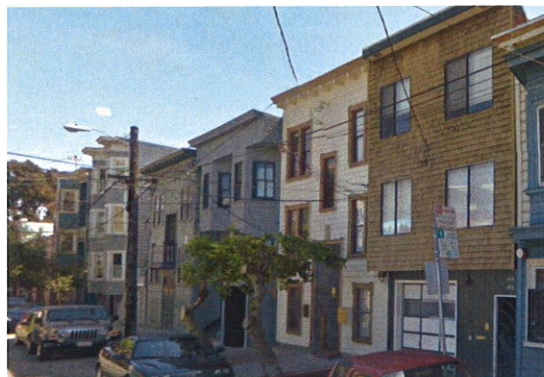


Figure 54: The south block face of Langton Street. Source: Google Maps, 2016.

shows the south and north sections of the façade emphasized with parapets and large commercial entrances with window-walls. The central section of the building features thirteen partially-glazed arched openings (the very middle arch contains two small arched doorways). Modillions are set with the arch spandrels. The stepped parapet along the buildings' central spine is just visible. The entire façade is brick construction.



Metropolitan Laundry, San Francisco

Figure 60: The Metropolitan Laundry building (built 1907). Source: "The Work of Frederick H. Meyer." *Architect & Engineer*, vol. xvii, no. 3 (October 1909) pg. 3.

The 1913 Sanborn map shows the recently constructed building, labeled as Metropolitan Laundry (**Figure 61**). The building's operations included various aspects of laundering, including ironing and wrapping, assorting, washing and mangles, drying, dry cleaning, and soap production. The map describes the roof as steel truss supported by three rows of steel posts with five 16' x 120' skylights. It appears the steel truss roof extended over an interior driveway that ran the length of the northeast façade and turned the corner down the north section of the northwest façade. It is noted there was a drying platform on the roof, as well as a roof structure supported on steel posts. This roof structure had a concrete floor and seven kettles heated by steam. Multiple well and pump locations are labeled throughout the building. Water was pumped from seven wells into sump tanks and then into seven roof tanks by a five-foot centrifugal electric pump.

EXHIBIT B

AMENDED IN COMMITTEE

5/11/16

FILE NO. 160481

RESOLUTION NO. 197-16

1 [Preservation of Affordable Housing Units - South Beach Marina, Inc. - South Beach Marina
2 Apartments - 2 Townsend Street - Not to Exceed \$59,300,000]

3 **Resolution approving an agreement with South Beach Marina, Inc., to preserve 101**
4 **affordable housing units at South Beach Marina Apartments in an amount not to**
5 **exceed \$59,300,000 and authorizing the Director of the Mayor's Office of Housing and**
6 **Community Development to execute the Agreement on behalf of the City and County of**
7 **San Francisco to prevent the displacement of existing low- and moderate-income**
8 **households residing at the South Beach Marina Apartments, and creating permanent**
9 **affordability restrictions for all units to remain affordable to households earning up to**
10 **120% of Area Median Income.**

11
12 WHEREAS, On December 20, 1985, the former Redevelopment Agency of the City
13 and County of San Francisco (the "Former Agency") issued mortgage revenue bonds in the
14 amount of \$46,655,000 as part of the financing for the South Beach Marina Apartments
15 development (the "South Beach Project"), which resulted in the construction of 414 dwelling
16 units, including commercial space and parking, on Assessor's Parcel Block No. 3789, Lot 26,
17 in the Rincon Point/South Beach Redevelopment Project Area; and

18 WHEREAS, That certain Owner Participation Agreement, between the Former Agency
19 and the South Beach Project owner, dated December 13, 1985, required a percentage and
20 number of dwelling units be offered to low income and moderate income households for a
21 period of no more than 21.5 years and until the mortgage revenue bond financing has ended;
22 and

23 WHEREAS, More than 21.5 years has elapsed since those restrictions took effect and
24 because the mortgage revenue bond financing has ended, the Owner Participation
25

1 Agreement does not currently impose any affordability or below-market rate obligations on the
2 South Beach Project; and

3 WHEREAS, Due to the end of the restrictions, the owner of the South Beach Project,
4 South Beach Marina, Inc., a Florida corporation (the "Owner"), is not currently required to
5 provide below-market rate housing or affordability protections at the South Beach Project; and

6 WHEREAS, In order to ensure the long term availability of affordable housing in the
7 Rincon Point – South Beach Redevelopment area and to prevent the displacement of existing
8 low- and moderate-income households residing at the South Beach Project, the City and
9 County of San Francisco (the "City"), acting through the Mayor's Office of Housing and
10 Community Development (the "MOHCD"), and Owner have reached an agreement which,
11 among other things, will provide that the Owner will voluntarily maintain the current
12 affordability levels of all 101 units and create permanent restrictions on those units so that
13 they remain affordable to households earning up to 120% of Area Median Income (AMI) for
14 the life of the South Beach Project in exchange for certain transferrable and assignable credits
15 which may be applied against any Affordable Housing Fee (as that term is defined in Section
16 415.5 of the San Francisco Planning Code) which would otherwise be payable in the future
17 with respect to any development project that is subject to the Inclusionary Housing Program
18 described in San Francisco Planning Code, Section 415 et seq.; and

19 WHEREAS, Owner and the MOHCD have agreed that in exchange for the retention of
20 the existing 101 below-market rate units at the South Beach Project, the City shall apply a
21 credit in an amount not to exceed Fifty Nine Million and Three Hundred Thousand Dollars
22 (\$59,300,000) (the "Credits") to any future development projects that Owner, its assignees or
23 its affiliates seek to obtain entitlements for, subject to the terms and conditions set forth in the
24 Agreement Preserving Affordable Housing Units at the South Beach Project (the
25 "Agreement"); and

1 WHEREAS, A copy of the Agreement is on file with the Clerk of the Board of
2 Supervisors (the "Clerk") in File No. 160481, which is hereby declared to be a part of this
3 resolution as if set forth fully herein; and

4 WHEREAS, The MOHCD has reviewed the Agreement and recommends its approval;
5 and

6 WHEREAS, The Board of Supervisors of the City and County of San Francisco (the
7 "Board") finds that the public interest demands the need to maintain an affordable housing
8 mandate and that the City maintain existing below-market rate housing to mitigate the impact
9 of displacing tenants; now, therefore, be it:

10 RESOLVED, By the Board of Supervisors of the City and County of San Francisco as
11 follows:

12 Section 1. Approval of Recitals. The Board finds and determines that the foregoing
13 recitals are true and correct.

14 Section 2. California Environmental Quality Act. The Board finds and determines that
15 approval of this Agreement merely authorizes the City, acting through the MOHCD and the
16 Planning Commission to apply the Credits to any future development projects for which South
17 Beach, its assignees or its affiliates seek to obtain entitlements and that any such future
18 development project shall be subject to a process of thorough public review and input and all
19 necessary and appropriate approvals including environmental review to the extent required
20 under the California Environmental Quality Act ("CEQA") and other applicable laws. Thus,
21 approval of this Agreement and authorizing the Credits does not constitute a project under
22 CEQA Guidelines, Section 15378(b)(4) because it merely creates a credit mechanism that
23 does not involve any commitment to a specific future project and will not cause a direct
24 physical change in the environment or a reasonably foreseeable indirect physical change in
25 the environment.

1 Section 3. Approval of the Agreement. The Board hereby approves the Agreement
2 on file with the Clerk in File No. 160481 and authorizes the Director of the MOHCD to execute
3 the Agreement on behalf of the City and County of San Francisco in substantially the form
4 presented to this Board.

5 Section 4. Approval of and Recordation of Notice of Special Restrictions on South
6 Beach Project. The Board hereby approves the Notice of Special Restrictions on the South
7 Beach Project on file with the Clerk in File No. 160481 and authorizes the City to execute and
8 record the Notice of Special Restrictions in substantially the form presented to this Board.



City and County of San Francisco
Tails
Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 160481

Date Passed: May 17, 2016

Resolution approving an agreement with South Beach Marina, Inc., to preserve 101 affordable housing units at South Beach Marina Apartments in an amount not to exceed \$59,300,000 and authorizing the Director of the Mayor's Office of Housing and Community Development to execute the Agreement on behalf of the City and County of San Francisco to prevent the displacement of existing low- and moderate-income households residing at the South Beach Marina Apartments, and creating permanent affordability restrictions for all units to remain affordable to households earning up to 120% of Area Median Income.

May 11, 2016 Budget and Finance Sub-Committee - AMENDED

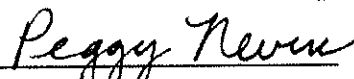
May 11, 2016 Budget and Finance Sub-Committee - RECOMMENDED AS AMENDED

May 17, 2016 Board of Supervisors - ADOPTED

Ayes: 11 - Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee

File No. 160481

I hereby certify that the foregoing
Resolution was ADOPTED on 5/17/2016 by
the Board of Supervisors of the City and
County of San Francisco.


for Angela Calvillo
Clerk of the Board


Mayor


Date Approved

EXHIBIT C

1140 HARRISON

OUTREACH SUMMARY



The Hanover Company, the project sponsor of 1140 Harrison Street, is pleased to propose a mixed-use development located on Harrison between 7th and 8th Streets. Replacing the vacant German Motors Collision Center of San Francisco, the project aims to fulfill the vision of the Western SoMa Area Plan, transforming the auto-oriented site to a vibrant, pedestrian-friendly mixed-use development.

From the outset, we have been committed to transparency through community engagement and have had discussions and/or presented to the following neighborhood groups and stakeholders:

- Rodgers-Brush Neighbors
- Langton Neighbors
- Hallam Neighbors
- Heron Street Neighbors
- Heron Arts
- Western SoMa Voice
- SoMa Pilipinas
- United Playaz
- South of Market Community Action Network (SOMCAN)
- West Bay Pilipino Multi-Service Center
- Veterans Equity Center
- Leather Cultural District
- South of Market Business Association (SOMBA)
- San Francisco Housing Action Coalition (HAC)
- Carpenters Local Union 22
- Union MEPs



PROJECT

A pre-application meeting was held on February 2, 2017 to share the proposed development's schematic and programming advances with the neighborhood. Feedback from our early discussions – large and small - was incorporated to ensure the proposed development supports the community's vision and embraces the spirit of the Western SoMa Area Plan.

One of the key concerns we heard was from the Langton Street neighbors regarding plans for the brick wall that separates the project site from the Langton Street properties. After months of study, a solution that addressed neighbors' privacy concerns, while also providing a graceful transition to existing homes, a connection to the site's history, and a sense of serenity for both new and current residents, was developed.

PARKING

Many of the neighbors that live on Hallam and Langton Streets reside in multi-family homes that do not provide off-street parking and expressed strong concern that adding 371 new residential units without the appropriate amount of parking would strain an already limited number of public parking spaces. The community strongly encouraged The Hanover Company to seek the maximum amount of parking allowed by the Planning Code (0.75:1) and endorse a parking ratio of 0.46:1, or 170 parking spaces with a conditional use, which is significantly lower than most recently approved projects in the Western SoMa neighborhood.

AFFORDABLE HOUSING

The project developers intend to meet the inclusionary requirement for 1140 Harrison through the preservation of over 100 existing below market rate units at the South Beach Marina Apartments on Townsend Street. The Florida State Board of Administration, the owner of South Beach Marina and one of the 1140 Harrison Street project sponsors, executed a historic agreement with the City last year that will preserve the affordability of the South Beach Marina Apartments as a prepayment of affordable housing fees on future projects, including 1140 Harrison. Saving these units is a priority of the Mayor's Office of Housing and Supervisor Kim, and reflects a significant investment in the city's existing affordable housing stock.

Below is a summary timeline of our engagement with the local community and neighborhood stakeholders.

June 2016 – August 2016

- A series of early meetings with neighbors on Langton, Hallam, Rodgers-Brush and Heron Street were held, to review the project proposal and incorporate neighbors' feedback. These discussions resulted in significant changes to the project design including the retention of the brick wall and programming of the new publicly accessible pedestrian mid-block alley connecting Harrison Street to Hallam and Folsom Streets. Discussions were also had with Western SoMa Voice to ensure that the project supports the overall vision of the Western SoMa Area Plan.

September 2016

- Neighborhood groups and stakeholders were contacted and offered the opportunity to meet with the project team to learn more about the proposal.

October 2016

- Heron Street neighbors were invited to meet the project team at an open house on October 13 from 6:00pm -7:00pm.
- Neighborhood groups and stakeholders that did not respond to our earlier meeting invitation were again contacted.

November 2016 – December 2016

- Ongoing discussions with Hallam, Langton and Heron Street neighbors.

January 2017

- Neighborhood groups and stakeholders received updated project materials and personal invitations to the Pre-Application meeting.

February 2017

- The Hanover Company held a Pre-Application community meeting on Thursday, February 2, 2017 from 6:00 – 7:30 PM. Although Planning requires notification to only abutting properties, the project sponsor increased notification to include all residents, owners and merchants located within 300 feet of the project site. Approximately 21 community members attended the meeting.

March 2017 – August 2017

- During this time period, the Hanover Company worked on refining the project design and programming of the site.

September 2017

- Outreach to local places of entertainment including Raven Bar, Icon Ultra Lounge, Cat Club and Brainwash.

October 2017

- Met with West Bay Pilipino Multi-Service Center to review project proposal and discuss outreach to additional SoMa community groups.
- Met with Supervisor Jane Kim and project sponsor to review project proposal.

November 2017

- Provided updated project materials to local community groups and stakeholders.

December 2017

- Presented project proposal to SoMa Pilipinas, United Playaz, SOMCAN, West Bay Pilipino Multi-Service Center and Veterans Equity Center.

January 2018

- At the request of Supervisor Kim's Office, a meeting was held with the newly formed Leather Cultural District to discuss community partnership opportunities.
- Langton Street neighbors were invited to a community meeting for a project update.
- Presentation to HAC.

February 2018

- Ongoing discussions with the Leather Cultural District and neighborhood stakeholders.
- Presentation to SOMBA.
- Meeting with Union MEPs.

March 2018

- Follow up meeting with the Leather Cultural District.
- Outreach to South Beach Marina tenants.

April 2018

- Ongoing discussions with the Leather Cultural District.

April 6, 2018

Hon. Rich Hillis, President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear President Hillis and Planning Commissioners,

As the designated representative for the thirty one owners and residents on Hallam and Brush Streets, I am pleased to submit our endorsement for the 1140 Harrison Street project. I have met with Scott Youdall from the Hanover Company on behalf of the Hallam/Brush neighborhood on multiple occasions over the past two plus years, and am happy that much of our feedback has been incorporated into the final design proposal.

Initially we had concerns with the plans to replace Hallam's current dead-end street with a new publicly accessible pedestrian mid-block alley connecting Harrison Street to Hallam and Folsom Streets. However, as the project has evolved, so too have our opinions. We were very glad to see that the current plan for the Hallam extension was not to be for automobiles. We are in favor of the alley which will feature active ground floor uses and residential stoops to provide a pedestrian experience through the alley. We appreciate that the existing brick wall that fronts onto Hallam will be retained to provide a sense of privacy for existing residents. The incorporation of the mid-block alley and a large private courtyard on the northern property line served to significantly break down the massing of the building to be compatible with the residential scale on Hallam and Brush Streets. Furthermore, we were pleased that the applicant introduced open space on the 6th floor to reduce the height and shadow impacts on our neighborhood.

Hanover was also willing to reach an agreement with the Hallam neighbors that will address working hours, construction access on Hallam, and noise during construction activity. We understand that new construction is a part of city life, but appreciate it when developers like Hanover listen to and address the concerns of the neighbors. The Hallam/Brush neighbors also fully support the project's planning exception for an unlocked gate at the Harrison Street entrance, and appreciate Hanover addressing our concerns. We have had a long and open dialogue with Hanover to get to this point, and look forward to the completion of this project.

Enclosed on the next page is a record of the votes from the Hallam/Brush HOA to support the 1140 Harrison project. On behalf of my neighbors, I encourage the Planning Commission to grant its approval of the application.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald Wolf", written over the printed name and address.

Gerald Wolf
50-60 Hallam Street

Gerald Wolf

From: Gerald Wolf <wolfgk@earthlink.net>
Sent: Tuesday, February 20, 2018 1:35 PM
To: Scott Youdall <SYoudall@hanoverco.com>
Subject: 1140 Approval Vote

Scott:

Welcome back, even if it was a stay-cation.
Here is the voting list for the support of the project in trade for the work schedule agreement.

All in the group voted YES.

Jerry

Michael Smith <msmithtransit@gmail.com> 7 Hallam #1A YES
Christopher JUE <jue0613@gmail.com> 7Hallam #2A YES
Andrew Lee <drew2cell@gmail.com> 7 Hallam #2B YES
Trevor Edmonds <tjedmo@gmail.com> 7 Hallam #1C YES
Steve jeffe <steve.jeffe@gmail.com> 7 Hallam #2C YES
Janice Leong <janice.lk@sbcglobal.net> 7 Hallam #3C YES
Soler George <gs@gsoler.com> 7 Hallam #3A YES
Casey Cindy <cindycasey3@gmail.com> 33 Hallam YES
Dan Dokovna <ddokovna@gmail.com> 35 Hallam YES
MacDonald Donald <dmd@dmdarch.com> 41, 43, 61, 65 Hallam YES
Zins Sarah <sarah.zins@gmail.com> 45 Hallam YES
Ahmad Adeel <adeel.rb@gmail.com> 45 Hallam YES
Goldstein Seth <sethgoldst@gmail.com> 47 Hallam YES
Tom DeCaigny <tdecaigny@gmail.com> 47 Hallam YES
Brenier Jason <jbrenier@gmail.com> 49 hallam YES
Abigail Kroch <aekroch@gmail.com> 49 Hallam YES
Aboghanem Marmee <maboghanem@me.com> 51 Hallam YES
Aboghanem Mohamed <saha@sahasf.com> 51 Hallam YES
Sexton Randall <rsdesign@pacbell.net> 63 Hallam YES
Tobler Jeff <jtobler@sideman.com> 67 Hallam YES
Spoor Rob <RobGemini@aol.com> 69 Hallam YES
Defranoux Nadine <defranouxnadine@yahoo.com> 71 Hallam YES
Gerald Wolf <wolfgk@earthlink.net> 1 Brush Place, 50 Hallam, 60 Hallam YES
Fiore Jan <fiore1@pacbell.net> 11 Brush Place Units #1,2,3,4 YES
Craig Burdsall <craigburdsall@me.com> 11 Brush Place Unit #1 (Renter) YES
Fortin Thomas <t14@t14.net> 8 Brush Place YES
Lane Schofield <schofiel@yahoo.com> 10 Brush Place YES
Bob Page <DPKRPage@aol.com> 12 Brush Place YES
Susan Tramontana <susantramontana@gmail.com> 21 Brush Place YES
Haz Patel <info@abvisoma.com> 10 Hallam (Hotel) YES
Kelly McGuigan <k_mcg@yahoo.com> 59C Rodgers Street YES

change.org

1140 Harrison Associates LP

Recipient: San Francisco Planning Commission

Letter: Greetings,

As a Langton Street neighbor, I support the 1140 Harrison Street proposal to transform the auto-oriented site to a vibrant, pedestrian-friendly mixed-use development. In particular, we appreciate the Hanover Company's responsiveness to our request to retain the existing brick wall of the German Motors Collision Center property, which will provide a graceful transition to existing homes, a connection to the site's history, and a sense of privacy and serenity for both current Langton Street neighbors and new residents.

We strongly encourage the Planning Commission to approve the request for a CU for parking. The proposal calls for a parking ratio of 0.46:1, or 170 spaces, which is significantly lower than most recently approved residential developments in our neighborhood.

Thank you for including our support in your considerations, and we anticipate your agreement that this is going to be a positive addition to our neighborhood.

Signatures

Name	Location	Date
Aishleen Spiers	US	2018-02-27
Jake Sproull	San Francisco, CA	2018-03-01
brandon jensen	San Francisco, CA	2018-03-01
Terri Wu	San Francisco, CA	2018-03-01
Samuel Pearlman	San Francisco, CA	2018-03-01
Lindsay Wai	San Francisco, CA	2018-03-01
Steve Monroe	San Francisco, CA	2018-03-01
Paul Bonini	San Francisco, CA	2018-03-01
Kalani Elderts	San Francisco, CA	2018-03-01
Keri Carpenter	San Francisco, CA	2018-03-01
Jessica Furui	San Francisco, CA	2018-03-01
Alexander McNees	San Francisco, CA	2018-03-01
Brian Gitt	San Francisco, CA	2018-03-01
Michael Bach	San Francisco, CA	2018-03-01
Aubrey Bach	Menlo Park, CA	2018-03-01
Pansy Yip	샌들러, AZ	2018-03-01
Lance Cotton	San Francisco, CA	2018-03-02
Bruce Thomas	San Francisco, CA	2018-03-03
Paul Jentz	US	2018-03-07
Carrie Feigum	US	2018-03-07

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Ruth Salazar	US	2018-03-10
Sam Kaufmann	US	2018-03-10
Vanessa Small	US	2018-03-17
Suleina Death	US	2018-03-23
Cecelia Boyce	US	2018-03-24
Angela Moore	US	2018-03-28
Damian Carl Reed	US	2018-03-28
Tara Burke	US	2018-03-29
Jonathan Boyne	US	2018-03-29

soma**** South of Market Business Association

615 Seventh Street • San Francisco , CA 94103-4910 • www.sfsomba.org
Phone: 415.621.7533 • Fax: 415.621.7583 • e-mail: info@sfsomba.com

April 6, 2018

Commissioner Rich Hillis
President San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear President Hillis and Planning Commissioners,

On behalf of the South of Market Business Association (SOMBA), I am pleased to submit our support for the 1140 Harrison Street project.

The project team initially contacted SOMBA in October 2017 and presented its plans at our February 2018 meeting. The proposal endeavors to fulfill the vision of the Western SoMa Area Plan, transforming the auto-oriented site to a vibrant, pedestrian-friendly, mixed-use development, offering 371 new studio, one, two and three-bedroom rental units.

The project also includes approximately 6,600 square feet (six units) of ground floor commercial with accessory residential space fronting Harrison Street and Berwick Place offering new local services for residents and neighbors. Our understanding is that this space will function similar to "flex" space for occupancy by businesses and artisans to live, create and sell their work in the same space.

We understand the current plans are the direct result of myriad discussions with close neighbors and city planning and applaud the project sponsor's commitment to transparent outreach. Further, we appreciate the mid-block alley experience which is a key objective of the design, transforming the project site's dead-end streets with active ground floor uses, new landscaping and enhanced pedestrian connections.

We also strongly encourage the Planning Commission to approve the request for a CU for parking. The proposal calls for a parking ratio of 0.46:1, or 170 spaces, which is significantly lower than most recently approved residential developments in our neighborhood.

SOMBA feels that 1140 Harrison Street supports our mission to promote South of Market as a vital place to live, work, visit and do business.

Please approve the 1140 Harrison Street project.

Sincerely,



Henry Karnilowicz
President



PROJECT REVIEW REPORT CARD

Project Address: 1140-1150 Harrison Street
Project Sponsor: 1140 Harrison Associates LP
Date of SFHAC Review: January 31st, 2018

Grading Scale

1= Fails to meet project review guideline criteria
2= Meets some project review guideline criteria
3= Meets basic project review guideline criteria

4 = Exceeds basic project review guideline criteria
5 = Goes far beyond what is required

Criteria for SFHAC Endorsement

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

<i>Guideline</i>	<i>Comments</i>	<i>Grade</i>
Land Use	Having seen the plans for the proposed project, the Committee was happy to see the previously industrial site (formerly the German Motors Collision Center) transition to residential use. In the midst of such a steep housing shortage, the highest and best use of the land is residential. 371 new homes is a significant addition to San Francisco, which sorely needs them.	4
Affordability	The proposed project employs an ex post facto financing mechanism, which was executed in an agreement with the city in 2016, according to the project team. Taking the opportunity to fulfill their financial plan as well as the priority of Supervisor Kim and the Mayor's Office of Housing and Community Development is a creative solution, which preserved over 100 affordable homes.	4
Density	With 371 homes on the 1.74-acre site, which equates to a density of 213 du/ac, the proposed project is a good example of dense, but still friendly housing. The mix of 132 studios, 88 1BRs, 147 2BRs, and 4 3BRs is designed to serve a variety of residential needs within that density as well.	4
Community Input	According to the project team, they have had amicable interactions with neighbors and more than ten community groups, including Langston Street Neighbors, Western SoMa Voice, United Playaz, Veterans Equity Center, and SoMa Business Association. In response to the neighbors' requests, the team managed to: 1. incorporate the original retaining wall into the design 2. change homes' orientation such that they faced away from the Langston neighbors' backyards. The team showed they were extremely willing to work with neighbors to ensure the design was in everyone's best interest. They have also reached an agreement with the carpenters union, and maintain regular discussions with the MEPs.	4

Urban Design	The project team implemented several strong features of urban design throughout. Creating "flex units" on Harrison in response to a need for both work and residential space ensures they will be viable for a variety of circumstances and small business needs. Creation of an alley connecting Harrison Street to Folsom promotes area walkability and connectivity, and provides a community gathering space.	4
Parking & Alternative Transportation	The project is well-located for service from Muni Bus Lines (Bayshore Expresses, 27 Bryant, 47 Van Ness, 12 Folsom-Pacific, and 19 Polk) that are within two blocks. This meshes well with the provision of 372 Class I and 48 Class II bicycle parking spaces to create mobility in the area. However, the committee did not believe the .47:1 parking ratio was necessary, as compared to the by-right standard of .25:1, although it is noted that their design stays below the limit of .75:1, which neighbors reportedly wanted.	3
Environmental Features	The proposed project meets the incredibly high environmental standards set by the city's code.	3
Preservation	Based on the team's report, the project evolved quite dramatically based on neighbor's desires for preservation. Working the retaining wall into the design at the neighbors' request was the prime example of these evolutions. Also, the design will leave the garage's original door as an entrance to the public space. Finally, the team will commission a local artist to use reclaimed brick to create an art piece for feature in the new alleyway.	4
Additional Comments	While the project is a strong example of good urbanism, the committee did not like the idea of having a public area closed in by doors on each end, as this mitigates the effectiveness of the corridor.	
Final Comments	Overall, SFHAC's Project Review Committee moves to endorse the project as proposed.	3.8



United Brotherhood of Carpenters and Joiners of America

LOCAL UNION NO. 22

April 16, 2018

Rich Hillis - President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear President Hillis,

The 3500 members of Carpenters Local 22 in San Francisco strongly support the proposed development at 1140 Harrison, which will ensure the creation of numerous carpentry trade construction job opportunities. These carpentry trade jobs will pay union wages with retirement and health benefits as well as provide a gateway for new apprentices, including women and minorities from our local community to begin a career in Construction.

The developer, The Hanover Company, has committed to working with our membership and Carpentry Trade Union Contractors / Subcontractors on this project.

The 1140 Harrison Street proposal intends to fulfill the vision of the Western SoMa Area Plan, transforming the auto-oriented site to a vibrant, pedestrian-friendly mixed-use development, adding 371 new rental units to San Francisco's much needed housing stock. Activating the neighborhood will be hundreds of new residents, ground floor commercial with accessory residential space and a pedestrian mid-block alley connecting Harrison and Hallam Streets.

The project intends to meet the affordable requirement for 1140 Harrison through the preservation of over 100 existing Below Market Rate (BMR) apartments at South Beach Marina apartments on Townsend Street. The Florida State Board of Administration, the landlord of South Beach Marina and this project's financial sponsor executed an agreement with the City in 2016 that will preserve the affordability of the South Beach Apartments as a prepayment of affordable housing fees on future projects. Saving these affordable units, and preventing the displacement of existing San Francisco families, is a priority for the City, Supervisor Jane Kim and the Mayor's Office of Housing and reflects a significant investment in the city's existing affordable housing stock.

With this developer's commitment to San Francisco workers, the Carpenters Union, residents and our community at large, we strongly encourage you to support this project.

Let's work collectively to bring more housing units to the City and County of San Francisco.

Sincerely,



Todd Williams
Senior Field Representative

TW/ir
opeiu/29-afl-cio

CC: Doug Vu, Planning Department doug.vu@sfgov.org
Rich Hillis, Commission President richhillissf@gmail.com
Myrna Melgar, Commission Vice President, myrna.melgar@sfgov.org
Rodney Fong, Commissioner, planning@rodneymfong.com
Milicent A. Johnson, Commissioner, milicent.johnson@sfgov.org
Joel Koppel, Commissioner, joel.koppel@sfgov.org
Kathrin Moore, Commissioner, kathrin.moore@sfgov.org
Dennis Richards, Commissioner, dennis.richards@sfgov.org

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: October 25, 2017

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 and Community Development.

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 provisions of the Inclusionary Housing Program have recently been revised by the Board of Supervisors, effective on August 26, 2017 (Ord. No. 158-17 and File NO. 161351). Please be aware that the inclusionary requirements may differ for projects depending on when a complete Environmental Evaluation Application (EEA) was deemed complete by the Department ("EEA Accepted date"). Please also note that there are different requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached charts to determine the applicable requirement. Charts 1-3 include two sections. The 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.

For new projects with complete EEA's accepted on or after January 12, 2016, the Inclusionary Affordable Housing Program requires the provision of on-site and off-site affordable units at a mix of income levels. The number of units provided at each income level depends on the project tenure, date the EEA for the project is deemed complete, and the applicable schedule of on-site rate increases. Income levels are defined as a percentage of the Area Median Income (AMI), for low-income, moderate-income, and middle-income units, as shown in Chart 5. Projects with a complete EEA accepted prior to January 12, 2016 must provide the all of the inclusionary units at the low income AMI. **NOTE: Any project with a complete EEA accepted prior to January 12, 2016 must obtain a site or building permit by December 7, 2018, or will be subject to the Inclusionary Housing rates and requirements in effect at the time the project proceeds to pursue a permit.**

Summary of requirements. Please determine what requirement 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 deemed complete by Planning Staff. Chart 1-A applies to all projects throughout San Francisco with EEA's accepted prior to January 12, 2016, whereas Chart 1-B specifically addresses UMU (Urban Mixed Use District) Zoning Districts. Charts 2-A and 2-B apply to rental projects and Charts 3-A and 3-B apply to ownership projects with a complete EEA accepted on or after January 12, 2016. Charts 4-A and 4-B apply to three geographic areas with higher inclusionary requirements: the North of Market Residential SUD, SOMA NCT, and Mission Area Plan.

Projects that received a first discretionary approval prior to January 12, 2016 are not subject to the revised Inclusionary requirement. The applicable requirements for these projects are those listed in the "EEA accepted before 1/1/13" column.

April 16, 2018

Dear San Francisco Planning Commissioners,

On behalf of my Langton Street neighbors, I am writing to encourage you to grant the maximum parking allotment to the 1140 Harrison Street project.

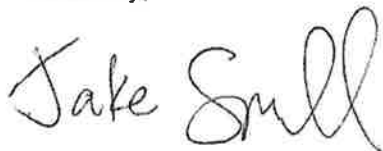
Our Langton Street neighbor group first met with the Hanover Company in June 2016, when the project team presented their original proposal to replace the German Motors Collision Center with a new mixed-use development. As many of us own or rent properties that extend right up to the German Motors Collision Center, we had concerns about the physical impact of this new project on our properties, and on our neighborhood in general. Two of our primary concerns were the plans for the brick wall that separates the project site from our Langton properties, and how this new development would impact parking in the neighborhood.

The Hanover Company has been responsive to our questions, and we have appreciated their willingness to incorporate our feedback into the design of the final the project. The developer redesigned their entire site plan in order to retain the existing brick wall of the German Motors Collision Center (on Langton Street, Hallam Street, and half of Berwick Place). The redesign has helped to address our privacy concerns and we are thankful that a physical barrier will shield the neighbors during construction activity, and be maintained as a privacy barrier once the new development is built.

Many of the properties on Langton Street are historic multi-family homes that do not provide off-street parking. We feel adding 371 new residential units without the appropriate amount of onsite parking will severely strain an already limited number of public parking spaces. We have requested that the Hanover Company seek the maximum amount of parking allowed by the Planning Code, and strongly endorse not going below the currently requested parking ratio of 0:46:1, or 170 spaces with a conditional use, which is significantly lower than most recently approved residential developments in our neighborhood.

I am submitting this letter on behalf of the twenty-two Langton Street neighbors listed on the enclosed petition. If you have any questions, please do not hesitate to contact me via email at jake_sproull@yahoo.com

Sincerely,

A handwritten signature in dark ink that reads "Jake Sproull". The signature is fluid and cursive, with the first name "Jake" and last name "Sproull" clearly distinguishable.

Jake Sproull
174 Langton Street
San Francisco, CA 94103

1140 Harrison Associates LP

Recipient: San Francisco Planning Commission

Letter: Greetings,

As a Langton Street neighbor, I support the 1140 Harrison Street proposal to transform the auto-oriented site to a vibrant, pedestrian-friendly mixed-use development. In particular, we appreciate the Hanover Company's responsiveness to our request to retain the existing brick wall of the German Motors Collision Center property, which will provide a graceful transition to existing homes, a connection to the site's history, and a sense of privacy and serenity for both current Langton Street neighbors and new residents.

We strongly encourage the Planning Commission to approve the request for a CU for parking. The proposal calls for a parking ratio of 0.46:1, or 170 spaces, which is significantly lower than most recently approved residential developments in our neighborhood.

Thank you for including our support in your considerations, and we anticipate your agreement that this is going to be a positive addition to our neighborhood.

Signatures

Name	Location	Date
Aishleen Spiers	US	2018-02-27
Jake Sproull	San Francisco, CA	2018-03-01
brandon jensen	San Francisco, CA	2018-03-01
Terri Wu	San Francisco, CA	2018-03-01
Samuel Pearlman	San Francisco, CA	2018-03-01
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Steve Monroe	San Francisco, CA	2018-03-01
Paul Bonini	San Francisco, CA	2018-03-01
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Paul Jentz	US	2018-03-07
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Suleina Death	US	2018-03-23
Cecelia Boyce	US	2018-03-24
Angela Moore	US	2018-03-28
Damian Carl Reed	US	2018-03-28
Tara Burke	US	2018-03-29
Jonathan Boyne	US	2018-03-29


PETITION


Dear President Hillis and Planning Commissioners,

I am a resident of the South Beach Marina Apartments. I am contacting you to express my support for the proposed 1140 Harrison Street project and its plans to meet the affordable requirement through the preservation of over 100 existing below market rate homes at South Beach Marina Apartments on Townsend Street. Florida State Board of Administration, the owner of the building and 1140 Harrison's financial sponsor, executed an agreement with the City in 2016 that will preserve the affordability of the South Beach Marina Apartments as a prepayment of affordable housing fees on future projects. Saving these affordable units, and preventing the displacement of existing San Francisco families, is a priority for the City, Supervisor Jane Kim, and the Mayor's Office of Housing, and reflects a significant investment in the city's existing affordable housing.


I strongly encourage you to vote in favor of 1140 Harrison Street and to preserve our affordable housing.

Name <i>Mina Fadavi</i>	Apartment # <i>1-203</i>	Phone <i>415-823</i> <i>415 823 0264</i>
Signature 	Email Address <i>mina.fadavi@gmail.com</i>	

Name <i>REBECCA DAVIS</i>	Apartment # <i>4-218</i>	Phone <i>415-860-4795</i>
Signature 	Email Address <i>rjdavis260@gmail.com</i>	

Name <i>Kirby Veach</i>	Apartment # <i>4-218</i>	Phone <i>415-297-9084</i>
Signature 	Email Address <i>Kirbyveach@gmail.com</i>	

Name <i>Aileen Campos</i>	Apartment #	Phone <i>(415) 632-0832</i>
Signature <i>Aileen Campos</i>	Email Address <i>Camposaileens@gmail.com</i>	


Name <i>Vittorio Comelli</i>	Apartment # <i>1-114</i>	Phone <i>415-770-3511</i>
Signature 	Email Address <i>comelliv@gmail.com</i>	


PETITION

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I am a resident of the South Beach Marina Apartments. I am contacting you to express my support for the proposed 1140 Harrison Street project and its plans to meet the affordable requirement through the preservation of over 100 existing below market rate homes at South Beach Marina Apartments on Townsend Street. Florida State Board of Administration, the owner of the building and 1140 Harrison's financial sponsor, executed an agreement with the City in 2016 that will preserve the affordability of the South Beach Marina Apartments as a prepayment of affordable housing fees on future projects. Saving these affordable units, and preventing the displacement of existing San Francisco families, is a priority for the City, Supervisor Jane Kim, and the Mayor's Office of Housing, and reflects a significant investment in the city's existing affordable housing.

I strongly encourage you to vote in favor of 1140 Harrison Street and to preserve our affordable housing.

Name	ANKITA	Apartment #	1-411	Phone	650 499 7436
Signature		Email Address	ankitajhn07@gmail.com		

Name	Lise Braden	Apartment #	2-303	Phone	415-810-6988
Signature		Email Address	lbraden1994@gmail.com		

Name	BOURGEOIS Dorian	Apartment #	1-807	Phone	415-769-7676
Signature		Email Address	dorian23@hotmail.com		

Name	Yvonne Miller	Apartment #	2-104	Phone	415-240-0475
Signature		Email Address	yvonne.s.miller@yahoo.com		



Name	Grace Romero	Apartment #	1-305	Phone	(415) 367-5066
Signature		Email Address	grace.romero1234@gmail.com		

PETITION

Dear President Hillis and Planning Commissioners,

I am a resident of the South Beach Marina Apartments. I am contacting you to express my support for the proposed 1140 Harrison Street project and its plans to meet the affordable requirement through the preservation of over 100 existing below market rate homes at South Beach Marina Apartments on Townsend Street. Florida State Board of Administration, the owner of the building and 1140 Harrison's financial sponsor, executed an agreement with the City in 2016 that will preserve the affordability of the South Beach Marina Apartments as a prepayment of affordable housing fees on future projects. Saving these affordable units, and preventing the displacement of existing San Francisco families, is a priority for the City, Supervisor Jane Kim, and the Mayor's Office of Housing, and reflects a significant investment in the city's existing affordable housing.

I strongly encourage you to vote in favor of 1140 Harrison Street and to preserve our affordable housing.

1	Name	Richard Dickerson	2-108	415-541-9911
	Signature		Apartment #	Phone
			rickdickerson@aol.com	
2	Name	C. M. Hennessy	4-107	415-512-0113
3	Signature	Mary	2-701	415-710-2310
4	Name	SWATI GROVER	2-110	405-332-0416
	Signature	swati-grover	Apartment #	Phone
5	Name	Carlo Bullam	2-306	415 541 9755
6	Signature	Carlo Bullam	Apartment #	Phone
7	Name	Eugenia Timashov	4302	909-660-9600
	Signature		Apartment #	Phone

netind77@gmail.com

PETITION

Dear President Hillis and Planning Commissioners,

I am a resident of the South Beach Marina Apartments. I am contacting you to express my support for the proposed 1140 Harrison Street project and its plans to meet the affordable requirement through the preservation of over 100 existing below market rate homes at South Beach Marina Apartments on Townsend Street. Florida State Board of Administration, the owner of the building and 1140 Harrison's financial sponsor, executed an agreement with the City in 2016 that will preserve the affordability of the South Beach Marina Apartments as a prepayment of affordable housing fees on future projects. Saving these affordable units, and preventing the displacement of existing San Francisco families, is a priority for the City, Supervisor Jane Kim, and the Mayor's Office of Housing, and reflects a significant investment in the city's existing affordable housing.

I strongly encourage you to vote in favor of 1140 Harrison Street and to preserve our affordable housing.

8	Name Harshiva Matcha	Apartment # 4-200	Phone 7203829439
	Signature	Email Address	
9	Name LARUE BURKE	Apartment # 4-216	Phone 434-315-4302
	Signature [Signature]	Email Address LDB.BURKE@YAHOO.COM	
10	Name Sara Miller	Apartment # 8-104	Phone (861)2470761
	Signature [Signature]	Email Address	
11	Name Nataliq Bartrom	Apartment # 2-111	Phone 4157935951
	Signature [Signature]	Email Address	
12	Name Jeanne Pressley	Apartment # 3-401	Phone
	Signature [Signature]	Email Address	

PETITION

Dear President Hillis and Planning Commissioners,

I am a resident of the South Beach Marina Apartments. I am contacting you to express my support for the proposed 1140 Harrison Street project and its plans to meet the affordable requirement through the preservation of over 100 existing below market rate homes at South Beach Marina Apartments on Townsend Street. Florida State Board of Administration, the owner of the building and 1140 Harrison's financial sponsor, executed an agreement with the City in 2016 that will preserve the affordability of the South Beach Marina Apartments as a prepayment of affordable housing fees on future projects. Saving these affordable units, and preventing the displacement of existing San Francisco families, is a priority for the City, Supervisor Jane Kim, and the Mayor's Office of Housing, and reflects a significant investment in the city's existing affordable housing.

I strongly encourage you to vote in favor of 1140 Harrison Street and to preserve our affordable housing.

13	Name <i>Maria Lopez</i>	Apartment # <i>1-603</i>	Phone <i>305-421-6835</i>
	Signature <i>[Signature]</i>	Email Address	
14	Name <i>Hank Szajda</i>	Apartment # <i>1105</i>	Phone <i>415-825-2315</i>
	Signature <i>[Signature]</i>	Email Address <i>Twinsford1@gmail.com</i>	
15	Name <i>Amin Bagum</i>	Apartment # <i>1-100</i>	Phone <i>925-330-5381</i>
	Signature <i>[Signature]</i>	Email Address <i>aibus@yahoo.com</i>	
16	Name <i>Chris Huh</i>	Apartment # <i>2-700</i>	Phone <i>(949) 55-4216</i>
	Signature <i>[Signature]</i>	Email Address	
17	Name <i>Rithu Agarwal</i>	Apartment # <i>1-1904</i>	Phone
	Signature <i>[Signature]</i>	Email Address	

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16

Name	Jack Breibart	Apartment #	1-614	Phone	415 713 8706
Signature	Jack R. L. T.	Email Address	breibart@ix.netcom.com		

19

Name	Liz Fay	Apartment #	1-604	Phone	415-371-1928
Signature	[Signature]	Email Address	lfay317@gmail.com		

20

Name	ERIC ROBERTS	Apartment #	1-509	Phone	775-846-3538
Signature	[Signature]	Email Address			

21

Name	Ryan Jones	Apartment #	2-405	Phone	415-516-0551
Signature	[Signature]	Email Address	rj123@hotmail.com		

22

Name	ANDREA S. [Signature]	Apartment #	1-304	Phone	415-512-1230
Signature	[Signature]	Email Address			

PETITION

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23	Name <u>ARA HARMANSTADT</u>	Apartment # <u>1-304</u>	Phone <u>415 637-3773</u>
	Signature <u>ARA HARMANSTADT</u>	Email Address	
24	Name <u>Thea Forrester</u>	Apartment # <u>1-105</u>	Phone <u>415-606-3481</u>
	Signature <u>THEA Forrester</u>	Email Address <u>theajoy@gmail.com</u>	
25	Name <u>Becky mar</u>	Apartment # <u>4-214</u>	Phone <u>510 388-0029</u>
	Signature <u>[Signature]</u>	Email Address <u>becky mar 92@gmail.com</u>	
26	Name <u>Monica Guerra</u>	Apartment # <u>4206</u>	Phone <u>415 794 2408</u>
	Signature <u>[Signature]</u>	Email Address <u>monica.guerra18@gmail.com</u>	
27	Name <u>ROBERT MANSFIELD</u>	Apartment # <u>1408</u>	Phone <u>415 235 6047</u>
	Signature <u>Robert Mansfield</u>	Email Address <u>robert.mansfield@ucsf.edu</u>	


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28

Name	Ferdinand Pulido	Apartment #	2-107	Phone	(415) 425-3864
Signature		Email Address	ferdinand.pulido@gmail.com		


29

Name	Heidi Erl	Apartment #	1-207	Phone	(310) 569-8001
Signature		Email Address	heid.aerl@gmail.com		

30

Name	Alexa Dennett	Apartment #	1-203	Phone	415 866 0663
Signature		Email Address	alexa.dennett@gmail.com		

31

Name	Adam Howat	Apartment #	1-203	Phone	415 830 1961
Signature		Email Address	howata01@gmail.com		

32






Name	Rustan Filipova	Apartment #	7-505	Phone	415.812.1767
Signature		Email Address			

PETITION

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33	Name	ELISA RESENDE	Apartment #	4-112	Phone	415 519 3058
	Signature		Email Address	elisafranca86@yahoo.com.br		
34	Name	EUGENIA POKALIK	Apartment #	1903	Phone	917 746 8834
	Signature		Email Address	epokalik@gmail.com		
35	Name	Connie Chen	Apartment #	2-1000	Phone	415 629 4336
	Signature		Email Address	ctchen@outlook.fr		
36	Name	Toss Rubenstein	Apartment #	2-303	Phone	415 860 7212
	Signature		Email Address			
37	Name	Tania Abbaszadeh	Apartment #	1-203	Phone	408 921 0926
	Signature		Email Address	Tania.Abbaszadeh@gmail.com		

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Name	Maria Moustakis	Apartment #	2-604	Phone	415-533-4838
Signature		Email Address	maraki12@hotmail.com		
Name	Susan Jaffe	Apartment #	1-1205	Phone	415-618-0100
Signature		Email Address	susan.D.Jaffe@gmail.com		
Name	Nicole Parsons	Apartment #	I-209	Phone	415-518-3272
Signature		Email Address			
Name	Michael Moustakis	Apartment #	2-604	Phone	415-533-5487
Signature		Email Address	mike524@hotmail.com		
Name	Philip DaSilva	Apartment #	2-105	Phone	
Signature		Email Address	phildasilva@sbcglobal.net		

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Name	Erin Tanaka	2-603	(949) 292-5316
Signature		Apartment #	Phone
			erin.tanaka1983@gmail.com
Name	OLIVER BLACK	2-603	(415) 299-9347
Signature		Apartment #	Phone
			OHARA BLACK@gmail.com
Name	Antonio Garcia	1-204	415-861-9952
Signature		Apartment #	Phone
Name	Natalie Mechetti		415 407.4225
Signature		Apartment #	Phone
Name	SARAH DAVIS	1-212	415-710-7193
Signature		Apartment #	Phone

The Project contains:	The zoning of the property is:	Complete EEA was submitted on:
371 UNITS	WMUG	5/27/2016

CHART 1-A: Inclusionary Requirements for all projects with Complete EEA accepted before 1/12/2016

	Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16
Fee or Off-site					
10-24 unit projects		20.0%	20.0%	20.0%	20.0%
25+ unit projects at or below 120'		20.0%	25.0%	27.5%	30.0%
25+ unit projects over 120' in height *		20.0%	30.0%	30.0%	30.0%
On-site					
10-24 unit projects		12.0%	12.0%	12.0%	12.0%
25+ unit projects		12.0%	13.0%	13.5%	14.5%

* 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, which are subject to the requirements of 25+ unit projects at or below 120 feet.

CHART 1-B: Requirements for all projects in UMU Districts with Complete EEA accepted before 1/12/2016

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

	Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16
On-site UMU					
Tier A 10-24 unit projects		14.4%	14.4%	14.4%	14.4%
Tier A 25+ unit projects		14.4%	15.4%	15.9%	16.4%
Tier B 10-24 unit projects		16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects		16.0%	17.0%	17.5%	18.0%
Tier C 10-24 unit projects		17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects		17.6%	18.6%	19.1%	19.6%
Fee or Off-site UMU					
Tier A 10-24 unit projects		23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects		23.0%	28.0%	30.0%	30.0%
Tier B 10-24 unit projects		25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects		25.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects		27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects		27.0%	32.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT					
Tier A 10-24 unit < 30K		35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K		30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K		35.0%	40.0%	42.5%	45.0%
Tier A 25+ unit > 30K		30.0%	35.0%	37.5%	40.0%
Tier B 10-24 unit < 30K		40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K		35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K		40.0%	45.0%	47.5%	50.0%
Tier B 25+ unit > 30K		35.0%	40.0%	42.5%	45.0%
Tier C 10-24 unit < 30K		45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K		40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K		45.0%	50.0%	52.5%	55.0%
Tier C 25+ unit > 30K		40.0%	45.0%	47.5%	50.0%

The Project contains:	The zoning of the property is:	Complete EEA was submitted on:
371 UNITS	WMUG	5/27/2016

CHART 2-A: Inclusionary Requirements for Rental projects with Complete EEA accepted on or after 1/12/16

Complete EEA Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/12/24	1/1/25	1/1/26	1/1/27	1/1/28
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%

CHART 2-B: Requirements for Rental Projects in UMU Districts with Complete EEA accepted on or after 1/12/16

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

[illegible]

5/27/2016

Fee or Off-site

%

On-site UMU

15.0%

Fee or Off-site UMU

23.0

Land Dedication in UMU or Mission NCT

35.0%30.035.0%30.040.035.040.035.045.040 045.040.0

5/27/2016

CHART 4-A: Inclusionary Requirements for Rental projects with Complete EEA accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

[illegible]

CHART 4-B: Inclusionary Requirements for Owner projects with Complete EEA accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

[illegible]

Projects with complete EEA Application on or after January 12, 2016 are subject to the Inclusionary rates identified in Charts 2 and 3. For projects that propose on-site or off-site Inclusionary units, the Inclusionary Affordable Housing Program requires that inclusionary units be provided at three income tiers, which are split into three tiers. Annual increases to the inclusionary rate will be allocated to specific tiers, as shown below. Projects in the UMU Zoning District are not subject to the affordability levels below. Rental projects with 10-24 units shall provide all of the required Inclusionary units with an affordable rent at 55% Area Median Income (AMI), and ownership projects with 10-24 units shall provide all of the required Inclusionary units at sales price set at 80% AMI.

[illegible]

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419



**San Francisco
Planning**

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

10/31/2017

Date

I, 1140 Harrison Associates LP,
do hereby declare as follows:

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

1140-1150 Harrison Street

Address

3755/023

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:

2016-001738CUA

Planning Case Number

not assigned

Building Permit Number

This project requires the following approval:

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

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

Doug Vu

Planner Name

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

- ☐ This project is 100% affordable.
- ☐ This project is 100% student housing.

Is this project in an UMU Zoning District within the Eastern Neighborhoods Plan Area?

☐ Yes ☒ No

(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?

☐ Yes ☒ No

Is this project a State Density Bonus Project?

☐ Yes ☒ No

(If yes, please indicate whether the project is an Analyzed or Individually Requested State Density Bonus Project)

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)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)
- ☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)
- ☐ Land Dedication (Planning Code Section 419)

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 any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F 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.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notify the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

H For projects with EEA's accepted before January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor proceeds with pursuing a permit.

I For projects with EEA's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

J If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the 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.

K I am a duly authorized agent or owner of the subject property.

¹ California Civil Code Section 1954.50 and following.

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:

Danville, CA
Location

10/31/2017
Date

Sign Here

Scott Yondall
Signature

Scott Youdall, Development Partner
Name (Print), Title

(925)490-2990
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:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
371	0	128	91	148	4

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.3. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

☐ **On-site Affordable Housing Alternative** (Planning Code Section 415.6): % 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:

LOW-INCOME	Number of Affordable Units	% of Total Units	AMI Level
MODERATE-INCOME	Number of Affordable Units	% of Total Units	AMI Level
MIDDLE-INCOME	Number of Affordable Units	% of Total Units	AMI Level

☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7): % 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:	

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

UNIT MIX TABLES: CONTINUED

- ☐ **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. On-Site % of affordable housing requirement.

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

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:

2. 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:		

Income Levels for On-Site or Off-Site Units in Combination Projects:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

3. Fee % of affordable housing requirement.

Is this Project a State Density Bonus Project? ☐ Yes ☒ No

If yes, please indicate the bonus percentage, up to 35% _____, and the number of bonus units and the bonus amount of residential gross floor area, if applicable _____

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
0					

This project will replace the affordable units to be demolished, converted, or removed using the following method:

- ☐ On-site Affordable Housing Alternative
- ☐ Payment of the Affordable Housing Fee prior to the first construction document issuance
- ☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

1140 Harrison Associates LP*Company Name*

Scott Youdall, Development Partner*Name (Print) of Contact Person*

279 Front Street, Suite 102*Address*

Danville, CA 94526*City, State, Zip*

(925)490-2990*Phone / Fax*

syoudall@hanoverco.com*Email*

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here*Signature:**Scott Youdall**Name (Print), Title:***Scott Youdall, Development Partner****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

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

T: 415.558.6378
F: 415.558.6409

SUPPLEMENTAL INFORMATION PACKET FOR

Anti-Discriminatory Housing Policy

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

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

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

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

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

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

HOW IS THIS INFORMATION USED?

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

For questions about the Human Rights Commission (HRC) and/or the Anti-Discriminatory Housing Policy, please 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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**SAN FRANCISCO
PLANNING
DEPARTMENT**

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

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

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

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

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

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
MHM Properties LLC	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
1675 Howard Street	(415) 692-4025
San Francisco, CA 94103	EMAIL:
	mgreening@bmwsf.com
APPLICANT'S NAME:	
1140 Harrison Associates LP	Same as Above <input type="checkbox"/>
APPLICANT'S ADDRESS:	TELEPHONE:
156 Diablo Road, Suite 220	(925) 490-2990
Danville, CA 94526	EMAIL:
	syoudall@hanoverco.com
CONTACT FOR PROJECT INFORMATION:	
Scott Youdall, Development Partner	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:	
1144-1150 Harrison Street		94103	
CROSS STREETS:			
Harrison Street and Berwick Place			
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:	
3755 / 023	WMUG	55/65-X	
PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	0	371	371
<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? AZ, GA, MD, MA, PA & TX, DC, CO, VA

- 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: 3/22/2018

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

Scott Youdall, Development Partner

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):

DATE FILED:

RECORD NUMBER:

DATE FILED:

VERIFIED BY PLANNER:

Signature: _____ Date: _____

Printed Name: _____ Phone: _____

ROUTED TO HRC:

DATE:

☐ Emailed to: _____

NON-DISCRIMINATORY PRACTICES

DEFINITION

Hanover Company believes in treating everyone, including but not limited to customers, residents, prospective residents, and associates, in compliance with Title VIII of the Civil Rights Act of 1968 (Fair Housing Act) and the Fair Housing Amendments Act of 1988.

GUIDELINES

Hanover Company complies with the requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act) and the Fair Housing Amendments Act of 1988 that prohibit housing discrimination based on race, color, sex, religion, national origin, disability, or familial status (referred to as “protected classes”).

Many states and municipalities have additional protected classes, and associates must be familiar with those in their area. Irrespective of local regulation, it is Hanover Company’s national policy to consider sexual orientation and gender identification as protected classes for purposes of the guidelines below.

Hanover Company team members are prohibited from the following:

- Refusal to rent an apartment to a person in a protected class or telling such a person that housing is not available when in fact it is;
- Offering different rental terms or conditions to a person in a protected class, including varying rental rates or security deposits that are not offered to other persons;
- Using different qualifying criteria or applications for persons in a protected class
- Restricting or attempting to restrict the choices of a person in a protected class, which might encourage segregated housing
- Engaging in “unlawful steering practices”, which include:
 - Limiting such a person to a particular floor plan, building, or area of the community
 - Exaggerating potential negatives or drawbacks about a particular community, apartment location, or floor plan
 - Discouraging a person in a protected class from inspecting or renting an apartment
 - Failure to inform such person of desirable features of the apartment community
- Limiting information by providing false or inaccurate information regarding availability of housing to persons in a protected class
- Delaying maintenance for apartments rented to persons in a protected class
- Printing, publishing, creating, or distributing any notice, statement, or advertisement that indicates any preference, limitation, or discrimination against a person in a protected class, such as:
 - Expressing any preferences for or limitations on any person as a potential resident because they are in a protected class
 - Using photos, illustrations, or forms that imply that housing is not available to persons in a protected class

Associates must complete required Fair Housing courses available online (see below in Resources section for more information)

Any associate who is found to have engaged in any discriminatory acts or practices prohibited by law shall be subject to immediate termination, as well as possible civil liability in court to the person discriminated against.

Fair Housing posters should be displayed at each community.

All advertisements must contain the Fair Housing logo.

To follow non-discriminatory practices, please use the following guidelines:

- Treat people similarly in similar situations. You cannot treat a person differently because of that person's protected class status, whether a Federal or State/Local protected class.
- If necessary, you may treat individuals differently for other valid, honest, and rational business reasons as long as the reasons are non-discriminatory and comply with our Company policy.
- If uncertain about any issue related to discrimination, consult your immediate supervisor and request additional instruction.

RESOURCES

For information regarding federal, state, and local Fair Housing laws that pertain to your region, please consult with the U.S. Department of Justice's website.

Consult the National Fair Housing Advocate for current information about Fair Housing issues at www.fairhousing.com.

Consult local government resources identifying protected classes in your area at www.civilrights.org/fairhousing/laws/state-laws.html. These may include, but are not limited to, receipt of public assistance (including Section 8), genetic information, military status, height, weight, age, student status, source of income, marital status, ancestry, pregnancy condition, HIV status, gender identification, sexual orientation and arbitrary discrimination on the basis of any personal character.

Laws are often amended so please aware of any legislation in your area.

Complete all Fair Housing training, as well as recertification annually, at Grace Hill by going to www.gracehillvision.com/hanoverco. Upon completion, please forward your completion certificates to Hanover's Human Resources department at humanresources@hanoverco.com



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)	
1144-1150 Harrison Street		3755/026	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
	2016-001738CUA		
PROJECT SPONSOR	MAIN CONTACT	PHONE	
1140 Harrison Associates LP	Scott Youdall	(925)490-2990	
ADDRESS			
156 Diablo Road, Suite 220			
CITY, STATE, ZIP		EMAIL	
Danville, CA 94526		syoudall@hanoverco.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
371	6,543 SF Commercial w/ Accessory Residential	65' / 6 to 7 floors	\$71,500,000
ANTICIPATED START DATE			
Late 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	\$50.00	2	6	Laborer	\$54.00	5	15
Boilermaker	N/A			Operating Engineer	\$60.00	2	5
Bricklayer	N/A			Painter	\$40.00	7	21
Carpenter	\$76.00	30	98	Pile Driver	\$60.00	2	6
Cement Mason	\$60.00	4	15	Plasterer	\$40.00	2	8
Drywall/Latherer	\$77.00	16	55	Plumber and Pipefitter	\$40.00	7	25
Electrician	\$38.00	6	23	Roofer/Water proofer	\$40.00	2	6
Elevator Constructor	\$75.00	2	4	Sheet Metal Worker	\$40.00	11	38
Floor Coverer	\$40.00	8	28	Sprinkler Fitter	\$40.00	5	15
Glazier	\$40.00	2	6	Taper	\$77.00	16	55
Heat & Frost Insulator	N/A			Tile Layer/Finisher	\$40.00	8	28
Ironworker	\$68.00	15	45	Other:			
		TOTAL:	280			TOTAL:	222

- | | | | |
|--|--------------------------|--------------------------|----------------|
| | YES | NO | |
| 1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? | <input type="checkbox"/> | <input type="checkbox"/> | TBD |
| 2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? | <input type="checkbox"/> | <input type="checkbox"/> | TBD |
| 3. Will hiring and retention goals for apprentices be established? | <input type="checkbox"/> | <input type="checkbox"/> | TBD |
| 4. What is the estimated number of local residents to be hired? | | | <u>unknown</u> |

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Scott Youdall, Development Partner	syoudall@hanoverco.com	(925)490-2990
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)	
3/27/18		

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

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