



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: AUGUST 22, 2019

Record No.: 2017-002951ENX
Project Address: 755 Brannan Street
Zoning: Residential Enclave-Mixed (RED-MX) Zoning District
45-X Height and Bulk District
Western SoMa Special Use District
Block/Lot: 3784/181
Project Sponsor: Ashley Breakfield, Farella Braun + Martel LLP
235 Montgomery Street
San Francisco, CA 94104
Property Owner: SF Green Homes LLC
San Francisco, CA 94107
Staff Contact: Linda Ajello Hoagland, AICP – (415) 575-6823
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The Project includes demolition of the existing, two-story, 12,880 square foot commercial building and construction of a five-story, approximately 53-foot, 9-inch tall, 45,564 square foot residential building. The Project will include 57 dwelling units, 57 Class 1 bicycle parking spaces and 3 Class 2 bicycle parking spaces. The dwelling unit mix includes 20 studios, 11 one-bedroom units and 26 two-bedroom units. The Project includes 5,699 square feet of usable open space through a combination of private and common open space. Pursuant to Planning Code Section 206.6 and California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law. The Project does not possess off-street automobile parking.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, to allow new construction over 25,000 gross square feet in an Eastern Neighborhoods Mixed Use Zoning District for the Project.

ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.** To date, the Department has received opposition from the Home Owners Association for the adjacent live/work building located at 50 Lucerne Street and from a home owner on Gilbert Street, expressing concerns about the proposed density, parking, traffic, construction, light and air. The Project Sponsor has met with the neighbors to try to address their issues and concerns with the Project.

- **Large Project Authorization.** The Commission must grant Large Project Authorization pursuant to Planning Code Section 329 to allow new construction over 25,000 gross square feet in an Eastern Neighborhoods Mixed-Use District. The Project is not seeking any exceptions from the Planning Code under the Large Project Authorization.
- **State Density Bonus Law & Waivers.** Per California Government Code Sections 65915-65918 and Planning Code Section 206.6 the Project Sponsor has elected to utilize the State Density Bonus Law, which permits a up to 35 percent additional density beyond the maximum allowable residential density ("base density"). In the UMU Zoning District, density is regulated by the maximum permitted building volume ("form-based density" rather than by a ratio of units to lot area. Both the base density and the allowable density bonus are represented as square feet of residential gross floor area. The base density 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.). Pursuant to the methodology described in Planning Director Bulletin 6, a project may qualify for 35% additional floor area if at least 11% of the units in the area represented by the base density as are affordable to very-low-income households. Density Bonus Projects are subject to the Combination Alternative included in Section 415.5(g)(1)(D), in which the Project receives a credit toward the Affordable Housing Fee by providing on-site units, and the remainder of the fee is pro-rated. Under the State Density Bonus Law, the Project Sponsor is entitled to up to three concessions or incentives, as well as waivers for any development standard that would physically preclude construction of the project at the proposed density or with the requested incentives and concessions.

For the Project at 755 Brannan Street, the base density would permit a residential project that included approximately 34,433 residential gross square feet. The Project, including the density bonus, proposes 45,564 residential gross square feet and 57 total dwelling units. The on-site Inclusionary rate would be applied to any units in the base density, which is calculated by finding the ratio of the base density to the bonus density. In this case, the ratio is equal to 76 percent. 76 percent of the project is equal to 43 dwelling units, so the on-site Inclusionary rate would only be applied to 43 units. The on-site Inclusionary rate for this project is 19%, which would result in eight affordable units. The Project Sponsor would be required to satisfy the remainder of the Inclusionary obligation through payment of the Affordable Housing Fee by calculating the total fee for the project and applying the remaining obligation (24%).

Under the State Density Bonus Law and Planning Code Section 206.6, the Project is requesting five waivers from development standards, including: 1) Height (Planning Code Section 250); 2) Bay Windows (Planning Code Section 136(c)(2)(C)); 3) Rear yard (Planning Code Section 134); 4) Narrow Street Height Limit (Planning Code Section 261.1) and 5) Open Space (Section 135).

- **Inclusionary Affordable Housing.** The Project will meet its inclusionary affordable housing requirements by designating a certain number of dwelling units as part of the on-site affordable housing alternative identified in Planning Code Section 415. The Project's Environmental Evaluation Application was submitted and deemed complete on April 17, 2017; therefore, the Project requires that nineteen percent (19%) percent of the area represented by the base density, or 8 dwelling units as part of the on-site inclusionary housing program for rental projects.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on May 17, 2019, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Western SoMa Community Plan Area and was encompassed within the analysis contained in the Western SoMa Programmatic EIR. Since the PEIR was finalized, there have been no substantial changes to the Western SoMa Community Plan and no substantial changes in circumstances that would require major revisions to the PEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the PEIR.

BASIS FOR RECOMMENDATION

The Department finds that the Project is, on balance, consistent with the Western SoMa Community Plan and the Objectives and Policies of the General Plan. The Project will provide 57 new dwelling units to the City's housing stock, including 20 studio, 11 one-bedroom and 26 two-bedroom units, will designate 19% of the total number of base project dwelling units (8 dwelling units) as part of the inclusionary affordable housing program and will replace an existing commercial building. Currently, the project site does not possess any housing; therefore, no tenants will be displaced.

ATTACHMENTS:

Draft Motion – Large Project Authorization with Conditions of Approval (Exhibit A)
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination
Exhibit D – Land Use Data
Exhibit E – Maps and Context Photos
Exhibit F – Project Sponsor Brief
Exhibit G – Inclusionary Affordable Housing Affidavit
Exhibit H – Anti-Discriminatory Housing Affidavit
Exhibit I – First Source Hiring Affidavit



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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PROJECT PURSUANT TO PLANNING CODE SECTION 329 AND AN INDIVIDUALLY REQUESTED STATE DENSITY BONUS PROJECT PURSUANT TO PLANNING CODE SECTION 206.6, TO ALLOW THE DEMOLITION OF AN EXISTING, TWO-STORY, 12,880 SQUARE FOOT COMMERCIAL BUILDING AND NEW CONSTRUCTION OF A FIVE-STORY, 53-FOOT, 9-INCH TALL, 45,564 SQUARE FOOT RESIDENTIAL BUILDING, RESULTING IN 57 DWELLING UNITS (CONSISTING OF 20 STUDIOS, 11 ONE-BEDROOM AND 26 2-BEDROOM UNITS), 57 CLASS 1 BICYCLE PARKING SPACES, AND 3 CLASS 2 BICYCLE PARKING SPACES, WHICH WOULD UTILIZE THE STATE DENSITY BONUS LAW (CALIFORNIA GOVERNMENT CODE SECTIONS 65915-65918) AND INVOKE WAIVERS FROM THE DEVELOPMENTS STANDARDS FOR: 1) HEIGHT (PLANNING CODE SECTION 250), 2) BAY WINDOWS (PLANNING CODE SECTION 136), 3) REAR YARD (PLANNING CODE SECTION 134), 4) NARROW STREET HEIGHT LIMIT (PLANNING CODE SECTION 261.1), AND 5) OPEN SPACE (PLANNING CODE SECTION 135), LOCATED AT 755 BRANNAN STREET, LOT 181, BLOCK 3784, WITHIN THE RED-MX (RESIDENTIAL ENCLAVE-MIXED) ZONING DISTRICT, WESTERN SOMA SPECIAL USE DISTRICT AND A 45-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On February 28, 2018, Ashley Breakfield (hereinafter "Project Sponsor") on behalf of SF Green Homes LLC, filed Application No. 2017-002951ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new five-story, 53-foot, 9-inch tall, residential building with 57 dwelling units (hereinafter "Project") at 755 Brannan Street, Block 3784 Lot 181 (hereinafter "Project Site").

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project Environmental Impact Report (hereinafter "PEIR"). The PEIR was prepared, circulated for public review and comment, and, at a public hearing on December 6, 2012, by Motion No. 18756, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter "CEQA")). The Commission has reviewed the Final EIR, which has been available for this Commissions review as well as public review.

The Western SoMa Community Plan 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 Western SoMa Area Plan, the Commission adopted CEQA Findings in its Motion No. 18756 and hereby incorporates such Findings by reference.

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

On May 17, 2019, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Western SoMa Area Plan and was encompassed within the analysis contained in the Western SoMa PEIR. Since the Western SoMa PEIR was finalized, there have been no substantial changes to the Western SoMa Area Plan and no substantial changes in circumstances that would require major revisions to the Final PEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Western SoMa PEIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On August 22, 2019, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2017-002951ENX.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2017-002951ENX is located at 1650 Mission Street, Suite 400, 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. 2017-002951ENX, 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, two-story, 12,880 square foot commercial building and construct a five-story, approximately 53-foot, 9-inch tall, 45,564 square foot residential building. The Project will include 57 dwelling units, 57 Class 1 bicycle parking spaces and 3 Class 2 bicycle parking spaces. The dwelling unit mix includes 20 studios, 11 one-bedroom units and 26 two-bedroom units. The Project includes 5,699 square feet of usable open space through a combination of private and common open space. Pursuant to Planning Code Section 206.6 and California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law. The Project does not possess off-street parking.
3. **Site Description and Present Use.** The Project is located on a 12,320 square foot, rectangular shaped lot, which has approximately 64-ft of frontage along Brannan Street, 192.5-ft of frontage along Lucerne Street, and 192.5-ft of frontage on Butte Place. The Project Site is currently developed with a one-to-two-story, 12,880 square foot commercial building, which was originally two buildings that were merged together and added to in the 1940’s. The space was occupied by San Francisco Screw Products company from 1943 to 1987 and by a jewelry manufacturer from 1993 to 2005. Most recently, the building has been occupied by an office use.
4. **Surrounding Properties and Neighborhood.** The Project Site is located within the RED-MX Zoning District in the Western SoMa Plan Area. The immediate context is a mixture of residential and industrial uses, with a few furniture retailers and a large United States Postal Office

distribution annex to the south of the project site. Immediately adjacent to the site to the south is a three-story, 50-foot-tall, 12-unit live-work condominium building with 14 parking spaces (50 Lucerne Street). Immediately across Lucerne Street from the project site is a five-story, 50-foot-tall, 20-unit live/work condominium with 20 parking spaces (5 Lucerne Street). Across Butte Place from the project site is a three-story, 30-foot-tall industrial building. Across Brannan Street, the buildings are mostly one- and two-story industrial and office buildings. There are more four- and five-story residential buildings, near the intersection of 6th Street and Brannan Street. Other zoning districts in the vicinity of the project site are Residential – Mixed Use (RED-MX), Urban-Mixed-Use (UMU), Western SoMa Mixed-Use Office District (WMUO), Service and Light Industrial (SALI), and Public (P). The project site is also located within ¼ mile of the San Francisco Flower Mart.

The Project site is located in close proximity to the Interstate 280 and 80 on-ramps and the San Francisco 4th and King streets Caltrain station is located within one-half mile of the project site to the northeast. Additionally, the project site is served by San Francisco Municipal Railway (Muni) bus lines: 8, 83X, 8AX, 8BX, 10, 12, 14X, 19, 27, 47, E, KT, and N and bicycle facilities that include dedicated bike lanes on 7th Street to the southwest and Townsend Street to the southeast of the project site; there is also a planned dedicated bike lane for Brannan Street, in front of the project site.

5. **Public Outreach and Comments.** To date, the Department has received opposition from the Home Owners Association from the adjacent live/work building located at 50 Lucerne Street, and from a homeowner on Gilbert Street expressing concerns about the proposed density, parking, traffic, construction, light and air. The Project Sponsor has met with the neighbors to try to address their issues and concerns with the Project.
6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in RED-MX Zoning District.** Planning Code Section 847 states that residential uses are permitted within the RED-MX Zoning District.

The Project would construct a new residential building on a site; therefore, the Project complies with Planning Code Section 847.

- B. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot. In the RED-MX District, rear yards shall be provided at the ground level for any building containing a Dwelling Unit, and at each succeeding level or story of the building.

The Project includes a rear yard that is 16 feet in depth and extends 152-feet, 6-inches in length of the 192-feet, 6-inch lot along Butte Place, which measures approximately 2,440 square feet. The required

rear yard does not measure the entire length of the lot. In certain locations, the required rear yard depth is less than 25 percent.

Per California Government Code Sections 65915-65918 and Planning Code Section 206.6, the Project Sponsor has elected to utilize the State Density Bonus Law and proposes a waiver for the reduction of site development standards for rear yard, which are defined in Planning Code 134.

- C. **Usable Open Space.** Planning Code Section 135 requires a minimum of 80 sq. ft. of open space per dwelling unit, if not publicly accessible, or 54 sq. ft. of open space per dwelling unit, if publicly accessible. 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 have 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 area of 300 sq. ft. Additionally, per Planning Code Section 823(c)(2)(B), roof decks in the Central SoMa SUD cannot be counted toward meeting the open space requirements.

The Project includes code-compliant private open space for five ground floor units along Butte Place and one second floor unit, for a total area of 918 square feet. An additional unit on the third floor has a private terrace, however, it does not meet the minimum requirement of 80 square feet. An additional 234 square feet of common open space is provided on the ground floor, along Butte Place, resulting in a total of 9 of the 57 units meeting the required open space requirements. The Project also includes a 4,646 square foot common roof deck, however, per Planning Code Section 823(c)(2)(B), this space cannot be counted toward meeting the open space requirement due to the open space requirements that are specific to the Western SoMa Special Use District; therefore, the Project does not comply with Planning Code Section 135.

Per California Government Code Sections 65915-65918 and Planning Code Section 206.6, the Project Sponsor has elected to utilize the State Density Bonus Law and proposes a waiver for the reduction of site development standards for open space, which are defined in Planning Code Sections 135 and 823.

- D. **Bay Windows.** Planning Code Section 136 states that the maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area.

The Project includes projecting square bay windows. Because the bay windows are square rather than angled at 45 degrees, the maximum dimension exceeds nine feet; therefore, the Project does not comply with Planning Code Section 136.

Per California Government Code Sections 65915-65918 and Planning Code Section 206.6, the Project Sponsor has elected to utilize the State Density Bonus Law and proposes a waiver for the reduction of site development standards for projecting bay windows, which are defined in Planning Code Sections 136.

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

The subject lot is not located in close proximity to an Urban Bird Refuge as defined in Section 139, and the Project meets the requirements for feature-related hazards.

- F. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units 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, side yard or rear yard must be at least 25 feet in width.

The Project organizes the dwelling units to have exposure on Brannan Street, Lucerne Street and Butte Place. As proposed, 24 dwelling units face Lucerne Street, 25 units face Butte Place, 4 units face Brannan Street and Lucerne Place, and 4 units face Lucerne Street and Butte Place; therefore, the Project complies with Planning Code Section 140.

- G. **Shadow.** Planning Code Sections 147 and 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 Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any parks or open spaces under the jurisdiction of the San Francisco Recreation and Parks Commission at any time during the year.

- H. **Off-Street Freight Loading.** Planning Section 152.1 of the Planning Code requires no off-street freight loading space for residential uses between 0 and 100,000 gsf.

The Project includes approximately 45,564 square feet of residential use; thus, no off-street freight loading spaces are required.

- I. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires one Class 1 bicycle parking space per dwelling unit and one Class 2 bicycle parking spaces for every 20 dwelling units.

The Project includes 57 dwelling units; therefore, the Project is required to provide 57 Class 1 bicycle parking spaces and 3 Class 2 bicycle parking spaces. The Project will provide 57 Class 1 bicycle parking spaces and 3 Class 2 bicycle parking space; therefore, the Project complies with Planning Code Section 155.2.

- J. **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 10 points.

The Project submitted a completed Environmental Evaluation Application after September 4, 2016 and filed their first Development Application on or after January 1, 2018. Therefore, the Project must achieve 100% of the point target established in the TDM Program Standards, resulting in a required target of 10 points. As currently proposed, the Project will achieve its required 10 points through the following TDM measures:

- Parking Supply (Option K)
- Bicycle Parking (Option A)
- Bicycle Repair Station
- Delivery Supportive Amenities
- On-Site Affordable Housing

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

For the 57 dwelling units, the Project is required to provide at least 23 two-bedroom units or 17 three-bedroom units. The Project provides 26 two-bedroom units. Therefore, the Project meets the requirements for dwelling unit mix.

- L. **Height and Bulk.** Planning Code Section 250 and 252 outlines the height and bulk districts within the City and County of San Francisco. The Project is located in the 45-X height and bulk district. Therefore, the proposed development is permitted up to a height of 45 feet with no bulk limit.

The Project would construct a new residential up to 55 feet tall and exceeds the height limits by approximately 10 feet.

Per California Government Code Sections 65915-65918 and Planning Code Section 206.6, the Project Sponsor has elected to utilize the State Density Bonus Law and proposes a waiver from the development standards for height and bulk, which are defined in Planning Codes 250 and 252. This expansion beyond

the height requirement is necessary to enable the construction of the project with the increased density provided by Government Code Section 65915(f)(2).

- M. **Narrow Streets.** Planning Code Section 261.1 outlines height and massing requirements for projects that front onto a “narrow street”, which is defined as a public right of way less than or equal to 40-feet in width. Butte Place measures approximately 16-feet wide and Lucerne Street measures 35 feet wide, thus both are considered narrow streets. For the subject frontage along a narrow street, a 10-foot setback at the property line is required above a height of 1.25 times the street width. Subject frontage is defined as any building frontage more than 60-ft from an intersection with a street wider than 40-feet.

The Project site has frontage on Brannan Street, Lucerne Street and Butte Place. Lucerne Street is 35-feet in width and Butte Place is 16-feet in width and are, therefore, considered narrow streets. Brannan Street is greater than 40 feet in width, however, the Project is 192 feet, 6 inches in length, therefore Planning Code Section 261.1 applies to the portion of the building that is more than 60-feet from Brannan Street. As such, the Project has a required 10-foot setback above the height of 43 feet, 9 inches on Lucerne Street and at 20 feet along Butte Place beyond the first 60 feet of the building frontage. The Project has no setback along Lucerne Street and is setback 16 feet from the property line on Butte Place, and, therefore does not comply with Planning Code Section 261.1.

Per California Government Code Sections 65915-65918 and Planning Code Section 206.6, the Project Sponsor has elected to utilize the State Density Bonus Law and proposes a waiver from the development standards for narrow street, which are defined in Planning Code 261.1. This expansion beyond the narrow streets setback requirement is necessary to enable the construction of the project with the increased density provided by Government Code Section 65915(f)(2).

- N. **Transportation Sustainability Fee.** Planning Code Section 411A establishes the Transportation Sustainability Fee (TSF) and is applicable to project that are the following: (1) More than twenty new dwelling units; (2) New group housing facilities, or additions of 800 gross square feet or more to an existing group housing facility; (3) New construction of a Non-Residential use in excess of 800 gross square feet, or additions of 800 gross square feet or more to an existing Non-Residential use; or (4) New construction of a PDR use in excess of 1,500 gross square feet, or additions of 1,500 gross square feet or more to an existing PDR use; or (5) Change or Replacement of Use, such that the rate charged for the new use is higher than the rate charged for the existing use, regardless of whether the existing use previously paid the TSF or TIDE; (6) Change or Replacement of Use from a Hospital or a Health Service to any other use.

The Project includes more than twenty dwelling units; therefore, the TSF, as outlined in Planning Code Section 411A, applies.

- O. **Childcare Impact Fee.** Planning Code Sections 414 and 414A is applicable to any residential development citywide that results in the addition of a residential unit and office and hotel

development projects proposing the net addition of 25,000 or more gross square feet of office or hotel space.

The Project includes approximately 45,564 square feet of new residential use; therefore, the proposed Project is subject to fees as outlined in Planning Code Sections 414 and 414A.

- P. **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 the entirety of development projects that consist of 10 or more units, regardless of whether the project includes additional density through a state or local bonus program. The Inclusionary Affordable Housing Program requires the Project Sponsor to pay the Affordable Housing Fee. In lieu of the Affordable Housing Fee, projects may elect to provide a percentage of units as that are affordable to a specified mix of low, moderate and middle-income households either on-site or off-site, referred to as the On-Site Alternative or Off-Site Alternative.

Projects that elect to include on-site units to qualify for a density bonus under the State Law may also be able to satisfy all or part of the Affordable Housing Fee requirement by receiving a “credit” for the on-site units provided. This credit is calculated in accordance with Planning Code Section 415.5(g)(1)(D), referred to as the Combination Alternative. The Combination Alternative allows projects to satisfy the Inclusionary Affordable Housing Program requirement through a combination of payment of the fee and provision of on-site units. The Department determines the Inclusionary obligation for State Density Bonus projects by first determining how much of the obligation is satisfied by the credit, and pro-rating the Affordable Housing Fee to satisfy the remaining portion of the Inclusionary Housing obligation.

The Project Sponsor has demonstrated that it is eligible for the Combination Alternative under Planning Code Section 415.5(g)(1)(D) and has elected to satisfy the requirements of the Inclusionary Affordable Housing Program by providing approximately 76% of the Inclusionary Housing obligation on-site, and paying the Affordable Housing Fee for the remainder of the obligation. The Project Sponsor has submitted an “Affidavit of Compliance with the Inclusionary Affordable Housing Program” 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 July 12, 2019. 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 complete Environmental Evaluation was accepted on April 17, 2017. Pursuant to Planning Code Section 415.3 and 415.6, the on-site requirement is 18 percent; however, the Project Sponsor has elected to provide 19 percent of units as affordable to qualify for the maximum bonus allowed under the State Law. The area represented by the allowable base density accounts for 76% of the total project, or 43 of the proposed 57 units; therefore, the Inclusionary rate is applied to 43 units, and 8 affordable units are required. Eight units (3 studios, 1 one-bedroom, and 4 two-bedroom) of the 57 total units provided will be provided on-site as affordable units. If prior to issuance of the first construction document, the Project becomes ineligible to meet its

Inclusionary Affordable Housing Program obligation through the Combination Alternative, then the project sponsor must immediately inform the Planning Department and MOHCD. If the project does not include enough on-site affordable units to qualify for the requested density bonus, then the Planning Commission shall revoke the project approval, if required by law.

- Q. Eastern Neighborhood Infrastructure Impact Fee.** Planning Code Section 423 is applicable to any development project within the Residential Enclave-Mixed (RED-MX) Zoning District that results in the addition of gross square feet of residential and non-residential space.

The Project includes approximately 45,564 gsf of new residential development. This use is subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.

- 7. State Density Bonus Program Findings.** Pursuant to Planning Code Section 206.6(e), the Planning Commission shall make the following findings as applicable for any application for a Density Bonus, Incentive, Concession or Waiver for any Individually Requested Density Bonus Project:

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

The Project consists of five or more dwelling units on a site that in the RED-MX Zoning District that is developed with a former industrial building and is, therefore, eligible for the Individually Requested Density Bonus Program.

- 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 not seeking any Concessions or Incentives.

- 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 is seeking a waiver or modification from the following development standards: 1) Height (Planning Code Section 250); 2) Bay Windows (Planning Code Section 136(c)(2)(C)); 3) Rear yard (Planning Code Section 134); 4) Narrow Street Height Limit (Planning Code Section 261.1; and 5) Open Space (Section 135). Without the waivers or modifications, the construction of the housing project with the requested incentives and concessions would be physically precluded. In order to achieve the proposed density, waivers from the aforementioned code sections are necessary.

- 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 Density Bonus for the Project is not based on any donation of land; and is therefore not applicable.

- 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 the requirements included in Government Code Section 65915(h) have been met.**

The Project does not include a Child Care Facility; therefore, this finding is not applicable.

- 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 is not requesting any Concessions or Incentives for the Project; and is therefore not applicable.

- 8. 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 a five-story, 53-feet, 9-inch tall, residential development with frontage on Brannan Street, Lucerne Street and Butte Place. The Project incorporates ground-floor residential entryways along Lucerne Street and Butte Place. The massing of the Project is appropriate given the larger neighborhood context, which includes one-and-two-story industrial buildings, and three-to-five-story residential buildings and one-to-three-story industrial and office buildings. The Project's overall mass and scale are further refined by the building modulation, which incorporates projecting bays and recessed entryways. In addition, the Project includes a 16-foot rear yard setback along Butte Place to push the massing away from the narrow street. Overall, these features provide variety in the building design and scale, while providing for features that strongly 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 Project's architectural treatments, façade design and building materials include a cement panels in three different colors, metal siding, aluminum storefront, metal awnings and metal windows. The Project is distinctly contemporary in its character. The Project incorporates a simple, yet tasteful, architectural language that is accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

- 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 is consistent with the development density established for the Project Site in the Western SoMa Area Plan. The building's ground floor residential lobby along Brannan and Lucerne Streets provide active street frontages which will enhance and offer an effective and engaging connection between the public and private areas. Along the lower floors, the Project provides for residential amenities (entry lobby, and resident common area), and walk-up dwelling units with individual pedestrian access on Lucerne Street and Butte Place. These dwelling units and amenities will provide for activity on the street level. No off-street parking is provided.

- 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 private and common open space via ground floor terraces, private balconies/terraces and a roof deck. However, in the Western SoMa Special Use District, roof decks do not qualify as usable open space. If the roof deck was included to meet the usable open space requirement, the overall open space would exceed the minimum required.

- 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 mid-block alley due to the existing building on the project site.

- 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 and new street trees. These improvements would vastly improve the public realm and surrounding streetscape.

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

The Project site has frontage on three streets which provides ample circulation around the project site.

- 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.

9. **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 1.4

Ensure community-based planning processes are used to generate land use controls.

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 1.10

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 4.1

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

Policy 4.4

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

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighbor-hoods, 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 12.2

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

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

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

Policy 13.3

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

The Project Site is served by several local transit lines including MUNI lines 8, 83X, 8AX, 10, 12, 14X, 19, 27, E, KT and N and bicycle facilities that include dedicated bike lanes on 7th Street to the southwest and Townsend Street to the southeast of the Project site. There is also a planned dedicated bike lane for Brannan Street in front of the Project site. Residential development at this site would support a smart growth and sustainable land use pattern in locating new housing in the urban core close to jobs and transit. Furthermore, the Project provides 57 Class 1 bicycle parking spaces on-site in addition to 3 Class 2 bicycle parking along the frontage.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BY REGION

Policy 2.11:

Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.

The Project proposes landscaped open space at the rear of the ground floor residential level, and the roof deck has potential for planters and additional landscaping.

OBJECTIVE 3:

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

Policy 3.6:

Maintain, restore, expand and fund the urban forest.

The Project will add to the urban forest with the addition of street trees.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will install new street trees along Brannan Street. Frontages are designed with transparent glass and intended for active spaces oriented at the pedestrian level.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project includes 57 Class 1 and 3 Class 2 bicycle parking spaces in secure, convenient locations.

OBJECTIVE 34:

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

Policy 34.3:

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

Policy 34.5:

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

The Project does not provide any off-street vehicular parking, which complies with Planning Code Section 151.1. Further, the project will infill the existing curb cut on the project site along the Brannan Street frontage.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.3

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

Policy 1.7

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

OBJECTIVE 4:

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

Policy 4.4:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

Policy 4.15:

Protect the livability and character of residential properties from the intrusion of incompatible new buildings.

The Project does not provide any off-street vehicular parking; therefore, the Project limits conflicts with pedestrians and bicyclists. New street trees will be planted on Brannan Street and an existing curb cut will be removed. Along the project site, the pedestrian experience will be greatly improved.

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

Currently, the project site is commercial office building and does not possess any neighborhood-serving retail uses. The Project provides 57 new dwelling units which will improve the urban form of the neighborhood by adding new residents, which would assist in strengthening nearby retail uses.

- 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 contain any existing housing. The Project would provide 57 new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. The Project offers an architectural treatment that is contemporary, yet contextual, and an architectural design that is consistent and compatible with 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 will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program, therefore increasing 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 Site is served by several local transit lines including MUNI lines 8, 83X, 8AX, 10, 12, 14X, 19, 27, E, KT and N. The Project also provides sufficient bicycle parking for residents.

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

The Project will replace an existing commercial building; thus, no industrial and service sectors will be displaced by the residential development. The Project does not include construction of new commercial office development.

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

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact 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.

The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any parks or open spaces at any time during the year.

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2017-002951ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 26, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on August 22, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 22, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow the demolition of the existing, two-story, 12,880 square foot commercial building and the new construction of a five-story, approximately 53-foot, 9-inch tall, 45,564 square foot, 57 unit, residential building located at 755 Brannan Street, Block 181, and Lot 3784, pursuant to Planning Code Section 329 within the RED-MX Zoning District, Western SoMa Special Use District, and a 45-X Height and Bulk District; in general conformance with plans, dated July 26, 2019, and stamped "EXHIBIT B" included in the docket for Record No. XXXXXX and subject to conditions of approval reviewed and approved by the Commission on August 22, 2019 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 August 22, 2019 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 Large Project authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

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

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

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

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

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

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

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

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

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

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

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

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

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 415-558-6378, www.sf-planning.org

8. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the 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 415-558-6378, www.sf-planning.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 415-558-6378, www.sf-planning.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 415-558-6378, www.sf-planning.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 415-558-6378, www.sf-planning.org

12. **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: within the project's property lines. 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 415-554-5810, <http://sfdpw.org>

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

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

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

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

PARKING AND TRAFFIC

15. **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 415-558-6377, www.sf-planning.org.

16. **Bicycle Parking.** The Project shall provide no fewer than 57 Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.2.

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

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

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

PROVISIONS

18. **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 415-558-6378, www.sf-planning.org

19. **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

20. **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 415-558-6378, www.sf-planning.org

21. **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 415-558-6378, www.sf-planning.org

22. **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 415-558-6378, www.sf-planning.org*

INCLUSIONARY HOUSING REQUIREMENTS

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

- a) **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 19% of the proposed dwelling units as affordable to qualifying households. The area represented by the allowable base density accounts for 76% of the total project, or 43 of the proposed 57 units; therefore, the Inclusionary rate is applied to 43 units, and 8 affordable units are required. The Project will fulfill this requirement by providing the 8 affordable 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 the Planning Department in consultation with the Mayor's Office of Housing and Community Development ("MOHCD"). *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.*
- b) **Unit Mix.** The Project contains 20 studios, 11 one-bedroom and 26 two-bedroom units; therefore, the required affordable unit mix is 3 studios, 1 one-bedroom unit and 4 two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from the Planning Department in consultation with MOHCD. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.*
- c) **Income Levels for Affordable Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 19% of the proposed dwelling units as affordable to qualifying households. As required for the project to achieve a 35% density bonus under the State Density Bonus Law, the project sponsor is providing 11% of the units as affordable for a term of 55 years to households earning less than 50% of the area median income (AMI), and upon the expiration of the 55-year term, shall thereafter be affordable to qualifying households at a rental rate of 55% of Area Median Income for the remainder of the life of the project. In addition, at least 4% of the units must be affordable to moderate income households, and at least 4% must be affordable to middle income households for the life of the project. 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 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- d) **Minimum Unit Sizes.** Pursuant to Planning Code Section 415.6(f)(2), the affordable units shall meet the minimum unit sizes standards established by the California Tax Credit Allocation Committee (TCAC) as of May 16, 2017. One-bedroom units must be at least 450 square feet, two-bedroom units must be at least 700 square feet, and three-bedroom units must be at least 900 square feet. Studio units must be at least 300 square feet pursuant to Planning Code Section 415.6(f)(2). The total residential floor area devoted to the affordable units shall not be less than the applicable percentage applied to the total residential floor area of the principal project, provided that a 10% variation in floor area is permitted.

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

- e) **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. Should the project sponsor convert rental units to ownership units, a greater number of on-site affordable units may be required, as Inclusionary Affordable Housing Units in ownership projects are priced at higher income levels and would not qualify for a 35% density bonus.

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

- f) **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

architectural addenda. The designation shall comply with the designation standards published by the Planning Department and updated periodically.

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

- g) **Phasing.** If any building permit is issued for partial phasing of the Project, the Project shall have designated not less than 19 percent of each phase's total number of dwelling units as on-site affordable units.

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

- h) **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 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- i) **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 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- j) **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 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- k) **Regulatory Agreement.** Pursuant to Planning Code Section 206.6(f), recipients of a density bonus must enter into a Regulatory Agreement with the City prior to issuance of the first construction document.

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

- 1) **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Planning Code Section 415 et seq. 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 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- i. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction document 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 floor plates; 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.
- ii. If the units in the building are offered for rent, the five (5) 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% 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 income levels shall default to the maximum allowable rent and income levels for affordable units under the Inclusionary Affordable Housing Program. After such Density Bonus units have been rented for a term of 55 years, the subsequent rent and income levels of such units may be adjusted to 55% of Area Median Income under the Inclusionary Affordable Housing Program, using an 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 unit(s) being offered for rent shall be rented to qualifying households, as defined in the Planning Code and Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of fifty-five (55) percent of Area Median Income for low income, eighty (80) percent for moderate income and one hundred ten (110) percent for moderate 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” as applicable. 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.

- iii. 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.
- iv. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- v. 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.
- vi. If the Project 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’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 penalties and interest, if applicable.

MONITORING - AFTER ENTITLEMENT

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

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

25. **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 415-575-6863, www.sf-planning.org

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

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

OPERATION

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

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

28. **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 415-575-6863, www.sf-planning.org

29. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents.

Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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

EXHIBIT B

UNIT COUNT

755 BRANNAN STREET - UNIT COUNT:						
		1 BR	1 BR	2 BR	2 BR	
	Studio	1 bath	2 baths	1 bath	2 baths	Total
Base Project: 45 Units						
Basement						
1st Floor	7	1			2	10
2nd Floor	4	2			6	12
3rd Floor	4	2			6	12
4th Floor	4	2			5	11
Subtotal:	19	7	0	0	19	45
% of Total	42.2%	15.6%	0.0%	0.0%	42.2%	100.0%
% of 2 BR's (40% required)						42.2%

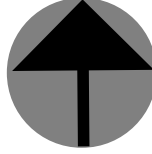
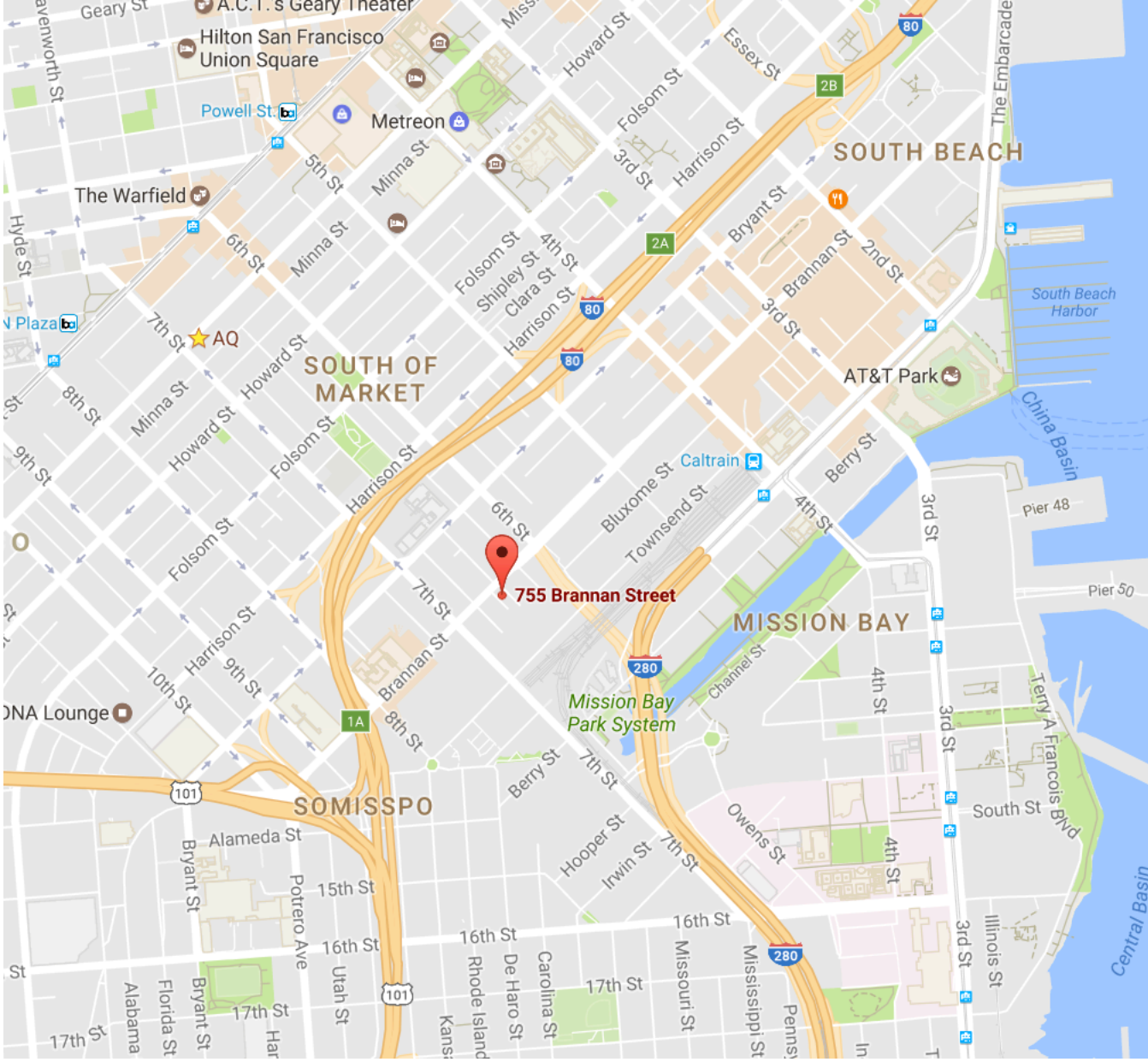
BUILDING GROSS AREA

755 BRANNAN STREET - GROSS FLOOR AREA:			
		Residential	
	Utilities	Units	Total
Base Project:			
Basement			
1st Floor		8,094	8,094
2nd Floor		9,047	9,047
3rd Floor		9,047	9,047
4th Floor		8,245	8,245
Subtotal:	-	34,433	34,433

BMR REQUIREMENTS

755 BRANNAN ST. - AFFORDABLE (BMR) UNITS:					
Units	50% AMI	55% AMI	80% AMI	110% AMI	Total: 18%
Density Bonus Project:					
45	5				5
45		0	1	2	3
Total:	5	0	1	2	8

VICINITY MAP



PLANNING DEPARTMENT NOTES

PROJECT LOCATION: 755 BRANNAN STREET, SAN FRANCISCO, CA, BLOCK 3784, LOT 181. 2% SLOPE DOWN FROM BRANNAN STREET HEADING SOUTH ALONG LUCERNE STREET AND BUTTE PLACE. BRANNAN STREET AND BUTTE PLACE ARE NORTH-SOUTH STREETS.

LOT AREA: 64' ALONG BRANNAN STREET X 192'-6" ALONG LUCERNE STREET AND BUTTE PLACE = 12,320 SF.

EXISTING BUILDING: NON-RESIDENTIAL, PARTIALLY TWO STORY, 12,880 SF, BUILT IN 1947, CHRSC: 6L AND 6Z.

ZONING DISTRICT: RED-MX: RESIDENTIAL ENCLAVE-MIXED. LOCATED IN WESTERN SOMA.

LARGE PROJECT AUTHORIZATION (LPA): SEC. 329: LPA BEFORE THE PLANNING COMMISSION IS REQUIRED AS THE GROSS FLOOR AREA IS OVER 25,000 SF.

RESIDENTIAL DENSITY: NO DENSITY LIMIT, 40% 2-BR OR 30% 3-BR UNITS REQUIRED. SEE UNIT COUNT TABLE.

DWELLING UNITS FACE AN OPEN AREA: SEC. 140(a)(1); ALL UNITS ARE REQUIRED TO FACE A STREET OR PUBLIC ALLEY AT LEAST 20' WIDE; ALL UNITS FACING BUTTE PL. (16' WIDE), BASE PROJECT, HAVE COMPLYING WINDOWS SET BACK 16' FROM PL, THEREFORE FACING A PUBLIC ALLEY OF 32' (16' ALLEY WIDTH + 16' SETBACK = 32').

HEIGHT / BULK LIMIT: 45'-X.
 BASE PROJECT: 43.75' TALL.
 SEC. 260(a)(D) ADOPTS MEASUREMENT OF HEIGHT FROM CL OF CURB AT ANY STREET FRONTAGE. HEIGHT IS TAKEN FROM CL OF CURB AT BRANNAN STREET.
 SEC. 260(a)(B) ALLOWS THE HEIGHT TAKEN FROM ONE-HALF DISTANCE OF WIDTH OF BLOCK: (WIDTH OF BLOCK = $550' / 2 = 275' > 192'-6"$). PROPOSED BUILDING IS ALLOWED TO TAKE HEIGHT FROM BRANNAN STREET FOR THE ENTIRE LOT DEPTH (192'-6").
 TABLE 260: NOT APPLICABLE AS SITE HAS 2% SLOPE < 5%.
 SEC. 261.1(d)(1): LUCERNE ST. AND BUTTE PL. ARE N-S STREETS: 10' SETBACK REQUIRED 60' BACK FROM BRANNAN ST. AT 1.25 WIDTH OF STREET. 10' SETBACK REQUIRED: AT LUCERNE ST. 35' WIDE X 1.25 = 43.75'. AT BUTTE PL. 16' WIDE X 1.25 = 20'. BASE PROJECT: WOULD BE 43.75' TALL AT LUCERNE ST. (NO SETBACK), AND CONTAIN A 10' SETBACK 20' UP AT BUTTE PL.: 16' REAR YARD SETBACK SHALL PROVIDE COMPLIANCE TO THIS SECTION.

REAR YARD SETBACK: 25% REAR YARD REQUIRED. BASE PROJECT SHALL PROVIDE 25% REAR YARD AT GRADE.

FRONT SETBACK: NOT REQUIRED.

USABLE OPEN SPACE: 80 SF PRIVATE AND COMMON USABLE OPEN SPACE REQUIRED. COMMON USABLE OPEN SPACE NOT ALLOWED ON ROOF IN WESTERN SOMA.

BASE PROJECT: 45 UNITS X 80 SF PER UNIT = 3,600 SF COMMON AREA
REQUIRED. 3,052 SF (FOR 38 UNITS) PROPOSED ON GRADE AT REAR YARD AND 802
SF (FOR 7 UNITS) ON FOURTH FLOOR TERRACE: 3,052 + 802 = 3,854 SF PROVIDED
(FOR 45 UNITS) > 3,600 REQUIRED (FOR 45 UNITS).

FLOOR AREA RATIO (F.A.R.): NOT APPLICABLE TO RESIDENTIAL UNITS.

**AUTO PARKING: UP TO .75 SPACE PER RESIDENTIAL UNIT PERMITTED:
BASE PROJECT: 45 UNITS X .75 = UP TO 33.75 PARKING SPACES PERMITTED
AND 0 SPACES PROVIDED.**

BICYCLE PARKING: ONE CLASS 1 SPACE PER RESIDENTIAL UNIT REQUIRED:
CODE COMPLYING PROJECT: 45 UNITS = 45 BICYCLE SPACES. ONE CLASS 2
SPACE PER 20 UNITS REQUIRED: $45 / 20 = 2.25$ CLASS 2 SPACES REQUIRED. 3
PROVIDED.

FREIGHT LOADING: NOT REQUIRED. ONE SPACE REQUIRED FOR PROJECTS OVER 100,000 SF: PROPOSED DENSITY BONUS BUILDING GSF = 60,797 GSF < 100,000 GSF.

DRAWING INDEX: BASE PROJECT (BP)

[illegible]

SCOPE OF WORK

DEMOLITION OF EXISTING ONE-STORY COMMERCIAL BUILDING ON ONE LOT.

BASE PROJECT WOULD CONTAIN 45 RESIDENTIAL UNITS ON FOUR FLOORS

DESIGN OR CONCEPT NARRATIVE

DESIGN WELL PLANNED RESIDENTIAL UNIT PLANS TO PROVIDE A PLEASANT LIVING EXPERIENCE FOR THE END USERS. DESIGN EXTERIOR ELEVATIONS TO REFLECT A CLASSIC SAN FRANCISCO ESTHETIC WHILE PROVIDING AN ATTRACTIVE PROJECT.

BASE PROJECT (BP)
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

COVER SHEET

PPA	03/02/17
LPA	02/13/18
REVISED	09/19/18
REVISED	12/27/18

Rev./Issue.	Date

Date:	01/20/17
Scale:	
Drawn:	DS
Sheet:	

A0.00_{BP}



BRANNAN AND LUCERNE STREETS



BRANNAN STREET LOOKING WEST



LOOKING ACROSS BRANNAN STREET



BRANNAN STREET LOOKING EAST



BRANNAN STREET AND BUTTE PLACE

2354 Market Street
San Francisco CA 94114
T 415.870.2908

STERNBERG
BENJAMIN
ARCHITECTS

www.sternbergbenjamin.com

LICENSED ARCHITECT
DAVID
STERNBERG
No. C-11102
02/2021
RENEWAL DATE

BASE PROJECT (BP)
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

PHOTOS

PPA	03/02/17
LPA	02/13/18
REVISED	09/19/18

Rev./Issue.	Date
Date:	01/20/17
Scale:	
Drawn:	DS
Sheet:	

A0.01BP

Green Building: Site Permit Checklist

BASIC INFORMATION:

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

Project Name 755 BRANNAN STREET	Block/Lot 3784 / 181	Address 755 BRANNAN STREET
Gross Building Area 34,433 SF	Primary Occupancy RESIDENTIAL	Design Professional/Applicant: Sign & Date DAVID STERNBERG
# of Dwelling Units 45	Height to highest occupied floor 45	Number of occupied floors 4

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

GREENPOINT RATED PROJECTS	
Proposing a GreenPoint Rated Project (Indicate at right by checking the box.)	
Base number of required Greenpoints:	75
Adjustment for retention / demolition of historic features / building:	
Final number of required points (base number +/- adjustment)	
GreenPoint Rated (i.e. meets all prerequisites)	●
Energy Efficiency: Demonstrate a 15% energy use reduction compared to 2008 California Energy Code, Title 24, Part 6.	●
Meet all California Green Building Standards Code requirements (CalGreen measures for residential projects have been integrated into the GreenPoint Rated system.)	●

Notes

- 1) New residential projects of 75' or greater must use the "New Residential High-Rise" column. New residential projects with >3 occupied floors and less than 75 feet to the highest occupied floor may choose to apply the LEED for Homes Mid-Rise rating system; if so, you must use the "New Residential Mid-Rise" column.
- 2) LEED for Homes Mid-Rise projects must meet the "Silver" standard, including all prerequisites. The number of points required to achieve Silver depends on unit size. See LEED for Homes Mid-Rise Rating System to confirm the base number of points required.
- 3) Requirements for additions or alterations apply to applications received on or after July 1, 2012.

Instructions:

As part of application for site permit, this form acknowledges the specific green building requirements that apply to a project under San Francisco Building Code Chapter 13C, California Title 24 Part 11, and related local codes. Attachment C3, C4, or C5 will be due with the applicable addendum. To use the form:

(a) Provide basic information about the project in the box at left. This info determines which green building requirements apply.

AND

(b) Indicate in one of the columns below which type of project is proposed. If applicable, fill in the blank lines below to identify the number of points the project must meet or exceed. A LEED or GreenPoint checklist is not required to be submitted with the site permit application, but such tools are strongly recommended to be used .

Solid circles in the column indicate mandatory measures required by state and local codes. For projects applying LEED or GreenPoint Rated, prerequisites of those systems are mandatory. This form is a summary; see San Francisco Building Code Chapter 13C for details.

LEED PROJECTS						
	New Large Commercial	New Residential Mid-Rise¹	New Residential High-Rise¹	Commerical Interior	Commercial Alteration	Residential Alteration
Type of Project Proposed (Indicate at right)						
Overall Requirements:						
LEED certification level (includes prerequisites):	GOLD	SILVER	SILVER	GOLD	GOLD	GOLD
Base number of required points:	60	2	50	60	60	60
Adjustment for retention / demolition of historic features / building:				n/a		
Final number of required points (base number +/- adjustment)				50		
Specific Requirements: (n/r indicates a measure is not required)						
Construction Waste Management – 75% Diversion AND comply with San Francisco Construction & Demolition Debris Ordinance LEED MR 2, 2 points	●	●	●	●	Meet C&D ordinance only	●
15% Energy Reduction Compared to Title-24 2008 (or ASHRAE 90.1-2007) LEED EA 1, 3 points	●	●	●	●	LEED prerequisite only	
Renewable Energy or Enhanced Energy Efficiency Effective 1/1/2012: Generate renewable energy on-site ≥1% of total annual energy cost (LEED EAc2), OR Demonstrate an additional 10% energy use reduction (total of 25% compared to Title 24 Part 6 2008), OR Purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EA6).	●	n/r	n/r	n/r	n/r	n/r
Enhanced Commissioning of Building Energy Systems LEED EA 3	●	Meet LEED prerequisites				
Water Use - 30% Reduction LEED WE 3, 2 points	●	n/r	●	Meet LEED prerequisites		
Enhanced Refrigerant Management LEED EA 4	●	n/r	n/r	n/r	n/r	n/r
Indoor Air Quality Management Plan LEED IEQ 3.1	●	n/r	n/r	n/r	n/r	n/r
Low-Emitting Materials LEED IEQ 4.1, 4.2, 4.3, and 4.4	●	n/r	●	●	●	●
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater, or meet LEED credit SSc4.2. (13C.5.106.4)	●	n/r See San Francisco Planning Code 155		●	n/r	n/r
Designated parking: Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles. (13C.5.106.5)	●			●	n/r	n/r
Water Meters: Provide submeters for spaces projected to consume more than 1,000 gal/day, or more than 100 gal/day if in building over 50,000 sq. ft. (13C.5.303.1)	●	n/r	n/r	n/r	n/r	n/r
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings (or LEED credit IEQ 5). (13C.5.504.5.3)	●	n/r	n/r	●	n/r	n/r
Air Filtration: Provide MERV-13 filters in residential buildings in air-quality hot-spots (or LEED credit IEQ 5). (SF Health Code Article 38 and SF Building Code 1203.5)	n/r	●	●	n/r	n/r	n/r
Acoustical Control: wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40. (13C.5.507.4)	●	See CBC 1207		●	n/r	n/r

OTHER APPLICABLE NON-RESIDENTIAL PROJECTS		
Requirements below only apply when the measure is applicable to the project. Code references below are applicable to New Non-Residential buildings. Corresponding requirements for additions and alterations can be found in Title 24 Part 11, Division 5.7. Requirements for additions or alterations apply to applications received July 1, 2012 or after. ³	Other New Non-Residential	Addition >2,000 sq ft OR Alteration >\$500,000 ³
Type of Project Proposed (Check box if applicable)		
Energy Efficiency: Demonstrate a 15% energy use reduction compared to 2008 California Energy Code, Title 24, Part 6. (13C.5.201.1.1)	●	n/r
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater (or LEED credit SSc4.2). (13C.5.106.4)	●	●
Fuel efficient vehicle and carpool parking: Provide stall marking for low-emitting, fuel efficient, and carpool/van pool vehicles; approximately 8% of total spaces. (13C.5.106.5)	●	●
Water Meters: Provide submeters for spaces projected to consume >1,000 gal/day, or >100 gal/day if in buildings over 50,000 sq. ft.	●	●
Indoor Water Efficiency: Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals. (13C.5.303.2)	●	●
Commissioning: For new buildings greater than 10,000 square feet, commissioning shall be included in the design and construction of the project to verify that the building systems and components meet the owner's project requirements. (13C.5.410.2) OR for buildings less than 10,000 square feet, testing and adjusting of systems is required.	●	● (Testing & Balancing)
Protect duct openings and mechanical equipment during construction (13C.5.504.3)	●	●
Adhesives, sealants, and caulks: Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives. (13C.5.504.4.1)	●	●
Paints and coatings: Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints. (13C.5.504.4.3)	●	●
Carpet: All carpet must meet one of the following: 1. Carpet and Rug Institute Green Label Plus Program 2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350) 3. NSF/ANSI 140 at the Gold level 4. Scientific Certifications Systems Sustainable Choice AND Carpet cushion must meet CRI Green Label, AND Carpet adhesive must not exceed 50 g/L VOC content. (13C.5.504.4.4)	●	●
Composite wood: Meet CARB Air Toxics Control Measure for Composite Wood (13C.5.504.4.5)	●	●
Resilient flooring systems: For 50% of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools (CHPS) criteria or certified under the Resilient Floor Covering Institute (RFCI) FloorScore program. (13C.5.504.4.6)	●	●
Environmental Tobacco Smoke: Prohibit smoking within 25 feet of building entries, outdoor air intakes, and operable windows. (13C.5.504.7)	●	●
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings. (13C.5.504.5.3)	●	Limited exceptions. See CA T24 Part 11 Section 5.714.6
Acoustical Control: Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40. (13C.5.507.4)	●	● See CA T24 Part 11 Section 5.714.7
CFCs and Halons: Do not install equipment that contains CFCs or Halons. (13C.5.508.1)	●	●
Additional Requirements for New A, B, I, OR M Occupancy Projects 5,000 - 25,000 Square Feet		
Construction Waste Management – Divert 75% of construction and demolition debris AND comply with San Francisco Construction & Demolition Debris Ordinance.	●	Meet C&D ordinance only
Renewable Energy or Enhanced Energy Efficiency Effective January 1, 2012: Generate renewable energy on-site equal to ≥1% of total annual energy cost (LEED EAc2), OR demonstrate an additional 10% energy use reduction (total of 25% compared to Title 24 Part 6 2008), OR purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EA6).	●	n/r

Attachment C-2 - Green Building: Site Permit Submittal

Version: July 18, 2012

Insert Project Name / Titleblock here

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LICENSED ARCHITECT

DAVID STERNBERG

No. C-11102
02/2021
RENEWAL DATE

BASE PROJECT (BP)
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

GREEN BUILDING: SITE PERMIT CHECKLIST

PPA	03/02/17
LPA	02/13/18
REVISED	09/19/18

Rev./Issue.	Date
Date:	01/20/17
Scale:	
Drawn:	DS
Sheet:	

A0.02BP

CASE NO. 2017-002951ENX1

BRANNAN STREET 82.5' WIDE

BUTTE PLACE 16' WIDE

2

ROOF

BUTTE PLACE 16' WIDE

1

COMMERCIAL

EXISTING 4 STORY
BUILDING

CL BUILDING
EL.14.16

EL.13.81

EL.12.81

EL.11.61

EL.9.79

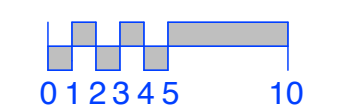
EL.14.29

192'-6"

EL.10.4



PLAN NORTH



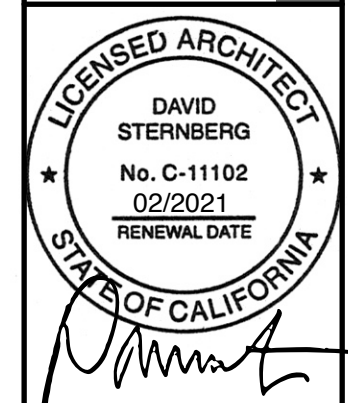
SSA

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BASE PROJECT (BP)
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

EXISTING BUILDING FLOOR
PLANS

PPA	03/02/17
LPA	02/13/18
REVISED	09/19/18

Rev./Issue.	Date
Date:	01/20/17
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P CASE NO. 2017-002951ENX1



3



4



2



1

ADJACENT
BUILDING

ADJACENT
BUILDING

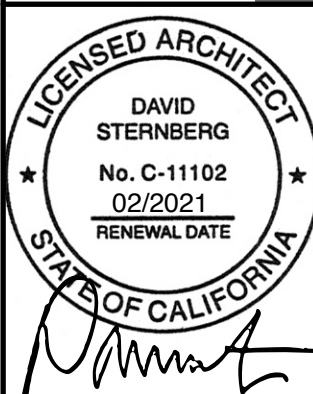
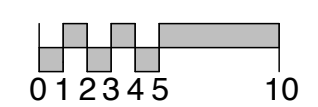
BUTTE
PLACE

LUCERNE
STREET

ADJACENT BUILDING

ADJACENT BUILDING
BEYOND

ADJACENT BUILDING



BASE PROJECT (BP)
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

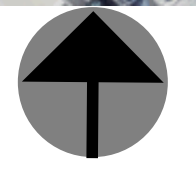
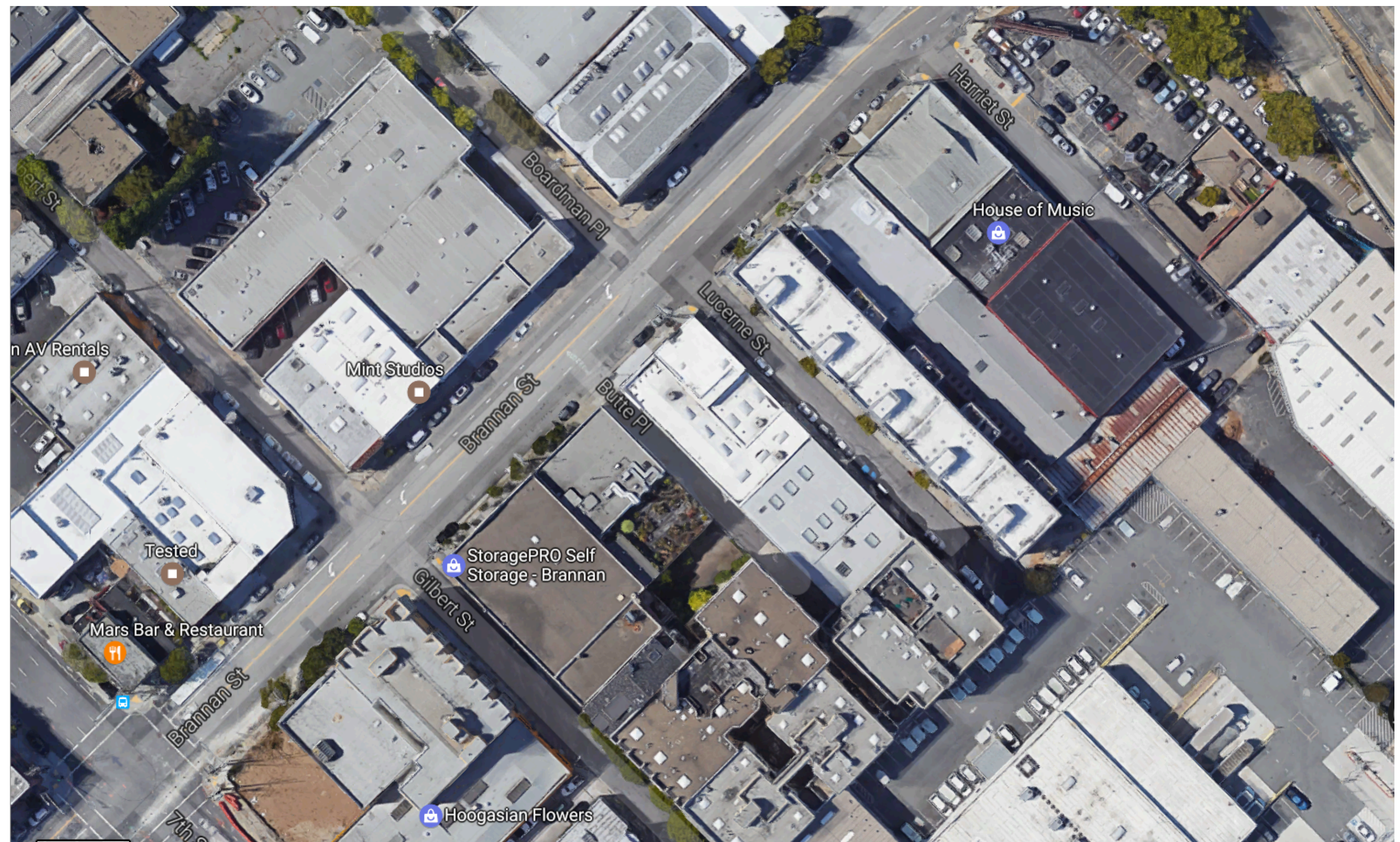
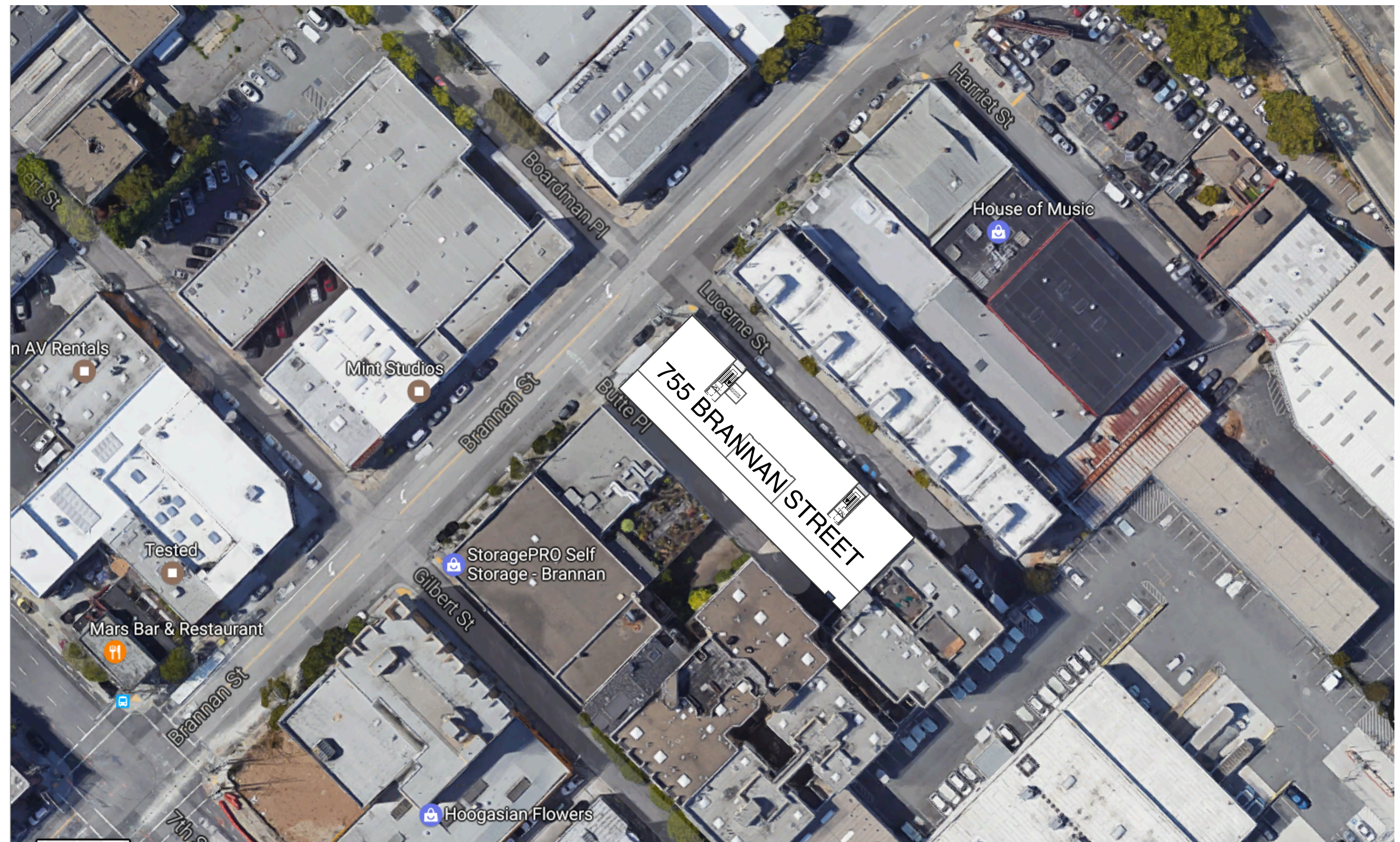
EXISTING BUILDING ELEVATIONS


PPA	03/02/17
LPA	02/13/18
REVISED	09/19/18

Rev./Issue.	Date
Date:	01/20/17
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Case No. 2017-00305-1 ENY1





 SPA

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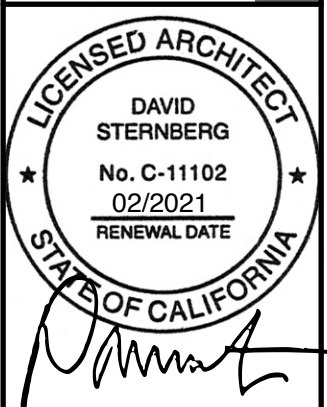
 ARCHITECTS

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BASE PROJECT (BP)
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

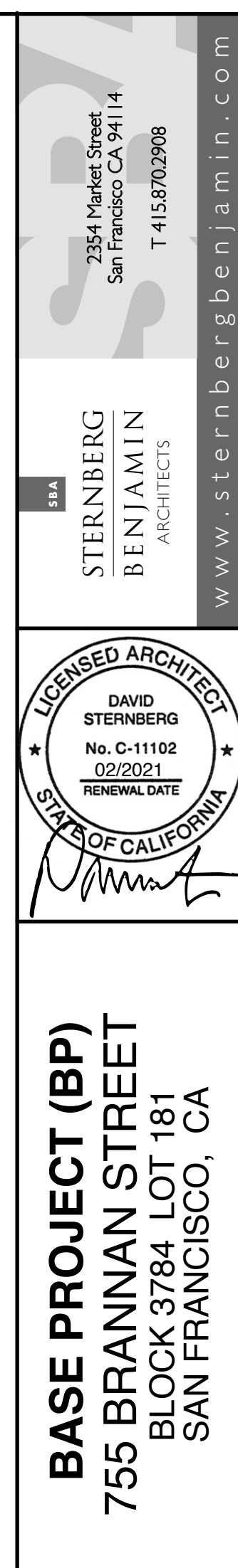
EXISTING AND
PROPOSED SITE PLANS

PPA	03/02/17
LPA	02/13/18
REVISED	09/19/18

Rev./Issue.	Date
Date:	01/20/17
Scale:	
Drawn:	DS
Sheet:	

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CASE NO. 2017-002951ENX1



<div style="text-align: center;"> <h1>PROPOSED GROUND FLOOR PLAN</h1> </div>		PPA	03/02/17
		LPA	02/13/18
		REVISED	09/19/18
<div>Rev./Issuc.</div> <div>Date</div>		<div>Date: 01/20/17</div> <div>Scale: 1/8" = 1'-0"</div> <div>Drawn: DS</div>	
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PPA	03/02/17
LPA	02/13/18
REVISED	09/19/18

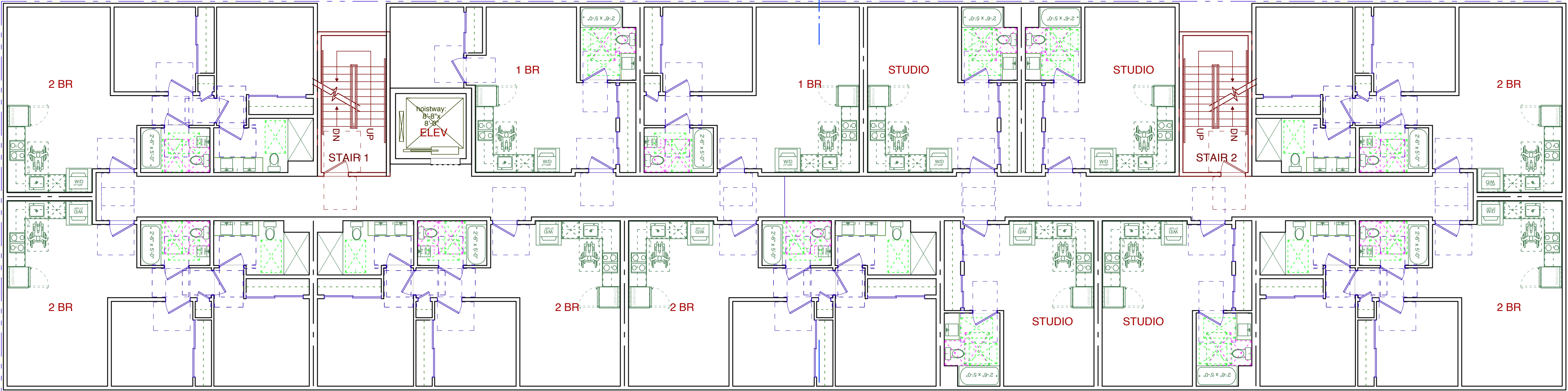
Rev./Issue.	Date
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CASE NO. 2017-002951ENX1

BRANNAN STREET 82.5' WIDE

LUCERNE STREET 35' WIDE



EXISTING 4 STORY BUILDING

2 BR	6
1 BR	2
STUDIO	4
TOTAL	12

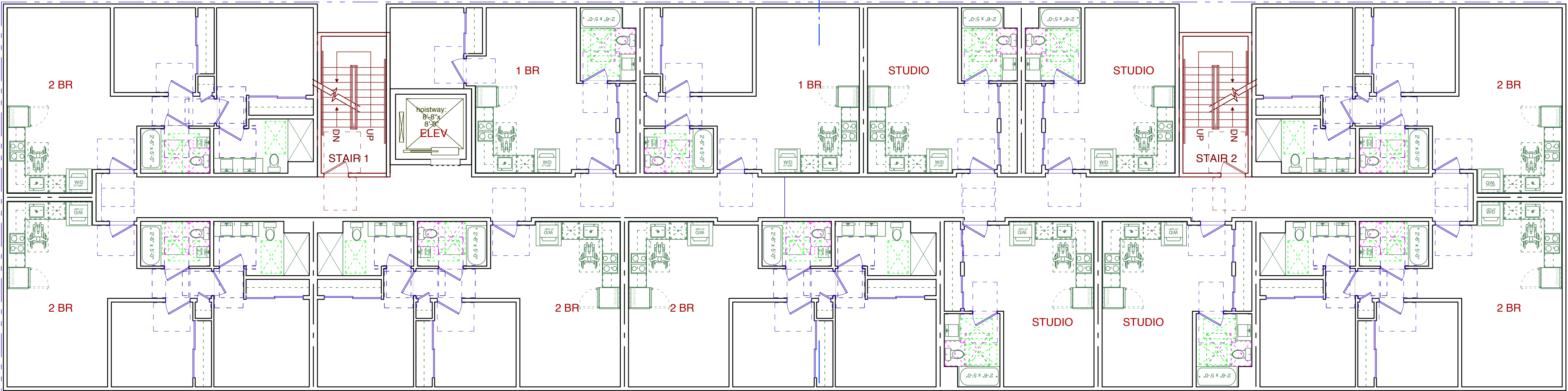
THIRD FLOOR PLAN

2

BUTTE PLACE 16' WIDE

BRANNAN STREET 82.5' WIDE

LUCERNE STREET 35' WIDE



EXISTING 4 STORY BUILDING

2 BR	6
1 BR	2
STUDIO	4
TOTAL	12

SECOND FLOOR PLAN

1

BUTTE PLACE 16' WIDE

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LICENSED ARCHITECT
DAVID
STERNBERG
No. C-11102
02/2021
RENEWAL DATE

BASE PROJECT (BP)
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

PROPOSED SECOND AND
THIRD FLOOR PLANS

PPA 03/02/17
LPA 02/13/18
REVISED 09/19/18

Rev./Issue. Date

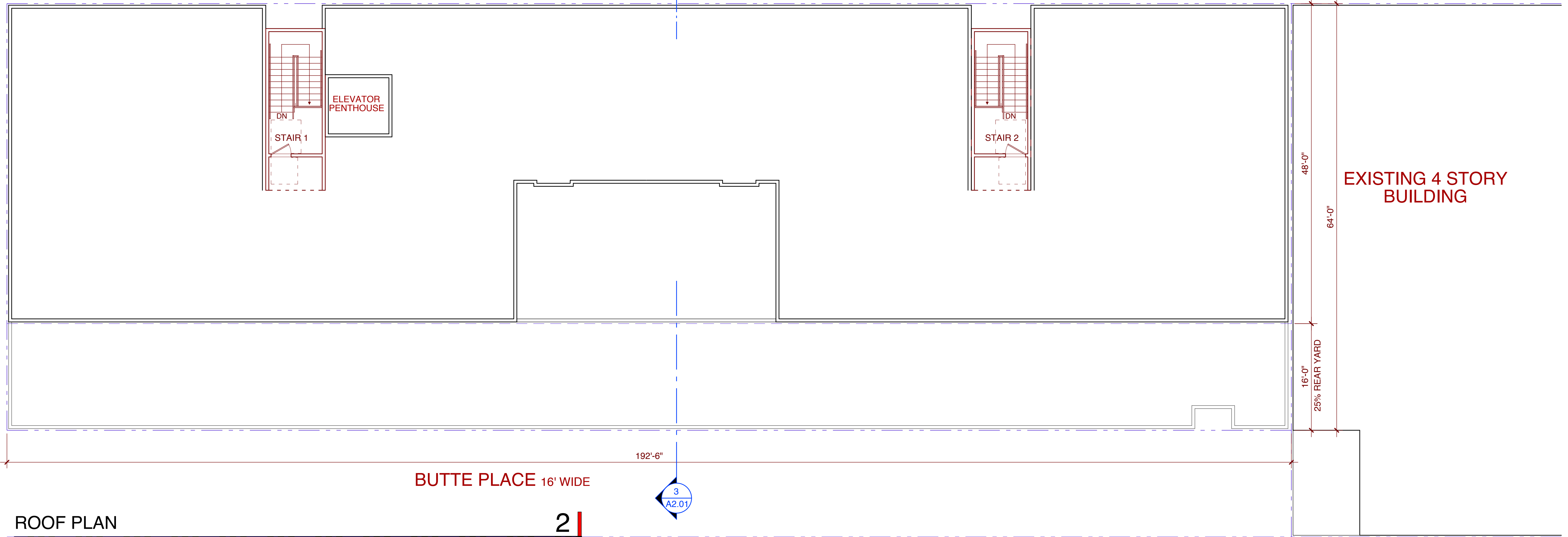
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CASE NO. 2017-002951ENX1

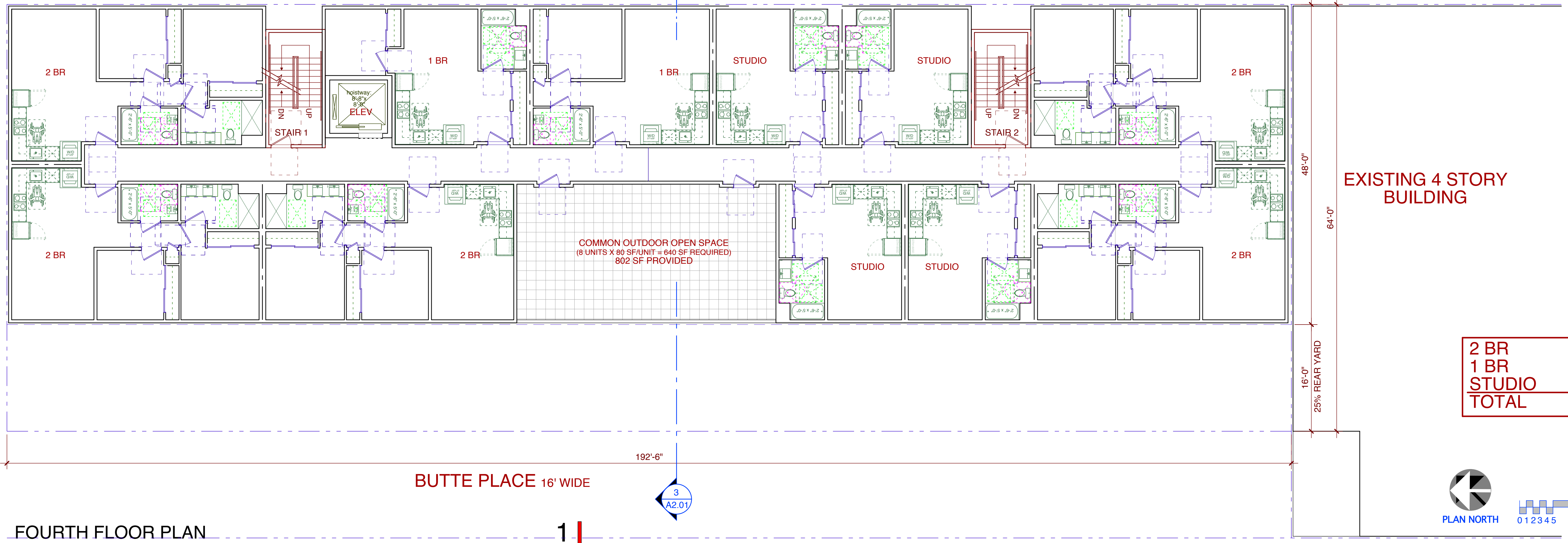
BRANNAN STREET 82.5' WIDE

LUCERNE STREET 35' WIDE



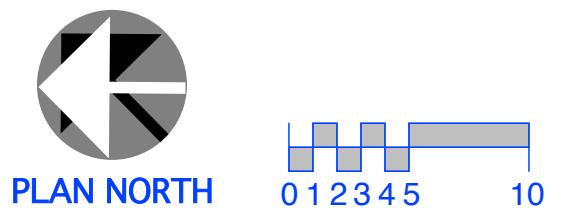
BRANNAN STREET 82.5' WIDE

LUCERNE STREET 35' WIDE



BUTTE PLACE 16' WIDE

2 BR	5
1 BR	2
STUDIO	4
TOTAL	11



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DAVID
STERNBERG
No. C-11102
02/2021
RENEWAL DATE

David Sternberg

BASE PROJECT (BP)

755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

PROPOSED THIRD AND
FOURTH FLOOR
ROOF PLANS

PPA 03/02/17
LPA 02/13/18
REVISED 09/19/18

Rev/Issue. Date

Date: 01/20/17
Scale: 1/8" = 1'-0"
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CASE NO. 2017-002951ENX1



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DAVID
STERNBERG
No. C-11102
02/2021
RENEWAL DATE

STATE OF CALIFORNIA

BASE PROJECT (BP)

755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

EAST AND WEST (STREET)
ELEVATIONS

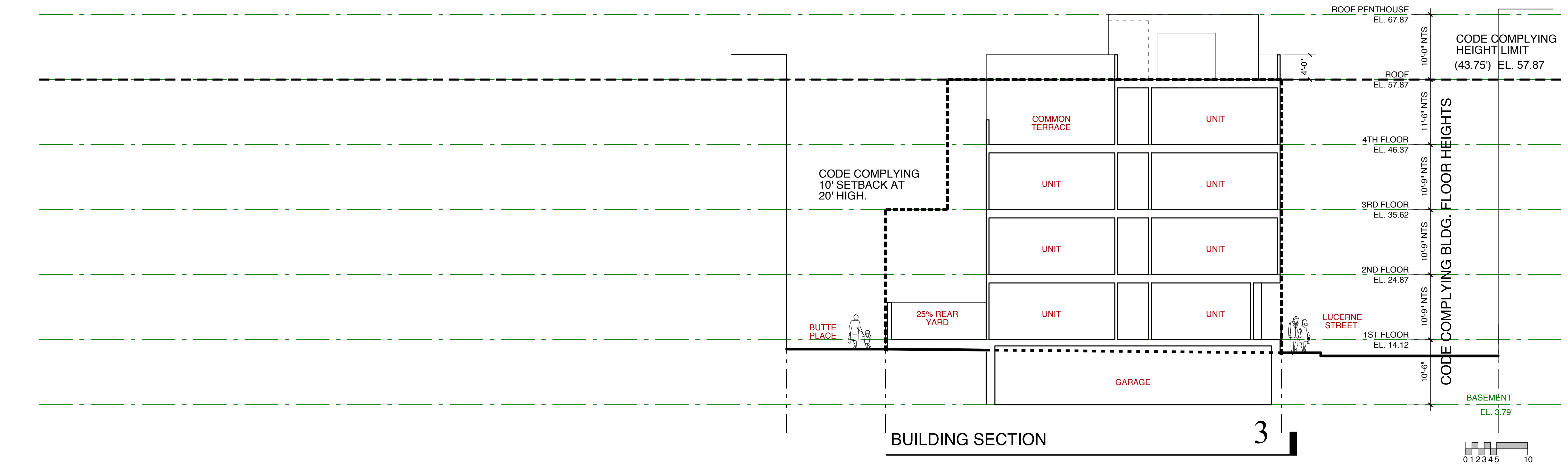
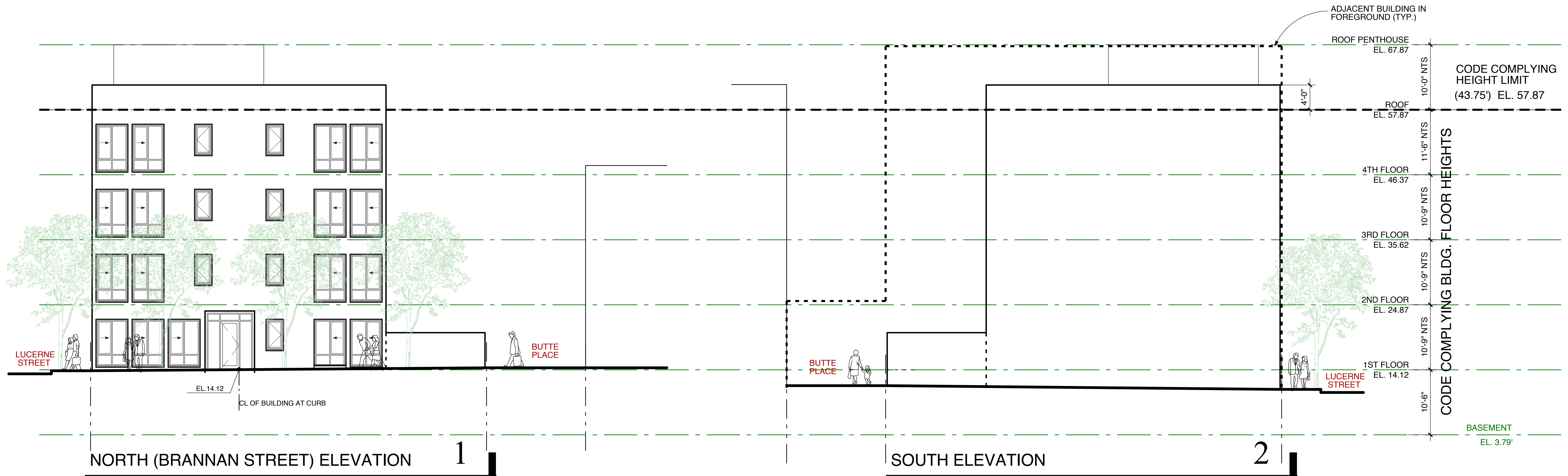
PPA 03/02/17
LPA 02/13/18
REVISED 09/19/18

Rev/Issue. Date

Date: 01/20/17
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Sheet:

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LICENSED ARCHITECT
DAVID
STERNBERG
No. C-11102
02/2021
RENEWAL DATE

ST. OF CALIFORNIA

BASE PROJECT (BP)

755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

EAST AND WEST (STREET)
ELEVATIONS

PPA 03/02/17
LPA 02/13/18
REVISED 09/19/18

Rev/Issue. Date

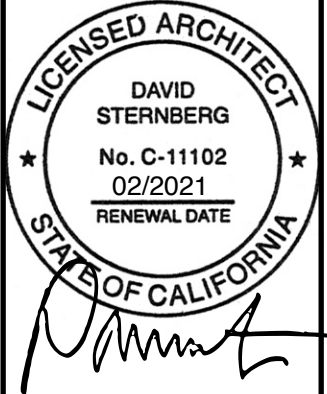
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CASE NO. 2017-002951ENX1



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DENSITY BONUS PROJECT
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

RENDERING 1:
BRANNAN AND
LUCERNE STREETS

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.06/10/19	
REV.	07/26/19

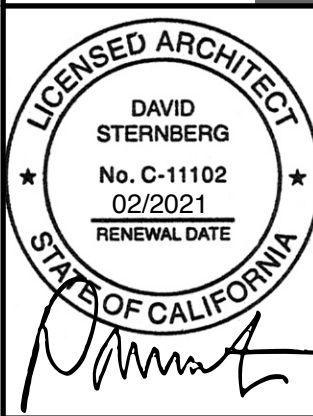
Rev./Issue	Date
Date:	01/20/17
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DENSITY BONUS PROJECT
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

RENDERING 2:
BRANNAN STREET AND
BUTTE PLACE

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.06/10/19	
REV.	07/26/19

Rev./Issue	Date
Date:	01/20/17
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CASE NO. 2017-003951ENX1

Green Building: Site Permit Checklist

BASIC INFORMATION:

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

Project Name	Block/Lot	Address
755 BRANNAN STREET	3784 / 181	755 BRANNAN STREET
Gross Building Area	Primary Occupancy	Design Professional/Applicant: Sign & Date
45,564	RESIDENTIAL	DAVID STERNBERG
# of Dwelling Units	Height to highest occupied floor	Number of occupied floors
57	55'	5

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

GREENPOINT RATED PROJECTS	
Proposing a GreenPoint Rated Project (Indicate at right by checking the box.)	
Base number of required Greenpoints:	75
Adjustment for retention / demolition of historic features / building:	
Final number of required points (base number +/- adjustment)	
GreenPoint Rated (i.e. meets all prerequisites)	●
Energy Efficiency: Demonstrate a 15% energy use reduction compared to 2008 California Energy Code, Title 24, Part 6.	●
Meet all California Green Building Standards Code requirements (CalGreen measures for residential projects have been integrated into the GreenPoint Rated system.)	●

Notes

- 1) New residential projects of 75' or greater must use the "New Residential High-Rise" column. New residential projects with >3 occupied floors and less than 75 feet to the highest occupied floor may choose to apply the LEED for Homes Mid-Rise rating system; if so, you must use the "New Residential Mid-Rise" column.
- 2) LEED for Homes Mid-Rise projects must meet the "Silver" standard, including all prerequisites. The number of points required to achieve Silver depends on unit size. See LEED for Homes Mid-Rise Rating System to confirm the base number of points required.
- 3) Requirements for additions or alterations apply to applications received on or after July 1, 2012.

Instructions:

As part of application for site permit, this form acknowledges the specific green building requirements that apply to a project under San Francisco Building Code Chapter 13C, California Title 24 Part 11, and related local codes. **Attachment C3, C4, or C5 will be due with the applicable addendum.** To use the form:

(a) Provide basic information about the project in the box at left. This info determines which green building requirements apply.

AND

(b) Indicate in one of the columns below which type of project is proposed. If applicable, fill in the blank lines below to identify the number of points the project must meet or exceed. A LEED or GreenPoint checklist is not required to be submitted with the site permit application, but such tools are strongly recommended to be used .

Solid circles in the column indicate mandatory measures required by state and local codes. For projects applying LEED or GreenPoint Rated, prerequisites of those systems are mandatory. This form is a summary; see San Francisco Building Code Chapter 13C for details.

LEED PROJECTS						
	New Large Commercial	New Residential Mid-Rise ¹	New Residential High-Rise ¹	Commerical Interior	Commercial Alteration	Residential Alteration
Type of Project Proposed (Indicate at right)						
Overall Requirements:						
LEED certification level (includes prerequisites):	GOLD	SILVER	SILVER	GOLD	GOLD	GOLD
Base number of required points:	60	²	50	60	60	60
Adjustment for retention / demolition of historic features / building:				n/a		
Final number of required points (base number +/- adjustment)				50		
Specific Requirements: (n/r indicates a measure is not required)						
Construction Waste Management – 75% Diversion AND comply with San Francisco Construction & Demolition Debris Ordinance LEED MR 2, 2 points	●	●	●	●	Meet C&D ordinance only	●
15% Energy Reduction Compared to Title-24 2008 (or ASHRAE 90.1-2007) LEED EA 1, 3 points	●	●	●	●	LEED prerequisite only	
Renewable Energy or Enhanced Energy Efficiency Effective 1/1/2012: Generate renewable energy on-site ≥1% of total annual energy cost (LEED EAc2), OR Demonstrate an additional 10% energy use reduction (total of 25% compared to Title 24 Part 6 2008), OR Purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EAc6).	●	n/r	n/r	n/r	n/r	n/r
Enhanced Commissioning of Building Energy Systems LEED EA 3	●	Meet LEED prerequisites				
Water Use - 30% Reduction LEED WE 3, 2 points	●	n/r	●	Meet LEED prerequisites		
Enhanced Refrigerant Management LEED EA 4	●	n/r	n/r	n/r	n/r	n/r
Indoor Air Quality Management Plan LEED IEQ 3.1	●	n/r	n/r	n/r	n/r	n/r
Low-Emitting Materials LEED IEQ 4.1, 4.2, 4.3, and 4.4	●	n/r	●	●	●	●
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater, or meet LEED credit SSc4.2. (13C.5.106.4)	●	n/r See San Francisco Planning Code 155		●	n/r	n/r
Designated parking: Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles. (13C.5.106.5)	●			●	n/r	n/r
Water Meters: Provide submeters for spaces projected to consume more than 1,000 gal/day, or more than 100 gal/day if in building over 50,000 sq. ft. (13C.5.303.1)	●	n/r	n/r	n/r	n/r	n/r
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings (or LEED credit IEQ 5). (13C.5.504.5.3)	●	n/r	n/r	●	n/r	n/r
Air Filtration: Provide MERV-13 filters in residential buildings in air-quality hot-spots (or LEED credit IEQ 5). (SF Health Code Article 38 and SF Building Code 1203.5)	n/r	●	●	n/r	n/r	n/r
Acoustical Control: wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40. (13C.5.507.4)	●	See CBC 1207		●	n/r	n/r

OTHER APPLICABLE NON-RESIDENTIAL PROJECTS		
Requirements below only apply when the measure is applicable to the project. Code references below are applicable to New Non-Residential buildings. Corresponding requirements for additions and alterations can be found in Title 24 Part 11, Division 5.7. Requirements for additions or alterations apply to applications received July 1, 2012 or after. ³	Other New Non-Residential	Addition >2,000 sq ft OR Alteration >\$500,000 ³
Type of Project Proposed (Check box if applicable)		
Energy Efficiency: Demonstrate a 15% energy use reduction compared to 2008 California Energy Code, Title 24, Part 6. (13C.5.201.1.1)	●	n/r
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater (or LEED credit SSc4.2). (13C.5.106.4)	●	●
Fuel efficient vehicle and carpool parking: Provide stall marking for low-emitting, fuel efficient, and carpool/van pool vehicles; approximately 8% of total spaces. (13C.5.106.5)	●	●
Water Meters: Provide submeters for spaces projected to consume >1,000 gal/day, or >100 gal/day if in buildings over 50,000 sq. ft.	●	●
Indoor Water Efficiency: Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals. (13C.5.303.2)	●	●
Commissioning: For new buildings greater than 10,000 square feet, commissioning shall be included in the design and construction of the project to verify that the building systems and components meet the owner's project requirements. (13C.5.410.2) OR for buildings less than 10,000 square feet, testing and adjusting of systems is required.	●	● (Testing & Balancing)
Protect duct openings and mechanical equipment during construction (13C.5.504.3)	●	●
Adhesives, sealants, and caulks: Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives. (13C.5.504.4.1)	●	●
Paints and coatings: Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints. (13C.5.504.4.3)	●	●
Carpet: All carpet must meet one of the following: 1. Carpet and Rug Institute Green Label Plus Program 2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350) 3. NSF/ANSI 140 at the Gold level 4. Scientific Certifications Systems Sustainable Choice AND Carpet cushion must meet CRI Green Label, AND Carpet adhesive must not exceed 50 g/L VOC content. (13C.5.504.4.4)	●	●
Composite wood: Meet CARB Air Toxics Control Measure for Composite Wood (13C.5.504.4.5)	●	●
Resilient flooring systems: For 50% of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools (CHPS) criteria or certified under the Resilient Floor Covering Institute (RFCI) FloorScore program. (13C.5.504.4.6)	●	●
Environmental Tobacco Smoke: Prohibit smoking within 25 feet of building entries, outdoor air intakes, and operable windows. (13C.5.504.7)	●	●
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings. (13C.5.504.5.3)	●	Limited exceptions. See CA T24 Part 11 Section 5.714.6
Acoustical Control: Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40. (13C.5.507.4)	●	● See CA T24 Part 11 Section 5.714.7
CFCs and Halons: Do not install equipment that contains CFCs or Halons. (13C.5.508.1)	●	●
Additional Requirements for New A, B, I, OR M Occupancy Projects 5,000 - 25,000 Square Feet		
Construction Waste Management – Divert 75% of construction and demolition debris AND comply with San Francisco Construction & Demolition Debris Ordinance.	●	Meet C&D ordinance only
Renewable Energy or Enhanced Energy Efficiency Effective January 1, 2012: Generate renewable energy on-site equal to ≥1% of total annual energy cost (LEED EAc2), OR demonstrate an additional 10% energy use reduction (total of 25% compared to Title 24 Part 6 2008), OR purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EAc6).	●	n/r

Attachment C-2 -
Green Building:
Site Permit Submittal

Version: July 18, 2012

Insert Project Name / Titleblock here

DENSITY BONUS PROJECT

755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

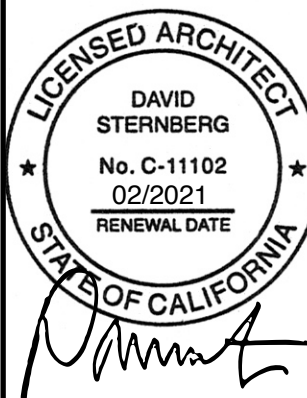
GREEN BUILDING: SITE
PERMIT CHECKLIST

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.	06/10/19
REV.	07/26/19

Rev./Issue.	Date
Date:	01/20/17
Scale:	
Drawn:	DS
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A0.02

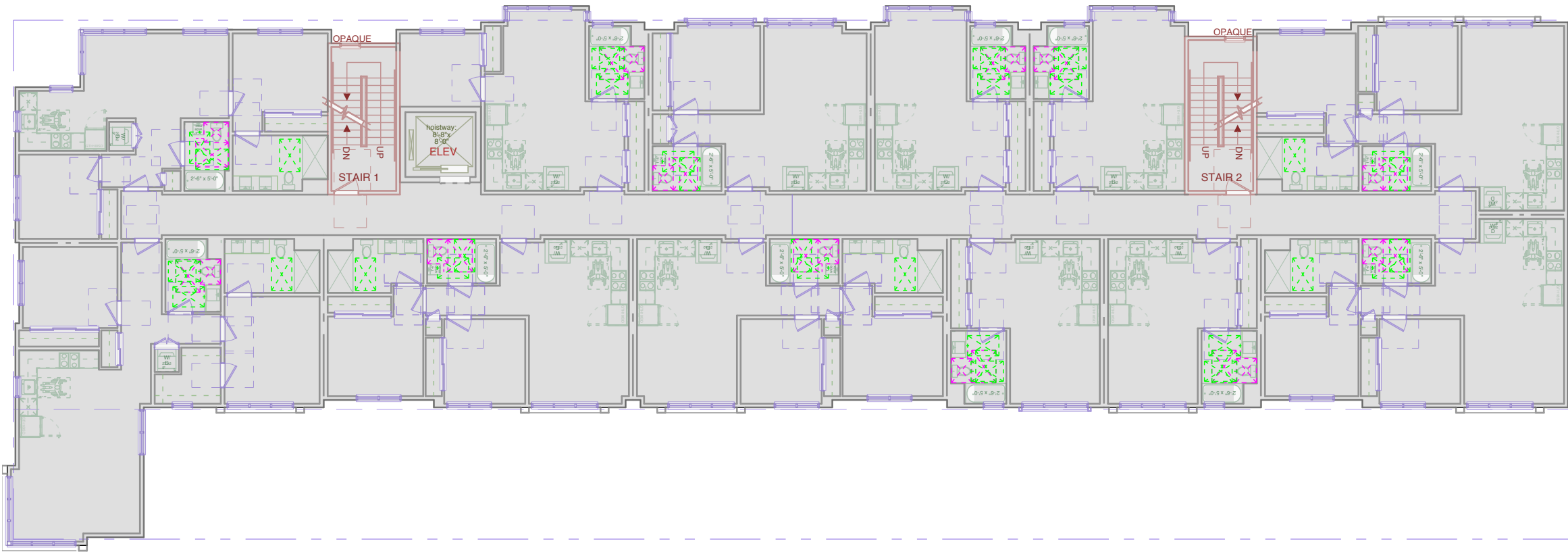
CASE NO. 2017-002951ENX1



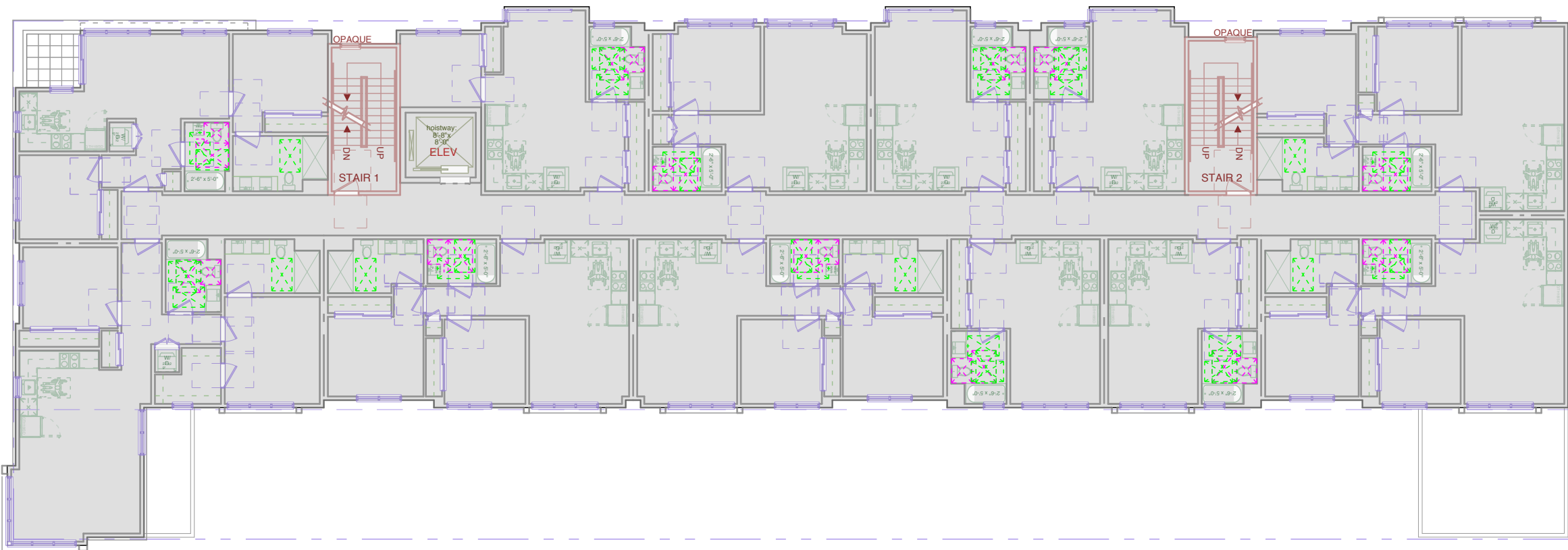
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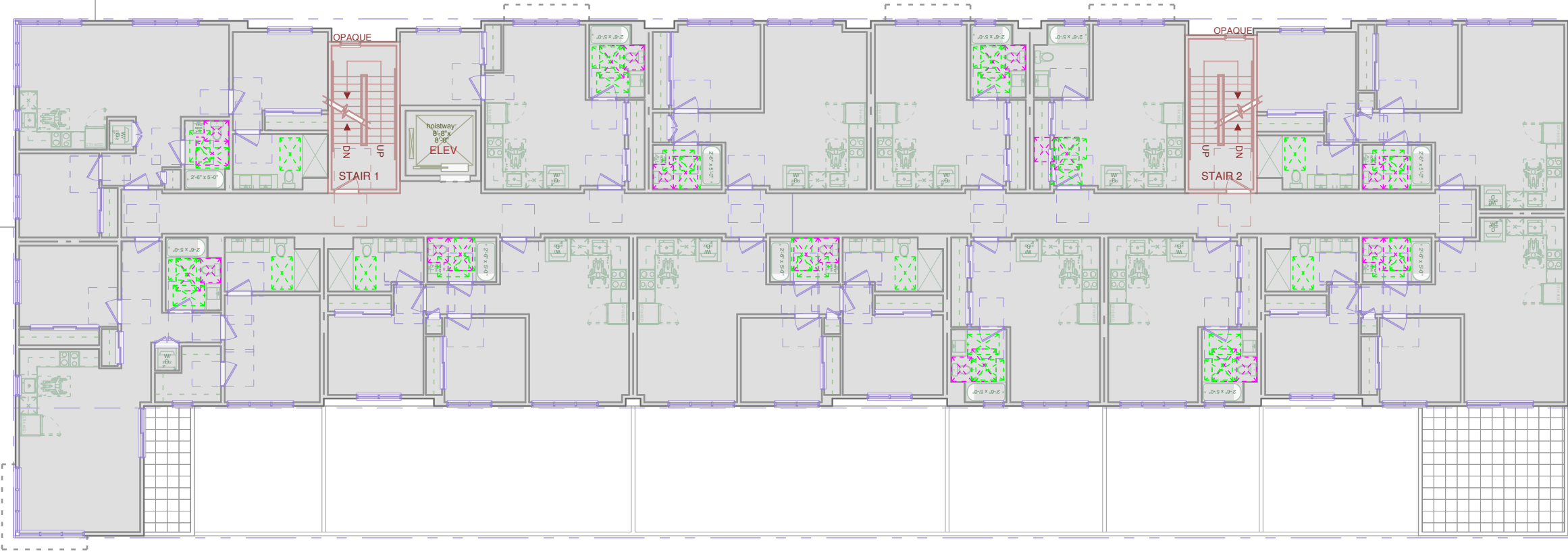
4TH FLOOR PLAN 9,235 GSF



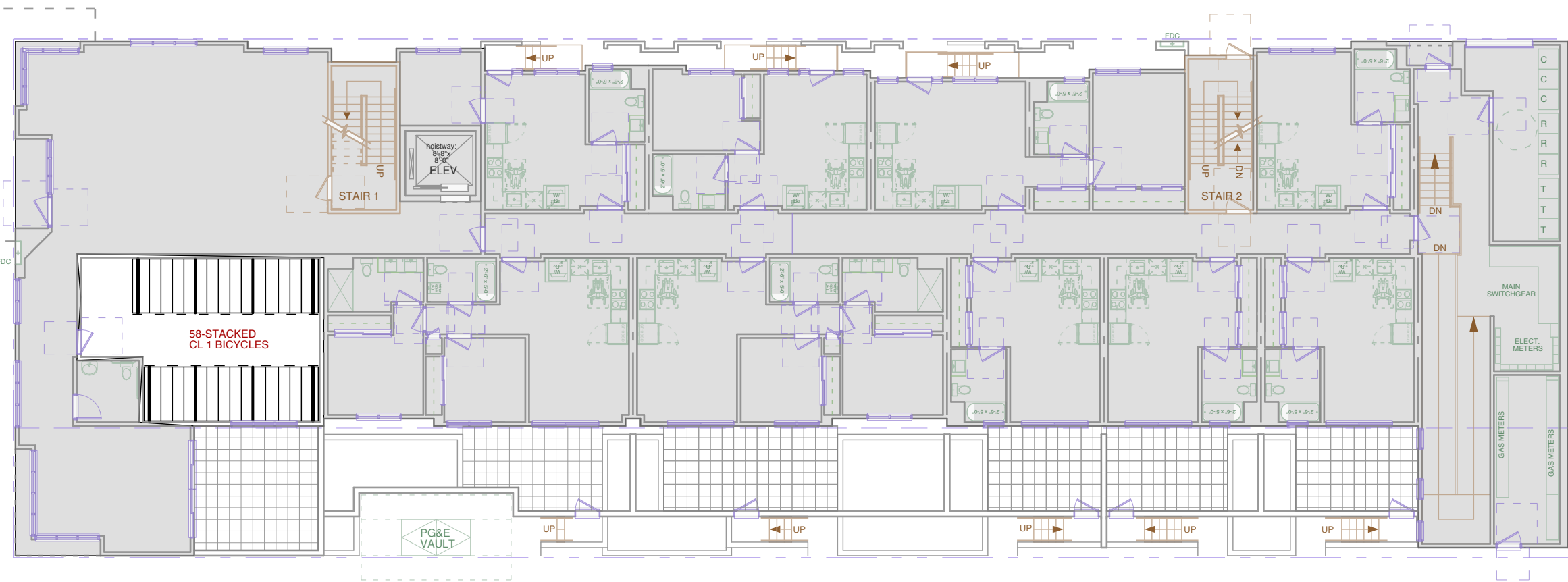
3RD FLOOR PLAN 9,235 GSF

THIRD FLOOR PLAN

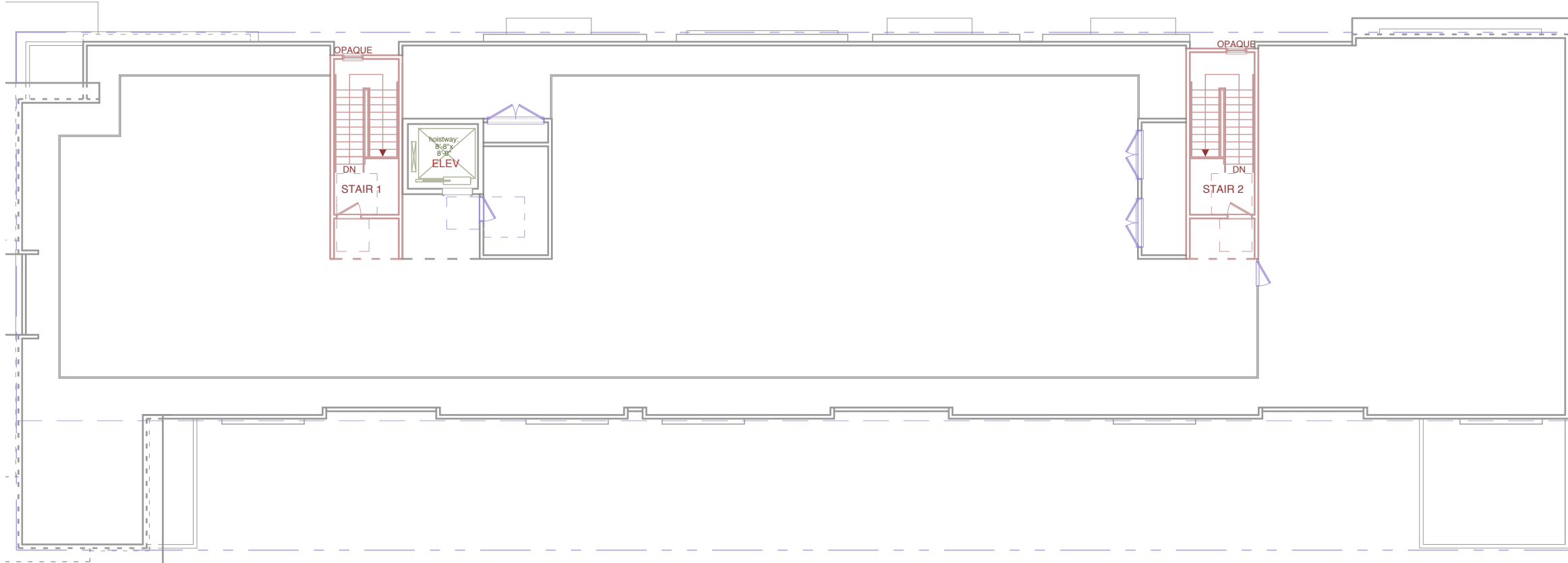
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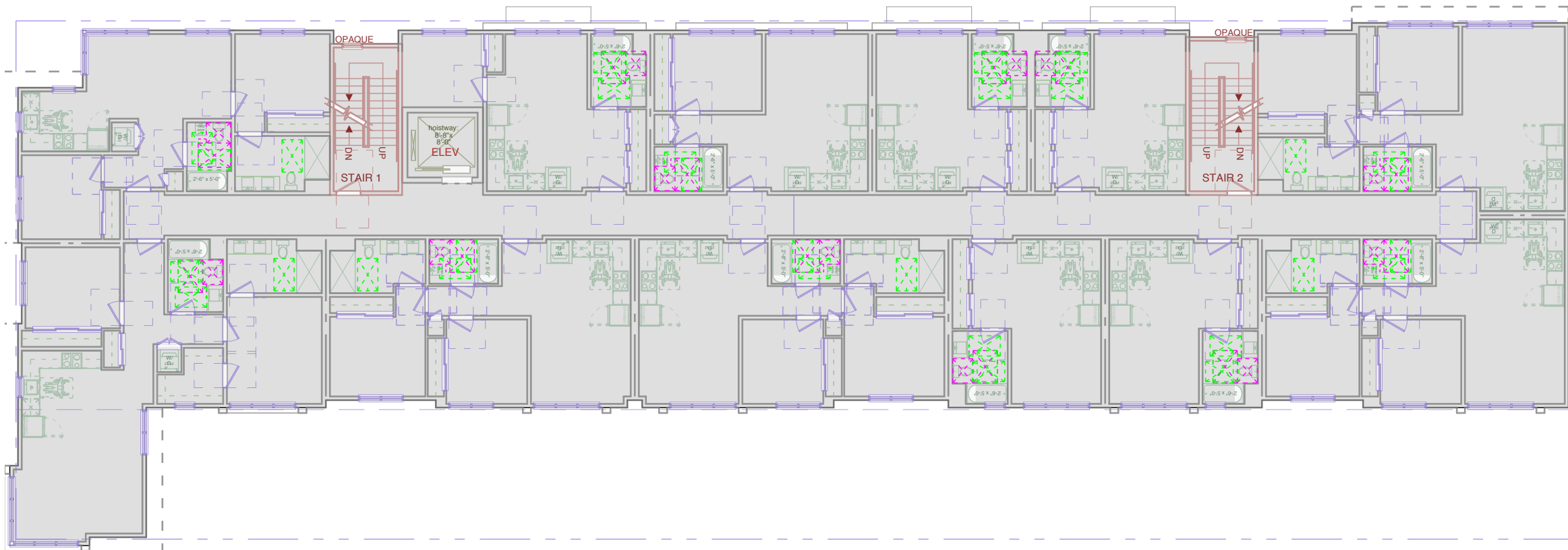
2ND FLOOR PLAN 9,239 GSF



1ST FLOOR PLAN 8,754 GSF



ROOF PLAN



5TH FLOOR PLAN 9,101 GSF

OCCUPANT LOAD:
PER CBC TABLE 1004.1.2
MAXIMUM FLOOR AREA
ALLOWANCES PER OCCUPANT.
AND CBC TABLE 1015.1.
FOR DETERMINATION OF NUMBER OF
REQUIRED EXITS

EGRESS WIDTH :
PER CBC SECTION 1005.3.1
EXCEPTION 1
MEANS OF EGRESS SIZING
CALCULATED ON A FACTOR OF 0.2"
PER OCCUPANT PER EXIT OR
STAIRWAY SERVED

EXIT ACCESS :
CBC SECTION 1015.2.1, EXCEPTION 2
EXIT SEPERATION DISTANCE SHALL
NOT BE LESS THAN 1/3 THE OVERALL
DIAGONAL DIMENSION OF THE AREA
SERVED

LEGEND :

"CP" == == == COMMON PATH OF EGRESS
TRAVEL :
CBC TABLE 1014.3.

"EA" - - - - EXIT ACCESS TRAVEL
DISTANCE - AS NOTED:
CBC TABLE 1016.2.

OCCUPIED ROOF PLAN

OCCUPIED ROOF PLAN

OCCUPANT LOAD:
OCCUPIED ROOF DECK: 4,617sf / 15sf
PER OCCUPANT = 308 OCCUPANTS
308 TOTAL OCCUPANTS > 10

R-2 RESIDENTIAL:
OCCUPANTS: 220sf / 300sf PER
OCCUPANT = 1 OCCUPANT
2 EXITS REQUIRED 2 EXITS
PROVIDED.

EXIT ACCESS:
R-2 RESIDENTIAL:
146'-2" DIAGONAL DISTANCE OF SPACE /
3 = 48'-9" REQUIRED
MINIMUM DISTANCE BETWEEN EXITS
109'-3" PROVIDED. SPACE COMPLIES.

EGRESS WIDTH:
309 OCCUPANTS X .2" / 2 EXITS = 30.9"
REQUIRED.
36" WIDE DOORS PROVIDED.
44" WIDE STAIRS PROVIDED.

TRAVEL DISTANCE:
LONGEST COMMON PATH OF EGRESS
TRAVEL = 22' < 125'-0"
LONGEST EXIT ACCESS TRAVEL
DISTANCE = 122'-0" < 250'-0"

GROUND FLOOR PLAN

GROUND FLOOR PLAN

OCCUPANT LOAD:
UNITS 4420sf / 200sf PER OCCUPANT =
25 OCCUPANTS
25 TOTAL OCCUPANTS > 10

R-2 RESIDENTIAL:
OCCUPANTS: 2 EXITS REQUIRED 3 EXITS
PROVIDED.

EXIT ACCESS:
R-2 RESIDENTIAL:
199'-10" DIAGONAL DISTANCE OF SPACE
/ 3 = 66'-7" REQUIRED
MINIMUM DISTANCE BETWEEN EXITS
109'-3" PROVIDED. SPACE COMPLIES.

EGRESS WIDTH:
23 OCCUPANTS X .2" / 3 EXITS = 1.6"
REQUIRED.
36" WIDE DOORS PROVIDED.
44" WIDE STAIRS PROVIDED.

TRAVEL DISTANCE:
LONGEST COMMON PATH OF EGRESS
TRAVEL = 59' < 125'-0"
LONGEST EXIT ACCESS TRAVEL
DISTANCE = 205'-0" < 250'-0"

THIRD TO FIFTH FLOOR PLAN

THIRD TO FIFTH FLOOR PLAN

OCCUPANT LOAD:
UNITS 7292sf / 200sf PER OCCUPANT =
39 OCCUPANTS
39 TOTAL OCCUPANTS > 10

R-2 RESIDENTIAL:
OCCUPANTS: 2 EXITS REQUIRED 2 EXITS
PROVIDED.

EXIT ACCESS:
R-2 RESIDENTIAL:
199'-10" DIAGONAL DISTANCE OF SPACE
/ 3 = 66'-7" REQUIRED
MINIMUM DISTANCE BETWEEN EXITS
109'-3" PROVIDED. SPACE COMPLIES.

EGRESS WIDTH:
39 OCCUPANTS X .2" / 2 EXITS = 3.9"
REQUIRED.
36" WIDE DOORS PROVIDED.
44" WIDE STAIRS PROVIDED.

TRAVEL DISTANCE:
LONGEST COMMON PATH OF EGRESS
TRAVEL = 78' < 125'-0"
LONGEST EXIT ACCESS TRAVEL
DISTANCE = 190'-0" < 250'-0"

SECOND FLOOR PLAN

SECOND FLOOR PLAN

OCCUPANT LOAD:
UNITS 7292sf / 200sf PER OCCUPANT =
39 OCCUPANTS
39 TOTAL OCCUPANTS > 10

R-2 RESIDENTIAL:
OCCUPANTS: 2 EXITS REQUIRED 2 EXITS
PROVIDED.

EXIT ACCESS:
R-2 RESIDENTIAL:
199'-10" DIAGONAL DISTANCE OF SPACE
/ 3 = 66'-7" REQUIRED
MINIMUM DISTANCE BETWEEN EXITS
109'-3" PROVIDED. SPACE COMPLIES.

EGRESS WIDTH:
39 OCCUPANTS X .2" / 2 EXITS = 3.9"
REQUIRED.
36" WIDE DOORS PROVIDED.
44" WIDE STAIRS PROVIDED.

TRAVEL DISTANCE:
LONGEST COMMON PATH OF EGRESS
TRAVEL = 78' < 125'-0"
LONGEST EXIT ACCESS TRAVEL
DISTANCE = 190'-0" < 250'-0"

GROUND FLOOR PLAN

GROUND FLOOR PLAN

OCCUPANT LOAD:
UNITS 4420sf / 200sf PER OCCUPANT =
25 OCCUPANTS
25 TOTAL OCCUPANTS > 10

R-2 RESIDENTIAL:
OCCUPANTS: 2 EXITS REQUIRED 3 EXITS
PROVIDED.

EXIT ACCESS:
R-2 RESIDENTIAL:
199'-10" DIAGONAL DISTANCE OF SPACE
/ 3 = 66'-7" REQUIRED
MINIMUM DISTANCE BETWEEN EXITS
109'-3" PROVIDED. SPACE COMPLIES.

EGRESS WIDTH:
23 OCCUPANTS X .2" / 3 EXITS = 1.6"
REQUIRED.
36" WIDE DOORS PROVIDED.
44" WIDE STAIRS PROVIDED.

TRAVEL DISTANCE:
LONGEST COMMON PATH OF EGRESS
TRAVEL = 59' < 125'-0"
LONGEST EXIT ACCESS TRAVEL
DISTANCE = 205'-0" < 250'-0"

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LICENSED ARCHITECT
DAVID
STERNBERG
No. C-11102
02/2021
RENEWAL DATE

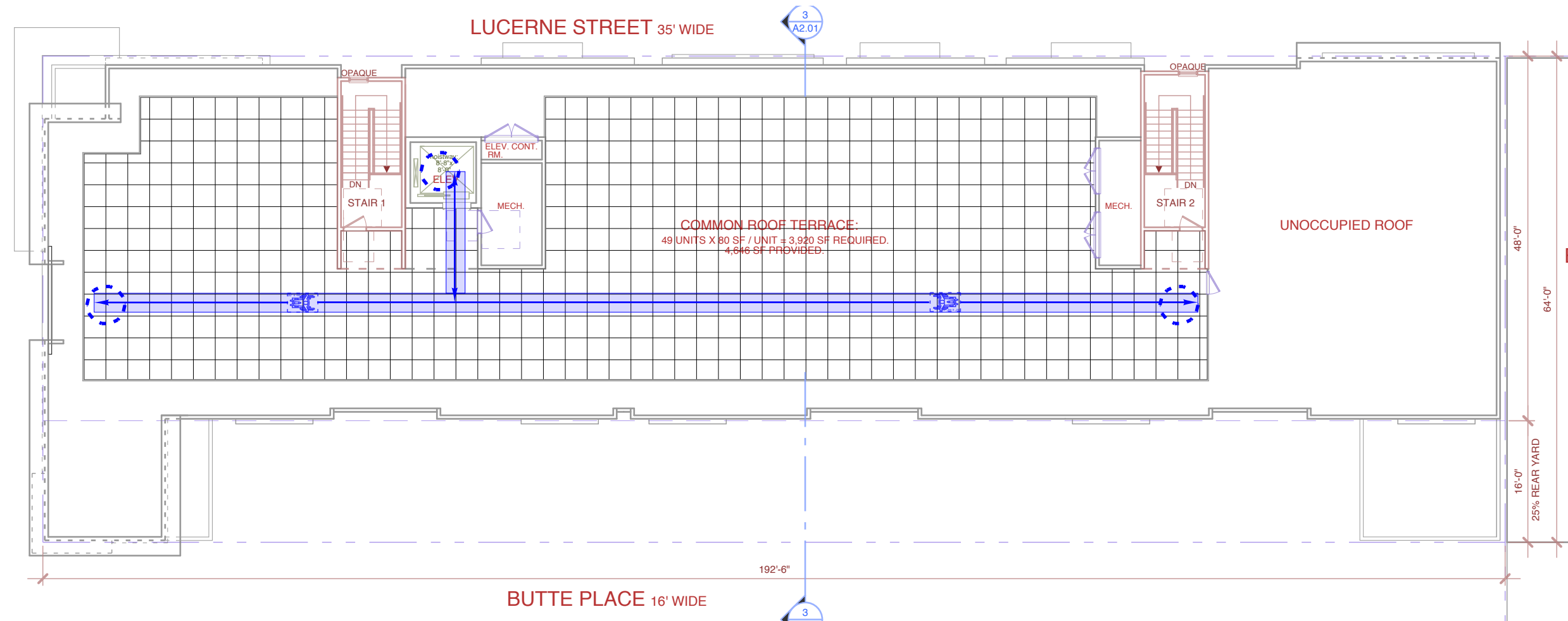
DENSITY BONUS PROJECT
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

EXIT DIAGRAMS

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.	06/10/19
REV.	07/26/19
Rev./Issue.	Date
Date:	01/20/17
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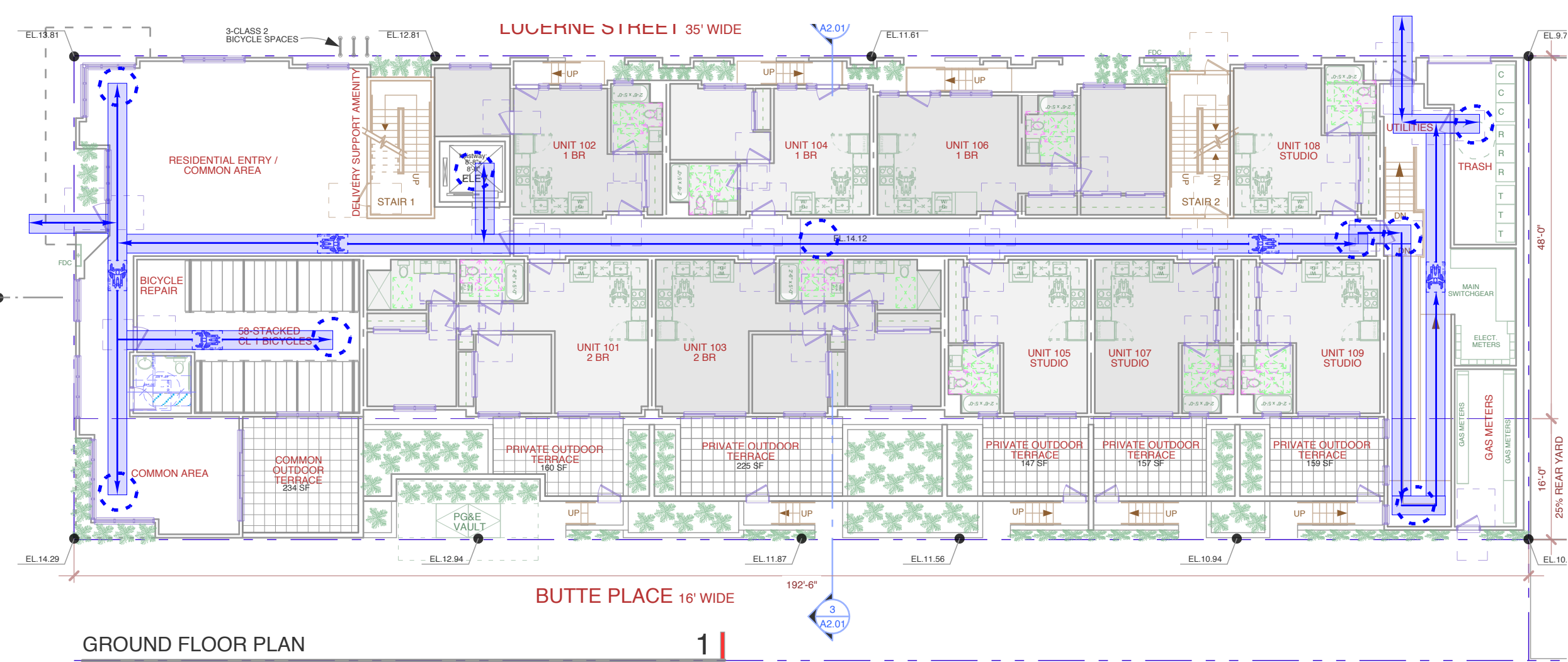
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CASE NO. 2017-002951ENX1



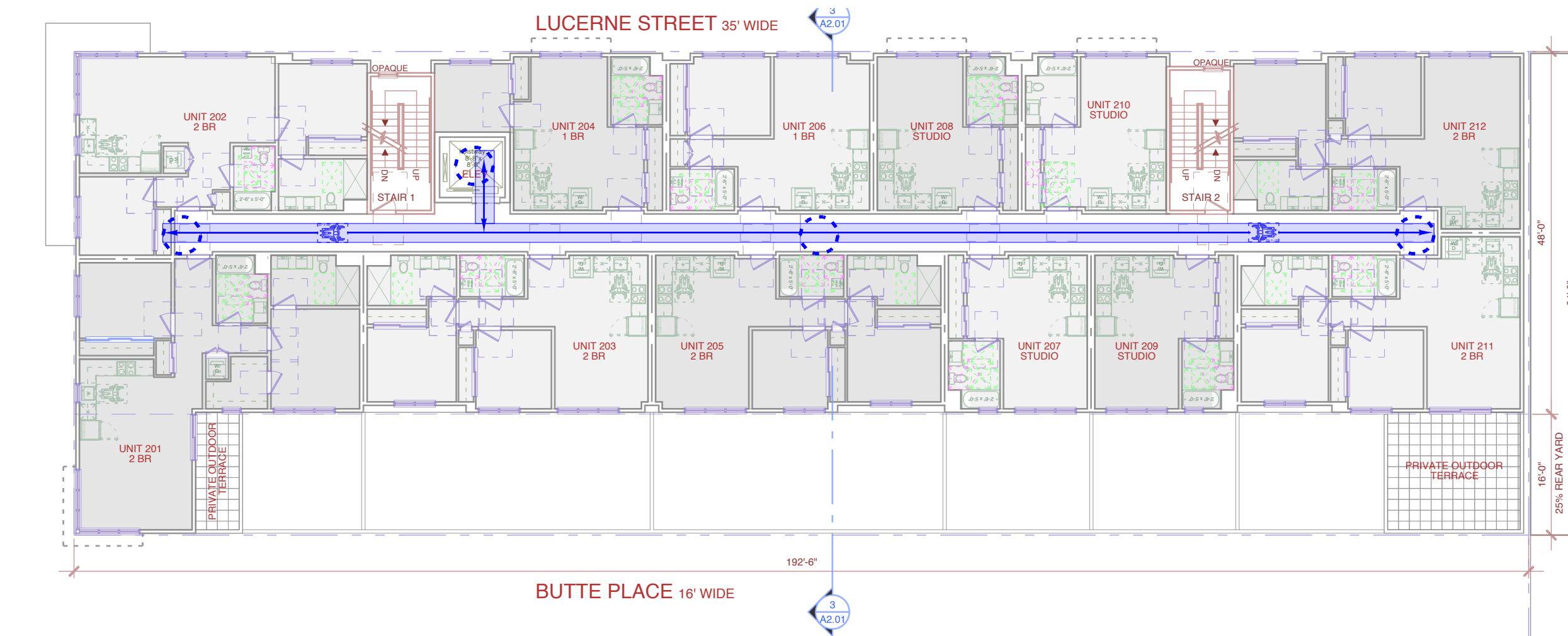
OCCUPIED ROOF PLAN

4



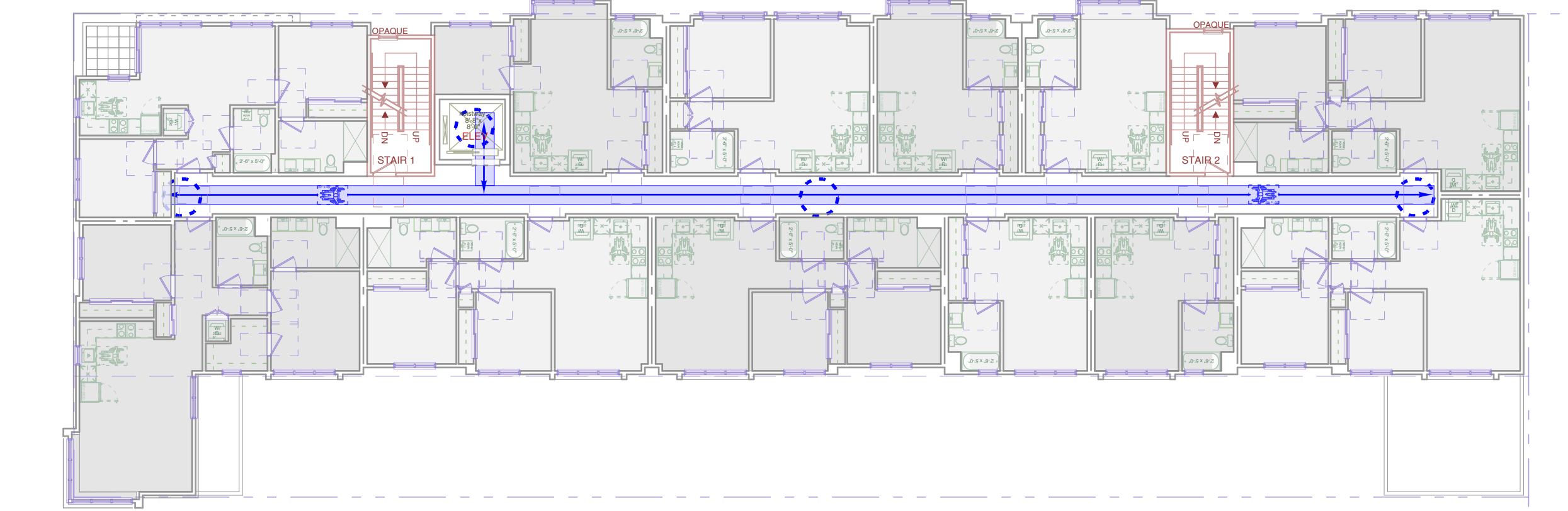
GROUND FLOOR PLAN

1



SECOND FLOOR PLAN

2



THIRD TO FIFTH FLOOR PLAN

3

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.06/10/19	
REV.	07/26/19

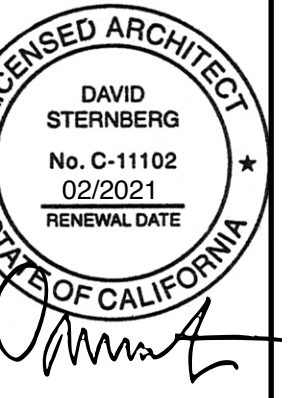
Rev./Issue	Date
Date:	01/20/17
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Sheet:	

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CASE NO. 2017-002951ENX1

ACCESSIBLE PATH OF TRAVEL

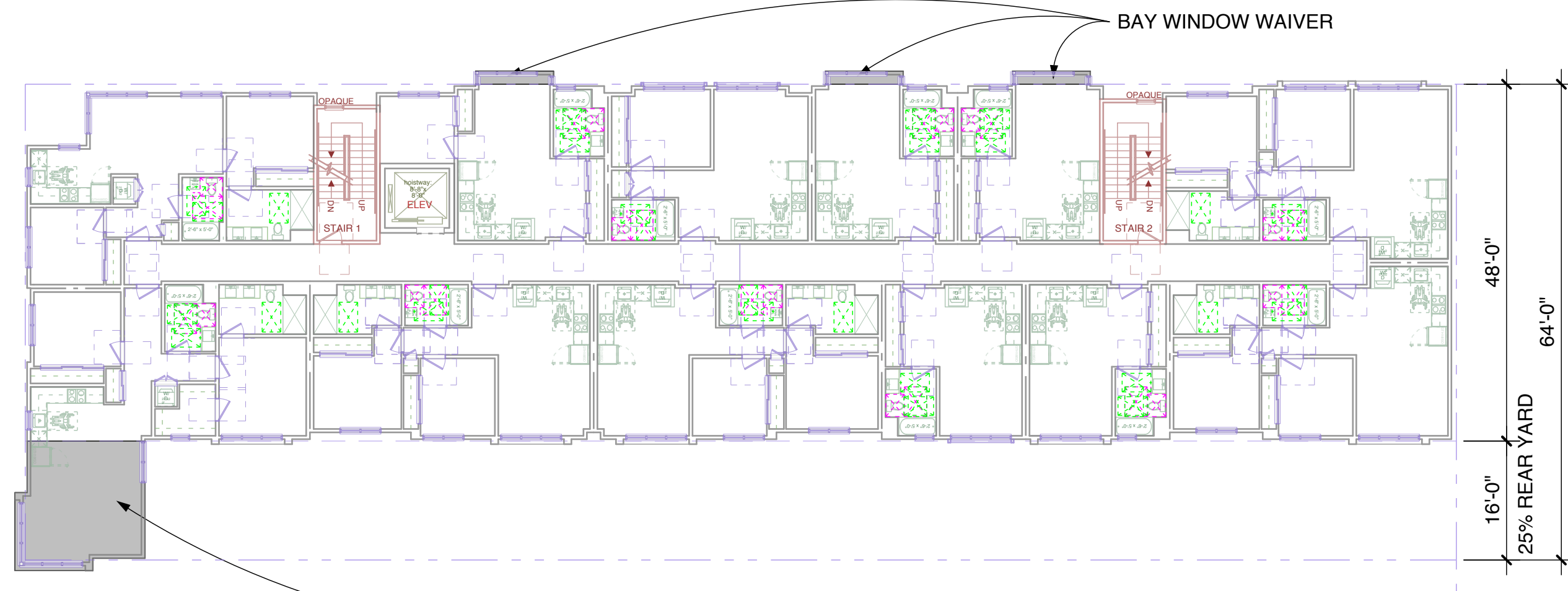
DENSITY BONUS PROJECT
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA



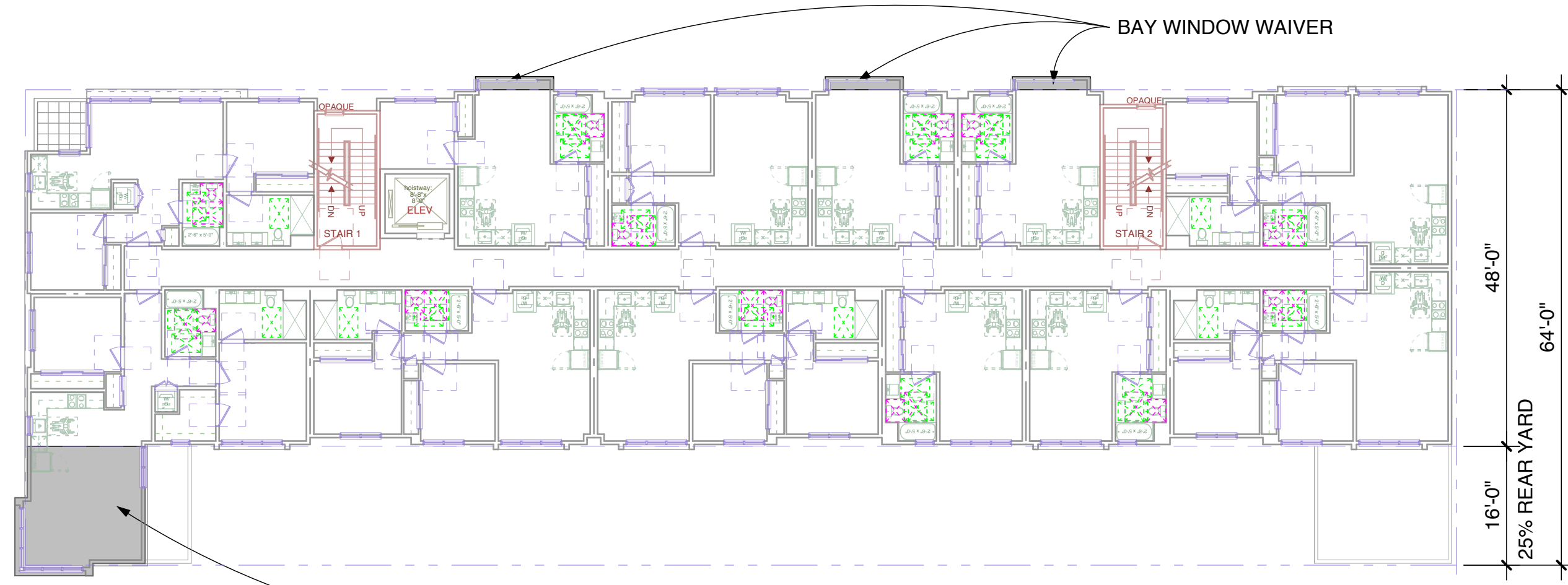
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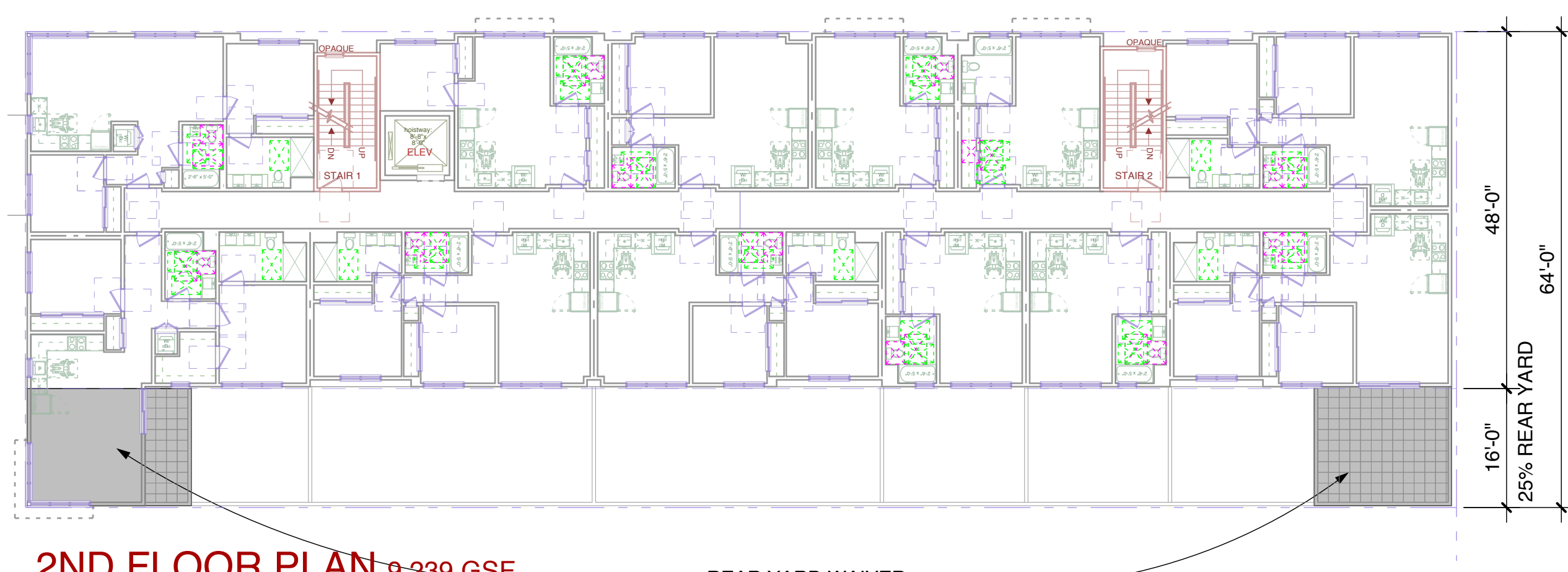


4TH FLOOR PLAN 9,235 GSF

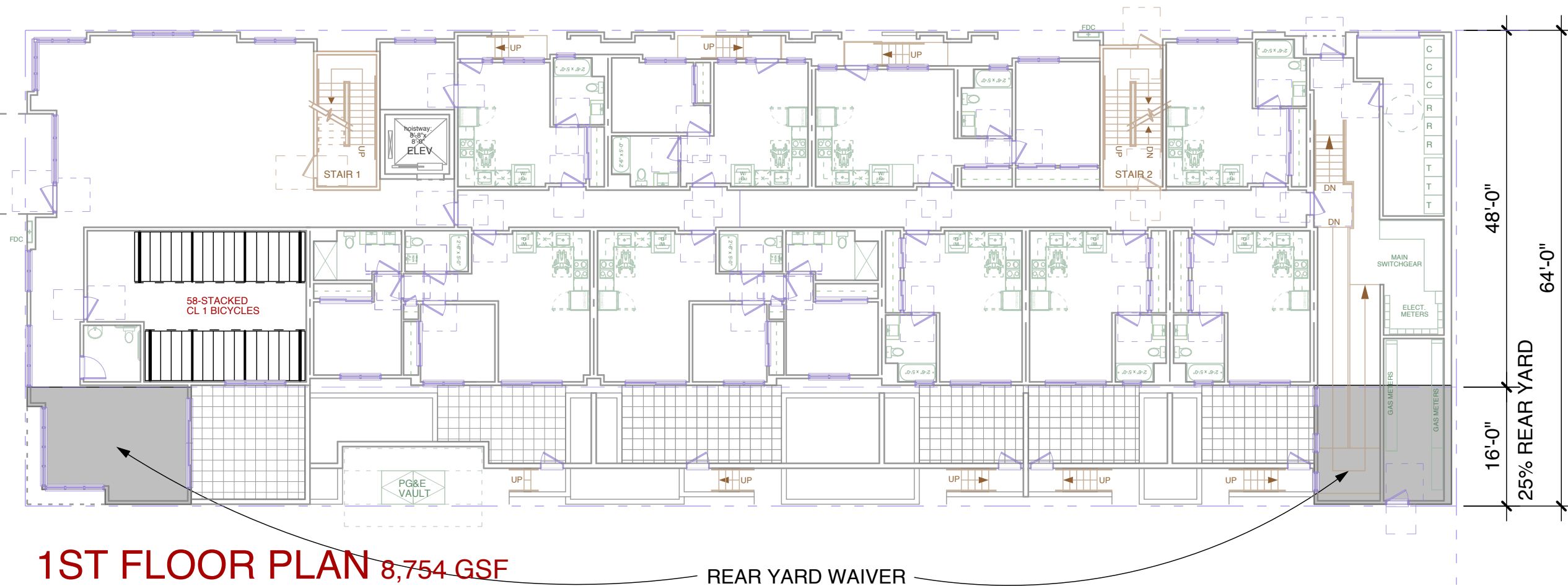


3RD FLOOR PLAN 9,235 GSF

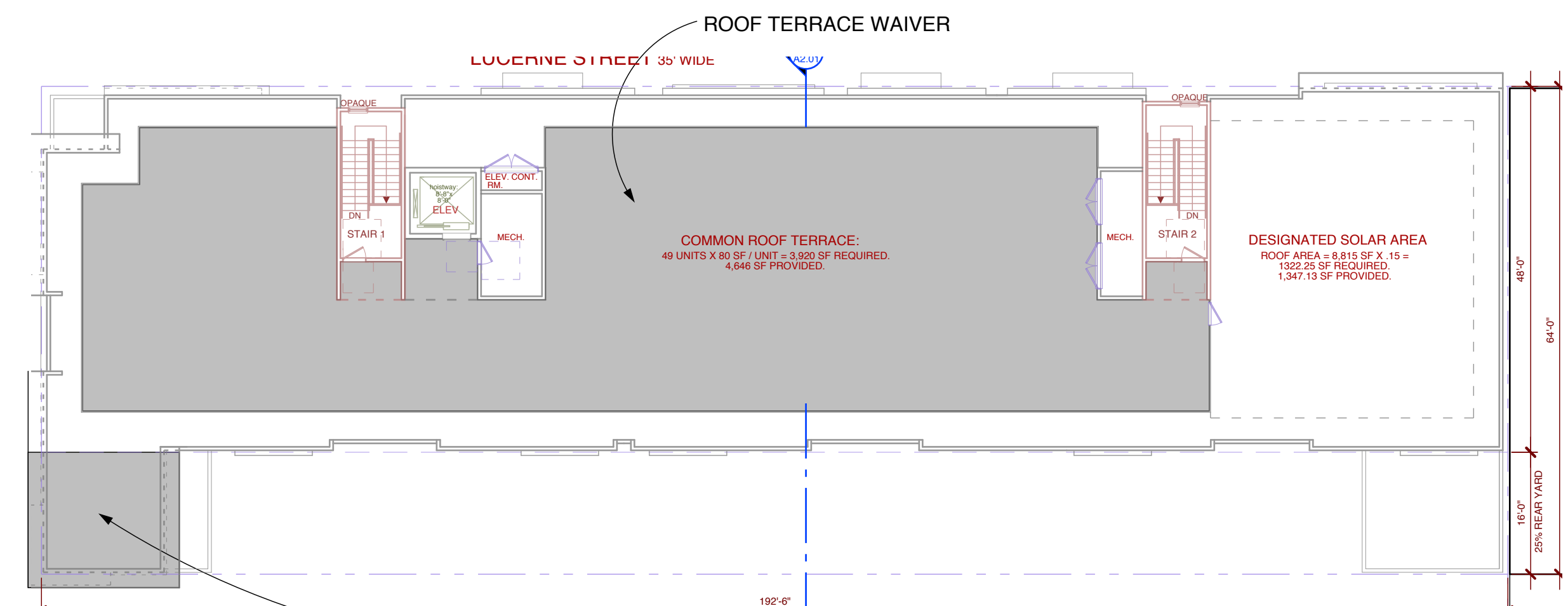
THIRD FLOOR PLAN 2



2ND FLOOR PLAN 9,239 GSF



1ST FLOOR PLAN 8,754 GSF

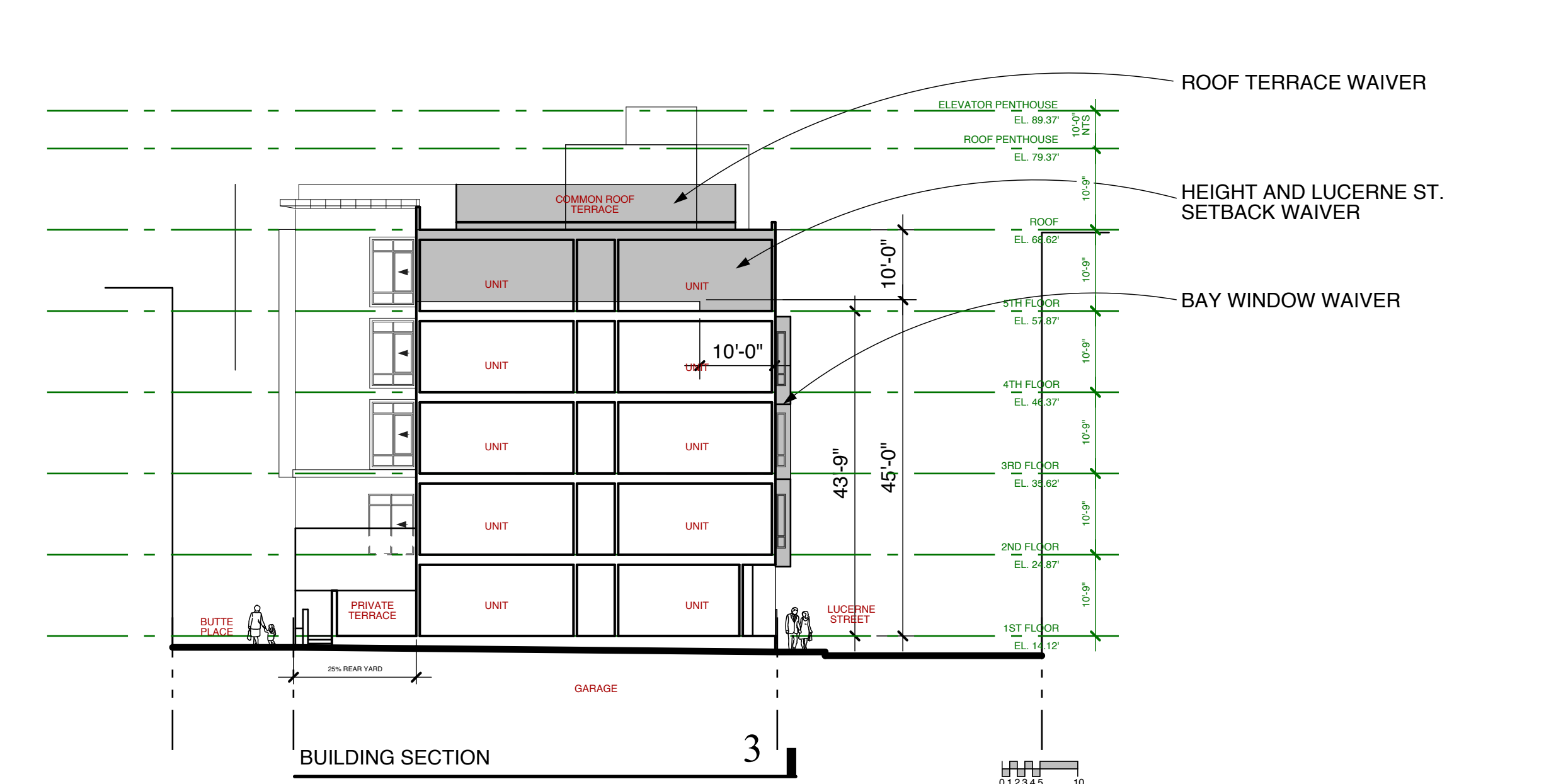


ROOF PLAN



5TH FLOOR PLAN 9,101 GSF

REAR YARD WAIVER



BUILDING SECTION

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LICENSED ARCHITECT
DAVID
STERNBERG
No. C-11102
02/2021
RENEWAL DATE

David Sternberg

DENSITY BONUS PROJECT
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

DENSITY BONUS WAIVER
DIAGRAMS

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.	06/10/19
REV.	07/26/19

Rev./Issue	Date
Date:	01/20/17
Scale:	
Drawn:	DS
Sheet:	

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CASE NO. 2017-002951ENX1

BRANNAN STREET 82.5' WIDE

EXISTING 4 STORY
BUILDING

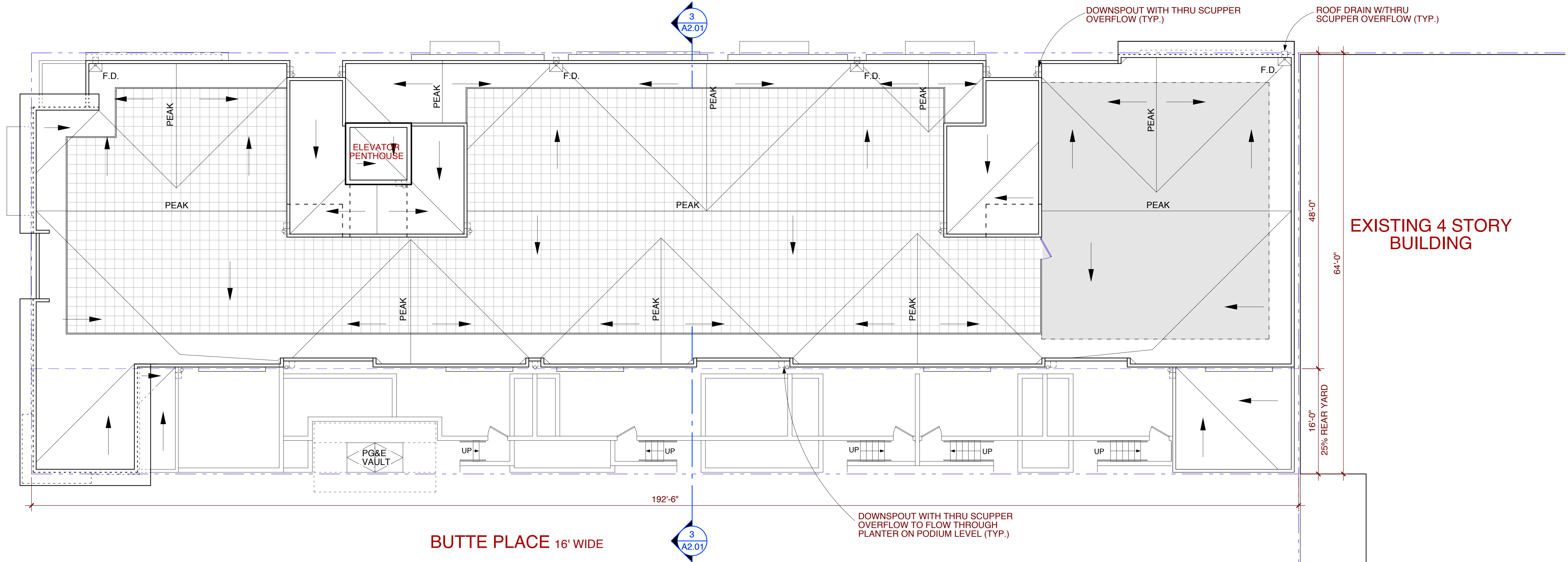
EXISTING 4 STORY
BUILDING

EXISTING 4 STORY
BUILDING

EXISTING 4 STORY
BUILDING

EXISTING 4 STORY
BUILDING

LUCERNE STREET 35' WIDE



BUTTE PLACE 16' WIDE

EXISTING 4 STORY
BUILDING

EXISTING
SURFACE PARKING

EXISTING 4 STORY
BUILDING

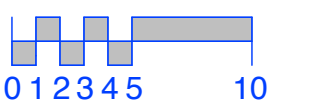
EXISTING 4 STORY
BUILDING

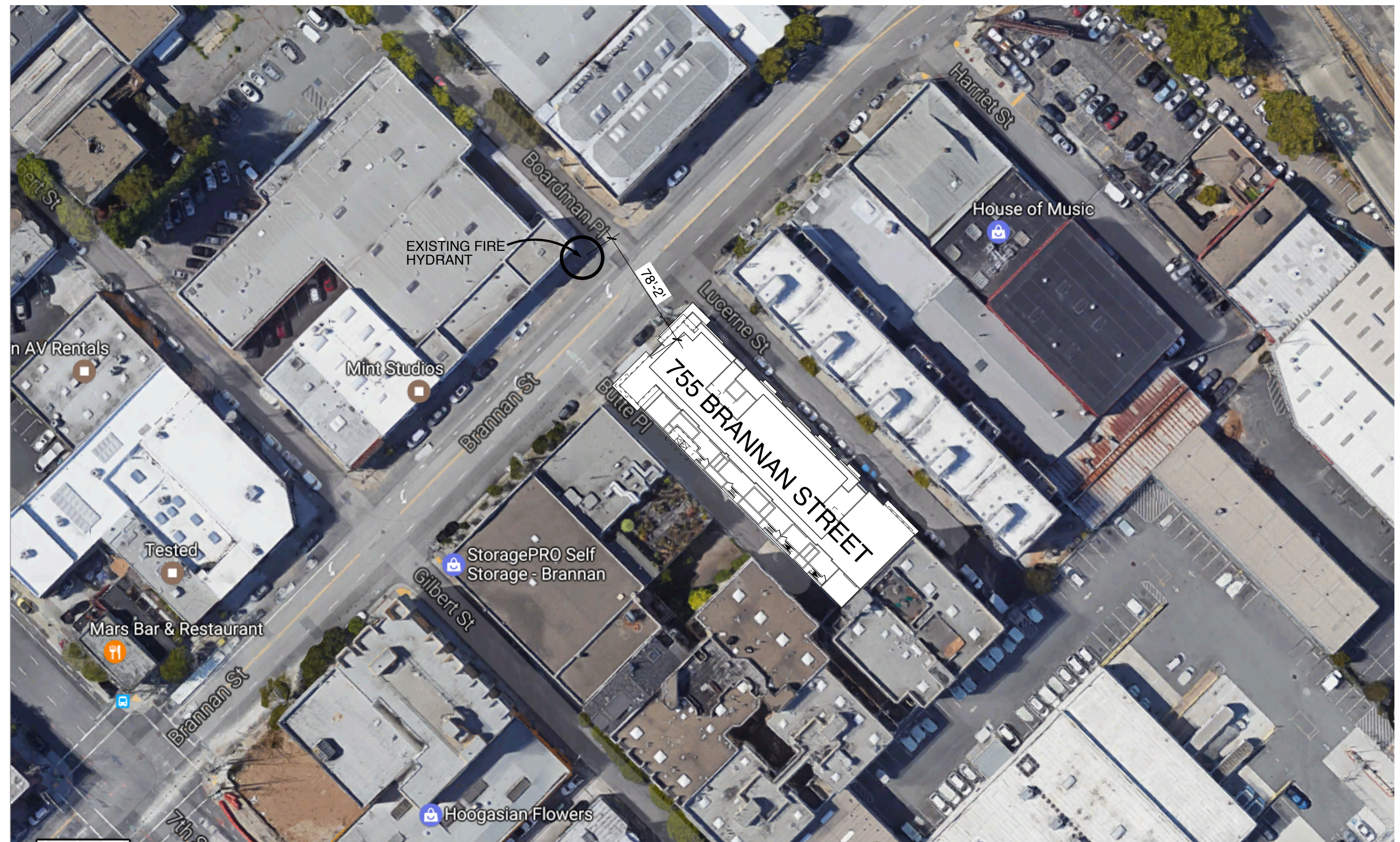
SITE / ROOF PLAN

1

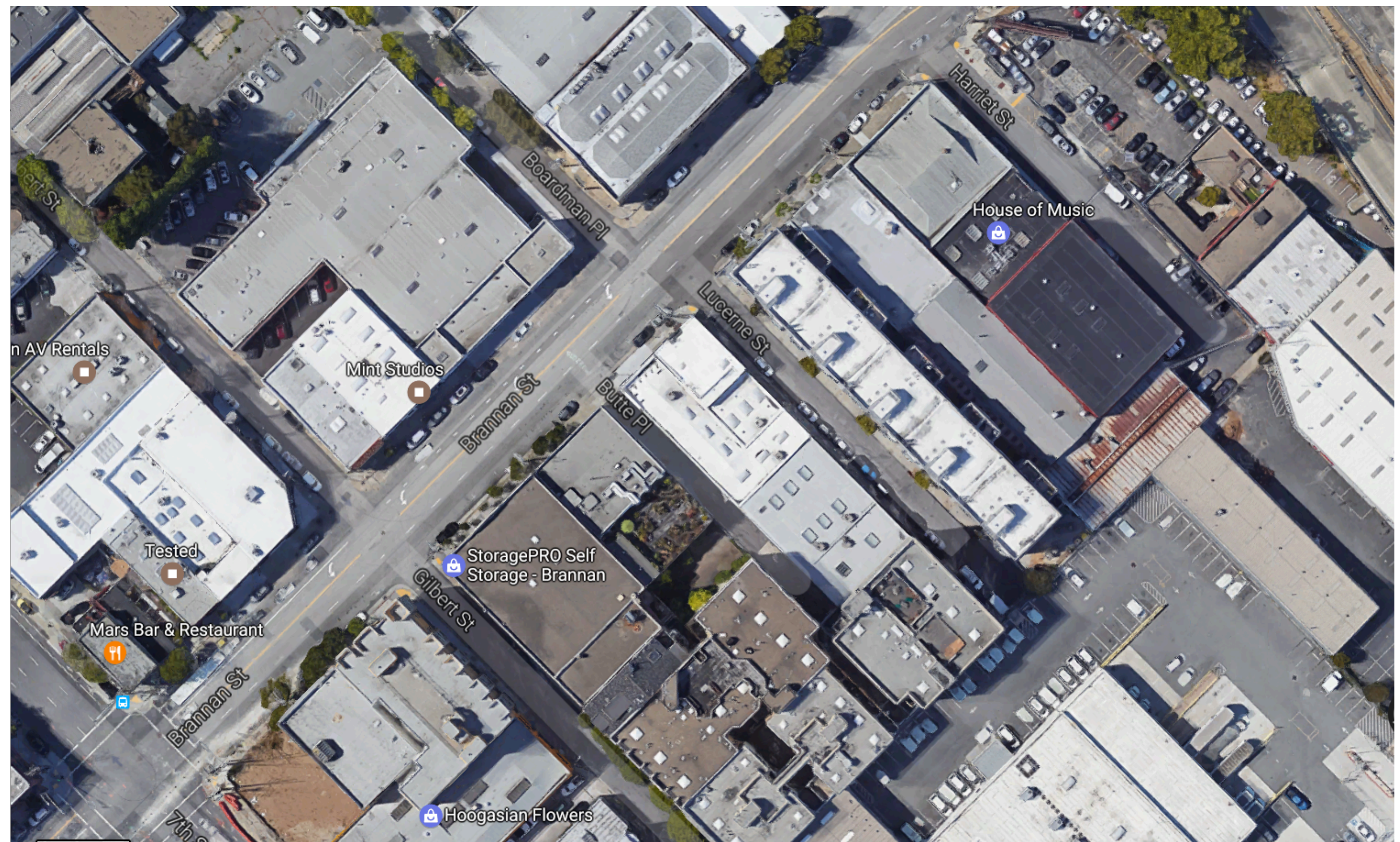


PLAN NORTH





PROPOSED SITE PLAN

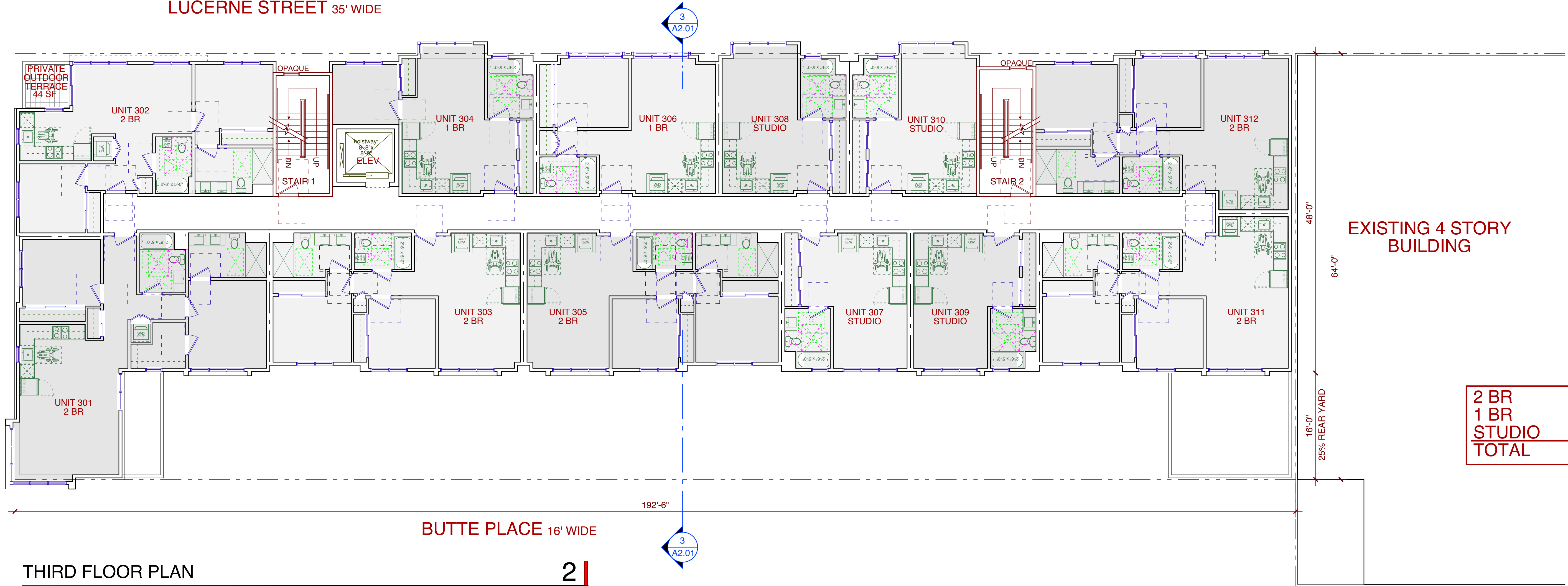


EXISTING SITE PLAN



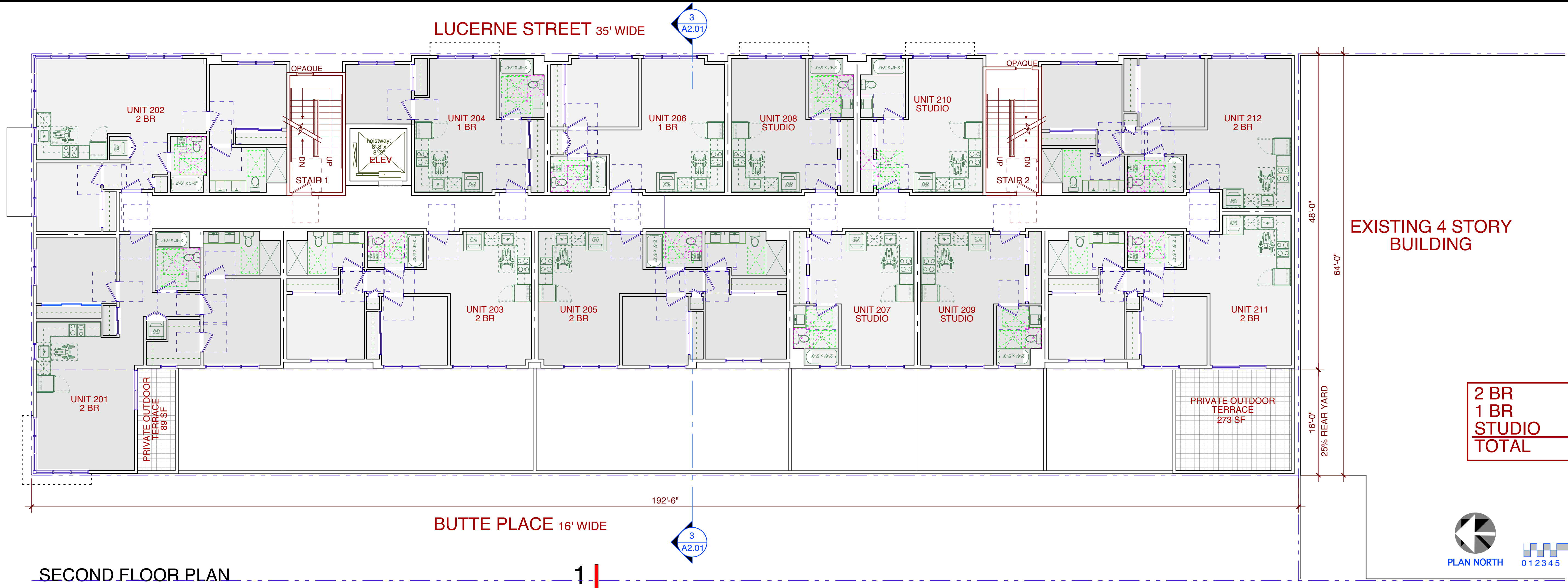
BRANNAN STREET 82.5' WIDE

LUCERNE STREET 35' WIDE



BRANNAN STREET 82.5' WIDE

LUCERNE STREET 35' WIDE



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DAVID STERNBERG
No. C-11102
02/2021
RENEWAL DATE

DAVID STERNBERG

DENSITY BONUS PROJECT

755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

PROPOSED SECOND AND
THIRD FLOOR PLANS

PPA 03/02/17
LPA 02/13/18
NOPR 1 09/19/18
NOPR 2 12/27/18
PG&E REV.06/10/19
REV. 07/26/19

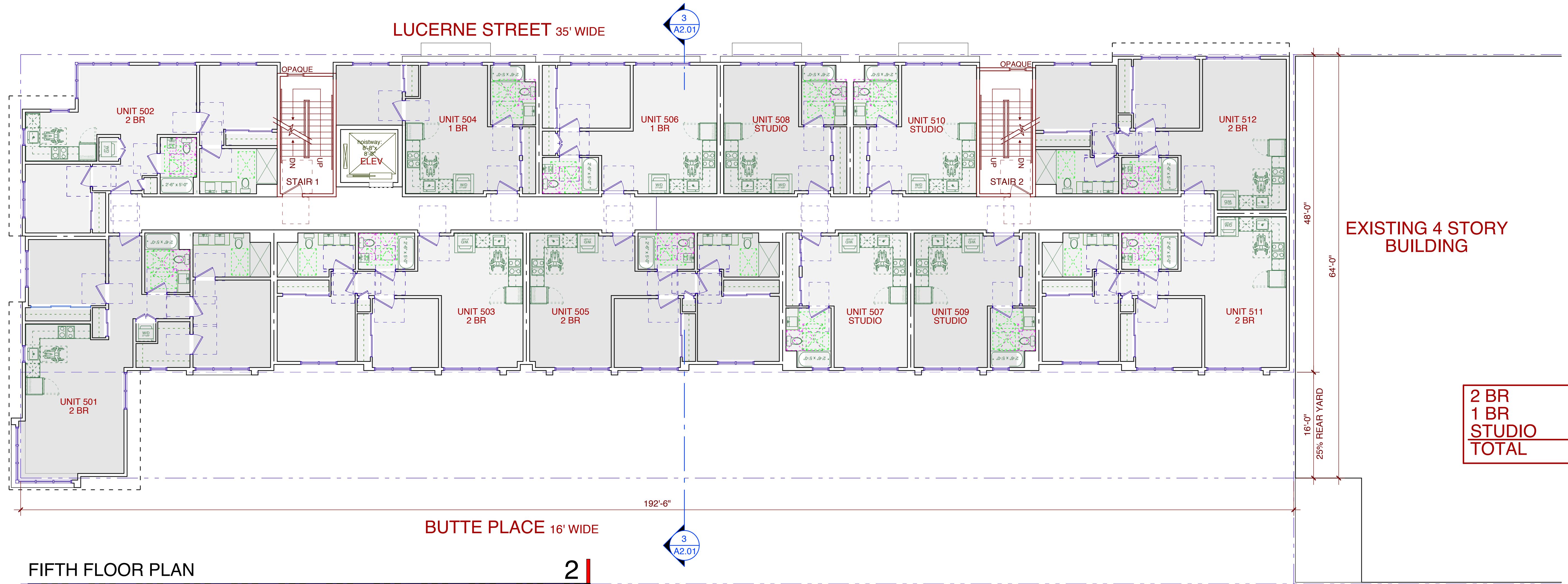
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Date: 01/20/17
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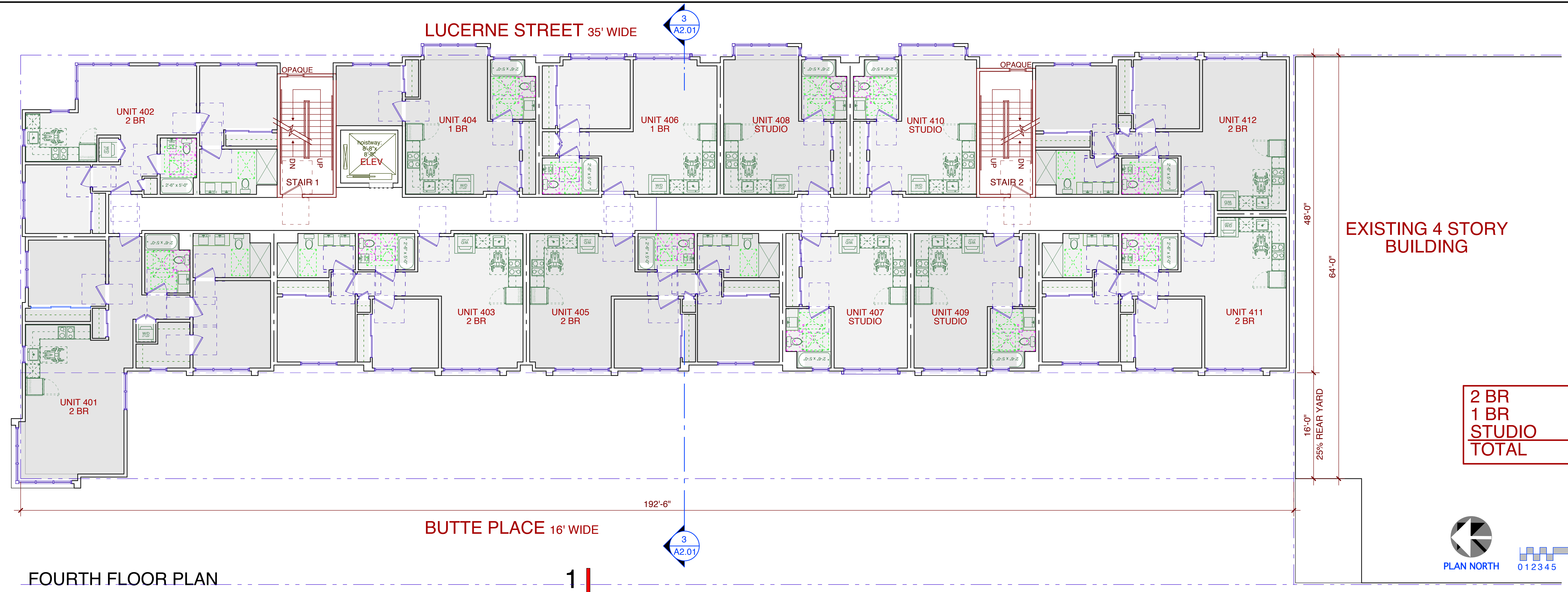
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CASE NO. 2017-002951ENX1

BRANNAN STREET 82.5' WIDE



BRANNAN STREET 82.5' WIDE



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DENSITY BONUS PROJECT
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

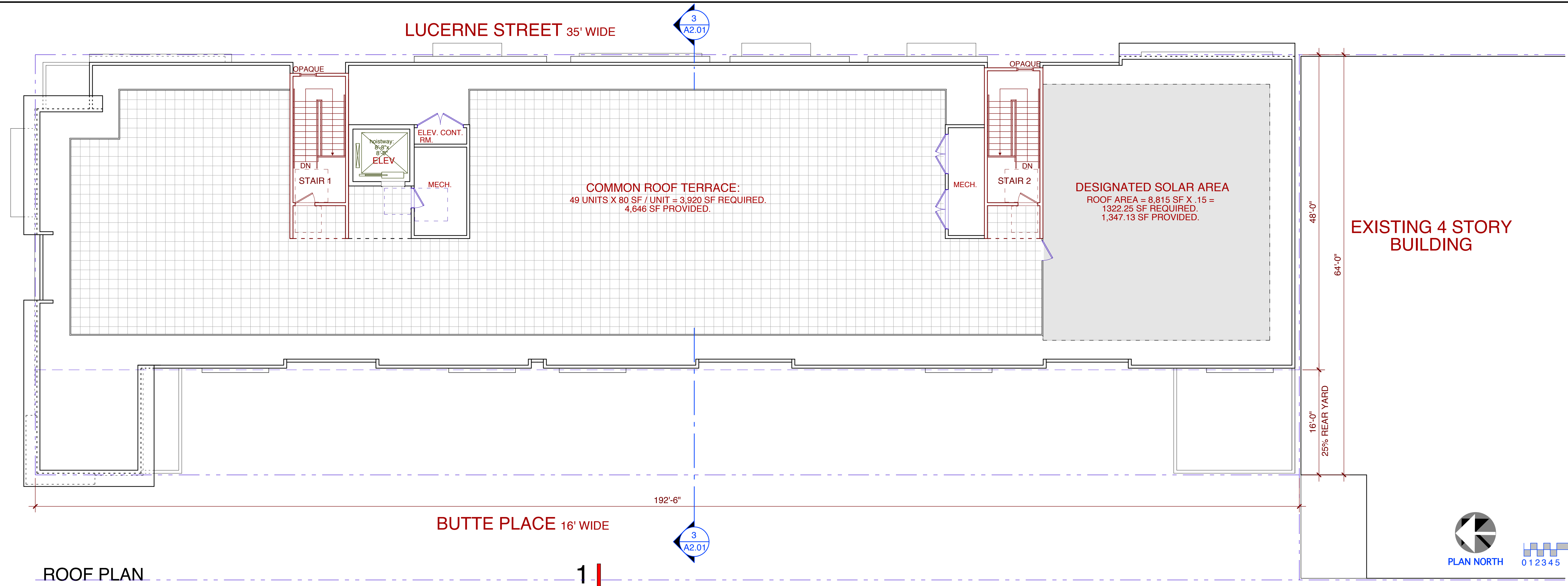
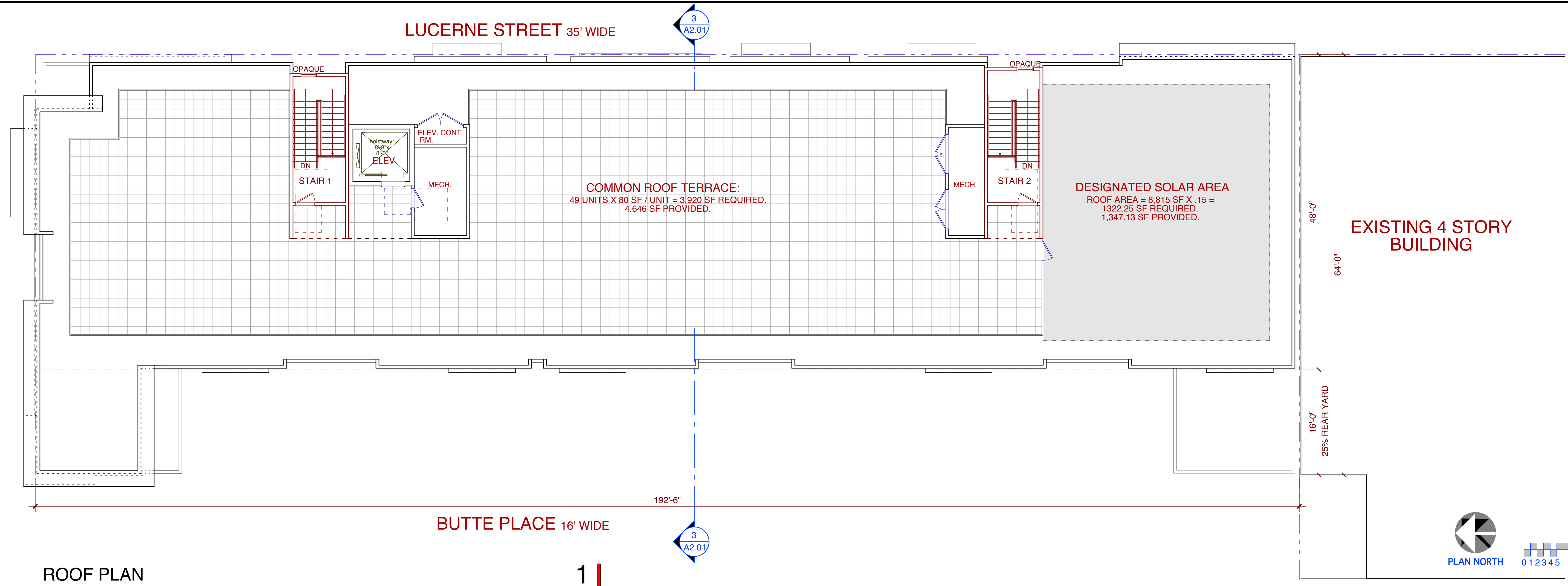
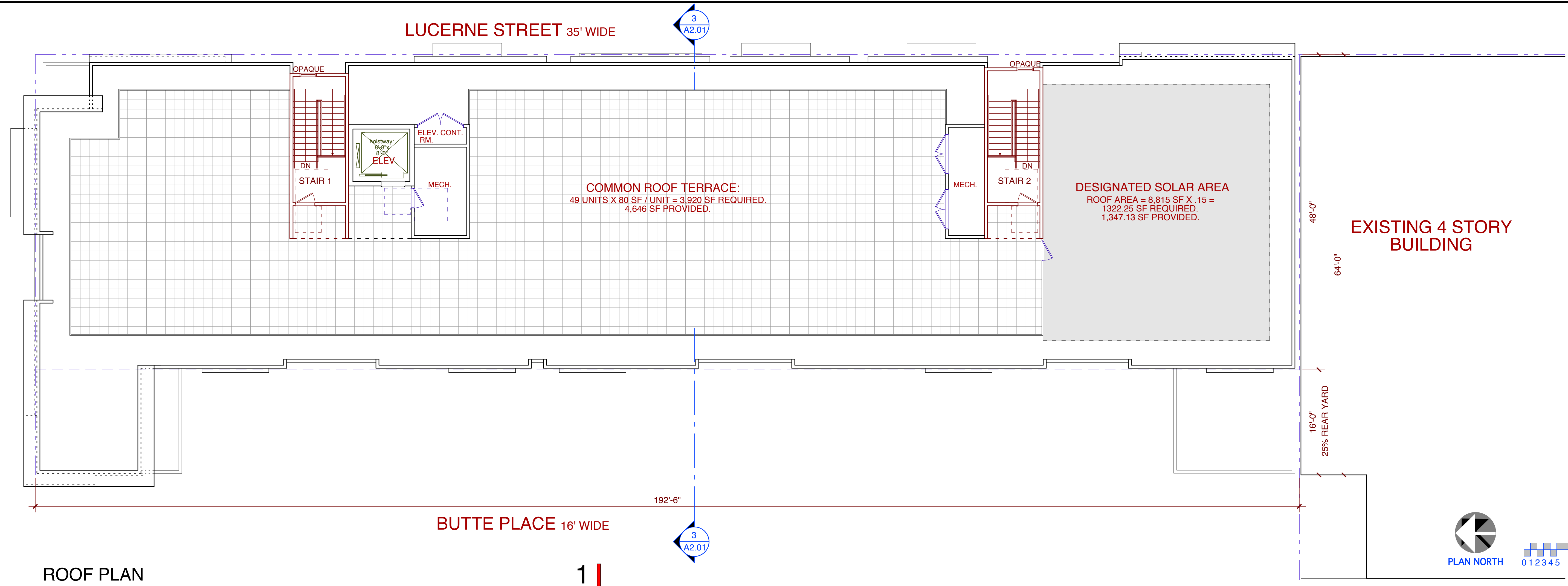
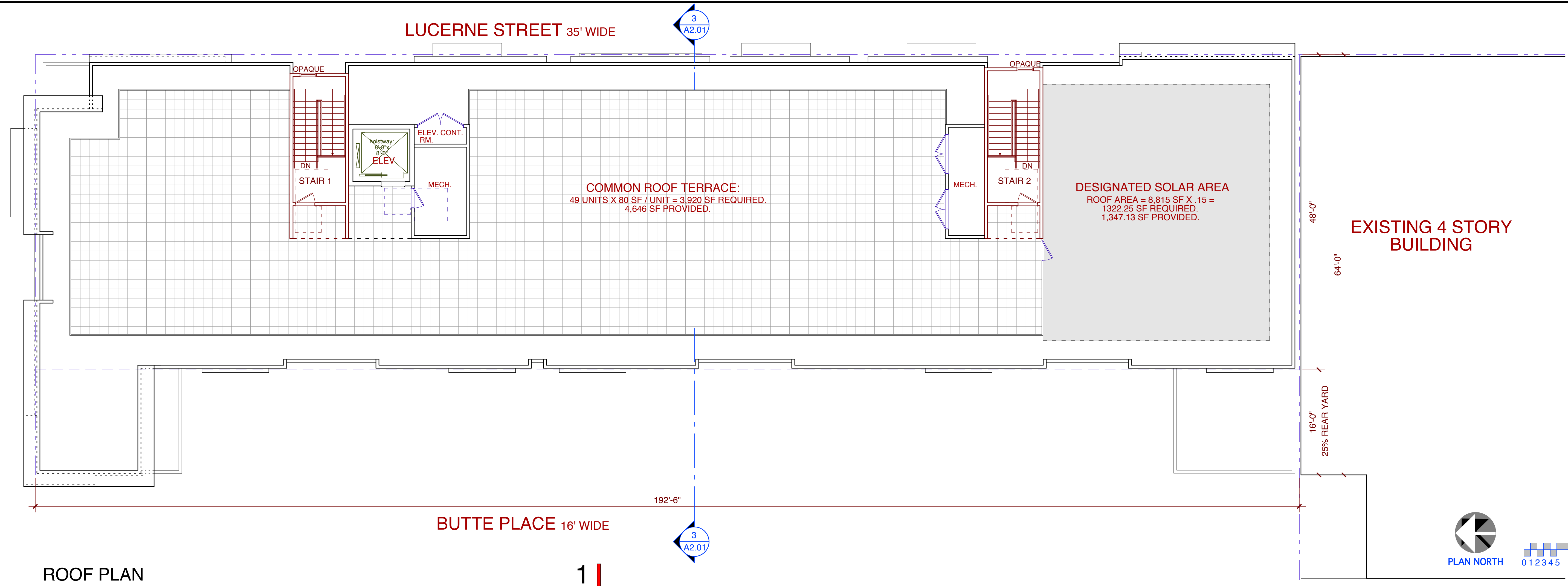
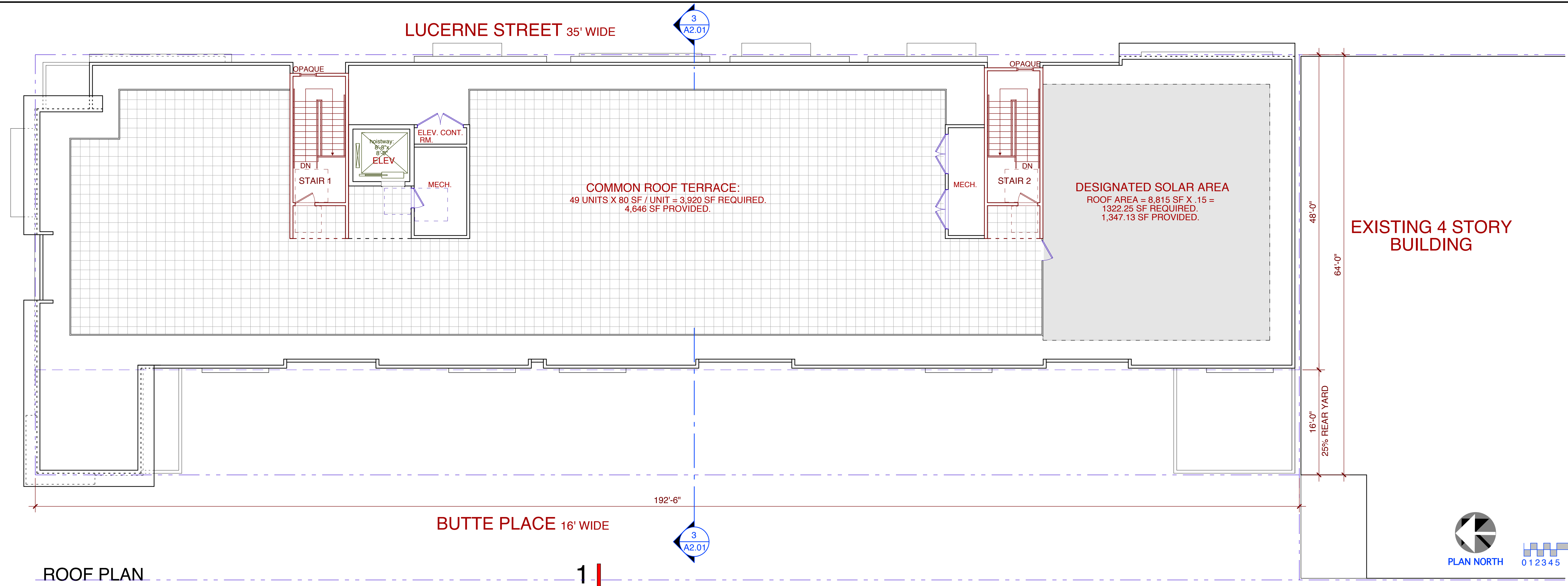
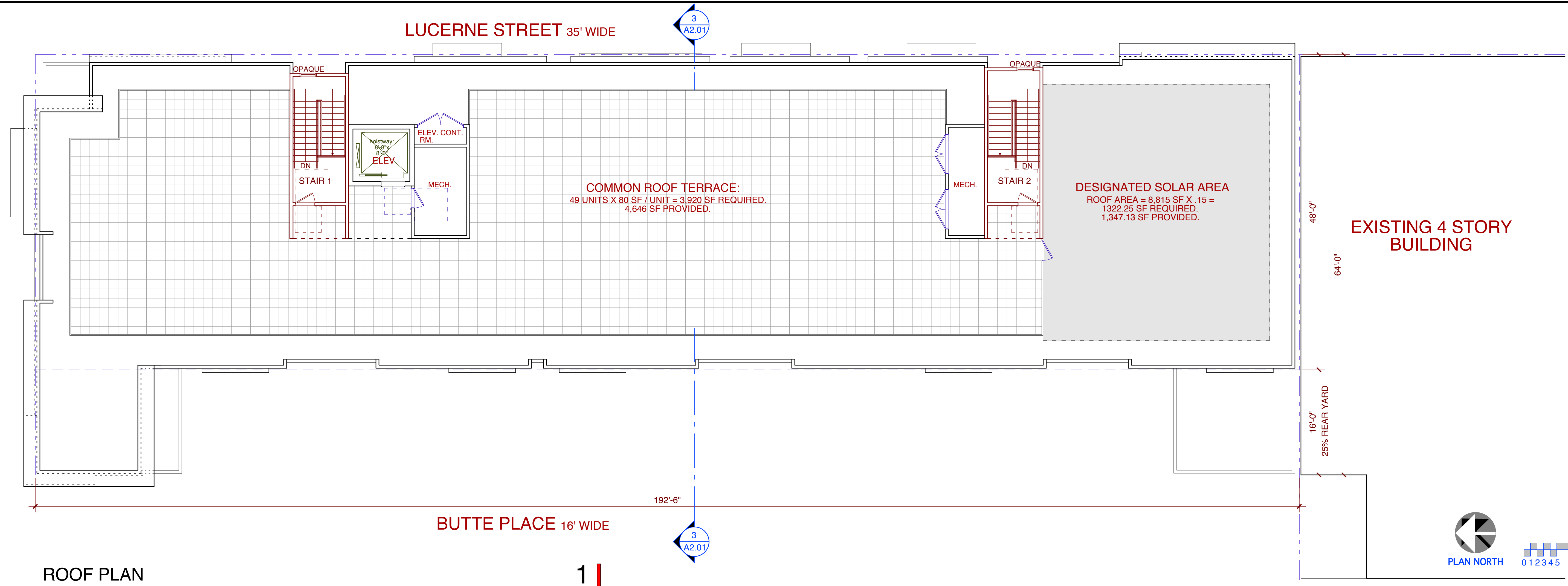
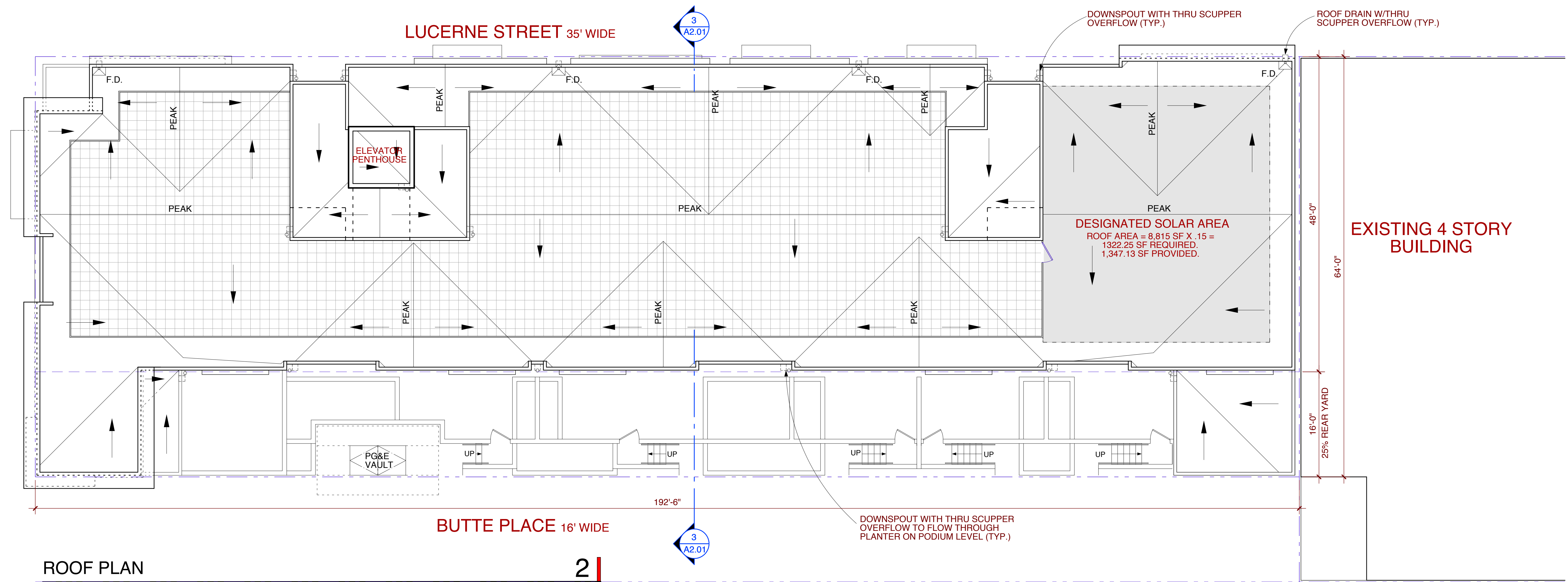
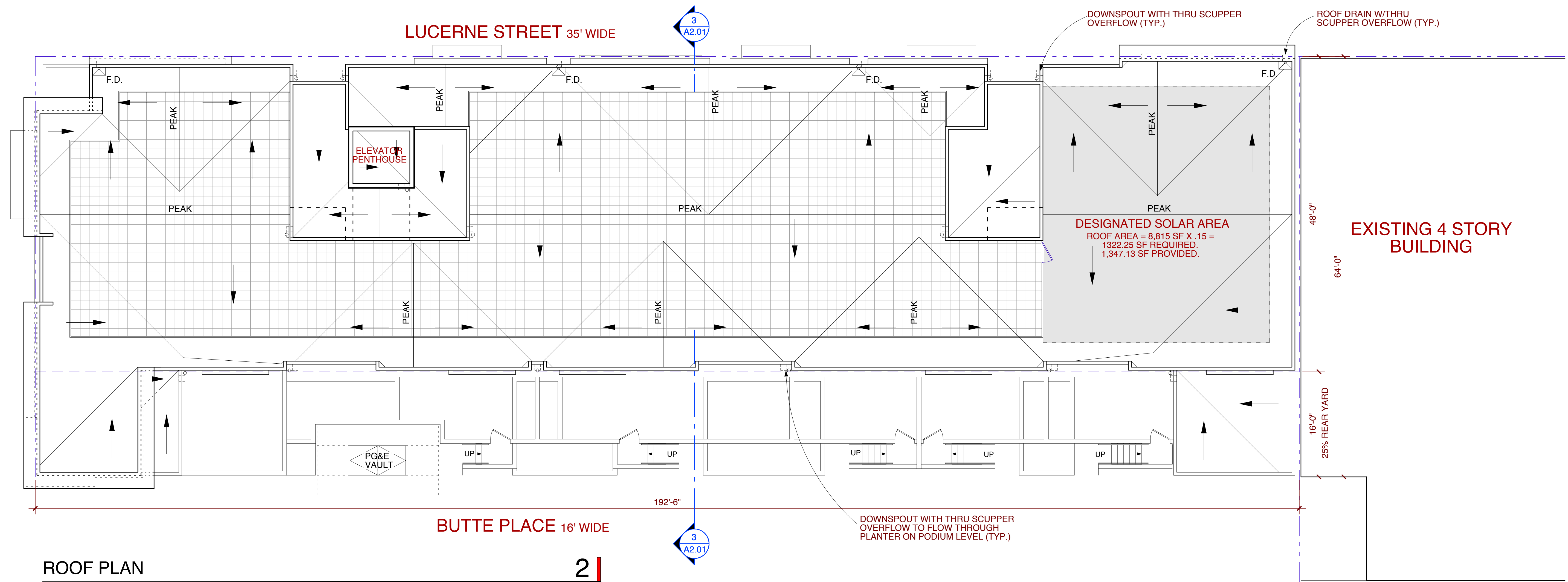
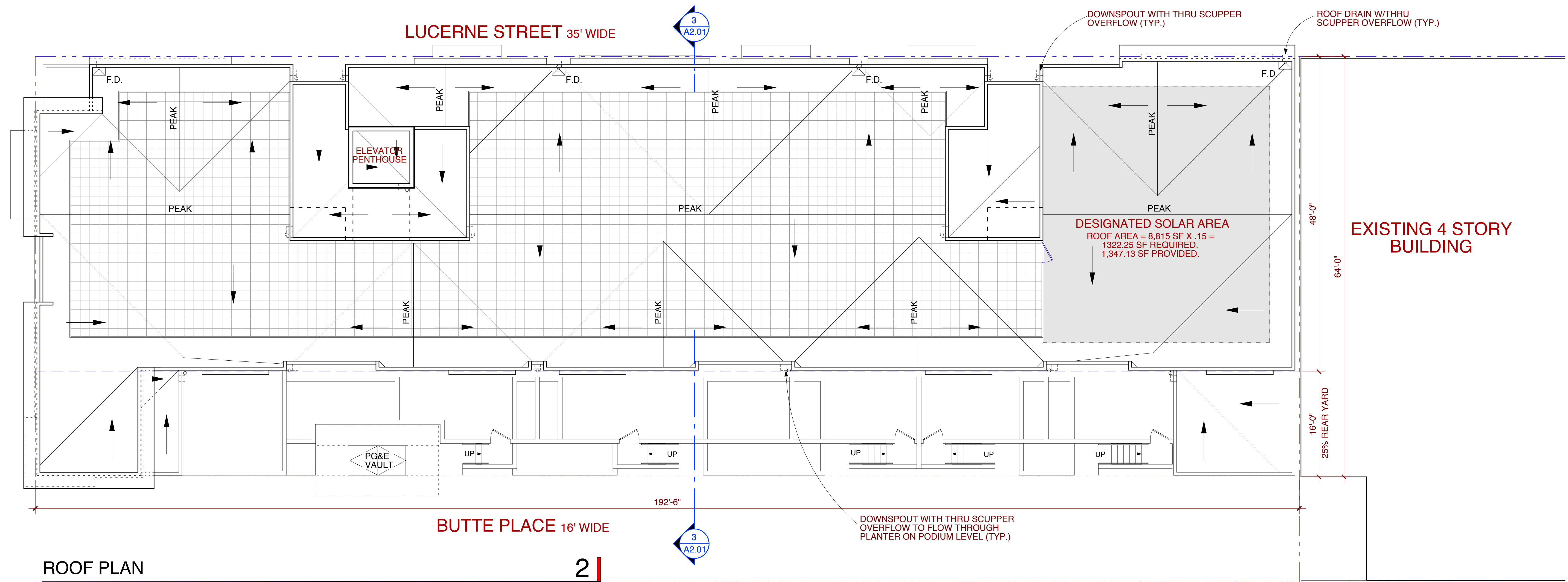
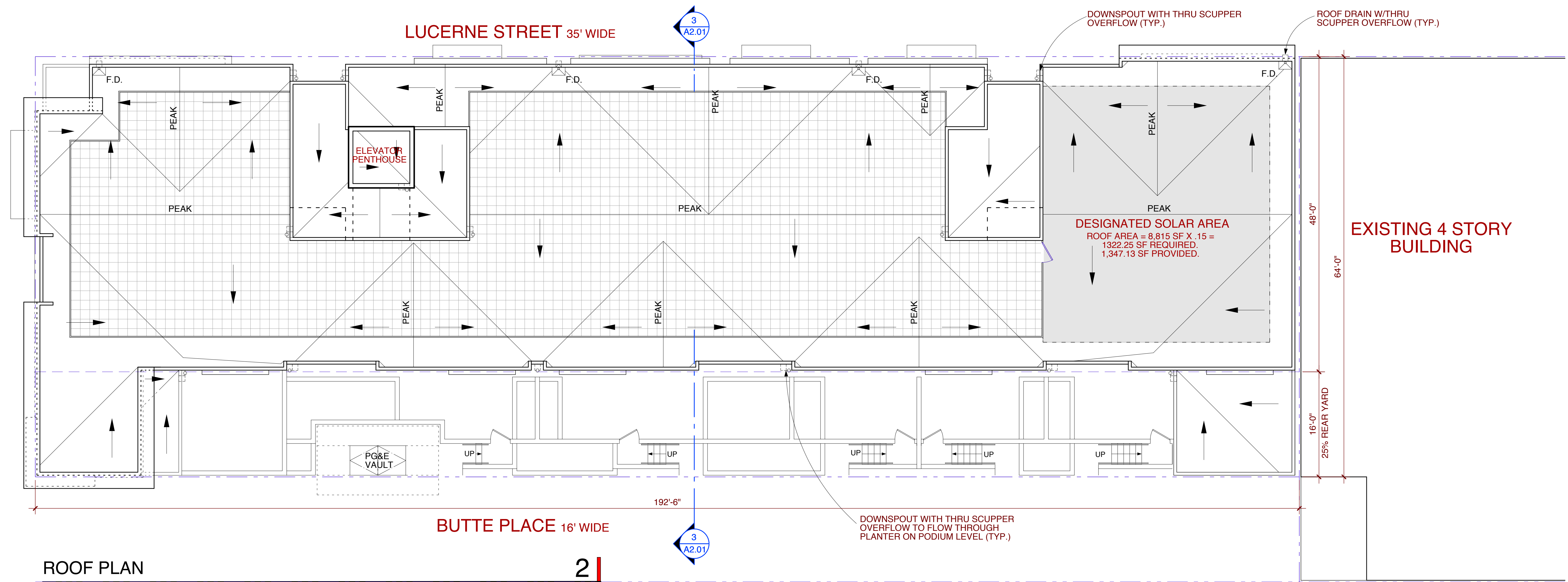
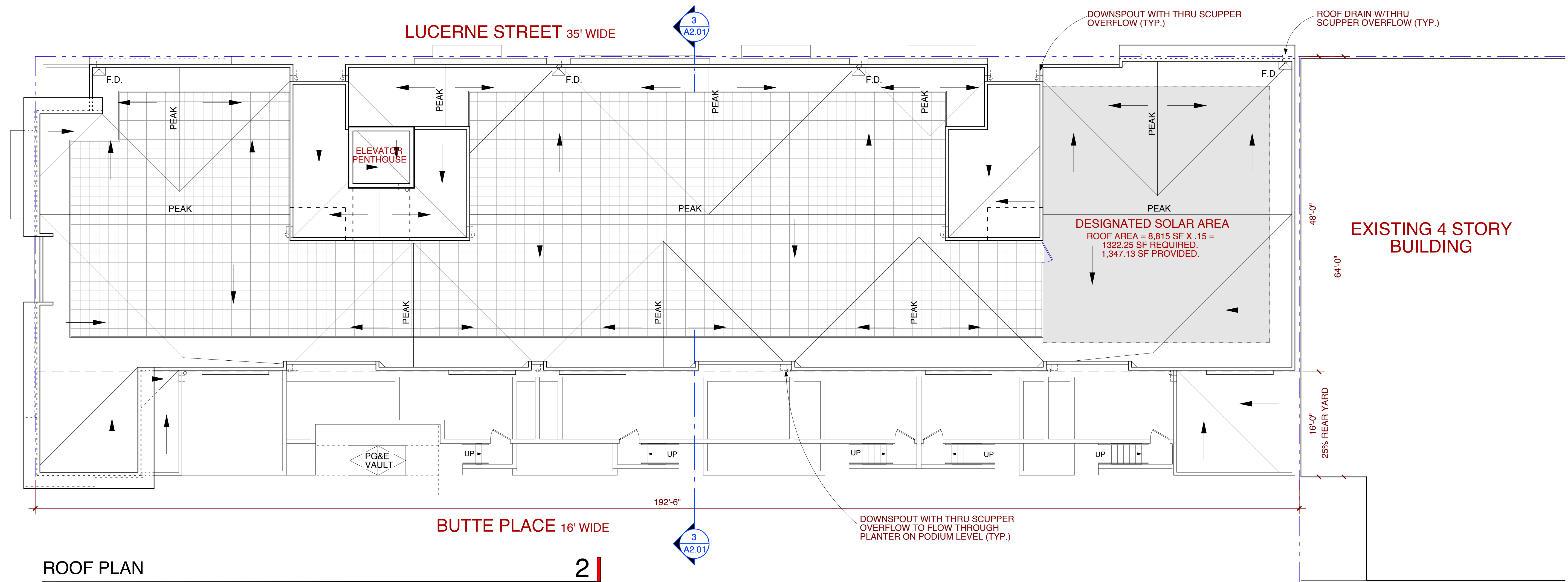
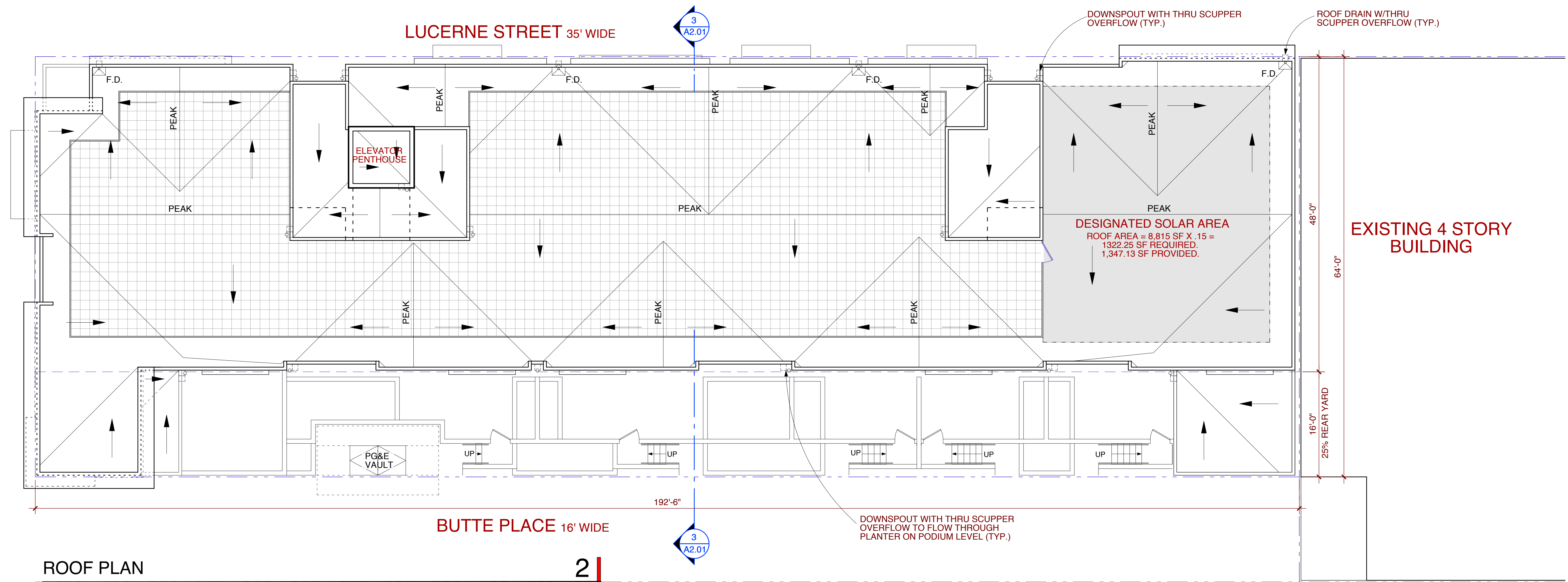
**PROPOSED FOURTH AND
FIFTH PLANS**

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.06/10/19	
REV.	07/26/19

Rev./Issue	Date
Date:	01/20/17
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CASE NO. 2017-003951ENX1





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02/2021
RENEWAL DATE

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DENSITY BONUS PROJECT
755 BRANNAN STREET
BLOCK 3784 LOT 181
SAN FRANCISCO, CA

EAST AND WEST (STREET)
ELEVATIONS

PPA	03/02/17
LPA	02/13/18
NOPR 1	09/19/18
NOPR 2	12/27/18
PG&E REV.	06/10/19
REV.	07/26/19

Rev./Issue	Date
Date:	01/20/17
Scale:	1/8" = 1'-0"
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Sheet:	

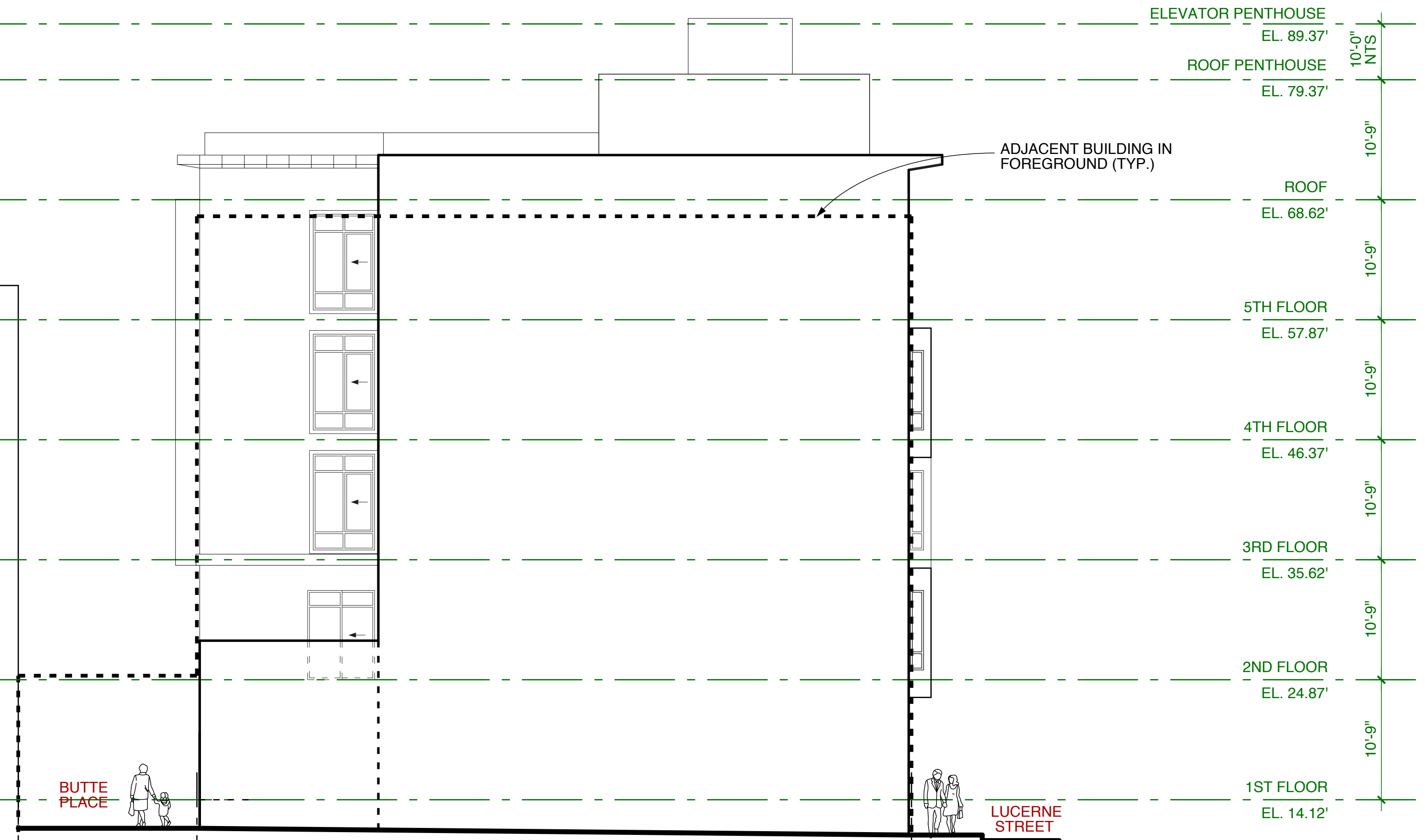
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CASE NO. 2017-002951ENX1



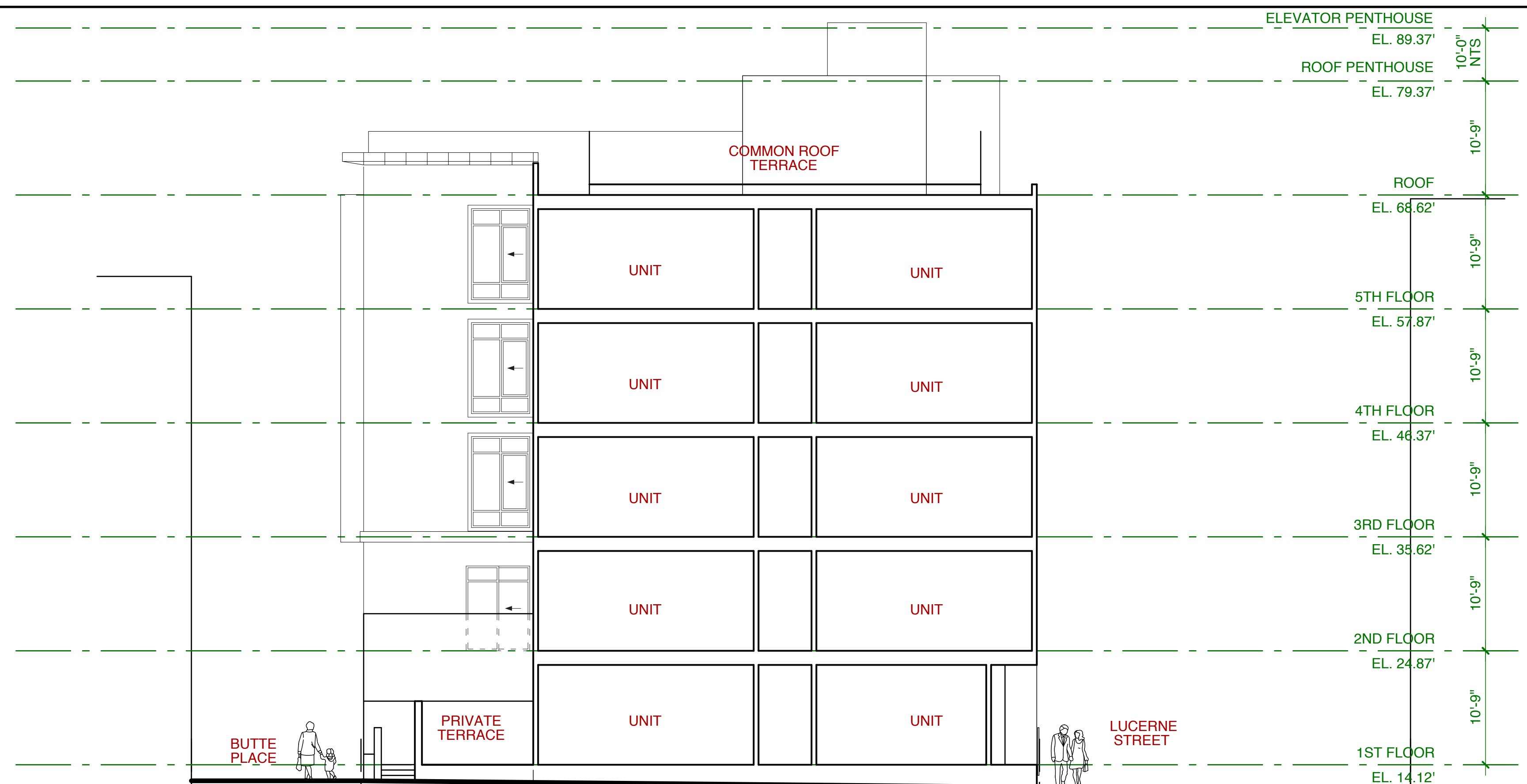
NORTH (BRANNAN STREET) ELEVATION

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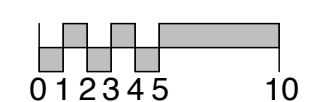
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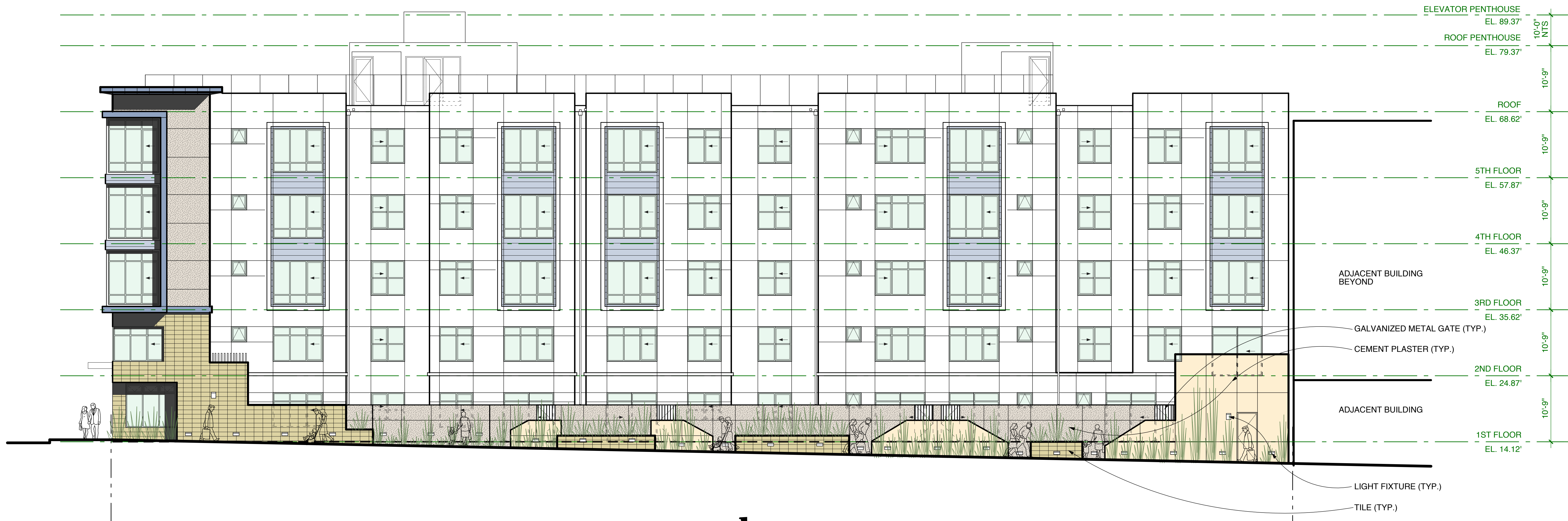
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BUILDING SECTION

3

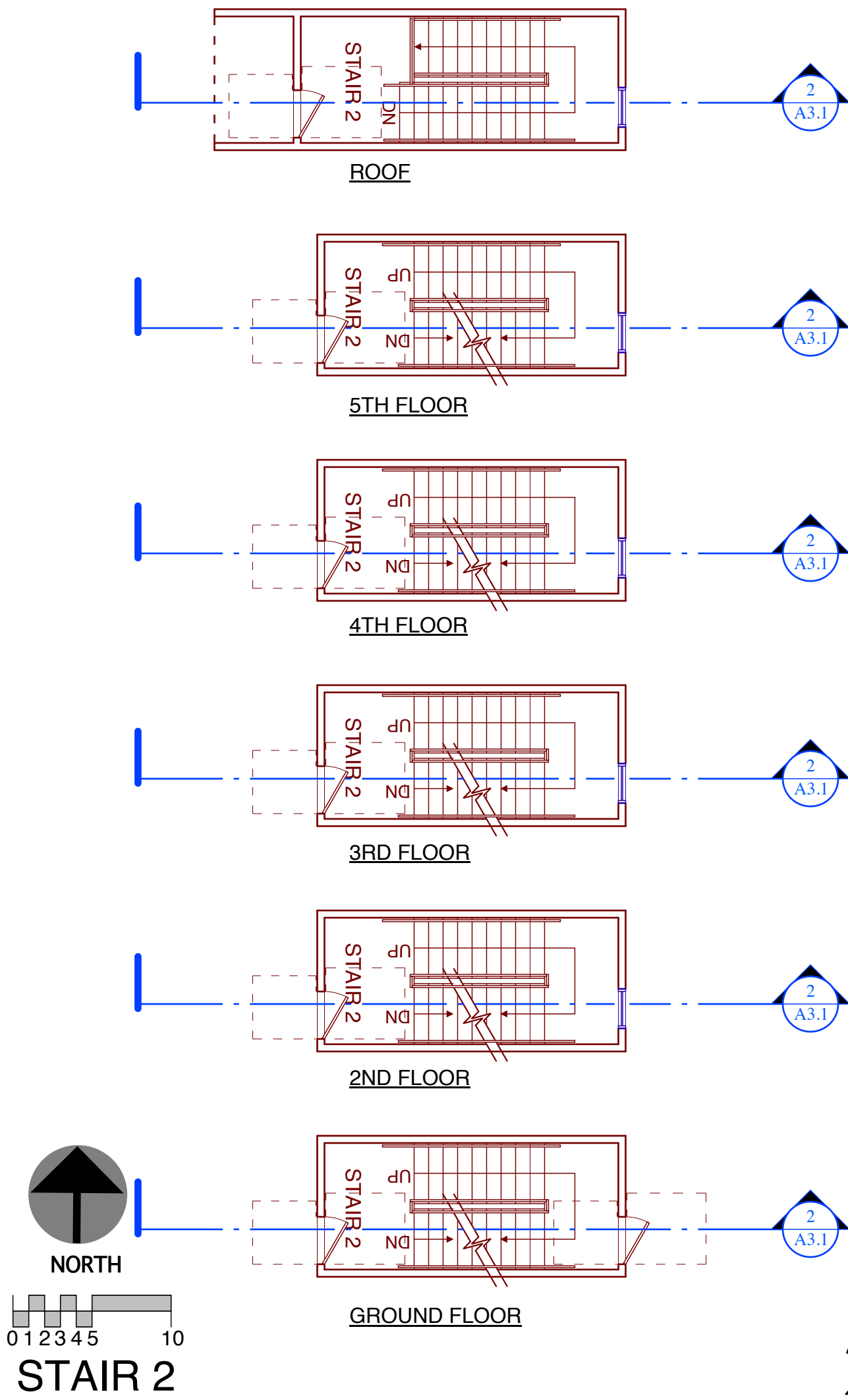
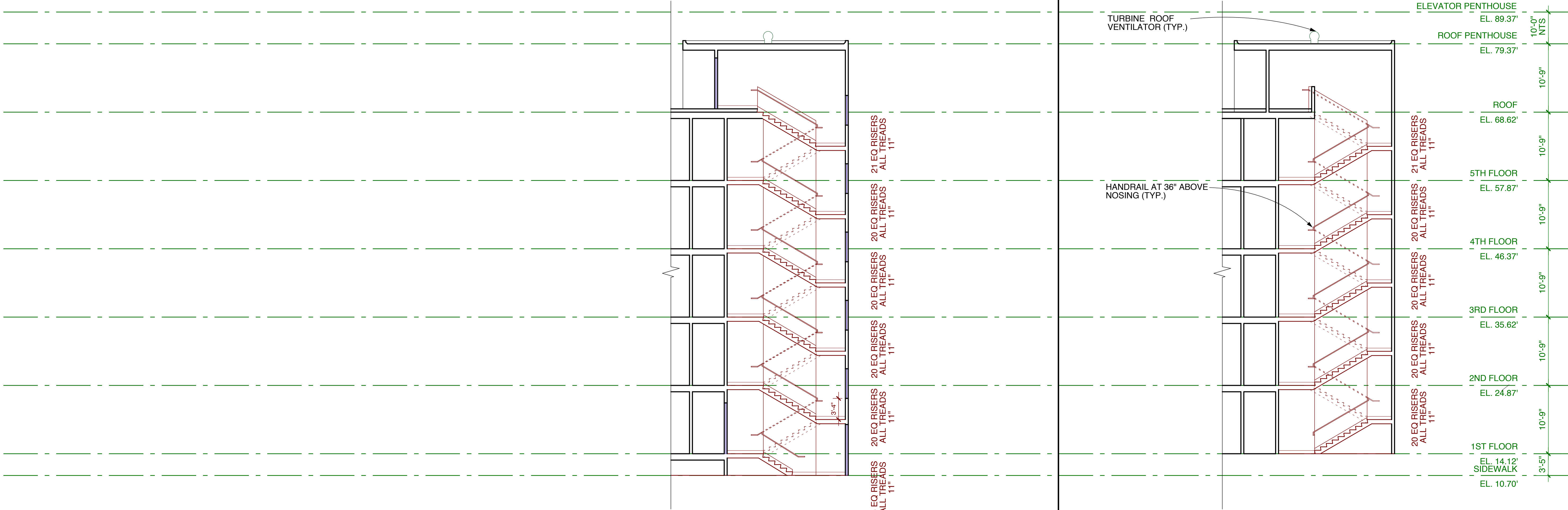




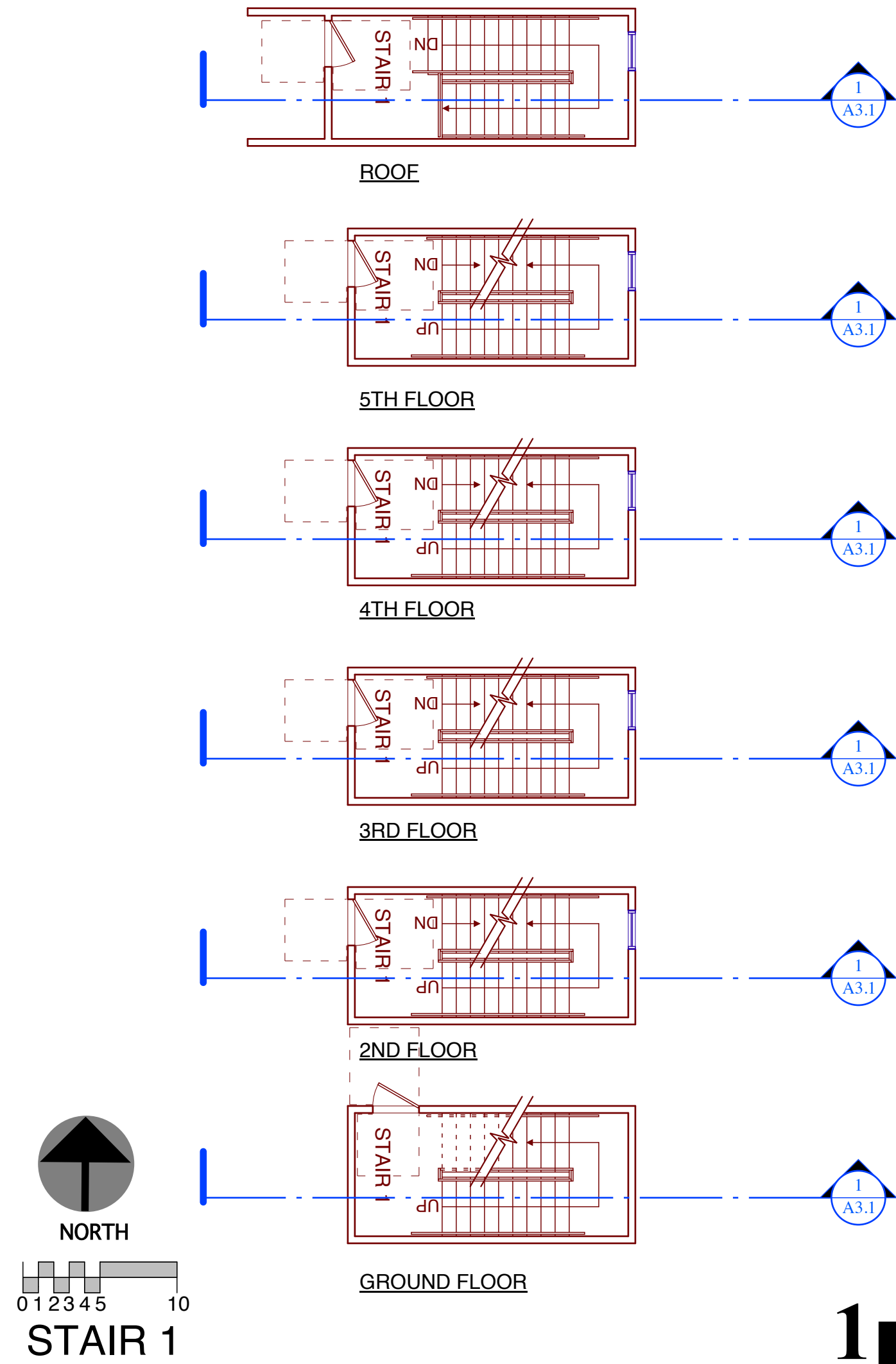
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PROPOSED DENSITY BONUS BUILDING

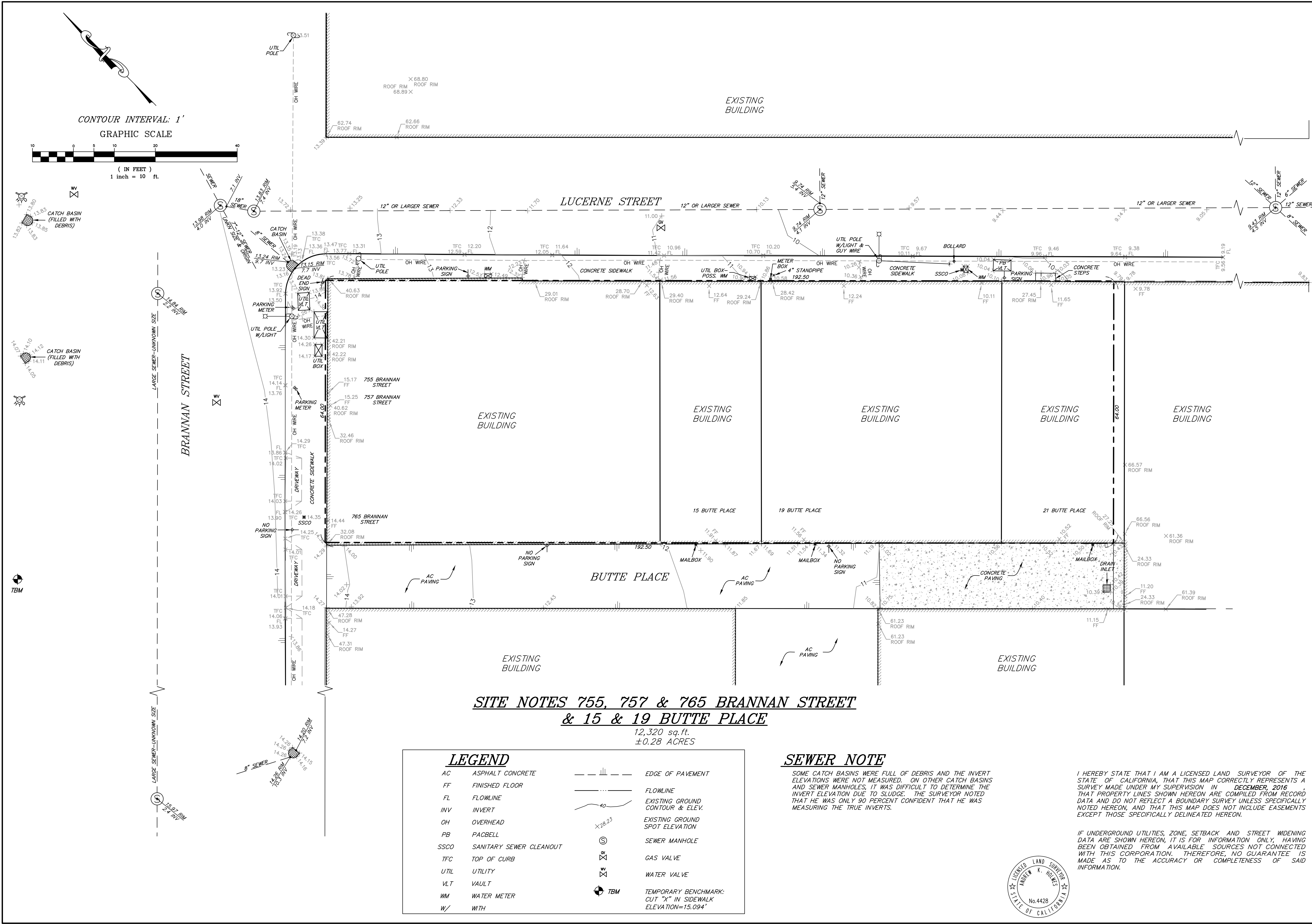
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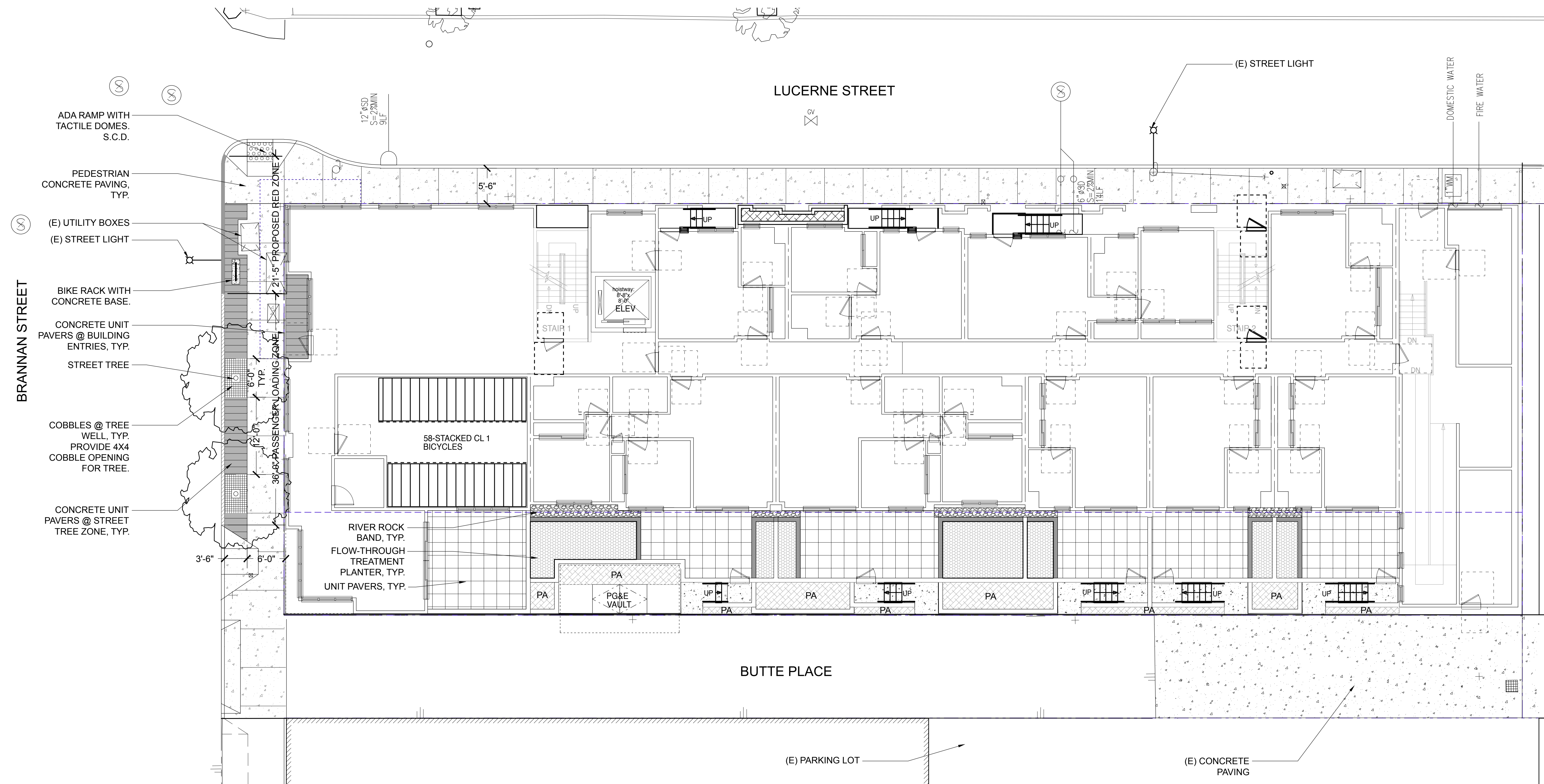
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San Francisco, CA

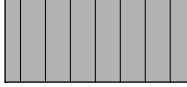
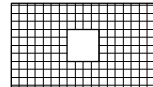


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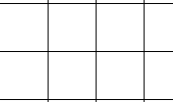

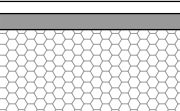
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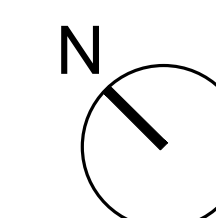
DRAWING NUMBER

L1.0



SYMBOL	TYPE	MANUFACTURER	MODEL	MATERIAL	COLOR	FINISH	NOTES
PAVING							
	CONCRETE UNIT PAVERS @ STREET TREE ZONE	STEPSTONE 800.572.9029	LARGE SCALE NARROW MODULAR CAL ARCH PAVER 12" X 36" X 2-1/2"	HARDROCK CONCRETE, TYPE III CEMENT	TBD	TBD	
	COBBLES @ STREET REE WELLS	LYNGSO 650.364.1730		COBBLE: 4" X 4" X 4" RATTAN YELLOW GRANITE SPLIT CUBES & COBBLES GRAVEL INFILL: $\frac{1}{8}$ " DESERT GOLD	GOLD/YELLOW		
SITE FURNISHING							
	BIKE RACK	BIKEPARKING.COM	WELLE CIRCULAR RACK SQUARE TUBE, SURFACE FLANGE (WCR02-SQ-SF-G)	HOT-DIPPED GALVANIZED	NATURAL	GALVANIZED	SURFACE MOUNTED
PLANTING							
	PLANTING AREA						

SYMBOL	TYPE	MANUFACTURER	MODEL	MATERIAL	COLOR	FINISH	NOTES
PAVING							
	PATIO PAVING	TBD	24X24" PAVING				
	RIVER ROCK BAND	LYNGSO GARDEN 650.364.1730	1"-3" BLACK LA PAZ	PEBBLES	BLACK	UNPOLISHED	
PLANTING							
	FLOW-THROUGH TREATMENT PLANTER			CONCRETE	NATURAL		



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





SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

Case No.: 2017-002951ENV
Project Address: 755 Brannan Street
Zoning: Residential Enclave-Mixed (RED-MX)
 45-X Height and Bulk District
 Western SoMa Special Use District
Plan Area: Western SoMa Community Plan
Block/Lot: 3784/181
Lot Size: 12,320 square feet
Project Sponsor: Ashley Breakfield, Farella Braun + Martel, (415) 954-4402
Staff Contact: Megan Calpin – (415) 575-9049
 megan.calpin@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

**Planning
Information:**
415.558.6377

PROJECT DESCRIPTION

The approximately 12,320-square-foot rectangular project site is located on Brannan Street between two alleys, Lucerne Street and Butte Place, on a block bounded by Brannan Street to the northwest, 6th Street to the northeast, Townsend Street to the southeast, and 7th Street to the southwest in the Western South of Market (Western SoMa) neighborhood. The proposal is to demolish a two-story, 12,880-square-foot commercial building built in 1943 and construct a 45,749-square-foot, five story, 55-foot-tall residential building including 57 dwelling units. As proposed, the project would require waivers, concessions, and/or incentives from Planning Code physical development limitations pursuant to California Government Code section 65915, commonly known as the state density bonus law, including for a building height 10 feet above the 45-foot height limit.

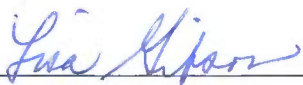
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CEQA DETERMINATION

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

DETERMINATION

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


 LISA GIBSON
 Environmental Review Officer

5/17/19
 Date

cc: Ashley Breakfield, Project Sponsor
 Linda Ajello Hoagland, Current Planner
 Supervisor Matt Haney, District 6

Virna Byrd, M.D.F.
 Exclusion/Exemption Dist. List

PROJECT DESCRIPTION (continued)

The proposed project would contain 57 dwelling units, consisting of 26 two-bedroom, 11 one-bedroom, and 20 studio units. Each floor would consist of a blend of studio, one-bedroom, and two-bedroom units. The project does not propose vehicle parking. The project would provide 58 Class 1 bicycle spaces in a bicycle room on the ground floor level, adjacent to the common residential entry. Additionally, three Class 2 bicycle spaces¹ would be provided on the sidewalk on the side of the project site. In compliance with inclusionary affordable house requirements in effect on January 12, 2016, the project would include eight on-site affordable dwelling units, which is 18 percent of the 45 dwelling units of the base project.²

The proposed project would front Brannan Street, with a common residential entry along Brannan Street. Three ground-floor units would have private, walk-up entrances along Lucerne Street. Five ground-floor units would have private outdoor terraces and entryways along Butte Place, an average of 170 square feet per unit. The proposed project would include a 234-square-foot common outdoor terrace along Butte Place on the ground floor; private terraces for two units on floor 2; and 4,617 square feet of open space in the form of a common roof terrace. The total building height with the elevator penthouse would be 75 feet.

The proposal also includes changes to the public right of way. The project sponsor applied for a 36-foot-long white curb (passenger loading) along the Brannan Street frontage of the property and would install an Americans-with-Disabilities-Act (ADA)-accessible curb ramp at Brannan Street and Butte Place. Street trees would be planted along Brannan Street (3 trees), as well as other plantings adjacent to the building along both streets. The one existing 14.5-length curb cut (on Brannan Street) would be removed and the standard sidewalk and curb dimensions restored.

During the approximately 19 month construction period, excavation of approximately 1,140 cubic yards would occur across the site to a depth of approximately 2.5 feet for the building foundation. Construction equipment to be used would include excavators, loaders, dump trucks, backhoes, water trucks, a fixed crane, and jack hammers. The proposed building would be supported by a grid mat foundation on improved soil; impact pile driving is not proposed or required.

¹ Section 155.1(a) of the Planning Code defines Class 1 bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees” and defines Class 2 bicycle spaces as “spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”

² The “base project” describes the maximum density permitted under the Planning Code without the State Density Bonus. See page 4 of this initial study for a discussion of the State Density Bonus.

PROJECT APPROVAL

The proposed project at 755 Brannan Street would require:

- approval of a site mitigation plan from the San Francisco Department of Public Health prior to the commencement of any excavation work.
- approval of building permits from the San Francisco Department of Building Inspection for demolition and new construction.
- approval of removal of on-street parking and installation of a white color curb and bulbout across Lucerne Street from the San Francisco Metropolitan Transportation Agency.
- approval of ADA-accessible ramp from the San Francisco Department of Public Works.

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

COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 755 Brannan Street project described above, and incorporates by reference information contained in the Programmatic EIR for the *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* (Western SoMa PEIR).³ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

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

³ San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 28, 2015.

As a result of the *Western SoMa Community Plan*, the project site was rezoned from SLI (Service/Light Industrial) to Residential Enclave-Mixed (RED-MX) district and the height and bulk district was increased from 40-X to 45-X. The RED-MX district encompasses some of the clusters of low-scale, medium density, predominantly residential neighborhoods located along the narrow side streets of the Western SoMa area. Many parcels in these residential enclaves are underdeveloped and represent opportunities for new residential and low-intensity commercial uses.

Individual projects that could occur in the future under the *Western SoMa Community Plan* will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 755 Brannan Street is consistent with, and was encompassed within, the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 755 Brannan Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4,5} Therefore, no further CEQA evaluation for the 755 Brannan Street project is required. In sum, the Western SoMa PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is rectangular-shaped and has frontages on Lucerne Street, Brannan Street, and Butte Place in San Francisco's Western South of Market neighborhood. The current property at 755 Brannan Street is a partial two-story office building (12,880 square feet). Adjacent to lot 181 on the same block is a three-story, 50-foot-tall, 12-unit live-work condominium building with 14 parking spaces (50 Lucerne Street). Immediately across Lucerne Street from the project site is a five-story, 50-foot-tall, 20-unit live-work condominium with 20 parking spaces (5 Lucerne Street). Across Butte Place from the project site is a three-story, 30-foot-tall industrial building. Across Brannan Street, the buildings are mostly one- and two-story industrial and office buildings. There are more four- and five-story residential buildings, near the intersection of 6th Street and Brannan Street. The project site is located within ¼ mile of the San Francisco Flower Mart, discussed in the cumulative setting of this project's initial study checklist.

The project vicinity is a mixture of residential and industrial uses, with a few furniture retailers and a large United States Postal Office distribution annex to the south of the project site. The project site is not located within or adjacent to any historic districts. The on-ramp to the Interstate 280 freeway is located 430 feet north on Brannan and 6th streets. The Interstate 80 freeway is located 1,100 feet to the northwest of the project site. The San Francisco 4th and King streets Caltrain station is located within one-half mile of the project site to the northeast.

The project site is served by San Francisco Municipal Railway (Muni) bus lines: 8, 83X, 8AX, 8BX, 10, 12, 14X, 19, 27, 47, E, KT, and N and bicycle facilities that include dedicated bike lanes on 7th Street to the

⁴ San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning Analysis, 755 Brannan Street*, February 21, 2018. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2017-002951ENV.

⁵ San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 755 Brannan Street*, January 26, 2018.

southwest and Townsend Street to the southeast of the project site; there is also a planned dedicated bike lane for Brannan Street, in front of the project site. Zoning districts in the vicinity of the project site are Residential – Mixed Use (RED-MX), Urban-Mixed-Use (UMU), Western SoMa Mixed-Use Office District (WMUO), Service and Light Industrial (SALI), and Public (P). Further to the south is the Mission Bay Redevelopment Area (MB-RA). Height and bulk districts in the project vicinity include 40-X, 45-X, 55-X, 68-X, 85-X, 110, and 105-J.

POTENTIAL ENVIRONMENTAL EFFECTS

The Western SoMa PEIR included analyses of environmental issues including: Land Use; Aesthetics, Population and Housing; Cultural and Paleontological Resources; Transportation and Circulation; Noise and Vibration; Air Quality; Greenhouse Gas Emissions; Wind and Shadow; Recreation; Public Services, Utilities, and Service Systems; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Material; Mineral and Energy Resources; and Agriculture and Forest Resources. The proposed 755 Brannan Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the *Western SoMa Community Plan*. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 755 Brannan Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The project would not demolish a historic resource, and the project site is neither located within a known or eligible historic district nor immediately adjacent to any historic building.⁶ Therefore, the project would not contribute to any historic resource impact. Transit ridership generated by the project would not considerably contribute to the transit impacts identified in the Western SoMa PEIR. Since the proposed project could generate excessive construction noise, Mitigation Measure M-NO-2a would ensure that project noise from construction activities is minimized to the maximum extent feasible. The proposed project is required to comply with the Construction Dust Control Ordinance, and implementation of Mitigation Measure M-AQ-7 would reduce construction-related air quality impacts by requiring a Construction Emissions Minimization Plan for health risks and hazards. The shadow fan analysis for the proposed project determined that the proposed building would not cast new shadow on public parks. The proposed project would shade nearby streets, sidewalks, and private property at times within the project vicinity, but at levels commonly expected in urban areas.

The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** below lists the mitigation measures identified in the Western SoMa PEIR and states whether the mitigation measure would apply to the proposed project.

⁶ San Francisco Planning Department, Preservation Team Review Form, 755 Brannan Street, **date of PTR form**.

Table 1 – Western SoMa PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
Cultural Resources		
M-CP-1a: Documentation of a Historical Resource	Not Applicable:	Not Applicable
M-CP-1b: Oral Histories	Not Applicable:	Not Applicable
M-CP-1c: Interpretive Program	Not Applicable:	Not Applicable
M-CP-4a: Project-Specific Preliminary Archeological Assessment (PAR)	Applicable: The project proposes excavation of up to a depth of 2.5 feet and approximately 1,000 cubic yards.	Completed: The Planning Department has conducted a Preliminary Archeological Review and determined that a mitigation measure of archeological testing would apply (see Project Mitigation Measure 1a: Procedures for Archeological Testing).
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: Pursuant to the results of the preliminary archeological review, the review determined that the proposed project as presently designed has low potential to adversely affect CEQA-significant archeological resources. The sponsor would be asked to comply with accidental discovery to reduce potential impacts from accidental discovery of buried archeological resources during project construction to a less-than-significant level.	Pursuant to the results of the preliminary archeological review, the project sponsor has agreed to implement the procedures for accidental discovery (Project Mitigation Measure 1b).
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Not Applicable: project construction would not be adjacent to historical resources.	Not Applicable.
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: project construction would not be adjacent to historical resources.	Not Applicable.
Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not applicable: automobile delay removed from CEQA analysis.	Not Applicable

Mitigation Measure	Applicability	Compliance
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: project would not remove loading spaces along Folsom Street.	Not Applicable
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: superseded by Planning Code section 423, Eastern Neighborhoods Impact Fees and Public Benefits Fund.	Not Applicable.
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not Applicable: compliance with state building code standards would ensure that existing ambient noise levels would not adversely affect the proposed residential uses.	Not Applicable
M-NO-1b: Siting of Noise-Sensitive Uses	Not Applicable: compliance with state building code standards would ensure that existing ambient noise levels would not adversely affect the proposed residential uses.	Not Applicable
M-NO-1c: Siting of Noise-Generating Uses	Not Applicable: the project is not proposing a noise-generating use.	Not Applicable
M-NO-1d: Open Space in Noisy Environments	Not Applicable: CEQA no longer requires the consideration of the effects of the existing environmental conditions on a proposed project's future users if the project would not exacerbate those environmental conditions.	Not Applicable
M-NO-2a: General Construction Noise Control Measures	Applicable: project proposes construction that could generate excessive construction noise near sensitive receptors.	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction (Project Mitigation Measure 2).
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: the project does not include pile-driving activities.	Not Applicable
Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: the project would not generate more than 3,500 daily vehicle trips.	Not Applicable

Mitigation Measure	Applicability	Compliance
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not Applicable: this mitigation measure was superseded by San Francisco Health Code Article 38 (Air Pollutant Exposure Zone).	Not Applicable
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not Applicable: the proposed residential and retail uses would not generate substantial levels of PM _{2.5} or other DPM and other TACs.	Not Applicable
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: the project meets the screening criteria for construction criteria air pollutants.	Not Applicable
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: the project includes construction in an area of poor air quality.	The project sponsor has agreed to implement a Construction Emissions Minimization Plan for Health Risk and Hazards (Project Mitigation Measure 3).
Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: the project would not exceed 80 feet in height as measured by the Planning Code.	Not Applicable
Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: the project involves building demolition.	The project sponsor has agreed to conduct pre-construction special-status bird surveys prior to demolition of the existing building (Project Mitigation Measure 4).
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Not Applicable: the existing building to be demolished was occupied at the time of environmental review.	Not Applicable
Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: the project includes demolition of a pre-1970s building.	The project sponsor has agreed to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed, and that any fluorescent light tube fixtures, which could contain mercury,

Mitigation Measure	Applicability	Compliance
		are similarly removed intact and properly disposed of (Project Mitigation Measure 5).
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: this mitigation measure was superseded by San Francisco Health Code Article 22A (Maher Ordinance).	Not Applicable

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on January 3, 2018 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis.

Eighteen individuals submitted comments. Four individuals requested a copy of the environmental document. One comment was supportive of the project and requested the project incorporate active ground-floor uses such as retail or services to improve pedestrian safety. The remaining comments raised concerns about the proposed project’s impact on the surrounding neighborhood. Multiple comments raised the issue of shadows on nearby residential buildings and on Lucerne Street. As discussed under Initial Study Checklist topic 8b, shadows on outdoor recreation facilities and other public areas are analyzed under CEQA. Shadows on private properties are generally not considered an environmental impact under CEQA, but may be considered by City decision-makers during the design review and entitlement process. Commenters were also concerned with the increase in density, reduction of privacy, existing home re-sale prices, and the obstruction of private views. These comments are related to the project merit and do not address the physical environmental impacts of the proposed project; therefore, they were not considered as part of this environmental analysis. Parking, traffic congestion, and pedestrian-car conflicts on Lucerne Street were also named as concerns in January 2018. Since the neighborhood notification period, the project sponsor substantially altered the proposed project—originally the project proposed a basement parking garage accessed via Lucerne Street; the project reviewed in this environmental analysis proposes no vehicle parking. Transportation and circulation related concerns are addressed under Initial Study Checklist topic 4. Some comments raised concerns about air quality, noise, and traffic impacts for nearby residents during the construction phase of this project. As discussed under Initial Study Checklist topic 6, all phases of construction are subject to mitigation, as further outlined in this Certificate (M-AQ-6 and M-AQ-7). Noise concerns are discussed under Initial Study Checklist topic 5. Lastly, one comment raised concerns about land removal and whether surrounding building foundations would be compromised by soil removal. As discussed under Initial Study Checklist topic 13, section 1804.1 of the state building code requires that adjacent foundations be protected against a reduction in lateral support, to be accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both.

The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

CONCLUSION

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

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

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

⁷ The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2017-002951ENV.

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources				
<p>M-CP-4a: Project-Specific Preliminary Archeological Assessment. Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.</p> <p>This archeological mitigation measure may apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within those properties within the Draft Plan Area for which no archeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) shall be prepared by an archeological consultant with from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall:</p> <ul style="list-style-type: none"> • Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps; • Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing on the California Register; • Determine if 19th or 20th century soils-disturbing activities may have adversely affected the identified potential archeological resources; • Assess potential project effects in relation to the depth of any identified potential archeological resource; • Provide a conclusion that assesses whether any California Register- eligible archeological resources could be adversely affected by the proposed project and recommends appropriate further action. 	<p>Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department's Environmental Review Officer for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.</p>	<p>Prior to issuance of a building permit.</p>	<p>Planning Department's Environmental Review Officer; Planning Department's archeologist or qualified archaeological consultant.</p>	<p>Considered complete upon submittal of PAR or PASS to ERO or designated Planning Department staff.</p>

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)				
Based on the PAR or PASS, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design Treatment Plan (ARDTP) shall be required to more definitively identify the potential for California Register- eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The scope of the ARDTP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP <i>Preservation Planning Bulletin</i> No. 5).				
<p>M-CP-4b: Procedures for Accidental Discovery of Archeological Resources. This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p> <p>The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the “ALERT” sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is</p>	Project sponsor, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.	Prior to issuance of any permit for soil- disturbing activities and during construction.	Project Sponsor; ERO; archeologist.	Considered complete upon ERO’s approval of FARR.

**ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)				
<p>of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological 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 copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.</p>				

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration				
<p>M-NO-2a: General Construction Noise Control Measures. To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). • The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) 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, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); 	Project sponsor and construction contractor.	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)				
(2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.				
G. Air Quality				
<p>M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards. To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.</p> <p>All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan is described in Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants.</p>	Project Sponsor; contractor; certified mechanic	Prior to any demolition or construction activities	Project Sponsor; contractor; certified mechanic; Planning Department	Prior to and during any demolition or construction activities

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
L. Biological Resources				
M-BI-1a: Pre-Construction Special-Status Bird Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre- construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits
O. Hazards and Hazardous Materials				
M-HZ-2: Hazardous Building Materials Abatement. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Project Sponsor; Planning Department	Prior to any demolition or construction activities	Project Sponsor; Planning Department	Prior to any demolition or construction activities



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: 2017-002951ENV
Project Address: 755 Brannan Street
Zoning: Residential Enclave-Mixed (RED-MX)
45-X Height and Bulk District
Western SoMa Special Use District
Plan Area: Western SoMa Community Plan
Block/Lot: 3784/181
Lot Size: 12,320 square feet
Project Sponsor: Ashley Breakfield, Farella Braun + Martel, (415) 954-4402
Staff Contact: Megan Calpin – (415) 575-9049
megan.calpin@sfgov.org

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PROJECT DESCRIPTION

The approximately 12,320-square-foot rectangular project site is located on Brannan Street between two alleys, Lucerne Street and Butte Place, on a block bounded by Brannan Street to the northwest, 6th Street to the northeast, Townsend Street to the southeast, and 7th Street to the southwest in the Western South of Market (Western SoMa) neighborhood. The proposal is to demolish a two-story, 12,880-square-foot commercial building built in 1943 and construct a 45,749-square-foot, five story, 55-foot-tall residential building including 57 dwelling units. As proposed, the project would require waivers, concessions, and/or incentives from Planning Code physical development limitations pursuant to California Government Code section 65915, commonly known as the state density bonus law, including for a building height 10 feet above the 45-foot height limit.

The proposed project would contain 57 dwelling units, consisting of 26 two-bedroom, 11 one-bedroom, and 20 studio units. Each floor would consist of a blend of studio, one-bedroom, and two-bedroom units. The project does not propose vehicle parking. The project would provide 58 Class 1 bicycle spaces in a bicycle room on the ground floor level, adjacent to the common residential entry. Additionally, three Class 2 bicycle spaces¹ would be provided on the sidewalk on the side of the project site. In compliance with inclusionary affordable house requirements in effect on January 12, 2016, the project would include eight on-site affordable dwelling units, which is 18 percent of the 45 dwelling units of the base project.²

The proposed project would front Brannan Street, with a common residential entry along Brannan Street. Three ground-floor units would have private, walk-up entrances along Lucerne Street. Five ground-floor units would have private outdoor terraces and entryways along Butte Place, an average of 170 square feet per unit. The proposed project would include a 234-square-foot common outdoor terrace along Butte Place on the ground floor; private terraces for two units on floor 2; and 4,617 square feet of open space in

¹ Section 155.1(a) of the Planning Code defines Class 1 bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees” and defines Class 2 bicycle spaces as “spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”

² The “base project” describes the maximum density permitted under the Planning Code without the State Density Bonus. See page 6 of this initial study for a discussion of the State Density Bonus.

the form of a common roof terrace. The total building height with the elevator penthouse would be 75 feet.

The proposal also includes changes to the public right of way. The project sponsor applied for a 36-foot-long white curb (passenger loading) along the Brannan Street frontage of the property and would install an Americans-with-Disabilities-Act-curb ramp at Brannan Street and Butte Place. Street trees would be planted along Brannan Street (3 trees), as well as other plantings adjacent to the building along both streets. The one existing 14.5-length curb cut (on Brannan Street) would be removed and the standard sidewalk and curb dimensions restored.

During the approximately 19-month construction period, excavation of approximately 1,140 cubic yards would occur across the site to a depth of approximately 2.5 feet for the building foundation. Construction equipment to be used would include excavators, loaders, dump trucks, backhoes, water trucks, a fixed crane, and jack hammers. The proposed building would be supported by a grid mat foundation on improved soil; impact pile driving is not proposed or required.

Appendices A and B show the project site location and proposed project figures.

PROJECT APPROVALS

The proposed 755 Brannan Street project would require the following approvals:

Actions by the Planning Commission

- The project shall require a large project authorization from the Planning Commission pursuant to Section [329](#) of the Planning Code.

Actions by other City Departments

- Approval of a site mitigation plan from the San Francisco Department of Public Health prior to the commencement of any excavation work.
- Approval of building permits from the San Francisco Department of Building Inspection for demolition and new construction.
- Approval of removal of on-street parking and installation of a white color curb from the San Francisco Metropolitan Transportation Agency.
- Approval of ADA-compliant ramp from the San Francisco Department of Public Works.

The approval of the large project authorization would be the *approval action* for the project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

PROJECT SETTING

The project site is rectangular-shaped and has frontages on Lucerne Street, Brannan Street, and Butte Place in San Francisco's Western South of Market neighborhood. The current property at 755 Brannan Street is a partial two-story office building (12,880 square feet). Adjacent to lot 181 on the same block is a three-story, 50-foot-tall, 12-unit live-work condominium building with 14 parking spaces (50 Lucerne Street). Immediately across Lucerne Street from the project site is a five-story, 50-foot-tall, 20-unit live-work condominium with 20 parking spaces (5 Lucerne Street). Across Butte Place from the project site is a three-story, 30-foot-tall industrial building. Across Brannan Street, the buildings are mostly one- and two-story industrial and office buildings. There are more four- and five-story residential buildings, near the

intersection of 6th Street and Brannan Street. The project site is located within ¼ mile of the San Francisco Flower Mart, discussed in the cumulative setting of this project's initial study checklist.

The project vicinity is a mixture of residential and industrial uses, with a few furniture retailers and a large United States Postal Office distribution annex to the south of the project site. The project site is not located within or adjacent to any historic districts. The on-ramp to the Interstate 280 freeway is located 430 feet north on Brannan and 6th streets. The Interstate 80 freeway is located 1,100 feet to the northwest of the project site. The San Francisco 4th and King streets Caltrain station is located within one-half mile of the project site to the northeast.

The project site is served by San Francisco Municipal Railway (Muni) bus lines: 8, 83X, 8AX, 8BX, 10, 12, 14X, 19, 27, 47, E, KT, and N and bicycle facilities that include dedicated bike lanes on 7th Street to the southwest and Townsend Street to the southeast of the project site; there is also a planned dedicated bike lane for Brannan Street, in front of the project site. Zoning districts in the vicinity of the project site are Residential – Mixed Use (RED-MX), Urban-Mixed-Use (UMU), Western SoMa Mixed-Use Office District (WMUO), Service and Light Industrial (SALI), and Public (P). Further to the south is the Mission Bay Redevelopment Area (MB-RA). Height and bulk districts in the project vicinity include 40-X, 45-X, 55-X, 68-X, 85-X, 110, and 105-J.

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 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 best suits the resource topic being analyzed.

The proposed project is located within the area of the city addressed under the *Western SoMa Community Plan*, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR). The Western SoMa PEIR evaluated the physical environmental impacts resulting from the rezoning of this plan area, including impacts resulting from an increase of up to 2,770 housing units. The cumulative impact analysis provided in this initial study uses updated analysis as needed to evaluate whether the proposed project could result in new or substantially more severe cumulative impacts than were anticipated in the Western SoMa PEIR. For example, the cumulative transportation analysis in this initial study is based on projected 2040 cumulative conditions, whereas the Western SoMa relied on 2025 cumulative transportation projections.

Additionally, the following is a list of reasonably foreseeable projects within one-quarter mile of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow effects).

- 630-698 Brannan Street (Case No. 2015-004256ENV) - Demolish the existing Flower Mart warehouse buildings and associated surface parking lots on six lots (Block 3778; Lots 1B, 2B, 4, 5, 47, and 48) on Brannan Street between 5th Street and 6th Street within the proposed Central SoMa Plan Area (the Property or Project Site). Construct a development with approximately 2,269,980 square feet of above-grade buildings and 458,523 square feet of below-grade parking

and loading, as follows: (1) 2,030,560 square feet of office space; (2) 94,420 square feet of retail/restaurant space; (3) a 125,000-square-foot new Flower Mart, including a 115,000-square-foot above-ground wholesale flower market facility and 10,000 square feet of accessory retail space controlled by the San Francisco Flower Mart; (4) a 20,000-square-foot above-grade loading dock, sufficient to accommodate eight large and medium-sized trucks, for wholesale flower market loading along an expanded shared service drive; (5) 345,119 square feet of below-grade office and retail parking; (5) 113,404 square feet of below-grade Flower Mart parking and loading; (6) plus a 40,612 square foot privately owned open space (POPOS) at grade level and three amenity decks above the new Flower Mart warehouse (collectively referred to as the Project).

- 552 Berry Street (Case No. 2015-015010ENV) - Interdepartmental Project Review meeting to discuss the following: The proposed project involves the demolition of the existing structures and the construction of a 4-story, 58-foot tall mixed-use building with a mezzanine level. The proposed building would include 42,247 square feet of Production, Distribution and Repair (PRD) space and 84,493 square feet of office space.
- 828 Brannan Street (Case No. 2015-015789ENV) - Demolish the exiting two-story building and to construct a 6-story residential building with ground-floor commercial space. The project would contain 61,000 gross square feet, with a total of 60 dwelling units in a mix of 25 studio units (including 5 loft units), 10 one-bedroom units, and 25 two-bedroom units. A 2,798 square foot commercial space would occupy the south end of the building's first floor, fronting on Brannan Street.
- 833 Bryant Street (Case No. 2019-000118PRJ) – Demolish existing site parking lot with one one-story building at NW corner of property. Construction of new 6-story residential apartment building 100 percent affordable housing, with associated offices and common spaces at ground floor, 146 dwelling unit and retail with no basement. New commercial space is proposed at NW corner.

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* (Western SoMa PEIR).³ This initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Western SoMa PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such topics are identified, no additional environmental review shall be required for the project beyond that provided in

³ San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report* (PEIR), Planning Department Cases No. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed June 3, 2016.

the Western SoMa PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

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

The Western SoMa PEIR identified significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind and shadow, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to cultural and paleontological resources, transportation and circulation, noise, air quality, and shadow. Mitigation measures were identified for the above impacts—aside from shadow—and reduced said impacts to less-than-significant levels except for those related to cultural and paleontological resources (cumulative impacts from demolition of historic resources), transportation (cumulative transit impacts on several Muni lines), noise (cumulative noise impacts), and air quality (program-level TACs and PM_{2.5} pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project involves the demolition of the existing two-story office building and construction of a 55-foot-tall (75-foot-tall with elevator penthouse), five-story, residential building approximately 45,749 square feet in size with 57 residential units. As discussed 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 Western SoMa PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Western SoMa PEIR in 2012, 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 Western SoMa plan area. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution 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 and B passage in November 201; and the Transportation Sustainability Program consisting of adoption of a transportation sustainability fee, effective January 2016; Planning Commission resolution 19579, effective March 2016; and adoption of a transportation demand management program, effective March 2017.
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).

- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan adoption in 2015 (see initial study Utilities and Service Systems section).
- San Francisco Health Code Article 22A amendments effective August 2013 (see initial study Hazardous Materials section).

State Density Bonus

Under Government Code section 65915, the state density bonus law, cities are required to grant density bonuses, waivers from development standards,⁴ and concessions and incentives⁵ when a developer of a housing project of five or more units includes at least 5 percent of those units as housing units affordable to moderate, low, or very low income households (between 50 and 120 percent of area median income).⁶ The amount of the density bonus and the number of concessions and incentives varies depending on the percentage of affordable units proposed and the level of affordability; generally, however, state law requires that cities grant between 7 to 35 percent density bonus, and up to three concessions and incentives, if a developer provides between 5 and 40 percent affordable units. Additionally, project sponsors are able to request waivers from development standards if the development standards physically preclude the project with the additional density or with the concessions and incentives.⁷ State law requires that rental units be affordable for a term of no less than 55 years, and that ownership units be affordable to at least the first buyer through a shared equity agreement.⁸ Local jurisdictions are required to adopt an ordinance implementing the state density bonus law; however, absent an ordinance, local jurisdictions are still required to comply with the law.⁹

⁴ "Development standard" includes a site or construction condition, including but not limited to a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation. (See Government Code section 65915(0)(1)).

⁵ Concessions and incentives mean: (1) a reduction in site development standards or a modification of zoning requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions; (2) approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located; or (3) other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable, financially sufficient, and actual cost reductions. (See Government Code section 65915.)

⁶ See generally, Government Code section 65915 et seq.

⁷ See Government Code section 65915(e).

⁸ See Government Code section 65915(c)(1) and (2).

⁹ See Government Code section 65915(a).

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 all of the following three criteria:

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

The proposed project meets each of the above criteria. Therefore, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.¹⁰

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, the OPR published for public review and comment a [Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA](#)¹¹ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling. Therefore, impacts and mitigation measures from the Western SoMa PEIR associated with automobile delay are not discussed in this initial study, including PEIR Mitigation Measure M-TR-1c: Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound Off-Ramp Intersection. Instead, VMT and induced automobile travel impact analyses are provided in the Transportation and Circulation section of this initial study.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
1. LAND USE AND LAND USE PLANNING—Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁰ San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis*, 755 Brannan Street, April 3, 2019. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2017-002951ENV.

¹¹ This document is available online at:

http://www.opr.ca.gov/docs/Revised_VMT_CEQAGuidelines_Proposal_January_20_2016.pdf.

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
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR determined that adoption of the *Western SoMa Community Plan* would not result in a significant impact related to land use. The Western SoMa PEIR anticipated that future development under the Community Plan would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No mitigation measures were identified in the PEIR.

As a result of the Western SoMa PEIR Addendum *Rezoning of Adjacent Parcels*¹², the project site was rezoned from SLI (Service/Light Industrial) to Residential Enclave-Mixed (RED-MX) district. The RED-MX district encompasses some of the clusters of low-scale, medium density, predominantly residential neighborhoods located along the narrow side streets of the Western SoMa area. Many parcels in these residential enclaves are underdeveloped and represent opportunities for new residential and low-intensity commercial uses. The proposed mixed-income residential uses are consistent with this designation.

The Current Planning and Citywide divisions of the Planning Department determined that the project is consistent with the San Francisco Planning Code, General Plan, and RED-MX zoning, and that the project's height, bulk, and density are consistent with that permitted under the state density bonus law (California Government Code section 65915).^{13,14} The project is consistent with objectives of the *Western SoMa Community Plan* by maximizing development potential in keeping with neighborhood character, providing a variety of dwelling unit mixes to satisfy an array of housing needs, and providing bicycle parking. The *Western SoMa Community Plan* requires that at least 40 percent of all dwelling units contain two or more bedrooms. The project proposes 57 dwelling units, 45 percent of which are two-bedroom units. The project is seeking a height concession pursuant to the state density bonus law to exceed the applicable 45-foot height limit. As proposed, with the allowable height concession pursuant to the state density bonus, the project is permitted in the RED-MX District and is consistent with the development density as envisioned in the *Western SoMa Community Plan*.^{15,16}

The Western SoMa PEIR determined that implementation of the Area Plan would not create any new physical barriers in the Plan Area because the rezoning and Area Plan do not provide for any new major roadways, such as freeways, that would divide the project area or isolate individual neighborhoods within it.

¹² San Francisco Planning Department, *Addendum to Environmental Impact Report*, September 25, 2013.
http://sfmea.sfplanning.org/2008.0877E_Adm.pdf

¹³ San Francisco Planning Department, *Community Plan Exemption Eligibility Determination*, Citywide Planning, 755 Brannan Street, February 21, 2018.

¹⁴ San Francisco Planning Department, *Community Plan Exemption Eligibility Determination*, Current Planning, 755 Brannan Street, January 26, 2018.

¹⁵ *Ibid.*

¹⁶ *Ibid.*

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 or regulation and, therefore, would not have the potential to contribute to a significant cumulative impact related to land use or 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 Western SoMa PEIR.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
2. POPULATION AND HOUSING— 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the *Western SoMa Community Plan* is to identify appropriate locations for housing to meet the citywide demand for additional housing. The Western SoMa PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in and of itself, result in adverse physical effects but 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 throughout the Plan Area. The Western SoMa PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project would result in the demolition of an existing two-story office building and construction of a five-story, 55-foot-tall residential building with 57 new residential units (47,151 gross square feet of residential use). Based on the average household size of 2.35¹⁷ and number of units, the proposed project would increase new residents by 134.

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

¹⁷ U.S. Census Bureau, San Francisco County, California, Families and Living Arrangements, Households, 2013-2017. Available online at: <https://www.census.gov/quickfacts/sanfranciscocountycalifornia>. Accessed April 10, 2019.

ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco County anticipate an increase of 137,800 households and 295,700 jobs between 2010 and 2040.¹⁸

The project's 57 units 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 Western SoMa's priority development area; thus, it would be implemented in an area where new population growth is anticipated.

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. Therefore, the housing and employment growth generated by the project would not result in new or more severe impacts than were identified in the Western SoMa PEIR. 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.

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 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, San Francisco is anticipated to grow by 137,800 households and 295,700 jobs between 2010 and 2040. Between 2010 and 2017, San Francisco's population grew by approximately 13,000 households and 137,200 jobs, leaving approximately 124,839 households and 158,486 jobs projected for San Francisco through 2040.^{19,20} As of the fourth quarter of 2018, approximately 70,960 net new housing units are in the pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.²¹ The pipeline also includes projects with land uses that would result in an estimated 94,600 new employees.^{22,23} As such, cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with

¹⁸ Metropolitan Transportation Commission and Association of Bay Area Government, *Plan Bay Area 2010 Final Supplemental Report: Land Use and Modeling Report*. July 2017. This document is available online at: <http://2040.planbayarea.org/reports>. Accessed November 7, 2018.

¹⁹ U.S. Census Bureau, American Fact Finder, 2010 Demographic Profile Data and 2010 Business Patterns, San Francisco County. Available online at: <https://factfinder.census.gov/faces/nav/jsf/pages/programs.xhtml?program=dec>. Accessed April 10, 2019.

²⁰ U.S. Census Bureau, Quick Facts, San Francisco County, California, Population Estimates July 1, 2017 and Households 2013-2017. Available online at: <https://www.census.gov/quickfacts/sanfranciscocountycalifornia>. Accessed April 10, 2019.

²¹ San Francisco Planning Department, 2018 Q4. Housing Development Pipeline. Available online at: <https://sfplanning.org/project/pipeline-report>. Accessed April 10, 2019.

²² Ibid.

²³ San Francisco Planning Department, Citywide Division, Information and Analysis Group, Scott Edmundson, March 19, 2019.

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.

Conclusion

The proposed project would contribute a small portion of the growth anticipated within the Western SoMa plan area under the *Western SoMa Community Plan* 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 significant physical environmental impacts related to population and housing that were not identified in the *Western SoMa Community Plan*.

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
3. CULTURAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Architectural Resources

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition.

The below section relies substantially on a Historic Resource Evaluation (*historic resource evaluation*) prepared for the proposed project, as well as the Planning Department's Preservation Team Review Form.^{24,25} The project site originally had three buildings (755 and 765 Brannan Street and 30 Lucerne Street). These three buildings were inventoried during the South of Market Historic Resources Survey. 765 Brannan was found to have low retention of historic architecture and was determined to be ineligible for national, state, or local designation through survey evaluation. Both 755 Brannan Street and 30 Lucerne Street were identified in the reconnaissance-level survey but not evaluated at the time. These buildings are the focus of the environmental evaluation for historic architectural resources; the *historic resource evaluation* evaluates all three buildings collectively as 755 Brannan Street, as described below.

²⁴ ICF, 755 Brannan Street, *Historic Resource Evaluation, Part 1*, July 2017.

²⁵ San Francisco Planning Department, 755 Brannan Street, *Preservation Team Review Form*, December 28, 2018.

The project site is not located in an existing historic district. Though a Western South of Market Light Industrial and Residential Historic District exists, the project site is located outside of the historic district's boundaries.²⁶ The subject property most notably housed the San Francisco Screw Products Co., an independent light manufacturing firm of screws and screw products from 1943 to the mid-1980s. As one of many similar businesses in the South of Market area, the subject property does not appear eligible for individual listing under Criterion 1. The subject property is not associated with the lives of persons important to local, California, or national history and therefore ineligible for listing under Criterion 2. The buildings at 755 and 765 Brannan Street were inventoried during the South of Market Historic Resources Survey, which was adopted by the Historic Preservation Commission in July 2010. Based on this survey, the existing buildings were assigned the California Historic Resources Status Code (CHRSC) of "6z" and "7r", respectively. A status code of "6z" indicates that the 765 Brannan Street building was found ineligible for designation; a status code of "7r" indicates that the 755 Brannan Street building was identified but not evaluated. The Planning Department's review of the consultant-prepared *historic resource evaluation* concluded that the subject property does not appear eligible for listing in local, state, or national registers.²⁷ Ultimately, the buildings were identified as ineligible under Criterion 3, related to the distinctive characteristics of a type, period, region, or method of construction. The subject property is not significant under Criterion 4, related to rare construction types.

As such, the proposed project would not result in the demolition or alteration of any historic resource. Therefore, it would not contribute to the significant historic resource impact identified in the Western SoMa PEIR, and no historic resource mitigation measures from the PEIR, such as Mitigation Measures M-CP-1a, M-CP-1b, or M-CP-1c, would apply to the proposed project. For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Western SoMa PEIR. For these reasons, the proposed project would not result in significant project-level or cumulative impacts on historic architectural resources that were not identified in the Western SoMa PEIR.

Archeological Resources

The Western SoMa PEIR determined that implementation of the community plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment and M-CP-4b: Procedures for Accidental Discovery of Archeological Resources apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of 5 or more feet below grade. The proposed project at 755 Brannan Street is anticipated to involve excavation below ground surface to only about 2.5 feet in depth, with approximately 1,000 cubic yards of soil disturbance.²⁸ However, the geotechnical report discusses the potential for soil improvement, such as compression grouting, which may require more excavation. Department staff prepared a *preliminary archeological review* on May 14, 2018 and found that the proposed 2.5 feet of excavation at the project site would have low potential to adversely affect archeological resources.²⁹ The preliminary review also concluded that if soil disturbance of 5 feet or greater, or the use of pilings or compression grouting are proposed in the final project design, additional archeological review would be needed. Excavation to a depth of 5 feet or compression grouting would be mitigated

²⁶ San Francisco Planning Department. *South of Market Historic Resource Survey Map*. <https://sf-planning.org/south-market-historic-resource-survey-map>. Accessed December 31, 2018.

²⁷ San Francisco Planning Department, *755 Brannan Street, Preservation Team Review Form*, December 28, 2018.

²⁸ H. Allen Gruen, *Addendum Letter to Preliminary Geotechnical Assessment, 755 Brannan Street*, April 25, 2018.

²⁹ San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review, 755 Brannan Street*, May 14, 2018.

through implementation of Mitigation Measure M-CP-4a, which is included as **Project Mitigation Measure 1a**. As the project description stands as of this analysis, the low potential for adversely affecting archeological resources would be mitigated with Mitigation Measure M-CP-4b. Therefore, Mitigation Measure M-CP-4b would apply to the project as **Project Mitigation Measure 1b**.

The full text of Project Mitigation Measure 1a: Project-Specific Preliminary Archeological Assessment and Project Mitigation Measure 1b: Procedures for Accidental Discovery of Archeological Resources appear in the "Mitigation Measure" section below. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures.

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 site specific and generally 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 Western SoMa PEIR. The project sponsor has agreed to implement Project Mitigation Measure 1. Therefore, the proposed project would not result in significant impacts on cultural resources that were not identified in the Western SoMa PEIR.

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

The Western SoMa PEIR did not evaluate vehicle miles traveled (VMT) or the potential for induced automobile travel; however, the analysis below evaluates the project's transportation effects using the VMT metric.

The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. Transportation system improvements included as part of the Western SoMa Community Plan were identified to have significant impacts related to loading, but the impacts were reduced to less-than-significant levels with mitigation.

The Western SoMa PEIR anticipated that adoption of the Western SoMa Community Plan could result in significant impacts on transit and loading, and identified two transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant levels. Even with mitigation, however, it was anticipated that the significant cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

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 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.³⁰ Accordingly, this initial study does not evaluate the project's impact on automobile delay or transit capacity.

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.³¹ Table 1 presents daily estimates. Table 2 presents p.m. peak hour estimates.

Table 1: Person and Vehicle Trip Estimates – Daily

Land Use	Daily Person Trips						Daily Vehicle Trips ¹
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Residential	93	24	105	141	11	373	108
Project Total	93	24	105	141	11	373	108
1. Automobile person trips, accounting for average vehicle occupancy data. Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines.							

Table 2: 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	
Residential	8	2	9	12	1	33	9
Project Total	8	2	9	12	1	33	9
1. Automobile person trips, accounting for average vehicle occupancy data. Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines.							

³⁰ San Francisco Planning Department, "Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum", February 14, 2019.

³¹ San Francisco Planning Department, *Transportation Calculations 755 Brannan Street*, May 3, 2019.

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 on potentially 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 19-months. During construction, the project may result in temporary closures of the public right-of-way. Construction associated with the proposed project would generate a maximum of 25 truck trips per day in addition to up to a maximum of 75 vehicle-trips by construction workers per day, depending on the construction phase. The project proposed up to 1,000 cubic yards of excavated materials to be disturbed and hauled off-site. Given the project site context and construction duration and magnitude, the project meets the screening criteria.

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 pedestrians, bicycle, transit and vehicular traffic.

Overall, the construction-related transportation impacts for the proposed project would be less than significant because they are temporary and intermittent in nature and limited in its effects.

Potentially Hazardous Conditions and Accessibility

The project would remove the existing curb cut at the project site's Brannan Street frontage and the standard sidewalk and curb dimensions restored. Additionally, the project sponsor has requested the SFMTA install a white color curb (passenger loading) zone at the project's Brannan Street frontage, reducing the number of on-street parking spaces. The existing curb cut in front of Butte Place would also be reconfigured to be accessible under the Americans with Disability Act. Additionally, a 4-foot-wide curb extension (bulb out) into Lucerne Street at the intersection with Brannan Street would be added to enhance pedestrian safety and slow vehicles turning on to Lucerne Street. The project would add 9 p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at project's proposed loading zones and be dispersed along nearby streets. None of these vehicles trips would be crossing over the sidewalk. The vehicle trips would cross over the proposed bicycle lane on Brannan Street, but the impact on bicyclists or nearby emergency services would not be substantial.

People driving and entering the passenger loading zone would have adequate visibility of people walking and bicycling and transit and private vehicles. In addition, the design of the project's loading zone would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people bicycling within the bicycle lane. Further, the project would include several changes to the public right-of-way that would lessen impacts (as note above). Therefore, the project would have 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 8 inbound 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 than 15 percent below the existing regional per capita average. The project meets this locational screening criterion and the project would have a less-than-significant vehicle miles traveled impact.

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. This screening criterion also indicates the project's uses would not cause substantial additional VMT.

Loading

The project is expected to generate approximately one daily truck trip for average and peak hour loading, anticipated as small delivery trucks and vans and large and small moving vans for residential move-in and move-out activities. This loading demand would be expected to be accommodated by the commercial loading spaces located approximately 75 feet south of the project site along Brannan Street. The sponsor has applied for a 36-foot-long passenger loading zone (white curb) at the project's Brannan Street frontage, removing two on-street parking spaces. If double parking were to occur in front of the building due to passenger loading, it would be infrequent. Therefore, impacts related to loading would be less than significant.

Cumulative Analysis

Construction

The projects construction timeline of 828 Brannan Street could overlap with the project's construction activities. However, no cumulative projects are located within the same block or intersection as the 755 Brannan Street project analyzed in this evaluation. The cumulative projects would be subject to the blue book. Given the context and 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 not result in a 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 Western SoMa plan area because of the plan and other cumulative projects. This volume increase would result in a potential for more conflicts between various ways of travel. The 828 Brannan Street project is located on the opposite side of Brannan Street one block to the southwest.

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 and bicycling within the sidewalk and roadway. As

described above, the project would include several changes to the public right-of-way that would lessen impacts. Cumulative projects would also include several changes to the public right-of-way that would lessen impacts. These changes include removing an existing driveway, adding a passenger loading zone, and extending a bulbout 4 feet into Lucerne Street. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative potentially hazardous conditions and accessibility impacts.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The PEIR used transit delay as significance criterion. The PEIR identified significant and unavoidable traffic congestion impacts on streets that public transit travels upon (e.g., 7th, 8th, and Townsend streets). The PEIR also identified significant and unavoidable 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 (traffic congestion and transit delay) and E-5 to E-8 (ridership and transit delay).

The project would add 9 p.m. peak hour vehicle trips and 9 p.m. peak hour transit trips. These trips would be dispersed along 6th, 7th, Bryant, and Townsend streets among Muni routes 8, 83X, 8AX, 8BX, 10, 12, 14X, 19, 27, 47, E, KT, and N. This minor amount of trips would not contribute considerably to cumulative transit delay. Cumulative projects would also improve public transit, including restriping of Brannan Street and the addition of turn lanes for emergency vehicle access. Therefore, the proposed project would not result in new or more severe transit delay impacts than were identified in the Western SoMa Community Plan PEIR.

Vehicle Miles Traveled

VMT by its nature is largely a cumulative impact. As described above, the project would not exceed the project-level quantitative thresholds of significance for VMT. Furthermore, the project site is an area where projected year 2040 vehicle miles traveled per capita is more than 15 percent below the future regional per capita average. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative vehicle miles traveled impact.

Loading

None of the cumulative projects listed above would impact the loading demand and availability of loading spaces at the project site, as none are within the project block nor are any on the same side of Brannan Street. Given the cumulative projects would not result in a loading deficit, the project, in combination with cumulative projects, would not result in a significant cumulative loading impact.

Conclusion

The Western SoMa PEIR projected substantial increases in public transit delay. The proposed project would not result in new or more severe transportation and circulation impacts than were identified in the Western SoMa PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
5. NOISE—Would the project result in:				
a) Generation of a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, office, and cultural/institutional/educational uses. In addition, the Western SoMa PEIR noted that implementation of the *Western SoMa Community Plan* would incrementally increase traffic-generated noise on some streets in the plan area and would result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels; three of these mitigation measures may be applicable to subsequent development projects.³²

PEIR Mitigation Measure M-NO-1c addresses impacts related to individual development projects containing land uses that could generate noise that exceeds ambient noise levels in their respective vicinities. The project site is located in an urbanized area with ambient noise levels typical of those in San Francisco neighborhoods. The existing traffic noise levels on Brannan Street is above 70 dBA (Ldn).^{33,34,35}

³² Western SoMa PEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d 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 Western SoMa PEIR determined that incremental increases in traffic-related noise attributable to implementation of the *Western SoMa Community Plan* would be less than significant and thus would not exacerbate the existing noise environment. Therefore, Western SoMa PEIR Mitigation Measures M-NO-1a, M-NO-1b, and M-NO-1d are not applicable. Nonetheless, for all noise-sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures M-NO-1a and M-NO-1b would be met by compliance with the acoustical standards set forth in the California Building Standards Code (Title 24 of the California Code of Regulations).

³³ San Francisco General Plan. *Environmental Protection Element, Map 1, Background Noise Levels – 2009*. Available online at: http://generalplan.sfplanning.org/images/l6.environmental/ENV_Map1_Background_Noise%20Levels.pdf. Accessed on February 28, 2018.

³⁴ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

The proposed project includes residential use. 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.³⁶ An increase of less than 3 dBA is generally not perceptible outside of controlled laboratory conditions.³⁷ The proposed project would generate 108 daily vehicle trips. The existing commercial use of the site generates approximately 45 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. Since the project does not include noise-generating uses, PEIR Mitigation Measure M-NO-1c is not applicable.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into section 1207 of the San Francisco Building Code and requires these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

PEIR Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures During Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project consists of the demolition of the existing building and the construction of a new five-story building, which would generate construction noise. Therefore, PEIR Mitigation Measure M-NO-2a (**Project Mitigation Measure 2**) is applicable to the proposed project. The proposed building would be supported by a mat foundation on improved soils and impact pile driving is not required. Since the building foundation would avoid vibration effects typically generated by pile-driving activities, PEIR Mitigation Measure M-NO-2b is not applicable to the proposed project.

In addition, all construction activities for the proposed project, which would occur over the course of approximately 19 months, are subject to the San Francisco Noise Ordinance. The noise ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment,

³⁵ The DNL or Ldn is the Leq, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. Leq is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

³⁶ Caltrans, *Technical Noise Supplement*, November 2009. Available at: <http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf>. Accessed: December 18, 2017.

³⁷ 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.

other than impact tools, must not exceed 80 dBA (L_{dn})^{38,39} at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of San Francisco Public Works (SFPW) or the Director of DBI to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise level by 5 dBA at the project site's property line, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of SFPW authorizes a special permit for conducting the work during that period.

The DBI is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.), and the police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the approximately 19-month construction period for the proposed project, occupants of nearby properties could be disturbed by construction noise. There may be times when construction noise could interfere with indoor activities in residences and businesses near the project site and be perceived as an annoyance by the occupants of nearby properties. Comment received during neighborhood notification included concerns about construction noise and disturbance on nearby residents (especially at 50 Lucerne Street and 5 Lucerne Street). The increase in project-related construction noise in the project vicinity would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 19 months), intermittent, and restricted in occurrence and level, as the contractor is subject to and would comply with the noise ordinance. Compliance with the noise ordinance and **Project Mitigation Measure 2** would reduce any construction-related noise effects on nearby residences to the greatest extent feasible.

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, topics 5c is not applicable to the proposed project.

Cumulative Analysis

The cumulative context for traffic noise analyses is typically confined to the local roadways nearest the project site. As project generated vehicle trips disperse along the local roadway network, the contribution of 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 feet from the project site.⁴⁰ Based on the list of projects under the Cumulative Setting section above, 833 Bryant Street, 828 Brannan Street, and the Flower Mart project are all within 900 feet of the project site and could potentially combine with the proposed project's noise impacts to

³⁸ The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

³⁹ The L_{dn} is the L_{eq} , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period, obtained after the addition of 10 dB to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). The L_{eq} is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

⁴⁰ This distance was selected because 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.

generate significant cumulative construction or operational noise. 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 Western SoMa PEIR determined that implementation of the *Western SoMa Community Plan* 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 a mitigation measure identified in the Western SoMa PEIR to reduce construction and operational noise, referred to as Project Mitigation Measure 2. 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 Western SoMa PEIR.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit diesel particulate matter (DPM), and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, they would not be able to reduce these impacts to a less-than-significant level.

Construction Dust Control

To reduce construction dust impacts, 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 Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. The proposed project would disturb less than a half of an acre. Therefore, a dust control plan per the Dust Control Ordinance is not required. However, in compliance with the Construction Dust Control

Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures. Compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant.

Criteria Air Pollutants

The Bay Area Air Quality Management District's (BAAQMD) *CEQA Air Quality Guidelines* (Air Quality Guidelines)⁴¹ provide screening criteria for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. The proposed mixed-use development involves the construction of 57 dwelling units, which would meet the Air Quality Guidelines criteria air pollutant screening levels for operation and construction.⁴² Since construction of the proposed project would generate criteria air pollutant emissions below applicable thresholds, PEIR Mitigation Measures M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants would not apply to the proposed project. The project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risk

Subsequent to certification of the Western SoMa PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance No. 224-14, effective December 8, 2014), generally referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the APEZ. The project site is within an APEZ. The APEZ, as defined in Article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration and cumulative excess cancer risk. The APEZ incorporates health vulnerability factors and proximity to freeways. Projects within the APEZ, such as the proposed project, 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

Emissions from past, present, and future projects contribute to any regional adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional non-attainment of ambient air quality standards. Instead, a project's individual emissions would contribute to any existing cumulative adverse air quality impacts.⁴³ The project-level thresholds for criteria air

⁴¹ Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*, 2017.

⁴² Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, 2017. Criteria air pollutant screening sizes for an Apartment, Low-Rise Building is 451 dwelling units for operational and 240 dwelling units for construction. Criteria air pollutant screening sizes for a Regional Shopping Center is 99,000 square feet for operational and 277,000 square feet for construction.

⁴³ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, page 2-1.

pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. PEIR Mitigation Measure M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards requires projects to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants.

For projects with construction activities located in an Air Pollutant Exposure Zone, such as the proposed project, compliance with Mitigation Measure M-AQ-7 would require submittal of a Construction Emissions Minimization Plan to the Environmental Review Officer for review and approval. Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would last approximately 19 months, and diesel-generating equipment would be required for the duration of the proposed project's construction phase. Since the project site is located within an identified Air Pollutant Exposure Zone, Mitigation Measure M-AQ-7 would apply to the proposed project (full text provided in the "Mitigation Measures" section below). Neighborhood comments received during the review period for this project raised concerns about construction air quality for existing residents living nearby—and immediately adjacent to—the proposed project. **Project Mitigation Measure 3** would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.⁴⁴ Compliance with this mitigation measure would result in less-than-significant health risk impacts from project-related construction vehicles and equipment.

Sensitive Land Uses

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

The proposed project is within the Air Pollutant Exposure Zone; therefore, in compliance with Article 38, the project sponsor submitted an initial application to the DPH.⁴⁵ The regulations and procedures set forth in Article 38 would ensure that exposure to sensitive receptors would not be significant. These requirements supersede the provisions of PEIR Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors. Therefore, PEIR Mitigation Measure M-AQ-3 is not

⁴⁴ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

⁴⁵ San Francisco Department of Public Health, *Application for Article 38 Compliance Assessment for 755 Brannan Street*, February 21, 2018.

applicable to the proposed project, and impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

Siting New Sources

Mitigation Measure M-AQ-4: Siting of Uses that Emit PM_{2.5} or DPM and Other TACs involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations. The project proposes construction of a five-story residential building containing 57 dwelling units. The project would not generate more than 10,000 vehicle trips or 1,000 truck trips per day or include a new stationary source, such as a diesel emergency generator, that would emit TACs as part of everyday operations. The project site is located within an identified Air Pollutant Exposure Zone and would result in an increase in construction- and operational-related criteria air pollutants, including from the generation of daily vehicle trips and energy demand. The proposed project is below the screening criteria provided in the Air Quality Guidelines for construction- and operational-related criteria air pollutants. Thus, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, Mitigation Measure M-AQ-4 is not applicable to the proposed project.

Cumulative Analysis

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add construction vehicle on-road trips and off-road emissions 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 PEIR Mitigation Measure M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards, which could reduce construction period emissions by as much as 94 percent. Implementation of this mitigation measure 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.

Conclusion

As explained above, with the implementation of mitigation, the proposed project would not result in any significant air quality impacts, either individually or cumulatively that were not identified in the PEIR.

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

The Bay Area Air Quality Management District (BAAQMD) has prepared guidelines and methodologies for analyzing greenhouse gas (GHG) emissions. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a

proposed project's GHG emissions and allow for projects that are consistent with a GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*⁴⁶ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 28.4 percent reduction in GHG emissions in 2015 compared to 1990 levels,⁴⁷ exceeding the year 2020 reduction goals outlined in the BAAQMD's *Bay Area 2017 Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{48,49} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,⁵⁰ B-30-15,^{51,52} and Senate Bill (SB) 32.^{53,54} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The Western SoMa PEIR determined that the goals and policies of the area plan were consistent with San Francisco's GHG reduction strategy and that implementation of the area plan policies would ensure that subsequent development would be consistent with GHG plans and would result in less-than-significant impacts with respect to GHG emissions.

The proposed project would increase the intensity of use by demolishing a two-story commercial building and introducing residential uses (57 residential units) to the project site. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

⁴⁶ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, July 2017. Available at http://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf, accessed February 28, 2018.

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

⁴⁸ 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 February 28, 2018.

⁴⁹ Executive Order S-3-05, Assembly Bill 32, and the *Bay Area 2017 Clean Air Plan* set a target of reducing GHG emissions to below 1990 levels by year 2020.

⁵⁰ Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at [http://static1.squarespace.com/static/549885d4e4b0ba0bff5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+\(June+2005\).pdf](http://static1.squarespace.com/static/549885d4e4b0ba0bff5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+(June+2005).pdf). Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

⁵¹ 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.

⁵² 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.

⁵³ 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.

⁵⁴ 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.

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

Compliance with the City's transportation management programs, Transportation Sustainability Fee, bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and Water Conservation and Irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁵⁵

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery and Recycling ordinances, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁵⁶ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).⁵⁷ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁵⁸

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations; and the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR.

⁵⁵ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁵⁶ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁵⁷ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁵⁸ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 755 Brannan Street*, March 22, 2018.

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create wind hazards in publicly accessible areas of substantial pedestrian use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Wind

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing, which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects less than 80 feet in height would not have the potential to generate significant wind impacts. The proposed 55-foot-tall (75-foot-tall including the elevator penthouse), five-story building would be similar in height to the existing five-story building adjacent to the project site. Therefore, the proposed project would not contribute to the significant wind impact identified in the Western SoMa PEIR, and Mitigation Measure M-WS-1 is not applicable.

For the above reasons, the proposed project is not anticipated to cause significant project-level or cumulative pedestrian wind impacts that were not identified in the Western SoMa PEIR.

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Shadow

The Western SoMa PEIR determined that implementation of the Plan and Rezoning of the Adjacent Parcels would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the PEIR.

Planning Code section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Parks Department between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The proposed project would construct a building 55 feet in height (with an elevator penthouse that rises to 75 feet in height). To determine whether the

proposed project would conform to section 295, the Planning Department conducted a preliminary shadow fan analysis, which determined that the project would not cast shadows on any public open spaces or recreational resources, including but not limited to parks under the jurisdiction of the San Francisco Recreation and Parks Department.⁵⁹ Comments received by nearby neighbors during the comment period expressed concern about increased shading on their private properties. CEQA review only analyzes shadow on Recreation and Parks Department and public open spaces. Therefore, the project would not contribute to the significant shadow impact identified in the Western SoMa Community Plan PEIR.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa Community Plan PEIR related to shadow.

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

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the PEIR.

In November 2012, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond, providing the Recreation and Park Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. The amended ROSE includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies locations where proposed open space connections should be built, specifically streets appropriate for potential “living alleys.” In addition, the amended ROSE identifies the role of both the Better Streets Plan and the Green Connections Network in open space and recreation. Green Connections are streets and paths that connect people to parks, open spaces, and the waterfront while enhancing the ecology of the street environment. Two routes identified within the Green Connections Network cross the Western SoMa Community Plan Area: Tenderloin to Potrero (Route 18) and Folsom, Mission Creek to McLaren (Route 20). Additionally, the proposal includes common and private open space for future residents of the building, in the form of private patios and a

⁵⁹ San Francisco Planning Department, *755 Brannan Street Shadow Fan Analysis*, April 26, 2018.

common 4,617-square-foot open space at the roof. Additionally, new residents would be within a quarter-mile of Victoria Manalo Draves Park to the north and the Mission Bay park network to the south.

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 at least two parks within a quarter-mile of the project site, and new parks are being proposed as part of the adjacent Central South of Market area plan key sites developments. 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 those resources. For these reasons, the proposed project would not combine with reasonably foreseeable future projects in the project 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 Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
11. UTILITIES AND SERVICE SYSTEMS— Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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 (NPDES) permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The NPDES 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 2045.⁶⁰

The San Francisco Public Utilities Commission (SFPUC) is in the process of implementing the Sewer System Improvement Program, which is a multi-billion dollar citywide upgrade to the city's sewer and stormwater infrastructure to ensure a reliable and seismically safe system.

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 proposed project would be designed to incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the City's Green Building Ordinance. The project's water supply demand would constitute a negligible increase relative to the existing and projected water supply demand for the city as a whole and is accounted for in the SFPUC's Urban Water Management Plan, which addresses water demand and supply through 2040.⁶¹ As such, sufficient water supplies are available to serve the proposed project is normal, dry, and multiple dry years, and the proposed project would not 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. This impact would be less than significant, and no mitigation measures are necessary.

⁶⁰ San Francisco Planning Department, *Biosolids Digester Facilities Project, Final Environmental Impact Report*, Case No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

⁶¹ San Francisco Public Utilities Commission, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016, <https://sfwater.org/modules/showdocument.aspx?documentid=9300>, accessed October 31, 2018.

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 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 134 residents 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.

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 Western SoMa PEIR.

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

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

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

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 located on Bryant Street between 6th and 7th Streets, approximately 650 feet north of the site. The closest fire station to the project site is Station 8, located at 4th and Bluxome streets, approximately 0.4 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 San Francisco Unified School District (school district) maintains a property and building portfolio that has capacity for almost 64,000 students.⁶² A decade-long decline in district enrollment ended in the 2008-2009 school year at 52,066 students, and total enrollment in the district has increased to about 54,063 in the 2017-2018 school year, an increase of approximately 1,997 students since 2008.^{63,64} Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.⁶⁵ However, the net effect of housing development across San Francisco is expected to increase enrollment by at least 7,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.⁶⁶

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the school district that projected student enrollment through 2040.⁶⁷ This study is being updated as additional information becomes available. The study considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.⁶⁸ In addition, it developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are subsidized, whether subsidized units are in standalone buildings or in inclusionary buildings, and other site-specific factors. For most developments, the study establishes a student generation rate of 0.80 Kindergarten through 12th grade students per

⁶² This analysis was informed, in part, by a Target Enrollment Survey the San Francisco Unified School District performed of all schools in 2010.

⁶³ San Francisco Unified School District, Facts at a Glance, 2018, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/sfusd-facts-at-a-glance.pdf>, accessed September 13, 2018.

⁶⁴ Note that Enrollment summaries do not include charter schools. Approximately 4,283 students enrolled in charter schools are operated by other organizations but located in school district facilities.

⁶⁵ San Francisco Unified School District, San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools, August 31, 2016, https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_pdf, accessed October 5, 2018.

⁶⁶ Lapkoff & Gobalet Demographic Research, Inc., Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District, February 16, 2018, p. 2, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analysesenrollment-forecast.pdf>, accessed October 5, 2018.

⁶⁷ Ibid.

⁶⁸ Ibid.

residential unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing developments, and 0.10 students per unit for market-rate housing.

The Leroy F. Greene School Facilities Act of 1998, or SB 50, restricts the ability of local agencies to deny land use approvals on the basis that public school facilities are inadequate. SB 50, however, permits the levying of developer fees to address local school facility needs resulting from new development. Local jurisdictions are precluded under state law from imposing school-enrollment-related mitigation beyond the school development fees. The school district collects these fees, which are used in conjunction with other school district funds, to support efforts to complete capital improvement projects within the city. The proposed project would be subject to the school impact fees.

The proposed project would be expected to generate eight school-aged children, some of whom may be served by the San Francisco Unified School District and others through private schools in the areas. The school district currently has capacity to accommodate this minor increase in demand without the need for new or physically altered schools, the construction of which may result in environmental impacts.

Impacts on parks and recreational facilities are addressed above in Topic E.10, 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 schooling. The fire department, the police department, the school district, and other city agencies have accounted 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 cumulative impact resulting from substantial adverse physical impacts 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 Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Western SoMa PEIR, the plan area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the plan area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects under the Western SoMa Community Plan would largely consist of new construction in heavily built-out former industrial neighborhoods, loss of vegetation or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the Western SoMa Community Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the Western SoMa Community Plan would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to less-than-significant levels.

PEIR Mitigation Measure M-BI-1a requires that building permits issued for construction of projects within the plan area include conditions of approval requiring pre-construction special-status bird surveys when trees would be removed or buildings would be demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. The proposed project, which involves demolition of a building, is subject to PEIR Mitigation Measure M-BI-1a, which is identified as **Project Mitigation Measure 4**.

PEIR Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or when vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would not remove any trees; the existing building that is proposed for

demolition is completely occupied. Therefore, PEIR Mitigation Measure M-BI-1b is not applicable to the proposed project.

Cumulative Analysis

As the proposed project would have no impact on special status species or sensitive habitats with the implementation of Project Mitigation Measure 4, 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, *Public Works Code* section 801 *et seq.*, 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 with respect to biological resources. Therefore, the proposed project would not result in a significant biological resources impact that was not disclosed in the Western SoMa PEIR.

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR concluded that implementation of the Western SoMa Community Plan would indirectly increase the population that would be subject to geologic hazards, including earthquakes, 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 risk, but would reduce them to an acceptable level given the seismically active characteristics of the San Francisco Bay Area. Therefore, the PEIR concluded that implementation of the Western SoMa Community Plan would not result in significant impacts related to geologic hazards. No mitigation measures were identified in the PEIR.

A geotechnical investigation was conducted to assess the geologic conditions underlying the project site and provide recommendations related to the proposed project's design and construction. Two borings were drilled across Lucerne Street from the project site at 727-729 Brannan Street. The findings and recommendations are summarized below.⁶⁹

The project site is anticipated to be underlain by 16 to 18 feet of sandy fill. The fill is anticipated to be underlain by soft Bay Mud deposits. Groundwater was encountered at varying depths of 3 to 5 feet below ground surface, and the project site is located in a liquefaction zone. The geotechnical investigation recommends that the proposed development be supported by a stiffened mat foundation on improved soil using ground improvement techniques, not including compaction grouting.⁷⁰ Drilled piers could also be considered for shoring excavation walls and underpinning adjacent buildings. Impact pile driving is not required or proposed.

The Seismic Hazards Mapping Act (seismic hazard act, located in Public Resources Code 2690 *et seq*), enacted in 1990, protects public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failures or hazards caused by earthquakes. The California Geological Survey designates the project site as within an area that may be prone to earthquake-induced ground failure during a major earthquake due to liquefaction hazard. Because of this, site design and construction must comply with the seismic hazard act, its implementing regulations, and the California Department of Conservation's guidelines for evaluating and mitigating seismic hazards. In addition to the seismic hazard act, adequate investigation and mitigation of failure-prone soils is also required by the mandatory provisions of the *California Building Code* (state building code, California Code of Regulations, Title 24). The *San Francisco Building Code* has adopted the state building code with certain local amendments. The regulations implementing the seismic hazard act include criteria for approval of projects within seismic hazard zones that require a project be approved only when the nature and severity of the seismic hazards at the site

⁶⁹ H. Allen Gruen, *Preliminary Geotechnical Assessment*, 755 Brannan Street, April 8, 2017. *Geotechnical Report Update* to Preliminary Geotechnical Assessment provided April 25, 2018.

⁷⁰ H. Allen Gruen, *Preliminary Geotechnical Assessment*, 755 Brannan Street, April 8, 2017. *Geotechnical Report Update* to Preliminary Geotechnical Assessment provided May 10, 2018.

have been evaluated in a geotechnical report and appropriate mitigation measures⁷¹ have been proposed and incorporated into the project, as applicable.

The proposed project is required to conform to the local building code, which ensures the safety of all new construction in the City. In particular, Chapter 18 of state building code, Soils and Foundations, provides the parameters for geotechnical investigations and structural considerations in the selection, design and installation of foundation systems to support the loads from the structure above. Section 1803 sets forth the basis and scope of geotechnical investigations conducted. Section 1804 specifies considerations for excavation, grading and fill to protect adjacent structures and prevent destabilization of slopes due to erosion and/or drainage. In particular, Section 1804.1, Excavation near foundations, requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift including seismic considerations. Sections 1808 (foundations) and 1809 (shallow foundations) specify requirements for foundation systems such that the allowable bearing capacity of the soil is not exceeded and differential settlement is minimized based on the most unfavorable loads specified in Chapter 16, Structural, for the structure's seismic design category and soil classification at the project site. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code, local implementing procedures, and state laws, regulations and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

Paleontological Resources

The Western SoMa PEIR determined that implementation of the plan would have low potential to uncover unique or significant fossils as geological materials that would be disturbed by construction excavations in the plan area would have little to no likelihood of containing unique or significant fossils. Therefore, the PEIR found less-than-significant impacts on paleontological resources.

The proposed project would involve excavation of approximately 2.5 feet below ground surface, and the project site is anticipated to be underlain by 10 feet of fill consisting of primarily loose to dense sand and gravel with building debris.⁷² Therefore, the project site has low sensitivity for unique paleontological resources.

Cumulative Analysis

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

⁷¹ In the context of the seismic hazard act, "mitigation" refers to measures that reduce earthquake hazards, rather than the Mitigation Measures that were identified in the programmatic EIR, which are required by the California Environmental Quality Act (CEQA) to reduce or avoid environmental impacts of a proposed project.

⁷² H. Allen Gruen, *Preliminary Geotechnical Assessment*, 755 Brannan Street, April 8, 2017.

Environmental impacts related to geology and soils are generally site-specific. All development within San Francisco would be subject to the same seismic safety standards and design review procedures of the California and local building codes and be subject 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

For these reasons, the proposed project would not result in significant project-level or cumulative impacts related to geology, soils, or paleontological resources that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
15. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The existing building occupies the majority of the property with impervious surfaces. The proposed building's footprint would not cover the entire project site, as open space in the form of private terraces exist on the first floor, fronting Butte Place. The proposed building footprint would, therefore, be less than the existing commercial building and would provide permeable paving in compliance with the Stormwater Management Ordinance. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the project site or an increase in the amount of runoff and drainage from the project site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10, effective May 22, 2010), the proposed project is required to comply with the stormwater design guidelines, incorporating low impact design approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

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 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 Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
16. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The Western SoMa PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous material; the potential for the Western SoMa Community Plan or subsequent development projects within the plan area to interfere with an adopted emergency response plan; and the potential for subsequent development projects within the plan area to expose people or structures to a significant risk with respect to fires.

Hazardous Building Materials

The proposed project would involve demolition of the existing buildings on the project site, which was constructed in 1943 and 1947, respectively. Because these structures were built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the proposed project would be required to implement PEIR Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, identified as **Project Mitigation Measure 5**. **Project Mitigation Measure 5** would require the project sponsor to ensure that any equipment containing PCBs or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of demolition. **Project Mitigation Measure 5** would reduce potential impacts related to hazardous building materials to a less-than-significant level.

For these reasons, the proposed project would not result in significant impacts related to hazardous building materials that were not identified in the Western SoMa PEIR.

Handling of Potentially Contaminated Soils

The Western SoMa PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent development

projects within the plan area. The PEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action, would reduce these impacts to a less-than-significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A (also known as the Maher Ordinance), which is administered and overseen by the Department of Public Health (DPH). Amendments to the Maher Ordinance became effective August 24, 2013 and require that sponsors for projects that disturb more than 50 cubic yards of soil retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code section 22.A.6. PEIR Mitigation Measure M-HZ-3, related to contaminated soil and groundwater, is therefore superseded by the Maher Ordinance.

The project site is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater.⁷³ The proposed project would require excavation to a depth of 2.5 feet below ground surface and the removal of 1,000 cubic yards of soil. Therefore, the project sponsor is required to retain the services of a qualified professional to prepare a phase I environmental site assessment that meets the requirements of Health Code section 22.A.6.

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

In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application and a phase I assessment to the department of public health.^{74,75} Based on the phase I assessment, the project site has been developed since at least 1887 when it was part of a residential area. In 1913, the site was shown to have a sales building in the northeast portion and several sheds in the other areas. From at least the 1920s, the area had various metal working businesses which included a foundry, a screw machinist company, and general metals grinding and warehousing. In 1931, most of the property was developed with the existing buildings. The 30 Lucerne Street area appeared vacant from historic maps. By 1949, the current configuration of buildings is shown. The project site was occupied from roughly 2000 to 2013 by miscellaneous photography related studios and processing facilities as well as a jewelry business. There was an underground storage tank (UST) below the sidewalk along the Lucerne Street frontage of the property. The presence of an unregistered, previously unknown UST was a *recognized environmental concern*⁷⁶. A contract for its removal was obtained and a Notice of Completion for the tank removal was issued on July 23, 2013, by the San Francisco Department of Public Health. After the UST was removed using applicable regulatory oversight and permitting procedures, and the appropriate regulatory agency has closed the case with no further work required, the historic presence of the UST is no longer a

⁷³ San Francisco Planning Department, *Expanded Maher Area Map*, March 2015. Available online at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf. Accessed September 20, 2016.

⁷⁴ John Carver Consulting, *Phase I Environmental Site Assessment*, 755 Brannan Street, San Francisco, CA, May 11, 2013.

⁷⁵ Martita Lee M Weden and Beronica Slattengren, SFDPH, *Phase I Environmental Site Assessment Approval*, 755 Brannan Street, San Francisco, CA, August 31, 2017.

⁷⁶ Recognized Environmental Condition - where the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water or the property.

recognized environmental condition. The phase I assessment concluded that there is no evidence that any additional environmental investigation at the site is warranted at this time. The proposed project would be required to remediate potential soil and/or groundwater contamination described above in accordance with Article 22A of the Health Code.

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 (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 past, present, or reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Conclusion

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR determined that the Western SoMa Community Plan would facilitate the construction of both new residential and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the DBI. 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 Western SoMa PEIR concluded that implementation of the Western SoMa Community Plan would not result in a significant impact on mineral resources. No mitigation measures were identified in the PEIR.

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

As the proposed project is located within the Western SoMa Community Plan area, there would be no additional impacts on mineral resources beyond those analyzed in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
18. ENERGY—Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Energy demand for the proposed project would be typical of residential 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.4, 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.

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 codifies the requirement for renewables portfolio standard to achieve 50 percent renewable by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable by 2030 and 100 percent by 2045.⁷⁷

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.⁷⁸ 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, the project would comply with the energy efficiency requirements of the state and local building codes and would not conflict with or obstruct implementation of city and State plans for renewable energy and energy efficiency.

⁷⁷ California Energy Commission, California Renewable Energy Overview and Programs. Available at: <https://www.energy.ca.gov/renewables/>. Accessed April 24, 2019.

⁷⁸ San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012. Accessed on April 24, 2019. Available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf.

Cumulative

All development projects within San Francisco would be 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 Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
19. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR determined that no agriculture or forest resources exist in the plan area; therefore the Western SoMa Community Plan would have no effect on agriculture and forest resources. No mitigation measures were identified in the PEIR.

Conclusion

As the proposed project is located within the Western SoMa Community Plan area, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
19. WILDFIRE. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structure to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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._____

MITIGATION MEASURES

Project Mitigation 1a - Project-Specific Preliminary Archeological Assessment (Western SoMa PEIR Mitigation Measure M-CP-4a). Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.

This archeological mitigation measure may apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation,

compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within those properties within the Draft Plan Area for which no archeological assessment report has been prepared.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) shall be prepared by an archeological consultant with from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall:

- Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps;
- Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing on the California Register;
- Determine if 19th or 20th century soils-disturbing activities may have adversely affected the identified potential archeological resources;
- Assess potential project effects in relation to the depth of any identified potential archeological resource;
- Provide a conclusion that assesses whether any California Register- eligible archeological resources could be adversely affected by the proposed project and recommends appropriate further action.

Based on the PAR or PASS, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design Treatment Plan (ARDTP) shall be required to more definitively identify the potential for California Register- eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The scope of the ARDTP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP Preservation Planning Bulletin No. 5).

Project Mitigation 1b - Procedures for Accidental Discovery of Archeological Resources (Western SoMa PEIR Mitigation Measure M-CP-4b). This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c).

The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the “ALERT” sheet.

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

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

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

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological 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 copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.

Project Mitigation 2 – General Construction Noise Control Measures (Western SoMa PEIR Mitigation Measure M-NO-2a). To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control

techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).

- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) 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, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

Project Mitigation 3 – Construction Emissions Minimization Plan for Health Risks and Hazards (Western SoMa PEIR Mitigation Measure M-AQ-7).

To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD

and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels. All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan is described in Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants.

Project Mitigation 4 – Pre-Construction Special-Status Bird Surveys (Western SoMa PEIR Mitigation Measure M-BI-1a). Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre- construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

Project Mitigation Measure 5 - Hazardous Building Materials Abatement (Western SoMa PEIR Mitigation Measure M-HZ-2).

The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

APPENDIX A: PROJECT SITE LOCATION

0 2.5 5 Miles

0 0.125 0.25 Miles

San Francisco

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

0 50 100 Feet

Butte Pl

Lucerne St

3784181

3784035

3784032

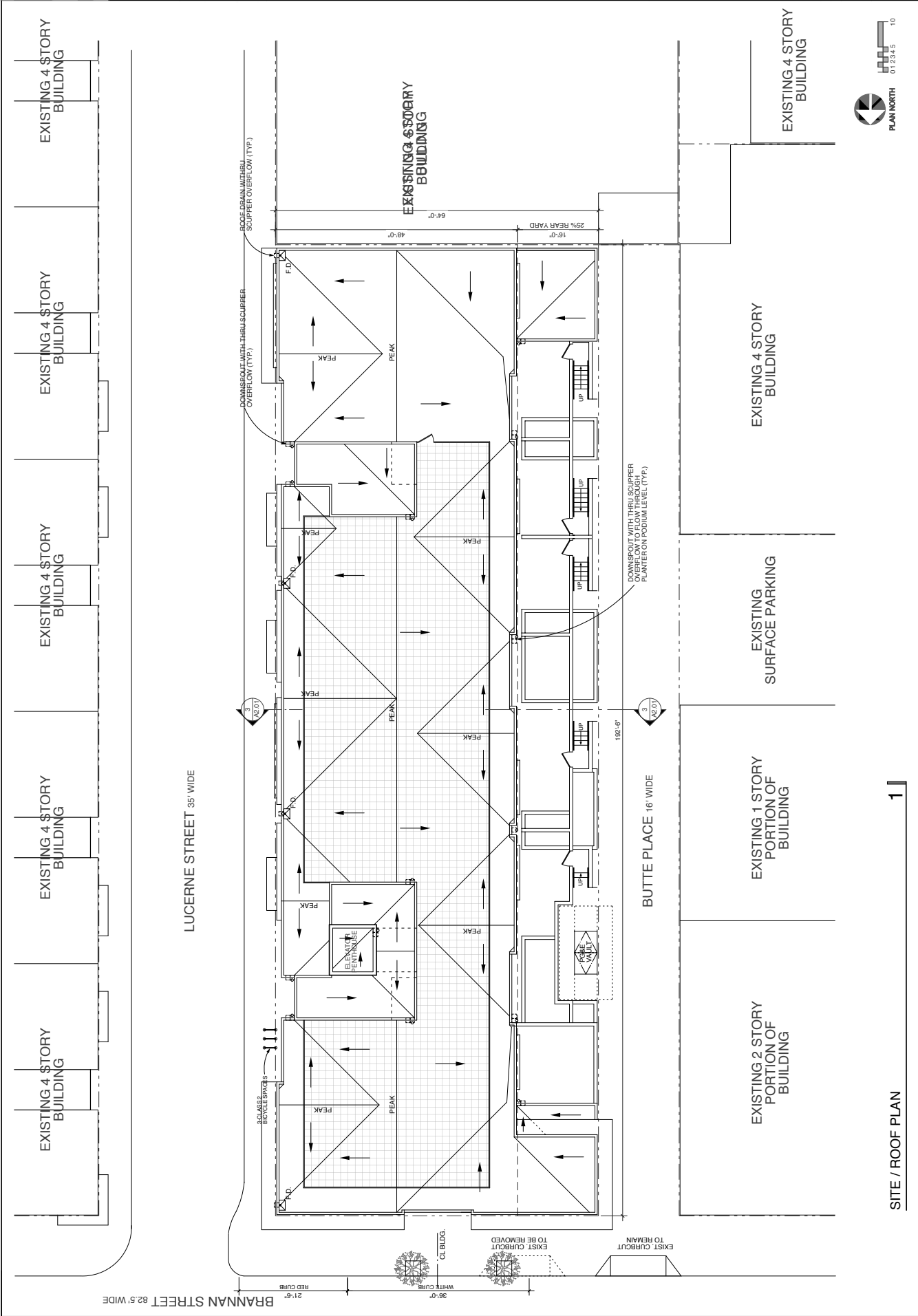
3784140-165 (20 lots)

3784181

APPENDIX B: PROJECT PLANS

755 Brannan Street

CONTENTS	<i>Plans shown for Analyzed Density Bonus Project</i>
Sheet A1.00	Proposed Site / Roof Plan
Sheet A1.00a	Existing and Proposed Site Plans
Sheet A1.01	Proposed Ground Floor Plan
Sheet A1.02	Proposed Second and Third Floor Plans
Sheet A1.03	Proposed Fourth and Fifth Floor Plans
Sheet A1.04	Proposed Roof Plans
Sheet A2.01	East and West (street) Elevations
Sheet A2.02	North and South (street) Elevations; South Building Section
Sheet A2.03	West (Butte Place) Elevation





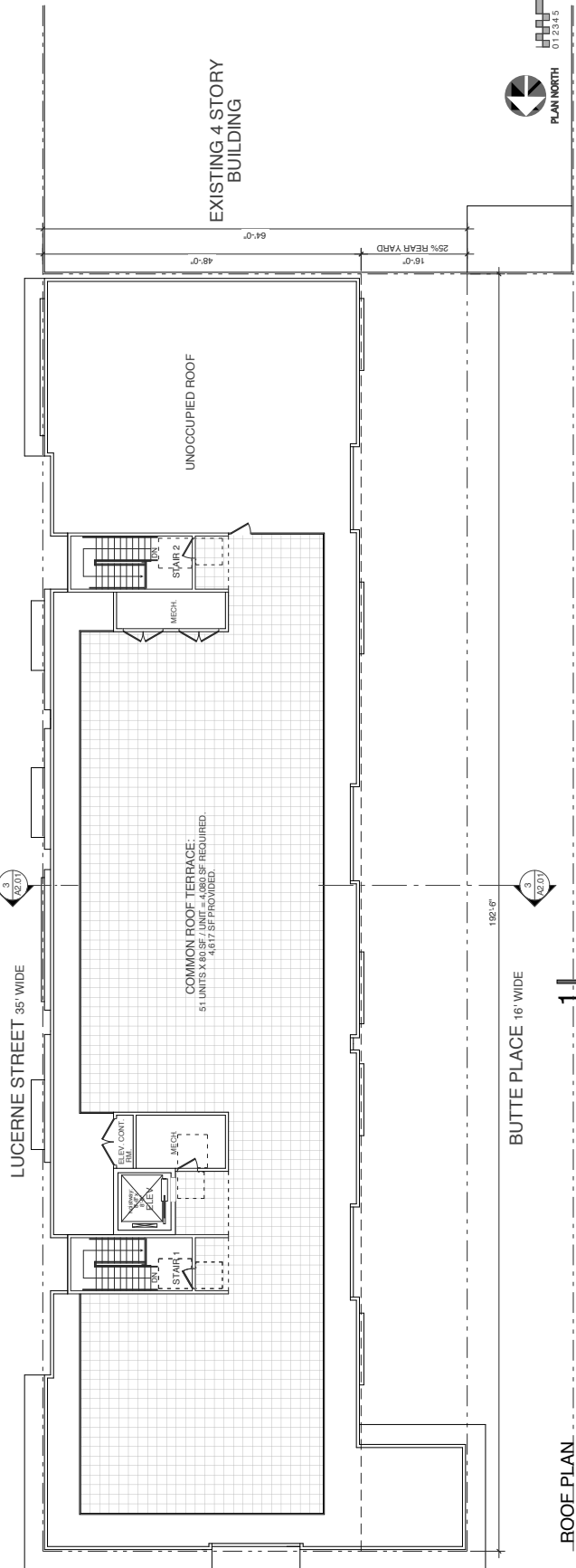
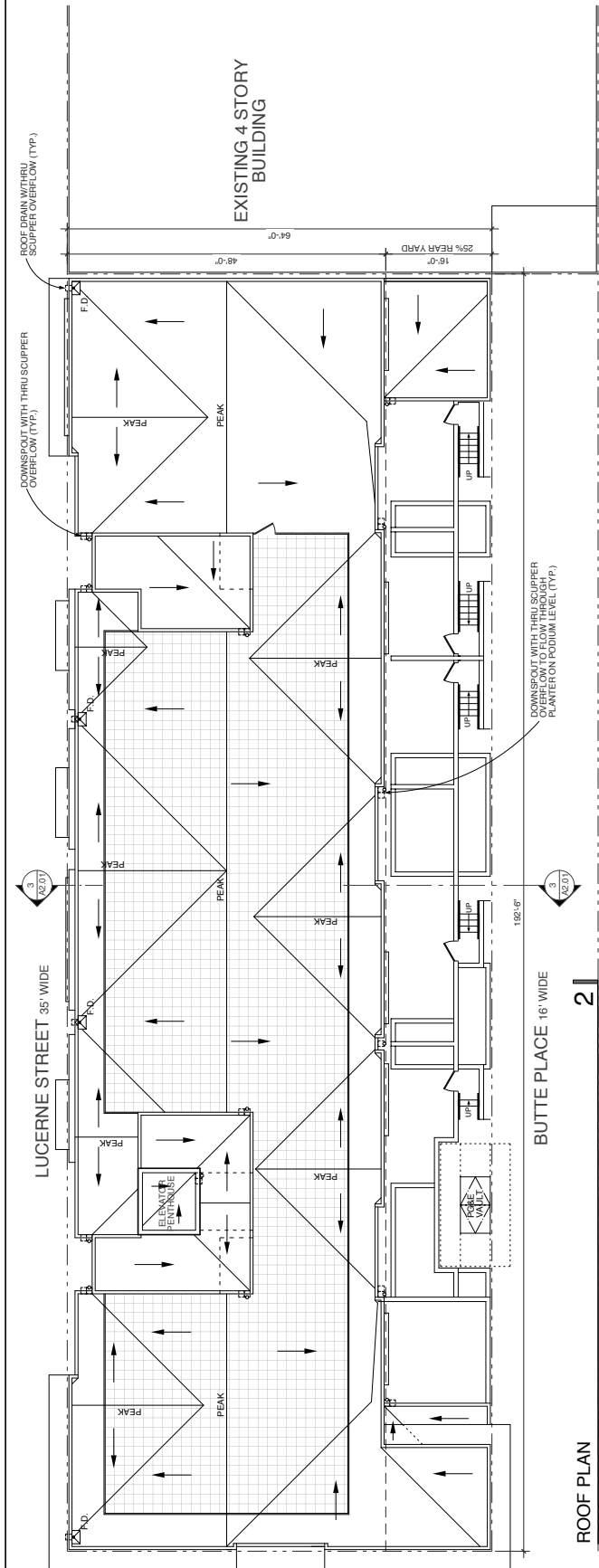
PROPOSED SITE PLAN

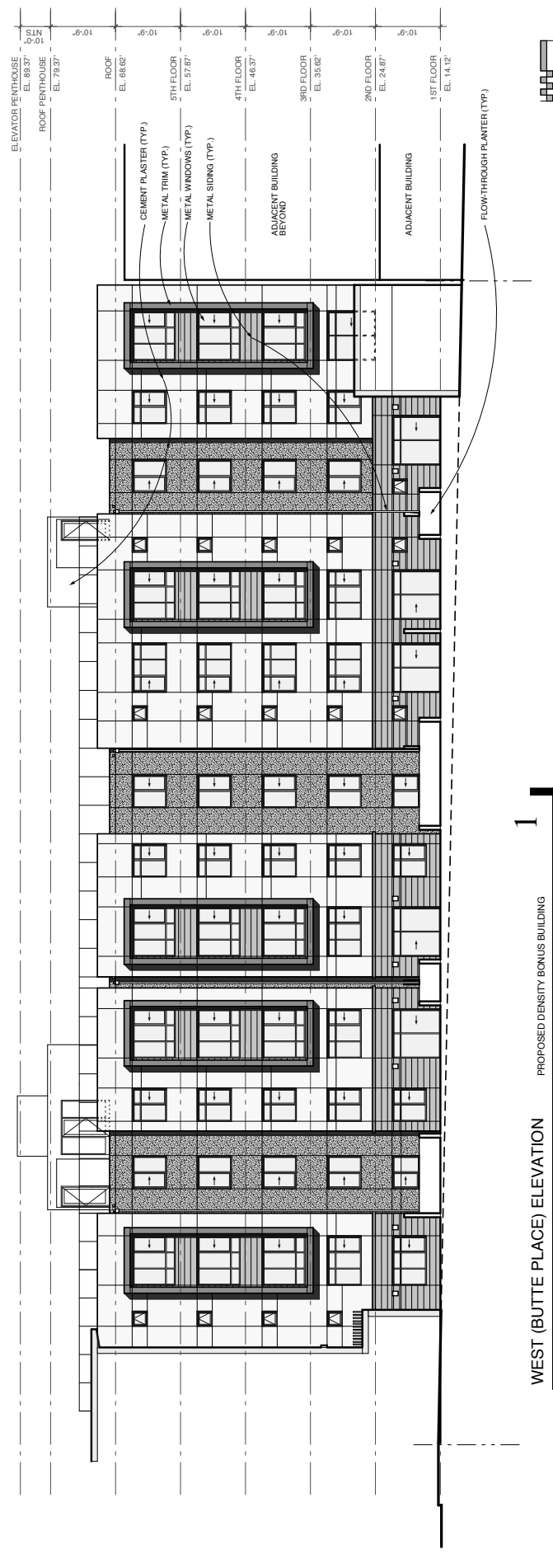


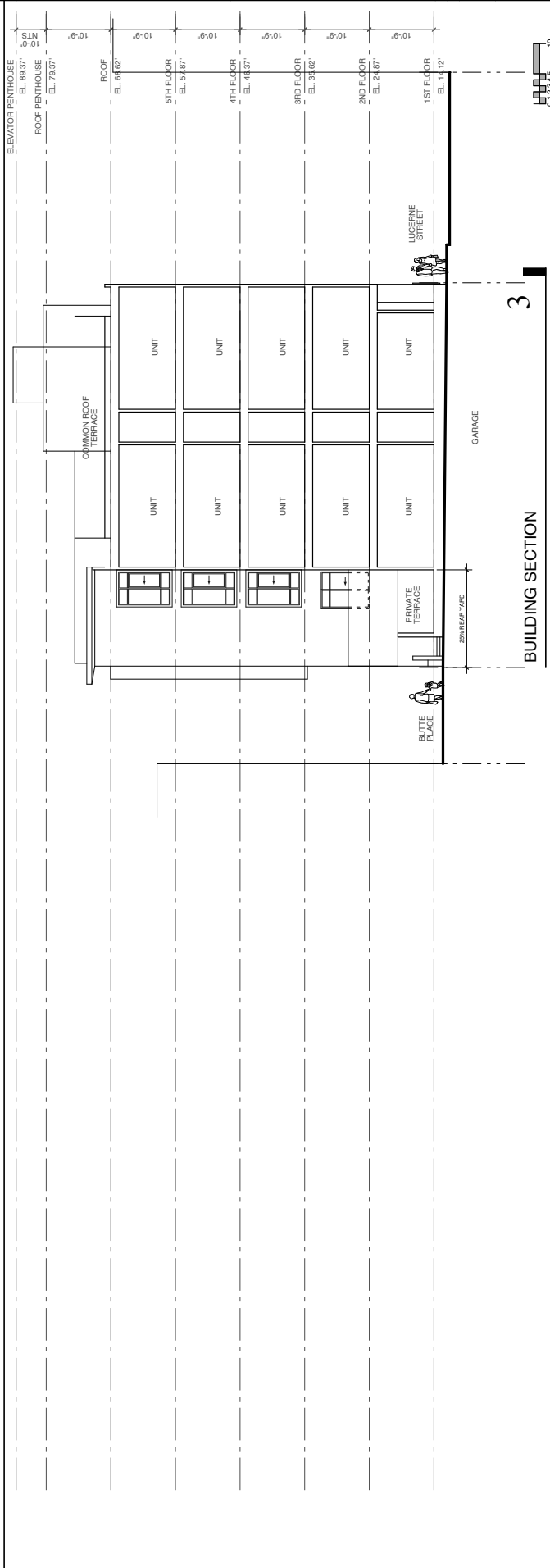
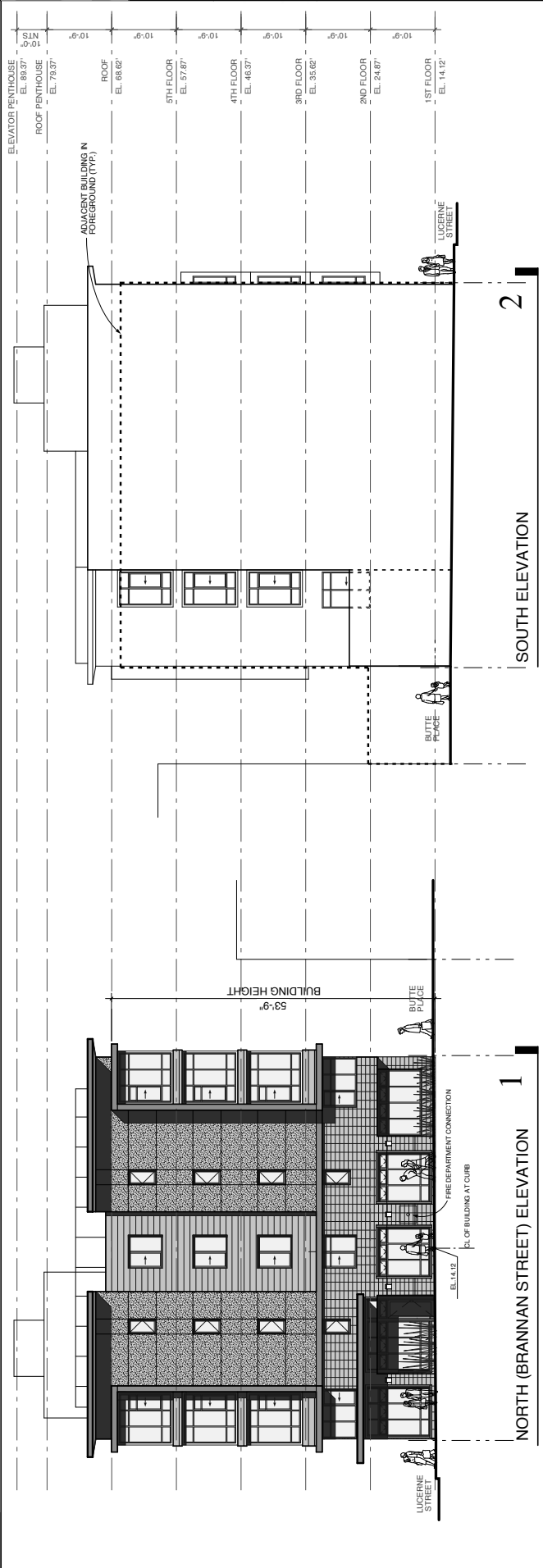
EXISTING SITE PLAN

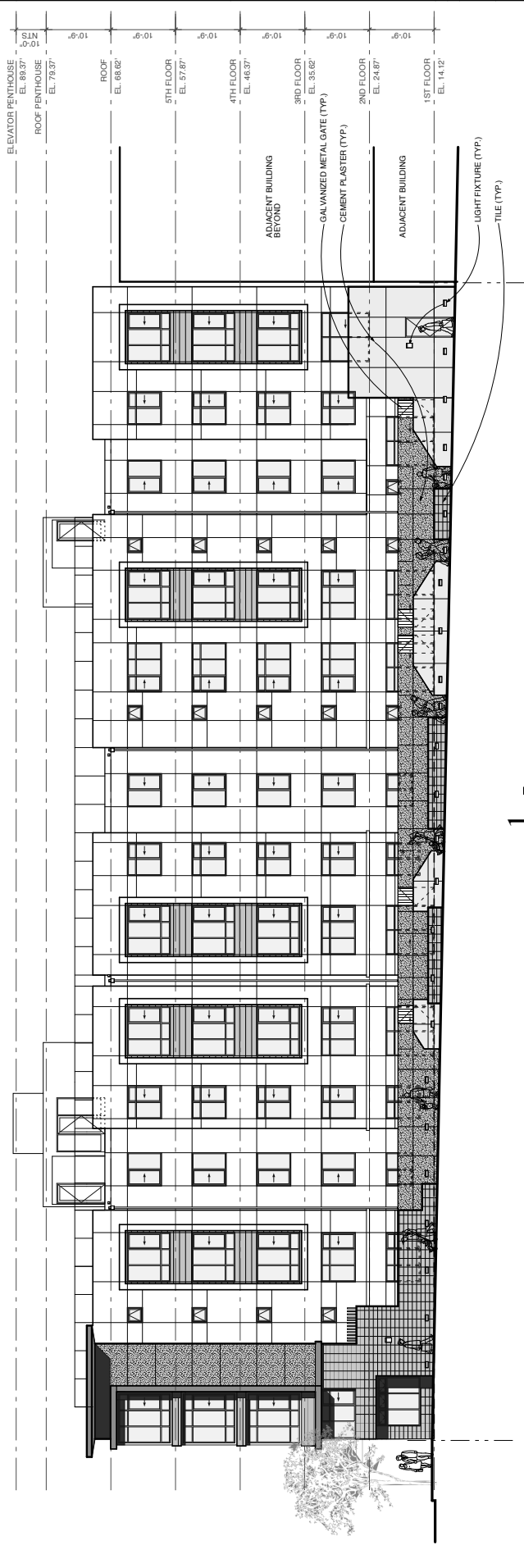
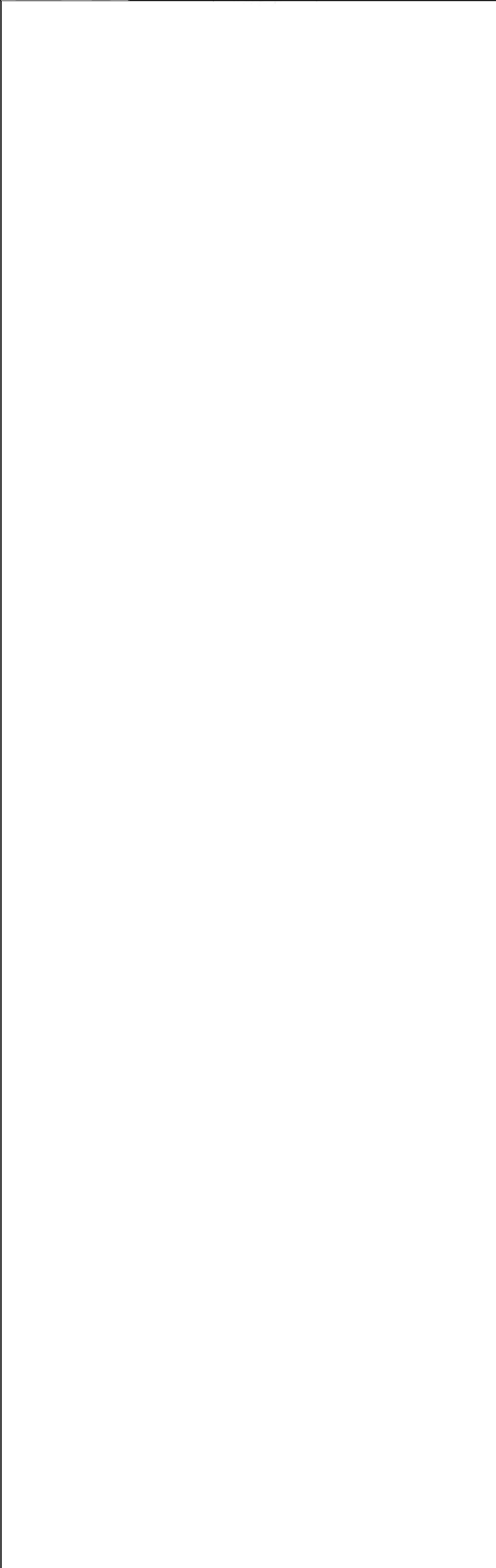


2 BR	6
1 BR	2
STUDIO	4
<u>TOTAL</u>	<u>12</u>









Insert Land Use Data Sheet



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 755 BRANNAN STREET
RECORD NO.: 2017-002951ENX

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

Reception:
415.558.6378

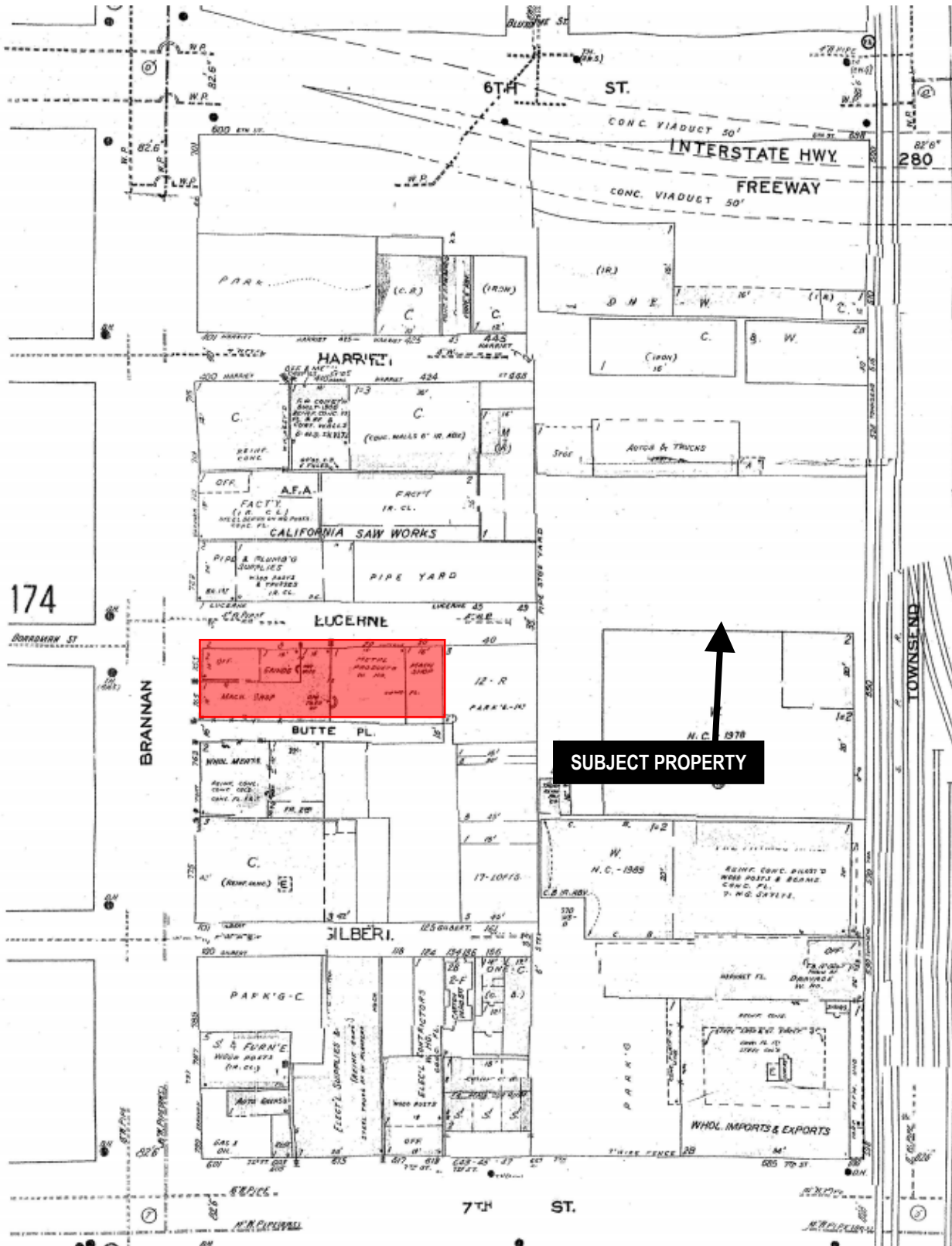
Fax:
415.558.6409

Planning
Information:
415.558.6377

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	0	0	0
Residential GSF	0	45,564	45,564
Retail/Commercial GSF	12,800	0	0
Office GSF	0	0	0
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	0	0	0
Medical GSF	0	0	0
Visitor GSF	0	0	0
CIE GSF	0	0	0
Usable Open Space	0	5,699	5,699
Public Open Space	0	0	0
Other ()	-	-	-
TOTAL GSF	12,800	51,263	51,263
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	8	8
Dwelling Units - Market Rate	0	49	49
Dwelling Units - Total	0	57	57
Hotel Rooms	0	0	0
Number of Buildings	1	0	1
Number of Stories	2	3	5
Parking Spaces	0	0	0
Loading Spaces	0	0	0
Bicycle Spaces	0	58	58
Car Share Spaces	0	0	0
Other ()	-	-	-



Sanborn Map*

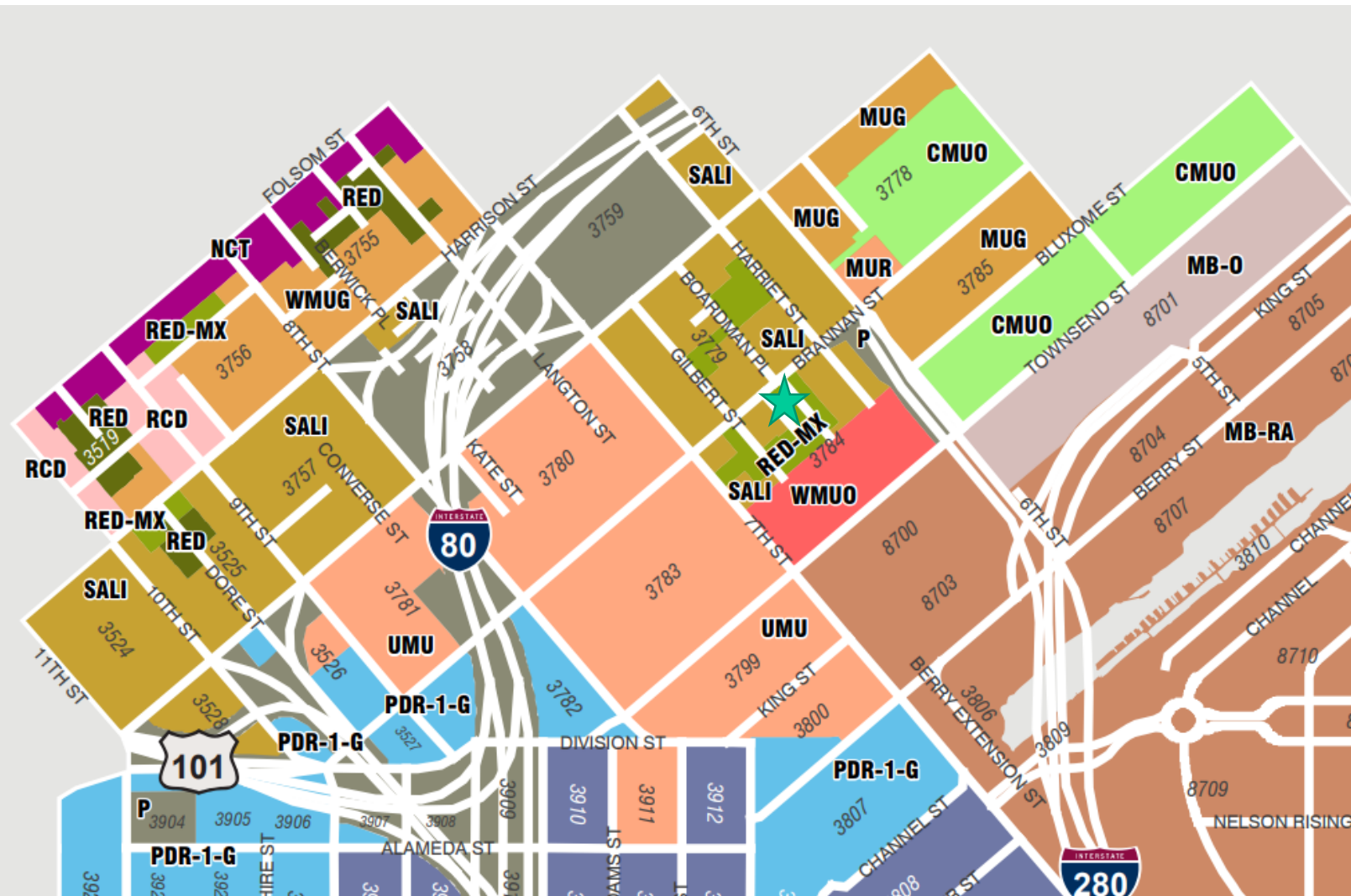


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street

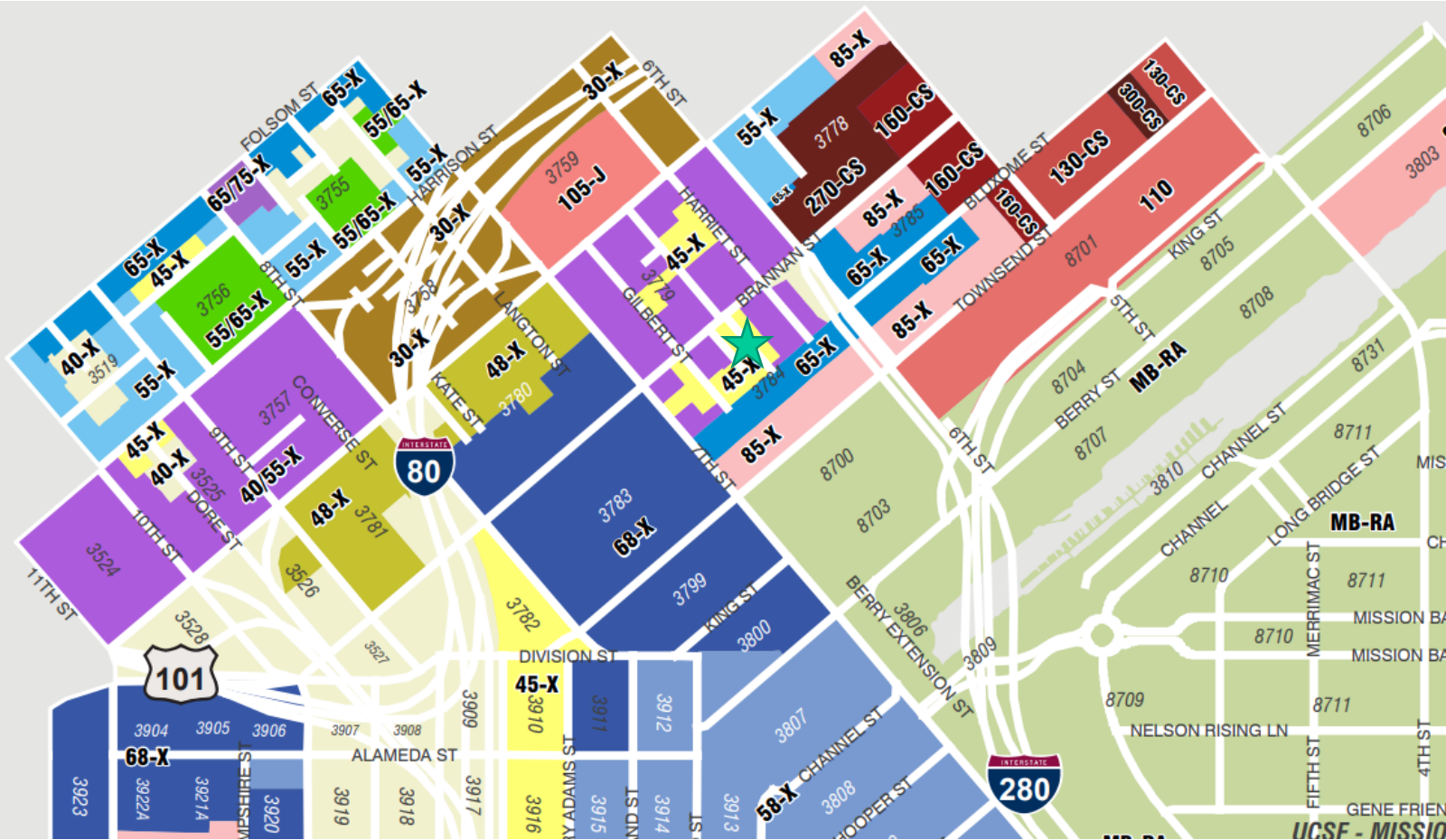


Zoning Map



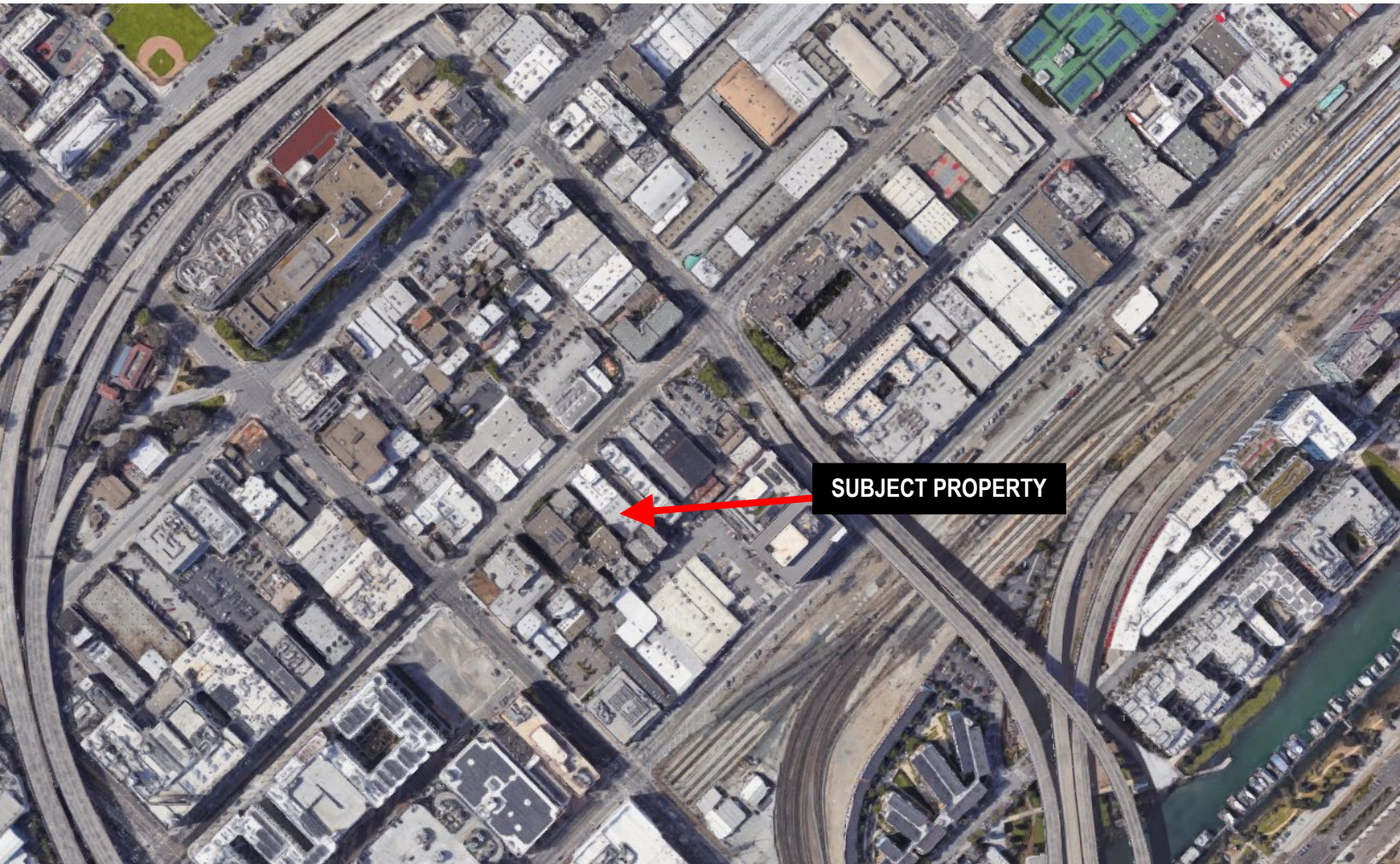
Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street

Height and Bulk Map



Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street

Aerial Photo – View 1



SUBJECT PROPERTY



Aerial Photo – View 2

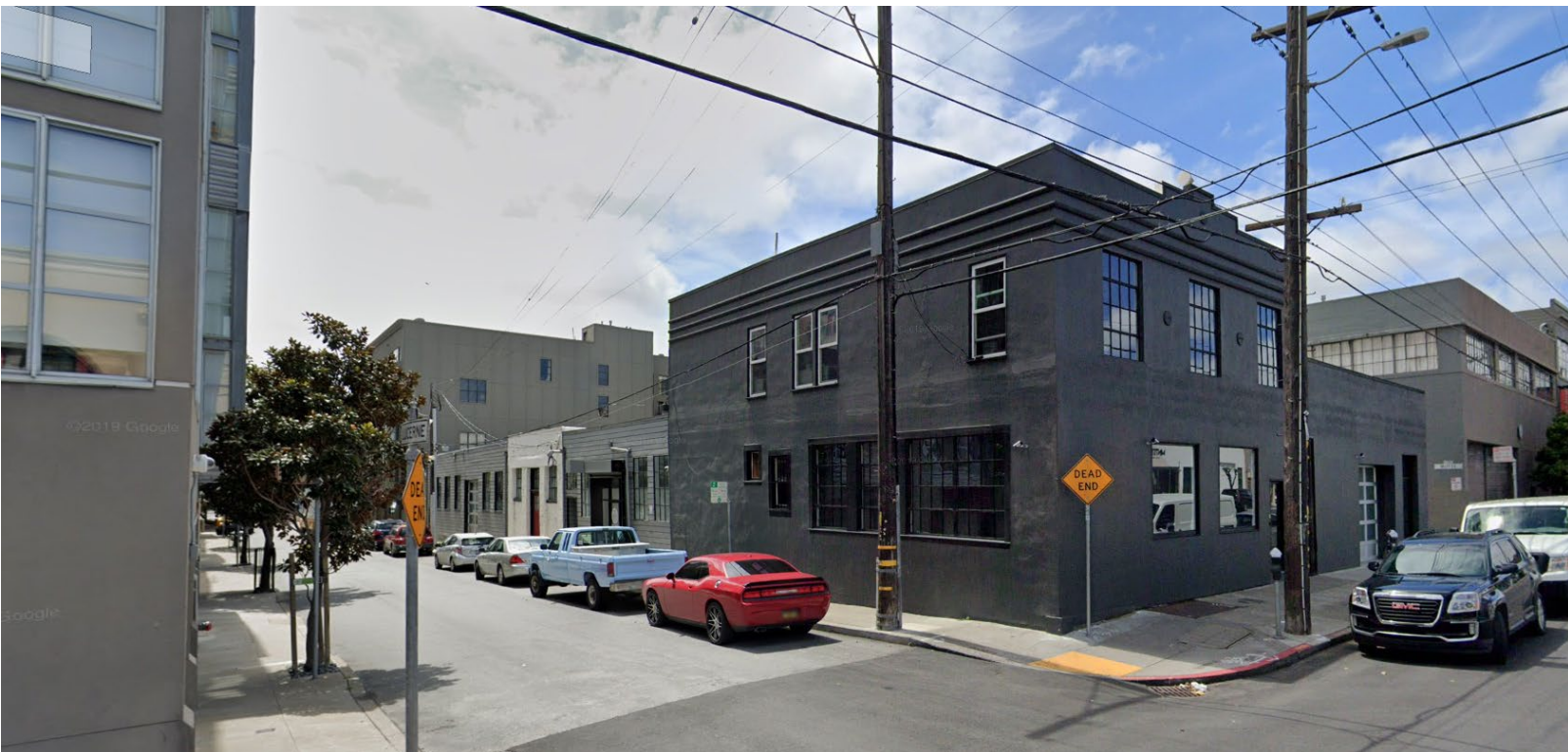


Context Photos

Subject Property on Brannan Street



Subject Property on Brannan Street @ Lucerne Street



Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street

Context Photos

Subject Property on Lucerne Street



Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street

Context Photos

Subject Property on Butte Place



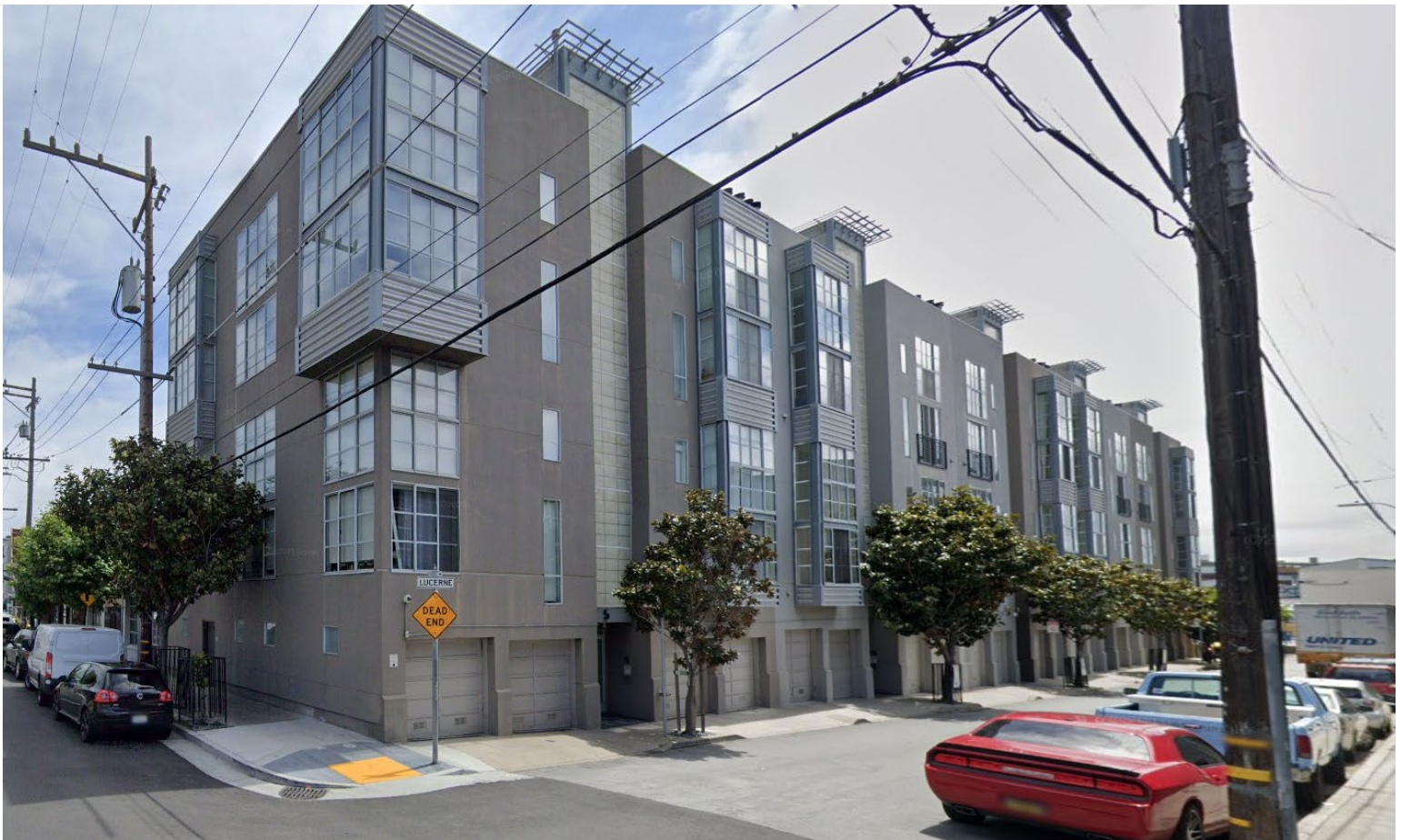
Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street

Context Photos

Portion of Opposite Side of Block on Brannan Street



Portion of Opposite Side of Block on Lucerne Street



Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street

Context Photos

Portion of Opposite Side of Butte Place



Large Project Authorization
Case Number 2017-002951ENX
755 Brannan Street



ASHLEY E. BREAKFIELD
abreakfield@fbm.com
D 415.954.4402

August 13, 2019

Via E-Mail

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

Re: 755 Brannan Street
Case No. 2017-002951ENX
Large Project Authorization and State Density Bonus Authorization
Hearing Date: August 22, 2019

Dear President Melgar and Commissioners:

I am writing on behalf of the SF Green Homes, LLC and its principal Joseph Harney, the project sponsor ("Project Sponsor") of the 755 Brannan Street project (the "Project"). The 12,320 square foot Project site is located on Brannan Street between two alleys, Lucerne Street and Butte Place (on the block bound by Brannan, 6th, Townsend and 7th Streets). The site is occupied by a two-story, 12,880 square foot commercial building originally constructed in 1943.

Project Description. The Project proposes to demolish the existing commercial building and construct a 45,564 square foot, 55-foot tall residential building containing 57 dwelling units (45.6% of which are 2-bedroom units). Eight of the base project's 45 units will be on-site inclusionary affordable units, an 18% inclusionary percentage. No on-site automobile parking is provided; rather, the Project provides 58 Class 1 and 3 Class 2 bicycle parking spaces. David Sternberg of Sternberg Benjamin Architects is the Project's Architect.

The Project site is in the Western SoMa Community Plan / Western SoMa Special Use District, the RED-MX (Residential Enclave-Mixed) zoning district, and the 45-X height and bulk district. A Large Project Authorization is required because the gross floor area is over 25,000 square feet. The underlying zoning allows a base project of 45 units in a four-story building, with 8 on-site affordable units (the required 18% on-site inclusionary percentage).

Consistent with state and local laws, the Project Sponsor is utilizing the State Density Bonus law (Planning Code § 206.6; Cal. Gov't Code § 65915) to increase the total number of dwelling units from 45 to 57 and to increase the height of the Project from four stories to five stories. The Code requires that the Project Sponsor pay the Inclusionary Fee for the additional square footage of the bonus units, at the off-site percentage of 30%.

In consultation with the Planning Department and neighbors, the Project design has been refined to increase the Project's compatibility with the neighborhood by removing an initially proposed underground parking garage and incorporating an opaque window design at the stairwells (both in response to community input). Additionally, the Project's design incorporates a 16-foot setback from Butte Place, a narrow 16-foot wide alley, to maintain a consistent street-wall along Lucerne Street, while widening the effective width of Butte Place from 16 feet to 32 feet and placing ground floor gardens along that narrow alley. Your Commission packet contains renderings, plans, elevations, and sections.

Pursuant to the State Density Bonus Law and Planning Code Section 206.6, the Project is entitled to the following waivers in order to obtain additional space for the bonus units:

- Modification of the 25% rear yard setback requirements. A 21.9% rear yard is located along Butte Place.
- Waiver of usable open space limitations in Western SoMa to allow the roof terrace to meet a portion of open space requirements;
- Waiver of the 45-X height limit to allow a 55-foot tall building;
- Waiver of Section 136(c)(2)(C) to allow Brannan Street bay windows that are not strictly compliant with the Planning Code; and
- Waiver of the Section 261.1 requirement for upper story setbacks along narrow alleys (Lucerne Street only).

Environmental Review. The Department staff has determined that the Project has no environmental impacts not already analyzed and mitigated by the Western SoMa Plan EIR. The Certificate of Determination – Community Plan Evaluation was issued on May 17, 2019.

Community Engagement. The Project Sponsor has met several times with its immediate neighbors, including residents at 11 Gilbert Street, 125 Gilbert Street, 161 Gilbert Street, 5-45 Lucerne Street, and 50 Lucerne Street, as well as with representatives of SOMA Pilipinas and the San Francisco Housing Action Coalition ("SFHAC").

In response to comments and concerns from the neighbors related to traffic and geotechnical issues, the Project Sponsor removed the proposed underground garage from the Project, and is installing opaque windows in the stairway adjacent to Lucerne Street. The Project Sponsor has reached an agreement with SOMA Pilipinas to support its neighborhood arts program, and is in discussions with the 50 Lucerne Street Homeowners Association regarding reimbursing that building for its costs to close up adjacent property line windows and repair the adjacent building wall. The Project has been endorsed by SFHAC, and its letter of support is included here as Attachment 1.

Property Line Windows at 50 Lucerne Street. 50 Lucerne Street is a 10-unit live/work building immediately adjacent to the Project site to the south that was built with several property line windows that face the common property line and provide light to 2 of the 10 units and one stairwell. These property line windows are not required for light and air to any unit, and all units have primary windows facing either Lucerne Street or Butte Place. 50 Lucerne Street has no yard of any kind and covers 100% of its lot. The 50 Lucerne Street units are all subject to a Declaration of Use Limitation (the “Declaration”, attached hereto as Attachment 2), which was recorded against title to the property prior to its construction. Under the Declaration, in the event that the Project site is developed such that 50 Lucerne Street’s property line windows are no longer in compliance with the Building Code, those windows must be closed off or protected. Thus the two residents of 50 Lucerne Street with property line windows were aware when they purchased their live/work units that, as a legal matter, any development on the Project site would likely result in the loss of their property line windows.

As the Commission is well aware, property line windows and private views are not protected under San Francisco’s Building or Planning Codes or Urban Design Guidelines. Any redesign of the Project to place its rear yard adjacent to 50 Lucerne (as requested by these two residents of 50 Lucerne) would result in the loss of several dwelling units. Providing a large light well adjacent to the property line windows could cause five to ten of the Project’s 2-bedroom units to be converted to 1-bedroom units, with the project falling below the 40% 2-bedroom requirement. Given the existing housing crisis and the need for affordable and market rate dwelling units in San Francisco, the Project Sponsor is unwilling to reduce the number of dwelling units or lose five 2-bedroom units to preserve property line windows that are not protected and are otherwise required to be removed per the Declaration.

The Project Sponsor understands that, while the neighbors at 50 Lucerne Street do not oppose the Project as a general matter, the two live/work unit owners with property line windows object to the their legal requirement to close up those windows. They have insisted upon a redesign of the Project to include a wide setback from their building along Lucerne Street and a forfeiture of the Butte Place rear yard.

The Project Sponsor has met with these concerned neighbors on a number of occasions, most recently at the Planning Department with members of the Department in attendance. While the Project Sponsor is willing to listen and respond to the community (as shown by the window and parking concessions it has already made), it cannot address this particular concern without significant impact on the Project, and is not required to do so by Code or the Urban Design Guidelines.

The Project Sponsor and Architect have demonstrated to these neighbors that it is not feasible to redesign the Project to incorporate a Lucerne Street setback, rather than a Butte Place setback. While one initial design for the Project included a Lucerne Street setback and no setback from Butte Place, the Planning Department advised the Project Sponsor in 2017 that, consistent with the Urban Design Guidelines, it could not build out to the Butte Place property line and that CEQA review of the Project would not commence until the Project was redesigned to incorporate a Butte Place setback, rather than a Lucerne Street setback. This was because (1)

the Butte Place alley is only 16 feet in width, and (2) such a build out would deprive the adjacent building across Butte Place from appropriate light and air. In order to keep the Project at 57 units and comply with the Planning Department's demand, the current design of the Project (with no setback along Lucerne Street) was implemented. The Planning Department confirmed in the meeting with the 50 Lucerne Street neighbors and the Project Sponsor on July 31, 2019, that its building massing requirement is final.

State Density Bonus/Large Project Authorization. As the City Attorney has advised the Commission, projects utilizing the State Density Bonus Law by providing on-site affordable units are entitled to local agency approval, waiver of development standards that could thwart the bonus units, and development standard concessions. Under the Density Bonus law, a local agency cannot deny a density bonus project's request for a waiver or reduction of a development standard unless certain statutorily specified findings, supported by evidence in the administrative record, are made. The state law regarding denial of a waiver or reduction of a development standard requires that a requested waiver or reduction "would have a specific, adverse impact as defined [by the Housing Accountability Act]¹ upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact." (Cal. Gov't. Code § 65915(e)(1)).

Here, there is no evidence in the record that the Project could have an adverse impact on public health or safety. In fact, the CPE establishes otherwise. And, the Planning Department has determined that no existing structure on the site is a historic resources. Accordingly, we submit that this State Density Bonus project is entitled to the requested large project authorization approval and density bonus waivers.

Even without these provisions of state law, the Project would warrant the Commission's approval. It meets the objectives and policies of the Western SOMA Community Plan, the General Plan and the Priority Policies of the Planning Code. The Project provides 8 affordable units at no cost to the City, payment of the Inclusionary Housing in lieu fee for the bonus units, as well as 49 additional market-rate units, on an underutilized commercial site.

¹ The Housing Accountability Act defines "specific adverse impact" as "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety." Gov't. Code § 65589.5(d)(2).

We look forward to the August 22 hearing. Please contact me prior to the hearing if we can provide any additional information.

Sincerely,



Ashley Breakfield

cc: Linda Ajello Hoagland, Planner
Joseph Harney, SF Green Homes, LLC
David Sternberg, Sternberg Benjamin Architects
Steven Vettel, Farella Braun & Martel

Enclosures

ATTACHMENT 1



PROJECT REVIEW REPORT CARD

Project Address: 755 Brannan Street, San Francisco, CA

Project Sponsor: SF Green Homes, LLC (c/o Joseph Harney)

Date of SFHAC Review: Initially, the project was reviewed on 8/22/18, and has received updates since.

Grading Scale

★ = The project meets the high standard set by local jurisdiction and/or SFHAC

★★ = The project exceeds SFHAC standards

★★★ = The project far exceeds SFHAC's standards and exhibits creativity in its proposed solutions

Criteria for SFHAC Endorsement

1. The Project must have been presented to the SFHAC Project Review Committee

2. The Project must score a minimum of ★ on any given guideline

<i>Guideline</i>	<i>Comments</i>	<i>Score</i>
Summary	Overall, having seen an extensive presentation from the project team, and remaining updated on the status of the project, San Francisco Housing Action Coalition's (SFHAC) Project Review Committee is proud to endorse the proposed project at 755 Brannan Street.	★
Land Use	The project team is proposing replacing a 2-story commercial building with 57 new homes for San Franciscans. This will infuse necessary residences into an area with dwindling Commercial use.	★
Density	The project will utilize the State Density Bonus to create a necessary additional 12 homes raising the total number of homes from 45 to 57.	★★
Affordability	The project will feature 18% affordability on the base project, a high percentage to achieve given the demands of the Bay Area.	★
Parking & Alternative Transportation	The project team has decided to prioritize more valuable amenities over parking, proposing zero parking for the project. Our Committee was extremely pleased with this decision, considering how well this area is served by transit. Encouraging transit ridership through residential proximity and design is the number one way we can achieve our shared sustainability goals. The project also includes 61 bicycle parking spaces to compliment the area's service by the 14X-Mission Express, 19-Polk, and 47-Van Ness, and Civic Center BART/MUNI station.	★★★
Preservation		n/a
Urban Design	The design incorporates strong activation elements, such as removing a curb cut on Brannan Street and inclusion of public realm improvements to increase walkability.	★
Environmental Features	The project will meet San Francisco's extremely high standards for environmentally-friendly design.	★
Community Benefits	Along with public realm improvements, the project also features a substantial number of two-bedroom homes in the unit-mix (45.6% of the total), in order to accommodate families.	★
Community Input	The project team engaged in a good-faith community outreach process, speaking with immediate neighbors regarding the design. The project was improved considerably through the elimination of parking to reduce vehicle traffic on Lucerne Street, which came at the request of neighbors.	★

ATTACHMENT 2

San Francisco Co Recorder's Office
Bruce Jamison, County Recorder

DOC - 94-F689389-00
Friday, SEP 23, 1994 10:41:57
REC \$6.00:PA5 \$2.00:M1C \$1.00
STP \$1.00:DSF \$6.00:
TEL Pg \$16.00 Mbr-0000241168
REEL 6223 IMAGE 0258 ota

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

JOHN P Talty
4207 SHELTER Creek Ln
San Bruno
CA 94066
DECLARATION OF USE LIMITATION

I/We JOHN PAUL Talty, OWNER OF THE HEREIN

DESCRIBED PROPERTY COMMONLY KNOWN AS: 50 LUCERNE ST
SAN FRANCISCO, ASSESSOR'S BLOCK 3784 LOT 94

HEREBY CONSENT TO THE WITHIN DESCRIBED LIMITATIONS THAT

In the event that the property located at, 50 LUCERNE ST
commonly known as, block 3784 lot 44, is improved in such a
manner that the openings in the building located at 50
LUCERNE ST no longer comply with the San Francisco building
code said openings shall be closed off or protected as required by
the Superintendent of the Bureau of Building Inspection.

THE HEREIN LIMITATIONS SHALL BE BINDING ON ME UNTIL AMENDED, BY
CONFORMING WITH THE SAN FRANCISCO BUILDING CODE REQUIREMENT'S.

(SIGNED) John Paul Talty

OWNER

DATE OF EXECUTION: 9-23-1994

SPACE BELOW FOR NOTARY ACKNOWLEDGEMENT

(ATTACH NOTARY HERE)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of CALIFORNIA

County of SAN FRANCISCO

F689389

On 9/23/94
DATE

before me, SUSAN YOUNG - NOTARY PUBLIC
NAME, TITLE OF OFFICER - E.G., "JANE DOE, NOTARY PUBLIC"

personally appeared JOHN PAUL TALTY
NAME(S) OF SIGNER(S)

☐ personally known to me - OR - ☒ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



WITNESS my hand and official seal.

Susan Young
SIGNATURE OF NOTARY

OPTIONAL SECTION

CAPACITY CLAIMED BY SIGNER

Though not required by law, the signer(s) should indicate the capacity in which he/she/they are acting on the document.

☒ INDIVIDUAL

☐ CORPORATE OFFICER/S

☐ PARTNER/S

☐ ATTORNEY-IN-FACT

☐ TRUSTEE/S

☐ GUARDIAN OF ESTATE/PERSON

☐ OTHER

SIGNER IS REPRESENTING:

NAME OF PERSON(S) OR ENTITY(ES)

JOHN PAUL TALTY

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED AT RIGHT:

Though the data requested here is not required by law, it could prevent fraudulent reattachment of this form.

OPTIONAL SECTION

TITLE OR TYPE OF DOCUMENT Declaration of Use Limitation

NUMBER OF PAGES 1

SIGNER(S) OTHER THAN NAMED ABOVE

DATE OF DOCUMENT 9-23-94


**San Francisco
Planning**

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

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419

July 12, 2019
Date

I, Ashley Breakfield
do hereby declare as follows:

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

755 Brannan Street, San Francisco

Address

3784/181

Block / Lot

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

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

2017-002951

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:

Linda Ajello Hoagland

Planner Name

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

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

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

☐ Yes ☒ No

(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?

☐ Yes ☒ No

Is this project a State Density Bonus Project?

☒ Yes Individually Requested ☐ No

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

C This project will comply with the Inclusionary Affordable Housing Program by:

- ☐ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)
- ☐ On-site Affordable Housing Alternative (Planning Code Sections 415.6)
- ☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)
- ☒ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)
- ☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)
- ☐ Land Dedication (Planning Code Section 419)

D If the project will comply with the Inclusionary Affordable Housing Program through an **On-site** or **Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative.

- ☐ **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- ☒ **Rental.** Exemption from Costa Hawkins Rental Housing Act.¹ The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
- ☐ Direct financial contribution from a public entity.
 - ☒ Development or density bonus, or other public form of assistance.
 - ☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

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

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

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

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

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

J If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

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

¹ California Civil Code Section 1954.50 and following.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on this day in:

San Francisco

Location

July 12, 2019

Date

Sign Here

Signature

Ashley Breakfield (Authorized Agent)

Name (Print), Title

415-954-4402

Contact Phone Number

cc: Mayor's Office of Housing and
Community Development
Planning Department Case Docket

UNIT MIX TABLES

Number of All Units In PRINCIPAL PROJECT:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
57	0	20	11	26	0

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

☐ On-site Affordable Housing Alternative (Planning Code Section 415.6): % of the unit total.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
LOW-INCOME	Number of Affordable Units	% of Total Units		AMI Level	
MODERATE-INCOME	Number of Affordable Units	% of Total Units		AMI Level	
MIDDLE-INCOME	Number of Affordable Units	% of Total Units		AMI Level	

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

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		OffSite 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 18 % of affordable housing requirement. (of 45 base units)

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

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
8		4	1	3	

2. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Income Levels for On-Site or Off-Site Units in Combination Projects:			
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
50%	5		
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
80%	1		
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
110%	2		

3. Fee 30 % of affordable housing requirement. (For bonus units only)

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

If yes, please indicate the bonus percentage, up to 35% 33%, and the number of bonus units and the bonus amount of residential gross floor area, if applicable Bonus units - 12 (11,765 additional GSF)

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

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

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

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

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

SF Green Homes, LLC

Company Name

Ashley Breakfield (Farella Braun + Martel LLP)

Name (Print) of Contact Person

235 Montgomery Street, 17th Floor)

Address

San Francisco, CA 94104

City, State, Zip

415-954-4402

Phone / Fax

abreakfield@fbm.com

Email

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

Sign Here

Signature:

Name (Print), Title:

Ashley Breakfield, Authorized Agent

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:

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: SF Green Homes, LLC	
PROPERTY OWNER'S ADDRESS: c/o Joseph Harney 1234 Mariposa Street, San Francisco, CA	TELEPHONE: (415) 865-6113 EMAIL: jharney@hcmcommercial.com

APPLICANT'S NAME: <div style="text-align: right;">Same as Above <input checked="" type="checkbox"/></div>	
APPLICANT'S ADDRESS:	TELEPHONE: () EMAIL:

CONTACT FOR PROJECT INFORMATION: Ashley Breakfield <div style="text-align: right;">Same as Above <input type="checkbox"/></div>	
ADDRESS: c/o Farella Braun + Martel LLP 235 Montgomery Street, 17th Floor San Francisco, CA 94104	TELEPHONE: (415) 954-4402 EMAIL: abreakfield@fbm.com

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR): Same as Property Owner <div style="text-align: right;">Same as Above <input checked="" type="checkbox"/></div>	
ADDRESS:	TELEPHONE: () EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT: 755 Brannan Street		ZIP CODE: 94103
CROSS STREETS: Lucerne Street and Butte Place		
ASSESSORS BLOCK/LOT: 3784 / 181	ZONING DISTRICT: RED-MX	HEIGHT/BULK DISTRICT: 45-X
PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS: NET INCREASE:
<input checked="" type="checkbox"/> New Construction	0	57 57
<input checked="" type="checkbox"/> Demolition		
<input type="checkbox"/> Alteration		
<input type="checkbox"/> Other: _____		

Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California? ☐ YES ☒ NO

1a. If yes, in which States? _____

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest? ☐ YES ☐ NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property? ☐ YES ☐ NO

If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

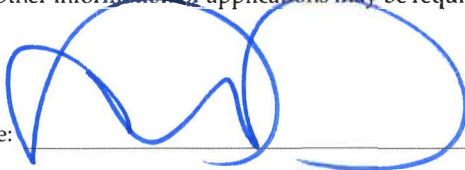
Human Rights Commission contact information
hrc.info@sfgov.org or (415)252-2500

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: Other information or applications may be required.

Signature: _____



Date: _____

August 13, 2019

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

Authorized Agent

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)	
755 Brannan Street		3784/181	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
PROJECT SPONSOR	MAIN CONTACT	PHONE	
SF Green Homes, LLC	Joseph Harney	415-865-6113	
ADDRESS			
1234 Mariposa Street			
CITY, STATE, ZIP		EMAIL	
San Francisco, CA		jharney@hcmcommercial.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
57	0	5 floors	\$16,966,950
ANTICIPATED START DATE			
Fall 2020			

Section 2: First Source Hiring Program Verification

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

Continued...

Section 3: First Source Hiring Program – Workforce Projection

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

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

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

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	\$40	0	6	Laborer	\$40	0	10
Boilermaker	N/A	0	0	Operating Engineer	\$45	0	6
Bricklayer	N/A	0	0	Painter	\$40	3	15
Carpenter	\$50	5	25	Pile Driver	N/A	0	0
Cement Mason	\$45	0	6	Plasterer	\$45	1	8
Drywall/Latherer	\$50	3	15	Plumber and Pipefitter	\$65	2	10
Electrician	\$60	2	10	Roofer/Water proofer	\$45	2	8
Elevator Constructor	\$150	1	4	Sheet Metal Worker	\$65	3	8
Floor Coverer	\$45	3	15	Sprinkler Fitter	\$65	1	6
Glazier	\$55	1	4	Taper	\$50	5	10
Heat & Frost Insulator	\$40	0	5	Tile Layer/Finisher	\$45	2	12
Ironworker	\$55	0	6	Other:			
TOTAL:			96	TOTAL:			93

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?

YES NO
☐ ☒
☐ ☒
☐ ☒
15

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Joseph Harney	joharney@yahoo.com	415 865 6113
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
(SIGNATURE OF AUTHORIZED REPRESENTATIVE)	(DATE)	
8/13/19		
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		