San Francisco Planning

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EXECUTIVE SUMMARY
LARGE PROJECT AUTHORIZATION

HEARING DATE: JULY 22, 2021

Record No.:	**2016-0011827ENX**
Project Address:	**1500-1528 15TH STREET**
Zoning:	Urban Mixed Use (UMU) Zoning District 58-X Height and Bulk District
Block/Lot:	3548/016 and 118
Project Sponsor:	Chris Elsey 1532 College Avenue F19 Manhattan, KS 66502
Property Owner:	Prime Built, LLC 1532 College Avenue F19 Manhattan, KS 66502
Staff Contact:	Esmeralda Jardines– (628) 652-7531 esmeralda.jardines@sfgov.org

Recommendation: Approval with Conditions

Project Description

The Project includes demolition of the existing building on the project site (automotive sales and smog check facility) and new construction of an eight-story, 85-ft-1-in tall, residential building (approximately 66,388 gross square feet) with 160 group housing units (225 beds) inclusive of 65 beds below-grade (via 16 bedrooms with four and five beds per room), approximately 3,798 square feet of retail sales and service use, 52 Class 1 bicycle parking spaces, and 6 Class 2 bicycle parking spaces. The Project includes group housing units on floors 2 through 8; each floor includes a shared living spaces with a kitchen and dining area. Below-grade, the Project is proposing two residential floors that will include: group housing rooms, a gym, exercise studio, shared living areas, restrooms and bathrooms, tenant laundry, housekeeping, kitchen, dining area, and a residential lobby. The dining area opens to the shared communal rear courtyard. Between the courtyard and a roof deck, the Project includes 4,307 square feet of public open space, 556 square feet of common open space via rear courtyard and 3,751 square feet via a roof deck. The Project would also include the merger of Lots 016 and 018 on Block 3548.

Required Commission Action

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Sections 329 and 843, to allow new construction greater than 25,000 square feet within the UMU Zoning District.

The Project would utilize the State Density Bonus Law (California Government Code Sections 65915-65918), and invokes waivers from the development standards for: 1) Rear Yard (Section 134); 2) Street Frontage Ground-Floor Ceiling Height (Section 145.1); 3) Height (Section 250); and a concession/incentive for 4) Usable Open Space (Section 135).

Issues and Other Considerations

- **Public Comment & Outreach.**
  - Public Comment: The Department has received questions, comments, and concerns about the project and review process.
    - One of the questions that arose is if the group housing project was a student housing project. The Project Team stated that the Project is not intended as a student housing project and provided a letter included as an exhibit to the Planning Commission packet.
    - A neighbor expressed an objection to the proposed residential density, building height, and lack of off-street parking.
  - Outreach: An outreach summary provided by the Project Sponsor is included as an exhibit. Public outreach commenced on November 30, 2016 and is on-going.
- **Inclusionary Affordable Housing Program: Combination.** The Project has elected to satisfy the inclusionary affordable housing program via the combination option: 75% of the requirement will be satisfied with on-site units and the remaining 25% will be satisfied with the affordable housing fee. The On-Site Affordable Housing Alternative will provide 25% of the base project group housing units (119) as affordable, with a minimum of 15% of the units affordable to low-income households, 5% of the units affordable to moderate-income households, and the remaining 5% of the units affordable to middle-income households as defined by the Planning Code and Procedures Manual. The Project will provide 30 group housing units (one bed in each) of the total 160 group housing units (225 beds) as affordable units on floors 2 through 8. The provisions of Planning Code Section 415 apply to the entirety of the Project, including the bonus square footage gained under the State Density Bonus. The inclusionary housing fee will apply to the square footage of the Project that is attributable to the bonus. To comply with the affordable housing program on the subterranean residential floors, the Project has elected to pay the affordable housing fee.
- **State Density Bonus Law, Waivers, and Concession/Incentive**: The Project is providing 25 percent of units in the Base Project as affordable to low, moderate, and middle-income households and is entitled to a 50% bonus; however, is pursuing a 35% density bonus under State Law. The Project is seeking waivers to the development standards for: 1) Rear Yard (Planning Code Section 134), 2) Street Frontage Ground-Floor Ceiling Height (Planning Code Section 145.1), 3) Height (Planning Code Section 250), and seeking a

concession/incentive for 4) Usable Open Space (Planning Code Section 135), which are necessary to construct the Project at the proposed density.

- **Subterranean Residential Floors:**
    - The Project Team is proposing two subterranean residential floors that include 16 group housing rooms via rooms with four-to-five beds per room, for a total of 65 beds on two subterranean residential floors. However, the subterranean floors are not included in the base nor bonus project gross square footage calculations under State Density Law per Planning Director's Bulletin No. 6. That said, the subterranean residential floors have elected the affordable housing fee to comply with the Inclusionary Affordable Housing Program. This is in addition to the 30 group housing units that will be provided on-site (at-grade and above).
- **Pre-Application Meetings (DBI and SFFD):** The Planning Department requested that the project team coordinate a pre-application meeting with the Department of Building Inspection (DBI) and the San Francisco Fire Department (SFFD) to ensure that other City Agencies reviewed and vetted the proposal. The project met with DBI and SFFD twice; their notes are included in the plan set (attached as an exhibit). In short, the proposal satisfies local and state codes.
- **American Indian Cultural District:** The Project is located within the boundaries of the American Indian Cultural District, which was established in March 2020. This Cultural District is dedicated to recognizing, honoring and celebrating American Indian legacy, culture, people and contributions. Currently, this Cultural District does not possess any land use regulations, which would apply to the Project.

Environmental Review

On May 19, 2021, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Mission Area Plan and the Objectives and Policies of the General Plan. The Project proposes new residential units and ground-floor commercial uses which is a goal for the City.

Attachments:

Draft Motion – Large Project Authorization with Conditions of Approval (Exhibit A)
Exhibit B – Plans and Renderings (inclusive of DBI and SFFD pre-application meeting comments/notes)
Exhibit C – Environmental Determination
Exhibit D – Land Use Data
Exhibit E – Maps and Context Photos
Exhibit F - Public Correspondence
Exhibit G – Public Outreach Summary
Exhibit H – Project Sponsor Letter re: Group Housing vs. Student Housing
Exhibit I – Inclusionary Affordable Housing Affidavit
Exhibit J – Anti-Discriminatory Housing Affidavit
Exhibit K – First Source Hiring Affidavit

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PLANNING COMMISSION DRAFT MOTION

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 329 AND 843 FOR A PROJECT UTILIZING THE STATE DENSITY BONUS LAW (CALIFORNIA GOVERNMENT CODE SECTIONS 65915-65918) AND RECEIVING WAIVERS FOR: REAR YARD (PLANNING CODE (PC) 134), STREET FRONTAGE GROUND FLOOR CEILING HEIGHT (PC 145.1), AND HEIGHT LIMIT (PC 250) AS WELL AS A CONCESSION/INCENTIVE FOR USABLE OPEN SPACE PC 135) REQUIREMENTS OF THE PLANNING CODE, WHICH PROPOSES THE NEW CONSTRUCTION OF A 85-FT TALL, 8-STORY, 66,388 SQUARE FOOT MIXED USE BUILDING CONTAINING 160 GROUP HOUSING UNITS (225 BEDS), 3,798 SQUARE FEET OF RETAIL SALES AND SERVICE USE, AND 52 CLASS 1 AND 12 CLASS 2 BICYCLE PARKING SPACES, LOCATED WITHIN THE UMU (URBAN MIXED USE) ZONING DISTRICT AND A 58-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On April 24, 2017, Chris Elsey of Elsey Partners (hereinafter "Project Sponsor") filed Application No. 2016-011827ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new eight-story, 85-ft tall, residential building with 160 group housing units (225 beds) (hereinafter "Project") at 1500-1528 15th Street, Block 3548 Lots 016 and 018 (hereinafter "Project Site").

The Project Sponsor seeks to proceed under the State Density Bonus Law, Government Code Section 65915 et seq ("the State Law"). Under the State Law, a housing development that includes affordable housing is entitled to additional density, concessions and incentives, and waivers from development standards that might otherwise preclude the construction of the project. In accordance with the Planning Department's policies regarding projects seeking to proceed under the State Law, the Project Sponsor has provided the Department with "Base Project" including 34,519 square feet of Residential gross floor area that would include housing affordable to very- low income households. Because the Project Sponsor is providing 11% of base project units of housing affordable to very-low income households as defined in State Law, the Project seeks a density bonus of 35% and waivers of the following development standards: 1) Rear Yard (Planning Code Section 134), Usable Open Space (Planning Code Section 135), Street Frontage Ground-Floor Ceiling Height (Planning Code Section 145.1), and Height (Planning Code Sections 250).

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

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

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

On May 19, 2021, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On July 22, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2016-011827ENX.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2016-011827ENX is located at 49 South Van Ness Avenue, Suite 1400, 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 applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2016-011827ENX, 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. **Project Description.** The Project includes demolition of the existing building on the project site (automotive sales and smog check facility) and new construction of an eight-story, 85-ft-1-in tall, residential building (approximately 66,388 gross square feet) with 160 group housing units (225 beds) inclusive of 65 beds below-grade (via 16 bedrooms with four and five beds per room), approximately 3,798 square feet of retail sales and service use, 52 Class 1 bicycle parking spaces, and 6 Class 2 bicycle parking spaces. The Project includes group housing units on floors 2 through 8; each floor includes a shared living spaces with a kitchen and dining area. Below-grade, the Project is proposing two residential floors that will include: group housing rooms, a gym, exercise studio, shared living areas, restrooms and bathrooms, tenant laundry, housekeeping, kitchen, dining area, and a residential lobby. The dining area opens to the shared communal rear courtyard. Between the courtyard and a roof deck, the Project includes 4,307 square feet of public open space, 556 square feet of common open space via rear courtyard and 3,751 square feet via a roof deck. The Project would also include the merger of Lots 016 and 018 on Block 3548.

3. **Site Description and Present Use.** The Project is located on two lots (with a lot area of approximately 7,224 square feet), which have approximately 85-ft of frontage along 15th Street and 85-ft of frontage along South Van Ness Avenue. The site is located at the northwest corner of 15th Street and South Van Ness Avenue in the Mission neighborhood in San Francisco. The Project Site contains one existing building an automotive sales and smog check facility that measures 1,200 square feet. Currently, this existing building is vacant. The site also contains an asphalt-paved parking area.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the UMU Zoning District in the Mission Area Plan. The immediate context is mixed in character with residential and industrial. The immediate neighborhood includes two-to-four-story residential development to the east and west along 15th Street, an automotive use to the north along South Van Ness, and three-to-five-story residential development to the south along 15th Street and South Van Ness. Other zoning districts in the vicinity of the project site include: P (Public), the Mission Street NCT (Neighborhood Commercial Transit), and RTO-M (Residential Transit -Oriented Development-Mission) Zoning Districts.

   The Project is located within the boundaries of the American Indian Cultural District, which was established in March 2020. This Cultural District is dedicated to recognizing, honoring and celebrating American Indian legacy, culture, people and contributions.

5. **Public Outreach and Comments.** The Department has received correspondence about the project and review process. One of the questions that arose is if the group housing project was a student housing project. The Project Team clarified that no, the Project is not intended as a student housing project and provided a letter included as an exhibit to the Planning Commission packet. A neighbor expressed an objection to the proposed residential density, building height, and lack of off-street parking. An outreach summary provided by the Project Sponsor is also included as an exhibit. Public outreach commenced on November 30, 2016.

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

   A. Use. Planning Code Section 843 principally permits Residential uses in the UMU Zoning Districts. Residential density is not limited by lot area. Planning Code Section 843 also principally permits Retail Sales and Service uses up to 10,000 sq ft per lot.

   The Project proposes to construct 160 group housing units (225 beds) on the Project Site as well as 3,798 sq ft of Retail Sales and Service use. As such, the proposed uses of the Project are principally permitted in the zoning district.

   B. Rear Yard. In the UMU Zoning District, Planning Code Section 134 establishes that the minimum rear yard depth shall be equal to 25% of the total depth of the lot on which the building is situated, but in no case less than 15 feet.

   The Project does not provide a code-compliant Rear Yard equal to 25% of the depth of the lot. For an 85-foot wide and 85-foot deep lot, a 21-ft-3-in rear yard is required measuring 1,806.25 square feet. Instead, the Project is providing a 14-foot wide and 38-feet-6 ½-inch deep rear courtyard.

   Per California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law and requests a waiver from the development standards for rear yard, which are defined in Planning Code 134.

   C. Residential Usable Open Space. Within the UMU Zoning District, Planning Code Section 135 requires a minimum of 80 square feet of open space per dwelling unit. For group housing structures, SRO units, and dwelling units that measure less than 350 square feet plus a bathroom, the minimum amount of usable open space provided for use by each bedroom or SRO unit shall be one-third the amount required for a dwelling unit. For purposes of these calculations, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.

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

   For 160 group housing units and 65 group housing beds, the Planning Code Section 135 requires 5,133 square feet of code compliant usable open space.

   The Project provides below-grade usable open space at the rear yard which is common to all group

housing units. Additionally, a roof deck is provided which totals 3,751 square feet of common usable open space, meeting the usable open space requirement for only 140 group housing units. Therefore, usable open space does not meet the usable open space requirements.

Per California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law and requests a concession/incentive from the development standards for usable open space, which are defined in Planning Code 135. Pursuing the concession/incentive reduces the usable open space fee and therefore, the cost of housing production.

D. Dwelling Unit Exposure. Planning Code Section 140 requires that for group housing projects, either each bedroom or at least one interior common area that meets the 120 square-foot minimum superficial floor area requirement of Section 503 of the Housing Code shall include windows meeting the requirements that face onto a public street, rear yard, or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley at least 20-ft wide, side yard or rear yard must be at least 25 ft in width, or an open area (either an inner court or a space between separate buildings on the same lot) must be not less than 25 ft in every horizontal dimension for the floor at which the dwelling unit is located.

The Project contains a total of 160 group housing units (225 beds) all of which have access to shared living area and kitchens fronting South Van Ness Avenue on floors 2-8. Therefore, all group housing units satisfy dwelling unit exposure requirements.

E. Street Frontage in Mixed Use Districts. Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 17 feet in the UMU; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The Project meets some of the requirements of Planning Code Section 145.1. The Project features active uses on the ground floor which meet the ground level transparency and fenestration requirements of the Planning Code. However, the Project proposes 15-ft ground-floor ceiling heights and 17-ft are required in the UMU Zoning District. Per California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law and requests a waiver from the development standards for street frontage in mixed-use districts which are defined in Planning Code 145.1.

F. Off-Street Freight Loading. Planning Section 152.1 of the Planning Code requires one off-street freight loading space for apartment use between 100,001 and 200,000 gsf.

The Project includes approximately 66,388 square feet of residential use; thus, the Project does not require an off-street freight loading space.

G. Bicycle Parking. Planning Code Section 155.2 requires one Class 1 space for every four beds for group housing. For buildings containing over 100 beds, 25 Class 1 spaces plus one Class 1 space for every five beds over 100. Group Housing that is also considered Student Housing shall provide 50% more spaces than would otherwise be required. Minimum two spaces. Two Class 2 spaces for every 100 beds. Group Housing that is also considered Student Housing shall provide 50% more spaces than would otherwise be required. For retail sales and service uses, one Class 1 is required for every 7,500 square feet of occupied floor area and a minimum of two Class 2 spaces. One Class 2 space for every 750 square feet of Occupied Floor Area for eating and drinking uses.

The Project includes 160 group housing units and 225 group housing beds; therefore, the Project is required to provide 50 bicycle Class 1 bicycle parking spaces and 5 Class 2 bicycle parking spaces for residential uses. For retail sales and service uses, the Project is required to provide 5 Class 2 spaces.

The Project proposes 52 Class 1 and 12 Class 2 bicycle parking spaces (via 6 bicycle racks). Therefore, the proposed project complies with Planning Code Section 155.2.

H. Transportation Demand Management (TDM) Plan. Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 7.5 points.

The Project submitted a completed Environmental Evaluation Application after September 4, 2016. Therefore, the Project must only achieve 75% of the point target established in the TDM Program Standards, resulting in a required target of 7.5 points. The Project is meeting and exceeding the TDM target points as noted below and providing a total of 16 points.

- *Parking Supply (Option K)—11 points*
- *Bicycle Parking (Option A) —1 point*
- *On-Site Affordable Housing (Option A)—1 point*
- *On-Site Affordable Housing (Option C)—3 points*

I. Horizontal Mass Reduction. Planning Code Section 270.1 outlines the requirements for horizontal mass reduction on large lots within the Eastern Neighborhoods Mixed Use Districts. For projects with street frontage greater than 200-ft in length, one or more mass reduction breaks must be incorporated to reduce the horizontal scale of the building into discrete sections not more than 200-ft in length. Specifically, the mass reduction must 1) be not less than 30-ft in width; 2) be not less than 60-ft in depth from the street-facing building façade; 3) extend up to the sky from a level not higher than 25-ft above grade or the third story, whichever is lower; and, 4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200-ft.

Since the overall frontage is 170-ft along 15th Street and South Van Ness Avenue and no frontage segment is longer than 200-ft, the Project is not required to provide a single horizontal mass break along neither 15th Street nor South Van Ness Avenue.

J. Shadow. Planning Code Section 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project

in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

The Project will not cast shadow on property under the jurisdiction of the Recreation and Parks Commission.

K. Transportation Sustainability Fee. Planning Code Section 270.1 outlines the requirements for horizontal mass reduction on large lots within the Eastern Neighborhoods Mixed Use Districts. For projects with street frontage greater than 200-ft in length, one or more mass reduction breaks must be incorporated to reduce the horizontal scale of the building into discrete sections not more than 200-ft in length. Specifically, the mass reduction must 1) be not less than 30-ft in width; 2) be not less than 60-ft in depth from the street-facing building façade; 3) extend up to the sky from a level not higher than 25-ft above grade or the third story, whichever is lower; and, 4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200-ft.

The Project includes approximately 58,273 gross square feet of residential use. This square footage shall be subject to the Transportation Sustainability Fee, as outlined in Planning Code Section 411A.

L. Residential Child-Care Impact Fee. Planning Code Section 270.1 outlines the requirements for horizontal mass reduction on large lots within the Eastern Neighborhoods Mixed Use Districts. For projects with street frontage greater than 200-ft in length, one or more mass reduction breaks must be incorporated to reduce the horizontal scale of the building into discrete sections not more than 200-ft in length. Specifically, the mass reduction must 1) be not less than 30-ft in width; 2) be not less than 60-ft in depth from the street-facing building façade; 3) extend up to the sky from a level not higher than 25-ft above grade or the third story, whichever is lower; and, 4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200-ft.

The Project includes approximately 58,273 gross square feet of residential use. This square footage shall be subject to the Residential Child-Care Fee, as outlined in Planning Code Section 414A.

M. Inclusionary Affordable Housing Program. Inclusionary Affordable Housing Program. Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date of the accepted Project Application. A Project Application was accepted on April 24, 2017; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 25% of the proposed group housing units as affordable.

In addition, under the State Density Bonus Law, Government Code Section 65915 et seq., a project is entitled to a density bonus, concessions, and incentives, and waivers of development standards only if it provides on-site affordable units.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative

under Planning Code Section 415.5 and 415.6, and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be rental units and will remain as rental units for the life of the project. The Project Sponsor submitted such Affidavit on March 11, 2021. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date of the accepted Project Application. A Project Application was accepted on April 24, 2017; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 25% of the total proposed group housing units as affordable, with a minimum of 15% of the units affordable to low-income households, 5% of the units affordable to moderate-income households, and the remaining 5% of the units affordable to middle-income households as defined by the Planning Code and Procedures Manual. 30 group housing units (one bed in each) of the 160 group housing units (225 beds) provided will be affordable units.

The provisions of Planning Code Section 415 apply to the entirety of the Project, including the bonus square footage gained under the State Density Bonus. The inclusionary housing fee will apply to the square footage of the Project that is attributable to the bonus.

The Project Sponsor has elected to meet the inclusionary housing requirement for the base project through a combination of on-site below market-rate group housing units and payment of the affordable housing fee, with on-site units meeting approximately 75% of the requirement; the base project contains 119 group housing units. The total number of on-site below market rate group housing units that are proposed are 30 group housing units, which reflect 25% of the 119 group housing units. The affordable housing fee will apply to the remaining residential floor area on floors 2 through 8. In addition, the affordable housing fee will apply to the subterranean residential floor area.

N. Eastern Neighborhood Infrastructure Impact Fee. Planning Code Section 423 is applicable to any development project within the UMU Zoning District that results in new construction.

The Project includes approximately 58,273 square feet of new residential uses and 3,798 square feet of non-residential uses. These uses are subject to the Eastern Neighborhood Infrastructure Impact Fees as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the first construction document.

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

A. Overall building mass and scale. *The Project is designed as an eight-story, 85-ft tall, residential development with ground floor commercial and two additional subterranean residential floors as well as a courtyard at the rear. The cumulative street frontage along both 15th Street and South Van Ness is*

less than 200 feet; thus, no mass or scale breaks are required or proposed. The proposed massing is higher than the larger neighborhood context, which includes one-and-two-story industrial buildings and two-and-five-story residential buildings. However, the proposed building is a on a corner parcel where the Urban Design Guidelines encourage recognizing and enhancing unique conditions. The surrounding neighborhood is varied with examples of smaller-scale residential properties along 15th Street and small-scale industrial properties to the north and south of the property along South Van Ness Avenue, primarily automotive repair uses and automotive rental uses. The Project's overall mass and scale are further refined by the building modulation, which incorporates projecting bays including a wraparound bay along 15th Street and South Van Ness Avenue, further enhancing the street corner. Overall, these features provide variety in the building design and scale, while providing features that complement the neighborhood context. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.

B. Architectural treatments, facade design and building materials. *The Mission is distinguished by more-traditional angled bays, higher solid to void ratio of fenestration, and finer-grain detail at the tops of buildings and around wall openings. Facades are characterized by significant depth with more detailed trim and/or ornamentation. The Project's architectural treatments, façade design and building materials include: face brick, dutch lap siding, and two forms of textured stucco, as well as aluminum window frames, aluminum brake metals, and aluminum fascias. The Project is distinctly contemporary in its character. The Project incorporates a simple architectural language that is accentuated by contrasts in the varied and vertically-modulated exterior materials, bay windows, and window awnings. Overall, the Project offers a quality architectural treatment, which provides for expressive architectural design that is consistent and compatible with the surrounding neighborhood and that further enhances and improves the street corner.*

C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access. *The Project incorporates a subterranean courtyard at the rear that continues the pattern of mid-block open space on the subject block. The Project provides ground-floor commercial use(s) as well as residential amenities (entry lobby, leasing office, and bicycle parking). Below-grade, the Project is proposing two residential floors that will include: group housing rooms averaging four to five beds (bunk beds) per bedroom as well as a gym, exercise studio, shared living areas, restrooms and bathrooms, tenant laundry, house-keeping, kitchen, dining area, and a residential lobby. At-grade, the Project minimizes the impact to pedestrians by restoring existing curb cuts and removing vehicular access to the site.*

D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site. *The Project provides via a below-grade courtyard as well as a roof deck that are available to all group housing units. The Project is also seeking a usable open space waiver for the amount of usable open space that does not meet code requirements.*

E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2. *The Project is not required to provide a code-complying mid-block alley pursuant to Planning Code Section 270.2.*

F. Streetscape and other public improvements, including tree planting, street furniture, and lighting. *In compliance with Planning Code Section 138.1, the Project includes new streetscape elements, such as new concrete sidewalks, planters and landscaping along the street edge and corner, new street trees, and a bulbout. These improvements would vastly improve the public realm and surrounding streetscape.*

G. Circulation, including streets, alleys and mid-block pedestrian pathways. *The Project provides ample circulation in and around the project site through the streetscape improvement. There is no proposed automobile access to the site and the existing curb cuts will be restored. An on-street loading zone is provided along South Van Ness, aligning with the building's residential entry. The Project incorporates a rear yard courtyard, which is accessible to all residents.*

H. Bulk limits. *The Project is within an 'X' Bulk District, which does not restrict bulk.*

I. Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan. *The Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*

8. **State Density Bonus Law.** Per California Government Code Section 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law. Pursuant to Planning Code Section 206.6, this Project is an Individually Requested State Density Bonus Project and must meet applicable findings. The State Law permits a 50 percent density bonus if at least 15 percent of the "Base Project" units are affordable to very low-income households (as defined in California Health and Safety Code section 50105). The "Base Project" includes the amount of residential development that could occur on the project site as of right without modifications to the physical aspects of the Planning Code (ex. open space, dwelling unit exposure, etc.). Under the State Density Bonus Law, the Project Sponsor is entitled to a specified number of concessions or incentives, as well as waivers for any development standard that would physically preclude construction of the project at the proposed density and with the concessions or incentives.

   The Project is providing 25 percent of units in the Base Project as affordable to low, moderate, and middle-income households and is entitled to a 50% bonus; however, is pursuing a 35 percent density bonus under State Law. The Project is seeking waivers to the development standards for: 1) Rear Yard (Planning Code Section 134), 2) Street Frontage Ground-Floor Ceiling Height (Planning Code Section 145.1), and 3) Height (Planning Code Section 250) as well as a concession/incentive for 4) Usable Open Space (Planning Code Section 135), which are necessary to construct the Project at the proposed density. The subterranean residential floor area is not included in either the base or the bonus square footage.

9. **Individually Requested State Density Bonus Required Findings.** Before approving an application for a Density Bonus, Incentive, Concession, or Waiver, for any Individually Requested State Density Bonus Project, the Planning Commission shall make the following findings as applicable pursuant to Planning Code Section 206.6:

   A. The Housing Project is eligible for the Individually Requested State Density Bonus Program.

      The Project is eligible for the Individually Requested Density Bonus Program in that it consists of five or more residential units; is not seeking or receiving a density or development bonus under Section

Planning Code Section 207; is subject to a recorded covenant that restricts affordable housing units, including but not limited to inclusionary housing units, at minimum levels as provided in Table 206.6A*; does not demolish rent control units; and is not located in the RH-1 or RH-2 Zoning District. The Project provides at least 15% of the proposed rental group housing units as affordable to very low-income households, defined as those earning 50% of area median income, and is therefore entitled to a 50% density bonus under California Government Code Section 65915-65918. Though available to pursue a 50% density bonus, the Project is only seeking a 35% density bonus.*

B. The Housing Project has demonstrated that any Concessions or Incentives reduce actual housing costs, as defined in Section 50052.5 of the California Health and Safety Code, or for rents for the targeted units, based upon the financial analysis and documentation provided.

The Project is requesting a concession/incentive for usable open space under State Density Bonus Law. Because the Project site is within the UMU Zoning District, an Eastern Neighborhood Mixed Use District, Planning Code Section 427 provides an alternative method of usable open space compliance. As of January 1, 2021, a usable open space fee in the amount of $535.51 per square foot of required usable open space that is not provided is assessed if a variance or exception is granted for residential usable open space. Pursuing a concession/incentive under State Law reduces the cost because the Project is deemed compliant with usable open space. Thus, the concession/incentive reduces housing cost production.

C. If a waiver or modification is requested, a finding that the Development Standards for which the waiver is requested would have the effect of physically precluding the construction of the Housing Project with the Density Bonus or Concessions and Incentives permitted.

The Project provides a total residential floor area equal to the square footage afforded to a base project (one which complies with all development standards), plus the 35% residential floor area bonus afforded under the Individually Requested State Density Bonus Program. The additional floor area is obtained by increasing the total height of the building by two floors, reducing ground-floor ceiling height, reducing the rear yard requirement, and reducing the usable open space requirement.

D. If the Density Bonus is based all or in part on donation of land, a finding that all the requirements included in Government Code Section 65915(g) have been met.

The Project does not include a donation of land, and this is not the basis for the Density Bonus.

E. If the Density Bonus, Concession or Incentive is based all or in part on the inclusion of a Child Care Facility, a finding that all requirements included in Government Code Section 65915(h) have been met.

The Project does not include a Child Care Facility, and this is not the basis for the Density Bonus.

F. If the Concession or Incentive includes mixed-use development, a finding that all the requirements included in Government Code Section 65915(k)(2) have been met.

The Project includes 3,798 square feet of non-residential use at the ground floor and is principally permitted in the UMU Zoning District. As the non-residential use, Retail Sales and Service use, is principally permitted in the UMU Zoning District, this does not constitute a Concession or Incentive under Government Code Section 65915(k)(2).

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 1.6
Consider greater flexibility in number and size of units within established building envelopes in community-based planning processes, especially if it can increase the number of affordable units in multi-family structures.

Policy 1.8
Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional, or other single use development projects.

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.

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

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

Policy 4.5
Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.6

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.

OBJECTIVE 11
SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1
Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2
Ensure implementation of accepted design standards in project approvals.

Policy 11.3
Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4
Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6
Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8
Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

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

Policy 12.1
Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

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.

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.

MISSION AREA PLAN

Land Use
Objectives and Policies

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

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

Policy 1.2.2
For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require ground-floor commercial uses in new housing development. In other mixed-use districts encourage housing over commercial or PDR where appropriate.

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

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

Housing
Objectives and Policies

OBJECTIVE 2.4
LOWER THE COST OF THE PRODUCTION OF HOUSING.

Policy 2.4.3
Encourage construction of units that are “affordable by design.”

The Project is consistent with the Mission Area Plan and the Objectives and Policies of the General Plan, in that the Project would provide 160 group housing units (225 beds) to help alleviate San Francisco's housing crisis. Additionally, 25% of the proposed housing units in the base project will be affordable units.

The Project is a high-density residential development in a mixed-use area. The Project includes 30 on-site affordable group housing units for rent, which assist in meeting the City's affordable housing goals. The Project is also in proximity to ample public transportation.

The Project also includes the demolition of 1,200 sq ft of automotive retail and smog check facility as well as an asphalt-paved parking lot; additionally, the Project will restore four existing curb cuts. In the new building, the Project will provide ground-floor commercial uses measuring 3,798 square feet. The proposed mix of uses are encouraged in the Urban Mixed Use Zoning District because they provide for jobs, assist in diversifying the neighborhood economy, provide valued community resources, and add cultural diversity to the neighborhood. The Project also includes a significant amount of housing, including on-site BMR units (group housing units). Overall, the Project features an appropriate use encouraged by the Mission Area Plan for this location and is a higher and better use than a surface parking lot. The Project provides 160 new group housing units, which will be available for rent. The Project introduces a contemporary architectural vocabulary. The Project provides for a quality-designed exterior, which features a variety of materials, colors and textures, including: face brick, dutch lap siding, and two forms of textured stucco, as well as aluminum window frames, aluminum brake metals, and aluminum fascias. The Project provides common open space via a rear courtyard and a roof deck. The Project also improves the public rights of way with new streetscape improvements, street trees, landscaping, and a bulbout. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

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

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

    The project site does not possess any neighborhood-serving retail uses. The Project provides 160 group housing units with 225 beds, which will enhance the nearby retail uses by providing new residents, who may patron and/or own these businesses. Additionally, the ground floor of the proposed building contains commercial frontages along both 15th Street and South Van Ness Avenue. A total of 3,798 square feet of commercial uses are proposed further enhancing retail opportunities.

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

    The project site does not possess any existing housing. The Project would provide 160 group housing units with 225 beds, thus resulting in an overall increase in the neighborhood housing stock. In addition, the Project would add new retail sales and service uses, which adds to the public realm and neighborhood character. The Project is expressive in design and relates well to the scale and

form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project does not currently possess any existing affordable housing. The Project will comply with the City's Inclusionary Housing Program by providing 30 below-market rate group housing units for rent. Therefore, the Project will increase the stock of affordable housing units in the City.

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

The Project Site is served by nearby public transportation options. The Project is located along Muni bus lines 12, 14, 14R, 22, 33, 49, and 55 and is within walking distance of the BART Station at 16th and Mission Streets. Future residents would be afforded proximity multiple bus lines. The Project also provides sufficient bicycle parking for residents and their guests.

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

The Project does not include commercial office development. Although the Project would remove a PDR use (automotive repair garage), the Project does provide new housing, which is a top priority for the City. The Project incorporates new residential and retail uses, thus assisting in diversifying the neighborhood character.

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. As such, this Project will improve the property's ability to withstand an earthquake.

G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings.

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

Based on preliminary shadow fan analysis, the Project does not have the potential to cast a shadow on any publicly-accessible open spaces.

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 (Administrative Code Section 83.11), 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 Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2016-011827ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 6, 2021, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Avenue, Suite 1475, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 22, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: July 22, 2021

EXHIBIT A

Authorization

This authorization is for a large project authorization to allow a residential development with ground-floor commercial located at 1500-1528 15th Street, Block 3548, and Lots 016 and 108 pursuant to Planning Code Sections 329 and 843 within the Urban Mixed Use Zoning District and a 58-X Height and Bulk District; in general conformance with plans, dated July 6, 2021, and stamped "EXHIBIT B" included in the docket for Record No. 2016-011827ENX and subject to conditions of approval reviewed and approved by the Commission on July 22, 2021 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on July 22, 2021 under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

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

Severability

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

Changes and Modifications

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

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.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 628.652.7463, www.sfplanning.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 628.652.7463, www.sfplanning.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 628.652.7463, www.sfplanning.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 628.652.7463,

www.sfplanning.org

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

   For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Design – Compliance at Plan Stage

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

   For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.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 building permit plans. 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 628.652.7600, www.sfplanning.org

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

   For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, www.sfplanning.org

11. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street

improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

12. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.

    For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org.

13. **Transformer Vault Location.** 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 in consultation with Public Works shall require the following location(s) for transformer vault(s) for this project: on-site along the building frontage. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

    For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 628.271.2000, www.sfpublicworks.org

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

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

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

    For information about compliance, contact the Environmental Health Section, Department of Public Health at 415.252.3800, www.sfdph.org

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

For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

17. **Landscaping.** Pursuant to Planning Code Section 132, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that 50% of the front setback areas shall be surfaced in permeable materials and further, that 20% of the front setback areas shall be landscaped with approved plant species. The size and specie of plant materials and the nature of the permeable surface shall be as approved by the Department of Public Works.

    For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

18. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans if applicable as determined by the project planner. Odor control ducting shall not be applied to the primary façade of the building.

    For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

Parking and Traffic

19. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

    Prior to the issuance of the first Building Permit or Site Permit, 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 to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

    For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 628.652.7340, www.sfplanning.org

20. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 63 bicycle parking spaces (52 Class 1 spaces for the residential portion of the Project and 12 Class 1 or 2 spaces for the residential and commercial portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may

request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

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

    For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Provisions

22. **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 the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

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

    For information about compliance, contact the First Source Hiring Manager at 415.581.2335, www.onestopSF.org

24. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

    For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

25. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.

    For information about compliance, contact the Case Planner, Planning Department at 628.652628.652.7600, www.sfplanning.org

Affordable Housing

26. **Inclusionary Affordable Housing Program.** Pursuant to Planning Code Section 415 the following conditions apply:

27. **State Density Bonus Regulatory Agreement.** Recipients of development bonuses under this Section 206.6 shall enter into a Regulatory Agreement with the City, as follows.

    A. The terms of the agreement shall be acceptable in form and content to the Planning Director, the Director of MOHCD, and the City Attorney. The Planning Director shall have the authority to execute such agreements.

    B. Following execution of the agreement by all parties, the completed Regulatory Agreement, or memorandum thereof, shall be recorded and the conditions filed and recorded on the Housing Project.

    C. The approval and recordation of the Regulatory Agreement shall take place prior to the issuance of the First Construction Document. The Regulatory Agreement shall be binding to all future owners and successors in interest.

    D. The Regulatory Agreement shall be consistent with the guidelines of the City's Inclusionary Housing Program and shall include at a minimum the following:

        i. The total number of group housing units approved for the Housing Project, including the number of restricted affordable units;

        ii. A description of the household income group to be accommodated by the restricted affordable units, and the standards for determining the corresponding Affordable Rent or Affordable Sales Price. If required by the Procedures Manual, the project sponsor must commit to completing a market survey of the area before marketing restricted affordable units;

        iii. The location, group housing unit sizes (in square feet), and number of bedrooms of the restricted affordable units;

        iv. Term of use restrictions for the life of the project;

        v. A schedule for completion and occupancy of restricted affordable units;

        vi. A description of any Concession, Incentive, waiver, or modification, if any, being provided by the City;

        vii. A description of remedies for breach of the agreement (the City may identify tenants or qualified purchasers as third party beneficiaries under the agreement); and

        viii. Other provisions to ensure implementation and compliance with 206.6.

    For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

28. **Number of Required Units.** The Subject Property is located in the Mission Area Plan. Pursuant to Planning Code Section 415.3, the Project is required to provide 25% of the proposed group housing units in the base project (119) for a total of 30 group housing units (one bed in each) as affordable to qualifying households. The Project contains 160 group housing units (225 beds). The Project Sponsor will fulfill this requirement by providing the 30 affordable group housing units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development

("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

29. **Unit Mix.** The Project contains 160 group housing units and therefore, all required affordable units will be group housing units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

30. **Mixed Income Levels for Affordable Units.** The Subject Property is located in the Mission Area Plan. Pursuant to Planning Code Section 415.3, the Project is required to provide 25% of the proposed group housing units as affordable to qualifying households. At least 15% must be affordable to low-income households, at least 5% must be affordable to moderate income households, and at least 5% must be affordable to middle income households. Rental Units for low-income households shall have an affordable rent set at 55% of Area Median Income or less, with households earning up to 65% of Area Median Income eligible to apply for low-income units. Rental Units for moderate-income households shall have an affordable rent set at 80% of Area Median Income or less, with households earning from 65% to 90% of Area Median Income eligible to apply for moderate-income units. Rental Units for middle-income households shall have an affordable rent set at 110% of Area Median Income or less, with households earning from 90% to 130% of Area Median Income eligible to apply for middle-income units. For any affordable units with rental rates set at 110% of Area Median Income, the units shall have a minimum occupancy of two persons. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

31. **Conversion of Rental Units:** In the event one or more of the Rental Units are converted to Ownership units, the project sponsor shall either (A) reimburse the City the proportional amount of the inclusionary affordable housing fee, which would be equivalent to the then-current inclusionary affordable fee requirement for Owned Units, or (B) provide additional on-site or off-site affordable units equivalent to the difference between the on-site rate for rental units approved at the time of entitlement and the then-current inclusionary requirements for Owned Units, The additional units shall be apportioned among the required number of units at various income levels in compliance with the requirements in effect at the time of conversion.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

32. **Notice of Special Restrictions.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

33. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twenty-five percent (25%), or the applicable percentage as discussed above, of the each phase's total number of group housing units as on-site affordable units.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

34. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

35. **Reduction of On-Site Units after Project Approval.** Pursuant to Planning Code Section 415.5(g)(3), any changes by the project sponsor which result in the reduction of the number of on-site affordable units shall require public notice for hearing and approval from the Planning Commission.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

36. **Expiration of the Inclusionary Rate.** Pursuant to Planning Code Section 415.6(a)(10), if the Project has not obtained a site or building permit within 30 months of Planning Commission Approval of this Motion No. XXXXX, then it is subject to the Inclusionary Affordable Housing Requirements in effect at the time of site or building permit issuance.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

37. **20% below market rents.** Pursuant to PC Section 415.6, the maximum affordable rents shall be no higher than 20% below market rents for the neighborhood within which the project is located, which shall be

defined in accordance with the American Community Survey Neighborhood Profile Boundaries Map. MOHCD shall adjust the allowable rents, and the eligible households for such units, accordingly, and such potential readjustment shall be a condition of approval upon project entitlement. The City shall review the updated data on neighborhood rents and sales prices on an annual basis.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

38. **Other Affordable Housing Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at: http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

    For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

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

    b. If the units in the building are offered for rent, the affordable unit(s) shall be rented to qualifying households, with a minimum of 15% of the units affordable to low-income households, 5% to moderate-income households, and the remaining 5% of the units affordable to middle-income households such as defined in the Planning Code and Procedures Manual. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

    c. The affordable units that satisfy both the Density Bonus Law and the Inclusionary Affordable Housing Program shall be rented to very low-income households, as defined as households earning 50% of AMI in

the California Health and Safety Code Section 50105 and/or California Government Code Sections 65915-65918, the State Density Bonus Law. The income table used to determine the rent and income levels for the Density Bonus units shall be the table required by the State Density Bonus Law. If the resultant rent or income levels at 50% of AMI under the table required by the State Density Bonus Law are higher than the rent and income levels at 55% of AMI under the Inclusionary Affordable Housing Program, the rent and incomes levels shall default to the maximum allowable rent and income levels for affordable units under the Inclusionary Affordable Housing Program. After such Density Bonus Law units have been rented for a term of 55 years, the subsequent rent and income levels of such units may be adjusted to (55) percent of Area Median Income under the Inclusionary Affordable Housing Program, using income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco," and shall remain affordable for the remainder of the life of the Project. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. The remaining units being offered for rent shall be rented to qualifying households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average fifty-five (55) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; and (iii) subleasing are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

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

e. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.

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

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

39. **Eastern Neighborhoods Area Plans Alternative Affordable Housing In-Lieu.** The Project is subject to the Eastern Neighborhoods Area Plans Alternative Affordable Housing In-Lieu Fee, as applicable, pursuant to Planning Code Section 417.

For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

40. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.

    For information about compliance, contact the Case Planner, Planning Department at 628.652. 628.652.7600, www.sfplanning.org

Monitoring - After Entitlement

41. **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 628.652.7463, www.sfplanning.org

42. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e)(1) and work with the Planning Department for information about compliance.

    For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

43. **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 628.652.7463, www.sfplanning.org

Operation

44. **Eating and Drinking Uses.** As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section 102, shall be subject to the following conditions:

    A. The business operator 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 Street and Sidewalk Maintenance Standards. In addition, the operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section 34 of the San Francisco Police Code.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 628.271.2000, www.sfpublicworks.org.

B. When located within an enclosed space, the premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building, and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at 415.252.3800, www.sfdph.org.

For information about compliance with construction noise requirements, contact the Department of Building Inspection at 628.652.3200, www.sfdbi.org.

For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415.553.0123, www.sf-police.org

C. While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed in conformance with the approved plans and maintained to prevent any significant noxious or offensive odors from escaping the premises.

For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 628.652.7600, www.sfplanning.org

D. 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 the Bureau of Street Use and Mapping, Department of Public Works at 628.271.2000, www.sfpublicworks.org

45. 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, 628.271.2000, www.sfpublicworks.org

46. 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 and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning

Administrator and registered neighborhood groups 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 628.652.7463, www.sfplanning.org*

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 101/02
STATE OF CALIFORNIA
7.6.21

A0 COVER SHEET

NARRATIVE

OVERVIEW
THE SITE IS A 7,225 S.F. (85' x 85') LOT LOCATED AT 1500 15TH STREET. AN EXISTING USED CAR LOT IS CURRENTLY SITUATED ON THE SITE. SURROUNDING THE LOT ARE MANY MULTI-FAMILY DEVELOPMENTS AND MIXED-USE BUILDINGS.

PROPOSED PROJECT
THE PROPOSED GROUP HOUSING PROJECT IS A MODERN-DAY VERSION OF THE AFFORDABLE SRO HOTELS THAT WERE POPULATED BY SAN FRANCISCO'S WORKING-CLASS, TRANSIENT LABORERS, AND IMMIGRANTS DURING THE LAST CENTURY. THE SAME DYNAMICS THAT ATTRACTED THE WORKING CLASS TO THESE SRO HOTELS 100 YEARS AGO ARE AT PLAY WITH THE CURRENT DEVELOPMENT. THE EFFICIENT, WELL-DESIGNED SPACES OFFER AFFORDABLE MARKET-RATE, PRIVATE LIVING SPACES THAT ARE LOCATED WITHIN EASY WALKING DISTANCE TO A VARIETY OF PUBLIC TRANSPORTATION OPTIONS, CONNECTING RESIDENTS TO EMPLOYMENT AND RECREATION OPPORTUNITIES.

THE PROJECT WILL HAVE A VARIETY OF LIVING ARRANGEMENTS PROVIDING VARYING DEGREES OF AFFORDABILITY TO ITS RESIDENTS. THE UPSTAIRS BEDROOM SUITES WILL MOST CLOSELY RESEMBLE A TRADITIONAL STUDIO APARTMENT AND WILL CONTAIN A CONVERTIBLE MURPHY BED, FULL BATHROOM, COMPACT FRIDGE, SINK, AND MICROWAVE. THESE BEDROOM SUITES SURROUND A COMMON COMMUNITY ROOM ON EACH LEVEL. IN THE BASEMENT AND SUB-BASEMENT LEVELS, THERE WILL BE SLEEPING ROOMS IN VARIOUS SIZED BUNK ROOM ARRANGEMENTS WHERE RESIDENTS SHARE COOKING, HYGIENE, AND LEISURE SPACES. A ROOFTOP TERRACE PROVIDES A SPACIOUS OUTDOOR SPACE FOR THE RESIDENTS. THE ACTIVE COMMERCIAL GROUND FLOOR OF THE BUILDING WILL PROVIDE RESIDENT-CENTRIC COMMERCIAL SERVICES TO THE BUILDINGS RESIDENTS.

ELSEY PARTNERS PROPOSES TO DEMOLISH THE EXISTING USED CAR LOT AND REDEVELOP THE PROPERTY UTILIZING THE STATE RESIDENTIAL DENSITY BONUS LAW (CALIFORNIA GOVERNMENT CODE SECTIONS 65915-65918). TO THIS END, WE ARE PROPOSING BOTH A "BASE PROJECT" AND A "BONUS PROJECT." THE BASE PROJECT DETERMINES THE MAXIMUM RESIDENTIAL DENSITY PERMITTED PER THE SAN FRANCISCO PLANNING CODE. THE BONUS PROJECT UTILIZES THE CALCULATED INCREASE IN DENSITY PER CALIFORNIA STATE LAW.

THE "BASE" PROJECT
THE BASE PROJECT PROPOSES A 6-STORY BUILDING WITH TWO BASEMENT LEVELS. THE MAXIMUM HEIGHT IS 58 FEET. THE GROSS FLOOR AREA (GFA) OF THE BASE PROJECT IS APPROXIMATELY 37,392 SF AND RESIDENTIAL FLOOR AREA (RFA) OF 34,519 SF. 13 CLASS I BICYCLE PARKING SPACES AND 2 CLASS II BICYCLE PARKING SPACES ARE PROVIDED. NO AUTOMOBILE PARKING IS PROVIDED.

SHEET A6 PROVIDES ADDITIONAL CALCULATIONS TO DETERMINE THE EQUIVALENT UNIT DENSITY FOR THE PURPOSES OF DETERMINING THE ALLOWABLE DENSITY BONUS INCREASE

NO SPECIAL MODIFICATIONS OR VARIANCES WOULD BE NECESSARY FOR THE DEVELOPMENT OF THE BASE PROJECT.

THE PROPOSED "BONUS" PROJECT
THE BONUS PROJECT PROPOSES TWO ADDITIONAL STORIES, AS ALLOWED BY THE STATE DENSITY BONUS, RESULTING IN AN 8-STORY-OVER-BASEMENT STRUCTURE.

THE DENSITY BONUS LAW ENTITLES A PROJECT TO THE MAXIMUM 35% DENSITY BONUS IF AT LEAST 20% OF ITS BASE PROJECT UNITS ARE LOW INCOME (80% AMI). THIS PROJECT MEETS THE MINIMUM STANDARD TO ACHIEVE THE MAXIMUM PERCENTAGE LISTED. A TOTAL OF 239 DWELLING UNITS/BEDROOM SUITES ARE PROVIDED.

THE BUILDING PROPOSES A GROSS FLOOR AREA (GFA) OF APPROXIMATELY 58,845 SF. 52 CLASS I BICYCLE PARKING SPACES ARE PROVIDED AND 6 CLASS II BICYCLE PARKING SPACES ARE PROVIDED. NO AUTOMOBILE PARKING IS PROVIDED.

PER THE STATE DENSITY BONUS LAW, VARIOUS WAIVERS ARE ALLOWED FOR THE REALIZATION OF THE BONUS PROJECT. SEE PAGES A5 & A6 "PROJECT DATA - BONUS PROJECT" AND "DENSITY BONUS WAIVER DIAGRAMS" FOR MORE DETAILS.

THE ARCHITECTURE
THE BUILDING, PER DISTRICT GUIDELINES, SHALL HAVE A "SIMPLE ARCHITECTURAL EXPRESSION" AND "CONSISTENT RANGE OF MATERIALS" RESPECTING THE AREA'S CONTEXT. THE PROPOSED FACADE IS COMPOSED OF A COMBINATION OF STUCCO, HORIZONTAL SIDING, AND BRICK. THESE MATERIALS ARE COMMONLY FOUND THROUGHOUT THE SURROUNDING NEIGHBORHOOD.

ADDITIONALLY, THE PROPOSED COMMERCIAL SPACE AND LOBBY HELPS TO ACTIVATE THE PEDESTRIAN EXPERIENCE ALONG 15TH AND S. VAN NESS, WITH FLOOR-TO-CEILING STOREFRONT GLASS TO CONNECT THE ACTIVITY OF THESE SPACES TO THE STREET.

THE APPEARANCE OF "INACTIVE" USES, SUCH AS TRASH ROOMS AND UTILITY SPACES, ARE MINIMIZED THROUGH THE APPLICATION OF ARCHITECTURAL TREATMENTS AND PLACEMENT IN OUT-OF-SIGHT BELOW GRADE SPACE.

PROPOSALS FOR CONCESSIONS, INCENTIVES, AND WAIVERS
UNDER THE STATE DENSITY BONUS LAW, THE PROJECT IS ENTITLED TO TWO CONCESSIONS OR INCENTIVES, AS WELL AS WAIVERS OF ANY DEVELOPMENT STANDARD THAT WOULD PHYSICALLY PRECLUDE CONSTRUCTION OF THE PROJECT WITH THE ADDITIONAL DENSITY. THE PROJECT PROPOSES WAIVERS OF THE FOLLOWING DEVELOPMENT STANDARDS THAT PHYSICALLY PRECLUDE DEVELOPMENT OF THE BONUS DENSITY:

1. REAR YARD: WAIVE REAR YARD REQUIREMENTS PER SEC. 134(a)(1) BECAUSE A CODE-COMPLIANT REAR YARD WOULD PRECLUDE THE DEVELOPMENT OF A 35% INCREASE IN DENSITY.

2. BUILDING HEIGHT: WAIVE BUILDING HEIGHT REQUIREMENTS BECAUSE A CODE-COMPLIANT BUILDING HEIGHT WOULD PRECLUDE THE DEVELOPMENT OF A 35% INCREASE IN DENSITY.

3. GROUND FLOOR CEILING HEIGHT: SECTION 145.1.C.4.A REQUIRES 17'-0" OF CEILING HEIGHT IN THE UMU ZONING DISTRICT. THE DEVELOPMENT REQUESTS A WAIVER TO THE MINIMUM CEILING HEIGHT. A COMPLIANT GROUND FLOOR CEILING HEIGHT WOULD PRECLUDE THE CONSTRUCTION OF AN 8TH STORY USING ECONOMICAL CONSTRUCTION TYPES OR METHODS, COUNTERACTING THE PURPOSE OF THE STATE AFFORDABLE HOUSING DENSITY BONUS LEGISLATION.

4. OPEN SPACE: WAIVE OPEN SPACE REQUIREMENTS OF SECTION 135. PROVIDING CODE-COMPLIANT OPEN-SPACE WOULD PRECLUDE THE DEVELOPMENT OF A 35% INCREASE IN DENSITY.

INCENTIVES OR WAIVERS ARE REQUESTED FOR THE FOLLOWING:

(3) AVAILABLE - NONE REQUESTED AT THIS TIME.

SHEET LIST

GENERAL INFORMATION

A0	COVER SHEET
A1	NARRATIVE AND SHEET LIST
A2	LOCATION AND EXISTING CONDITIONS
A3	SURVEY
A4	CONTEXT PHOTOS

PROPOSED PROJECT

A5	PROPOSED BONUS PROJECT
A6	PROJECT DATA - BONUS PROJECT
A7	DENSITY BONUS WAIVER DIAGRAMS
A7.1	FIRST PRE-APPLICATION MEETING NOTES
A7.2	SECOND PRE-APP DETERMINATIONS
A8	SITE PLAN
A9	STREETSCAPE PLAN
A10	FLOOR PLANS
A11	FLOOR PLANS
A12	FLOOR PLANS
A13	FLOOR PLANS
A14	FLOOR PLANS
A15	FLOOR PLANS
A16	BUILDING ELEVATIONS
A17	BUILDING ELEVATIONS
A18	DIAGRAMMATIC SECTION
A19	DIAGRAMMATIC SECTION
A20	UNIT PLANS
A21	RENDERING - TYPICAL UNIT
A22	RENDERING - TYPICAL UNIT
A23	RENDERING - TYPICAL UNIT
A24	WINDOW DETAILS
A25	COMMUNAL KITCHEN
A26	COMMUNAL KITCHEN & DINING
A27	COMMUNAL KITCHEN & DINING
A28	MATERIAL PALETTE

BASE PROJECT

A29	BASE PROJECT TITLE PAGE
A30	PROJECT DATA - BASE PROJECT
A31	FLOOR PLANS - BASE PROJECT
A32	FLOOR PLANS - BASE PROJECT
A33	FLOOR PLANS - BASE PROJECT
A34	DIAGRAMMATIC SECTION

GENERAL INFORMATION

C1	TRUCK TURNING - SU30
C2	TRUCK TURNING - SFFD ENGINE
C3	TRUCK TURNING - SFFD LADDER

TOTAL PROJECT LOT AREA = 7,225 SF

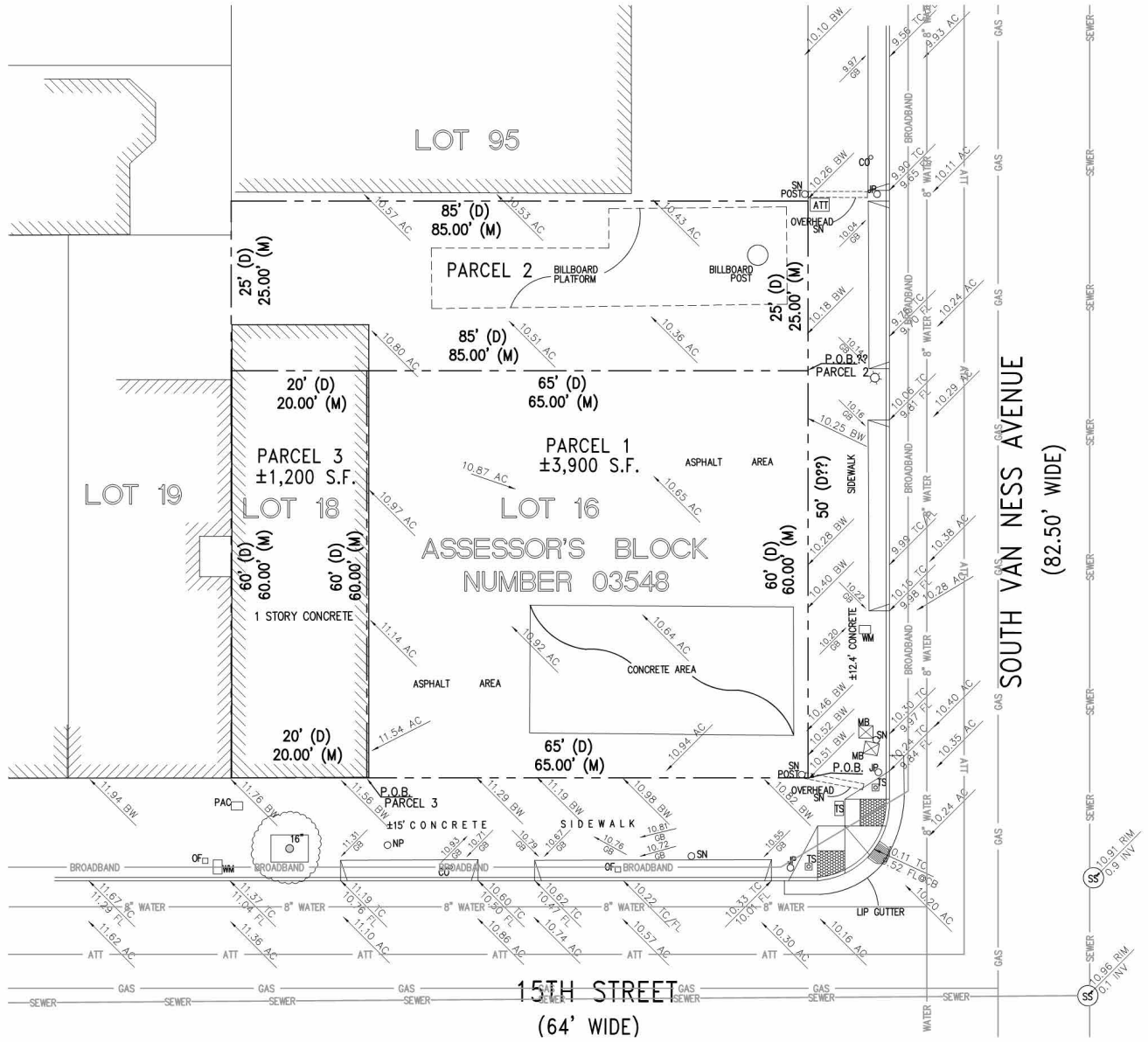
PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

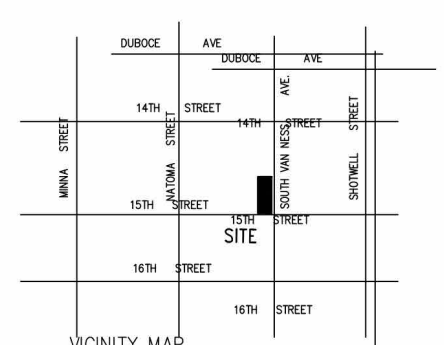
A2 LOCATION AND EXISTING CONDITIONS



GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.



VICINITY MAP

NO SCALE

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SAN FRANCISCO, COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:

COMMENCING AT A POINT FORMED BY THE INTERSECTION OF THE NORTHERLY LINE OF 15TH STREET AND THE WESTERLY LINE OF HOWARD STREET; RUNNING THENCE NORTHERLY ALONG SAID LAST MENTIONED LINE 60 FEET; THENCE AT RIGHT ANGLES WESTERLY 65 FEET, THENCE AT RIGHT ANGLES SOUTHERLY 60 FEET TO THE NORTHERLY LINE OF 15TH STREET AND THENCE AT RIGHT ANGLES EASTERLY ALONG SAID LAST MENTIONED LINE 65 FEET TO THE WESTERLY LINE OF HOWARD STREET AND THE POINT OF COMMENCEMENT.

BEING A PORTION OF MISSION BLOCK NO. 31.

(BLOCK 3548, LOT 016, PORTION)

PARCEL TWO:
BEGINNING AT A POINT ON THE WESTERLY LINE OF SOUTH VAN NESS AVENUE, DISTANT THEREON 60 FEET NORTHERLY FROM THE NORTHERLY LINE OF FIFTEENTH STREET; RUNNING THENCE NORTHERLY ALONG SAID LINE OF SOUTH VAN NESS AVENUE 25 FEET; THENCE AT A RIGHT ANGLE WESTERLY 85 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY 25 FEET; THENCE AT A RIGHT ANGLE EASTERLY 85 FEET TO THE POINT OF BEGINNING.

BEING A PORTION OF MISSION BLOCK NO. 31.

(BLOCK 3548, LOT 016, PORTION)

PARCEL THREE:

COMMENCING AT A POINT OF THE NORTHERLY LINE OF FIFTEENTH STREET DISTANT THEREON 65 FEET WESTERLY FROM THE WESTERLY LINE OF HOWARD STREET; RUNNING THENCE WESTERLY ALONG SAID LINE OF FIFTEENTH STREET 20 FEET; THENCE AT RIGHT ANGLES NORTHERLY 60 FEET; THENCE AT RIGHT ANGLES EASTERLY 20 FEET, AND THENCE AT RIGHT ANGLES SOUTHERLY 60 FEET TO THE POINT OF COMMENCEMENT.

BEING A PORTION OF MISSION BLOCK NO. 31.

(BLOCK 3548, LOT 018)

LEGEND:

ROW	RIGHT OF WAY
℄	CENTERLINE OF ROW
CLR	CLEAR OF PROPERTY LINE
OV	OVER PROPERTY LINE
(C)	CLACULATED DISTANCE
(D)	DEED
(M)	MEASURED
TS	TRAFFIC SIGNAL
SN	SIGN
UNK	UNKNOWN
SQ.FT	SQUARE FEET
BLDG	BUILDING
BLDG HT	BUILDING HEIGHT
MEAS.	MEASURED
14"	3'X3' TREEWELL, TRUNK DIAMETER AND DRIPLINE
TS	TRAFFIC SIGNAL PULL BOX
GV	GAS VALVE
ATT	AT&T PULL BOX
PAC	PACIFIC BELL SYSTEM
WM	WATER METER
OF	OIL FILLER
	POWER POLE WITH LIGHT
JP	JOINT USE POLE
WH	WEATHER HEAD
PM	PARKING METER
NP	NO PARKING SIGN
O.H.W.	OVERHEAD WIRES
MB	MAIL BOX
GB	GRADE BREAK
FNC	FENCE
CYC.	CYCLONE FENCE
N/A	NOT ACCESSIBLE
3"	3" BOLLARD
	LIGHT
CO	CLEAN OUT
	STREET LIGHT
	CHAIN LINK FENCE
	METAL FENCE
UNK	UNKNOWN

GENERAL NOTES:

1. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
2. DIMENSIONS ARE INDICATED IN FEET AND DECIMALS THEREOF, AND IN FEET AND INCHES.
3. ALL TITLE INFORMATION HEREON WAS PREPARED SOLELY FOR AND IN CONFORMANCE WITH OUR CLIENTS OR HIS AGENT'S REQUIREMENTS AND TITLE INFORMATION SUPPLIED TO KCA ENGINEERS, INC. WE HEREBY DISCLAIM ANY AND ALL TITLE SEARCH RESPONSIBILITY ON THIS JOB.
4. THIS MAP WAS PREPARED AS A PROFESSIONAL INSTRUMENT OF SERVICE AND IT REMAINS THE PROPERTY OF KCA ENGINEERS, INC.
5. ANY INFORMATION ON THIS MAP AND ANY DOCUMENTS PREPARED BY KCA ENGINEERS IN RELATION THERETO SHALL NOT BE USED FOR ANY OTHER PURPOSE OTHER THAN IN CONNECTION WITH THE CURRENT TRANSACTION.
6. IT SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ALL ISSUES REGARDING PROPERTY DISPUTES AND ENCROACHMENT OF IMPROVEMENTS.
7. ONLY OBSERVED VISIBLE SIDEWALK FEATURES ARE SHOWN HEREON.
8. DETAILS NEAR PROPERTY LINES ARE NOT NECESSARILY SHOWN TO SCALE.
9. THERE IS CURRENTLY NO FLOOD HAZARD BOUNDARY MAP COVERING THIS PROPERTY.
10. THERE IS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LAND FILL.
11. THERE IS NO OBSERVED EVIDENCE THAT THE SITE IS LOCATED IN A WETLANDS AREA.
12. A CERTIFICATE OF INSURANCE SHOWING LIMITS OF COVERAGE WILL BE SUPPLIED UPON REQUEST.
13. THIS MAP WAS PREPARED IN ACCORDANCE WITH OUR PROPOSAL DATED AUGUST 18, 2016. ONLY THOSE ITEMS NOTED IN THAT PROPOSAL HAVE BEEN ADDRESSED.

BASIS OF SURVEY

1. CITY OF SAN FRANCISCO MONUMENT MAP NO. 261 ON FILE IN THE OFFICE OF THE CITY AND COUNTY OF SAN FRANCISCO SURVEYOR.
2. THIS MAP WAS PREPARED BASED ON AVAILABLE RECORDS AND OCCUPANCY AS DETERMINED BY A SURVEY OF LINES OF POSSESSION AS EVIDENCED BY THE LOCATION OF STRUCTURES AND SURVEY REFERENCE POINT OF UNKNOWN ORIGIN.
3. PRELIMINARY REPORT, TITLE NUMBER FWPN-T016000251-JM PREPARED BY CHICAGO TITLE COMPANY. COMPANY DATED FEBRUARY 8, 2016.
4. BLOCK DIAGRAM OF MISSION BLOCK 31 DATED FEBRUARY 10, 1908 ON FILE IN THE OFFICE OF THE COUNTY SURVEYOR.
5. FINAL MAP #7465 FILED IN BOOK 123 OF CONDOMINUIM MAPS AT PAGE 170. ON FILE IN THE OFFICE OF THE COUNTY RECORDER.
6. PARCEL MAP OF 1337-1339 NATOMA STREET FILED IN BOOK 85 OF CONDOMINUIM MAPS AT PAGE 92. ON FILE IN THE OFFICE OF THE COUNTY RECORDER.

TITLE REPORT EXCEPTIONS:

THIS PROPERTY IS SUBJECT TO THE FOLLOWING SURVEY RELATED TITLE REPORT EXCEPTIONS.

1. THERE IS NO SURVEY RELATED EXCEPTION.

ENGINEERS CERTIFICATE:

TO:
AND ALL OF THEIR RESPECTIVE SUCCESSORS AND ASSIGNS AND CHICAGO TITLE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6, 7(A), 7(B)(1), 7(C), 11(VISIBLE UTILITIES ONLY), 13, 14, 16, 17, 18, AND 20 FROM TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON SEPTEMBER 6TH, 2016.

SIGNED: _____ DATE: 11/03/16

KCA ENGINEERS, INC.
PETER J. BEKEY
R.C.E. NO. 14786
EXPIRES: MARCH 31, 2017

REGISTERED PROFESSIONAL ENGINEER — PETER J. BEKEY — MARCH 31, 2017 — No. 14786 — CIVIL — STATE OF CALIFORNIA

KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS
318 BRANNAN ST. • SAN FRANCISCO, CA.94107 • (415) 546-7111 • FAX: (415) 546-9472

APPROVED: _____

APPROVED: _____

PROJECT NO.

DES. JH	DRW. JH,ZW
CKD. PJB	REVD. PJB
DATE SEPTEMBER 2016	
JOB NO. 6277	

NO.	DATE	DESCRIPTION
4.	11.3.16	FINAL
3.	11.3.16	UTILITY PLOT
2.	9.8.16 PM	PRELIMINARY
1.	9.8.16 AM	PRELIMINARY

ALTA/NSPS LAND TITLE SURVEY
1500 15th STREET
ASSESSOR'S BLOCK 3548 ~ LOT 16 AND 18
SAN FRANCISCO CALIFORNIA

SCALE:
HORIZ. 1" = 10'
VERT. _____

1 OF 1

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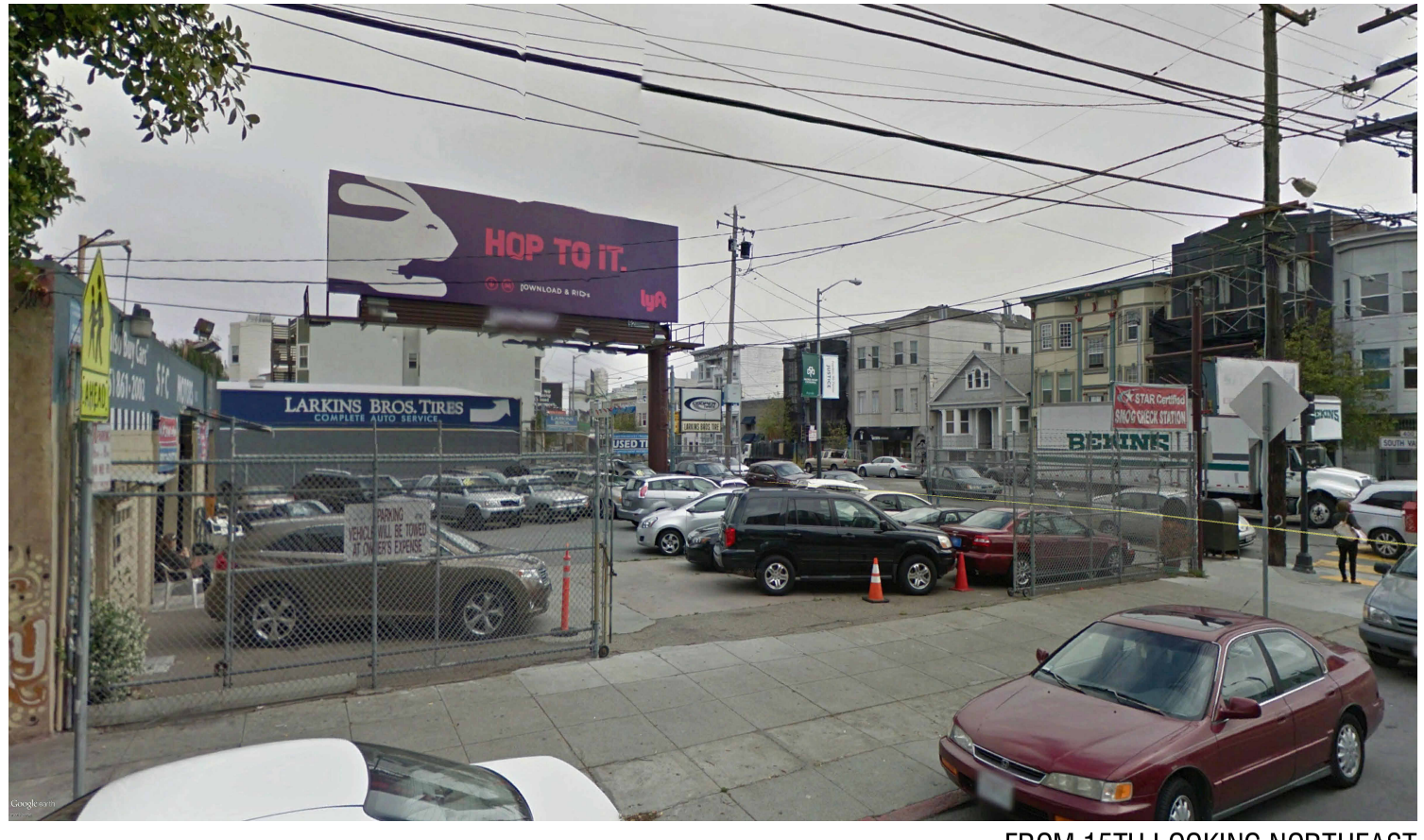
PRIME DESIGN

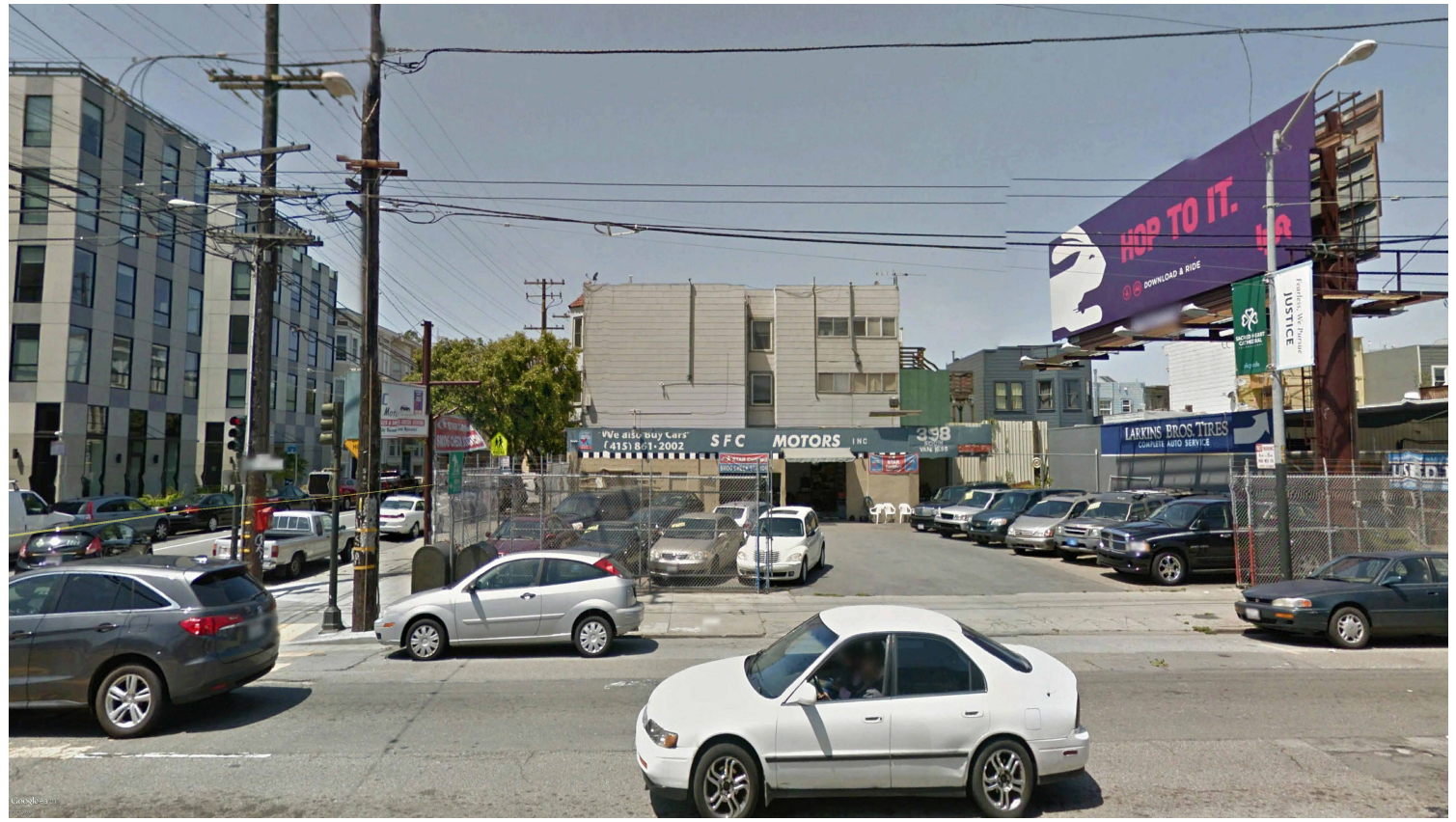
GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A3 SURVEY

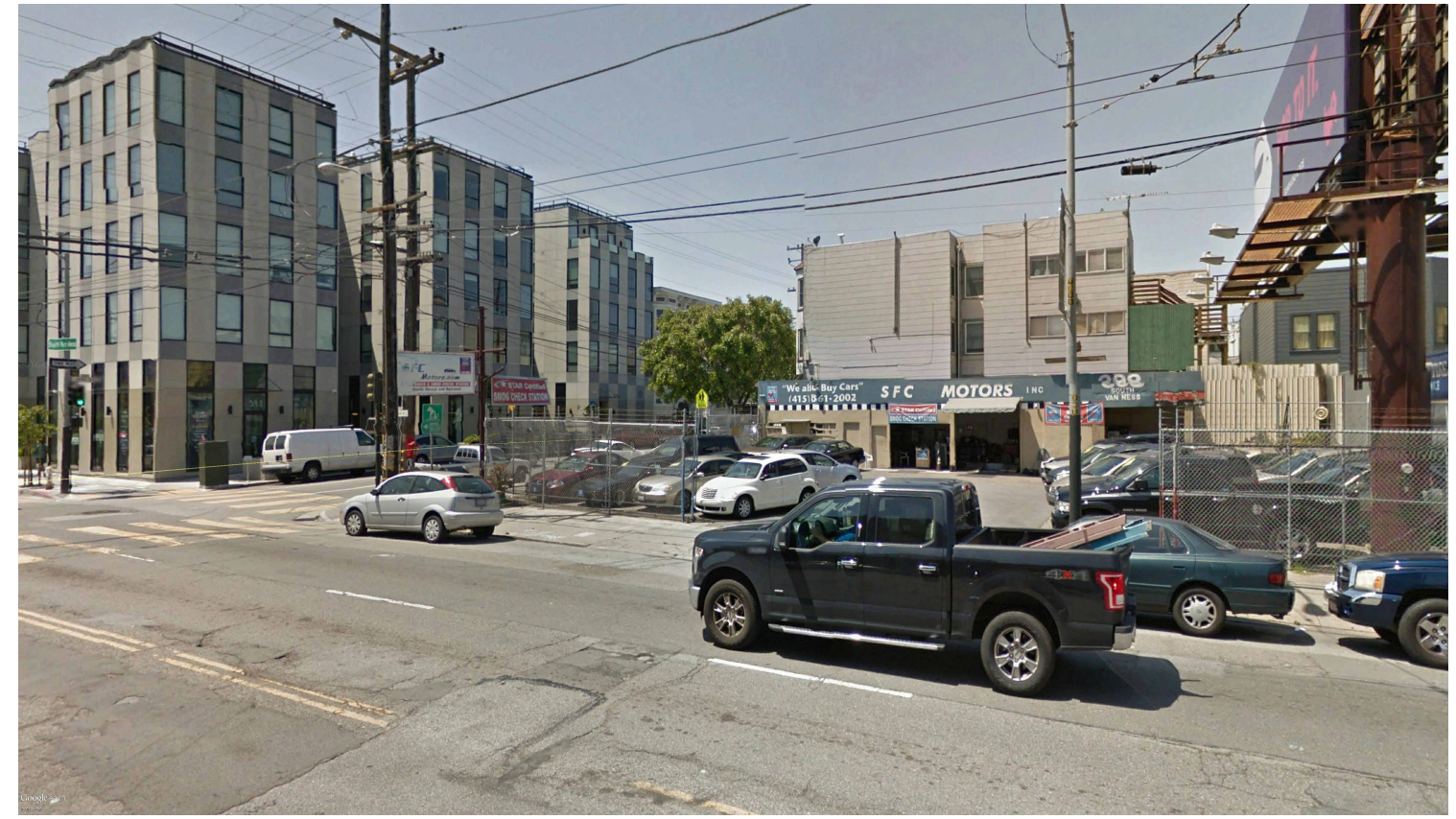


FROM 15TH LOOKING NORTHEAST

FROM VAN NESS LOOKING NORTHWEST



FROM VAN NESS LOOKING WEST



FROM VAN NESS LOOKING SOUTHWEST

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A4 CONTEXT PHOTOS

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A5

PROPOSED BONUS PROJECT

AREA SUMMARY														
AREA TYPE	SUB-BSM'T	BASEMENT	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	ROOF	GSF	GFA[1]	RFA[2]
RESIDENTIAL UNITS	1,799 SF	1,799 SF	0 SF	4,784 SF	4,776 SF	4,787 SF	4,783 SF	4,783 SF	4,499 SF	4,505 SF	0 SF	36,515 SF	32,916 SF	32,916 SF
SHARED LIVING SPACE	2,092 SF	1,516 SF	0 SF	415 SF	415 SF	415 SF	414 SF	414 SF	391 SF	391 SF	0 SF	6,463 SF	6,463 SF	2,855 SF
BIKE PARKING	0 SF	0 SF	470 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	470 SF	0 SF	0 SF
COMMERCIAL SPACE	0 SF	0 SF	3,798 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	3,798 SF	3,798 SF	0 SF
CIRCULATION	1,171 SF	1,437 SF	1,575 SF	1,520 SF	1,527 SF	1,516 SF	1,520 SF	1,521 SF	1,516 SF	1,510 SF	481 SF	15,295 SF	14,814 SF	10,630 SF
UTILITY/MECHANICAL	1,351 SF	1,660 SF	637 SF	28 SF	28 SF	28 SF	28 SF	28 SF	28 SF	28 SF	0 SF	3,847 SF	836 SF	199 SF
GRAND TOTALS	6,413 SF	6,413 SF	6,481 SF	6,746 SF	6,746 SF	6,746 SF	6,746 SF	6,746 SF	6,434 SF	6,434 SF	481 SF	66,388 SF	58,827 SF	46,599 SF

OUTDOOR AREAS & OPEN SPACE SUMMARY													
AREA TYPE	SUB-BSM'T	BASEMENT	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	ROOF	GSF	OPEN SPACE[3]
OUTDOOR AREA	556 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	3,751 SF	4,307 SF	3,751 SF
GRAND TOTALS	556 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	3,751 SF	4,307 SF	3,751 SF

1. GROSS FLOOR AREA (GFA) PER SAN FRANCISCO PLANNING CODE SEC. 102.9 - EXCLUDES BASEMENT UTILITY AREAS USED ONLY FOR STORAGE OR SERVICES NECESSARY TO THE OPERATION OR MAINTENANCE OF THE BUILDING ITSELF; BICYCLE PARKING THAT MEETS THE STANDARDS OF SECTIONS 155.1 THROUGH 155.4.
2. RESIDENTIAL FLOOR AREA (RFA) IS DEFINED AS GFA DEDICATED TO RESIDENTIAL USES. SUB-GRADE RESIDENTIAL FLOOR AREA IS NOT COUNTED AS RFA PER SAN FRANCISCO PLANNING DIRECTOR BULLETIN NO. 6.
3. OPEN SPACE SHALL BE AT LEAST 15 FT IN EVER HORIZONTAL DIMENSION WITH A MINUM AREA OF 300 SF. BASEMENT COURTYARD, AN INNER COURT, DOES NOT MEET THE REQUIREMENTS FOR OPEN SPACE WHICH REQUIRES A 20 FT MIN. HORIZONTAL DIMENSION.

BONUS DENSITY CALCULATIONS

STEP 1. DEFINE THE BASE PROJECT (A HYPOTHETICAL PROJECT)
THE BASE PROJECT IS A HYPOTHETICAL PROJECT THAT REPRESENTS THE "MAXIMUM ALLOWABLE DENSITY" FOR A PROPOSED PROJECT AT A PARTICULAR SITE.

1A. BASE PROJECT RESIDENTIAL FLOOR AREA
CALCULATE THE BASE PROJECT'S RESIDENTIAL FLOOR AREA, INCLUDING EACH STORY OF A HYPOTHETICAL BUILDING, ON THE PROPOSED SITE.

BEDROOM SUITES	22,332 SF
SHARED LIVING	6,407 SF
CIRCULATION	6,780 SF
TOTAL RESIDENTIAL FLOOR AREA:	**34,519 SF**

STEP 2. DEFINE THE DENSITY BONUS PROJECT

2A. CONSULT THE DENSITY BONUS LAW TO DETERMINE THE DENSITY BONUS PERCENTAGE:
% GRANTED FOR DENSITY BONUS: 35%

2B. MULTIPLY THAT PERCENTAGE BY THE BASE PROJECT RESIDENTIAL AREA:
RESIDENTIAL AREA: 35% x 34,519 SF = 12,082 SF

2C. ADD THE BONUS RESIDENTIAL AREA TO THE BASE PROJECT RESIDENTIAL AREA:
TOTAL RESIDENTIAL AREA: 34,519 SF + 12,082 SF = 46,601 SF

2D. CALCULATE TOTAL BONUS RESIDENTIAL FLOOR AREA (BEDROOM, SHARED LIVING, AND CIRCULATION)
PROPOSED BONUS PROJECT AREA: 46,599 SF

2E. THE APPLICANT DECIDES HOW MUCH BONUS RESIDENTIAL AREA TO UTILIZE. ADD THIS NUMBER TO THE BASE PROJECT RESIDENTIAL AREA.

BASE PROJECT AREA	34,519 SF
BONUS AREA UTILIZATION +	12,080 SF
TOTAL BONUS PROJECT AREA	**46,599 SF**

STEP 3. CONFIRM THE NUMBER OF INCLUSIONARY HOUSING UNITS &/OR FEE

3A CONSULT SFMC TO DETERMINE THE % OF INCLUSIONARY UNITS OR FEE REQ'D
MISSION AREA PLAN REQUIRES: 25% UNITS OR 30% FEE

3B DETERMINE THE TOTAL FEE AND TOTAL ON-SITE UNITS FOR THE ENTIRE PROJECT
160 UNITS x 25% = 40 UNITS REQ'D
OR
46,599 x 30% x $199.50 = $2,788,950.15 FEE

3C DETERMINE THE RATIO OF THE PROJECT REPRESENTED BY THE MAXIMUM ALLOWABLE RESIDENTIAL DENSITY (BASE DENSITY):

BASE DENSITY AREA	34,519 SF
BONUS PROJECT AREA ÷	46,599 SF
RATIO	74% RATIO

3D APPLY RATIO TO THE TOTAL NUMBER OF UNITS IN THE PROJECT TO DETERMINE THE MAXIMIUM ALLOWABLE RESIDENTIAL DENSITY IN UNIT (BASE DENSITY)
160 UNITS x 74%= 119 UNITS (BASE DENSITY)

3E APPLY THE ON-SITE RATE TO THE MAXIMUM ALLOWABLE RESIDENTIAL BASE DENSITY IN UNIT:
119 UNITS x 25% = 29.75 30 UNITS

STEP 4 CALCULATE FEES

4A DETERMINE THE PROPORTION OF THE INCLUSIONARY REQUIREMENT SATISFIED BY ON-SITE UNITS
30 UNITS ON-SITE / 40 REQ'D UNITS = 75% COMPLIANCE

4B CALCULATE RESIDUAL INCLUSIONARY HOUSING OBLIGATION
100%-75% = 25% OBLIGATION REMAINS

4C CALCULATE FEE OF REMAINDER
$2,788,950.15 x 25% = $697,237.54

PROJECT DATA	
8 STORIES + 2 BASEMENT LEVELS OF RENTAL GROUP HOUSING WITH GROUND FLOOR COMMERCIAL	
ALLOWABLE/ PROPOSED USES	GROUP HOUSING, COMMERCIAL
HEIGHT AND BULK DISTRICT	58-X (NOTE WAIVER REQUESTED PER STATE DENSITY BONUS LAW)
ASSESSOR PARCEL	3548/016
ZONING	URBAN MIXED USE (MISSION AREA PLAN)
CONSTRUCTION TYPE	5 STORY OF 3A OVER 3 STORY OF 1A PODIUM
OCCUPANCY	MIXED (R-2, B, A-3, S-2)
BEDS/BEDROOM SUITES	225 BEDS / 160 BEDROOM SUITES
GROSS SITE AREA	7,225 SF

PLANNING DATA		
ITEM	PROPOSED	REQUIRED/ALLOWED
REAR YARD (SEC 134)	WAIVER, REDUCED TO UTILIZE STATE DENSITY BONUS	1,806 SF (85' x 21-3' = 1,806 SF)
BUILDING HEIGHT	84'-11 3/4" (CBC) or 85'-1" (SFMC)	58'-0" PER HEIGHT DISTRICT, TWO ADDITIONAL STORIES PROPOSED USING STATE DENSITY BONUS
OPEN SPACE (SEC 135)	3,751 SF (PROVIDED BY ROOF TERRACE)	5,994 SF (225 UNITS x 80 SF x 1/3) REDUCTION FOR GROUP HOUSING PER 135.d.5.A.ii & CALC'D BY QTY OF UNITS IN BASE PROJECT)
SOLAR READY ROOF AREA	965 SF	965 SF (6,428SF x 15%)
BIKE PARKING - CLASS 1	52 SPACES PROVIDED	50 - CLASS 1 SPACES REQ'D (100/4=25 SPACES+125/5=25 SPACES=50 SPACES REQ'D)
BIKE PARKING - CLASS 2	6 SPACES PROVIDED	5 - CLASS 2 SPACES REQ'D 2 SPACES FOR EVERY 100 BEDS (2 x 225/100=5 SPACES REQ'D)
CAR PARKING	NONE	NONE REQUIRED
INCLUSIONARY HOUSING	25%, (30 UNITS) 15% LOW INCOME/55% AMI (18) 5% MODERATE INCOME/80% AMI (6) 5% MIDDLE INCOME/110% AMI (6)	25% OF CALC'D BASE DENSITY ((BASE PROJECT AREA/BONUS PROJECT AREA) x PROPOSED PROJECT UNITS) = 119 x 25%= 30 UNITS

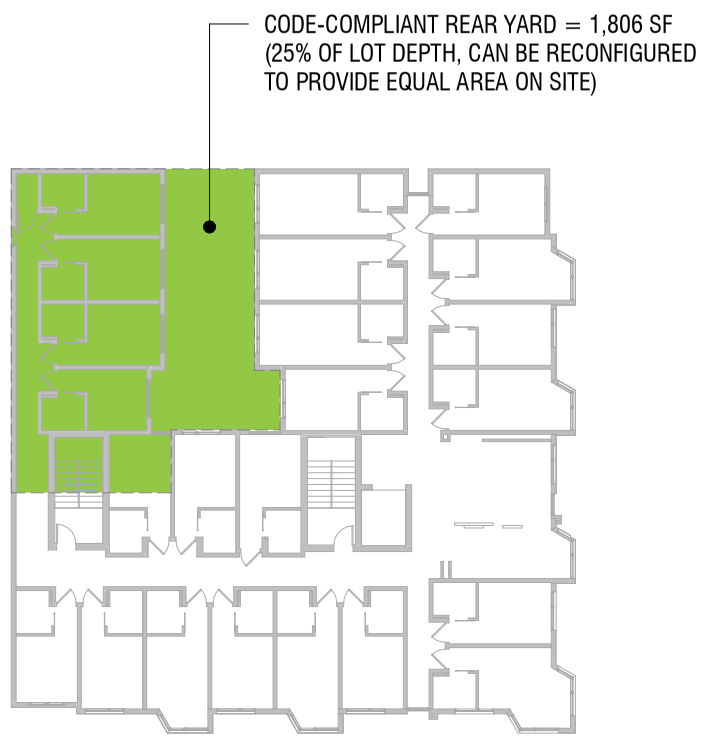
4D FEE CALCULATION FOR RESIDENTIAL AREA NOT QUALIFIED TO BE UTILIZED AS INCLUSIONARY HOUSING
12,826 x 30% x $199.50/SF = $767,636.10

STEP 5. THE PLANNING COMMISSION ACTS ON THE DENSITY BONUS PROJECT.

5A. REQUESTED WAIVERS

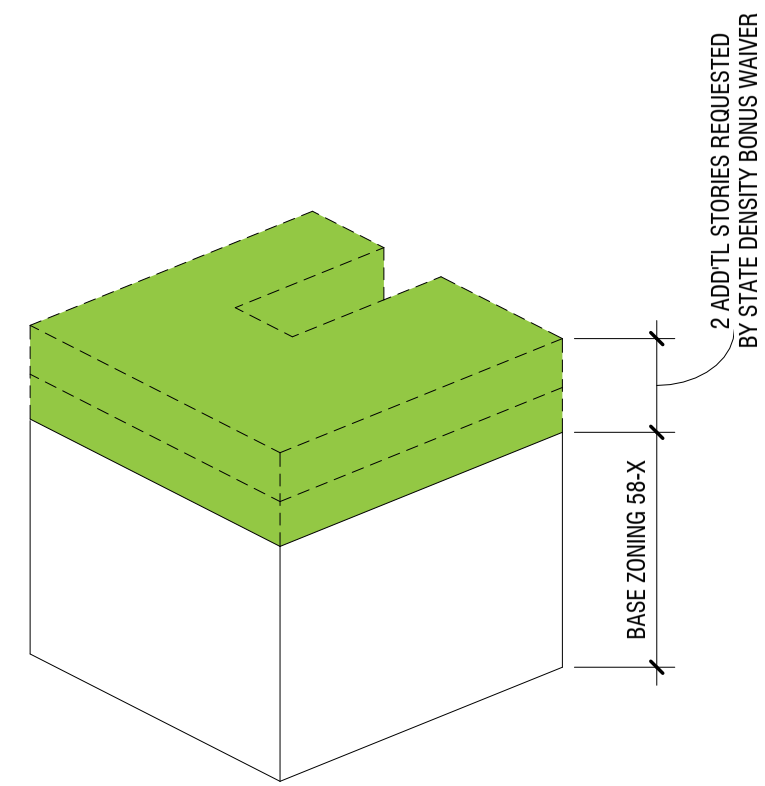
1. WAIVE REAR YARD REQUIREMENTS PER SEC. 134(a)(1)
2. WAIVE BUILDING HEIGHT REQUIREMENTS IN SEC. 250 FROM 58-X TO APPROX. 86'-0"
3. WAIVE GROUND FLOOR CEILING HEIGHT PER SEC. 145.1.C.4.A
4. WAIVE OPEN SPACE REQUIREMENT PER SEC. 135

5B. REQUESTED INCENTIVES
1. 3 AVAILABLE - NONE REQUESTED AT THIS TIME.



WAIVER #1: WAIVE REAR YARD REQUIREMENT PER SEC. 134(a)(1) BECAUSE THE CODE-COMPLIANT REAR YARD WOULD PRECLUDE THE DEVELOPMENT OF A 35% INCREASE IN DENSITY

THE REAR YARD REQUIREMENT WOULD ELIMINATE 35 UNITS.



WAIVER #2: WAIVE BUILDING HEIGHT REQUIREMENTS FROM 58-X AS A CODE-COMPLIANT BUILDING HEIGHT WOULD PRECLUDE THE DEVELOPMENT OF A 35% INCREASE IN DENSITY

THE BUILDING HEIGHT REQUIREMENT WOULD ELIMINATE 46 UNITS.

FIRST PRE-APPLICATION MEETING NOTES EXCERPT

1500 15th DBI Pre-Application Meeting Minutes 1500 15TH STREET
7/2/2020

Present on Call:

1. Brad Buser - 785.317.5725, brad@myprimedesign.com
2. Jeffery Ma, SF DBI - 415.558.6150, jeffrey.ma@sfgov.org
3. Kathy Harold, SF Fire - 415.558.6154, kathy.harold@sfgov.org
4. Diane Van Der Heiden, SF Fire - 415.940.5820, diane.vanderheiden@sfgov.org

Early discussion and general observations, not specifically responding to our submitted questions

- Roof related comments
  - Vestibule needs to be reduced to the size of a wheelchair turning space
  - No doors on the roof may lock
- Significant discussion concerning what would constitute furniture vs. creating built space/rooms
  - SF Fire did not find the Pod code compliant. They have the opinion that we have created a room or mezzanine with our proposal. No specific code reference was provided.
  - Pod construction would have to meet the construction requirements of the building
  - SF Fire staff seemed significantly concerned about the level of enclosure created and if there was a walking surface provided.
  - There was agreement that if our proposal was a standard bunk-bed that "looked like furniture," our basement levels would be compliant. However, this is not the proposed design.
  - DBI determined if SF fire considers the furniture as creating a room, it would have to agree or respect their ruling, trigging many other code provisions rendering the proposal not compliant.

Question Responses

1. The use of 50 Gross OLF is acceptable. Bldg Jm Fire KH
2. No, the department feels like a room or enclosed space is being created. Bldg Jm Fire KH
3. Only the traditional concept of furniture would be considered acceptable. Bldg Jm Fire KH
4. N/A. The concept is already considered enclosed per 2 & 3 above. Bldg Jm Fire KH
5. N/A.
6. Sprinkler, fire alarm, and emergency lighting would need to be extended into the Pod. The metric of 4 SF of coverage was referenced from the NFPA. Bldg Jm Fire KH NO 1 space can not have 2 occupancy
7. Dual classification, complying with the most stringent requirements of each, is correct. Bldg Jm Fire KH
8. Basement occupancy acceptable. However, if Pods are considered rooms or spaces, they would not meet natural light and ventilation requirements from the SF Housing Code, nor Chapters 10 & 12 of CBC. Bldg Jm Fire KH One space can not have 2 occupancies
9. Yes. Bldg Jm Fire N/A
10. Correct, if intended Use has both transient and non-transient uses. Bldg Jm Fire N/A
11. Not specifically answered. Bldg Jm Fire N/A
12. Calculation not verified but seems correct. Mr. Ma indicated that all of section ~~806~~ 11B-806 is applicable. Bldg Jm Fire N/A
13. Acceptable. Bldg Jm Fire N/A
14. Again, similar to question 12, all of ~~806~~ 11B-806 is applicable and should be reviewed for compliance. Bldg Jm
15. Calculation not verified, but the concept was acceptable. More clarification would be needed at plan review to verify the accuracy of calculations. Bldg Jm
16. The grade plane calculation concept was considered acceptable. Bldg Jm Fire KH Shall comply with code. Not enough info
17. 503.1.4 is optional. Alternatively, if a small assembly space (Group B) were acceptable, this would be permitted on the roof as proposed. Bldg Jm Fire KH OK if meeting chpt. 10 and exiting & chpt. 5 roof Deck
18. The roof would not meet the requirements of a floor. Therefore, as long as the 8th floor remained at 75-0 or less, it would not be considered a high-rise building. Bldg Jm Fire KH
19. As long as the roof is not occupied per 503.1.4, a structure that is 2/3 open, without heat sources underneath (grill, fire pit, etc.), a pergola or shading structure would be permitted. Bldg Jm Fire KH

Creating A ceiling that beyond the definition of a penthouse Creates another story

Reviewed and agreed by

Jeffrey Ma 9/1/20
Jeffrey Ma SFDBI

Kathy Harold 9/2/20
~~Tom Harvey~~ KATHY HAROLD SFFD

SECOND PRE-APPLICATION MEETING NOTES EXCERPT

Building Information:

Stories and Construction Type: 5 - Type III-A stories over 3 - Type I-A (podium) stories (8 stories above grade total.

Occupancy Type: Mixed - R-2, B, A-3, S-2

Sprinkler Information: The building is to be fully sprinklered with a standpipe system. At this time we anticipate a fire pump.

Discussion:

Jeffrey Ma is running the meeting. Introductions are made. Jon was not part of the previous meeting so Jeffrey asked Joe to provide an overview of the project including the occupancy building and construction type.

Jeffrey clarified the building is 3 stories of I-A podium with a 5 story of III-A construction building on top.

The permit process was discussed as a permit # is needed to finalized the environmental process.

Jeffrey explained we could apply for a site permit sooner without full construction documents and get a permit number. This can be done at any time, even prior to the planning process start or completion. The Sitepermit is 25% of the fee. Once the site permit is ~~completed~~ issued, ~~revision~~ addenda for the different phases are submitted - architectural, mechanical, plumbing, etc. Site permit process shall follow SFBC AB 032 requirements.

The design team was encouraged to review SF Administrative Bulletins. It was confirmed this project would be under the 2019 building codes and the Site Permit "locks in" which code cycle the project is under.

Items to be Reviewed:

Question #1: Does the revised bunkbed arrangement for the group housing units on below grade levels comply with the following codes:

SF Housing Code 2019
Section 503 - Room Dimensions
Section 504 - Light & Ventilation

From the initial pre-application meeting DBI and SFFD voiced concerns regarding the "pod" furniture living arrangement in the below-grade levels. Per the comment below from the Planning Department in Plan Check Letter #2, we need written confirmation from DBI and SFFD on a departmental letterhead confirming the rooms with traditional bunk beds complies with the codes mentioned above. Here is the note from the Plan Check Letter #2:

> 3. Subterranean Communal Living Residential Levels: Please provide correspondence from DBI and SFFD on the proposed subterranean residential floors.

Determination #1: The bunk rooms are code compliant rooms that contain traditional bunk bed furniture which does not create a walkable surface and is therefore does not create a separate room or space and is allowable per the adopted building codes.

Jeffrey Ma - DBI — **Signature** 2/16/21

Jon Corbett - SFFD — **Signature** 2/17/21

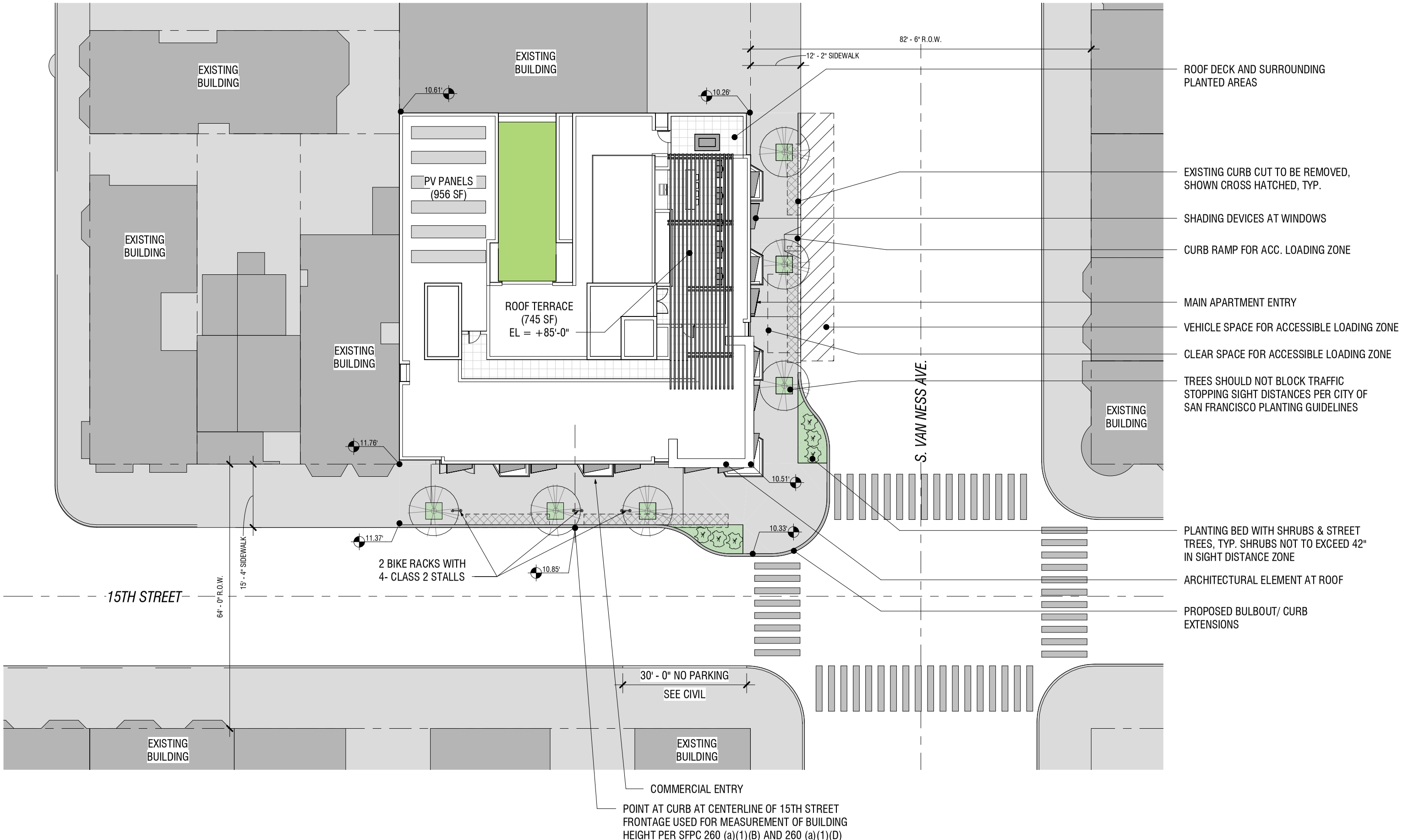
John: This was recently discussed with Captain Kathy Harold regarding the previous Pre-application meeting. The issue last time with the "pods" was that they created a walkable surface and a created a room or enclosed space.

If it has a walking surface at a different level than the floor that is considered a level and considered a mezzanine.

The new design is a room with furniture in it. Jeffrey discussed the rooms appearing to meet the minimum dimensions of 7' wide, 7'-6" ceiling height, and the light and air requirements with the windows.

The method of generating an occupancy count was discussed. Recently Jeffrey used the actual number of bunkbeds to create the occupancy count, then each space (gym, kitchens, etc) would have it's own occupancy count per the code.

The building would be R-2, but the "donut hole" of R-1 and R-2 was discussed. The planning code allows a 7 day duration period, but the CBC interprets anything less than a 30 day stay as transient occupancy and would require R-1 compliance. R-1 is similar in



PRIME DESIGN

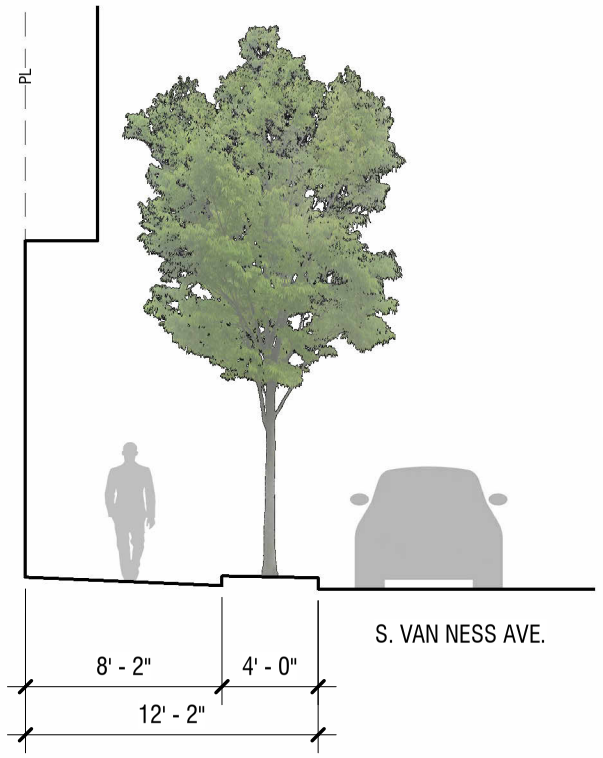
GROUP HOUSING DEVELOPMENT

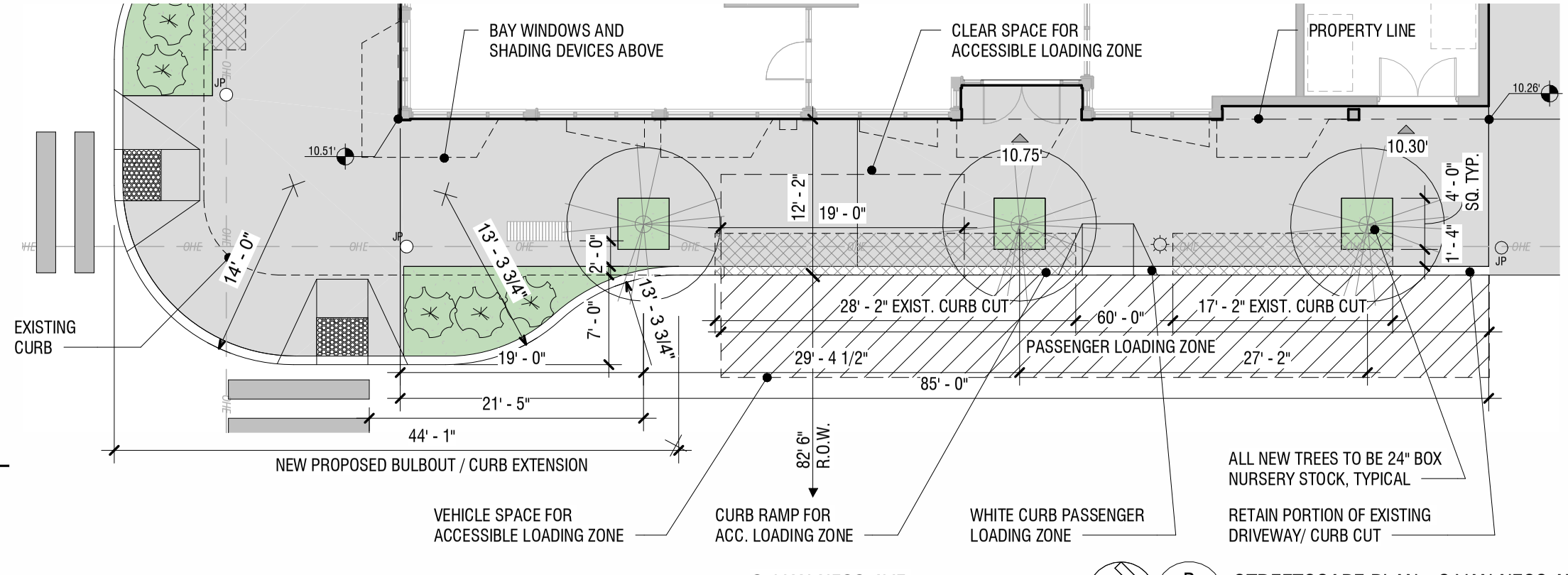
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT BRADLEY A. BUSER C-35921 REN. 1/31/23 STATE OF CALIFORNIA 7.6.21

A8 SITE PLAN

0' 5' 10' 20' 40'

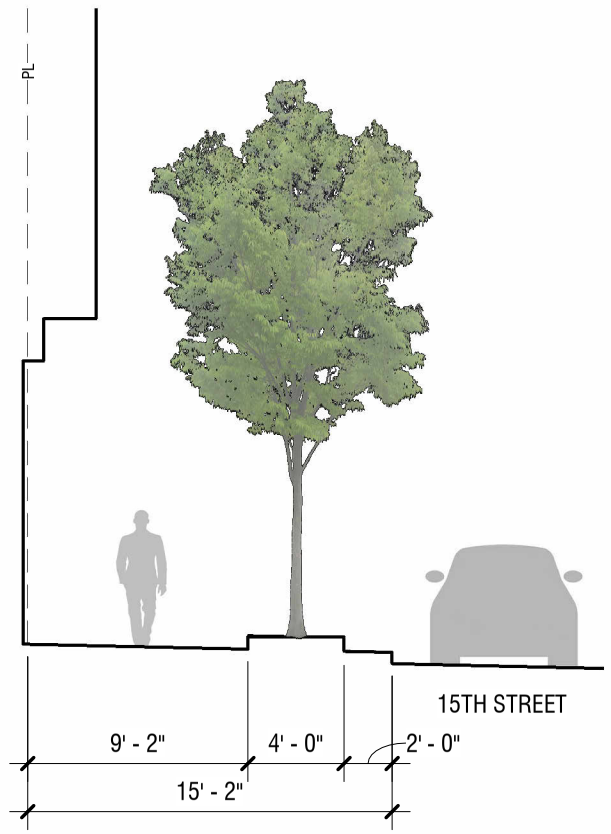


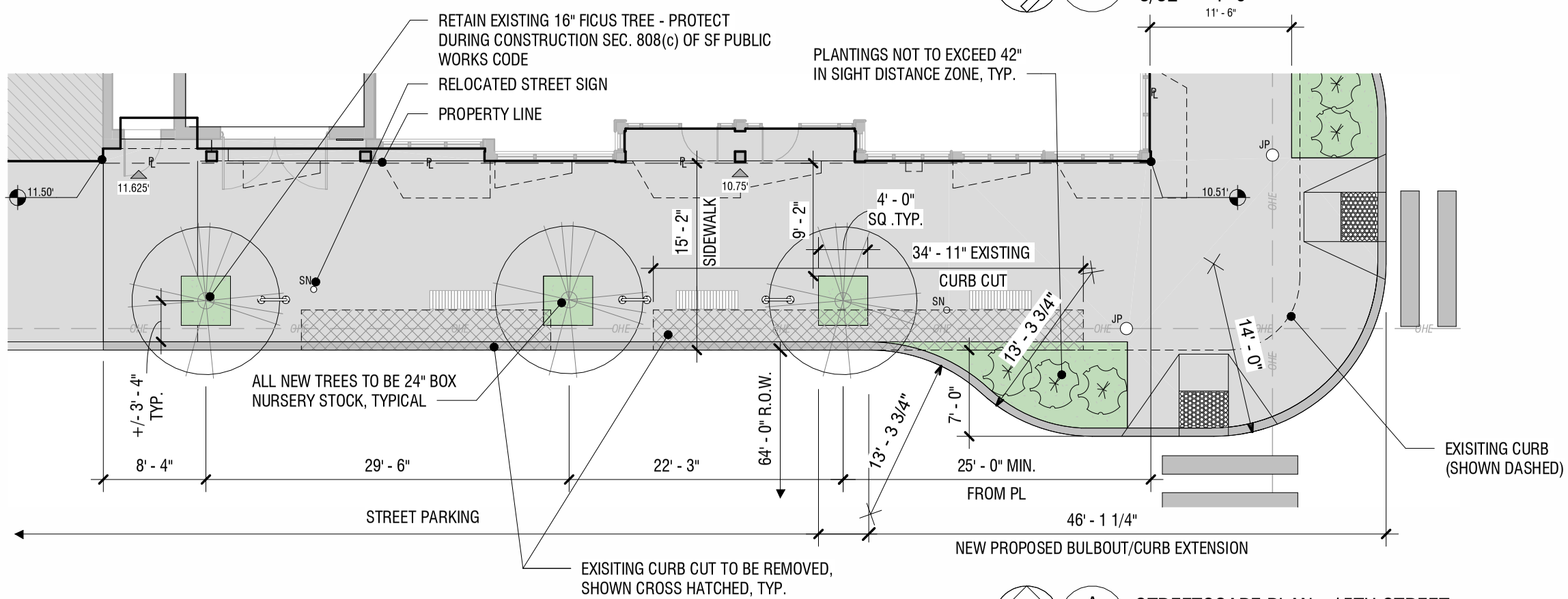


LEGEND

- SN — STREET SIGN
- JP — JOINT USE POLE
- STREET LIGHT
- OHE — OVERHEAD ELECTRIC
- WHITE CURB (LOADING)
- LANDSCAPE
- CONCRETE PAVING
- MEDIUM-SIZED STREET TREE (E.G. SMALL LEAF TRISTANIA, CHINESE PISTACHE, ETC.)
- SHRUB
- U-SHAPED BIKE RACK
- BENCH

B / A9 STREETSCAPE PLAN - S VAN NESS AVE.
3/32" = 1'-0"





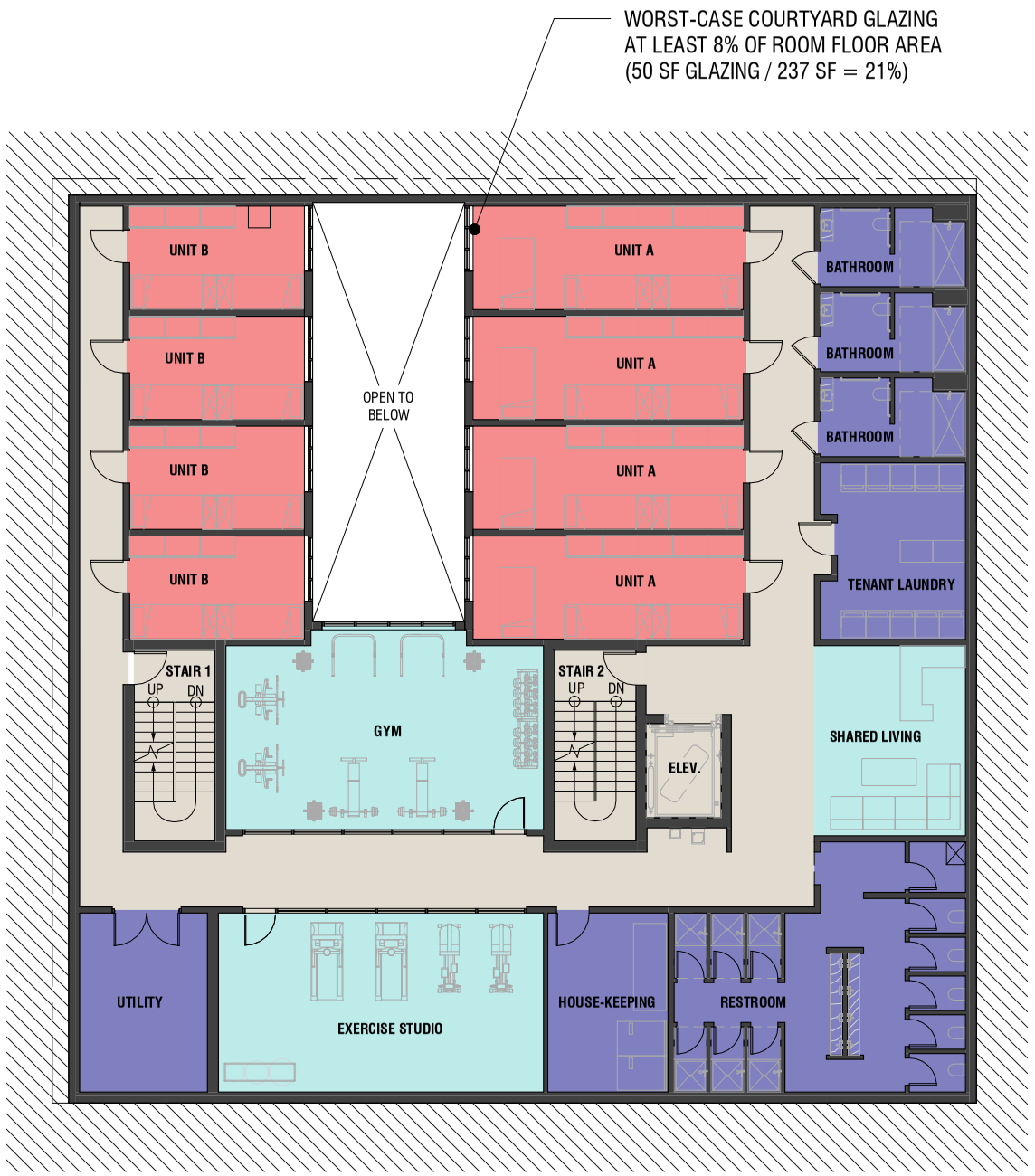
A / A9 STREETSCAPE PLAN - 15TH STREET
3/32" = 1'-0"

PRIME DESIGN

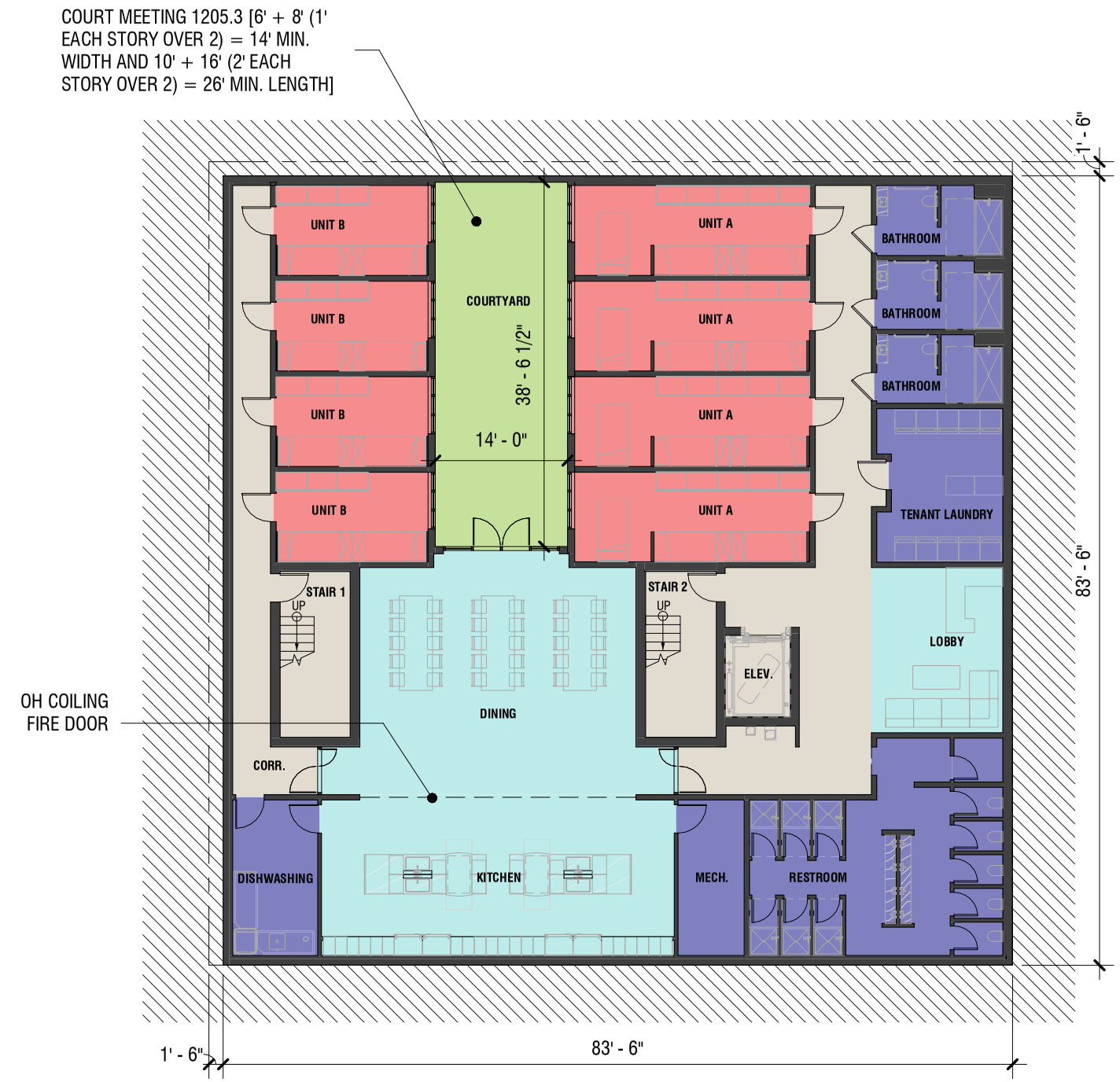
GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT BRADLEY A. BUSER C-35921 REN. 1/31/23 STATE OF CALIFORNIA 7.6.21

A9 STREETSCAPE PLAN



B
A10
BASEMENT
1/16" = 1'-0"



A
A10
SUB-BASEMENT
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

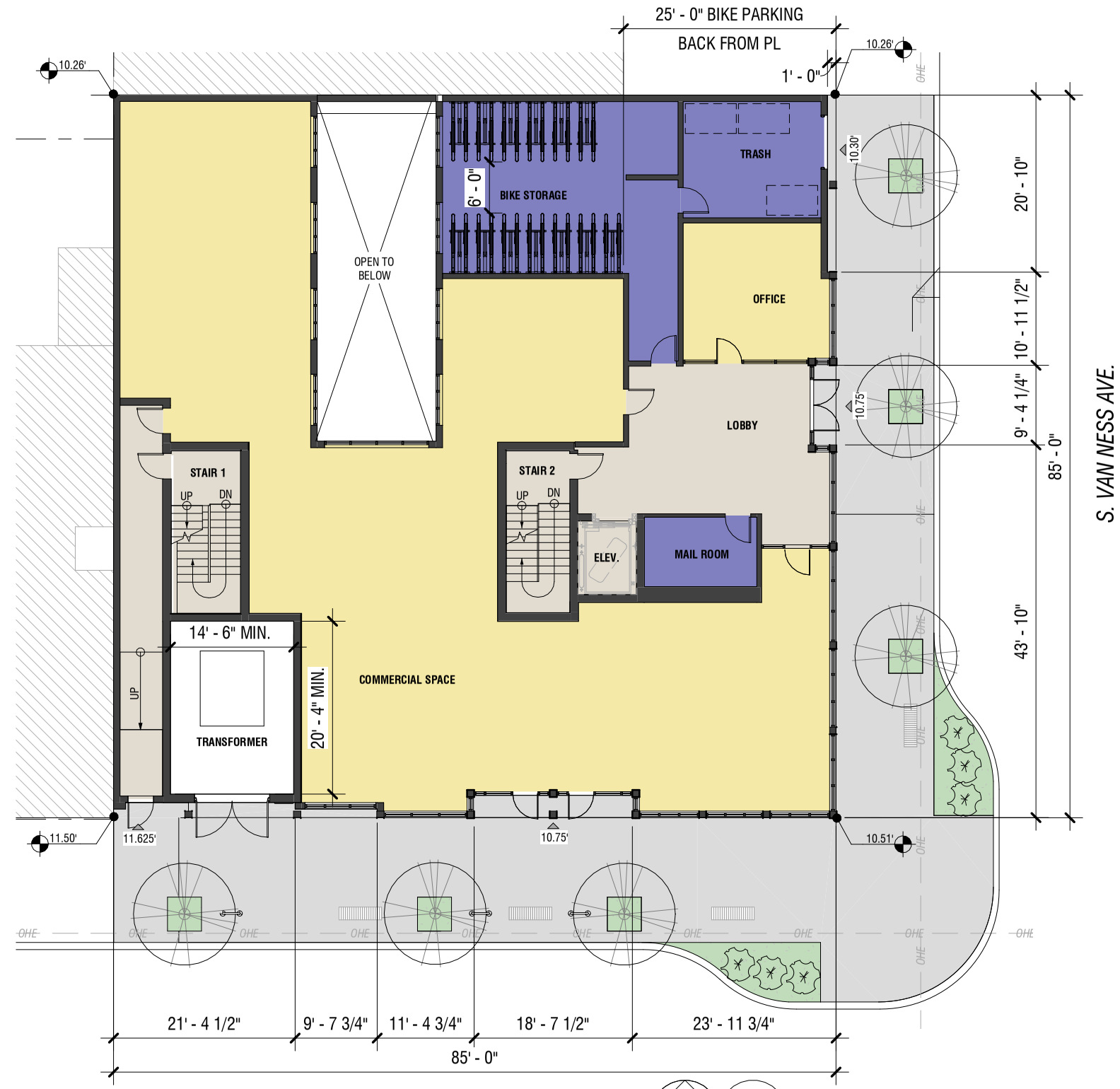
GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A10 FLOOR PLANS

B / A11 SECOND FLOOR
1/16" = 1'-0"



A / A11 FIRST FLOOR
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 10/31/23
STATE OF CALIFORNIA
7.6.21

A11 FLOOR PLANS

B / A12 FOURTH FLOOR
1/16" = 1'-0"

A / A12 THIRD FLOOR
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A12 FLOOR PLANS

B
A13
SIXTH FLOOR
1/16" = 1'-0"

A
A13
FIFTH FLOOR
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

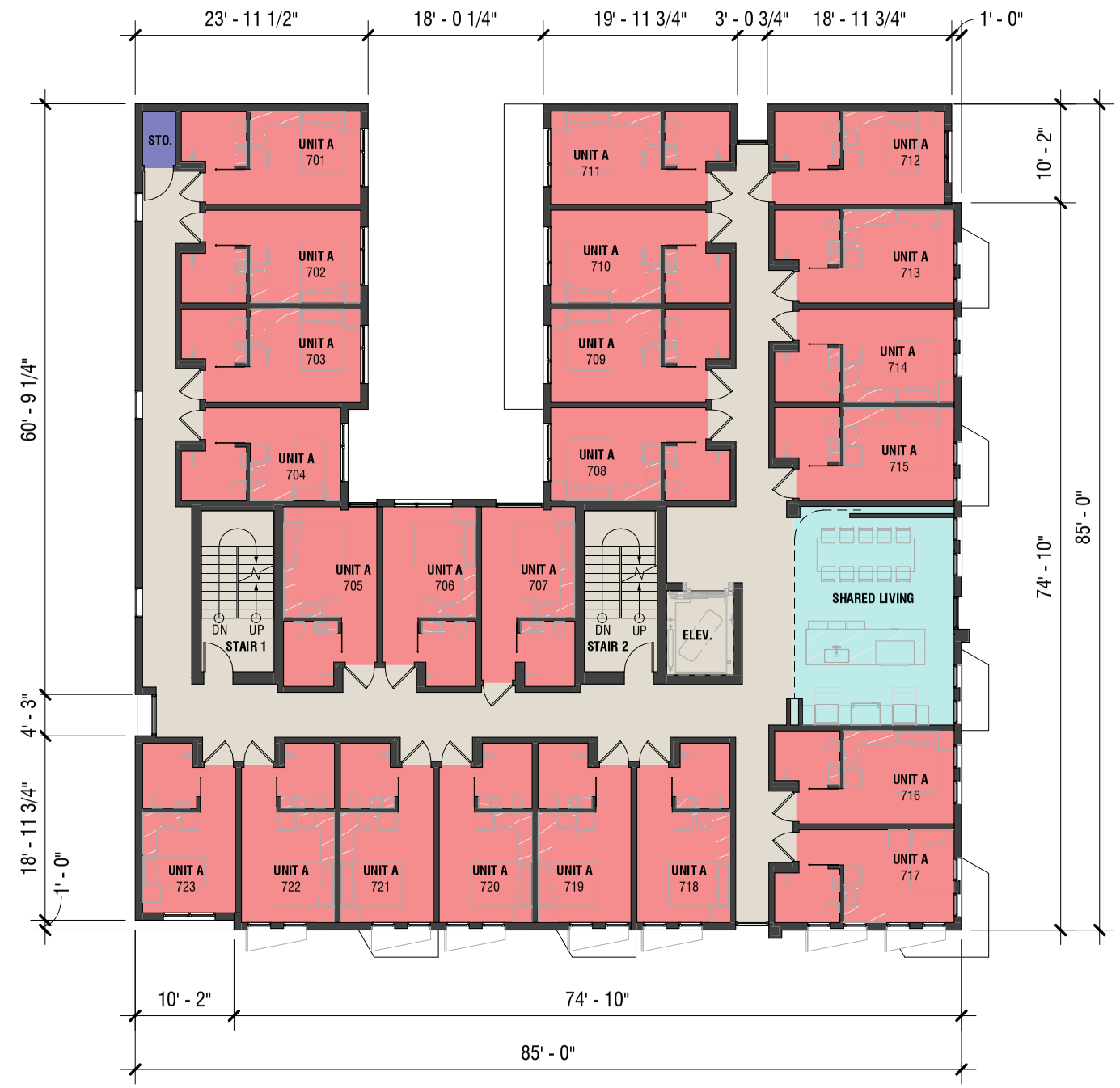
GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A13 FLOOR PLANS

B / A14 EIGHTH FLOOR
1/16" = 1'-0"



A / A14 SEVENTH FLOOR
1/16" = 1'-0"

LEGEND

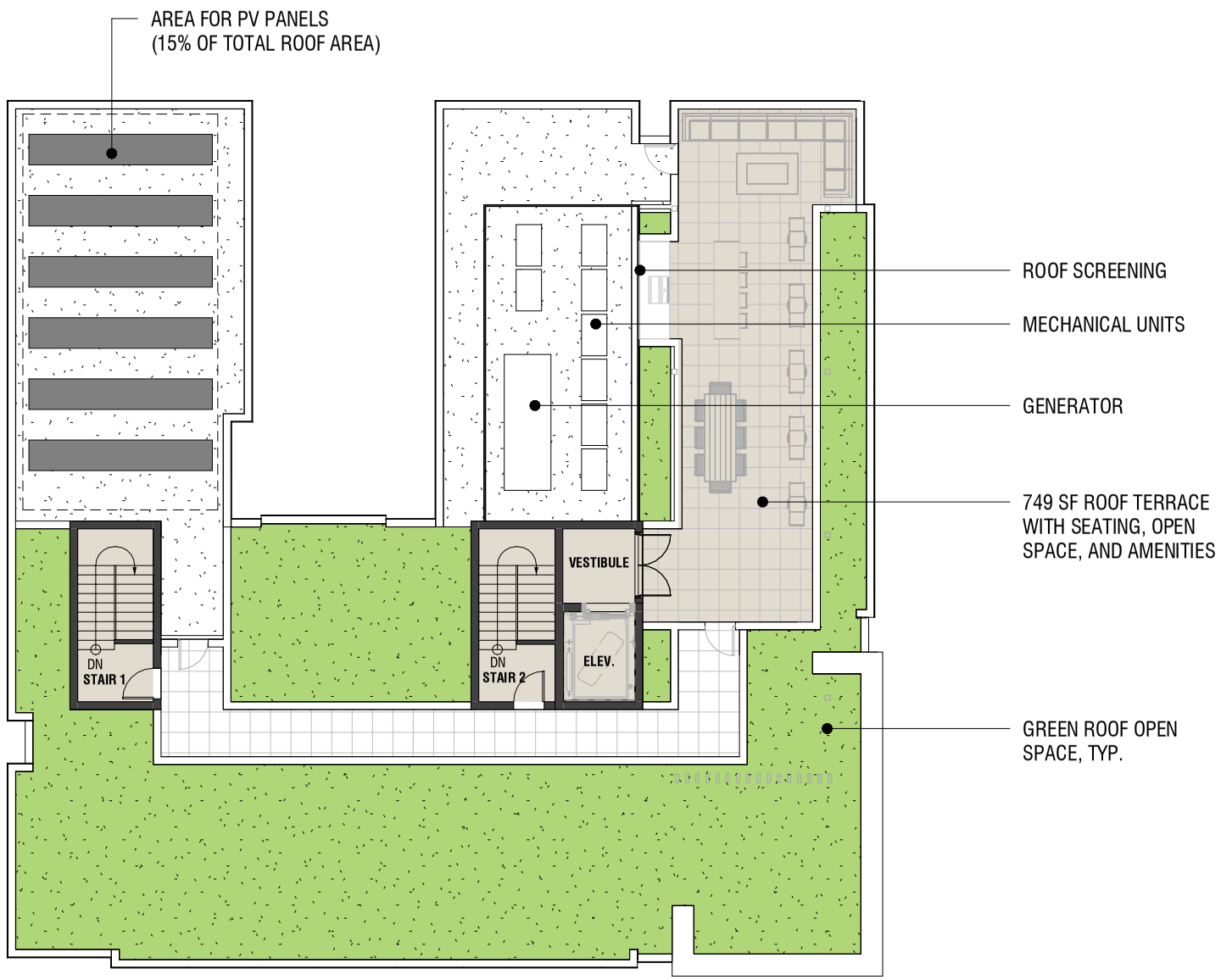
- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

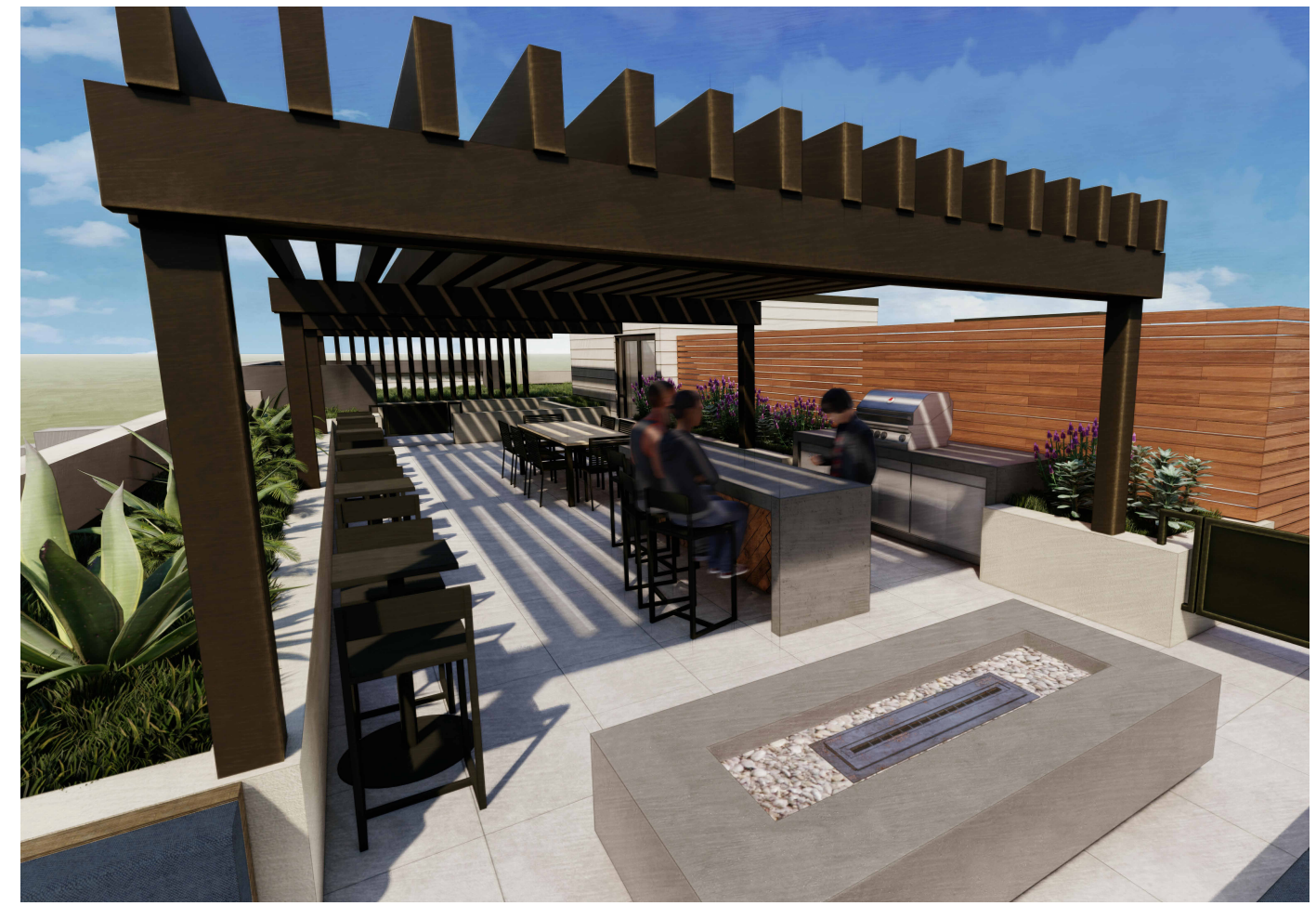
PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/22
STATE OF CALIFORNIA
7.6.21

A14 FLOOR PLANS





A
A15
ROOF DECK
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

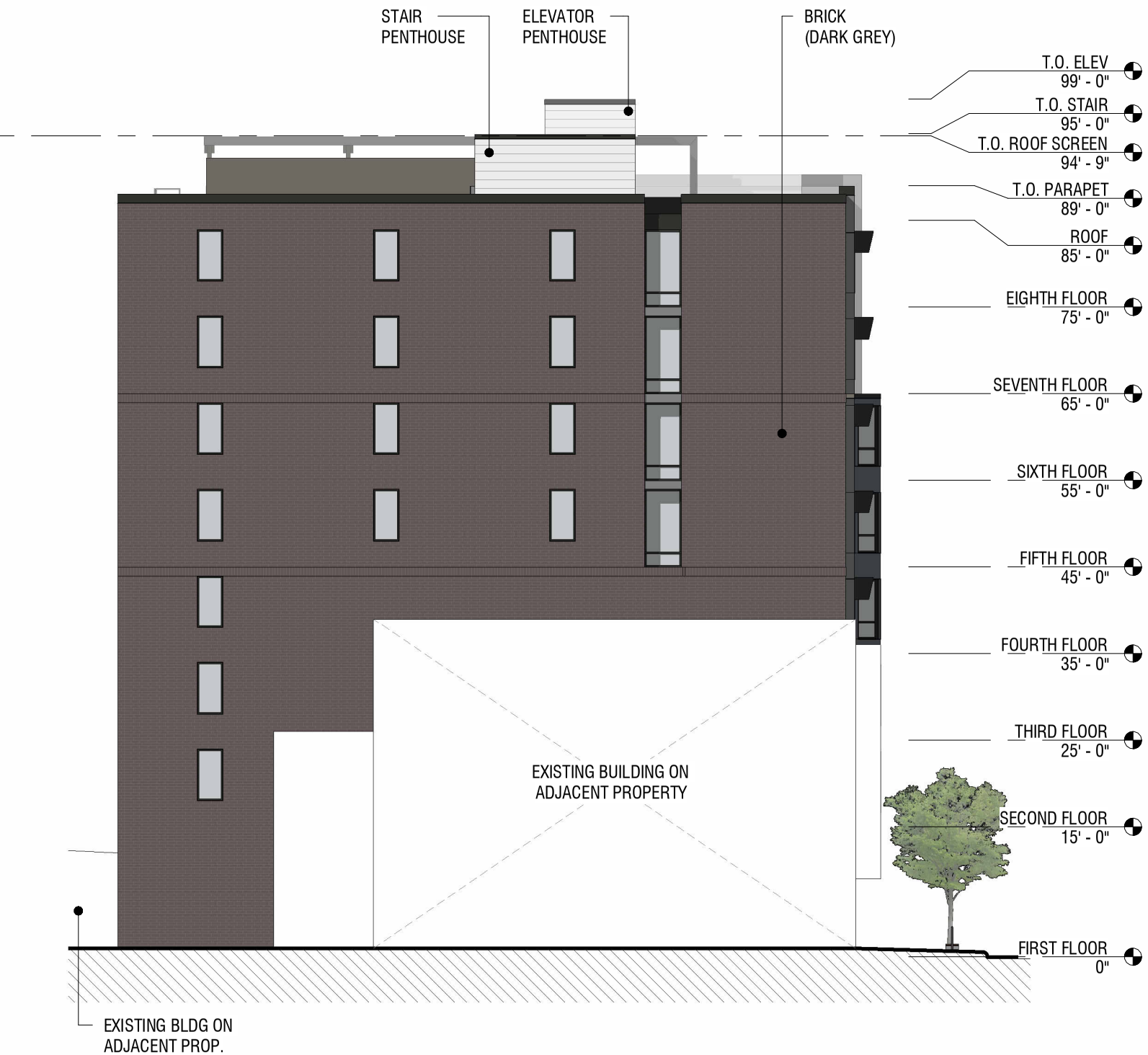
PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 10/10/23
STATE OF CALIFORNIA
7.6.21

A15 FLOOR PLANS



B / A16 WEST ELEVATION (SD)
1/16" = 1'-0"

A / A16 EAST ELEVATION (SD)
1/16" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A16 BUILDING ELEVATIONS

B / A17 SOUTH ELEVATION (SD)
1/16" = 1'-0"

A / A17 NORTH ELEVATION (SD)
1/16" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A17 BUILDING ELEVATIONS

A / A18 NORTH-SOUTH SECTION
1/16" = 1'-0"

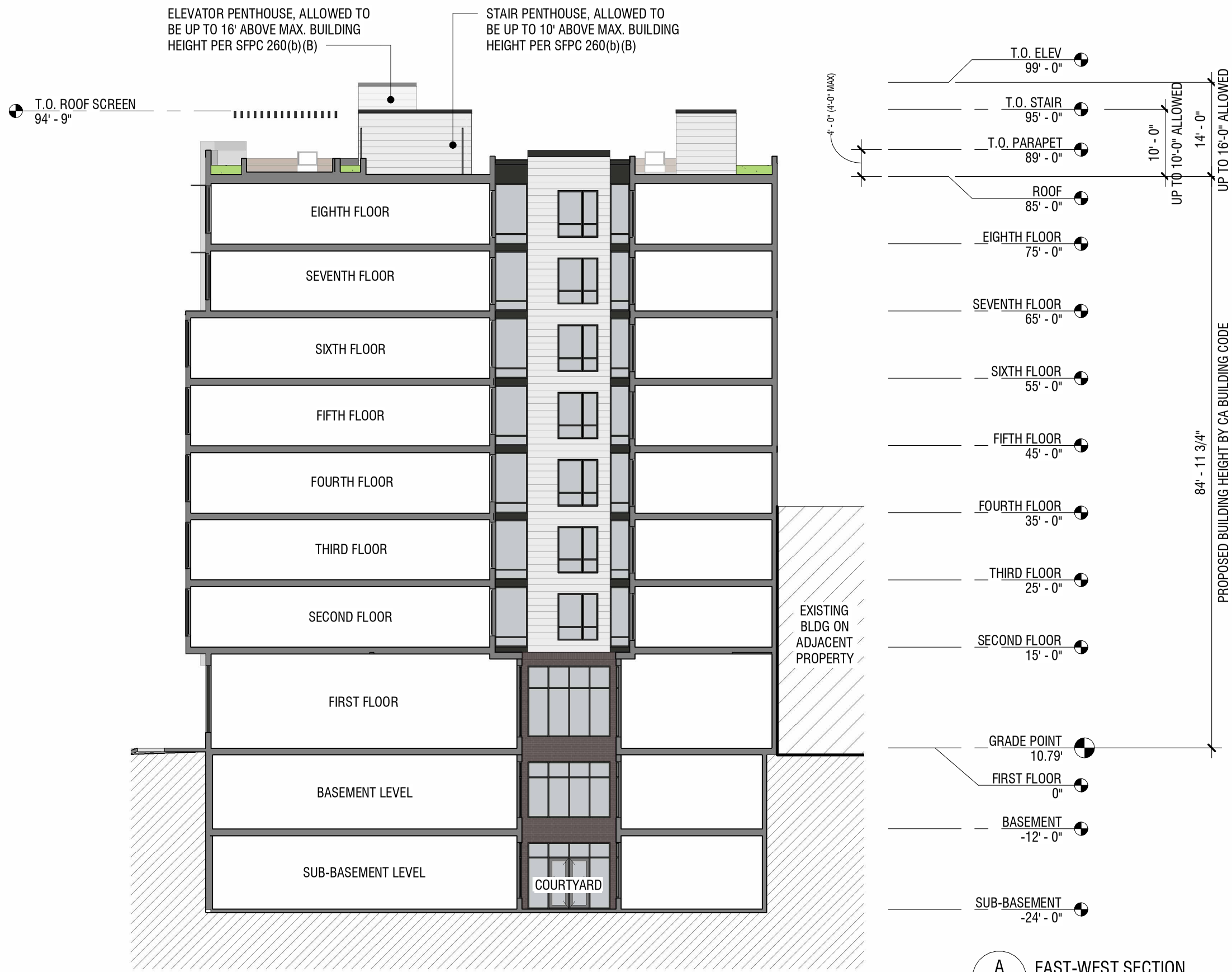
PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT BRADLEY A. BUSER C-35921 REN. 1/31/23 STATE OF CALIFORNIA 7.6.21

A18 DIAGRAMMATIC SECTION



A / A19 EAST-WEST SECTION
1/16" = 1'-0"

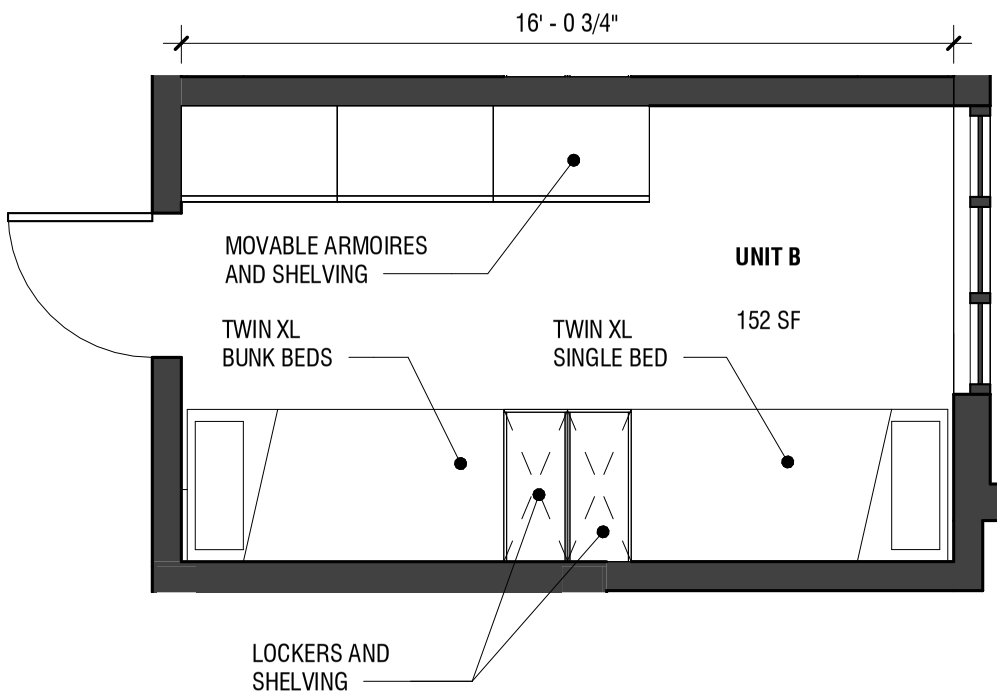
PRIME DESIGN

GROUP HOUSING DEVELOPMENT

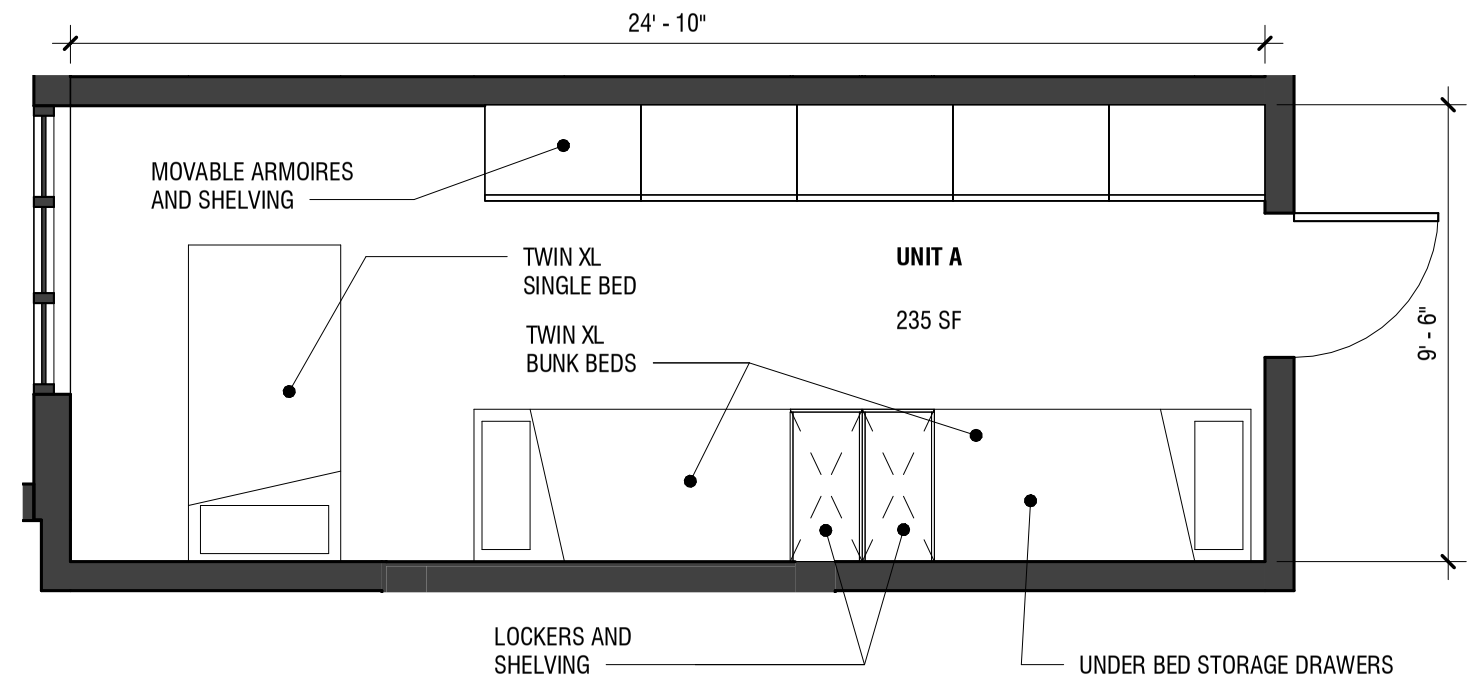
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A19 DIAGRAMMATIC SECTION



3 BED UNIT x 8 TOTAL UNITS = 24 BEDS
PER HOUSING CODE 503: 120 SF REQ'D | 152 SF PROVIDED



5 BED UNIT x 8 TOTAL UNITS = 40 BEDS
PER HOUSING CODE 503: 220 SF REQ'D | 235 SF PROVIDED

B
A20
ENLARGED PLANS - 3 BED BUNK ROOM
1/4" = 1'-0"

A
A20
ENLARGED PLANS - 5 BED BUNK ROOM
1/4" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A20 UNIT PLANS - BUNK ROOM

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 10103
STATE OF CALIFORNIA
7.6.21

A21 RENDERING - TYPICAL BEDROOM SUITE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 10/1/22
STATE OF CALIFORNIA
7.6.21

A22 RENDERING - TYPICAL BEDROOM SUITE

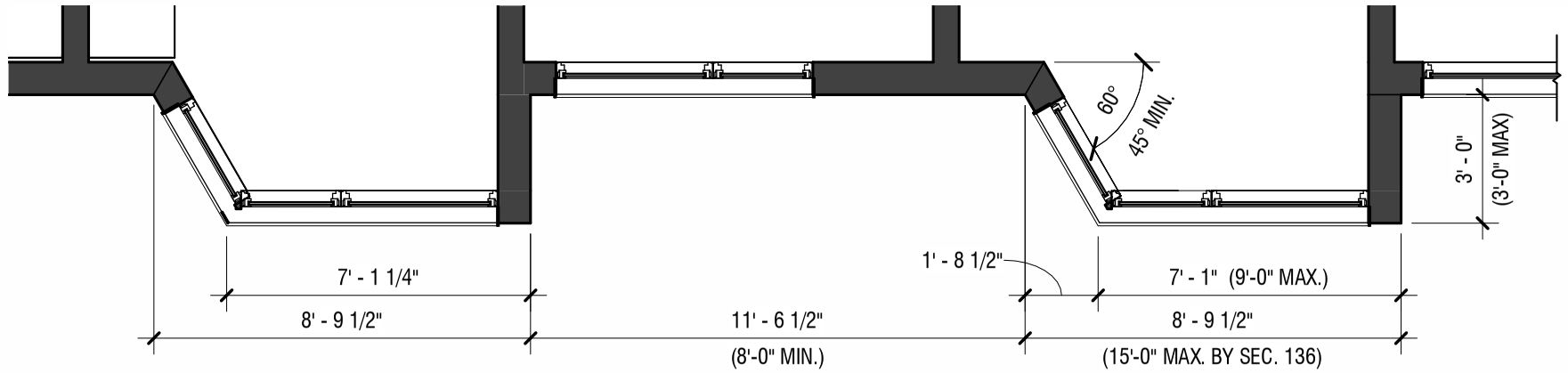
PRIME DESIGN

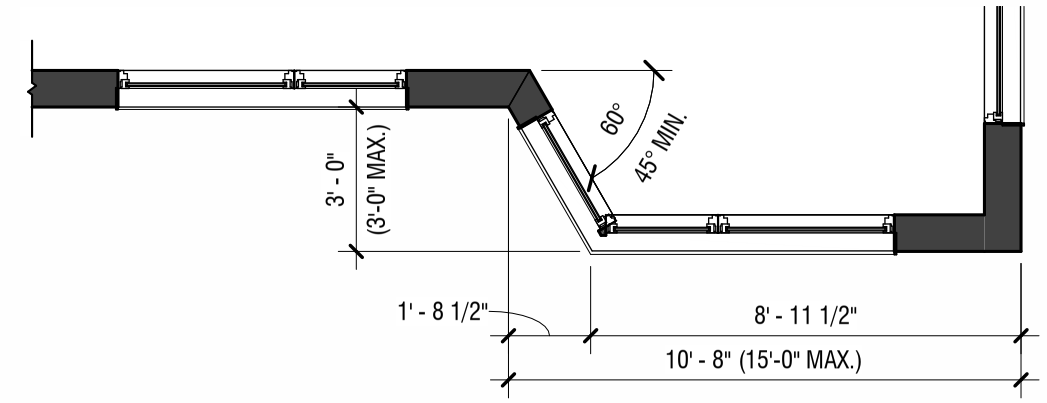
GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A23 RENDERING - TYPICAL BUNK ROOM

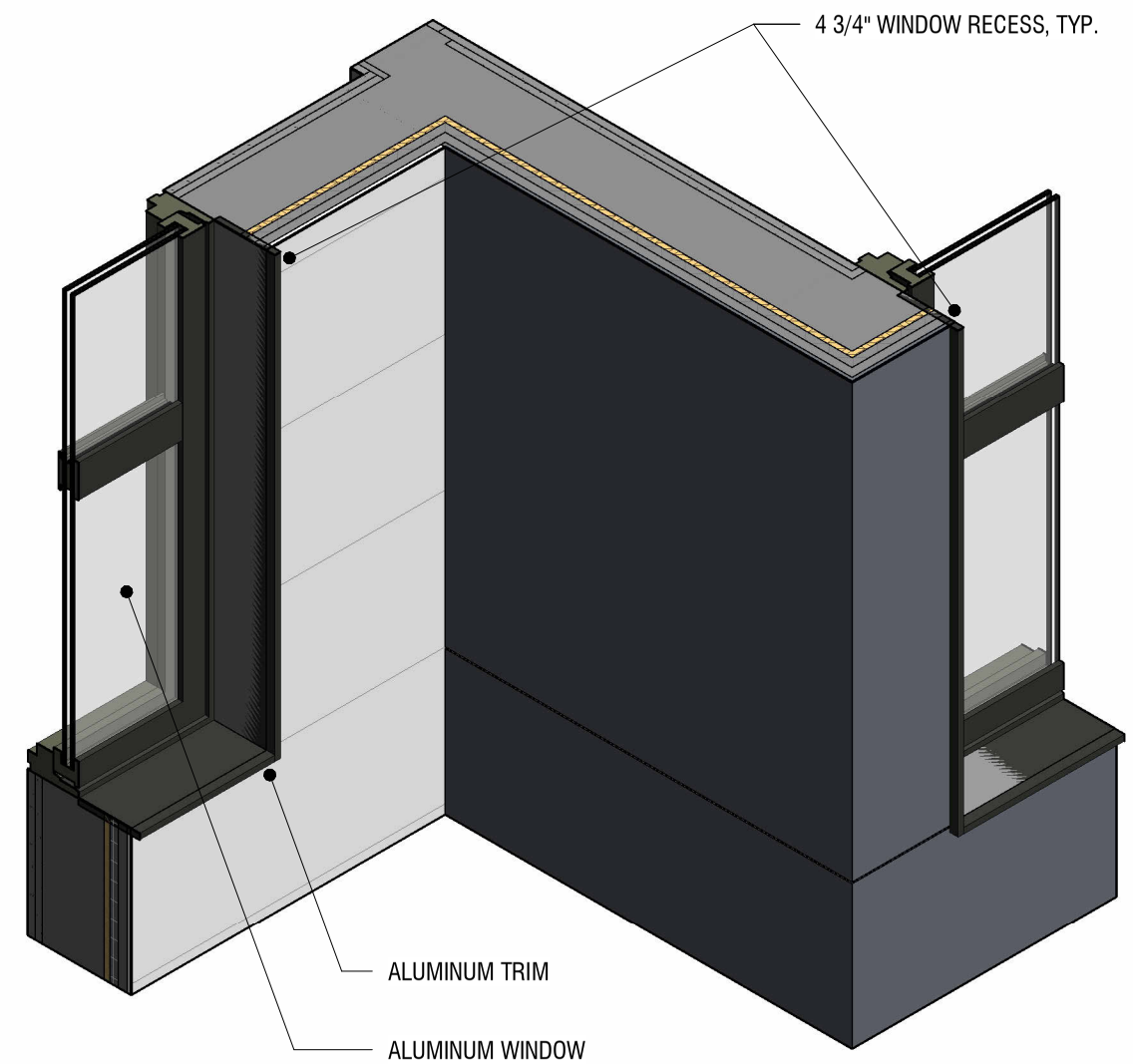




DIMENSIONS WITH MIN. OR MAX. NOTATION ARE AS INDICATED BY SEC. 136 OF THE SF PLANNING CODE

C / A24 ENLARGED PLAN - TYPICAL BALCONY WINDOW
1/4" = 1'-0"

B / A24 RENDERING OF TYPICAL WINDOWS



A / A24 TYPICAL WINDOW 3D SECTION DETAIL

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 12/31/22
STATE OF CALIFORNIA
7.6.21

A24 WINDOW DETAILS

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A25 COMMUNAL KITCHEN

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A26 COMMUNAL KITCHEN & DINING

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A27 COMMUNAL KITCHEN & DINING

FACE BRICK
ENDICOTT

DARK IRONSPOT
VELOUR

ARCHITECTURAL ELEMENT
SW 9154 PERLE NOIR

DUTCH LAP SIDING
PAINTED

SW 7014
EIDER WHITE

ALUMINUM WINDOW FRAMES
DARK BRONZE

ALUMINUM BRAKE METAL
MUSKET GREY

ALUMINUM FASCIA
SANDSTONE

STUCCO TEXTURE: MEDIUM SAND
PAINTED

SW 6257
GIBRALTAR

STUCCO TEXTURE: SPANISH
PAINTED

SW 7030
ANEW GRAY

APPENDIX: BASE PROJECT

AREA SUMMARY												
AREA TYPE	BASEMENT	1ST	MEZZ.	2ND	3RD	4TH	5TH	6TH	ROOF	TOTAL SF	GFA[1]	RFA[2]
RESIDENTIAL UNITS	0 SF	0 SF	0 SF	4,466 SF	4,466 SF	4,466 SF	4,466 SF	4,466 SF	0 SF	22,332 SF	22,332 SF	22,332 SF
SHARED LIVING SPACE	1,942 SF	4,926 SF	1,481 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	8,349 SF	8,349 SF	6,407 SF
CIRCULATION	931 SF	443 SF	575 SF	952 SF	952 SF	952 SF	952 SF	952 SF	791 SF	7,502 SF	6,711 SF	5,780 SF
UTILITY	2,513 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	2,513 SF	0 SF	0 SF
OPEN SPACE	1,806 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	309 SF	2,116 SF	0 SF	0 SF
GRAND TOTALS	7,192 SF	5,368 SF	2,057 SF	5,419 SF	5,419 SF	5,419 SF	5,419 SF	5,419 SF	1,100 SF	42,812 SF	37,392 SF	34,519 SF

1. GFA PER SAN FRANCISCO PLANNING CODE SEC. 102.9 - EXCLUDES BASEMENT UTILITY AREAS USED ONLY FOR STORAGE OR SERVICES NECESSARY TO THE OPERATION OR MAINTENANCE OF THE BUILDING ITSELF; BICYCLE PARKING THAT MEETS THE STANDARDS OF SECTION 155.1 THROUGH 155.4.

2. GFA PER SAN FRANCISCO PLANNING DIRECTOR BULLETIN NO. 6 SUB-GRADE RESIDENTIAL FLOOR AREA IS NOT COUNTED IN GFA

PROJECT DATA	
6 STORIES OVER A BASEMENT, RENTAL GROUP HOUSING WITH SHARED LIVING AND OUTDOOR OPEN SPACES	
ALLOWABLE USES	GROUP HOUSING
HEIGHT AND BULK DISTRICT	58-X
ACCESSOR PARCEL	3548/016
ZONING	URBAN MIXED USE (MISSION AREA PLAN)
CONSTRUCTION TYPE	1B
OCCUPANCY	R-2, A-3, S2
UNITS/BEDROOM SUITES	50
BEDS	50
GROSS SITE AREA	7,225 SF
GROSS FLOOR AREA	37,392 SF

SFPC 134 (a) (1): REQUIRED REAR YARD SHALL BE 25% OF THE TOTAL LOT DEPTH.

SFPC 135 (d) (5): MIN. AMOUNT OF USABLE OPEN SPACE FOR GROUP HOUSING UNITS SHALL BE ONE-THIRD THE REQUIRED AMOUNT AS SPECIFIED IN TABLE 135B:
(1/3 x 80 SF/UNIT x 50 BEDROOMS = 1,333 SF REQUIRED)

PLANNING DATA		
ITEM	PROPOSED	REQUIRED/ALLOWED
REAR YARD (SEC 134)	1,806 SF	1,806 SF (85' x 21'-3" = 1,806 SF)
BUILDING HEIGHT	58'-0"	58'-0" MAX.
OPEN SPACE (SEC 135)	2,115 SF	1,333 SF
SOLAR READY ROOF AREA	888 SF	888 SF (5,916 SF x 15%)
BIKE PARKING - CLASS 1	13 SPACES PROVIDED	13 CLASS 1 SPACES REQ'D (50/4 = 13 SPACES REQUIRED)
BIKE PARKING - CLASS 2	2 SPACES PROVIDED	2 SPACES REQ'D
CAR PARKING	NONE	NONE REQUIRED
INCLUSIONARY HOUSING	25%, (13 UNITS) 15% LOW INCOME/55% AMI (8) 5% MODERATE INCOME/80% AMI (3) 5% MIDDLE INCOME/110% AMI (2)	25% OF PROJECT UNITS

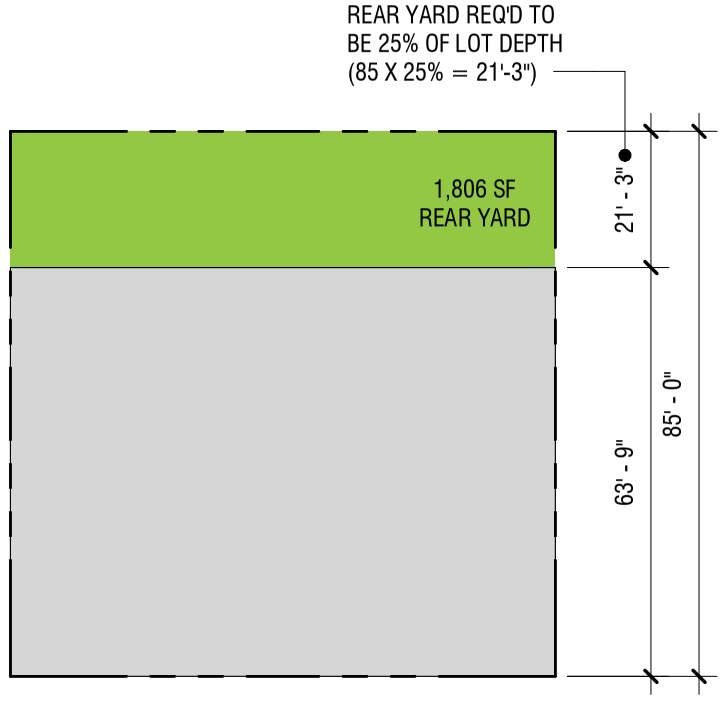


DIAGRAM A

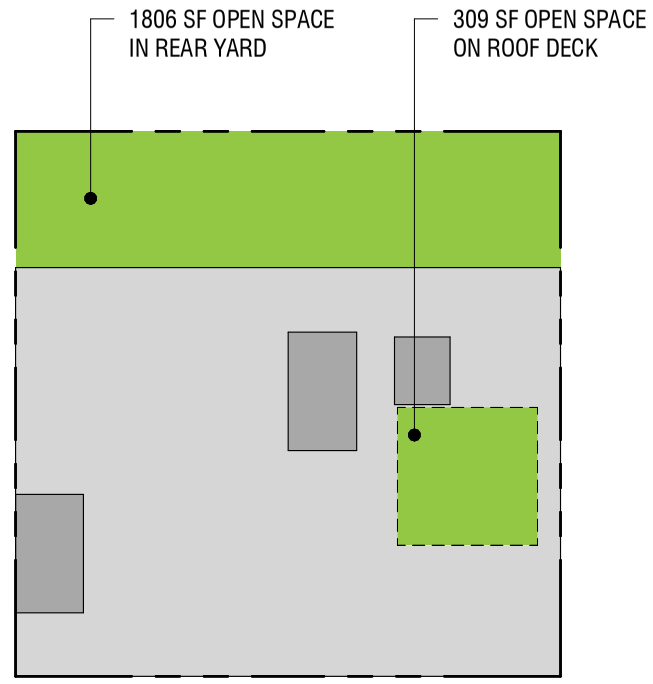
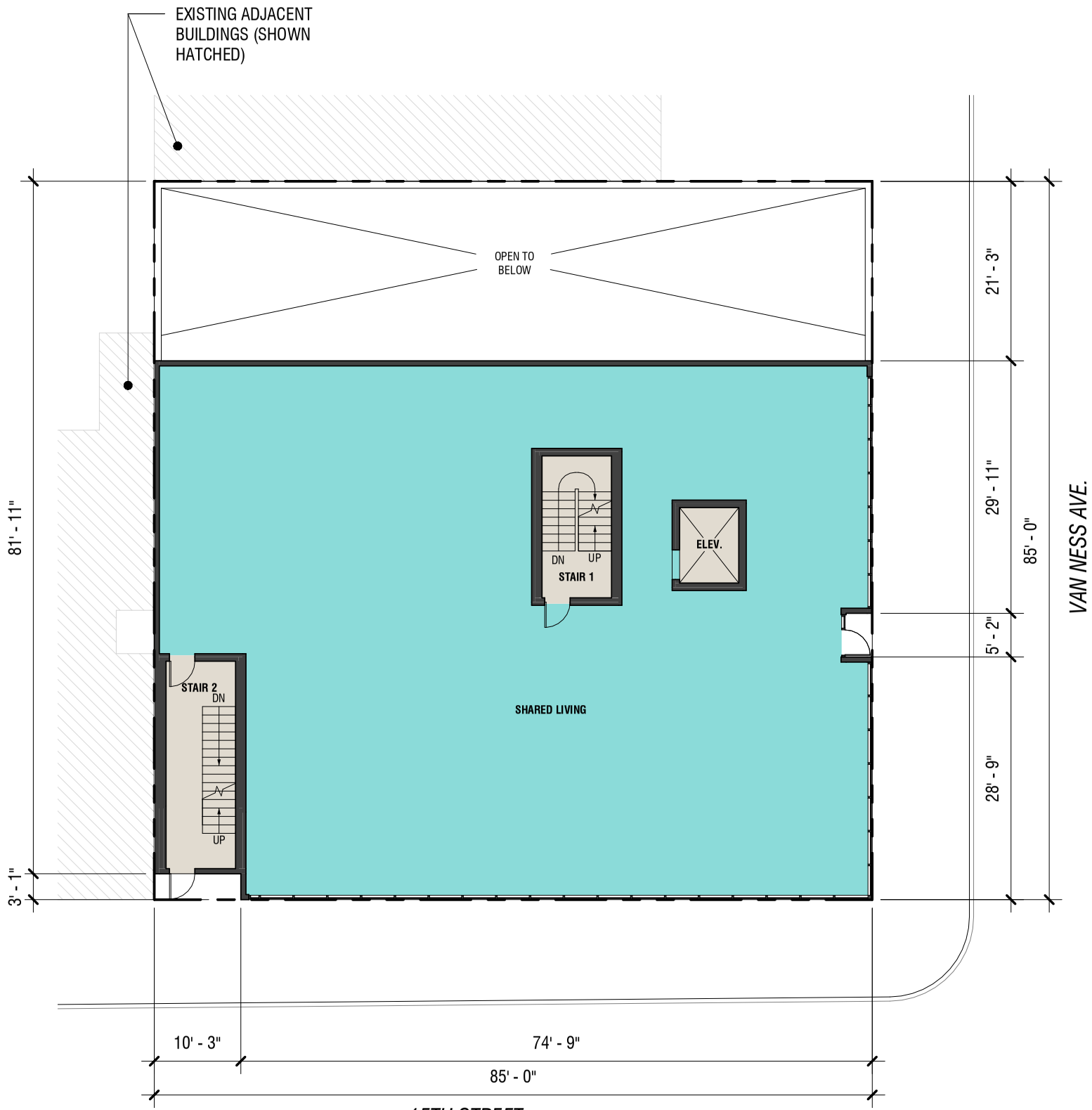
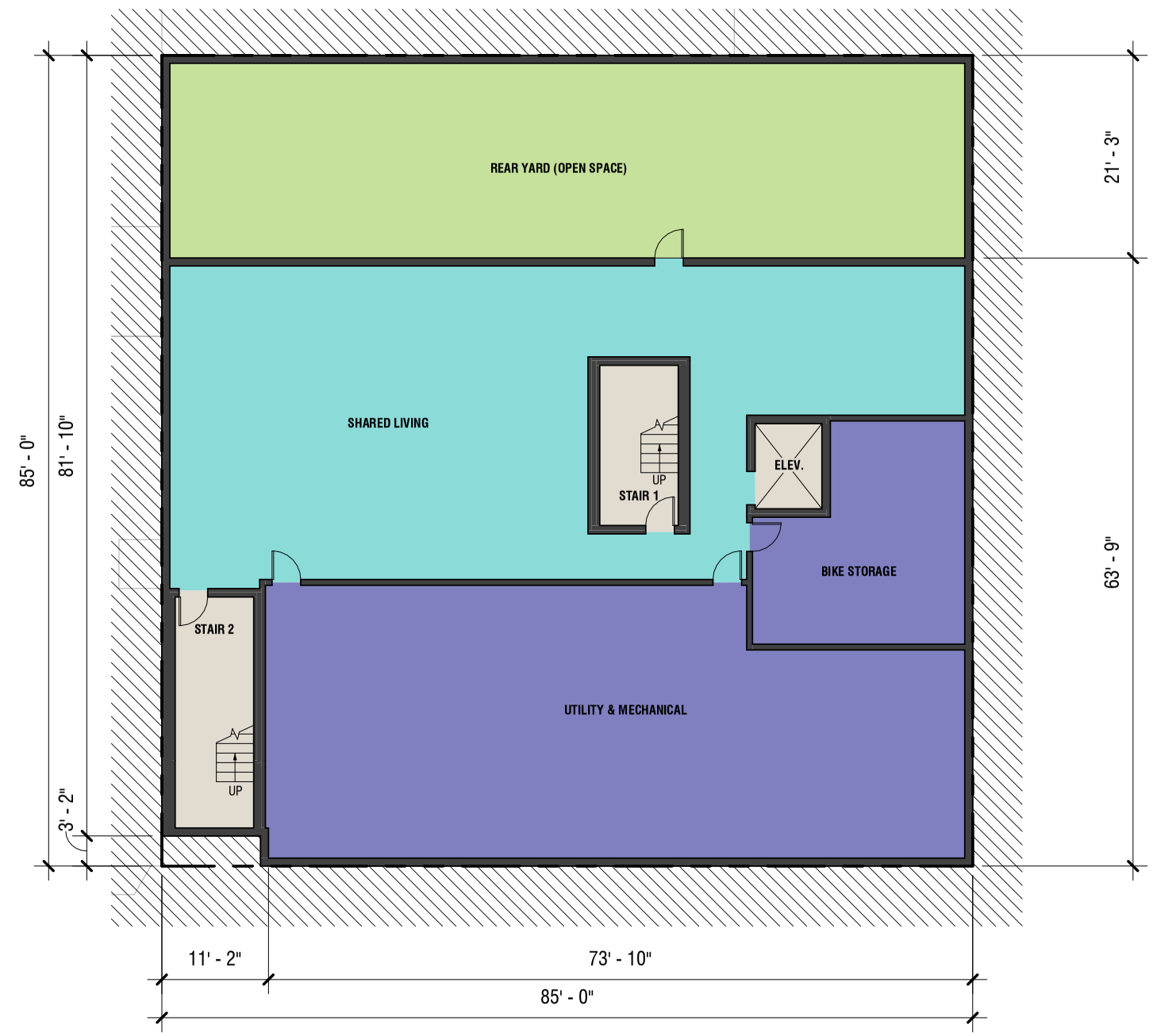


DIAGRAM B



B A31 FIRST FLOOR 1/16" = 1'-0"



A A31 BASEMENT 1/16" = 1'-0"

LEGEND	
RESIDENTIAL	OPEN SPACE / LANDSCAPING
CIRCULATION	SHARED LIVING SPACE
UTILITY	

PRIME DESIGN

GROUP HOUSING DEVELOPMENT - BASE PROJECT

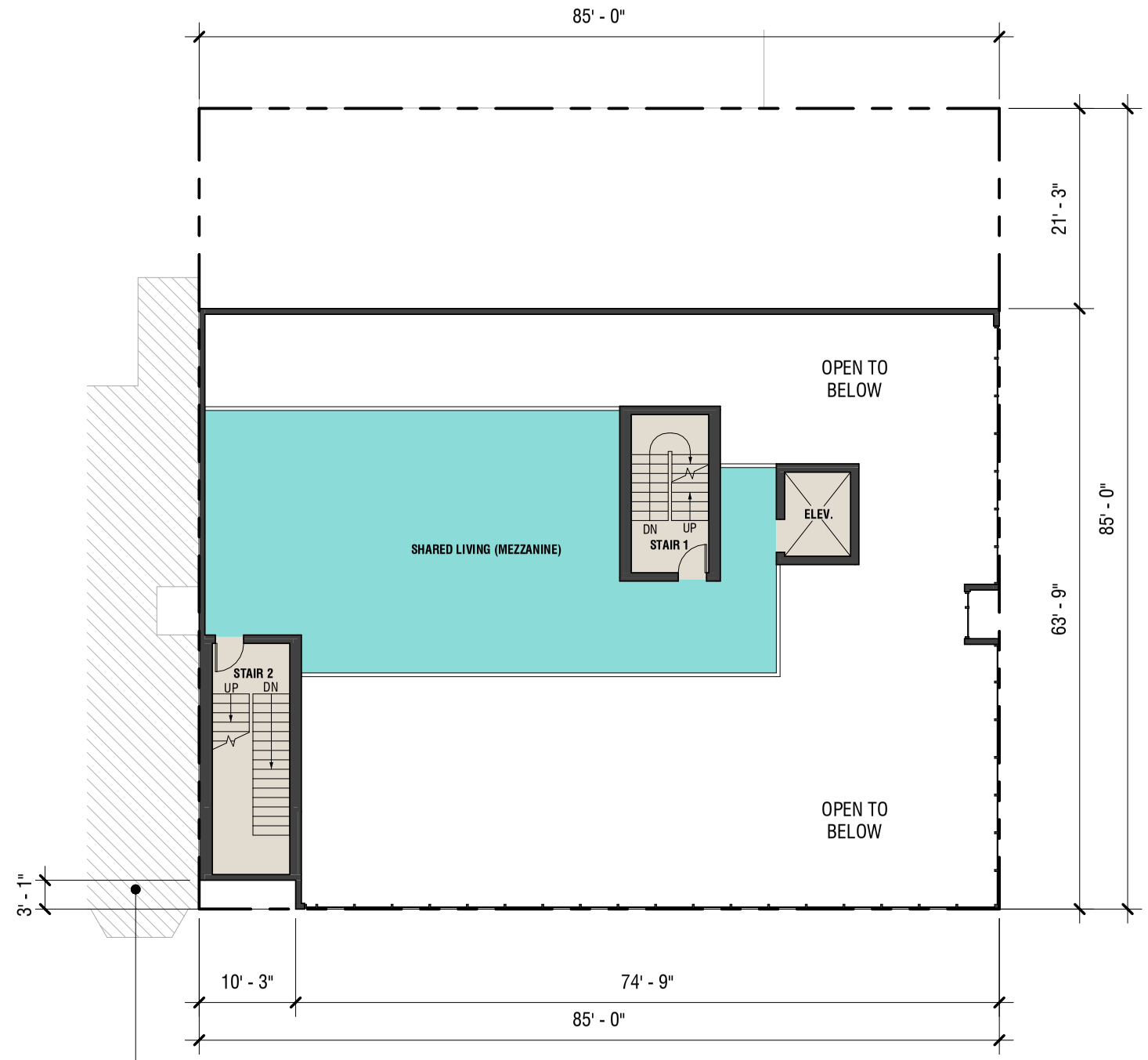
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT BRADLEY A. BUSER C-35921 REN. 1/31/23 STATE OF CALIFORNIA 7.6.21

A31 FLOOR PLANS - BASE PROJECT

EXISTING ADJACENT BUILDING
(SHOWN HATCHED)

B
A32
2ND - 6TH FLOOR PLAN
1/16" = 1'-0"



EXISTING ADJACENT BUILDING
(SHOWN HATCHED)

A
A32
FIRST FLOOR MEZZANINE
1/16" = 1'-0"

LEGEND

- RESIDENTIAL
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE

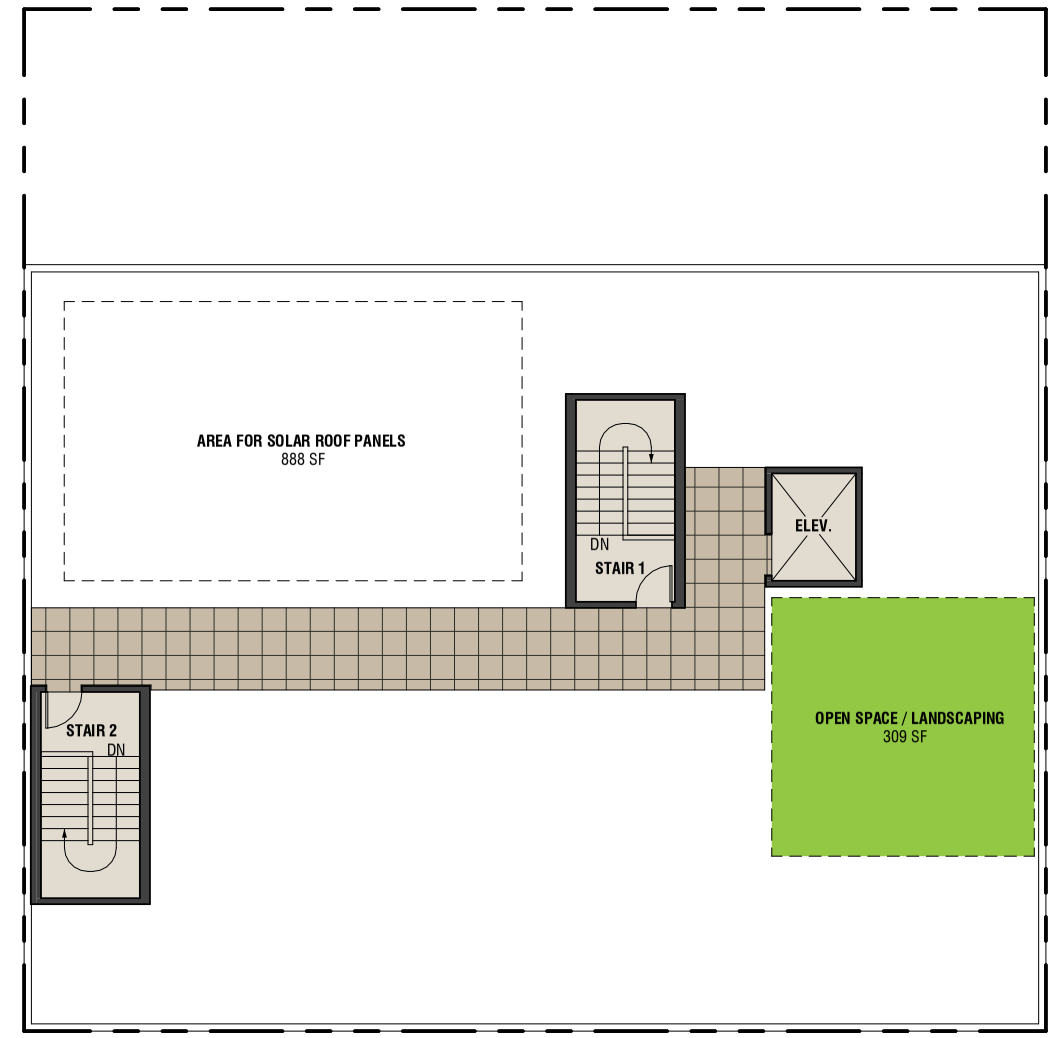
PRIME DESIGN

GROUP HOUSING DEVELOPMENT - BASE PROJECT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 1/31/23
STATE OF CALIFORNIA
7.6.21

A32 FLOOR PLANS - BASE PROJECT



B
A33
ROOF PLAN
1/16" = 1'-0"

LEGEND

- RESIDENTIAL
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE

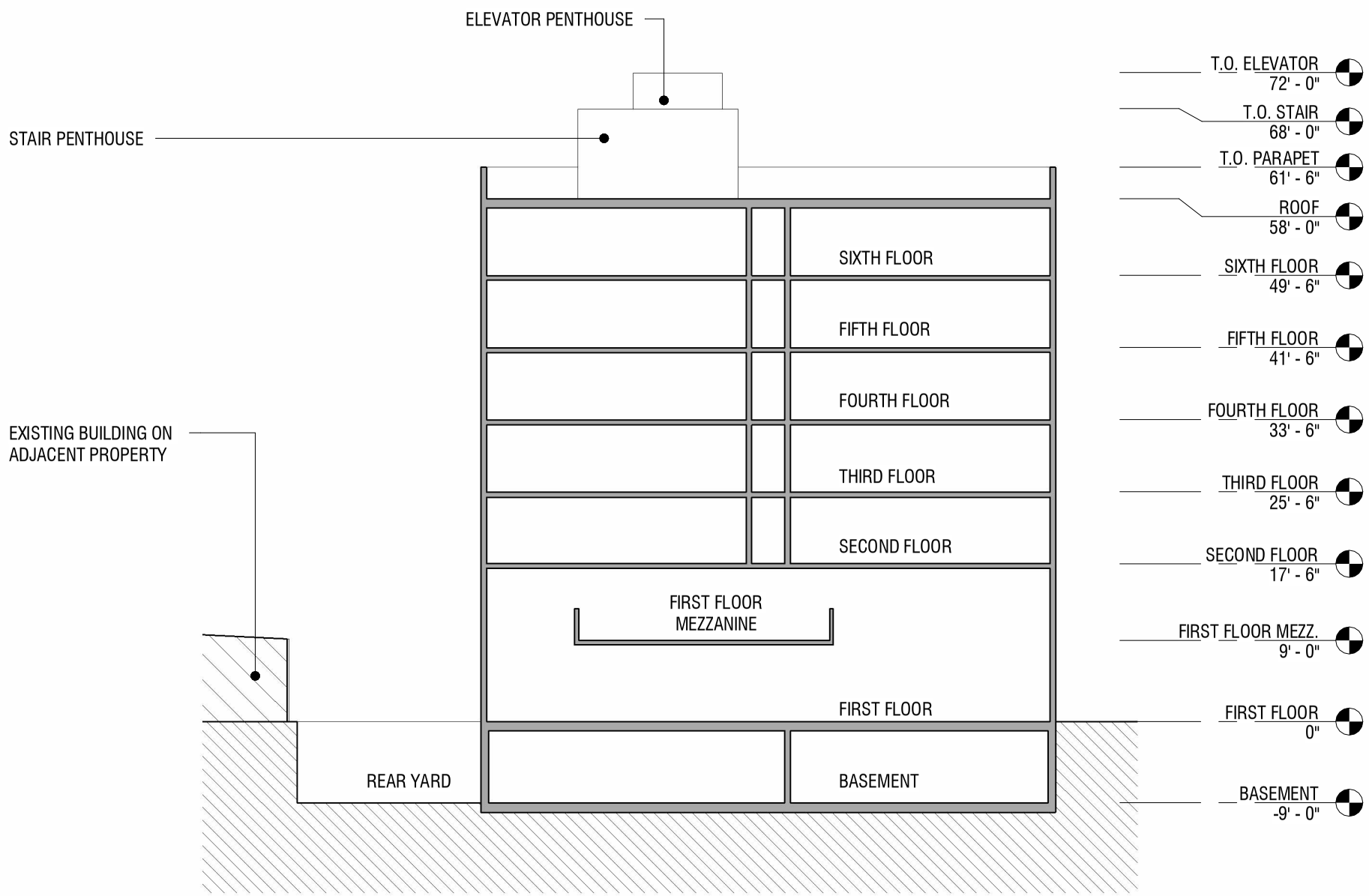
PRIME DESIGN

GROUP HOUSING DEVELOPMENT - BASE PROJECT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

LICENSED ARCHITECT
BRADLEY A. BUSER
C-35921
REN. 10/31/23
STATE OF CALIFORNIA
7.6.21

A33 FLOOR PLANS - BASE PROJECT



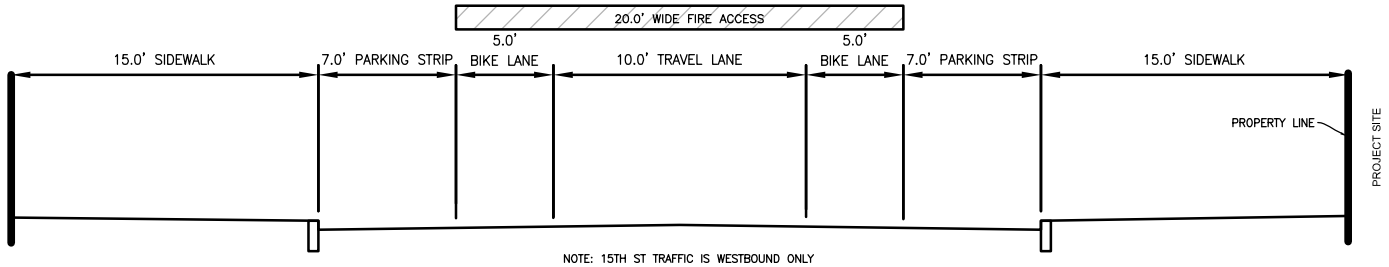
A / A34 DIAGRAMMATIC SECTION
1/16" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT - BASE PROJECT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

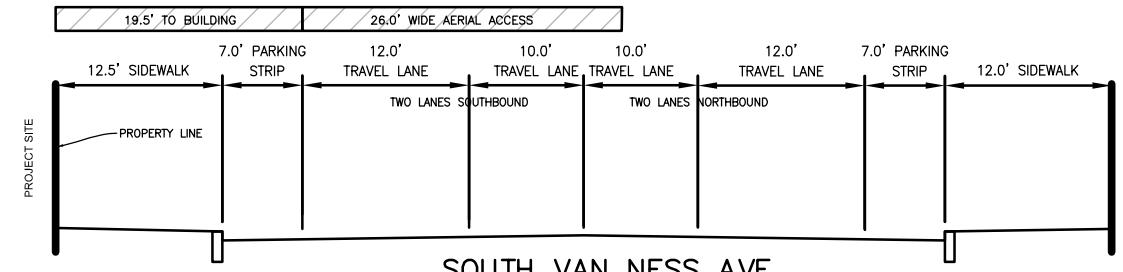
LICENSED ARCHITECT BRADLEY A. BUSER C-35921 REN. 1/31/23 STATE OF CALIFORNIA 7.6.21

A34 DIAGRAMMATIC SECTION

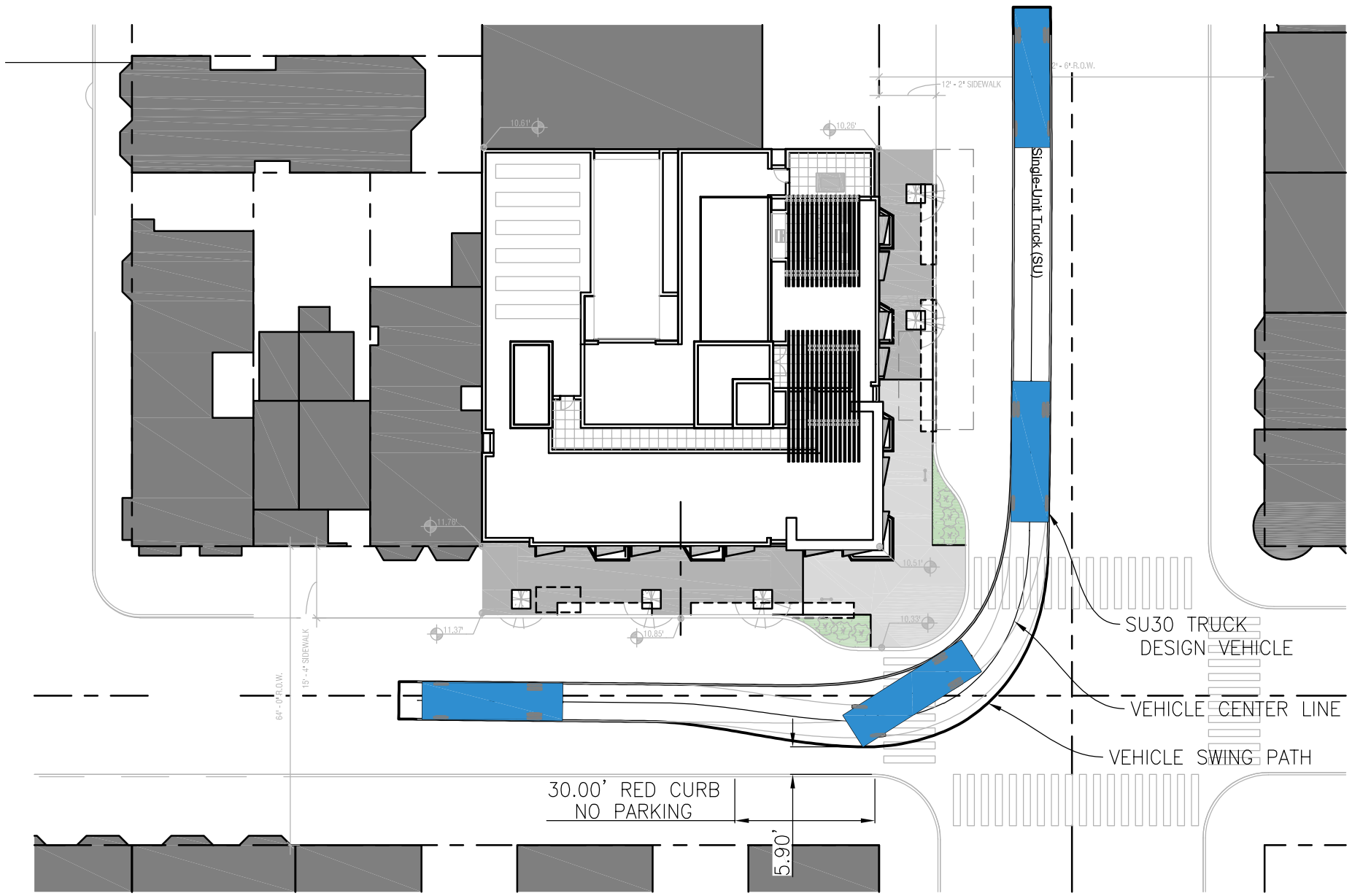


NOTE: 15TH ST TRAFFIC IS WESTBOUND ONLY

A 15th ST ROADWAY SECTION
N.T.S.



B SOUTH VAN NESS AVE ROADWAY SECTION
N.T.S.

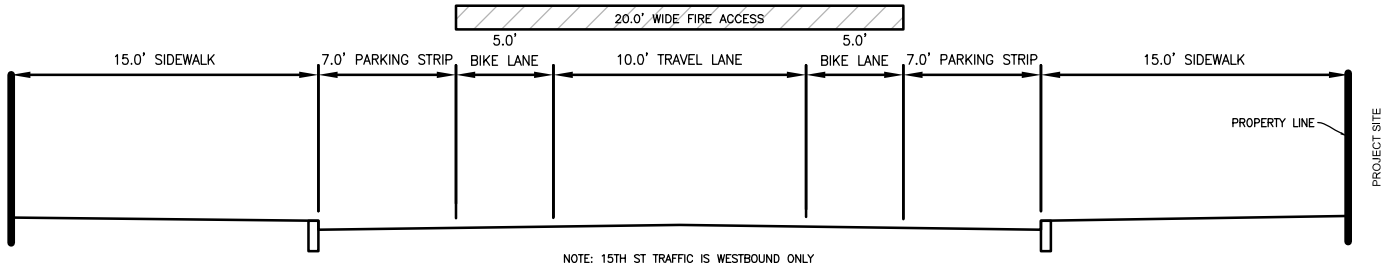


PLAN
SCALE: 1" = 30'-0"
0 15' 30' 60'
GRAPHIC SCALE

PRIME DESIGN

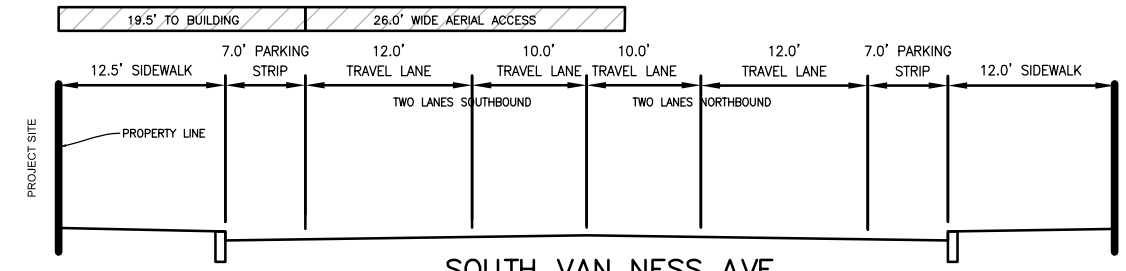
GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

C1 TRUCK TURNING - SU30

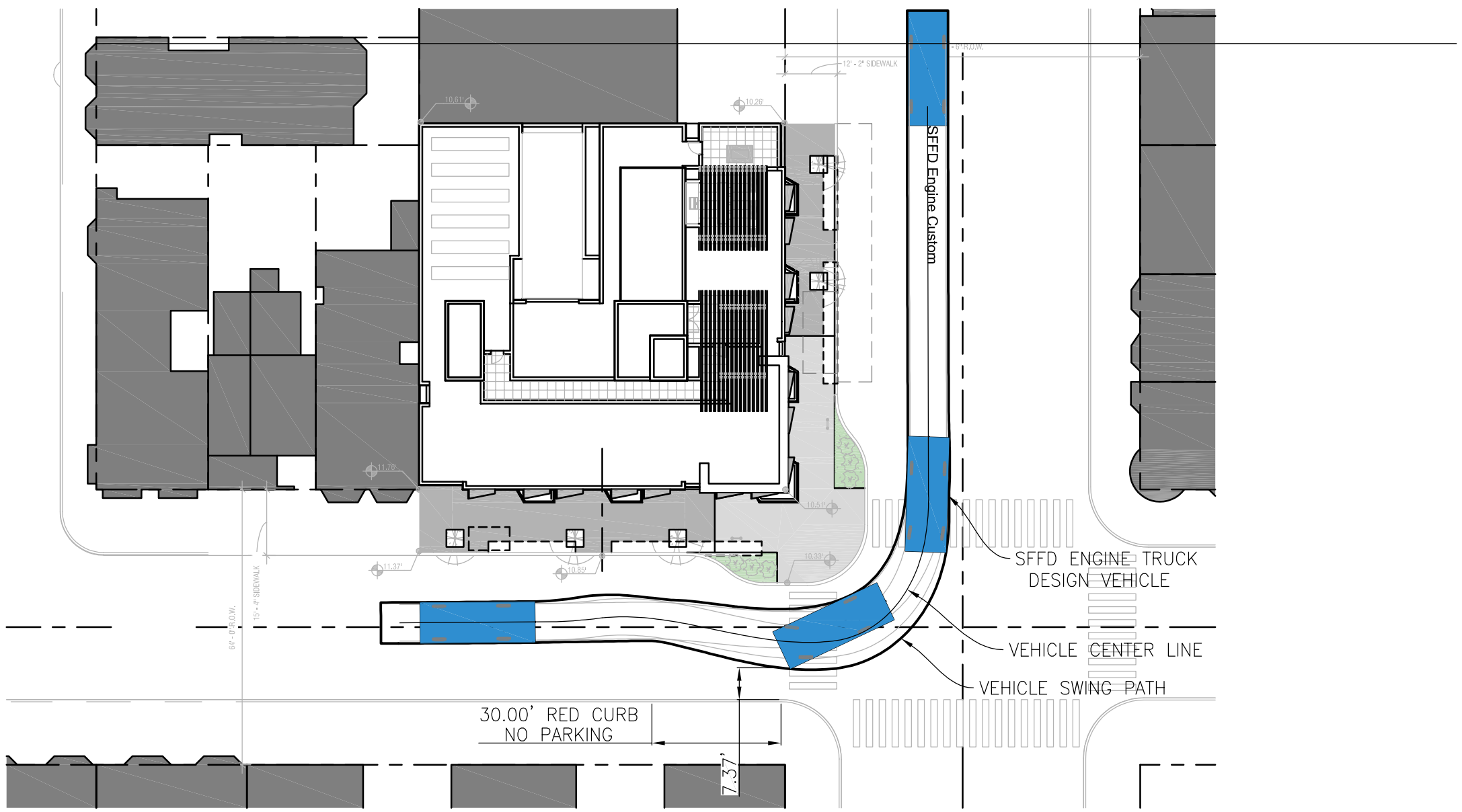


NOTE: 15TH ST TRAFFIC IS WESTBOUND ONLY

A 15th ST ROADWAY SECTION
N.T.S.



B SOUTH VAN NESS AVE ROADWAY SECTION
N.T.S.



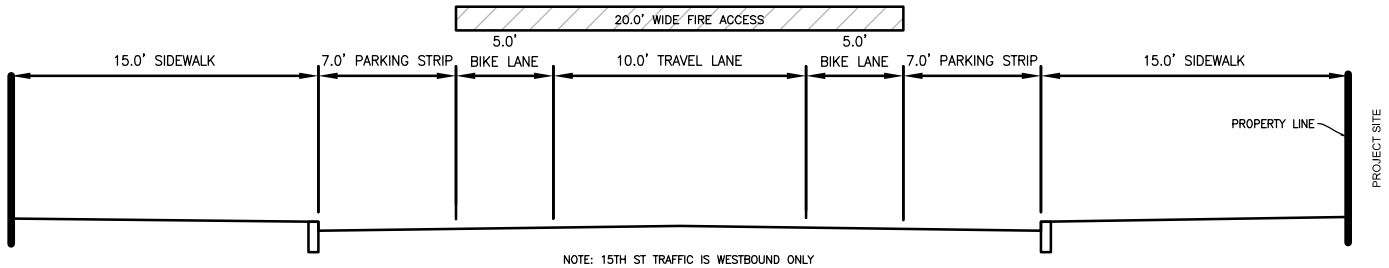
PLAN
SCALE: 1" = 30'-0"

0 15' 30' 60'
GRAPHIC SCALE

PRIME DESIGN

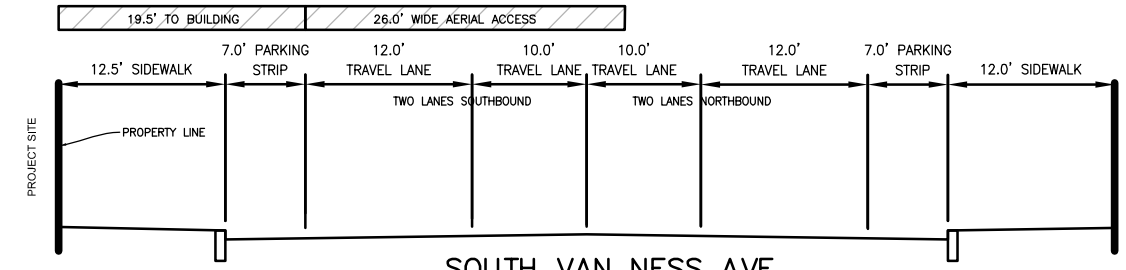
GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

C2 TRUCK TURNING - SFFD ENGINE

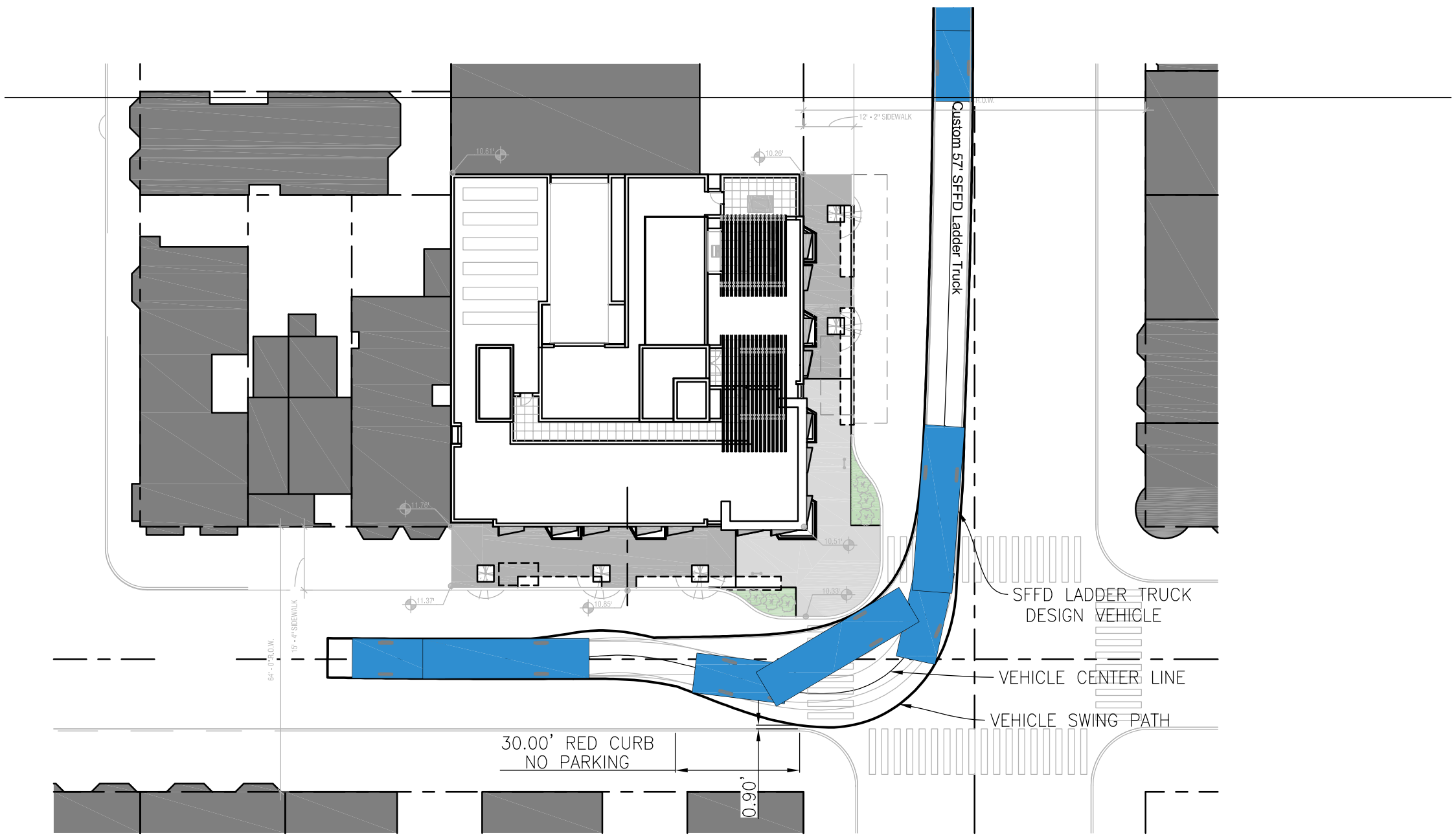


NOTE: 15TH ST TRAFFIC IS WESTBOUND ONLY

A 15th ST ROADWAY SECTION
N.T.S.



B SOUTH VAN NESS AVE ROADWAY SECTION
N.T.S.



PLAN
SCALE: 1" = 30'-0"
0 15' 30' 60'
GRAPHIC SCALE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

C3 TRUCK TURNING - SFFD LADDER

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

CERTIFICATE OF DETERMINATION COMMUNITY PLAN EVALUATION

Record No.:	**2016-011827ENV, 1500-1528 15th Street**
Zoning:	UMU (Urban Mixed Use) 58-X Height and Bulk District
Plan Area:	Eastern Neighborhoods Area Plan, Mission Plan
Block/Lot:	3548/016, 018
Lot Size:	7,225 square feet (0.017 acre)
Project Sponsor:	Chris Elsey, Elsey Partners, (785) 317-5265
Staff Contact:	Lauren Bihl, lauren.bihl@sfgov.org or (628) 652-7498

Project Description

The 1500-1528 15th Street project site is a 7,225-square-foot site located at the northwest corner of the 15th Street and South Van Ness Avenue intersection in the Mission neighborhood of San Francisco. The site is located on Assessor's Block 3548 and consists of two lots: 016 and 018. The block is bounded by 14th Street to the north, South Van Ness Avenue to the east, 15th Street to the south, and Mission Street to the west. The site is currently occupied by an approximately 14-foot-tall, one-story, approximately 1,200-square-foot automotive sales office and smog check facility as well as an asphalt-paved parking area constructed in 1933.

The project proposes to demolish the existing building and construct an eight-story, 85-foot over two basement levels (99 feet with elevator penthouse), 66,434-gross–square-foot (gsf) mixed-use building containing group housing and ground-floor commercial space. Under the state density bonus law, the project is seeking a density bonus (up to a maximum of two additional stories) in exchange for the project providing 15 percent of the total units as low income, 5 percent as moderate income, and 5 percent as middle income. The project would include 161 private rooms on floors 2 through 8 and 78 dwelling units in shared room arrangements on the basement levels for a total of 239 dwelling units. The project would contain 4,352 square feet (sf) of commercial space on the ground floor, 6,463 sf of shared living space, and 4,307 sf of rooftop open space providing a sundeck lounge for the residents. A backup diesel generator would also be located on the rooftop, enclosed behind noise attenuation screening. The project would not provide vehicle parking; 56 Class 1 bicycle parking spaces would be located within a bicycle storage room on the ground floor, four Class 2 bicycle parking spaces would be located along the public right of way on South Van Ness Avenue and two Class 2 bicycle parking spaces would be located along the public right of way on 15th Street. The project would remove two existing curb cuts on 15th Street measuring approximately 20 feet and 35 feet wide respectively and would also remove two existing curb cuts on South Van Ness Avenue measuring approximately 28 feet and 25 feet wide respectively. The project proposes a bulbout along the 15th Street and South Van Ness Avenue intersection. Project construction is

expected to occur for approximately 18 months and require approximately 7,000 cubic yards of excavation to a depth of 26 feet 6 inches below grade within the 7,225-sf project site.

Approval Action: The issuance of a large project authorization is the approval action. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

Community Plan Evaluation Overview

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

This determination evaluates the potential project-specific environmental effects of the 1500-1528 15th Street project described above and incorporates by reference information contained in the programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)[1]. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

Findings

As summarized in the initial study – community plan evaluation prepared for the proposed project (Attachment A)[2]:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans[3];

1 Planning Department Record No. 2004.0160E and State Clearinghouse No. 2005032048. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed August 16, 2019.

2 The initial study – community plan evaluation is available for review at the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. The file can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2016-011827ENV and then clicking on the "Related Documents" link.

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

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

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

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

Mitigation measures are included in this project and the project sponsor has agreed to implement these measures. See the attached Mitigation Monitoring and Reporting Program (MMRP) (Attachment B) for the full text of required mitigation measures.

CEQA Determination

The project is eligible for streamlined environmental review per section 15183 of the 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

May 19, 2021
Date

Attachments

A. Initial Study – Community Plan Evaluation
B. Mitigation Monitoring and Reporting Program

CC: Chris Elsey, Elsey Partners, Project Sponsor;
Supervisor Ronen, District 9;
Esmeralda Jardines, Current Planning Division

ATTACHMENT A

INITIAL STUDY - COMMUNITY PLAN EVALUATION

Record No.:	2016-011827ENV, 1500-1528 15th Street
Zoning:	UMU (Urban Mixed Use) 58-X Height and Bulk District
Plan Area:	Eastern Neighborhoods Area Plan, Mission Plan
Block/Lot:	3548/016, 018
Lot Size:	7,225 square feet (0.017 acre)
Project Sponsor:	Chris Elsey, Elsey Partners, (785) 317-5265
Staff Contact:	Lauren Bihl, lauren.bihl@sfgov.org or (628) 652-7498

A. Project Description

The 1500-1528 15th Street project site is a 7,225-square-foot site located at the northwest corner of the 15th Street and South Van Ness Avenue intersection in the Mission neighborhood of San Francisco. The site is located on Assessor's Block 3548 and consists of two lots: 016 and 018. The block is bounded by 14th Street to the north, South Van Ness Avenue to the east, 15th Street to the south, and Mission Street to the west. The site is currently occupied by an approximately 14-foot-tall, one-story, approximately 1,200-square-foot automotive sales office and smog check facility as well as an asphalt-paved parking area constructed in 1933.

The project proposes to demolish the existing building and construct an eight-story, 85-foot over two basement levels (99 feet with elevator penthouse), 66,388-gross–square-foot (gsf) mixed-use building containing group housing and ground-floor commercial space. Under the state density bonus law, the project is seeking a density bonus (up to a maximum of two additional stories) in exchange for the project providing 15 percent of the total units as low income, 5 percent as moderate income, and 5 percent as middle income. The project would include 160 private rooms on floors 2 through 8 and 65 beds in shared room arrangements on the basement levels for a total of 225 dwelling units. The project would contain 3,798 square feet (sf) of commercial space on the ground floor, 6,463 sf of shared living space, and 3,751 sf of rooftop open space providing a sundeck lounge for the residents. A backup diesel generator would also be located on the rooftop, enclosed behind noise attenuation screening. The project would not provide vehicle parking; 52 Class 1 bicycle parking spaces would be located within a bicycle storage room on the ground floor, four Class 2 bicycle parking spaces would be located along the public right of way on South Van Ness Avenue and two Class 2 bicycle parking spaces would be located along the public right of way on 15th Street. The project would remove two existing curb cuts on 15th Street measuring

approximately 20 feet and 35 feet wide respectively and would also remove two existing curb cuts on South Van Ness Avenue measuring approximately 28 feet and 25 feet wide respectively. The project proposes a bulbout along the 15th Street and South Van Ness Avenue intersection. Project construction is expected to occur for approximately 18 months and require approximately 7,000 cubic yards of excavation to a depth of 26 feet 6 inches below grade within the 7,225-sf project site.

The project would take advantage of the individually requested state density bonus law (California Government Code sections 65915-65918), which allows waivers and concessions from local development standards for projects that provide affordable housing. Under state density bonus law, the project is requesting waivers from the applicable height limits, rear yard setback, open space requirements, dwelling unit exposure, and horizontal mass standards.

Project Approvals

Approval Action: The issuance of a large project authorization is the approval action. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

The proposed 1500-1528 15th Street project would require the following approvals:

San Francisco Planning Department

- Review and approval of a sign permit

San Francisco Department of Building Inspection

- Approval of demolition and building/site permits for the demolition of existing building and the construction of the proposed project

San Francisco Municipal Transportation Agency

- Approval of 60-ft white curb passenger loading zone along South Van Ness Avenue
- Approval of any necessary construction permits for work within roadways, if required

San Francisco Public Utilities Commission

- Review and approval of the stormwater management system to meet the Stormwater Design Guidelines
- Construction Site Runoff Control Permit including a Sediment Control Plan

San Francisco Department of Public Works

- Approval of any changes to the right-of-way and any necessary construction permits for work within roadways
- Review and approval of a lot line adjustment permit
- Review and approval of various Public Works construction permits, including: a street improvement permit, general excavation permit, inspection of conformity, sidewalk repair permit, sidewalk landscaping permit, street space permit, storage container permit, and any other applicable permits
- Approval of a tree planting permit

Bay Area Air Quality Management District

- Approval of a permit to operate the proposed backup emergency generators

B. Community Plan Evaluation Overview

CEQA section 21083.3 and CEQA Guidelines section 15183 mandate 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 that are peculiar to the project or its site. Guidelines 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 initial study evaluates the potential project-specific environmental effects of the proposed 1500-1528 15th Street project described above and incorporates by reference information contained in the programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)[1]. The following project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR[2]:

Project Specific Studies

Archeology review	Shadow fan/analysis
Air quality analysis	Geotechnical report
Greenhouse gas analysis checklist	Phase 1 environmental site assessment
Wind analysis	

C. Project Setting

Site Vicinity

The project site is located within the Urban Mixed Use (UMU) zoning district in the Mission District neighborhood. Immediately adjacent to this district are the following zoning districts: Production, Distribution & Repair – 1 – General (PDR-1-G) to the northeast, Residential – House, Three Family (RH-3) to the east, Residential Transit Oriented-Mission (RTO-M) to the west and to the south, and also Mission Street Neighborhood Commercial Transit (Mission Street NCT) to the west. Buildings on the project block range from one- to five-stories (approximately 12 to 60 feet) in height and are a mixture of land uses including residential, mixed-use residential, industrial, commercial, and other land uses. On South Van Ness Avenue there are several car dealerships and automotive service facilities. As noted above, the project site is currently occupied by a one-story, 1,200 square-foot commercial building used as an automotive sales office and smog check facility, constructed in 1933. The site is bounded by a three-story residential building to the west and a one-story industrial building used as a tire shop and garage to the north.

The project site has frontages on 15th Street and South Van Ness Avenue. The project block has driveway curb cuts and on-street vehicle parking on both sides of 14th Street, South Van Ness Avenue, 15th Street, and Mission Street; Minna has driveway curb cuts and vehicle parking along the east side of the street, and Natoma Street has

1 Planning Department Record No. 2004.0160E and State Clearinghouse No. 2005032048. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10 Accessed August 16, 2019.

2 Project specific studies prepared for the 1500-1528 15th Street project are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2016-0011827ENV and then clicking on the "Related Documents" link.

driveway curb cuts on both sides and vehicle parking along the west side of the street. The project site is well-served by transit. The 16th St Mission Bay Area Rapid Transit (BART) station is one block south at 16th and Mission streets and the project is also within ¼ mile of several Muni lines including lines 22, 14, 14R, and 49.

The project site is not located in a National Register historic district.

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach". The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach is most appropriate for the resource topic being analyzed.

The proposed project is located within the area of the city governed by the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR evaluated the physical environmental impacts resulting from the rezoning of this plan area, including impacts resulting from an increase of up to 9,858 housing units and 6.6 million square feet of non-residential uses and a reduction of up to 4.9 million square feet of production, distribution, and repair (PDR) uses. The cumulative impact analysis provided in this initial study uses updated projections as needed for certain topics to evaluate whether the proposed project could result in new or substantially more severe cumulative impacts than were anticipated in the Eastern Neighborhoods PEIR. For example, the cumulative transportation analysis in this initial study is based on projected 2040 cumulative conditions, whereas the Eastern Neighborhoods PEIR relied on 2025 cumulative transportation projections.

The cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) uses the list-based approach. The following is a list of reasonably foreseeable projects within the project vicinity (approximately one-quarter mile) that are included:

- 1979 Mission Street / 2013.1543E. New five to 10 story building with 351 residential units and 155 off-street parking spaces
- 2765 16th Street / 2020-006584ENV. Conditional use authorization request for the use of the entire existing building (20,160 sf wholesale storage building) for a retail health services clinic use (dialysis clinic)
- 1695 Folsom Street / 2015-012878ENV. New five-story residential mixed-use building containing four dwelling units and ground floor restaurant or similar use
- San Francisco Municipal Transportation Agency (SFMTA) 13th Street Safety Project / 2017-001180ENV. Safety improvements along the 13th Street and Duboce Avenue corridor
- SFMTA Valencia Bikeway Improvements / 2018-014251ENV. Bikeway safety improvements for Valencia Street
- SFMTA 16th Street Improvement Project, Phase 1, and Phase 2 / 2011.0558E. Muni reliability, travel time, safety, and accessibility improvements along 16th Street

D. Summary of Environmental Effects

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental topic.

- [ ] Land Use and Land Use Planning
- [ ] Population and Housing
- [x] Cultural Resources
- [x] Tribal Cultural Resources
- [ ] Transportation and Circulation
- [x] Noise
- [x] Air Quality
- [ ] Greenhouse Gas Emissions
- [ ] Wind
- [ ] Shadow
- [ ] Recreation
- [ ] Utilities and Service Systems
- [ ] Public Services
- [ ] Biological Resources
- [ ] Geology and Soils
- [ ] Hydrology and Water Quality
- [ ] Hazards and Hazardous Materials
- [ ] Mineral Resources
- [ ] Energy Resources
- [ ] Agriculture and Forestry Resources
- [ ] Wildfire

E. Evaluation of Environmental Effects

The Eastern Neighborhoods PEIR included analyses of environmental issues including land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 1500-1528 15th Street project is in conformance with the height, bulk, use, and density for the site described in the Eastern Neighborhoods PEIR and under the state density bonus law (California Government Code section 65915).[3] As documented below, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

This initial study evaluates the proposed project's individual and cumulative environmental effects to determine whether the environmental impacts of the proposed project are adequately addressed in the Eastern Neighborhoods PEIR.[4] In accordance with CEQA Guidelines section 15183, this initial study examines whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a substantially more severe adverse impact than discussed and disclosed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

Mitigation measures from the Eastern Neighborhoods PEIR that this initial study determines are applicable to the project are identified under each environmental topic and the full text of any applicable mitigation measures is provided in Attachment B, Mitigation Monitoring and Reporting Program.

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

The proposed project would include construction of an eight-story mixed-use building containing group housing and ground floor commercial space. As discussed below in this initial study, the proposed project would not result in new significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

3 San Francisco Planning Department, *Preliminary Project Assessment for 1500 15th Street*, February 1, 2017.

4 San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Record No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed April 24, 2019.

Regulatory Changes

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, some of these policies, regulations, statutes, and funding measures have implemented or will implement certain mitigation measures or will reduce impacts determined to be less-than-significant in the PEIR. New and changed policies and regulations relevant to this initial study include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution 19579 replacing level of service analysis of automobile delay with vehicle miles traveled analysis, effective March 2016.
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014; Vision Zero adoption by various city agencies in 2014; Propositions A (Transportation and Road Improvement Bond) and B (Transportation Set-Aside) passage in November 2014; and the Transportation Sustainability Program consisting of adoption of a transportation sustainability fee, effective January 2016; and adoption of a transportation demand management program, effective March 2017.
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- San Francisco Health Code Article 22A amendments effective August 2013 (see initial study Hazardous Materials section).

CEQA Section 21099

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[5]

5 San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1500 15th Street, August 11, 2020.

E.1 Land Use and Land Use Planning

Eastern Neighborhoods PEIR Land Use and Planning Findings

The Eastern Neighborhoods PEIR determined that implementation of the rezoning and area plans would not create any new physical barriers in the Eastern Neighborhoods plan areas because the rezoning and area plans do not provide for any new major roadways, such as freeways that would disrupt or divide the plan areas or individual neighborhoods or subareas. The Eastern Neighborhoods Rezoning and Area Plans establishes the applicable land use controls (e.g., allowable uses, height, and bulk) for new development within the plan area and the PEIR determined that the plan is consistent with various plans, policies, and regulations. Further, projects proposed under the plan must comply with all applicable regulations and thus would not cause a significant environmental impact due to a conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use character due to the cumulative loss of industrial (PDR) building space. Subsequent CEQA case law since certification of the Eastern Neighborhoods PEIR has clarified that "community character" itself is not a physical environmental effect.[6] Therefore, consistent with Appendix G of the CEQA Guidelines, analysis concerning land use character has been removed from further evaluation in this project-specific initial study.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

E.1.a) The proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of neighborhood access; it would result in the construction of a new building within established lot boundaries. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Therefore, the proposed project would not physically divide an established community.

E.1.b) The proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans and as permitted under the state density bonus law. The project must be compliant with all applicable regulations, and therefore would not cause a significant physical environmental impact due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

6 Preserve Poway v. City of Poway, 245 Cal.App.4th 560.

Cumulative Analysis

The proposed project would have no impact with respect to physically dividing a community or causing a significant physical environmental impact due to a conflict with an applicable land use plan, policy, or regulation and, therefore, would not have the potential to contribute to a significant cumulative impact related to land use and land use planning.

Conclusion

The proposed project would not result in a significant project-level or cumulative land use impact. Therefore, the proposed project would not result in significant physical environmental land use impacts not already disclosed in the Eastern Neighborhoods PEIR.

E.2 Population and Housing

Eastern Neighborhoods PEIR Population and Housing Findings

The PEIR concluded that adoption of the rezoning and area plans: "would induce substantial growth and concentration of population in San Francisco." The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key city policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the city's transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics and identifies mitigation measures to address significant impacts where feasible.

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

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units necessitating the construction of replacement housing?	☐	☐	☐	☒

E.2.a) The proposed project would include the demolition of a 1,200-sf commercial building and construction of an infill development consisting of 3,798 sf of commercial space on the ground floor with 65 beds in shared room arrangements on the two basement levels and 160 private rooms on floors 2 through 8. Based on the size of the commercial space, it would employ a total of 11 staff.[7] Based on the sizes of units and the total number of units, the proposed project is anticipated to result in one resident per unit and would increase the number of new residents onsite by 225.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. ABAG's growth projections anticipate that by 2040 San Francisco will have a population of 1,169,485 persons and 872,510 employees,[8] which is consistent with the housing element and other adopted plans.

The project's 225 units and 3,798 sf of commercial space would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods priority development area; thus, it would be implemented in an area where new population growth is both anticipated and encouraged.

The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. The physical environmental impacts resulting from housing and employment growth generated by the project are evaluated in the relevant resources topics in this initial study.

E.2.b) The proposed project would not displace any residents or housing units because no housing units currently exist on the project site. Therefore, the proposed project would have no direct impact related to the displacement

7 Projected employment calculated by dividing the total proposed commercial space (3,798 sf) by the current employment density factor for retail which is 350 (that is, one employee per every 350 square feet). 3,7984/350=10.85. Employment density factor provided by San Francisco Planning Department, Citywide Division, Information and Analysis Group, Scott Edmundson, October 5, 2020.

8 Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2040: Projections 2040: Forecasts for Population, Household and Employment for the Nine County San Francisco Bay Area Region. November 2018. This document is available online at: http://projections.planbayarea.org/. Accessed October 1, 2020.

of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects.

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide housing units and commercial space that would result in increases in population (households and jobs). As discussed above, ABAG projects that by 2040 San Francisco will have a population of 1,169,485 and 872,510 employees.[9] According to 2019 census information (based on 2018 data) San Francisco's population is 881,549 with 673,488 employees. As of the first quarter of 2020, approximately 70,800 net new housing units are in the development pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.[10] Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which includes the proposed project) would accommodate an additional 70,800 households, or an increased population of approximately 167,088 people.[11] The pipeline also includes projects with land uses that would result in an estimated 75,448 new employees.[12] As shown in Table 1, below, cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere.

Table 1: Citywide Development Pipeline Compared to ABAG 2040 Projections

Data Source	*Population/Residents*	*Employees*
2020 Q1 Development Pipeline	167,088	75,448
2019 Census	881,549	673,488
Cumulative Total	1,048,637	748,936
ABAG 2040 Projections	1,169,485	872,510
Pipeline Development within ABAG 2040 Projection? (Y/N)	**Y**	**Y**

[1]References to information presented in this table are included in the text above.

Conclusion

The proposed project would contribute a small portion of the growth anticipated within the Eastern Neighborhoods Rezoning and Area Plans as well as for San Francisco as a whole under Plan Bay Area. The project's incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact related to population and housing. Therefore, the proposed project would not result in

9 Ibid.

10 Data SF. SF Development Pipeline 2020 Q1. Available online at: *https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q1/5s89-azqa*. Accessed August 25, 2020.

11 Population is estimated based the total number of housing units in the pipeline multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household.

12 Data SF. SF Development Pipeline 2020 Q1. Available online at: *https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q1/5s89-azqa*. Accessed August 25, 2020.

significant physical environmental impacts related to population and housing that were not identified in the Eastern Neighborhoods PEIR.

E.3 Cultural Resources

Eastern Neighborhoods PEIR Cultural Findings

The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the plan areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the plan areas could potentially be affected under the maximum development alternative.[13] The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable.

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco *Planning Code*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

13 The approved Eastern Neighborhoods Area Plan was less intensive than the maximum development alternative analyzed in the PEIR.

E.3.a) Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The existing auto repair and smog check facility at the project site was surveyed in the Inner Mission North Historic Resource Survey and was determined to be ineligible for historic resource on January 1, 2004.[14] The project site is located diagonally opposite from the South Van Ness Avenue-Shotwell-Folsom Streets Historic District. The proposed structure at 1500-1528 15th Street would not impact the historic district as the proposed project is not located within the boundaries or directly adjacent to the historic district nor would it physically impair any structure within the historic district. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

E.3.b) The project site is located in the Archeological Mitigation Zone J-2: Properties with No Previous Studies of the Eastern Neighborhoods PEIR, so PEIR Mitigation Measure J-2 is applicable to the proposed project.[15] PEIR Mitigation Measure J-2 requires projects resulting in soils disturbance for which no archeological assessment report has been prepared to undergo a preliminary archeological sensitivity study. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The planning department's archeologist conducted a preliminary archeological review of the project site in conformance with the study requirements of Mitigation Measure J-2: the results are summarized below.[16]

Based on the preliminary archeological review, the department's archeologist determined that archeological testing is required. The review found that the project site is sensitive for prehistoric and historical resources due to the parcel's location within Hispanic Area 6, the site of an 1840 "Las Camaritas" Mexican land grant. In 1857, the project area was used as fenced-in agricultural land. By 1869, the 15th Street frontage was lined with structures and a rail line was installed along what is now South Van Ness Avenue. In 1889, the project site was completely developed with five one- to two-story structures. The site is located within the burn area of the fires that erupted after the 1906 earthquake and is shown as vacant in 1913. It appears to have remained vacant until 1933, when the existing one-story structure, an auto service facility, was constructed. Although the soil has been disturbed by the various construction activities that have occurred since 1840, there is still potential for materials to be discovered in the fill and alluvium associated with Las Camaritas, as well as other 19th century development, especially because the parcel has not been redeveloped since 1933. There are underground storage tanks associated with the 20th century use of the project site; however, they are likely south of the most sensitive areas for historical resources.[17]

The preliminary archeological review and its requirements for archeological testing are consistent with Mitigation Measure J-2 from the Eastern Neighborhoods PEIR. PEIR Mitigation Measure J-2 is identified as Project Mitigation Measure M-CR-1: Archeological Testing and the full text of this mitigation measure is included in the project's Mitigation Monitoring and Reporting Program. M-CR-1 would require testing for archeological resources and in the

14 The Inner Mission Historic Resource Survey can be accessed via https://sfplanninggis.org/PIM/.

15 San Francisco Planning Department, 1500-1528 15th Street, Preliminary Archeological Review, October 8, 2020.

16 Ibid.

17 Ibid.

event significant resources are discovered, appropriate data recovery is required to ensure that the information value obtained from the resource

With implementation of Project Mitigation Measure M-CR-1 as described above, the proposed project would have a less-than-significant impact on archaeological resources and previously unknown archeological resources.

E.3.c) Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant.[18]

Cumulative Analysis

As discussed above, the proposed project would have no effect on historic architectural resources and therefore would not have the potential to contribute to any cumulative historic resources impact.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. For these reasons, the proposed project, in combination with other cumulative projects, would not result in a cumulatively considerable impact on archeological resources or human remains.

Conclusion

The proposed project would not result in significant impacts to historic resources and impacts to archeological resources would be mitigated to less-than-significant levels with implementation of mitigation measures identified in the Eastern Neighborhoods PEIR. The project sponsor has agreed to implement Project Mitigation Measure M-CR-1: Archeological Testing. Therefore, the proposed project would not result in significant impacts on cultural resources that were not identified in the Eastern Neighborhoods PEIR.

E.4 Tribal Cultural Resources

Eastern Neighborhoods PEIR Cultural Findings

Based on discussions with Native American tribal representatives in San Francisco prehistoric archeological resources are presumed to be potential tribal cultural resources. Additionally, based on discussions with Native American tribal representatives, there are no other currently identified tribal cultural resources in San Francisco, Therefore, based on the results of this consultation between the City and County of San Francisco and local Native American tribal representatives, all archaeological resources of Native American origin are assumed to be potential tribal cultural resources. The preferred mitigation of impacts to such resources developed in consultation with local Native American tribal representatives is preservation in place or, where preservation is not

18 California Public Resources Code section 5097.98

feasible, development and implementation of archaeological and public interpretation plans for the resource, in consultation with local Native American tribes. The Eastern Neighborhoods PEIR found that development under the area plans and rezoning could cause a substantial adverse change to the significance of archeological resources because the entire plan area could be considered generally sensitive for archeological resources. On this basis, projects implemented under the PEIR have the potential to result in a substantial adverse change in tribal cultural resources. Eastern Neighborhoods PEIR Mitigation Measure J-2 would mitigate impacts to tribal cultural resources to a less than significant level as it includes avoidance, as feasible, and interpretation as requested by local Native American tribal representatives.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (ii) A resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in this subdivision, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

E.4.a) As discussed in the Cultural Resources section of this document, the project site is sensitive for prehistoric resources, which may also represent tribal cultural resources. Therefore, the project's proposed excavation to 26 feet, 6 inches below ground surface that was determined to result in potentially significant impacts to pre-historic archeological resources, as discussed in Topic E.3.b could also result in a significant impact to tribal cultural resources, should tribal cultural resources be encountered.

The potential impact to tribal cultural resources would be reduced to a less-than-significant level with implementation of Project Mitigation Measure M-CR-1, Archeological Testing (outlined in the Cultural Resources section above), which requires preservation-in-place if feasible, and implementation of archeological data recovery if preservation is not feasible. Under this measure, the tribal cultural resource would be preserved in place if this is determined to be feasible. If preservation in place is not feasible, archeological data recovery, and public interpretation of the resource in consultation with the tribal representative would be implemented.

Implementation of these measures would preserve the important information and cultural values represented by the resource, and therefore would reduce the project's potentially significant impact to tribal cultural resources to a less-than-significant level.

Cumulative Analysis

The cumulative context for tribal cultural resources is generally site specific and limited to the immediate construction area. For this reason, the proposed project, in combination with other cumulative projects, would not result in cumulative impacts to tribal cultural resources.

Conclusion

The proposed project's impact to tribal cultural resources would be mitigated to less-than-significant levels with the implementation of Project Mitigation Measure M-CR-1, implementing PEIR mitigation measures J-2. Therefore, the proposed project would not result in significant impacts to archaeological resources that constitute tribal cultural resources that were not identified in the Eastern Neighborhoods PEIR.

E.5 Transportation and Circulation

Eastern Neighborhoods PEIR Transportation and Circulation Findings

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

The PEIR anticipated that growth resulting from the zoning changes could result in significant and unavoidable impacts with mitigation on automobile delay and transit (both transit delay and ridership). The PEIR identified Mitigation Measures E-1 through E-11 to address these impacts. The city is responsible for implementing these measures, not developers of individual development projects. At the time of the PEIR, the city could not guarantee the future implementation of these measures. Since PEIR certification, the city implemented some of these measures (e.g., Transit Effectiveness Project, increased transit funding, and others listed under "Regulatory Changes").

This initial study reflects two changes because of state and local actions. The state amended CEQA to remove automobile delay as a consideration (CEQA section 21099(b)(2)). In March 2016, Planning Commission resolution 19579 implemented this state-level change in San Francisco. In February 2019, the department updated its Transportation Impact Analysis Guidelines (2019 guidelines). With that update, the department deleted the transit capacity impact criterion. The deletion is consistent with state guidance about the environmental benefits of new transit riders and to reflect funding sources for, and policies that encourage, additional ridership.[19] Accordingly, this initial study does not evaluate the project's impact on automobile delay or transit capacity.

19 San Francisco Planning Department, "Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum", February 14, 2019.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

E.5.a to d) The department estimated the number of trips and ways people would travel to and from the site. The department estimated these trips using data and methodology in the department's 2019 guidelines.[20] Table 2 presents daily person and vehicle trip estimates. Table 3 presents p.m. peak hour estimates.

Table 2: Person and Vehicle Trip Estimates – Daily

Land Use	DAILY PERSON TRIPS						Daily Vehicle Trips[1]
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Commercial	176	13	80	393	19	681	122
Residential	418	41	204	369	42	1,074	310
Project Total	**594**	**54**	**284**	**762**	**61**	**1,755**	**432**

Automobile person trips, accounting for average vehicle occupancy data (persons per vehicle).

Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines.

Table 3: Person and Vehicle Trip Estimates – P.M. Peak Hour

Land Use	P.M. PEAK HOUR PERSON TRIPS						P.M. Peak Hour Vehicle Trips[1]
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Commercial	16	1	7	35	2	61	11
Residential	37	3	18	33	4	96	30
Project Total	**53**	**4**	**25**	**68**	**6**	**157**	**41**

Automobile person trips, accounting for average vehicle occupancy data (persons per vehicle).

Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines.

The department used these estimates to inform the analysis of the project's impacts on transportation and circulation during both construction and operation. The following considers effects of the project on potentially

20 San Francisco Planning Department, *Transportation Calculations for 1500 15th Street*, August 11, 2020.

hazardous conditions, accessibility (including emergency access), public transit delay, vehicle miles traveled, and loading.

Construction

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects. Project construction would last approximately 18 months. During construction, the project may result in temporary closures of the public right-of-way. These closures would include the sidewalks on 15th Street and South Van Ness Avenue and may also include partial road closures along 15th Street and South Van Ness Avenue. Given the project site context and construction duration and magnitude, the project meets the screening criteria. [21]

Further, the project would be subject to the San Francisco Regulations for Working in San Francisco Streets (the blue book). The blue book is prepared and regularly updated by the San Francisco Municipal Transportation Agency, under the authority derived from the San Francisco Transportation Code. It serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. Therefore, the project would have a less-than-significant construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The project would remove a total of four curb cuts, which previously served as entrances and exits to the existing surface lot on the project site. The project would remove two curb cuts on 15th Street spanning 20 feet, 3 inches and 34 feet, 11 inches, as well as two curb cuts on South Van Ness Avenue spanning 28 feet, 2 inches and 24 feet, 8 inches. The project would add 41 p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at the project's new convenient loading zones and be dispersed along nearby streets. This number of vehicle trips that would be accessing the street shared by nearby emergency services is not substantial.

Drivers would have adequate visibility of people walking and bicycling and private vehicles. Further, the project would include several changes to the public right-of-way that would lessen existing potentially hazardous conditions. Those changes include removing all the existing curb cuts at the site, implementing a bulbout, and establishing an accessible passenger loading zone just north of the bulbout on South Van Ness Avenue. Therefore, the project would result in less-than-significant potentially hazardous conditions and accessibility impacts.

Public Transit Delay

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 41 p.m. peak hour vehicle trips, which is less than the screening criterion of 300. Therefore, the project meets the screening criterion, and the project would have a less-than-significant public transit delay impact.

Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. The project site is an area where existing vehicle miles traveled per capita is more

21 According to the San Francisco Planning Department's Transportation Impact Analysis Guidelines for Environmental Review (February 2019), the construction of the project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking, bicycling, or substantially delaying public transit.

than 15 percent below the existing regional per capita and per employee averages. The project meets this locational screening criterion, and the project would have a less-than-significant vehicle miles traveled impact.[22]

The project also meets the proximity to transit screening criterion. The project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. Meeting this screening criterion also indicates the project would not cause substantial additional VMT.

Loading

The project's peak-hour loading demand would be less than one trip for both freight and passenger loading. Freight loading demand would be met by the existing loading zone located approximately 225 feet south of the project site on the east side of South Van Ness Avenue, and passenger loading demand would be accommodated by the proposed 60-foot passenger loading zone on South Van Ness Avenue. Overall, the project would have a less-than-significant loading impact.

Cumulative Analysis

Construction

None of the cumulative projects listed above have the potential to combine with the project's effects to create cumulative construction impacts, as none of these projects are within the project block. Further, the cumulative projects would be subject to the blue book regulations similar to the proposed project. Given the temporary duration and magnitude of the cumulative projects' construction and the regulations that each project would be subject to, the project, in combination with cumulative projects, would result in a less-than-significant cumulative construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The PEIR disclosed that vehicular and other ways of travel (e.g., walking, bicycling) volumes would increase in the Eastern Neighborhoods because of the plan and other cumulative projects. This increase would result in a potential for more conflicts between various ways of travel. None of the cumulative projects are located within the project block or study area intersections, therefore they would not overlap with the project's vehicle trips near the project site.

The vehicle trips from these cumulative projects would not combine to result in a potentially hazardous condition at any nearby vehicular turning movement. These cumulative projects would also not block access to a substantial number of people walking within the sidewalk. As described above, the project would include several changes to the public right-of-way that would lessen potentially hazardous conditions, including removal of four curb cuts, construction of a new bulb out on South Van Ness Avenue, and designation of a new passenger loading zone. Cumulative projects would also include several changes to the public right-of-way that would lessen potentially hazardous conditions. These changes include the SFMTA 13th Street Safety Project which would improve traffic safety along the 13th Street and Duboce Avenue corridor, the SFMTA Valencia Bikeway Improvements, and the SFMTA 16th Street Improvement Project which would improve Muni reliability, travel time, and safety and accessibility along 16th Street. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative potentially hazardous conditions and accessibility impacts.

22 San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1500-1528 15th Street*, August 11, 2020.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The PEIR used transit delay as a significance criterion. The PEIR identified significant and unavoidable traffic congestion impacts on streets that public transit travels upon (e.g., Seventh, Eighth, and Townsend streets) and significant transit ridership impacts which would delay transit (e.g., 22-Fillmore and 27-Bryant). The PEIR identified mitigation measures to be implemented by the city: E-6, E-10, and E-11 (related to traffic congestion and transit delay) and E-5 to E-8 (related to ridership and transit delay).

The project would add 41 p.m. peak hour vehicle trips and 25 p.m. peak hour transit trips. These trips would be dispersed along Mission, 16th, and Folsom streets on the available bus routes. This minor number of vehicle trips would not contribute considerably to the significant cumulative transit delay impact identified in the PEIR. Cumulative projects would also improve public transit, including as described above, the 16 Street Improvement Project. Therefore, the proposed project would not result in new or more severe transit delay impacts than were identified in the Eastern Neighborhoods PEIR.

Vehicle Miles Traveled

VMT by its nature is largely a cumulative impact. As described above, the project would meet the project-level screening criteria and therefore would not result in a significant VMT impact. Furthermore, the project site is an area where projected year 2040 VMT per capita is more than 15 percent below the future regional per capita and per employee average. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative VMT impact.

Loading

Given that the project's commercial (freight and delivery service) loading demand and passenger loading demand would be met by existing conditions and the proposed passenger loading zone, the project would not create or contribute to a significant cumulative loading impact.

Conclusion

The Eastern Neighborhoods PEIR projected substantial increases in public transit delay. For the reasons described above, the proposed project would not result in new or more severe transportation and circulation impacts than were identified in the Eastern Neighborhoods PEIR.

E.6 Noise

Eastern Neighborhoods PEIR Noise Findings

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

Plans.[23] These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒

E.6.a) Increases in ambient noise levels could result from increases in traffic and/or noise-generating equipment or activities. A potentially significant increase in the ambient noise level due to traffic resulting from a proposed project is unlikely unless the project would cause a doubling of existing traffic levels, which is generally assumed to result in a 3 dBA increase in the existing ambient noise environment.[24] An increase of less than 3 dBA is generally not perceptible outside of controlled laboratory conditions.[25] The proposed project would generate 432 daily vehicle trips. These vehicle trips would be dispersed along the local roadway network and would not result in a doubling of vehicle trips on roadways in the vicinity of the project site. Therefore, traffic noise impacts resulting from the project would be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed project would result in the development of a mixed-use residential building with 3,751 sf of rooftop open space which would function as a sundeck for building tenants and include program elements like seating,

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

24 Caltrans, *Technical Noise Supplement*, November 2009. Available at: http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf . Accessed: December 18, 2017.

25 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, pp. 2-44 to 2-45, September 2013. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf. Accessed July 30, 2017.

dining space, an outdoor cooking appliance, and landscaping. Per the building code, the maximum occupancy of the sundeck is 50 people. The project sponsor has indicated that no music or amplification system would be installed. Due to the size of the project and proposed uses, the project is not expected to generate noise levels in excess of ambient noise in the project vicinity and, therefore, PEIR Mitigation Measure F-5 is not applicable to the proposed project. Mechanical equipment for the building would be located on the roof and shielded to minimize potential noise impacts to nearby sensitive receptors located adjacent to the project site.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 includes specific measures to reduce noise impacts from pile-driving, and Mitigation Measure F-2 includes general construction-noise control measures for particularly noisy construction procedures (including pile-driving). The proposed project's construction would last approximately 18 months and would not require any pile driving. Therefore, Mitigation Measure F-1 would not be applicable. The proposed project would excavate approximately 7,000 cubic yards of soil and construct a mat slab foundation. As heavy equipment would be used during construction and there are noise sensitive uses adjacent to the project site,[26] Mitigation Measure F-2 would be required to reduce construction noise impacts to a less-than-significant level. PEIR Mitigation Measure F-2 is identified as Project Mitigation Measure M-NO-1: Construction Noise and is discussed in the project's Mitigation Monitoring and Reporting Program. In addition, all construction activities for the proposed project (approximately 18 months) would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The San Francisco Department of Building Inspection is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. With implementation of Project Mitigation Measure M-NO-1 (Implementing PEIR Mitigation Measure F-2), the proposed project would not result in significant construction noise impacts.

E.6.b) As discussed in section E.5.a above, the proposed project would not include any pile driving or use any kind of vibratory construction equipment. Development projects, such as the proposed project, are not typically sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

E.6.c) The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, initial study checklist question E.6.c is not applicable to the proposed project.

Cumulative Analysis

The cumulative context for traffic noise analyses are typically confined to the local roadways nearest the project site. As project generated vehicle trips disperse along the local roadway network, the contribution of project-generated traffic noise along any given roadway segment would similarly be reduced. As discussed in initial study checklist question E.5.c, the proposed project would not result in a perceptible increase in traffic noise. Therefore, the proposed project would not result in a considerable contribution to ambient noise levels from project traffic.

The cumulative context for point sources of noise, such as building heating, ventilation and air conditioning systems and construction noise are typically confined to nearby noise sources, usually not further than about 900

26 Brad Buser, *Air Quality and Noise Construction Information List for 1500 15th Street*, December 7, 2020.

feet from the project site.[27] The 1979 Mission Street project is located within 900 feet of the project site. However, this project would not have a direct line-of-sight to the project site, and construction noise at these sites would be attenuated by existing buildings in between. In addition, both projects are required to comply with the Noise Ordinance, which because it establishes noise limits from stationary sources and construction equipment, would ensure no significant cumulative impact would occur. Furthermore, the noise ordinance establishes limits for both construction equipment and for operational noise sources. All projects within San Francisco are required to comply with the noise ordinance. Compliance with the noise ordinance would ensure that no significant cumulative noise impact would occur.

Conclusion

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses. The proposed project would implement mitigation measures identified in the Eastern Neighborhoods PEIR to reduce construction noise, referred to as Project Mitigation Measure M-NO-1. With implementation of mitigation measures identified in the PEIR, the proposed project would not result in new or more severe noise impacts than were identified in the Eastern Neighborhoods PEIR.

E.7 Air Quality

Eastern Neighborhoods PEIR Air Quality Findings

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses[28] from exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, development under the area plans would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant. Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.[29]

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				

26 Typical construction noise levels can affect a sensitive receptor at a distance of 900 feet if there is a direct line-of-sight between a noise source and a noise receptor (i.e., a piece of equipment generating 85 dBA would attenuate to 60 dBA over a distance of 900 feet). An exterior noise level of 60 dBA will typically attenuate to an interior noise level of 35 dBA with the windows closed and 45 dBA with the windows open.

28 The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as persons occupying or residing in: 1) residential dwellings, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, p. 12.

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

E.7.a) The most recently adopted air quality plan for the air basin is the Bay Area Air Quality Management District's 2017 Clean Air Plan. The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) reduce greenhouse gas emissions. The clean air plan recognizes that to a great extent, community design dictates individual travel modes, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. The compact development of the proposed project and the availability of non-auto transportation options in the project area would ensure that the project would avoid substantial growth in automobile trips and consequent air pollutant emissions. In addition, as discussed above in the Population and Housing resource topic, the project site is located within the Eastern Neighborhoods priority development area. Focusing development within such areas is a key land use strategy under Plan Bay Area to meet statewide greenhouse gas reduction goals pursuant to Senate Bill 375. Furthermore, for the reasons described below under topics E.7.b and c, the proposed project would not result in significant air pollutant emissions or expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would not obstruct implementation of the 2017 Clean Air Plan.

E.7.b) While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."[30]

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter ($PM_{2.5}$, and PM_{10}[31]), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by

30 San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), p. 346. Planning Department Record No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed April 24, 2019.

31 PM_{10} is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. $PM_{2.5}$, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, $PM_{2.5}$, and PM_{10}. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[32] Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants. Following publication of the draft PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the dust control ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work to protect the health of the general public and of construction workers, minimize public nuisance complaints, and to avoid orders to stop work in response to dust complaints. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the dust control ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements incorporate and expand upon the dust control provisions of PEIR Mitigation Measure G-1. Therefore, compliance with the dust control ordinance would ensure that the proposed project would not result in substantial amounts of fugitive dust, including particulate matter, during construction activities and portions of PEIR Mitigation Measure G-1 that address construction dust are not required.

Criteria Air Pollutants

The Bay Area Air Quality Management District prepared updated 2017 CEQA Air Quality Guidelines,[33] which provide methodologies for analyzing air quality impacts. These guidelines also provide thresholds of significance for ozone and particulate matter. The planning department uses these thresholds to evaluate air quality impacts under CEQA.

Construction and/or operational criteria air pollutant emissions resulting from the proposed project were evaluated in accordance with the air district's guidelines and are discussed below.

Construction Criteria Air Pollutants

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over approximately 18 months. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model

32 Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines,* May 2017, page 2-1.

33 Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2017.

(CalEEMod) and provided within an Air Quality Analysis for 1500-1528 15th Street.[34] The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 446 working days. As shown in Table 4, unmitigated project construction emissions would be below all criteria air pollutant thresholds.

Table 4: Average Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	*NOx*	*Exhaust PM_{10}*	*Exhaust $PM_{2.5}$*
Unmitigated Project Emissions	2.60	6.19	0.24	0.23
Significance Threshold	54.0	54.0	82.0	54.0

Emissions over threshold levels are in bold.

Source: BAAQMD, 2017; Air Quality Analysis for 1500 15th Street

As shown in Table 4, unmitigated project emissions would not have a significant impact.

Operational Criteria Air Pollutants

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), energy usage, and testing of a backup diesel generator. Operational criteria air pollutants generated by the proposed project were also quantified using CalEEMod and provided within an Air Quality Analysis for 1500 15th Street.

The daily and annual emissions associated with operation of the proposed project are shown in Table 5. Table 5 also includes the thresholds of significance.

Table 5: Operational Criteria Air Pollutant Emissions

	Pollutant Emissions			
	ROG	*NOx*	*PM_{10}*	*$PM_{2.5}$*
Project Average Daily Emissions (lbs/day)	3.56	8.11	7.56	2.14
Significance Threshold (lbs/day)	54	54	82	54

lbs/day = pounds per day

Source: BAAQMD, 2017; Air Quality Analysis for 1500 15th Street

As shown in Table 5, the proposed project would not exceed the thresholds for operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR related to emissions of non-attainment criteria air pollutants.

34 Bihl, Lauren, Planning Department. *Air Quality Analysis for 1500-1528 15th Street*, September 23, 2020.

E.7.c) In addition to regional criteria air pollutants analyzed above, the following air quality analysis evaluates localized health risks to determine whether sensitive receptors would be exposed to substantial pollutant concentrations. Since certification of the PEIR, the San Francisco Board of Supervisors approved amendments to the San Francisco Building and Health Codes, referred to as Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance 224-14, amended December 8, 2014). The purpose of article 38 is to protect the public health and welfare by establishing an *air pollutant exposure zone* and imposing an enhanced ventilation requirement for all new sensitive uses within this zone. The air pollutant exposure zone as defined in article 38 includes areas that exceed health protective standards for cumulative $PM_{2.5}$ concentration and cumulative excess cancer risk and incorporates health vulnerability factors and proximity to freeways.

Projects located within the air pollutant exposure zone, such as the proposed project, must provide filtration to protect occupants from $PM_{2.5}$. Health Code Article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (health department) that achieves protection from $PM_{2.5}$ equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. The building department will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal. In compliance with Article 38, the project sponsor has submitted an initial application to the health department.[35]

Projects within the air pollutant exposure zone also require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction Health Risk

The project site is located within an identified air pollutant exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during 12 months of the anticipated 18-month construction period. Thus, Project Mitigation Measure M-AQ-1: Construction Air Quality, has been identified to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-1 related to emissions exhaust by requiring construction equipment with lower emissions. This measure would reduce diesel particulate matter exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.[36] Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure M-AQ-1: Construction Air Quality.

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

Operational Health Risks

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. The project's incremental increase in localized TAC emissions resulting from new vehicle trips would be minor and would not contribute substantially to localized health risks. However, the proposed project would include a backup diesel generator, which would emit DPM, a TAC. Therefore, Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators has been identified to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-4 related to siting of uses that emit TACs by requiring the engine to meet higher emission standards. Project Mitigation Measure M-AQ-2 would reduce DPM exhaust from the generator by 89 to 94 percent compared to uncontrolled stationary sources. Therefore, health risk impacts related to the siting of new air pollution sources would be less than significant through implementation of Project Mitigation Measure M-AQ-2.

E.7.d) Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. The proposed project includes residential and commercial uses that would not be expected to create significant sources of new odors. Therefore, odor impacts would be less than significant.

Cumulative Analysis

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[37] The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute considerably to cumulative non-attainment criteria air pollutants. Therefore, because the proposed project's construction and operational (Topic E.7.b) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would result in temporary air quality impacts during construction and add a new stationary source (generator) within an area already adversely affected by poor air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement Mitigation Measure M-AQ-1, Construction Air Quality, which could reduce construction period emissions by as much as 94 percent and Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators, which requires best available control technology to limit emissions from the project's emergency back-up generator. Implementation of these mitigation measures would reduce the project's contribution to cumulative localized health risk impacts to a less-than-significant level. Furthermore, compliance with article 38 would ensure that new sensitive receptors are not substantially affected by existing or proposed sources of toxic air contaminants.

37 BAAQMD, *CEQA Air Quality Guidelines*, May 2017, page 2-1.

Conclusion

The proposed project would implement Eastern Neighborhoods PEIR Mitigation Measures G-1 and G-4, as Project Mitigation Measures M-AQ-1: Construction Air Quality and M-AQ-2: Best Available Control Technology for Diesel Generators. As discussed above, with implementation of these mitigation measures the proposed project would not result in any significant air quality impacts, either individually or cumulatively, that were not identified in the PEIR.

E.8 Greenhouse Gas

Eastern Neighborhoods PEIR Greenhouse Gas Emissions Findings

The Eastern Neighborhoods PEIR analyzed greenhouse (GHG) emissions that could result from the anticipated development under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO_2E[38] per service population,[39] respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Project Analysis

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

E.8.a and b) The following analysis of the proposed project's GHG impact focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on global climate, this analysis is in a cumulative context only, and the analysis of this resource topic does not include a separate cumulative impact discussion.

Subsequent to adoption of the Eastern Neighborhoods Rezoning and Area Plans, the air district updated its guidelines (see discussion in Topic E.7, Air Quality). The updated guidelines address the analysis of GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's individual GHG impact is less

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

39 Jessica Range, San Francisco Planning Department, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010.

than significant. San Francisco's 2017 Greenhouse Gas Reduction Strategy Update[40] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district and CEQA guidelines. These GHG reduction actions resulted in a 35 percent reduction in GHG emissions in 2018 compared to 1990 levels,[41] exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,[42] Executive Order S-3-05[43], and Assembly Bill 32 (also known as the Global Warming Solutions Act).[44,45] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[46], B-30-15,[47,48] and Senate Bill 32.[49,50,51] Therefore, projects that are consistent with San Francisco's 2017 Greenhouse Gas Reduction Strategy Update would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the 2017 Greenhouse Gas Reduction Strategy Update and demonstrated in the GHG checklist completed for the proposed project.[52] The proposed project would comply with applicable regulations that would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants. Therefore, the proposed project would not generate significant GHG emissions and would not conflict with state, regional, and local GHG reduction plans and regulations.

40 San Francisco Planning Department, *2017 Greenhouse Gas Reduction Strategy Update,* July 2017. Available at https://sfplanning.org/project/greenhouse-gas-reduction-strategies#targets, accessed December 1, 2020.

41 San Francisco Department of the Environment, *San Francisco's Carbon Footprint.* Available at https://sfenvironment.org/carbon-footprint, accessed December 1, 2020.

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

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

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

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

46 Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million $MTCO_2E$); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$).

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

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

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

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

51 Executive Order B-15-18, which was signed in September 2018, establishes a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions after. Available at https://www.gov.ca.gov/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf, accessed September 25, 2018. The statewide executive order is slightly more aggressive than the commitment made by Mayor Mark Farrell in April 2018 for the City to reach net-zero greenhouse gas emissions by 2050. The San Francisco Department of the Environment is currently developing a plan to meet the goal of carbon neutrality.

52 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for1500-1528 15th Street*, April 7, 2020.

Conclusion

For the reasons stated above, the proposed project would not result in a significant individual or cumulative GHG impact. Therefore, the proposed project would not result in significant GHG impacts that were not identified in the Eastern Neighborhoods PEIR.

E.9 Wind

Eastern Neighborhoods PEIR Wind Findings

The Eastern Neighborhoods PEIR concluded that wind impacts resulting from the development under the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	☐	☐	☐	☒

E.9.a) To determine whether a project would alter wind in a manner that substantially affects public areas, the planning department applies the wind hazard criterion established in section 148 of the San Francisco Planning Code. In accordance with section 148, a project would result in hazardous wind conditions if it would cause ground-level wind speeds that exceed 26 mph for one hour or more per year.[53] In most cases, projects under 80 feet in height do not result in wind impacts in accordance with this criterion.

Based on the height and location of the proposed approximately 85-foot-tall building (99 feet tall to the top of the elevator penthouse), a pedestrian wind assessment was prepared by a qualified wind consultant for the proposed project.[54] The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development. The wind assessment found that the existing wind conditions on the adjacent streets do not exceed the 26-mile-per-hour wind hazard criterion for a single full hour, or approximately 0.0114 percent of the time, as outlined in the San Francisco Planning Code section 148. The wind assessment also found that the proposed building would not cause winds that would reach or exceed the 26-mile-per-hour wind hazard criterion at any pedestrian areas on and around the project site.

Cumulative

The proposed 1979 Mission Street project, which is 105 feet in height, is roughly one block away from the proposed project, and could contribute to potential cumulative wind impacts in the project area. However, based

53 San Francisco Planning Code Section 148. Available at: http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_138.1

54 RWDI, *Wind Impact Report for 1500-1528 15th Street*, June 18, 2020.

on a project-specific wind study, the 1979 Mission Street project would not result in project-level or cumulative wind-hazard impacts.[55] While the 1979 Mission Street wind analysis did not account for the proposed project, it did account for other cumulative projects in the area. The cumulative assessment found that one existing wind hazard would be eliminated. Additionally, at wind sensor locations nearest the proposed 1500 15th Street project,[56] cumulative wind speeds exceeded 1 hour per year were lower than those under existing plus project conditions and well below the wind hazard criteria. Therefore, because cumulative conditions for the 1979 Mission Street project indicate lower 1 hour average wind speeds at sensor locations nearest the project site than under the existing plus project conditions, the 1979 Mission Street Project would eliminate existing wind hazards and not create any new wind hazards, and the proposed project would not result in any new wind hazards, it can reasonably be concluded that the proposed project would not combine with other projects in the vicinity to create significant cumulative wind impacts.

Conclusion

For the reasons stated above, the proposed project would not result in significant wind impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant wind impacts that were not identified in the Eastern Neighborhoods PEIR.

E.10 Shadow

Eastern Neighborhoods PEIR Shadow Findings

While the Eastern Neighborhoods PEIR evaluated the shadow effects of the proposed community plans and rezoning, it could not conclude with certainty that they would result in less-than-significant shadow impacts because project-specific plans and building elevations are required in order to evaluate whether a proposed project would have a significant shadow impact and these were unknown at that time. Therefore, the Eastern Neighborhoods PEIR determined that development that would occur as a result of implementation of the area plans and rezoning could potentially result in significant and unavoidable shadow impacts. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☐	☒

E.10.a) The proposed project would construct an 85-foot-tall building (99 feet tall with the elevator penthouse); therefore, a preliminary shadow fan analysis was prepared to determine whether the project would have the

55 RWDI, *Pedestrian Wind Study for 1979 Mission Street*, June 29, 2015.
56 Wind sensor locations evaluated in the 1979 Mission Street Pedestrian Wind Study located closest to the project site are locations 21, 22, 49, and 50.

potential to cast new shadow on nearby parks or open spaces.[57] Based on the preliminary shadow fan analysis, the proposed project does not have the potential to cast a shadow on any publicly accessible open spaces.

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

Cumulative

The proposed project does not have the potential to cast shadow on any publicly accessible open spaces. For these reasons, the proposed project would not combine with other projects in the project vicinity to create significant cumulative shadow impacts.

Conclusion

For the reasons stated above, the proposed project would not result in significant shadow impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant shadow impacts that were not identified in the Eastern Neighborhoods PEIR.

E.11 Recreation

Eastern Neighborhoods PEIR Recreation Findings

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the city to implement funding mechanisms for an ongoing program to repair, upgrade and adequately maintain park and recreation facilities. An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Plaza (16th and Daggett streets) and In Chan Kaajal Park (17th and Folsom streets), opened in 2017.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				

57 Preliminary Shadow Fan Analysis, 1500-1528 15th Street, May 10, 2018.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

E.11.a) As discussed in Topic E.2, Population and Housing, the proposed project would add new residential and employment space resulting in approximately 225 new residents and 11

new employees. New residents and employees would be within walking distance of nearby parks and other recreational facilities, including Franklin Square (Bryant and 16th streets), Dearborn Community Garden (Dearborn and 17th streets), In Chan Kaajal Park (Folsom and 17th streets), and Kidpower Park (Hoff Street). Additionally, the proposed project would provide passive recreational space onsite for the residents, including 3,751 square feet of common open space available to project residents in the form of rooftop open space, 556 square feet in the form of a sub-basement outdoor courtyard, and 6,463 square feet of indoor shared living space including kitchen and lounge spaces as well as a gym and exercise studio. Although the proposed project would introduce a new permanent population to the project site, the number of new residents and employees projected would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities, such that substantial physical deterioration of the facilities would be expected.

E.11.b) The permanent residential population on the site and the incremental on-site daytime population growth that would result from the proposed commercial use would not require the construction of new recreational facilities or the expansion of existing facilities.

Cumulative

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the city's network of recreational resources. As discussed above, there are several parks, open spaces, or other recreational facilities within walking distance of the project site, and two new parks have been constructed within the plan area. These existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact related to recreational resources. Therefore, the proposed project would not result in a significant recreational impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.12 Utilities and Service Systems

Eastern Neighborhoods PEIR Utilities and Service System Findings

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Require or result in the relocation or construction of new or expanded wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant physical environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? Require or result in the relocation of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity or local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

E.12.a and c) The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater

treatment and management for the east side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The treatment and discharge standards are set and regulated by the Regional Water Quality Control Board. The Southeast Plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the Southeast Plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.[58]

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase impervious surfaces at the project site. Compliance with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would ensure that the design of the proposed project includes installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management Ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure.

The project site is located within a developed area served by existing electric power, natural gas, and telecommunications. While the project would require local connection to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure. Although the proposed project would add new residents and employees to the project site, the combined sewer system has capacity to serve projected growth through year 2045. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

E.12.b) The San Francisco Public Utilities Commission (SFPUC) adopted the 2015 Urban Water Management Plan (UWMP) in June 2016. The plan estimates that current and projected water supplies will be sufficient to meet future retail demand[59] through 2035 under normal year, single dry-year and multiple dry-year conditions; however, if a multiple dry-year event occurs, the SFPUC would implement water use and supply reductions through its drought response plan and a corresponding retail water shortage allocation plan.

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).[60] The state water board has stated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years,

56 San Francisco Planning Department, *Biosolids Digester Facilities Project, Final Environmental Impact Report*, Record No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

59 "Retail" demand represents water the SFPUC provides to individual customers within San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

60 State Water Resources Control Board Resolution No. 2018-0059, Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document, December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan.

The SFPUC has prepared a memorandum discussing future water supply scenarios given adoption of the Bay-Delta Plan Amendment.[61] As discussed in the SFPUC memorandum, implementation of the plan amendment is uncertain for several reasons and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. The SFPUC memorandum estimates total shortfalls in water supply (that is, total retail demand minus total retail supply) to retail customers through 2040 under three increasingly supply-limited scenarios:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable

2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment)

3. With implementation of the Bay-Delta Plan Amendment as adopted.

As estimated in the SFPUC memorandum, water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.[62]

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.[63] For single dry and multiple (years 1, 2 and 3) dry years of an extended drought, the SFPUC memorandum estimates that shortfalls of water supply relative to demand would occur both with and without implementation of the Bay-Delta Plan Amendment. Without implementation of the plan amendment, shortfalls would range from approximately 3.6 to 6.1 million gallons per day or 5 to 6.8 percent shortfall during dry years through the year 2040.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 12.3 million gallons per day (15.6 percent) in a single dry year to 36.1 million gallons per day (45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 million gallons per day (23.4 percent) in a single

61 Memorandum from Steven R. Ritchie, SFPUC to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department, Environmental Planning Division, May 31, 2019.

62 On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency. The SFPUC submitted a proposed project description that could be the basis for a voluntary agreement to the state water board on March 1, 2019. As the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

63 Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully implemented infrastructure under the 2018 Phased Water System Improvement Program Variant, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. This frequency is expected to increase as climate change intensifies.

dry year to 44.8 million gallons per day (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[64] The proposed mixed-use residential project would result in 225 dwelling units[65] and 3,798 square feet of commercial space; as such it does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project's maximum water demand in relation to the three supply scenarios. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment that were not identified in the Eastern Neighborhoods PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).[66] The development proposed by the project would represent 48 percent of the 500-unit limit and 0.009 percent of the 500,000 square feet of commercial space provided in section 15155(1)(A) and (B), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of less than 50,000 gallons per day of water.

64 Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:
(A) A residential development of more than 500 dwelling units.
(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
(D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
(F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

65 The number of dwelling units has been conservatively calculated using the sum of the proposed beds within the project: 161 private bedrooms and 78 beds in shared living arrangements.

66 Memorandum, from Steven R. Ritchie, Assistant General Manager, Water Enterprise, San Francisco Public Utilities Commission to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2020 through 2040.[67] Assuming the project would demand no more than 50,000 gallons of water per day (or 0.05 million gallons per day), Table 6 compares this maximum with the total retail demand from 2020 through 2040. At most, the proposed project's water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2020 and 2040. As such, the project's water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

Table 6: Proposed Project Demand Relative to Total Retail Demand (million gallons per day)

	2020	2025	2030	2035	2040
Total Retail Demand	72.1	79	82.3	85.9	89.9
Total Demand of Proposed Project	0.05	0.05	0.05	0.05	0.05
Total Demand of Proposed Project as Percentage of Total Retail Demand	0.07%	0.06%	0.06%	0.06%	0.06%

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent less than 0.06 percent of the total retail demand in 2040 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. As discussed in the SFPUC memorandum, the SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. The level of rationing that would be required of the proposed project is unknown at this time. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the project compared to citywide demand would not substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Therefore, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Project impacts related to water supply would be less than significant.

67 San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at https://sfwater.org/index.aspx?page=75.

E.12.d and e) The city disposes of its municipal solid waste at the Recology Hay Road Landfill, and that practice is anticipated to continue until 2025, with an option to renew the agreement thereafter for an additional six years. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported to a facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

The proposed project would incrementally increase total city waste generation; however, the proposed project would be required to comply with San Francisco ordinance numbers 27-06 and 100-09. Due to the existing and anticipated increase of solid waste recycling in the city and the requirements to divert construction debris from the landfill, any increase in solid waste resulting from the proposed project would be accommodated by the existing Hay Road landfill. Thus, the proposed project would have less-than-significant impacts related to solid waste.

Cumulative Analysis

As explained in the analysis above, existing service management plans for water, wastewater, and solid waste disposal account for anticipated citywide growth. Furthermore, all projects in San Francisco would be required to comply with the same regulations described above which reduce stormwater, potable water, and waste generation. Therefore, the proposed project, in combination with other cumulative development projects would not result in a cumulative utilities and service systems impact.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to utilities and service systems. Therefore, the proposed project would not result in a significant utilities and service system impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.13 Public Services

Eastern Neighborhoods PEIR Public Services Findings

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☐	☒

E.13.a) Project residents and employees would be served by the San Francisco Police Department and Fire Departments. The closest police station to the project site is the Mission Police Station, located approximately 0.36 miles from the site. The closest fire station to the project site is Fire Station #7 in the Mission District, located approximately 0.5 miles from the project site. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

The proposed project would not be expected to generate school-aged children, given the size and occupancy requirements of the proposed group housing dwelling types. Therefore, there would be no impacts to schools.

Impacts on parks and recreational facilities are addressed above in Topic E.11, Recreation.

Cumulative Analysis

The proposed project, combined with projected citywide growth through 2040, would increase demand for public services, including police and fire protection and public schools. The proposed project would have no impact on public schools and would therefore have no potential to contribute to cumulative impacts on public schools. The fire department, the police department, and other city agencies account for such growth in providing public services to the residents of San Francisco. For these reasons, the proposed project, in combination with projected cumulative development, would not result in a significant physical cumulative impact associated with the construction of new or expanded governmental facilities.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to public services. Therefore, the proposed project would not result in a significant public services impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.14 Biological Resources

Eastern Neighborhoods PEIR Biological Findings

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

Project Analysis

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

E.14.a-f) The project site is located within Mission Plan area of the Eastern Neighborhoods Area Plan and therefore, the project site does not support habitat for any candidate, sensitive or special status species. Further, there are no riparian corridors, estuaries, marshes or wetlands on or adjacent to the project site and there are no environmental conservation plans applicable to the project site. Additionally, the project would be required to comply with the Urban Forestry Ordinance, which requires a permit from Public Works to remove any protected trees (landmark, significant, and street trees). The proposed project does not involve the removal of any existing trees. The proposed project would plant three new street trees along the South Van Ness Avenue frontage and three new street trees along the 15th Street frontage. Therefore, the proposed project would not result in significant biological resource impacts.

Cumulative Analysis

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. All projects within San Francisco are required to comply with the Urban Forestry Ordinance, which would ensure that any cumulative impact resulting from conflicts with the city ordinance protecting trees would be less than significant.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact on biological resources. Therefore, the proposed project would not result in a significant biological resources impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.15 Geology and Soils

Eastern Neighborhoods PEIR Geology and Soils Findings

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

E.15.a, c, and d) A geotechnical investigation was prepared for the proposed project.[68] The geotechnical investigation, which included two exploratory borings drilled to a maximum depth of 31.5 ft below ground surface (bgs), indicates that the project site is underlain by loose sand with variable consistency to about 10 ft bgs, and medium dense to very dense subsurface soil to the maximum depth drilled. Groundwater was encountered at 8 to 10 ft. There are no active faults that pass through the project site. The project site is within a liquefaction hazard zone, but it is not in a landslide hazard zone. The geotechnical report recommends that the proposed building should be supported by a mat foundation, or alternatively, on piles connected with a grade beam. About 7,000 cubic yards of soil would be excavated and removed from the project site. The geotechnical report includes recommendations related to grading, liquefaction settlement, foundations, retaining walls, seismic design parameters, drainage, and construction.

To ensure that the potential for adverse effects related to geology and soils are adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code and the San Francisco Building Code, which is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins. The building department also provides its implementing procedures in information sheets. The project is required to

68 Calgeotech Engineering Consultants, Inc. Geotechnical Engineering Investigation Report for 1500 15th Street, April 6, 2020.

comply with the building code, which ensures the safety of all new construction in the city. The building department will review the project plans for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific report(s) through the building permit application process and its implementing procedures, as needed. The building department's requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the building code would ensure that the proposed project would not result in any significant impacts related to soils, seismicity or other geological hazards.

E.15.b) The project site is occupied by an existing building with a paved parking area and is entirely covered with impervious surfaces. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 26 feet, 6 inches below ground surface, creating the potential for windborne and waterborne soil erosion. However, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, stormwater, non-stormwater and waste runoff from a construction site. For construction projects disturbing 5,000 square feet or more, a project must also implement an approved erosion and sediment control plan that details the use, location and emplacement of sediment and control devices. These measures would reduce the potential for erosion during construction. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

E.15.e) The project would connect to the city's existing sewer system. Therefore, septic tanks or alternative waste disposal systems would not be required, and this topic is not applicable to the project.

E.15.f) The proposed project would require demolition of the existing building and asphalt, site preparation and grading. The proposal includes excavation up to 26 feet, 6 inches in depth and approximately 7,000 cubic yards of soil. Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. There are no known unique geologic or physical features at the project site. Construction activities are not anticipated to encounter any below-grade paleontological resources. Therefore, the project would have no impact on paleontological resources or unique geologic features.

Cumulative Analysis

The project would not include septic systems or alternative waste disposal systems and would have no impacts on paleontological resources or unique geologic features. Therefore, the proposed project would not have the potential to combine with effects of cumulative projects to result in cumulative impacts to those topics.

Environmental impacts related to geology and soils are generally site-specific. All development within San Francisco is subject to the seismic safety standards and design review procedures of the California and local building codes and to the requirements of the Construction Site Runoff Ordinance. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to geology and soils. Therefore, the proposed project would not result in a significant geology and soils impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.16 Hydrology and Water Quality

Eastern Neighborhoods PEIR Hydrology and Water Quality Findings

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

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	☐	☐	☐	☒
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
e) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

E.16.a) The project would generate wastewater and stormwater discharges typical of urban residential and commercial uses. Wastewater and stormwater from the project site would be accommodated by the city's sewer system and treated at the Southeast Water Pollution Control Plant to the standards set by the San Francisco Bay Regional Water Quality Control Board, therefore, the proposed project would not exceed the waste discharge requirements of the water quality board. Furthermore, as discussed in topic E. 15.b, the project is required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. The city's compliance with the requirements of its NPDES permit and the project's compliance with the Construction Site Runoff Ordinance would ensure that the project would not result in significant impacts to water quality.

E.16.b) As discussed under topic E.15, groundwater is approximately 8 to 10 feet below the ground surface at the project site and may be encountered during excavation. Therefore, dewatering is likely to be necessary during construction. The project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies. In addition, the project site is located in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply and there are no plans for development of this basin for groundwater production.[69] Any groundwater encountered during construction of the proposed project would be subject to requirements of the city's sewer use ordinance (Ordinance No. 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Any dewatering wells needed for the proposed project would be subject to the requirements of the city's soil boring and well regulation ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the Department of Public Health prior to constructing a dewatering well. A permit may be issued only if the project sponsors use construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring. For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

E.16.c) No streams or rivers exist in the vicinity of the project site. Therefore, the proposed project would not alter the course of a stream or river, or substantially alter the existing drainage pattern of the project site or area. For the reasons discussed in topics E.12.a and E.15.b, the proposed project would not substantially increase the rate or amount of surface runoff such that substantial flooding, erosion, or siltation would occur on or offsite. Compliance

69 The San Francisco Public Utilities Commission (SFPUC) supplies water to all of San Francisco residents and businesses. The SFPUC's groundwater supply program includes two groundwater projects: one along the peninsula and the other supplying groundwater from San Francisco's Westside Groundwater Basin aquifer, approximately 400 feet below ground surface. For more information see: https://sfwater.org/index.aspx?page=184. Accessed November 19, 2018.

with the city's Stormwater Management Ordinance would ensure that design of the proposed project would include installation of appropriate stormwater management systems that retain runoff on site and limit substantial additional sources of polluted runoff.

E.16.d) The project site is not located within a 100-year flood hazard zone, or a tsunami or seiche hazard area. Therefore, topic 16.d is not applicable to the proposed project.

E.16.e) For the reasons discussed in topic E.16a, the project would not interfere with the San Francisco Bay water quality control plan. Further, the project site is not located within an area subject to a sustainable groundwater management plan and the project would not routinely extract groundwater supplies.

Cumulative Analysis

The proposed project would have no impact with respect to the following topics and therefore would not have the potential to contribute to any cumulative impacts for those resource areas: location of the project site within a 100-year flood hazard area, tsunami or seiche zone, alterations to a stream or river or changes to existing drainage patterns. The proposed project and other development within San Francisco would be required to comply with the stormwater management and construction site runoff ordinances that would reduce the amount of stormwater entering the combined sewer system and prevent discharge of construction-related pollutants into the sewer system. As discussed above, the project may potentially require a permit from the SFPUC. Any dewatering wells needed for the proposed project would be subject to the requirements of the city's soil boring and well regulation ordinance. As the project site is not located in a groundwater basin that is used for water supply, the project would not combine with cumulative projects to result in significant cumulative impacts to groundwater. Therefore, the proposed project in combination with other projects would not result in significant cumulative impacts related to hydrology and water quality.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to hydrology and water quality. Therefore, the proposed project would not result in a significant hydrology and water quality impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.17 Hazards and Hazardous Materials

Eastern Neighborhoods PEIR Hazards and Hazardous Materials Findings

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project's rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater contamination would protect workers and the public from exposure to hazardous materials during construction. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials and determined that Mitigation Measure L-1: Hazardous Building Materials, would reduce this

impact to a less-than-significant level. However, regulations for the safe handling and disposal of hazardous building materials are in place and this mitigation measure is not necessary to reduce potential impacts related to exposure to hazardous building materials during demolition and renovation. The Eastern Neighborhoods PEIR also found that redevelopment would occur in an urbanized area without wildland fire risks and would not expose people or structures to a significant risk of loss, injury or death involving fires.

Project Analysis

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

E.17.a) The proposed project's residential and commercial uses could use hazardous materials for building maintenance such as household chemicals for cleaning, and herbicides and pesticides for landscape maintenance. These materials are properly labeled to inform the user of potential risks as well as handling procedures. The majority of these hazardous materials would be consumed upon use and would produce very little waste. Any hazardous wastes that are produced would be managed in accordance with Article 22 of the San Francisco Health Code. In addition, the transportation of hazardous materials, are regulated by the California Highway Patrol and the California Department of Transportation. The use of any of these hazardous materials are

not expected to cause any substantial health or safety hazards. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials would be less than significant.

E.17.b and c) The following discusses the project's potential to emit hazardous materials.

Hazardous Building Materials

Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. Regulations are in place to address the proper removal and disposal of asbestos containing building materials and lead based paint. Compliance with these regulations would ensure the proposed project would not result in significant impacts from the potential release of hazardous building materials.

Soil and Groundwater Contamination

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the city where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with current or former industrial uses or underground storage tanks, sites with historic bay fill, and sites close to freeways or underground storage tanks. The Maher Ordinance, which is implemented by the San Francisco Department of Public Health, requires appropriate handling, treatment, disposal, and remediation of contaminated soils that are encountered in the building construction process. All projects in the city that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater are subject to this ordinance. Some projects that disturb less than 50 cubic yards may also be subject to the Maher Ordinance if they propose to a change of use from industrial (e.g., gas stations, dry cleaners, etc.) to sensitive uses (e.g., residential, medical, etc.).

The proposed project would excavate up to 26 feet, 6 inches in depth and approximately 7,000 cubic yards of soil. Because the project site is on the Maher map and suspected of containing hazardous materials due to evidence of a gas station existing on site from 1938 to 1968, the project is subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase 1 environmental site assessment*.

The phase 1 assessment would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis known as a *phase 2 environmental site assessment*. Where such analysis reveals the presence of hazardous substances that exceed state or federal standards, the project sponsor is required to submit a site mitigation plan to the health department or other appropriate state or federal agency(ies), and to remediate any site contamination prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has filed an application for a Maher permit with the health department and a phase 1 site assessment has been prepared to assess the potential for site contamination. The phase 1 site assessment identifies the following potential recognized environmental conditions associated with the site: the site was occupied by a gasoline service station from the late 1930s through the 1960s, and used as an automobile repair or service facility from the 1940s through 1999. One or more underground storage tanks (UST) associated with the former service station are potentially present beneath the

southeast portion of the site. Vent pipes typically associated with UST systems are present on the shop building just west of the suspected UST area. An abandoned in-ground hydraulic lift is present in the shop building. Soil, soil vapor, or groundwater contamination could be presently associated with these historic land use features.[70]

The proposed project would be required to remediate potential soil and/or groundwater contamination described above in accordance with Article 22A to standards that would be acceptable for the proposed residential and commercial uses. Compliance with these requirements would ensure that the proposed project would not result in any significant impacts related to hazardous materials.

E.17.d) The proposed project is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. For the reasons described in the analysis of topic E.17.b and c, above, the proposed project would not create a significant hazard to the public or environment.

E.17.e) The project site is not located within an airport land use plan area or within 2 miles of a public airport. Therefore, topic 16.e is not applicable to the proposed project.

E.17.f) The proposed project, located within a city block, would not impair implementation of an emergency response or evacuation plan adopted by the City of San Francisco. Project construction and operation would not close roadways or impede access to emergency vehicles or emergency evacuation routes. Thus, the proposed project would not obstruct implementation of the city's emergency response and evacuation plans, and potential impacts would be less than significant.

E.17.g) As discussed above, the Eastern Neighborhoods plan area is not located in or near wildland areas with high fire risk. Construction of the proposed project would conform to the provisions of the building code and fire code. Final building plans would be reviewed by the building and fire departments to ensure conformance with the applicable life-safety provisions, including development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would not obstruct implementation of the city's emergency response plan, and potential emergency response and fire hazard impacts would be less than significant.

Cumulative Analysis

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same regulations addressing use of hazardous waste (laws regulating the disposal of hazardous building materials and Article 22 of the health code), hazardous soil and groundwater (Article 22B of the health code) and building and fire codes addressing emergency response and fire safety. For these reasons, the proposed project would not combine with other projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Conclusion

The proposed project's impact related to hazardous materials would be less than significant and would not result in significant hazards and hazardous materials impacts that were not identified in the Eastern Neighborhoods PEIR.

70 Northgate Environmental Management, Inc., *Phase I Environmental Site Assessment for 1500 15th Street*, January 4, 2017.

E.18 Mineral Resources

Eastern Neighborhoods PEIR Mineral Resources Findings

The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plan and rezoning would not result in a significant impact on mineral resources. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

E.18.a, b) The project site is not located in an area with known mineral resources and would not routinely extract mineral resources. Therefore, the proposed project would have no impact on mineral resources.

Cumulative

The proposed project would have no impact on mineral resources and therefore would not have the potential to contribute to any cumulative mineral resource impact.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to mineral resources. Therefore, the proposed project would not result in new or more severe impacts on mineral resources not identified in the Eastern Neighborhoods PEIR.

E.19 Energy Resources

Eastern Neighborhoods PEIR Energy Resources Findings

The Eastern Neighborhoods PEIR determined that development under the area plans and rezoning would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plan and rezoning would not result in a significant impact on energy resources. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

E.19.a) Energy demand for the proposed project would be typical of residential mixed-use projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including the Green Building Ordinance and Title 24 of the California Code of Regulations. As documented in the GHG compliance checklist for the proposed project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed in topic E.5, Transportation and Circulation, the project site is located in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the project would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

E.19.b) In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, Senate Bill 350 codified the requirement for the renewables portfolio standard to achieve 50 percent renewable energy by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable energy by 2030 and 100 percent by 2045.[71]

San Francisco's electricity supply is 41 percent renewable, and San Francisco's goal is to meet 100 percent of its electricity demand with renewable power.[72] CleanPowerSF is the city's Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses. GreenFinanceSF allows commercial property owners to finance renewable energy projects, as well as energy and water efficiency projects, through a municipal bond and repay the debt via their property tax account.

As discussed above in topic E.19.a, the project would comply with the energy efficiency requirements of the state and local building codes and therefore would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency.

69 California Energy Commission, California Renewable Energy Overview and Programs, available at: https://www.energy.ca.gov/renewables/, accessed April 24, 2019.

72 San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012, available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf, accessed on April 24, 2019.

Cumulative

All development projects within San Francisco are required to comply with applicable regulations in the city's Green Building Ordinance and Title 24 of the California Code of Regulations that reduce both energy use and potable water use. The majority of San Francisco is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to energy resources. Therefore, the proposed project would not result in new or more severe impacts on energy resources not identified in the Eastern Neighborhoods PEIR.

E.20 Agriculture and Forest Resources

Eastern Neighborhoods PEIR Agriculture and Forest Resources Findings

The Eastern Neighborhoods PEIR determined no agricultural resources exist in the plan area; therefore, the rezoning and area plans would have no effect on agricultural resources. The Eastern Neighborhoods PEIR did not analyze the plan's effects on forest resources.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

E.20.a-e) The project site is within an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Topics 20 a through e are not applicable to the proposed project and the project would have no impact either individually or cumulatively on agricultural or forest resources.

Conclusion

For the above reasons, the proposed project would not result in new or more severe impacts to agricultural or forest resources not identified in the Eastern Neighborhoods PEIR.

E.21 Wildfire

Eastern Neighborhoods PEIR Wildland Fire Findings

The plan area is located within an urbanized area that lacks an urban-wildland interface. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plans and rezoning would not result in a significant impact related to risk of loss, injury or death involving wildland fires. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

E.21.a - d) The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

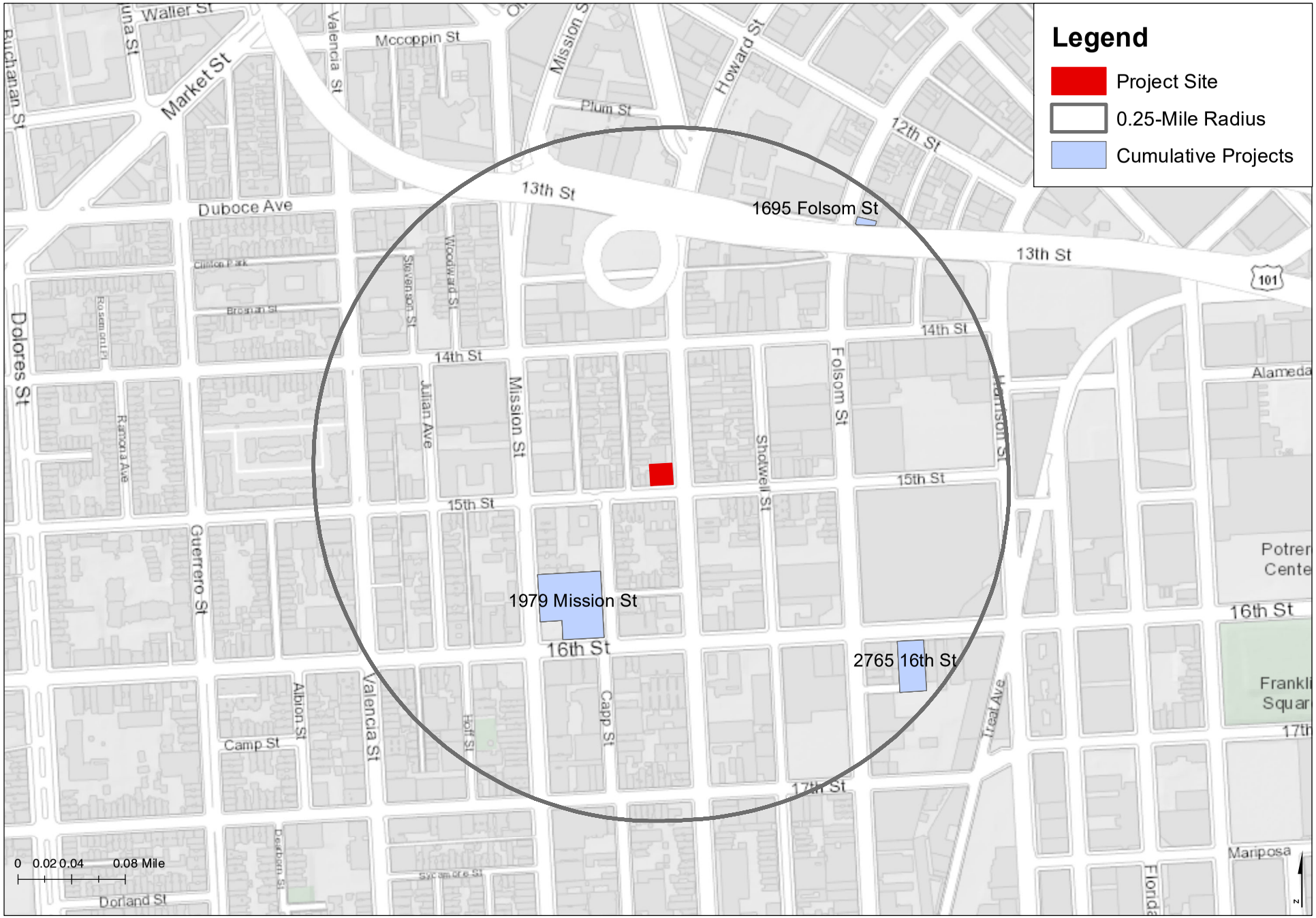
F. Public Notice and Comment

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, and to the Mission and city-wide neighborhood group lists. No comments related to environmental review were received.

G. Figures

1500-1528 15th St - Cumulative Projects Map

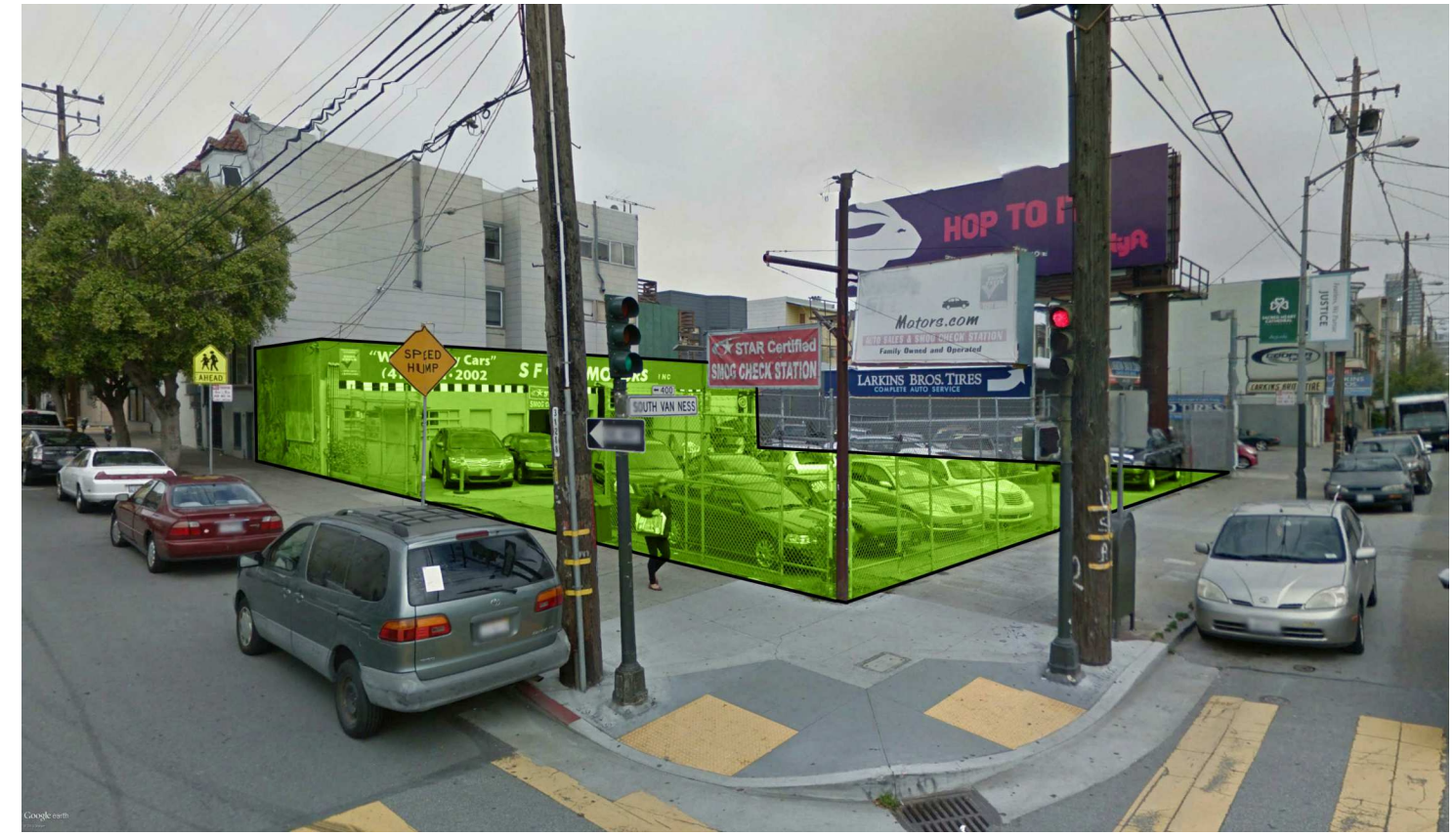
San Francisco Planning



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

07 October 2020

TOTAL PROJECT LOT AREA = 7,225 SF

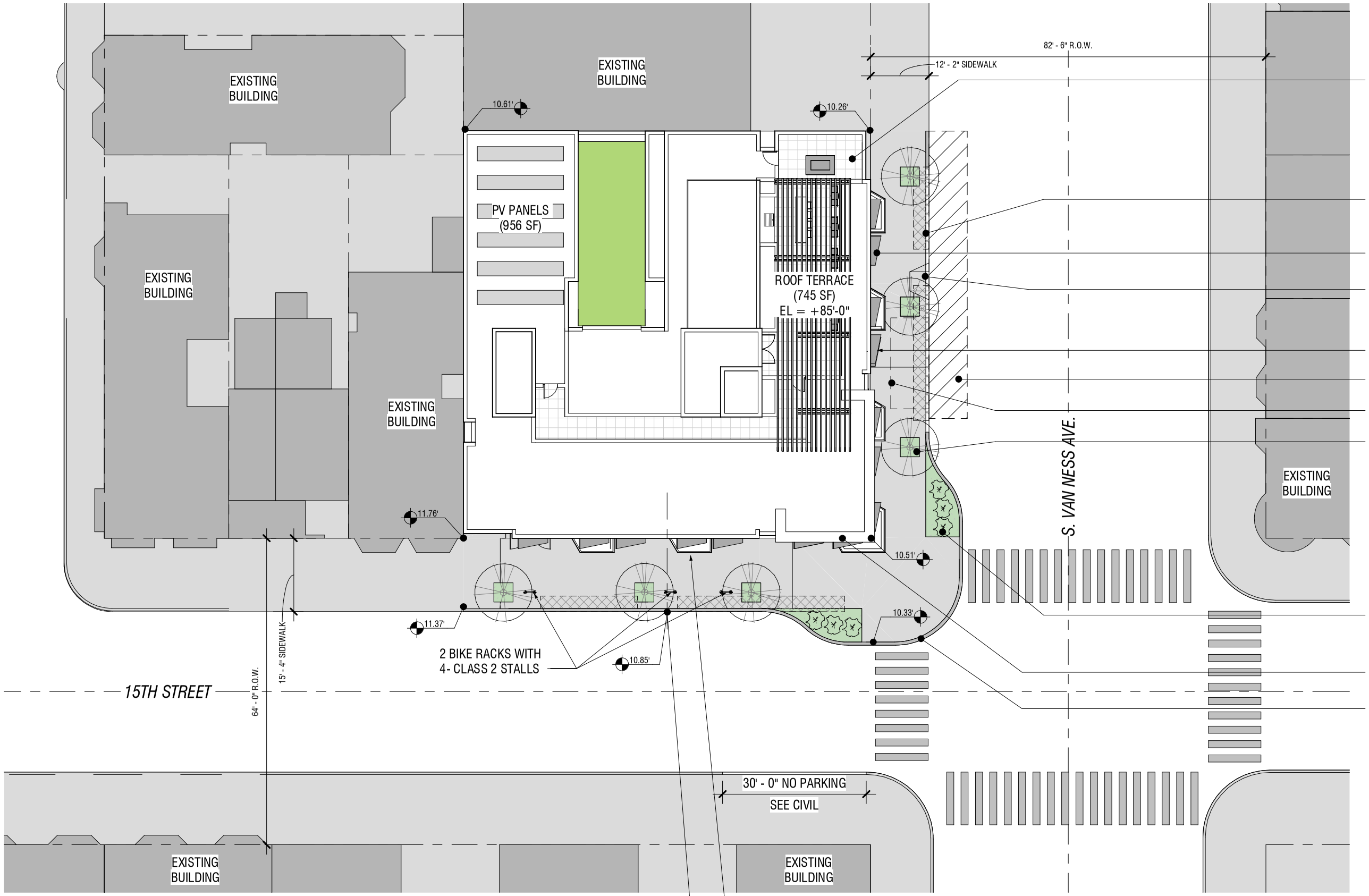


PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A2 LOCATION AND EXISTING CONDITIONS



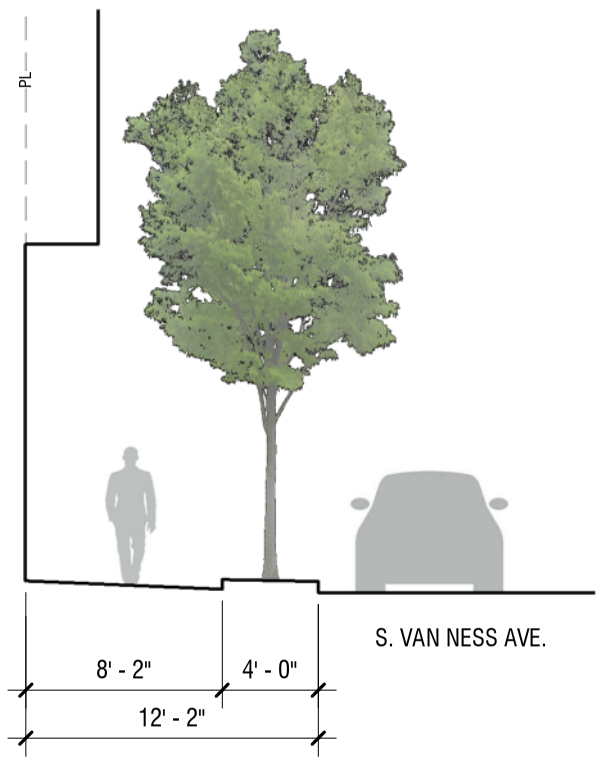
PRIME DESIGN

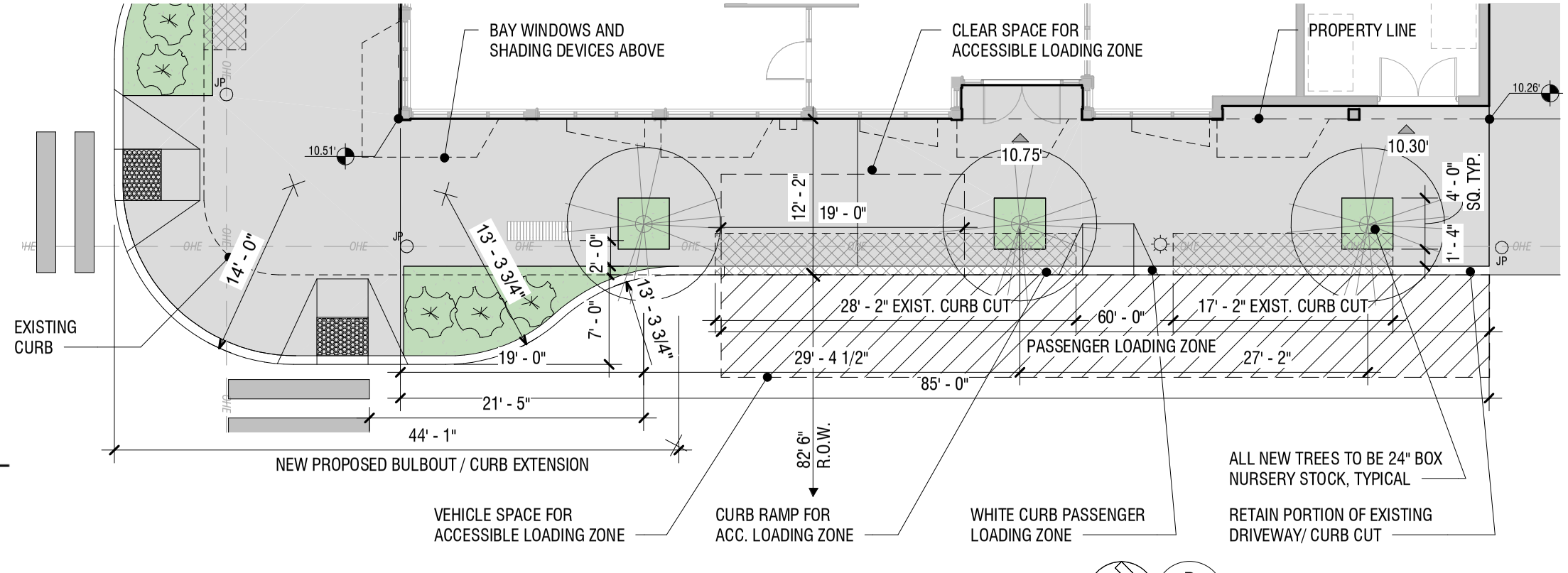
GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A8 SITE PLAN

0' 5' 10' 20' 40'

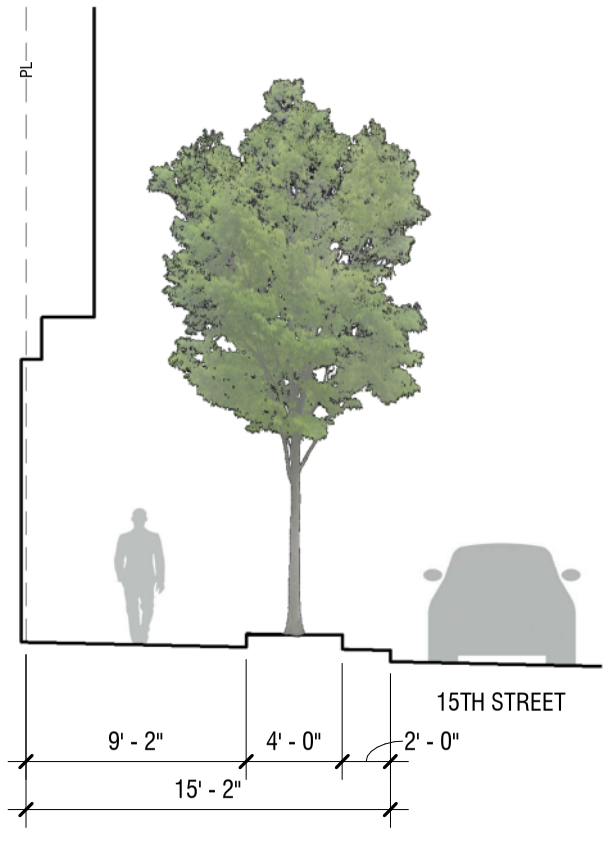


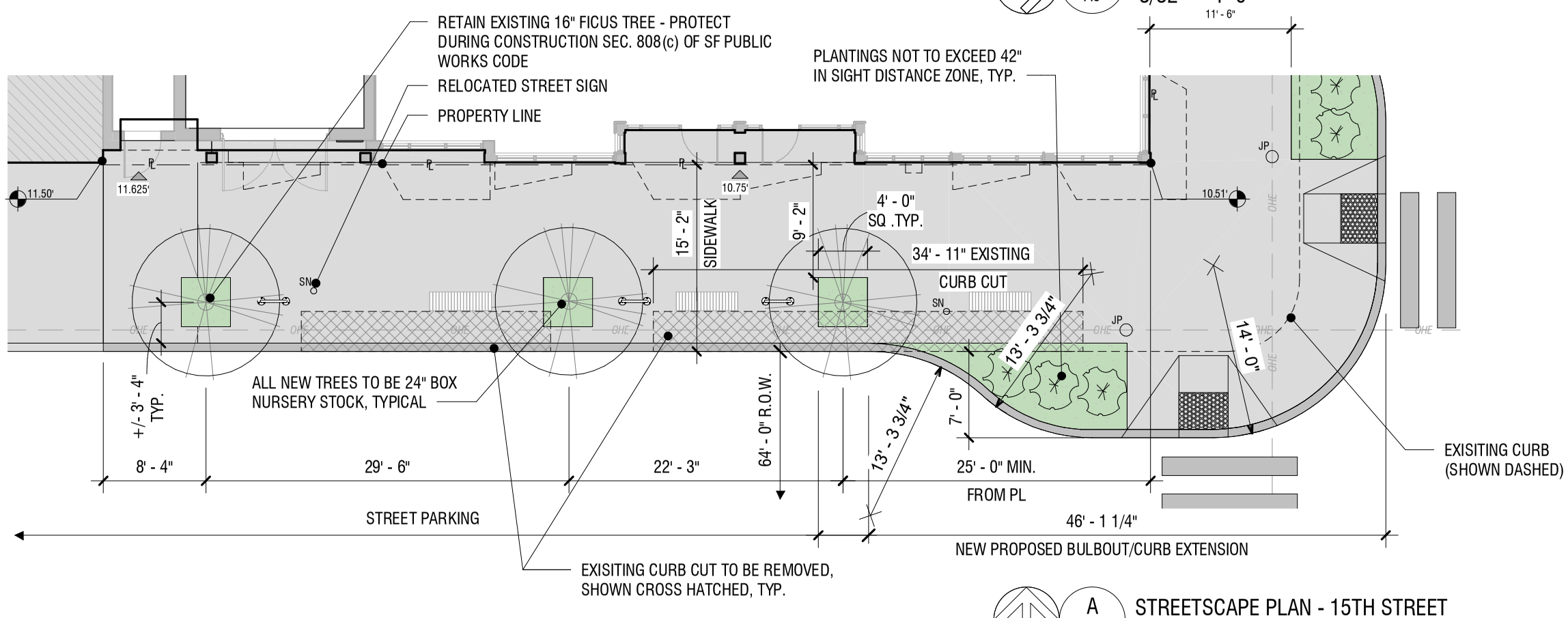


LEGEND

- SN — STREET SIGN
- JP — JOINT USE POLE
- STREET LIGHT
- OHE — OVERHEAD ELECTRIC
- WHITE CURB (LOADING)
- LANDSCAPE
- CONCRETE PAVING
- MEDIUM-SIZED STREET TREE (E.G. SMALL LEAF TRISTANIA, CHINESE PISTACHE, ETC.)
- SHRUB
- U-SHAPED BIKE RACK
- BENCH

B / A9 STREETSCAPE PLAN - S VAN NESS AVE.
3/32" = 1'-0"



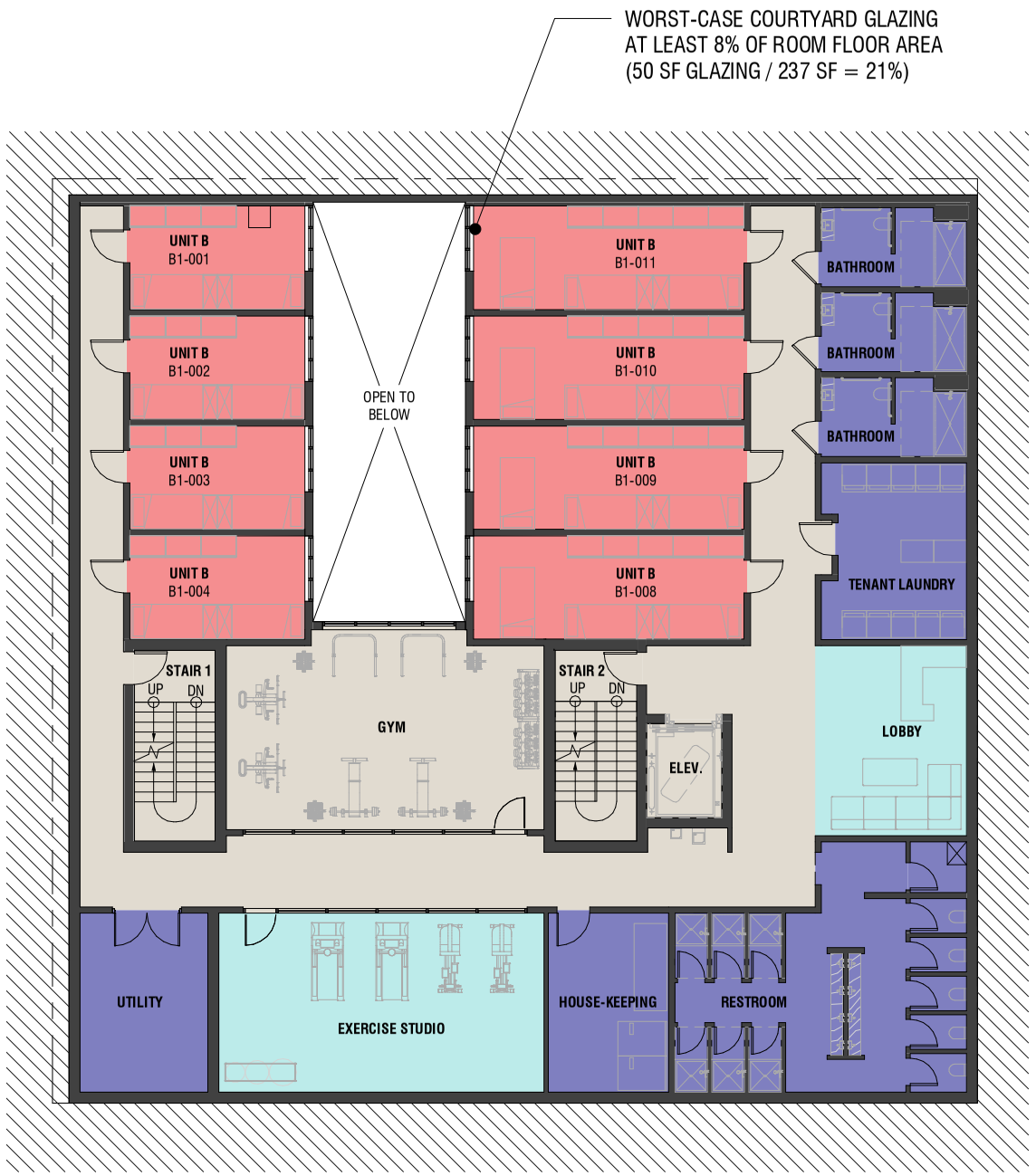


A / A9 STREETSCAPE PLAN - 15TH STREET
3/32" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A9 STREETSCAPE PLAN



B
A10
BASEMENT
1/16" = 1'-0"

A
A10
SUB-BASEMENT
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A10 FLOOR PLANS

B / A11 SECOND FLOOR
1/16" = 1'-0"

A / A11 FIRST FLOOR
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A11 FLOOR PLANS

B / A12 FOURTH FLOOR
1/16" = 1'-0"

A / A12 THIRD FLOOR
1/16" = 1'-0"

LEGEND

- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A12 FLOOR PLANS

B
A13
SIXTH FLOOR
1/16" = 1'-0"

A
A13
FIFTH FLOOR
1/16" = 1'-0"

LEGEND

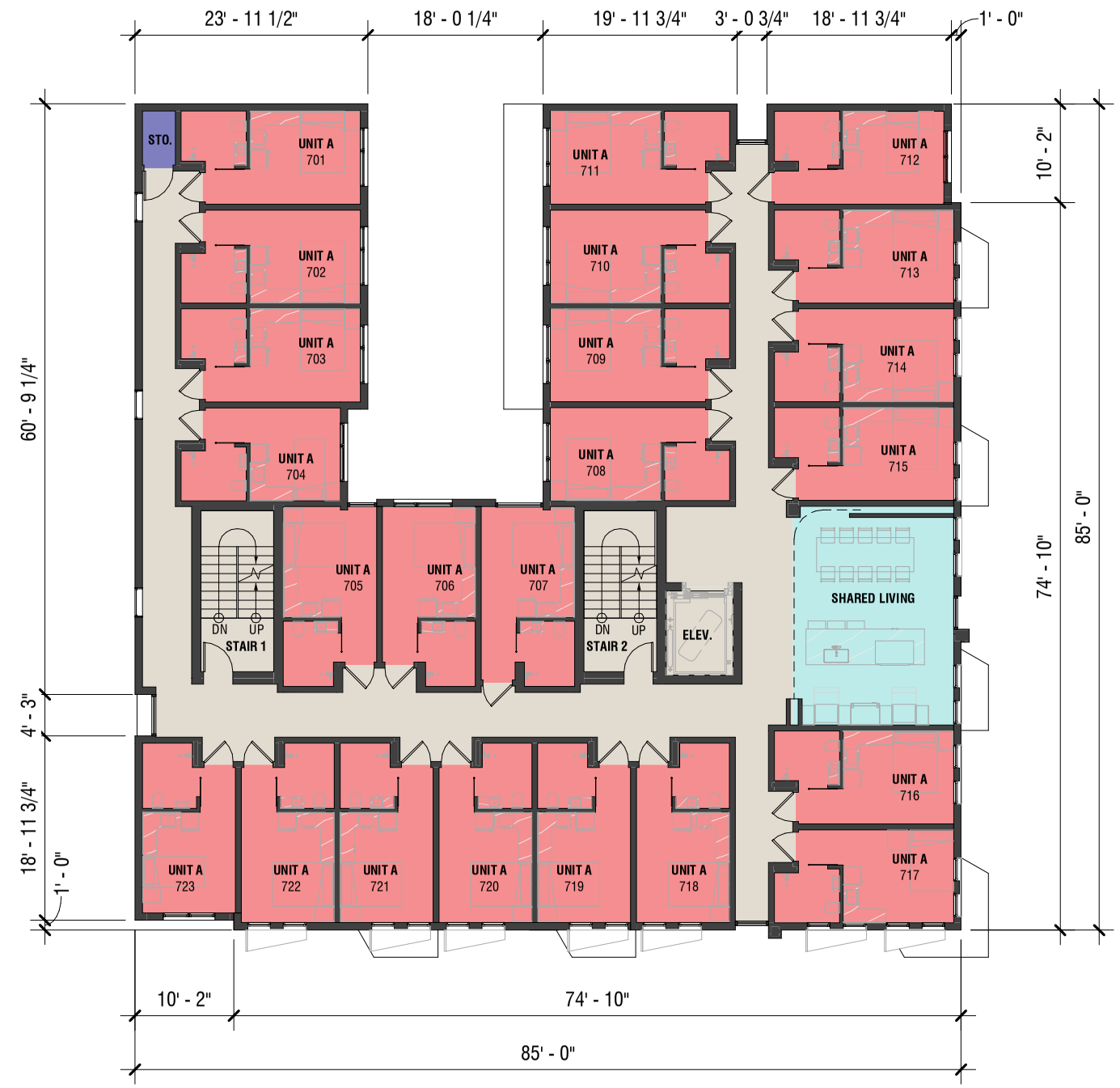
- BEDROOM SUITES
- CIRCULATION
- UTILITY
- OPEN SPACE / LANDSCAPING
- SHARED LIVING SPACE
- COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A13 FLOOR PLANS

B / A14 EIGHTH FLOOR
1/16" = 1'-0"



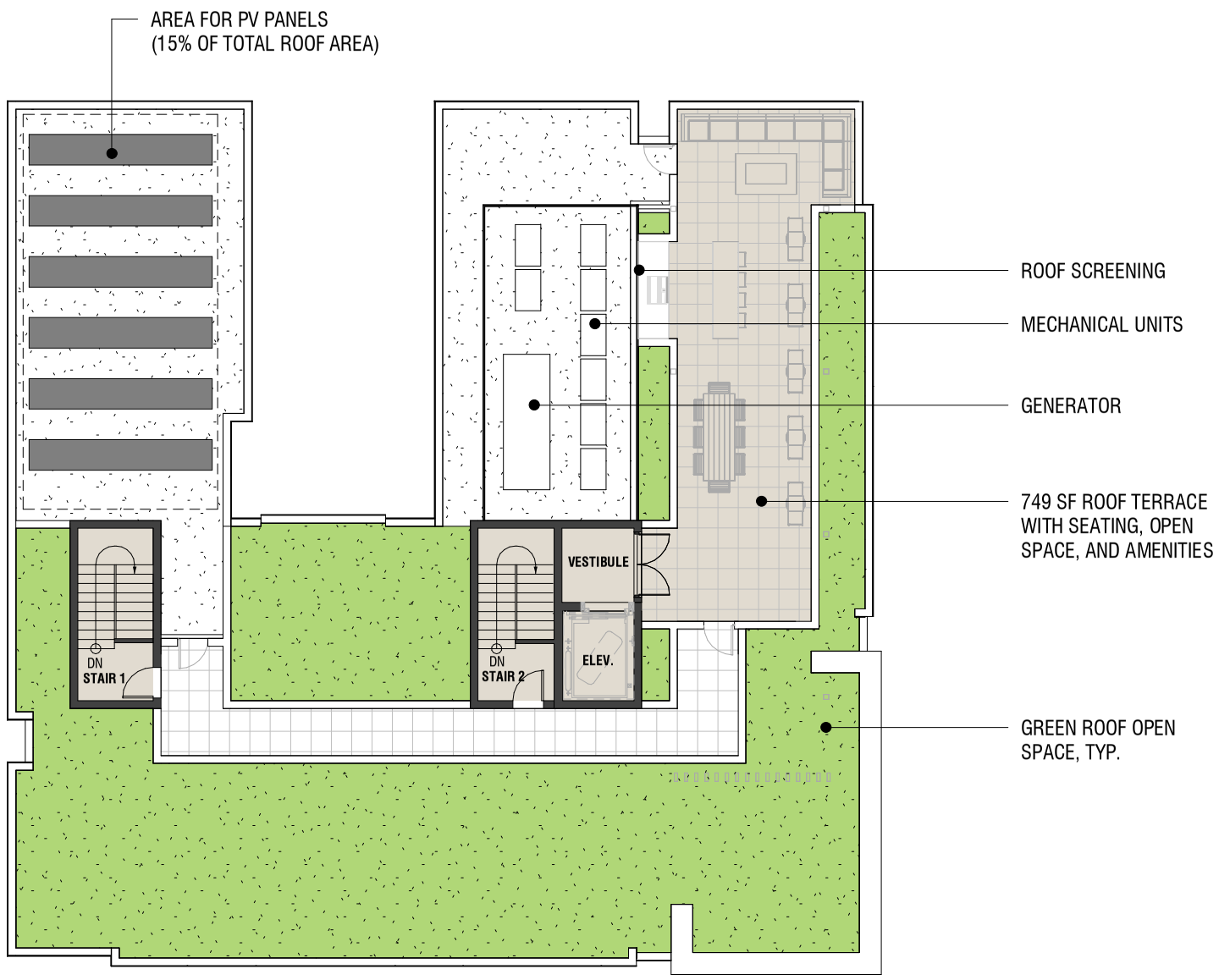
A / A14 SEVENTH FLOOR
1/16" = 1'-0"

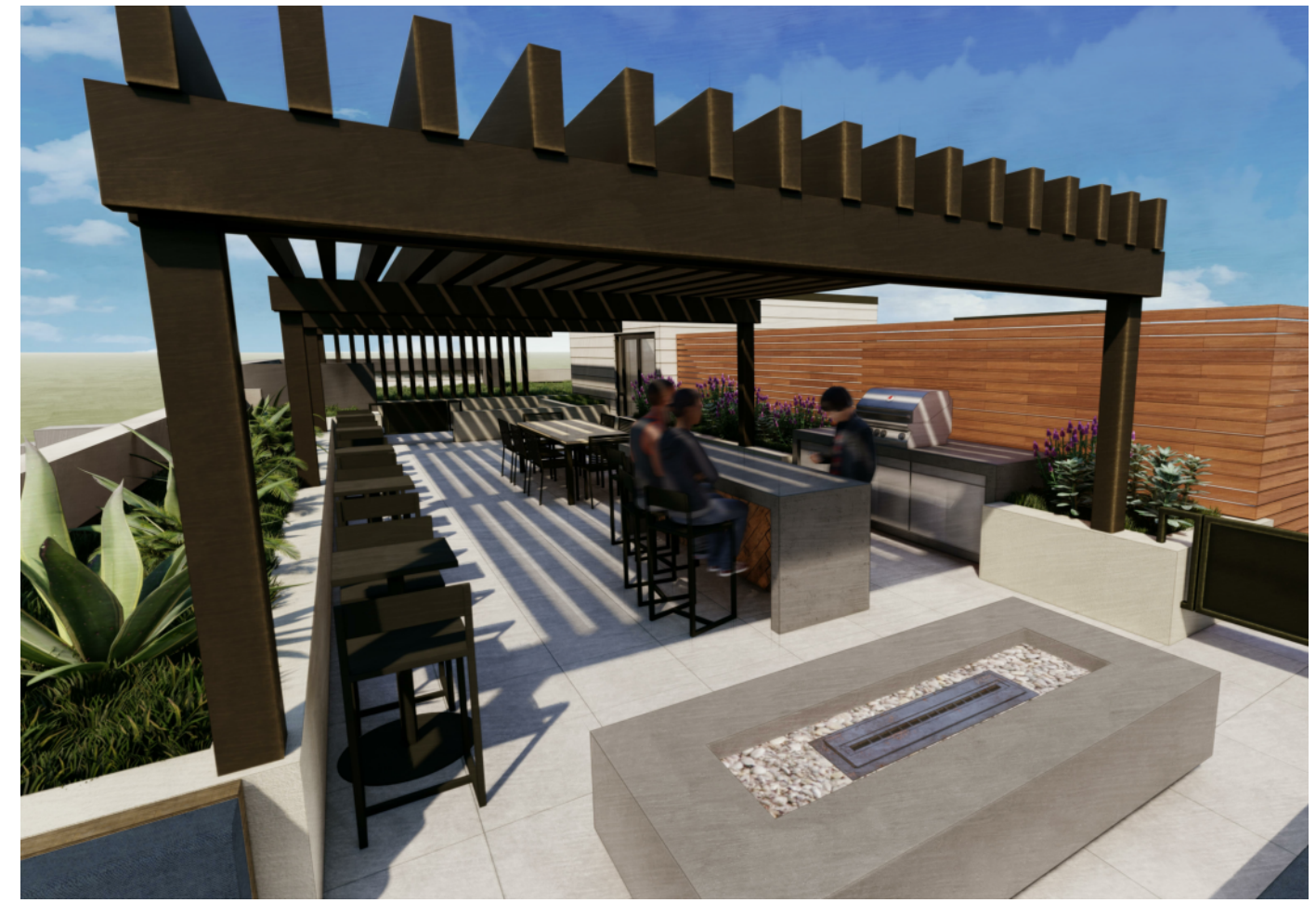
LEGEND	
BEDROOM SUITES	OPEN SPACE / LANDSCAPING
CIRCULATION	SHARED LIVING SPACE
UTILITY	COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A14 FLOOR PLANS





A
A15
ROOF DECK
1/16" = 1'-0"

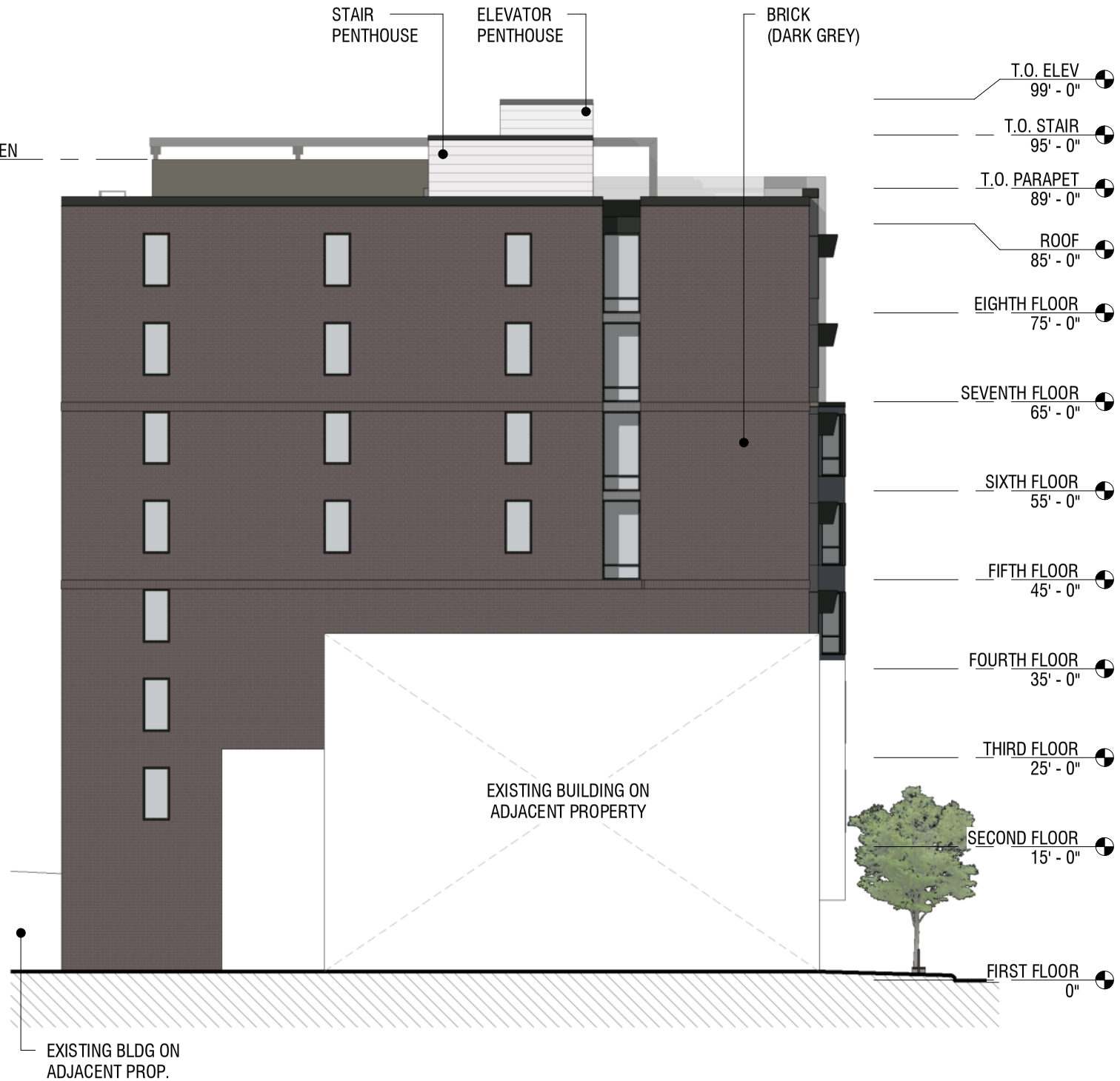
LEGEND	
BEDROOM SUITES	OPEN SPACE / LANDSCAPING
CIRCULATION	SHARED LIVING SPACE
UTILITY	COMMERCIAL SPACE

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A15 FLOOR PLANS



B / A16 WEST ELEVATION
1/16" = 1'-0"

A / A16 EAST ELEVATION
1/16" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A16 BUILDING ELEVATIONS

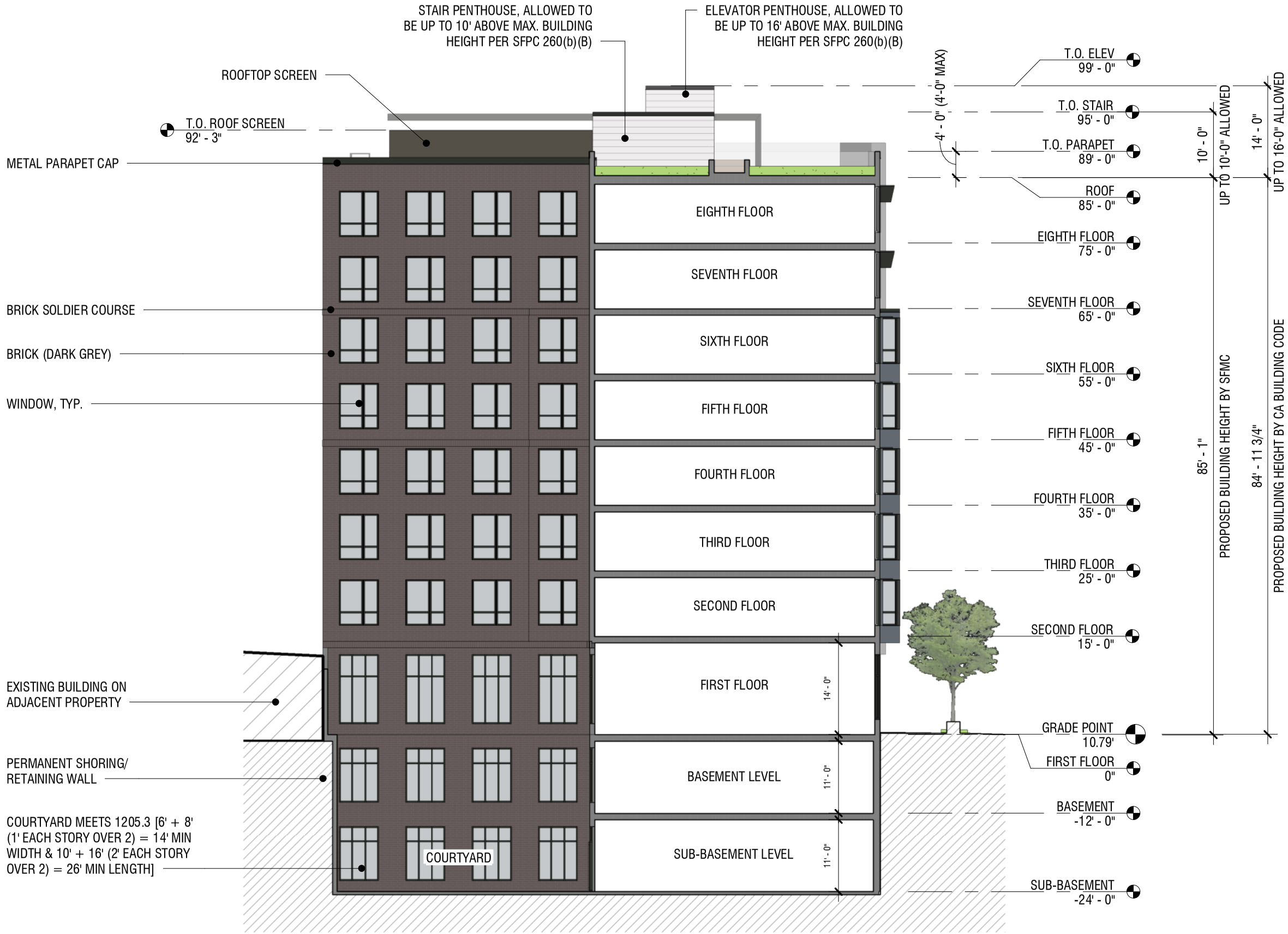
B / A17 SOUTH ELEVATION
1/16" = 1'-0"

A / A17 NORTH ELEVATION
1/16" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT
1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A17 BUILDING ELEVATIONS



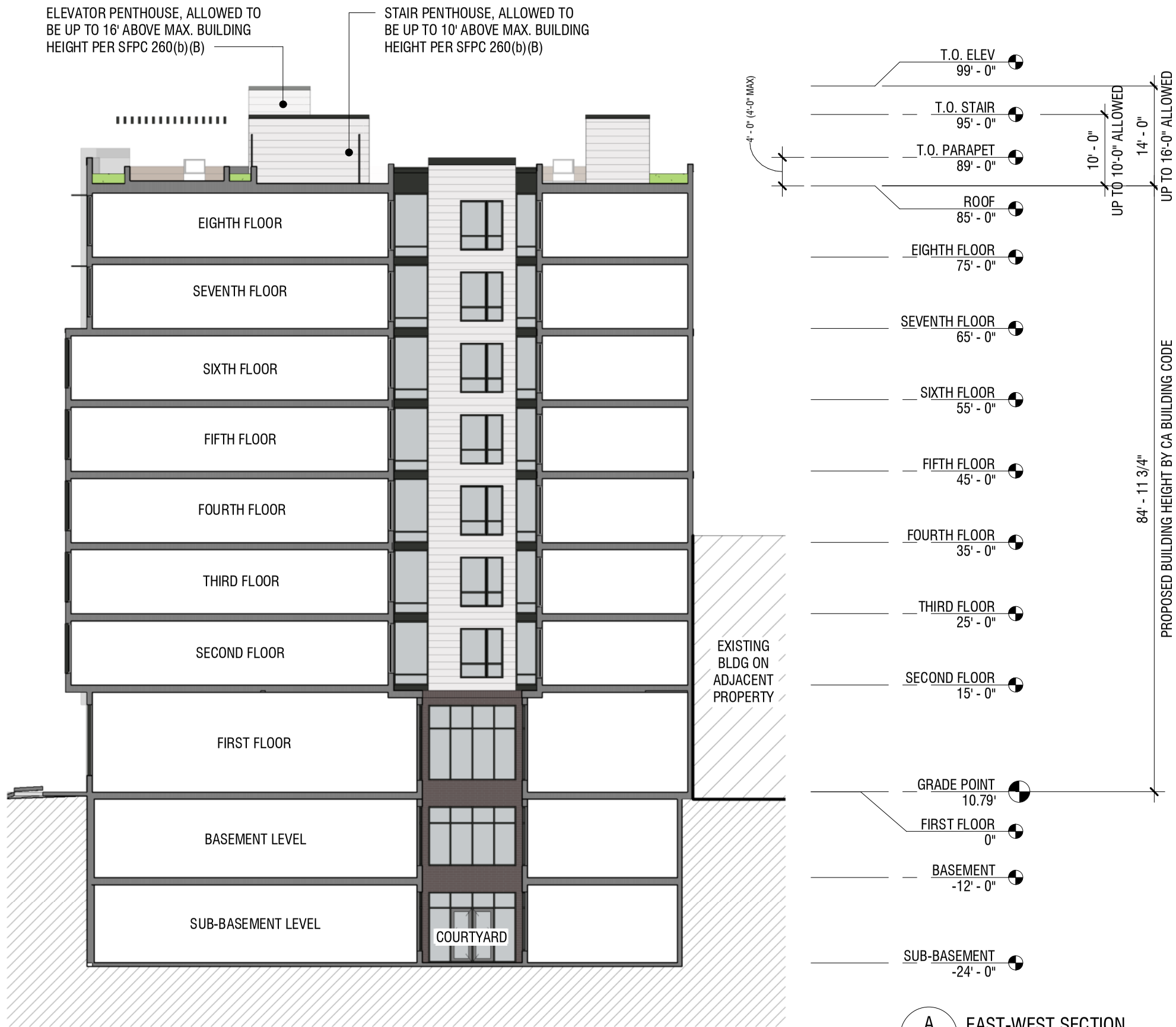
A / A18 NORTH-SOUTH SECTION
1/16" = 1'-0"

PRIME DESIGN

GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A18 DIAGRAMMATIC SECTION

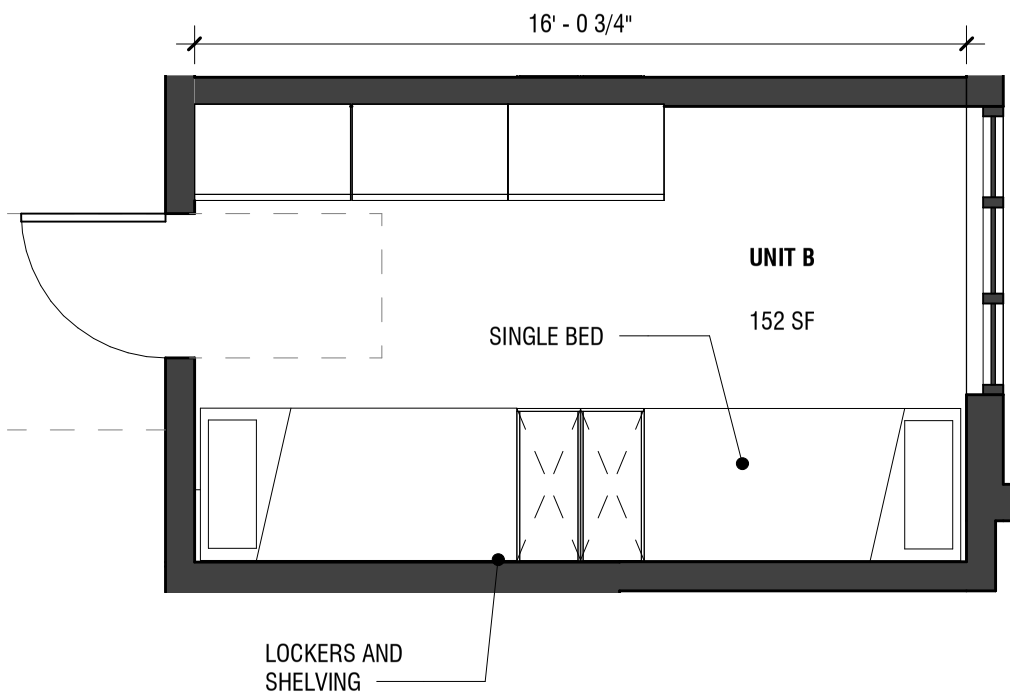


PRIME DESIGN

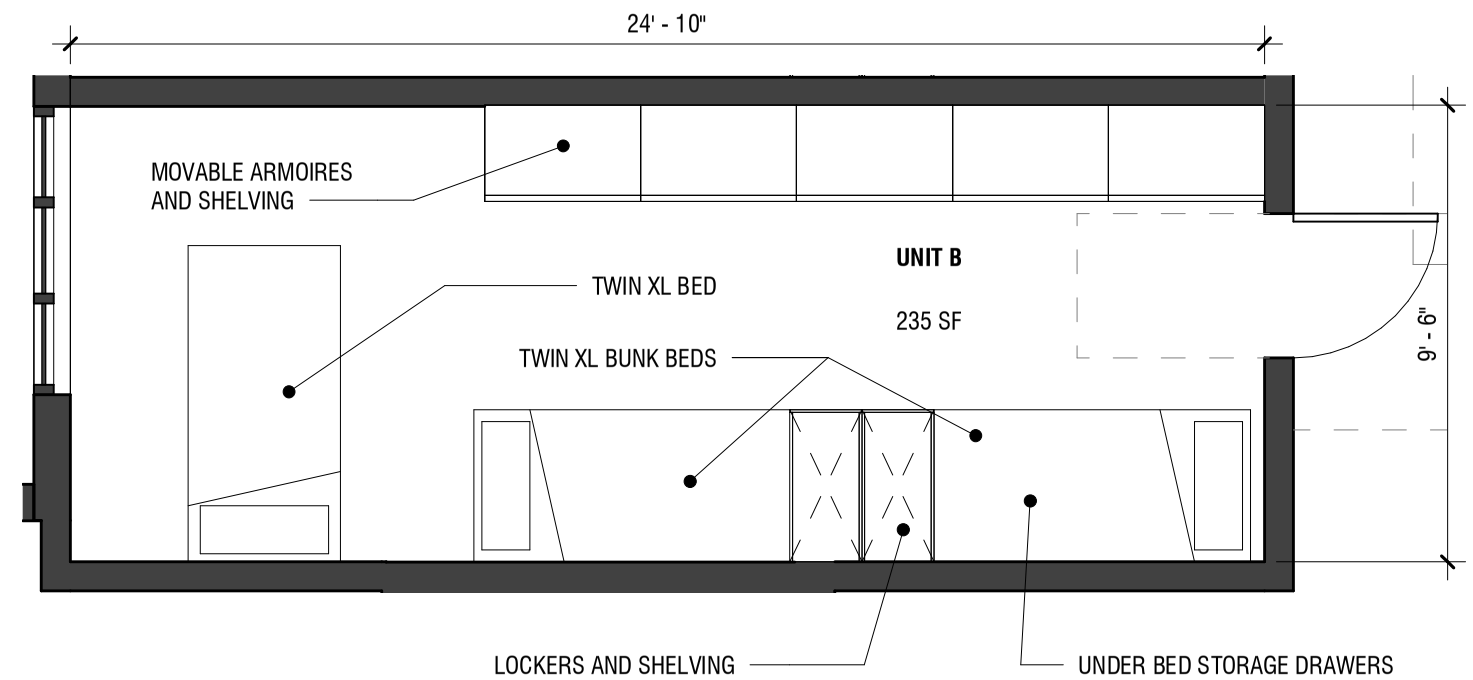
GROUP HOUSING DEVELOPMENT

1500 15TH ST. SAN FRANCISCO, CA 94103 ELSEY PARTNERS, LLC

A19 DIAGRAMMATIC SECTION



3 BUNK BED UNIT x 8 TOTAL UNITS = 24 BEDS
PER HOUSING CODE 503: 120 SF REQ'D | 152 SF PROVIDED



5 BED UNIT x 8 TOTAL UNITS = 40 BEDS
PER HOUSING CODE 503: 220 SF REQ'D | 235 SF PROVIDED

B
A20
ENLARGED PLANS - BUNKBED ROOMS
1/4" = 1'-0"

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ATTACHMENT B

San Francisco Planning

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.:	**2016-011827ENV**	*Block/Lot:*	3548/016, 018
Project Title:	**1500-1528 15th Street**	*Lot Size:*	7,225 square feet
BPA Nos:	n/a	*Project Sponsor:*	Chris Elsey, Elsey Partners – (785) 317-5265
Zoning:	UMU (Urban Mixed Use) Use District 58-X Height and Bulk District	*Lead Agency:* *Staff Contact:*	San Francisco Planning Department Lauren Bihl – (628) 652-7498

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

	Period of Compliance			
Adopted Mitigation Measure	**Prior to the start of Construction***	**During Construction****	**Post-Construction or Operational**	**Compliance with MM completed?**
Project Mitigation Measure M-CR-1: Archeological Testing Program	X	X		
Project Mitigation Measure M-NO-1: Construction Noise	X	X		
Project Mitigation Measure M-AQ-1: Construction Air Quality	X	X		
Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators			X	

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

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DS
CE
I agree to implement the attached mitigation measure(s) as a condition of project approval.

DocuSigned by:
Chris Elsey
1E93077E7ECD45F...

5/19/2021

Property Owner or Legal Agent Signature

Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

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ATTACHMENT B

San Francisco Planning

MITIGATION MONITORING AND REPORTING PROGRAM

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
Project Mitigation Measure M-CR-1: Archeological Testing Program				
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 and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).	Project sponsor's qualified archeological consultant and construction contractor.	Prior to issuance of construction permits and throughout the construction period.	Environmental Review Officer	Considered complete after Final Archeological Resources Report is approved.

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
Consultation with Descendant Communities: On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative[2] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.				
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor's qualified archeological consultant and construction contractor.	Prior to issuance of construction permits and throughout the construction period.	Planning Department	Considered complete after the approval of Archeological testing Report.
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 preservation in place, 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, the ERO, in	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Archeological Testing Result report or memo on file with Environmental Planning, with email or other written documentation of concurrence on need to archeological data recovery.

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

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

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource. If preservation in place is not feasible, a data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.				
Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context; • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological	The project sponsor and archeological consultant at the direction of the ERO.	Prior to issuance of site permits.	Consultation with ERO on scope of AMP.	After consultation with and approval by ERO of AMP.

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that deep foundation activities may affect an archeological resource, or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.				
Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.				
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.	Project sponsor's qualified archeological consultant and construction contractor.	In the event that an archeological site is uncovered during the construction period.	Planning Department	Considered complete upon approval of Final Archeological Results Report.
The scope of the ADRP shall include the following elements: • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.				

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
• Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. • Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.				
Human Remains. Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains. The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archeological consultant shall retain possession	Project sponsor/ archeological consultant in consultation with the San Francisco Medical Examiner, and MLD.	In the event the human remains are uncovered during the construction period.	Planning Department	Considered complete upon approval of Final Archeological Results Report and disposition of human remains has occurred as specified in Agreement.

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance. Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.				
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one 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 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 public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.	Project sponsor's qualified archeological consultant.	At completion of archeological investigations.	Planning Department	Considered complete after Final Archeological Resources Report is approved.

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
NOISE				
Project Mitigation Measure M-NO-1: Construction Noise				
The project sponsor and general contractor shall adhere to the following measures to reduce construction noise: • Temporary plywood noise barriers shall be used along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels. For the noise barrier to be effective, it must be minimum 8 feet high, 2 pounds per square foot (psf), and constructed without cracks or gaps. Where gates are needed for access to the site, they shall be closed when not in use. • Equipment and trucks used for project construction shall 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). • Stationary noise sources (e.g., generators, compressors) shall be located as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, as needed. To further reduce noise, stationary equipment shall be located in pit areas or excavated areas (e.g., dewatering pumps), as feasible. • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered shall be used 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. • All work shall be performed in a manner that minimizes noise to the extent feasible; uses equipment with effective mufflers; undertakes the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selects haul routes that avoid residential buildings, where such routes are otherwise feasible. • Prior to the issuance of a building permit, along with the submission of construction document, the project sponsor shall submit to the planning	Project sponsor and project contractor	During construction	Project sponsor to provide planning department with monthly reports during construction period.	Considered completed upon receipt of final monitoring report at completion of construction.

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
department a list of measures to respond and track complaints pertaining to construction noise. These measures shall include 1) information regarding the noise complaint procedures and phone numbers for notifying the building department, public health department, and police department, 2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times, 3) designation of an on-site noise enforcement manager, and 4) notification to 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 activity (defined as activities generating noise level of 90 dBA or greater) about the estimated duration of the activity. • The effectiveness of noise attenuation measures shall be monitored by taking noise measurements during construction				
AIR QUALITY **Project Mitigation Measure M-AQ-1: Construction Air Quality** The project sponsor or the project sponsor's Contractor shall comply with the following: A. Engine requirements 1) All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2) Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3) Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.	Project sponsor/ contractor(s)	Prior to construction activities requiring the use of off-road equipment	Project sponsor/ contractor(s) submit certification statement, ERO approves	Considered complete on submittal of certification statement

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Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM[1] Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
4) The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.				
B. Waivers				
1) The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).				
2) The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.				

Table – Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.
*Alternative fuels are not a VDECS.

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MONITORING AND REPORTING PROGRAM[1]

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
C. *Construction Emissions Minimization Plan*. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A. 1) The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2) The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3) The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.	Project sponsor/ contractor(s)	Prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code	Project sponsor/ contractor(s) prepare and submit plan, ERO approves	Considered complete on findings by ERO that Plan is complete
D. *Monitoring*. After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.	Project sponsor/ contractor(s)	Quarterly	Project sponsor/contractor(s) submit quarterly reports, ERO approves	Considered complete on findings by ERO that Plan is being/was implemented

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	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators				
The project sponsor shall ensure that the backup diesel generator meets or exceeds one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (air district) approves of its use. The project sponsor shall submit documentation of compliance with the air district New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the planning department for review and approval prior to issuance of a permit for a backup diesel generator from any city agency.	Project sponsor	Prior to issuance of permit for backup diesel generator from City agency	Project sponsor and project contractor.	Considered complete upon submittal of documentation of compliance.

[1] *Definitions of MMRP Column Headings:*
Adopted Mitigation Measures: Full text of the mitigation measure(s) copied verbatim from the final CEQA document.
Implementation Responsibility: Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.
Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.
Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.
Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

LAND USE INFORMATION

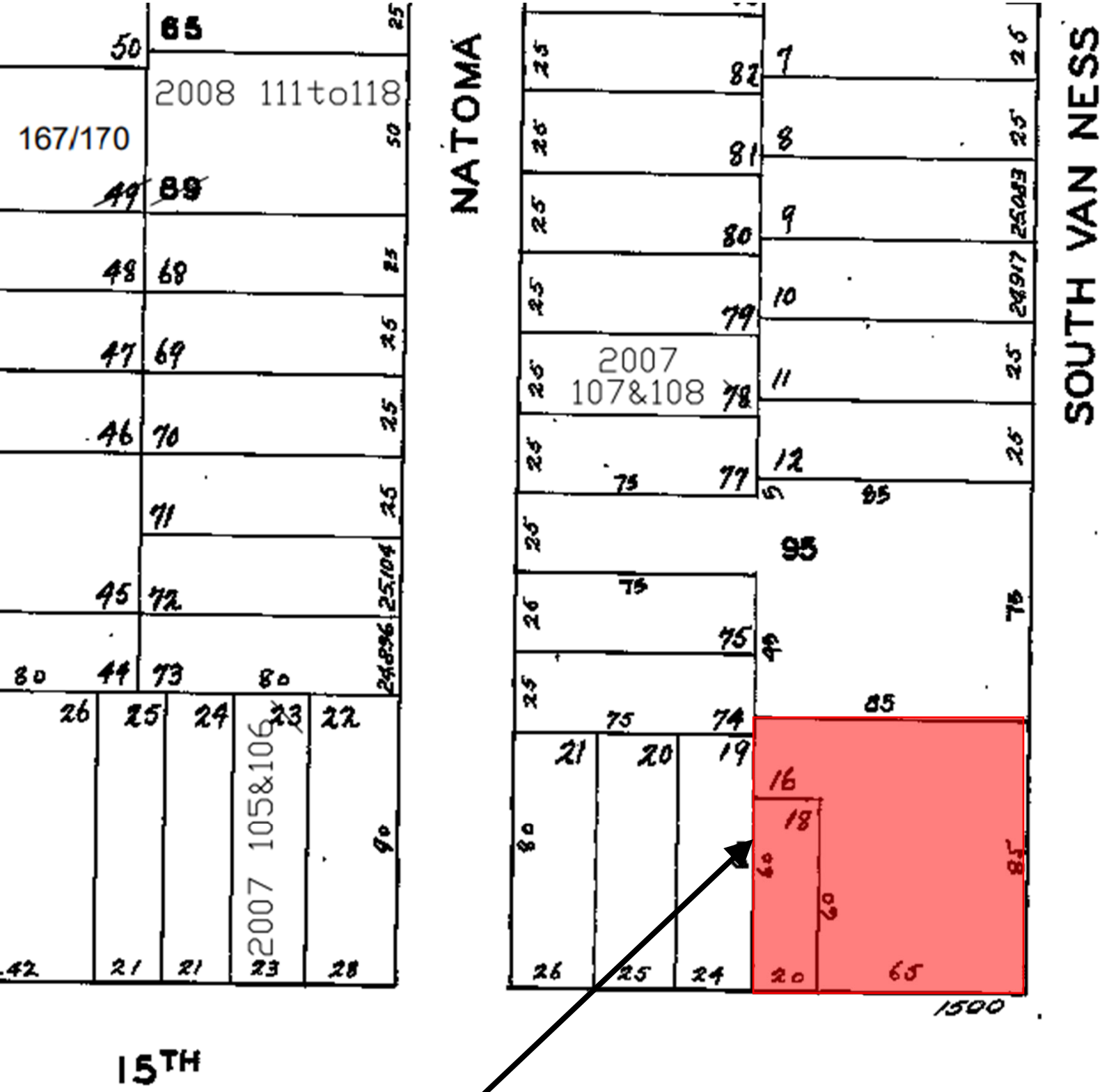
PROJECT ADDRESS: 1500 15TH ST
RECORD NO.: 2016-011827ENX

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	-	-	-
Residential GSF	-	58,273	58,273
Retail/Commercial GSF	-	3,798	3,798
Office GSF	-	-	-
Industrial/PDR GSF *Production, Distribution, & Repair*	1,200	-	-
Medical GSF	-	-	-
Visitor GSF	-	-	-
CIE GSF	-	-	-
Usable Open Space	-	4,307	4,307
Public Open Space	--	-	-
Other ( )			
TOTAL GSF			
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Group Housing Units - Affordable	0	30	30
Group Housing Units - Market Rate	0	130	130
Group Housing Units - Total	-	160 (225 beds)	160 (225 beds)
Hotel Rooms	-	-	-
Number of Buildings	1	1	1
Number of Stories	1	8 above grade, 2 below-grade	8 above grade, 2 below-grade
Parking Spaces	-	-	-
Loading Spaces	-	-	-
Bicycle Spaces	-	52 Class 1, 12 Class 2	52 Class 1, 12 Class 2
Car Share Spaces	-	-	-
Other ( )			

EXHIBIT X

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	-	-	-
One Bedroom Units	-	-	-
Two Bedroom Units	-	-	-
Three Bedroom (or +) Units	-	-	-
Group Housing - Rooms	0	160 above grade, 16 below grade	160 above grade, 16 below grade
Group Housing - Beds	0	225	225
SRO Units	-	-	-
Micro Units	-	-	-
Accessory Dwelling Units	-	-	-

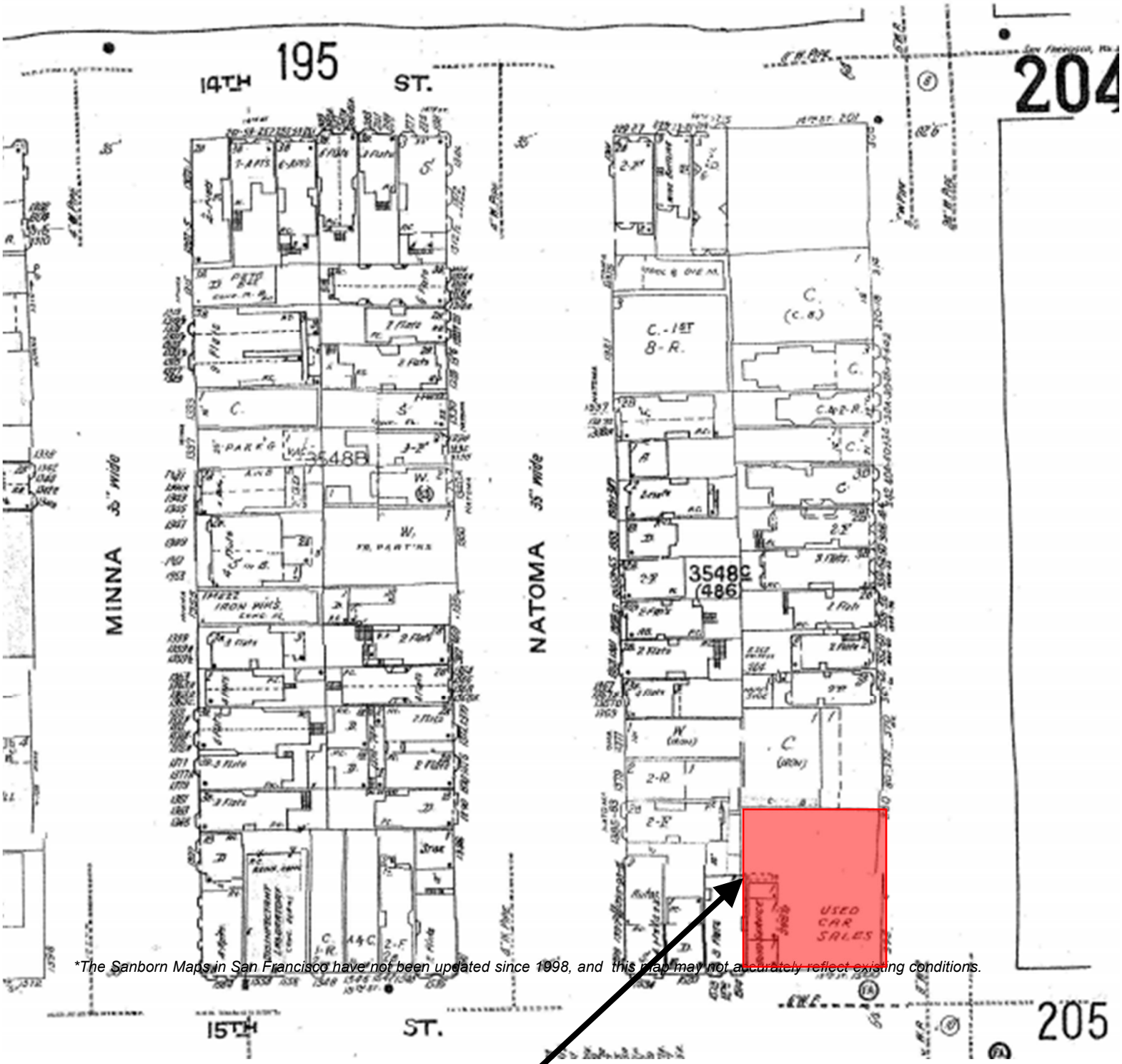
Parcel Map



Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

SAN FRANCISCO
PLANNING DEPARTMENT

Sanborn Map*



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

SUBJECT PROPERTY

Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

SAN FRANCISCO
PLANNING DEPARTMENT

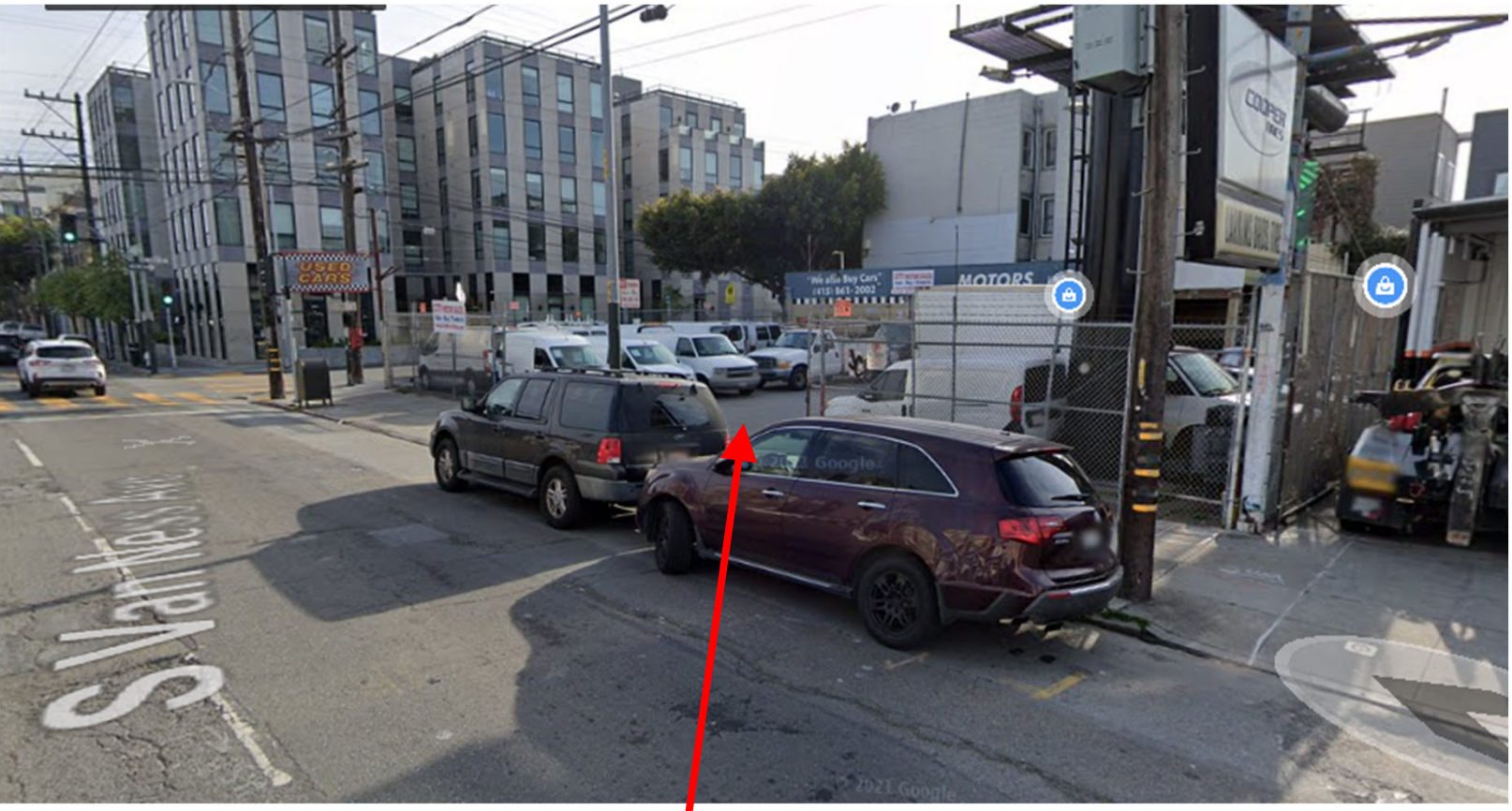
Site Photograph from 15th Street

SUBJECT PROPERTY

Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

SAN FRANCISCO
PLANNING DEPARTMENT

Site Photograph from South Van Ness Avenue

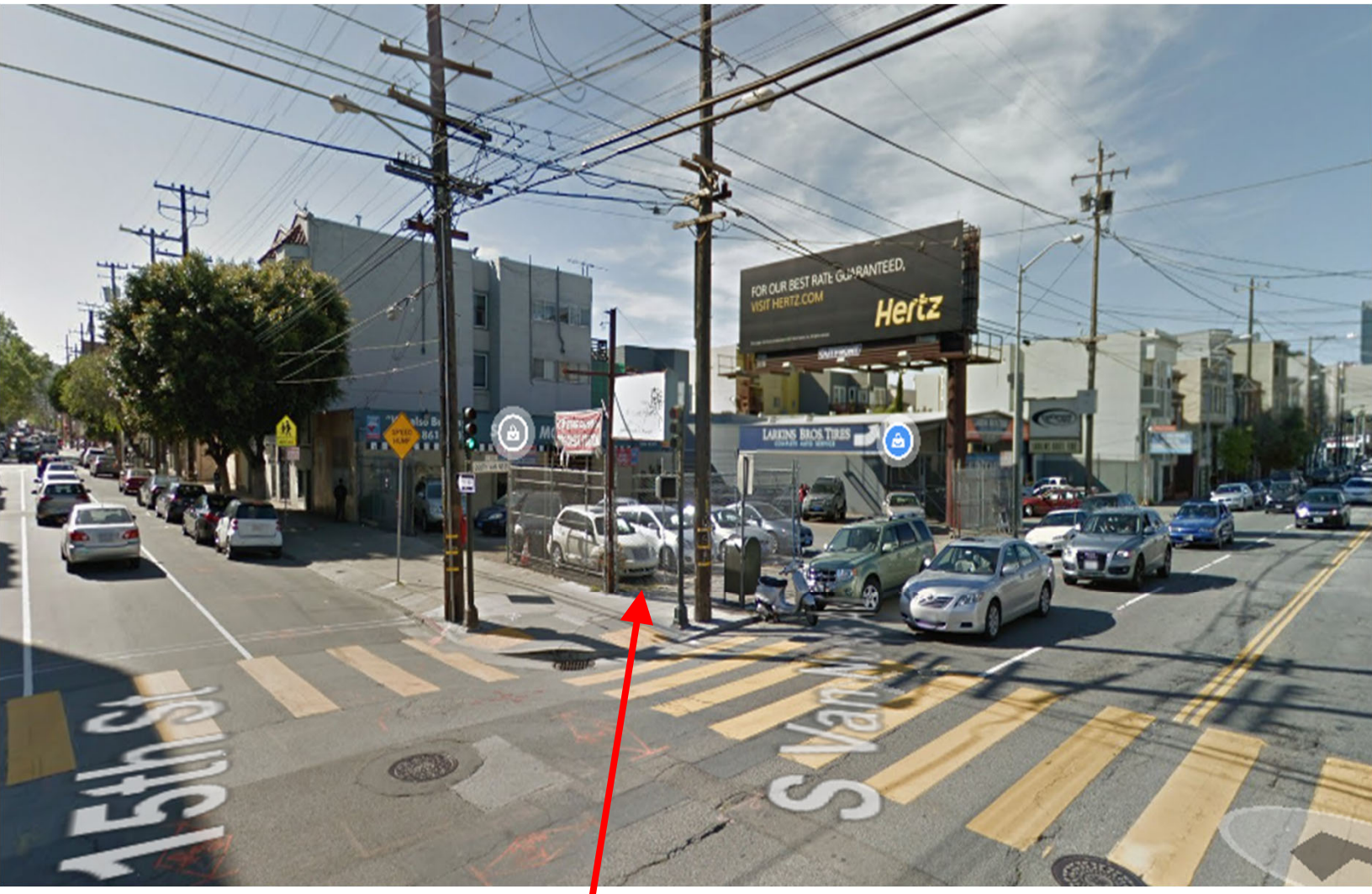


SUBJECT PROPERTY

Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

SAN FRANCISCO
PLANNING DEPARTMENT

Site Photograph from South Van Ness Avenue



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Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

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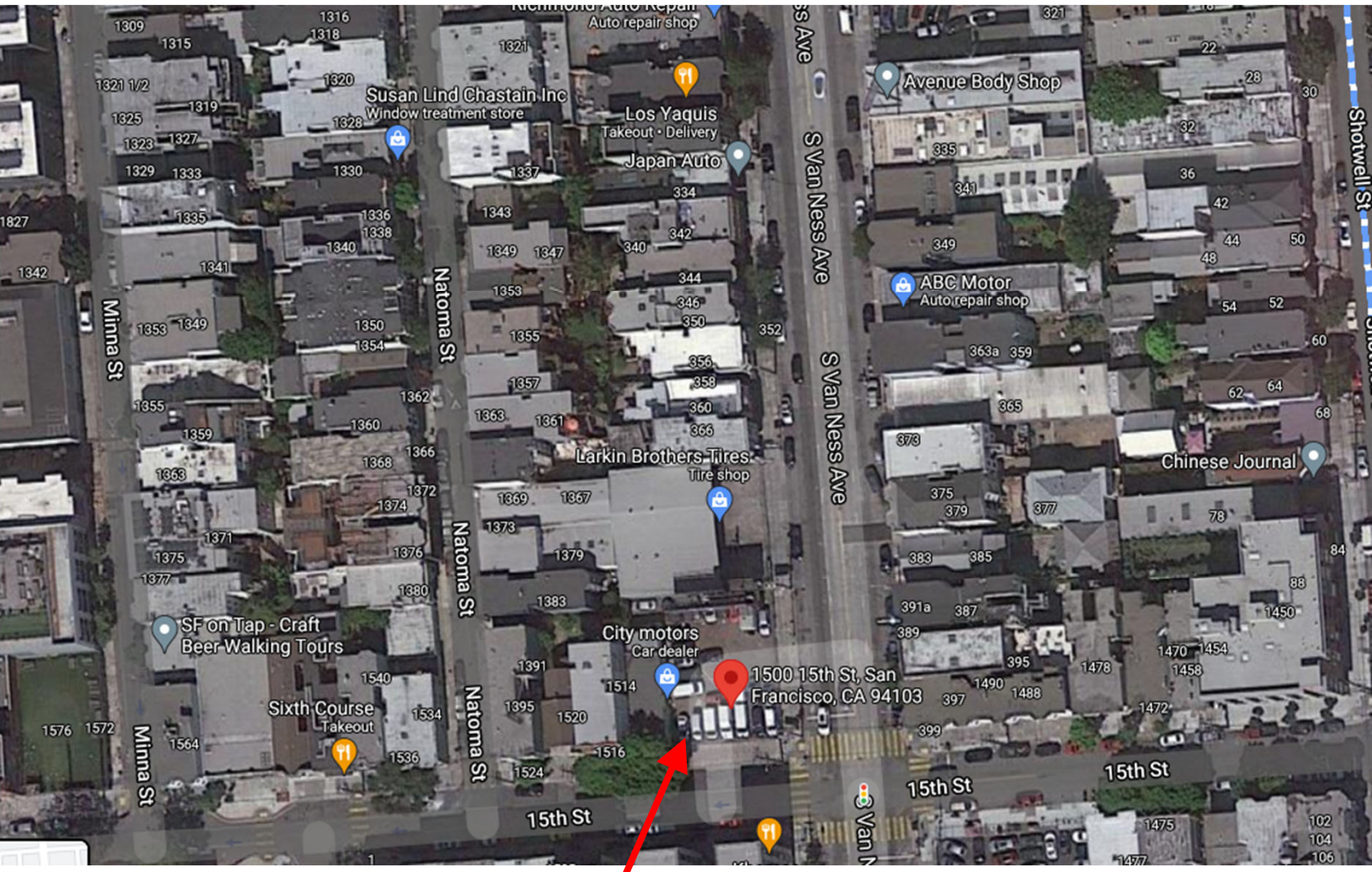
PLANNING DEPARTMENT

Aerial Photograph at 15th St and South Van Ness Avenue Intersection



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Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

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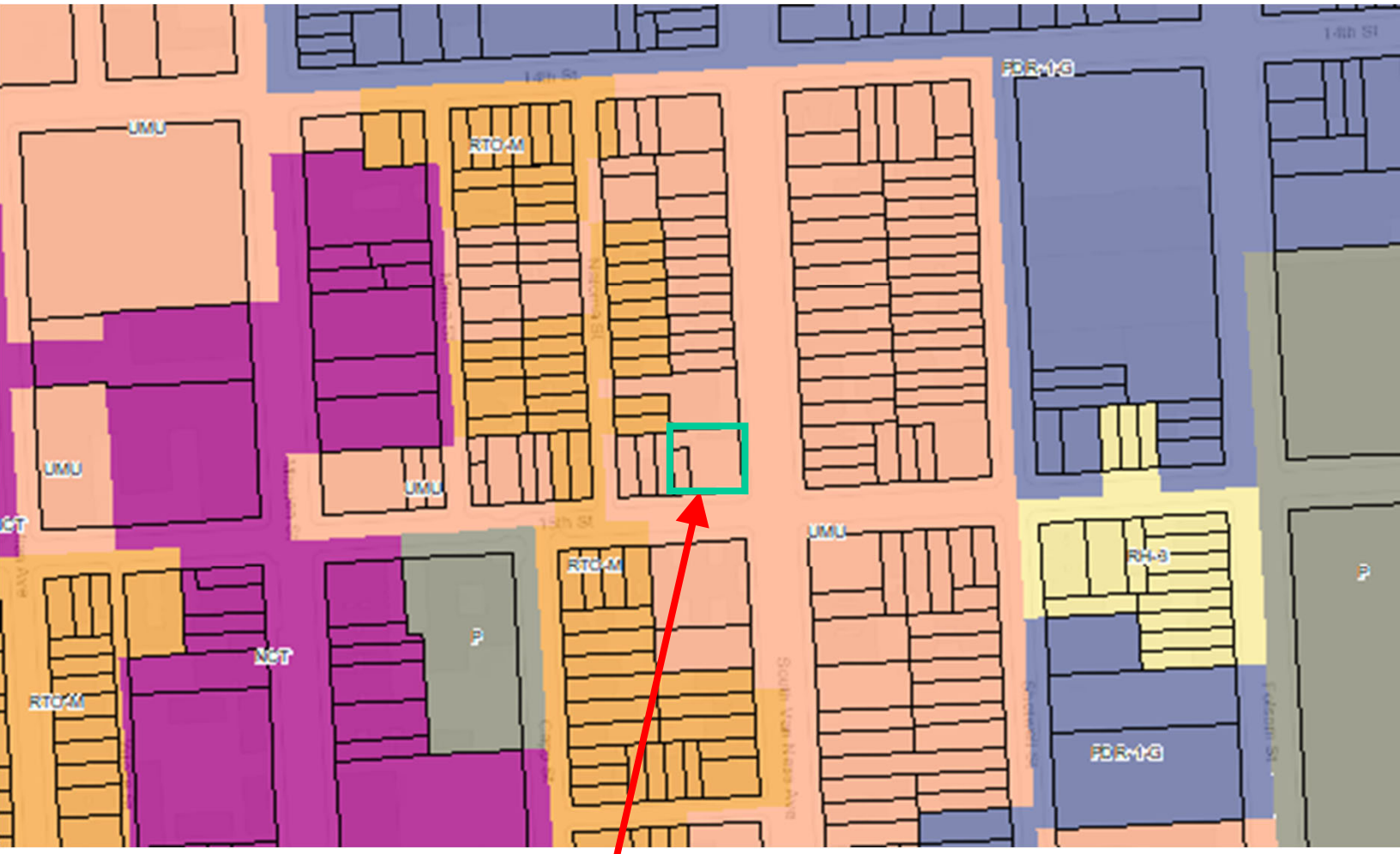
Zoning Map



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Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

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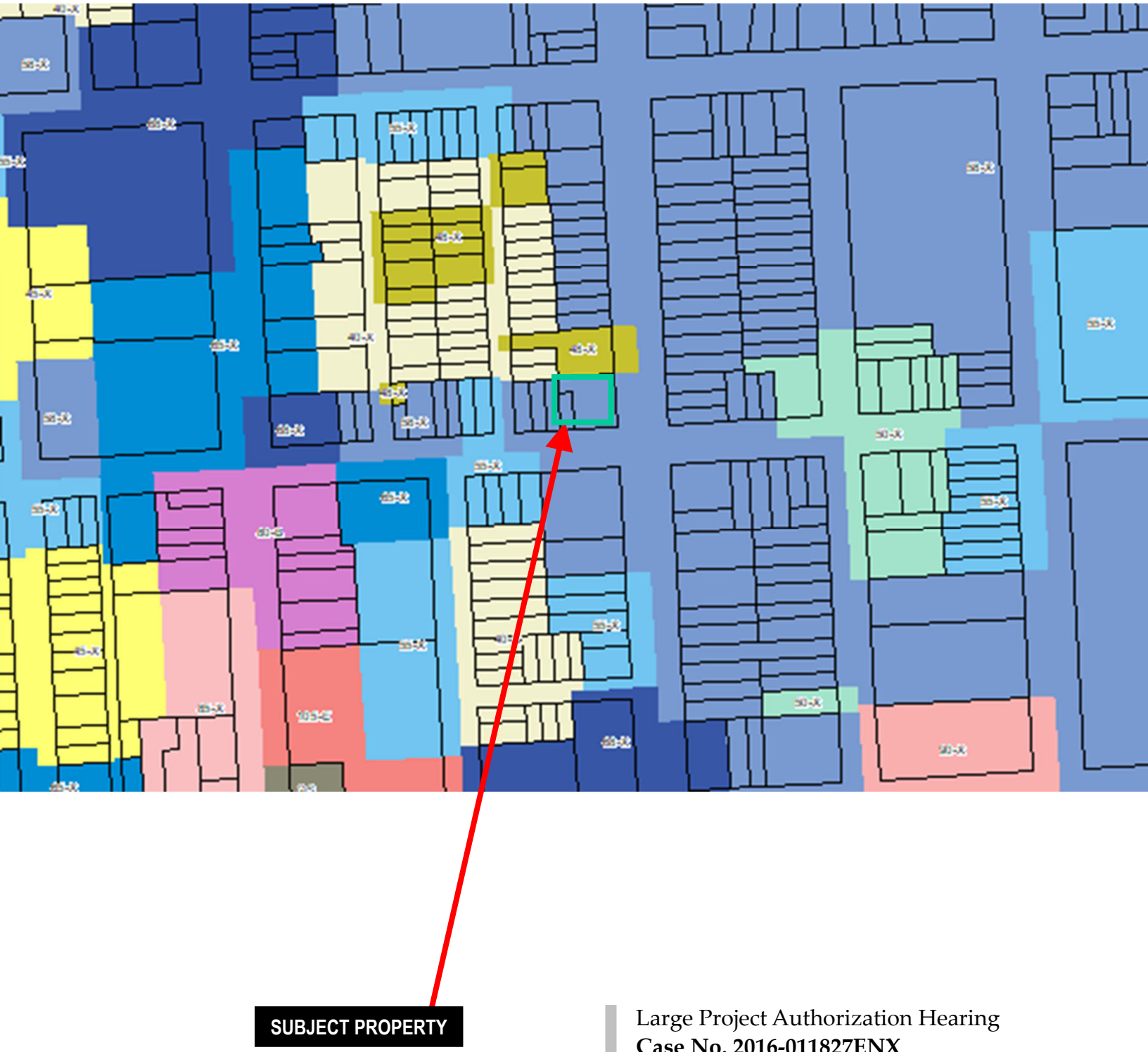
PLANNING DEPARTMENT

Height and Bulk District Map



Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

SAN FRANCISCO
PLANNING DEPARTMENT

Public Correspondence

Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

Jardines, Esmeralda (CPC)

From: Sue C <loissue.chou@gmail.com>
Sent: Wednesday, July 14, 2021 12:07 PM
To: CPC-Commissions Secretary; Jardines, Esmeralda (CPC)
Cc: Sue C

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Date: Wed, 14 Jul 2021
Subject: 1500-1528 15th Street
Honorable Planning Commission,

I object strongly to the residential density on this site and object to the exception to the height of the building. I am concerned that there is no accommodation for automobile parking.

At the same time I appreciate your diligence in communication on this matter. I received the Notice of Public Hearing on a timely basis as well as a return phone call from Esmeralda Jardines. She assisted me in a very clear professional manner. Thank you all for your hard work and commitment to our city of San Francisco.

Sincerely,
L. Sue Chou

1515 15th Street #404

650 917-1513

Public Outreach Summary

Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

SAN FRANCISCO
PLANNING DEPARTMENT

PRIME
DESIGN
1532 College Ave. F19
Manhattan, KS 66502
816.294.0849

May 26, 2021

Esmeralda Jardines, Senior Planner
San Francisco Planning Department
49 South Van Ness Ste 1400
San Francisco, CA 94103

Community Outreach Summary
Re: 1500 15th Street Group Housing

Esmeralda,

Below is an outline of the community outreach that has been for the Group Housing project located at 1500 15th Street in the Mission district (planning record **PRJ #2016-011827)**. This is not an exhaustive list, and outreach is continuing.

<u>Brilliant Corners | Eric Mills</u>

- Most Recent: Phone call with Eric Mills
- Primary Contact: Stephany Ashley - Housing Services Director, Northern California
- Phone calls, meetings, and emails with Stephanie Ashley
- Meetings:
    - 05-2021 - Phone call with Eric Mills
    - 06-14-2020 - Eric Mills Zoom Meeting
    - 06-11-2019 - In person meeting at Brilliant Corners office

<u>United to Save the Mission | Larisa Pedroncelli</u>

- Most Recent: May 13th, 2021 - Zoom Meeting with Larisa and 5 Representatives
    - Larisa Pedroncelli - Save the Mission + Community Member
    - Peter Papadopoulos - MEDA

    - Jessie Rodriguez - American Indian Culture district
    - Rick Hall - United to Save the Mission; Cultural Action Network
    - Erick Arguello - Mission Resident
    - Guled Muse - United to Save the Mission
- Discussed where it was left off last time with Carlos Bocanegra, who is now no longer the main contact. An agreement to lease units through the Brilliant Corners program was discussed but the conditions of the agreement were too restrictive for lending.
- Chris is waiting for STM to find the most recent agreement and send it back to Chris for review. Peter was going to try and speak to lenders.
- Chris was going to evaluate what the agreement and find
- Meetings with Save the Mission and Carlos Bocanegra:
    - 05-13-2021 - Zoom Meeting (with group above)
    - 06-18-2020 - Zoom Meeting
    - 06-04-2020 - Phone call
    - 05-30-2020 - Phone call with Carlos and Amy
    - 01-10-2020 - Phone call with Carlos and Amy
    - 06-11-2019 - In person meeting at Brilliant Corners office w/ Carlos
    - 02-26-2019 - In person meet with Carlos
    - 10-09-2018 - Phone call with Carlos
    - 09-14-2018 - Phone call with Carlos
    - 08-16-2018 - Phone call with Carlos
    - 08-09-2018 - Phone call with Carlos
    - 08-02-2018 - Phone call with Carlos
    - 05-24-2018 - Phone call with Carlos
    - 04-12-2017 - In person meeting with Erick Arguello
    - Many text messages (records available)

MEDA - Mission Economic Development Agency | Peter Papadopoulos

- Most recent: Peter Papadopoulos was present at the meeting
- Meetings:
    - Week of 04-18-2017 - Phone call with Karoleen Feng at MEDA - Discussed we would be open to offers to purchase the property.

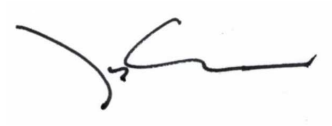
Hillary Ronen- District #9 Supervisor

- Meetings:
    - 02-03-2017 - In person meeting

Neighborhood Meetings

- 11-30-2016 - Neighborhood Meeting @ Police Station 7-9pm
- Neighbors:
    - Emails and phone calls with neighbors to discuss project and potential shoring encroachment agreements

Sincerely,



Joe Stock, AIA
Prime Design | joe@primedesign.co

Project Sponsor Letter regarding Group Housing vs. Student Housing

Large Project Authorization Hearing
Case No. 2016-011827ENX
1500-1528 15th Street

SAN FRANCISCO
PLANNING DEPARTMENT

PRIME
DESIGN
1532 College Ave. F19
Manhattan, KS 66502
816.294.0849

June 9, 2021

Esmeralda Jardines, Senior Planner
San Francisco Planning Department
49 South Van Ness Ste 1400
San Francisco, CA 94103

Occupancy Confirmation letter
Re: 1500 15th Street Group Housing

Esmeralda,

Per your email dated June 8th, 2021, this letter is to confirm what we have previously discussed, that the 1500 15th Group Housing project is **not** a student housing project. The project is intended to provide affordable housing, both by the design of the group housing units and shared living spaces and through inclusionary housing program, to all prospective tenants.

Per the *Planning Code Section 102,* this project is in no way owned, operated, or controlled by an accredited post-secondary educational institution.

If the member of the public wishes to contact us directly to discuss this question or the project in general, please encourage them to do so. My email and cell phone number is available below.

Sincerely,

Chris P. Elsey

Chris Elsey, Owner
The Prime Company | chris@theprimecompany.com

Affidavits

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

San Francisco Planning

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

Date: October 24, 2018

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. 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.

At least 30 days 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 inclusionary requirement for a project is determined by the date that the Environmental Evaluation Application (EEA) or Project Application (PRJ) was deemed complete by the Department ("EEA/PRJ accepted date"). There are different inclusionary 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 projects with complete EEA's/PRJ'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, EEA/PRJ accepted date, 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. **Any project with 25 units ore more and with a complete EEA accepted between January 1, 2013 and January 12, 2016 must obtain a site or building permit by December 7, 2018, or will be subject to higher Inclusionary Housing rates and requirements. Generally, rental projects with 25 units or more be subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate.**

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) or complete Project Application (PRJ) 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/PRJ 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.

The applicable requirement for projects that received a first discretionary approval prior to January 12, 2016 are those listed in the "EEA accepted before 1/1/13" column on Chart 1-A.

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*
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%
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%

*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 he 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	30.0%	30.0%	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%

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

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
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%
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%

CHART 2-B: Requirements for Rental Projects in UMU Districts with Complete EEA/PRJ 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.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 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%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 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%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	19.6%	19.6%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 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%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 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%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 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%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 3-A: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
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	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
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	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

CHART 3-B: Requirements for Owner Projects UMU Districts with Complete EEA/PRJ 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.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.4%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 4-A: Inclusionary Requirements for Rental projects with Complete EEA/PRJ 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.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
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*	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
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%

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-Site: Rental Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Low Income (55% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (80% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Middle Income (110% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

CHART 4-B: Inclusionary Requirements for Owner projects with Complete EEA/PRJ 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.

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
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*	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
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	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-Site: Ownership Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Low Income (80% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (105% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (130% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

CHART 5: Income Levels for Projects with a complete EEA/PRJ on or after January 12, 2016

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 affordabliity 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 projecs with 10-24 units shall provide all of the required Inclusionary units at sales price set at 80% AMI.

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
On-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Low Income (55% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (80% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%
Middle Income (110% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
On-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Low Income (80% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (105% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%
Middle Income (130% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
Off-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Low Income (55% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (80% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (110% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
Off-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Low Income (80% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (105% AMI)	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Middle Income (130% AMI)	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%

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

7/23/20
Date

I, Chris Elsey, do hereby declare as follows:

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

1500 15th St
Address

3548/016,18
Block / Lot

The subject property is located within the following Zoning District:

UMU-Urban Mixed Use
Zoning District

58-X
Height and Bulk District

Mission Alcoholic Beverage
Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan?
☒ Yes ☐ No

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:

2016-011827PRJ
Planning Case Number

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:

Esmeralda Jardines
Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

February 13, 2018
Date

The project contains 160 total dwelling units and/or group housing rooms.

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 25% onsite ☐ No

(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?
☐ Yes _____ ☒ No

(If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?
☒ Yes ☐ No

C Please indicate the tenure of the project.

☐ **Ownership.** If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.

☒ **Rental.** If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental untis for the life of the project. The applicable fee fate is the rental fee rate.

D 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)

The applicable inclusionary rate is:

25%

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

46,599 sq. ft.

Residential Gross Floor Area

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 or rent the affordable units or to eliminate the on-site or off-site affordable units at any time will require the Project Sponsor to:

(1) Inform the Planning Department and the Mayor's Office of Housing and Community Development 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 notifiy 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.

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and 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, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

J For projects with EEA's/PRJ'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.

K 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.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:					
TOTAL UNITS: 160	SRO / Group Housing: 160	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

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 206.4. 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, 419.3, or 206.4): ☐ % 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 or 419.3): ☐ % 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
	Number of Affordable Units	% of Total Units	AMI Level
	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 75 % 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: 30	SRO / Group Housing: 30	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

2. Off-Site 0 % 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 18	% of Total Units 15	AMI Level 55%
AMI LEVELS:	Number of Affordable Units 6	% of Total Units 5	AMI Level 80%
AMI LEVELS:	Number of Affordable Units 6	% of Total Units 5	AMI Level 110%

3. Fee 25 % of affordable housing requirement.

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

If yes, please indicate the bonus percentage, up to 35% 35%, and the number of bonus units and the bonus amount of residentail gross floor area (if applicable) 12,080 sq. ft

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

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 (Section 415.7)

☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

Elsey Partners

Company Name

Chris Elsey

Name (Print) of Contact Person

1532 College Ave. F19

Address

Manhattan, Kansas 66502

City, State, Zip

785-317-5265

Phone / Fax

chris@myprimeplace.com

Email

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. 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:*
	CHRIS ELSEY, OWNER

Signed under protest of State Density Bonus Inclusionary Fee Calculation

Executed on this day in:

Location:	*Date:*
Manhattan, KS	07-23-2020

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:*

UMU Tier 1 rental 20%/30% on-site; however, we must use MAP percentages.

Mission Area Plan 25%/30%

base density 34,519 SF

bonus 46,599 SF;

FEE ESTIMATE: $697,237.538

ON-SITE REQUIREMENT: 30 units

Project Details

On-Site Inclusionary Rate/Inclusionary Fee Rate: 25%/30%

Total Units Proposed: 160

Base Density Study (Allowable Residential Floor Area): 34,519 sf

Total Residential Floor Area Proposed: 46,599 sf

Determine Inclusionary Contribution if satisfied using all fee or all on-site

100% On-Site = 160 x 0.25 = 40 units

100% Fee = 46,599 x 0.3 x $199.5 = $2,788,950.15

Convert maximum allowable residential density from floor area to units, and then apply on-site Inclusionary

Determine ratio of project represented by max. allowable residential density (in floor area) = 34,519/46,599 = 74%

Apply the ratio to the total number of units in the project to determine the maximum allowable density in units = 74% x 161 = 119.26 = 119 units

Apply on-site inclusionary rate to max. allowable residential density in units = 119 x .25 = **29.75 or 30 units**

Determine Percentage of On-Site Obligation satisfied by on-site units

30 units provided/40 units for full compliance= 75%

Determine remaining Inclusionary obligation to be satisfied by payment of the fee

75% of Inclusionary obligation is satisfied through on-site units

25% of Inclusionary obligation remains

25% x $2,788,950.15= **$697,237.538**

Subterranean Residential Floors

14,450 SF x .3 x $199.50/SF=$864,832.5

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:	
ELSEY PARTNERS, LLC	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
1532 COLLEGE AVE. F19 MANHATTAN, KS 66502	(785) 317-5265
	EMAIL:
	CHRIS@MYPRIMEPLACE.COM

APPLICANT'S NAME:	
CHRIS ELSEY	Same as Above ☐
APPLICANT'S ADDRESS:	TELEPHONE:
1532 COLLEGE AVE. F19 MANHATTAN, KS 66502	(785) 317-5265
	EMAIL:
	CHRIS@MYPRIMEPLACE.COM

CONTACT FOR PROJECT INFORMATION:	
CHRIS ELSEY	Same as Above ☐
ADDRESS:	TELEPHONE:
1532 COLLEGE AVE. F19 MANHATTAN, KS 66502	(785) 317-5265
	EMAIL:
	CHRIS@MYPRIMEPLACE.COM

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
CHRIS ELSEY	Same as Above ☐
ADDRESS:	TELEPHONE:
1532 COLLEGE AVE. F19 MANHATTAN, KS 66502	(785) 317-5265
	EMAIL:
	CHRIS@MYPRIMEPLACE.COM

2. Location and Project Description

STREET ADDRESS OF PROJECT:	ZIP CODE:
1500 15TH STREET	94103
CROSS STREETS:	
15TH STREET AND SOUTH VAN NESS AVENUE	

ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
3548 / 016,018	UMU	58-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
☒ New Construction ☐ Demolition ☐ Alteration ☐ Other: _____	0	225	225

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? KANSAS, OKLAHOMA, NEBRASKA, OHIO, MINNESOTA

   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: Chris D. Elsey Date: 8/4/2020

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

OWNER

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: _____	

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)
1500 15TH STREET	3548/016,018

BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)
2016-011827PRJ		

PROJECT SPONSOR	MAIN CONTACT	PHONE
CHRIS ELSEY	CHRIS ELSEY	785-317-5265

ADDRESS
1532 COLLEGE AVE F19

CITY, STATE, ZIP	EMAIL
MANHATTAN, KS 66502	CHRIS@MYPRIMEPLACE.COM

ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
225 BEDS	3,497 SF	8	$35,600,000

ANTICIPATED START DATE
JANUARY 2022

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT

- ☐ Project is wholly Residential
- ☐ Project is wholly Commercial
- ☒ Project is Mixed Use

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

NOTES:

- If you checked **C**, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked **A or B**, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit *www.workforcedevelopmentsf.org*
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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

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

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer				Laborer			
Boilermaker				Operating Engineer			
Bricklayer	45	2	6	Painter	45	1	3
Carpenter	45	4	20	Pile Driver			
Cement Mason	45	2	12	Plasterer			
Drywaller/ Latherer	45	1	12	Plumber and Pipefitter	65	2	12
Electrician	65	1	6	Roofer/Water proofer	45	1	6
Elevator Constructor	65	1	2	Sheet Metal Worker	65	1	3
Floor Coverer	45	1	4	Sprinkler Fitter	65	1	3
Glazier	45	1	3	Taper			
Heat & Frost Insulator	45	1	6	Tile Layer/ Finisher			
Ironworker	65	1	3	Other:			
		TOTAL:				**TOTAL:**	

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☐	☒
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?	☐	☒
3. Will hiring and retention goals for apprentices be established?	☐	☒
4. What is the estimated number of local residents to be hired?	60	

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
CHRIS ELSEY	CHRIS@MYPRIMEPLACE.COM	785-317-5265

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.

Chris D. Elsey 8/4/2020

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) (DATE)

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

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