San Francisco Planning

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

EXECUTIVE SUMMARY
DOWNTOWN PROJECT AUTHORIZATION

HEARING DATE: July 29, 2021

Record No.:	**2019-012676DNX**
Project Address:	159 Fell Street
Zoning:	C-3-G (Downtown Commercial, General) Zoning District 85-X Height and Bulk District Van Ness and Market Residential Special Use District
Block/Lot:	0834/015
Project Sponsor:	Geoff Gibson Winder Gibson Architects 1898 Mission Street San Francisco, CA 94103
Property Owner:	159 Fell LP San Francisco, CA 94103
Staff Contact:	Kevin Guy – (628) 652-7325 kevin.guy@sfgov.org
Recommendation:	Approval with Conditions

Project Description

The Project includes demolition of the existing two-story building on the Project Site, and construction of a new seven-story building reaching a height of 85 feet, containing approximately 24 dwelling units, 2,000 square feet of ground-floor retail uses, 1,500 square feet of common open space (roof deck), and no off-street parking spaces. The Project includes a dwelling-unit mix consisting of 10 two-bedroom units, 12 one-bedroom units, and 2 studio units.

Required Commission Action

In order for the Project to proceed, the Commission must grant a Downtown Project Authorization, including exceptions for lot coverage and ground-level wind currents, pursuant to Planning Code Sections 148, 210.2, 249.33(B)(5) and 309.

Issues and Other Considerations

- **Exceptions.**
    - **Ground Level Wind Currents.** Planning Code Section 148 requires that buildings within C-3 Districts be designed to avoid creating exceedances of specified comfort criteria for ground-level wind speeds. In addition, where pre-existing wind speeds exceed the comfort criteria, Section 148 requires that buildings be designed to eliminate that exceedance. The project would not eliminate all existing comfort exceedances, but would not add any net new exceedances. The Project Site is narrow, presenting few opportunities to substantially alter the massing in a matter that would affect ground-level wind conditions. Reduction of building height would result in fewer dwelling units at a location that is well-served by transit and suitable for dense infill development.
    - **Lot Coverage.** Throughout the Market and Octavia Plan Area, on blocks with alleys, there is a strong pattern of buildings that extend from the primary street through to the alley. These buildings typically cover the vast majority of the lot. The Project is compatible with the prevailing development pattern in the area. Strict application of the lot coverage maximum on this narrow project site would reduce the number of dwelling units, and could significantly complicate the provision of common circulation and building services.
    - **The Hub.** The project site is within the boundaries of "The Hub", an area that was the subject of a recent focused planning effort to identify opportunity sites for increased housing near transit. As an infill development on a transit-rich opportunity site within 1.5 blocks of the Van Ness Muni Metro Station, the project is in keeping with the objectives of the planning process for The Hub.
- **Public Comment & Outreach.**
    - Support/Opposition: The Department has received correspondence from three people regarding the proposed project. Two of the letters came from adjacent business owners in support of the project. A third letter came from a resident of a nearby building which did not expressly oppose the project, but raised concerns that the project could reduce available light to residential properties on the block.

Environmental Review

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on July 14, 2021, 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 Market and Octavia Area Plan and was encompassed within the analysis contained in the Hub Plan Programmatic Environmental Impact Report. Since the Final EIR was finalized, there have been no substantial changes to the Market and Octavia Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the Final EIR.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Downtown Plan, the Market and Octavia Area Plan, and the Objectives and Policies of the General Plan. The project provides a diversity of unit types in a dense, walkable setting served by abundant transit. The project includes no parking, so residents will be motivated to favor walking and transit over private vehicular use.

Attachments:

Draft Motion – Downtown Project Authorization with Conditions of Approval
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination
Exhibit D – Maps and Context Photos
Exhibit E – Inclusionary Affordable Housing Affidavit
Exhibit F – Anti-Discriminatory Housing Affidavit
Exhibit G – First Source Hiring Affidavit

San Francisco Planning

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

PLANNING COMMISSION DRAFT MOTION

HEARING DATE: JULY 29, 2021

Record No.:	**2019-012676DNX**
Project Address:	**159 FELL STREET**
Zoning:	C-3-G (Downtown, General Commercial) 85-X Height and Bulk District Van Ness and Market Residential Special Use District
Block/Lot:	0834/015
Project Sponsor:	Geoff Gibson Winder Gibson Architects 1898 Mission Street San Francisco, CA 94103
Property Owner:	159 Fell, LP San Francisco, CA 94103
Staff Contact:	Kevin Guy – (628) 652-7325 Kevin.guy@sfgov.org

ADOPTING FINDINGS TO APPROVE A DOWNTOWN PROJECT AUTHORIZATION AND TO ALLOW EXCEPTIONS TO THE REQUIREMENTS FOR LOT COVERAGE AND REDUCTION OF GROUND-LEVEL WIND CURRENTS, PURSUANT TO PLANNING CODE SECTIONS 148, 210.2, 249.33(B)(5)AND 309, FOR A PROJECT TO DEMOLISH THE EXISTING TWO-STORY BUILDING AND CONSTRUCT A NEW SEVEN-STORY BUILDING REACHING A HEIGHT OF 85 FEET, CONTAINING APPROXIMATELY 24 DWELLING UNITS AND 2,000 SQUARE FEET OF GROUND-FLOOR RETAIL USES, LOCATED AT 159 FELL STREET, LOT 015 IN ASSESSOR'S BLOCK 0834, WITHIN THE C-3-G ZONING DISTRICT, THE VAN NESS AND MARKET RESIDENTIAL SPECIAL USE DISTRICT, AND THE 85-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 17, 2020, Geoff Gibson on behalf of 159 Fell LP (hereinafter "Project Sponsor") filed Application 2019-012676DNX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Downtown Project Authorization to demolish the existing two-story building and construct a new seven-story building reaching a height of 85 feet, containing approximately 24 dwelling units and 2,000 square feet of ground-floor retail uses (hereinafter "Project") at 159 Fell Street, Block 0834, Lot 015 (hereinafter "Project Site").

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Hub Plan Programmatic Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on May 21, 2020, by Motion No. 20707, 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 Hub 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 Hub Plan, the Commission adopted CEQA Findings in its Motion No. 20708 and hereby incorporates such Findings by reference.

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

On April 30, 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 Market and Octavia Area Plan and was encompassed within the analysis contained in the Hub Plan EIR. Since the Hub Plan EIR was finalized, there have been no substantial changes to the Market and Octavia Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Hub Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On July 29, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Downtown Project Authorization Application No. 2019-012676DNX.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2019-012676DNX is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Downtown Project Authorization as requested in Application No. 2019-012676DNX, 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 building on the Project Site, and new construction of a new seven-story building reaching a height of 85 feet, containing approximately 24 dwelling units, 2,000 square feet of ground-floor retail uses, 1,500 square feet of common open space (roof deck), and no off-street parking spaces.

3. **Site Description and Present Use.** The Project Site measures approximately 3,300 square feet, with approximately 28 feet of frontage each on Fell and Hickory Streets. The property contains an existing two-story building that is currently vacant, but was most recently occupied by "Bruce's Automotive", an automotive repair use.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the C-3-G Zoning District and the Van Ness and Market Residential Special Use District, within the Market and Octavia Area Plan and the Downtown Area Plan. It is also within the boundaries of "The Hub", an area that was the subject of a recent focused planning effort to identify opportunity sites for increased housing near transit. The immediate context is mixed in character with residential, institutional uses, and civic uses. The Hayes Valley neighborhood is located to the west, and is characterized primarily by residential buildings, or mixed-use buildings with residential uses situated over ground-floor retail spaces. Blocks to the north are occupied by large performing arts spaces, including Davies Symphony Hall, the War Memorial Opera House, and the Herbst Theater. The Civic Center area is situated to the east and northeast of the Project Site, and includes a wide variety of civic and cultural uses include City Hall, Bill Graham Civic Auditorium, the Asian Art Museum, the main branch of the San Francisco Public Library, several judicial buildings, and a number of administrative offices for the City and County of San Francisco. The areas to the south of the Project Site are in transition, with several significant development projects that are either entitled or under construction on sites fronting on Market Street between Van Ness Avenue and Franklin Street. Other zoning districts in the vicinity of the project site include: P (Public), NCT-3 (Neighborhood Commercial-Moderate Scale, Transit), and the Hayes Valley NCT (Neighborhood Commercial Transit) Zoning District.

5. **Public Outreach and Comments.** The Department has received correspondence from three people regarding the proposed project. Two of the letters came from adjacent business owners in support of the project. A third letter came from a resident of a nearby building which did not expressly oppose the project, but raised concerns that the project could reduce available light to residential properties on the block.

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

   A. Use. Planning Code Section 210.2 specifies that residential uses and retail uses are principally permitted within the C-3-G District. Furthermore, this Section specifies that residential uses are not subject to numerical density limits, and that density is regulated by the permitted height and bulk,

and required setbacks, exposure, and open space of each development lot.

The Project proposes 24 dwelling units, as well as approximately 2,000 square feet of ground-floor retail use. The Project complies with all physical development standards applicable to the Project Site, aside from the limitations on lot coverage (as discussed in subitem 'B' below).

B. Lot Coverage. In lieu of a minimum rear yard requirement, Planning Code Section 249.33 states that properties within the Van Ness and Market Residential Special Use District are limited to a maximum lot coverage of 80% at all levels containing a dwelling unit.

The Project proposes 100% lot coverage at the second story (the lowest story containing a dwelling unit) and 97% lot coverage for the third through seventh floors. Therefore, the Project Sponsor is requesting an exception to the lot coverage limitations of Section 249.33, as discussed under subitem 8.A. below.

C. Open Space. Planning Code Section 135 requires a minimum of 36 square feet of private open space for each dwelling unit, or 47.88 square feet of common open space per dwelling unit.

The Project proposes a common roof deck measuring 1,500 to serve the 24 dwelling units within the building. This roof deck exceeds the 1,149 square feet of open space required by the Planning Code, and meets all dimensional and locational criteria for common open space.

D. Exposure. Planning Code Section 140 requires that all dwelling units face onto a public street or other qualifying open area.

Each of the dwelling units in the Project faces onto either Fell Street or Hickory Street. The project complies with the exposure requirements of Section 140.

E. Ground-Level Wind Currents. Planning Code Section 148 requires that buildings within C-3 Districts be designed to avoid creating exceedances of specified comfort criteria for ground-level wind speeds. In addition, where pre-existing wind speeds exceed the comfort criteria, Section 148 requires that buildings be designed to eliminate that exceedance. Section 148 also specifies that no building may be approved that causes wind speeds to exceed a hazard level of 26 miles per hour.

Based on the wind study prepared for the Project, existing wind conditions in the vicinity of the Project site exceed the hazard level at one location, and exceed the comfort criteria at eight locations. The construction of the Project would not appreciably alter the existing wind conditions. Following construction of the Project, the existing hazard level exceedance would remain. The construction of the Project would eliminate one existing comfort exceedance, but would create a new comfort exceedance. Although the Project would not create a net addition of comfort exceedances, the continued presence of these comfort exceedances does not comply with Section 148. Therefore, the Project Sponsor is requesting an exception to the requirements of Section 148, as discussed under subitem 8.B. below.

F. Dwelling Unit Mix. Within the Van Ness and Market Residential Special Use District, Planning Code Section 207.6 specifies minimum dwelling unit mix requirements for residential development projects. One of the unit mix requirements that may be selected specifies that at least 40% of the dwelling units in a project contain two bedrooms.

The Project includes a total of 24 dwelling units, 10 of which contain two bedrooms (equal to 42% of the units). The Project complies with the dwelling unit mix requirements.

G. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Project Application.

The Project Sponsor has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Project Application. A complete Project Application was submitted on January 17, 2020; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 20%.

7. **Downtown Project Authorization Design Review.** Planning Code Section 309 lists ten aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these ten aspects as follows:

A. Building siting, orientation, massing and facade treatment, including proportion, scale, setbacks, materials, cornice, parapet and fenestration treatment, and design of building tops.

Buildings in the vicinity vary dramatically in scale and architectural character. The fenestration and articulation of the building is evocative of newer buildings within the Hayes Valley area to the west, but at a scale appropriate for a location that is rich in transit services. The base of the building is distinguished from the upper floors by a flatter expression finished with grey brick, along with abundant glazing. This defines a pedestrian scale that relates with existing lower-scale buildings adjacent to the Project. The top of the building is finished with a steel band that reads as a cornice.

B. Aspects of the project affecting views and view corridors, shadowing of sidewalks and open spaces, openness of the street to the sky, ground-level wind current, and maintenance of predominant streetwalls in the immediate vicinity.

The scale of development in the vicinity is eclectic, ranging from two-story buildings to high-rise towers at points to the east and south of the Project Site. On balance, the seven-story scale of the Project is compatible and appropriate for its surroundings, and reconciles the various streetwall heights in the area. Seen from distant vantage points, the Project would be situated relatively low within the surrounding context of existing development in the area, and would not block view corridors. The Project

would not cast excessive shadows on surrounding sidewalks, and would not shadow any public parks in the vicinity.

C. Aspects of the project affecting parking, traffic circulation and transit operation and loading points.

The Project proposes no parking spaces, and is situated in an area served by abundant transit options. Van Ness Station is situated 1.5 blocks to the south, and is served by all Muni Metro rail lines. The area is also served by numerous high-frequency bus lines, including the future Bus Rapid Transit line on Van Ness Avenue, one block to the east. In addition, numerous retail establishments and restaurants are located within walking distance throughout Hayes Valley to the west, as well as along Market Street. Residents are likely to favor these transportation modes over private vehicular use. Loading access would be provided by an existing loading zone situated immediately to the east of the Project. In addition, the Project would restore an on-street parking space by closing an existing curb cut along Fell Street.

D. Aspects of the project affecting its energy consumption.

By focusing density at a location that is pedestrian-oriented and served by abundant transit, the Project offers convenient alternatives to private vehicular use that dramatically reduce carbon emissions. In addition, the Project includes rooftop solar panels, further reducing carbon emissions generated by residents and the operation of building services.

E. Aspects of the project related to pedestrian activity, such as placement of entrances, street scale, visual richness, location of retail uses, and pedestrian circulation, and location and design of open space features.

The Project activates the Fell Street frontage of the project through retail and residential entrances within a shared recess. The retail space includes storefront presence on both Fell and Hickory Streets. The first two stories have a distinct fenestration and materiality from upper floors, helping to define a pedestrian realm. The lower floors are characterized by generous windows, with the façade clad in grey brick to add detailed texture at the pedestrian scale.

F. Aspects of the project affecting public spaces adjacent to the project, such as the location and type of street trees and landscaping, sidewalk paving material, and the design and location of street furniture as required by Section 138.1.

With a relatively limited frontage, the Project is not subject to extensive streetscape requirements. However, the Project will close existing curb cuts on both Fell and Hickory Streets, restoring a higher-quality pedestrian environment. Two Class 2 bicycle spaces will be available on the Fell Street frontage for use by visitors to the Project. An existing street tree along the Fell Street frontage will be retained, and a new street tree will be added to the Hemlock Street frontage.

G. Aspects of the project relating to quality of the living environment of residential units, including housing unit size and the provisions of open space for residents.

Units within the Project range in size from 451 square-foot studios to 772 square-foot two-bedroom units. The diversity of unit types will serve the needs of a variety of tenants. Common open space for residents is provided by a roof deck measuring 1,500 square feet.

H. Aspects of the design of the project which have significant adverse environmental consequences.

Based on the environmental review prepared for the Project, this development would not create any significant impacts not previously identified in the Environmental Impact Report prepared for the Planning Code Amendments associated with "The Hub". Project-specific mitigation measures are included as conditions of approval for the Project.

I. Aspects of the project that affect its compliance with the provisions of Sections 1109(c), 1111.2(c), 1111.6(c), and 1113 regarding new construction and alterations in conservation districts.

The Project Site is not located within a Conservation District.

J. Other aspects of the project for which modifications are justified because of its unique or unusual location, environment, topography or other circumstances.

The requested exception for ground-level wind currents is appropriate because the Project would not create any net new exceedances of the comfort criteria of Section 148. The requested exception for lot coverage is appropriate because the Project Site is relatively narrow. Strict application of the lot coverage requirements would reduce the number of units in the Project, and could also create substantial difficulties in providing common circulation and building services.

8. **Downtown Project Authorization Exceptions.** Planning Code Section 309 allows exceptions for development with the C-3 Districts:

A. Lot Coverage. In lieu of a minimum rear yard requirement, Planning Code Section 249.33 states that properties within the Van Ness and Market Residential Special Use District are limited to a maximum lot coverage of 80% at all levels containing a dwelling unit. This Section specifies that an exception to the maximum lot coverage may be requested pursuant to Planning Code Section 309.

The Planning Code does not include specific criteria to consider in association with the lot coverage exception. However, the exception is appropriate due to the limited dimensions of the lot. Strict application of the lot coverage maximum would reduce the number of dwelling units, and could significantly complicate the provision of common circulation and building services. Throughout the Market and Octavia Plan Area, on blocks with alleys, there is a strong pattern of buildings that extend from the primary street through the alley. These buildings typically cover the vast majority of the lot. Given the narrow width of the lot, the Project presents a slim profile on the Fell Street and Hemlock elevations. The Project is compatible with the prevailing development pattern in the area.

B. Ground Level Wind Currents. Planning Code Section 148 requires that buildings within C-3 Districts be designed to avoid creating exceedances of specified comfort criteria for ground-level wind speeds. In addition, where pre-existing wind speeds exceed the comfort criteria, Section 148 requires that

buildings be designed to eliminate that exceedance. Section 148 also specifies that no building may be approved that causes wind speeds to exceed a hazard level of 26 miles per hour.

Exceptions may be granted for exceedances of the comfort criteria, based on the following findings:

(1) It can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question.

(2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

Based on the wind study prepared for the Project, existing wind conditions in the vicinity of the Project Site exceed the hazard level at one location, and exceed the comfort criteria at eight locations. The construction of the Project would not appreciably alter the existing wind conditions. Following construction of the Project, the existing hazard level exceedance would remain. The construction of the Project would eliminate one existing comfort exceedance, but would create a new comfort exceedance. Therefore, the Project would not create a net addition of comfort exceedances.

The Project Site is narrow, presenting few opportunities to substantially alter the massing in a matter that would affect ground-level wind conditions. Reduction of building height would result in fewer dwelling units at a location that is well-served by transit and suitable for dense infill development.

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 1.10
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.

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.

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.

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.

DOWNTOWN PLAN

OBJECTIVE 7

EXPAND THE SUPPLY OF HOUSING IN AND ADJACENT TO DOWNTOWN.

Policy 7.1

Promote the inclusion of housing in downtown commercial developments.

MARKET AND OCTAVIA AREA PLAN

OBJECTIVE 1.1

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

Policy 1.1.2

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

OBJECTIVE 2.2

ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

Policy 2.2.2

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

OBJECTIVE 7.1

CREATE A VIBRANT NEW MIXED-USE NEIGHBORHOOD IN THE HUB.

Policy 7.1.1

Maintain a strong preference for housing as a desired use.

The Project is a high-density residential development, providing 24 new dwelling units and 2,000 square feet of ground floor retail with no parking spaces in a location served by abundant transit.. Van Ness Station is situated 1.5 blocks to the south, and is served by all Muni Metro rail lines. The area is also served by numerous high-frequency bus lines, including the future Bus Rapid Transit line on Van Ness Avenue, one block to the east. In addition, numerous retail establishments and restaurants are located within walking distance throughout Hayes Valley to the west, as well as along Market Street. Residents are likely to favor these transportation modes over private vehicular use. The fenestration and articulation of the building is evocative of newer buildings within the Hayes Valley area to the west, but at a scale appropriate for a location that is rich in transit services. The base of the building is distinguished from the upper floors by a flatter expression clad in grey brick, along with abundant glazing.

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.

The project site does not currently possess any neighborhood-serving retail uses. The existing building was formerly occupied by an automotive repair shop, but is currently vacant. The Project includes 2,000 square feet of ground-floor retail, and provides 24 new dwelling units, which will enhance the nearby retail uses by providing new residents, who may patronize and/or own these businesses.

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 possess any existing housing. The Project would provide 24 new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. The Project includes units at a variety of sizes to serve the needs of various residents. The Project is expressive in design, and relates well to the scale and form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project does not currently possess any existing affordable housing. The Project will comply with the City's Inclusionary Housing Program by paying into the Affordable Housing Fee, pursuant to Planning Code Section 415 . Therefore, the Project will increase the stock of affordable housing units in the City.

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

The Project proposes no parking, and residents are likely to walk to utilize the abundant transit services in the area to commute and reach goods and services. The Project Site is located within 1.5 blocks of the Van Ness Muni Metro station, and is less than a 10-minute walk from the regional transit connections at the Civic Center BART Station, and is within an area served by numerous bus lines. The Project is not expected to overburden streets with commuter traffic.

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 would remove a building formerly occupied by an automotive repair use. However, the Project would also create 2,000 square feet of new ground-floor retail space that could provide opportunities for resident employment and ownership.

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. The existing building on the site is considered an historic resource, as part of the Van Ness "Auto Row" Historic District. Mitigation measures have been included to ensure documentation of the existing structure prior to demolition.

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

The Project does not cast shadow on the any public parks, and would not obstruct any prominent vistas.

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 (Administrative Code Section 83.11), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

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

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 Downtown 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 Downtown Project Authorization Application No. 2019-012676DNX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated January 8, 2021 and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 309 Downtown Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Avenue, Suite 1475, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 2, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: July 29, 2021

EXHIBIT A

Authorization

This authorization is for a Downtown Project Authorization to allow the demolition of an existing two-story building and he construction of a seven-story building reaching a height of 85 feet, containing approximately 24 dwelling units, 2,000 square feet of ground-floor retail uses, 1,500 square feet of common open space (roof deck), and no off-street parking spaces, located at 159 Fell Street, Block 0834, Lot 015 pursuant to Planning Code Section(s) 148, 210.2, 249.33(B)(5) and 309, within the C-3-G District, the 85-X Height and Bulk District, and the Van Ness and Market Residential Special Use District; in general conformance with plans, dated January 8, 2021, and stamped "EXHIBIT B" included in the docket for Record No. 2019-012676DNXand subject to conditions of approval reviewed and approved by the Commission on July 29, 2021 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on July 29, 2021 under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

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

Severability

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

Changes and Modifications

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

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

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

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

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

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

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

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

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

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

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

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

www.sfplanning.org

6. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since the date that the Planning Code text amendment(s) and/or Zoning Map amendment(s) became effective.

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

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

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

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

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

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

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

10. **Transferable Development Rights.** Pursuant to Section 128, the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development which exceeds the base FAR of X.0 to 1, up to an FAR of X.0 to 1. The net addition of gross floor area subject to this requirement shall be determined based on drawings submitted with the Building Permit Application.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

Entertainment Commission – Noise Attenuation Conditions

11. **Chapter 116 Residential Projects.** The Project Sponsor shall present the project at a future hearing of the Entertainment Commission, and shall comply with the "Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects".

Design – Compliance at Plan Stage

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

14. **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.sfplanning.org

15. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

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

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

17. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas

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

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

Parking and Traffic

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

    Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

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

19. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 27 bicycle parking spaces (24 Class 1 spaces for the residential portion of the Project and three Class 2 spaces for the residential and commercial portions of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

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

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

Provisions

21. **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

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

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

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

25. **Inclusionary Affordable Housing Program.** 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. **Requirement.** Pursuant to Planning Code Section 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is twenty percent (20%). The Project Sponsor shall pay the applicable Affordable Housing Fee at the time such Fee is required to be paid.

    b. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing and Community Development (“MOHCD”) at 1 South Van Ness Avenue or on the Planning

Department or Mayor's Office of Housing and Community Development's websites, including on the internet at: http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent.

i. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.

ii. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

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

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7325, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

26. **Market Octavia Affordable Housing Fee.** The Project is subject to the Market and Octavia Affordable Housing Fee, as applicable, pursuant to Planning Code Section 416.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

27. **Market Octavia Community Improvements Fund.** The Project is subject to the Market and Octavia Community Improvements Fee, as applicable, pursuant to Planning Code Section 421.

    For information about compliance, contact the Case Planner, Planning Department at 628.652.7325, www.sfplanning.org

Monitoring - After Entitlement

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

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

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

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

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

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

Operation

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

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

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

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

159 FELL ST

DRAWING INDEX

TOTAL NUMBER OF SHEETS: 36

BUILDING AREAS

FLOOR AREAS BY TYPE	EXISTING	CHANGE	PROPOSED
RESIDENTIAL	0 SF	+22241 SF	22241 SF
COMMERCIAL/RETAIL	0 SF	0 SF	1965 SF
OFFICE	0 SF	0 SF	0 SF
INDUSTRIAL PDR	4586 SF	-4586 SF	0 SF
PARKING	0 SF	0 SF	0 SF
BICYCLE PARKING	0 SF	+257 SF	257 SF
USABLE OPEN SPACE	0 SF	+1500 SF	1500 SF
PUBLIC OPEN SPACE	0 SF	0 SF	0 SF
HABITABLE	0 SF	+17462 SF	17462 SF
NON-HABITABLE	4586 SF	+2158 SF	6744 SF
TOTAL FLOOR AREA	4586 SF	+19324 SF	24206 SF

FLOOR AREAS BY FLOOR

FLOOR LEVEL	AREA
BASEMENT	1451 SF
1ST FLOOR	3134 SF
2ND FLOOR	3220 SF
3RD FLOOR	3189 SF
4TH FLOOR	3189 SF
5TH FLOOR	3189 SF
6TH FLOOR	3189 SF
7TH FLOOR	3189 SF
ROOF	457 SF
TOTAL FLOOR AREA	24206 SF

BUILDING AREAS BY TYPE

AREA TYPE	AREA	%
RETAIL	1965 SF	8%
RESIDENTIAL	15497 SF	64%
CIRCULATION (RESIDENTIAL)	5293 SF	22%
UTILITY (RESIDENTIAL)	1451 SF	6%
TOTAL BUILDING AREA	24206 SF	100%

COMMON AREA BREAKDOWN

FLOOR LEVEL	COMMON AREA TYPE	AREA
1ST FLOOR	CIRCULATION	1169 SF
2ND FLOOR	CIRCULATION	702 SF
3RD FLOOR	CIRCULATION	593 SF
4TH FLOOR	CIRCULATION	593 SF
5TH FLOOR	CIRCULATION	593 SF
6TH FLOOR	CIRCULATION	593 SF
7TH FLOOR	CIRCULATION	593 SF
ROOF	CIRCULATION	457 SF
TOTAL COMMON AREA		5293 SF

MIN. USABLE OPEN SPACE REQUIRED:
C-3 DISTRICT: 36 SF FOR EACH UNIT IF ALL PRIVATE X 1.33 (COMMON USABLE FACTOR) = 1,150 SF REQUIRED

USABLE OPEN SPACE

FLOOR LEVEL	AREA NAME	AREA
ROOF	ROOF TERRACE 1	750 SF
ROOF	ROOF TERRACE 2	750 SF
TOTAL USABLE OPEN SPACE		1500 SF

UNIT TYPES, COUNTS AND AREAS

UNIT TYPE	BEDS	BATHS	HALF BATHS	NUM UNITS	AREA
1 BR / 1 BA NORTH	5	5	0	5	2628 SF
1 BR / 1 BA SOUTH	5	5	0	5	2628 SF
1 BR / 1.5 BA NORTH	1	1	1	1	808 SF
1 BR / 1.5 BA SOUTH	1	1	1	1	808 SF
2 BR / 2 BA NORTH	10	10	0	5	3862 SF
2 BR / 2 BA SOUTH	10	10	0	5	3862 SF
STUDIO / 1 BA NORTH	1	1	0	1	451 SF
STUDIO / 1 BA SOUTH	1	1	0	1	451 SF
RESIDENTIAL UNIT TOTALS	34	34	2	24	15497 SF

ROOMS AND AREAS OF EACH UNIT TYPE

UNIT TYPE	BEDS	BATHS	HALF BATHS	NUM UNITS	AREA
1 BR / 1 BA NORTH	1	1		1	526 SF
1 BR / 1 BA SOUTH	1	1		1	526 SF
1 BR / 1.5 BA NORTH	1	1	1	1	808 SF
1 BR / 1.5 BA SOUTH	1	1	1	1	808 SF
2 BR / 2 BA NORTH	2	2		1	772 SF
2 BR / 2 BA SOUTH	2	2		1	772 SF
STUDIO / 1 BA NORTH	1	1		1	451 SF
STUDIO / 1 BA SOUTH	1	1		1	451 SF

BUILDING DATA

BUILDING DATA	EXISTING	ALLOWABLE	PROPOSED
CONSTRUCTION TYPE	V-B	N/A	III-A OVER I-A
OCCUPANCY TYPE	M	N/A	R-2, B
BUILDING HEIGHT	20'-6"	85'-0"	85'-0"
BUILDING DEPTH	120'-0"	120'-0"	120'-0"
STORIES	2	N/A	7
NUMBER OF UNITS	0	N/A	24
FIRE SPRINKLERS	NO	N/A	YES
SEISMIC UPGRADE	NO	N/A	YES

RESIDENTIAL UNIT DATA	QUANTITY	%
1 BEDROOM UNITS	14	58%
2 BEDROOM UNITS	10	42%
3 BEDROOM UNITS	0	0%
TOTAL	24	100%

PARKING / LOADING DATA	REQUIRED	PROVIDED
BICYCLE - CLASS 1	24	24
BICYCLE - CLASS 2	3	4
AUTOMOTIVE	0	0
CAR SHARE	0	0
ELECTRIC VEHICLE	0	0
LOADING	0	0

SOLAR ROOF AREAS	
TOTAL ROOF AREA	3220 SF
SOLAR ROOF AREA REQUIREMENT	15% OF 3130 SF = 470 SF
SOLAR ROOF AREA PROVIDED	580 SF

GROSS FLOOR AREA AND FAR PER SF PLANNING CODE SEC 102, 124

GROSS FLOOR AREA PER SECTION 102	19054 SF
TOTAL LOT AREA	3300 SF
FLOOR AREA RATIO PER SECTION 124	5.77

ALL DWELLING UNITS COMPLY WITH SF PLANNING CODE 140 EXPOSURE REQUIREMENTS

PROJECT DESCRIPTION

A NEW 7-STORY MIXED-USE BUILDING WITH PARTIAL BASEMENT.
RETAIL SPACE ON 1ST FLOOR. 24 RESIDENTIAL UNITS ON FLOORS 2 - 7.
PARKING FOR 24 BICYCLES. COMMON OPEN SPACE FOR RESIDENTIAL USE PROVIDED AT ROOF TERRACE LEVEL.

BUILDING AND PLANNING INFORMATION

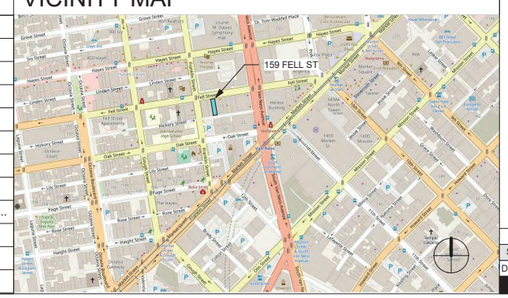
ADDRESS:	159 FELL ST, SAN FRANCISCO, CA 94102
INTERSECTION:	FELL ST BETWEEN VAN NESS AND FRANKLIN
BLOCK / LOT:	0834 / 015
ZONING:	C-3-G - DOWNTOWN GENERAL
HEIGHT & BULK:	85-X
LOT SIZE:	27' - 6" x 120' - 0"
LOT AREA:	3,300 SF
OCCUPANCY:	B BUSINESS AND R-2, MULTIFAMILY
CONSTRUCTION:	TYPE III-A (5 FLOORS) OVER TYPE I PODIUM (2 FLOORS)

APPLICABLE CODES:
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA FIRE CODE

PROJECT DIRECTORY

	FIRM	ADDRESS	CONTACT	PHONE	EMAIL
CLIENT	159 FELL ST LLP	170 CORTE MADERA, GREENBREA, CA 94904	SHADI ABOUKHATER	(415) 823-1110	SHADI@SAKDESIGNBUILD.COM
ARCHITECTURE	WINDER-GIBSON ARCHITECTS	1898 MISSION ST, SAN FRANCISCO, CA 94103	GEOFFREY GIBSON	(415) 318-8634 x103	GIBSON@ARCHSF.COM
SURVEY	GL+A CIVIL ENGINEERS	101 CALIFORNIA ST, SUITE 2710, SAN FRANCISCO, CA 94102	RALF MASLOFF	(888) 885-9906	INM@GLAENGINEERS.COM
CIVIL					
GEOTECHNICAL					
STRUCTURAL					
MEP					
CEQA CONSULTANT	PANORAMA ENVIRONMENTAL, INC	717 MARKET ST, SUITE 650, SAN FRANCISCO, CA 94103	WHITNEY BROEKING	(650) 290-2718	WHITNEY.BROEKING@PANORAMAENV.C...
INTERIORS					
LANDSCAPE					
CONTRACTOR					

VICINITY MAP



WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

TITLE PAGE

G 0.00

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903

SYMBOLS & GRAPHIC CONVENTIONS

AREA NAME
150 SF — AREA TAG

UNIT # — UNIT TAG

ROOM NAME — ROOM TAG

1 — WALL TAG

101 — DOOR TAG

AA — WINDOW TAG

? — MATERIAL TAG

1 — LIGHTING FIXTURE TAG

1 — PLANTING TAG

0.0 — GRID LINES AND BUBBLES

1 / A101 — BUILDING SECTION

SIM / 1 / A101 — WALL SECTION

SIM / 1 / A101 — DETAIL SECTION

SIM / 1 / A101 — DETAIL CALLOUT

1 / A101 — EXTERIOR ELEVATION

1 / 4 A601 2 / 3 — INTERIOR ELEVATION

LEVEL 1 / 0'-0" — DATUM/SPOT ELEVATION

TITLE MARK

NORTH ARROW

ALUMINUM
BATT INSULATION
BRICK, STONE MASONRY
CONCRETE
CONCRETE MASONRY
EARTH
GRAVEL
GYPSUM - PLASTER
PARTICLE BOARD
PLASTIC
PLYWOOD
RIGID INSULATION
STEEL
WOOD FINISH

ABBREVIATIONS

&	AND
<	ANGLE
@	AT
CL	CENTERLINE
#	POUND OR NUMBER
ACSP	ACCESSIBLE SPACE
ACAS	ACCESSIBLE AISLE
ACOUS	ACOUSTICAL
ACT	ACOUSTICAL CEILING TILE
ADJ	ADJUSTABLE
ADJC	ADJACENT
AFF	ABOVE FINISHED FLOOR
AGGR	AGGREGATE
ALUM	ALUMINUM
APPROX	APPROXIMATE
ARCH	ARCHITECTURAL
ASPH	ASPHALT
AUD	AUDITORIUM
BD	BOARD
BITUM	BITUMINOUS
BLD	BOLLARD
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BM	BEAM
BOD	BOTTOM OF ROOF DECK
BOT	BOTTOM
CAB	CABINET
CB	CATCH BASIN
CEM	CEMENT
CER	CERAMIC
CI	CAST IRON
CJ	CONTROL JOINT
CLAD	CLADDING
CLG	CEILING
CLO	CLOSET
CLR	CLEAR
CO	CASED OPENING
COL	COLUMN
COMP	COMPRESSIBLE
CONC	CONCRETE
CONN	CONNECTION
CONSTR	CONSTRUCTION
CONT	CONTINUOUS
CORR	CORRIDOR
CPT	CARPET
CT	CERAMIC TILE
CTR	CENTER
CTSK	COUNTERSUNK
DBL	DOUBLE
DEPT	DEPARTMENT
DF	DRINKING FOUNTAIN
DET	DETAIL
DIA	DIAMETER
DIM	DIMENSION
DISP	DISPENSER
DN	DOWN
DO	DOOR OPENING
DR	DOOR
DWR	DRAWER
DS	DOWNSPOUT
DSP	DRY STANDPIPE
DWG	DRAWING
E	EAST
EA	EACH
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
EP	ELECTRICAL PANELBOARD
EQ	EQUAL
EQPM	EQUIPMENT
ESB	EXTERIOR SOFFIT BOARD
EWC	ELECTRIC WATER COOLER
(E)	EXISTING
EXPO	EXPOSED
EXP	EXPANSION
EXT	EXTERIOR
FA	FIRE ALARM
FD	FLOOR DRAIN
FDC	FIRE DEP. CONNECTION
FDN	FOUNDATION
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FHC	FIRE HOSE CABINET
FF	FINISH FLOOR
FIN	FINISH
FL	FLOOR
FLSH	FLASHING
FLUOR	FLUORESCENT
FM	FLOOR MAT
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOS	FACE OF STUD
FRPF	FIREPROOF
FR	FIRE RATED
FRP	FIBERGLASS REINFORCED PLASTIC
FRT	FIRE RETARDANT TREATED
FS	FULL SIZE
FT	FOOT OR FEET
FTG	FOOTING
FUR	FURRING
FUT	FUTURE
GC	GENERAL CONTRACTOR
GA	GAUGE
GALV	GALVANIZED
GL	GLASS
GL BLK	GLASS BLOCK
GND	GROUND
GR	GRADE
GRT	GRATE
GWB	GYPSUM WALL BOARD
GYP	GYPSUM
HDCP	HANDICAPPED
HB	HOSE BIB
HC	HOLLOW CORE
HDWD	HARDWOOD
HDWE	HARDWARE
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HR	HOUR
HGT	HEIGHT
ID	INSIDE DIMENSION
INSUL	INSULATION
INT	INTERIOR
JAN	JANITOR CLOSET
JT	JOINT
LBE	LOAD BEARING ELEMENT
LCC	LEAD COATED COPPER
LH	LEFT HAND
LKR	LOCKER
LP	LOW POINT
LT	LIGHT
MATL	MATERIAL
MAX	MAXIMUM
MECH	MECHANICAL
MEMB	MEMBRANE
MTL	METAL
MFR	MANUFACTURER
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MR	MOISTURE RESISTANT
MTD	MOUNTED
MUL	MULLION
(N)	NEW
N	NORTH
NIC	NOT IN CONTRACT
NO	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFF	OFFICE
OFCI	OWNER FURNISHED CONTRACTOR INSTALLED
OFOI	OWNER FURNISHED OWNER INSTALLED
OH	OPPOSITE HAND
OPNG	OPENING
OPP	OPPOSITE
OVHD	OVERHEAD
PART	PARTITION
PC	PRECAST
PEP	PORCELAIN ENAMEL PANEL
PERF	PERFORATED
PL	PROPERTY LINE
PLT	PLATE
PLAS	PLASTER
PLYWD	PLYWOOD
POL	POLISHED
POLY	POLYETHYLENE
PR	PAIR
PT	PRESSURE TREATED
PTD	PAINTED
QT	QUARRY TILE
R	RISER
RAD	RADIUS
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFERENCE
REINF	REINFORCED
REM	REMOVE
REQ'D	REQUIRED
RESIL	RESILIENT
REV	REVISION
RH	RIGHT HAND
RM	ROOM
RO	ROUGH OPENING
ROW	RIGHT OF WAY
RTU	ROOF TOP UNIT
S	SOUTH
SAFB	SOUND ATTENUATION FIRE BLANKET
SCHED	SCHEDULE
SECT	SECTION
SG	SOUND GASKET
SH	SHELF
SHT	SHEET
SIM	SIMILAR
SOH	SIMILAR OPPOSITE HAND
SPEC	SPECIFICATION
SQ	SQUARE
SS	STAINLESS STEEL
SSD	SEE STRUCTURAL DRAWINGS
STD	STANDARD
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUSP	SUSPENDED
SYM	SYMMETRICAL
SYS	SYSTEM
TEL	TELEPHONE
TER	TERRAZZO
THK	THICK
TOC	TOP OF CONCRETE
TOS	TOP OF STEEL
TOW	TOP OF WALL
TYP	TYPICAL
UNF	UNFINISHED
UON	UNLESS OTHERWISE NOTED
VEN	VENEER
VB	VAPOR BARRIER
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VEST	VESTIBULE
VIF	VERIFY IN FIELD
VWC	VINYL WALL COVERING
W	WEST
WID	WIDTH
W/	WITH
WD	WOOD
WH	WALL HUNG
W/O	WITHOUT
WP	WATERPROOF
WT	WEIGHT

ADDITIONAL NOTES

GENERAL NOTES

1. THE CONTRACTOR SHALL VISIT THE SITE AND BE FULLY COGNIZANT OF ALL EXISTING CONDITIONS PRIOR TO SUBMITTING ANY PROPOSITIONS OR BIDS. IF ANY ASBESTOS, KNOWN MATERIALS CONTAINING ASBESTOS OR ANY MATERIALS CLASSIFIED BY THE EPA AS HAZARDOUS MATERIALS ARE DISCOVERED, THEN THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE OWNER, AS REQUIRED, FOR THE REMOVAL OF THESE CONDITIONS, PRIOR TO THE BEGINNING OF THIS PROJECT. IF THE CONTRACTOR PARTICIPATES IN ANY PORTION OF THE REMOVAL PROCESS IN HIS COORDINATION WITH THE OWNER, THEN THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WRITTEN STATEMENT RELEASING THE OWNER OF ANY FUTURE LIABILITY FROM THE CONTRACTOR, HIS EMPLOYEES AND ANY SUBCONTRACTORS HIRED BY THE CONTRACTOR RELATED TO THIS WORK. THESE DRAWINGS AND SPECIFICATIONS DO NOT REPRESENT AN ASSESSMENT OF THE PRESENCE OR AN ASSESSMENT OF THE ABSENCE OF ANY TOXIC OR HAZARDOUS MATERIALS ON THIS PROJECT SITE. THE OWNERS ARE SOLELY RESPONSIBLE FOR SUCH AN ASSESSMENT AND SHOULD BE CONSULTED FOR ANY QUESTIONS THEREIN. IF THE CONTRACTOR DISCOVERS ANY TOXIC OR HAZARDOUS MATERIALS, AS DEFINED BY THE APPROPRIATE GOVERNING AUTHORITIES, IN THE COURSE OF HIS WORK, HE MUST NOTIFY THE OWNERS IN WRITING, AS PER THE GUIDELINES BY ALL GOVERNING AUTHORITIES. THE CONTRACTOR SHALL RESOLVE THE APPLICABLE REGULATIONS AND PROCEDURES WITH THE OWNER AT THE TIME OF DISCOVERY.

2. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE CODES, LAWS, ORDINANCES AND LOCAL MUNICIPAL REGULATIONS AND AMENDMENTS RELATED TO THIS PROJECT, INCLUDING BUT NOT LIMITED TO: STATE OF CALIFORNIA ADMINISTRATIVE CODE TITLE 24; THE 2016 CALIFORNIA BUILDING CODE (CBC) INCLUDING THE HISTORICAL BUILDING CODE; THE LATEST EDITION OF THE UNIFORM FEDERAL ACCESSIBILITY STANDARDS INCLUDING THE FEDERAL FAIR HOUSING ACT; THE 2016 CALIFORNIA FIRE CODE, THE 2016 CALIFORNIA ENERGY CODE, THE 2016 CALIFORNIA ELECTRICAL CODE, THE 2016 CALIFORNIA MECHANICAL CODE, THE 2016 CALIFORNIA PLUMBING CODE, INCLUDING ALL AMENDMENTS, THE 2016 NFPA 72 (FIRE ALARMS) AND THE 2016 NFPA 13/13R (SPRINKLERS). THIS PROJECT WILL COMPLY WITH THE 2016 CALIFORNIA ENERGY EFFICIENCY STANDARDS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ARCHITECT AT ONCE UPON DISCOVERY OF ANY CONFLICTS OR DISCREPANCIES BETWEEN THE AFOREMENTIONED AND THE WORK CONTRACTED FOR THIS PROJECT OR A CHANGE OF AN APPLICABLE CODE OR STATUE BY LOCAL AUTHORITIES.

3. THE CONTRACTOR SHALL COORDINATE AND BE RESPONSIBLE FOR ALL WORK BY HIS SUBCONTRACTORS AND THEIR COMPLIANCE WITH ALL THESE GENERAL NOTES. THE CONTRACTOR SHALL IDENTIFY ANY CONFLICTS BETWEEN THE WORKS OF THE SUBCONTRACTORS, AS DIRECTED BY THESE DRAWINGS, DURING THE LAYOUT OF THE AFFECTED TRADES. THE CONTRACTOR SHALL REVIEW THESE CONDITIONS WITH THE ARCHITECT FOR DESIGN CONFORMANCE BEFORE BEGINNING ANY INSTALLATION.

4. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING AND PROPOSED DIMENSIONS AND CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ARCHITECT AT ONCE UPON THE DISCOVERY OF ANY CONFLICTS OR DISCREPANCIES BETWEEN THE AFOREMENTIONED AND THE DRAWINGS AND SPECIFICATIONS OF THIS PROJECT. THE CONTRACTOR SHOULD FOLLOW DIMENSIONS AND SHOULD NOT SCALE THESE DRAWINGS. IF DIMENSIONS ARE REQUIRED BUT NOT SHOWN, THEN THE CONTRACTOR SHALL REQUEST THE DIMENSIONS FROM THE ARCHITECT BEFORE BUILDING ANY PART OF THE PROJECT, WHICH REQUIRES THE MISSING DIMENSIONS.

5. ANY CHANGES, ALTERNATIVES OR MODIFICATIONS TO THESE DRAWINGS AND SPECIFICATIONS MUST BE APPROVED IN WRITING BY THE ARCHITECT AND OWNER, AND ONLY WHEN SUCH WRITTEN APPROVAL CLEARLY STATES THE AGREED COST OR CREDIT OF THE CHANGE, ALTERNATIVE OR MODIFICATION TO THIS PROJECT. FOR INFORMATION, DRAWINGS OR OTHER DOCUMENTS, NOT SHOWN OR INCLUDED IN THE PERMIT OR CONSTRUCTION DRAWINGS OR SPECIFICATIONS, THE CONTRACTOR SHALL REQUEST THE MISSING INFORMATION, DRAWINGS OR DOCUMENTS FROM THE ARCHITECT BEFORE STARTING OR PROCEEDING WITH THE CONSTRUCTION AFFECTED BY THE MISSING INFORMATION, DRAWINGS OR DOCUMENTS.

6. THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS IS TO PROVIDE THE DESIGN GUIDANCE FOR THE CONTRACTOR TO REASONABLY PLAN FOR ALL ITEMS NECESSARY FOR A COMPLETE JOB. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL MATERIALS, LABOR AND EXPERTISE NECESSARY TO ACHIEVE A COMPLETE JOB AS INTENDED IN THESE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, FINAL DIMENSIONS AND PROCEDURES FOR THE WORK SHOWN ON THESE DRAWINGS AND SPECIFICATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENACT THE AFOREMENTIONED IN COMPLIANCE WITH GENERALLY ACCEPTED STANDARDS OF PRACTICE FOR THE CONSTRUCTION INDUSTRY FOR THE TYPE OF WORK SHOWN ON THESE DRAWINGS AND SPECIFICATIONS. THE ARCHITECT RESERVES THE RIGHT OF REVIEW FOR ALL MATERIALS AND PRODUCTS FOR WHICH NO SPECIFIC BRAND NAME OR MANUFACTURER IS IDENTIFIED IN THESE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL VERIFY WITH THE ARCHITECT THE NEED FOR SHOP DRAWINGS OR SAMPLES OF MATERIALS OR PRODUCTS, WHICH WERE NOT IDENTIFIED IN THESE DRAWINGS OR SPECIFICATIONS, AS WELL AS ANY MATERIAL, PRODUCT OR EQUIPMENT SUBSTITUTIONS PROPOSED IN PLACE OF THOSE ITEMS IDENTIFIED IN THESE DRAWINGS AND SPECIFICATIONS.

7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY AND COORDINATE ALL UTILITY CONNECTIONS, UTILITY COMPANIES' REQUIREMENTS AND INCLUDE ANY RELATED COSTS ASSOCIATED WITH THIS RESPONSIBILITY IN THE PROPOSAL OR BID. THE CONTRACTOR IS ALSO RESPONSIBLE FOR WRITING LETTERS OF CONFORMATION REGARDING OPERATIVE AGREEMENTS FOR THIS PROJECT BETWEEN THE CONTRACTOR AND THE LOCAL FIRE DEPARTMENT; THE LOCAL WATER AGENCY; THE LOCAL NATURAL OR PROPANE GAS PROVIDER; THE LOCAL ELECTRICITY PROVIDER; THE LOCAL TELEPHONE SERVICE PROVIDERS; THE LOCAL CABLE TV PROVIDER; THE OWNER'S SECURITY SERVICE PROVIDER AND ANY UNNAMED UTILITY TYPE SERVICE PROVIDER. THE CONTRACTOR SHALL PROVIDE COPIES OF ANY SUCH AGREEMENTS TO THE ARCHITECT AND OWNER, IF REQUIRED OR REQUESTED.

8. THE CONTRACTOR IS FULLY RESPONSIBLE TO ENACT THE APPROPRIATE SAFETY PRECAUTIONS REQUIRED TO MAINTAIN A SAFE WORKING ENVIRONMENT. THE CONTRACTOR SHALL ALSO INDEMNIFY AND HOLD HARMLESS THE OWNER, THE ARCHITECT, THEIR CONSULTANTS AND EMPLOYEES FROM ANY PROBLEMS, WHICH RESULT FROM THE CONTRACTOR'S PERFORMANCE OF THE WORK RELATED TO THE SAFETY OF THE CONSTRUCTION SITE. THE CONTRACTOR SHALL CARRY THE APPROPRIATE WORKMAN'S COMPENSATION AND LIABILITY INSURANCE, AS REQUIRED BY THE LOCAL GOVERNMENT AGENCY HAVING JURISDICTION FOR THIS ISSUE, AS WELL AS COMPLY WITH THE GENERALLY ACCEPTED INDUSTRY STANDARDS OF PRACTICE FOR A PROJECT OF THIS SCOPE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY WITH THE OWNER, IF HE WILL BE REQUIRED TO CARRY FIRE INSURANCE OR OTHER TYPES OF INSURANCE, AS WELL AS, MAKING THE OWNER AND/OR THE ARCHITECT ADDITIONALLY INSURED OH THEIR POLICIES FOR THE DURATION OF THE PROJECT. HE SHOULD ALSO ASSIST THE OWNER IN IDENTIFYING THE AMOUNT OF COVERAGE REQUIRED FOR THEIR CO-INSURANCE NEEDS.

9. THE CONTRACTOR SHALL MAINTAIN A CLEAN AND ORDERLY JOB SITE ON A DAILY BASIS. THE CONTRACTOR SHALL NOT UNREASONABLY ENCUMBER THE SITE WITH MATERIALS OR EQUIPMENT. THE CONTRACTOR SHALL NOT ENDANGER EXISTING STRUCTURES AND ANY NEWLY CONSTRUCTED STRUCTURE BY OVERLOADING THE AFOREMENTIONED WITH MATERIALS OR EQUIPMENT. THE CONTRACTOR SHALL PROTECT ALL EXISTING CONSTRUCTION TO REMAIN AND NEW CONSTRUCTION AFTER IT IS INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY ENCLOSURES OR PROTECTION, AS NEEDED, TO PROTECT THE EXISTING STRUCTURE AND ANY NEWLY CONSTRUCTED STRUCTURES FROM THE ILL EFFECTS OF WEATHER FOR THE DURATION OF THE ENTIRE CONSTRUCTION PROCESS.

10. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY DAMAGE INCURRED BY HIM OR HIS SUBCONTRACTORS TO ANY EXISTING STRUCTURE OR WORK, ANY STRUCTURE OR WORK IN PROGRESS; UNUSED MATERIAL INTENDED FOR USE IN THE PROJECT; OR ANY EXISTING SITE CONDITION WITHIN THE SCOPE OF WORK INTENDED BY THESE DRAWINGS AND SPECIFICATIONS. THIS RESPONSIBILITY WILL INCLUDE ANY MATERIALS AND LABOR REQUIRED TO CORRECT SUCH DAMAGE TO THE OWNER'S SATISFACTION AT NO COST TO THE OWNER UNLESS AGREED TO BY THE OWNER IN WRITING.

11. THE CONTRACTOR SHALL WARRANT ACCORDING TO STATE CONSTRUCTION LAW ALL WORK DONE BY HIM, HIS EMPLOYEES AND HIS SUBCONTRACTORS AGAINST ALL VISIBLE DEFECTS OR ERRORS THAT BECOME APPARENT WITHIN THE FIRST YEAR AFTER THE COMPLETION OF THE PROJECT, AS ACCEPTED BY THE OWNER. THE CONTRACTOR SHALL, ADDITIONALLY, WARRANT ALL DEFECTS AND ERRORS NOT VISIBLE, BUT CONTAINED WITHIN CONSTRUCTED WORK, FOR A PERIOD OF TEN YEARS FROM THE COMPLETION OF THE PROJECT, ALSO ACCORDING TO STATE CONSTRUCTION LAW. ANY AND ALL DEFECTS AND ERRORS THAT DO BECOME APPARENT SHALL BE PROMPTLY REPAIRED BY THE CONTRACTOR TO THE OWNER'S SATISFACTION AT NO COST TO THE OWNER FOR MATERIALS OR LABOR. ALTERATIONS OR CHANGES TO THIS WARRANTY MUST BE MUTUALLY AGREED TO IN WRITING BY BOTH THE CONTRACTOR AND THE OWNER.

12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE APPROPRIATENESS OF THE APPLICATION OF ALL THE PRODUCT SELECTIONS SHOWN OR INTENDED IN THESE DRAWINGS AND SPECIFICATIONS. THE INTENDED MEANING OF "APPROPRIATENESS" IS THE PROPER SYSTEM, MODEL AND SPECIFIC SELECTION REQUIRED FOR THE INTENDED USE AS SHOWN ON THESE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR IS RESPONSIBLE TO VERIFY THE MOST CURRENT MODEL NAME OR NUMBER FROM THE SELECTED MANUFACTURER. THE CONTRACTOR IS RESPONSIBLE TO VERIFY THAT ANY INSTALLERS, WHICH HE SELECTS FOR THE VARIOUS PRODUCTS WILL FOLLOW ALL THAT PRODUCT MANUFACTURER'S REQUIRED AND RECOMMENDED METHODS AND PROCEDURES TO ACHIEVE THE DESIRED RESULTS CLAIMED BY SUCH MANUFACTURERS FOR THEIR PRODUCTS. IN ADDITION, THESE DRAWINGS AND SPECIFICATIONS IDENTIFY SOME REQUIRED SYSTEMS AND PRODUCTS IN GENERIC TERMS. THE CONTRACTOR IS RESPONSIBLE TO MAKE SPECIFIC SELECTIONS FOR THESE SYSTEMS AND PRODUCTS THAT SATISFY THE SAME CONDITIONS OUTLINED ABOUT THE IDENTIFIED MANUFACTURED ITEMS.

13. IT IS THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS TO IDENTIFY THE SCOPE OF WORK FOR A DESIGN AND BUILD TYPE OF ELECTRICAL INSTALLATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE: THE NECESSARY LABOR FAMILIAR WITH THIS TYPE OF INSTALLATION; ALL NECESSARY MATERIALS, TOOLS, EQUIPMENT, TRANSPORTATION, TEMPORARY CONSTRUCTION; AND ANY SPECIAL OR OCCASIONAL SERVICES REQUIRED TO INSTALL A COMPLETE WORKING ELECTRICAL SYSTEM AS DIAGRAMMATICALLY DESCRIBED AND SHOWN IN THESE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE TO VERIFY ANY INFORMATION THAT IS NOT INDICATED IN THESE DRAWINGS AND SPECIFICATIONS BUT IS REQUIRED FOR THE PERFORMANCE OF THE INSTALLATION.

14. IT IS THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS TO IDENTIFY THE SCOPE OF WORK FOR A DESIGN AND BUILD TYPE OF MECHANICAL AND PLUMBING INSTALLATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE: THE NECESSARY LABOR FAMILIAR WITH THIS TYPE OF INSTALLATION; ALL NECESSARY MATERIALS, TOOLS, EQUIPMENT, TRANSPORTATION, TEMPORARY CONSTRUCTION; AND ANY SPECIAL OR OCCASIONAL SERVICES REQUIRED TO INSTALL COMPLETE WORKING MECHANICAL AND PLUMBING SYSTEMS, AS DIAGRAMMATICALLY DESCRIBED AND SHOWN IN THESE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE TO VERIFY ANY INFORMATION THAT IS NOT INDICATED IN THESE DRAWINGS AND SPECIFICATIONS BUT IS REQUIRED FOR THE PERFORMANCE OF THE INSTALLATION.

15. IT IS THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS TO IDENTIFY THE SCOPE OF WORK FOR A DESIGN AND BUILD TYPE OF FIRE SPRINKLER INSTALLATION THROUGHOUT THE ENTIRE STRUCTURE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE: THE NECESSARY LABOR FAMILIAR WITH THIS TYPE OF INSTALLATION; ALL NECESSARY MATERIALS, TOOLS, EQUIPMENT, TRANSPORTATION, TEMPORARY CONSTRUCTION; AND ANY SPECIAL OR OCCASIONAL SERVICES, INCLUDING THE PROCUREMENT OF ALL PERMITS REQUIRED TO INSTALL A COMPLETE WORKING SYSTEM. THE CONTRACTOR WILL ALSO BE RESPONSIBLE TO VERIFY ANY INFORMATION THAT IS NOT INDICATED IN THESE DRAWINGS AND SPECIFICATIONS BUT IS REQUIRED FOR THE PERFORMANCE OF THE INSTALLATION.

16. IF THE CONTRACTOR FINDS FAULT WITH, DISAGREES WITH, OBJECTS TO, OR WOULD LIKE TO CHANGE THE SCOPE OF THESE GENERAL NOTES OR HIS STATED RESPONSIBILITIES, AS OUTLINED IN THESE GENERAL NOTES, THEN THE CONTRACTOR MUST RESOLVE SUCH CHANGES WITH THE OWNER IN WRITING BEFORE SIGNING A CONTRACT. FAILURE TO DO SO SHALL CONSTITUTE AN UNDERSTANDING OF THESE GENERAL NOTES AND THEIR ACCEPTANCE BY THE CONTRACTOR.

17. THE CONTRACTOR SHALL IDENTIFY IN HIS PROPOSAL OR BID, WHICH PERMITS HE EXPECTS TO OBTAIN AND WHICH PERMITS AND APPLICATION FEES HE EXPECTS THE OWNER TO PROVIDE.

18. THE CONTRACTOR IS RESPONSIBLE TO IDENTIFY ANY CONFLICTS BETWEEN HIS CONTRACT WITH THE OWNER AND THESE DRAWINGS. THE ARCHITECT, THE CONTRACTOR AND THE OWNER SHALL REVIEW THESE CONFLICTS IN ORDER TO AMEND ONE OF THESE DOCUMENTS BEFORE THE START OF THE CONSTRUCTION. IF A CONFLICT IS DISCOVERED WITHOUT THIS PRIOR RESOLUTION, THEN THESE DRAWINGS SHALL TAKE PRECEDENCE OVER ANY OTHER DOCUMENTS IN RESOLVING A CONFLICT.

19. THE CONTRACTOR SHALL ASSUME THAT SITE MEETINGS WITH THE OWNER, THE ARCHITECT AND THE CONTRACTOR PRESENT SHALL BE HELD ONCE EVERY WEEK, UNLESS THEY ARE MUTUALLY CHANGED OR CANCELLED. THE CONTRACTOR SHALL KEEP WRITTEN NOTES OF ALL RELEVANT INFORMATION DISCUSSED AT THESE MEETINGS AND PROVIDE COPIES TO THE OWNER AND THE ARCHITECT, UNLESS DIFFERING ARRANGEMENTS ARE RESOLVED WITH THE ARCHITECT AND THE OWNER. THE ARCHITECT SHALL PROVIDE ANY REQUESTED SKETCHES OR ANY REQUESTED INFORMATION THAT IS REQUIRED AND REQUESTED DURING THESE MEETINGS. THE OWNER AND THE CONTRACTOR SHALL ALSO PROVIDE ANY REQUESTED INFORMATION THAT IS REQUIRED DURING THESE MEETINGS.

20. THE ARCHITECT OR THE OWNER CAN WRITE AND ISSUE FIELD ORDERS FOR CHANGES TO THE DRAWINGS AND SPECIFICATIONS, AS REQUESTED BY OWNER OR THE CONTRACTOR. IF ADDITIONAL (OR DELETION OF) COST TO THE PROJECT IS REQUIRED, THEN THESE FIELD ORDERS SHALL BECOME THE BASIS OF A CHANGE ORDER.

21. THE CONTRACTOR SHALL WRITE AND ISSUE ALL CHANGE ORDERS, WHICH SHALL INCLUDE A COST BREAKDOWN FOR ALL THE WORK DESCRIBED IN SUCH A CHANGE ORDER. ANY CHANGE ORDER WILL NOT BE BINDING TO THE OWNER UNTIL BOTH THE CONTRACTOR AND THE OWNER HAVE SIGNED IT.

22. UPON SUBSTANTIAL COMPLETION THE CONTRACTOR SHALL NOTIFY THE ARCHITECT, WHO SHALL COORDINATE A WALK-THROUGH OF THE PROJECT WITH THE OWNER AND THE CONTRACTOR AND THEN PROVIDE A PUNCH LIST OF ITEMS TO COMPLETE. ARRANGEMENTS FOR FINAL PAYMENT WILL BE MADE AT THAT TIME.

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

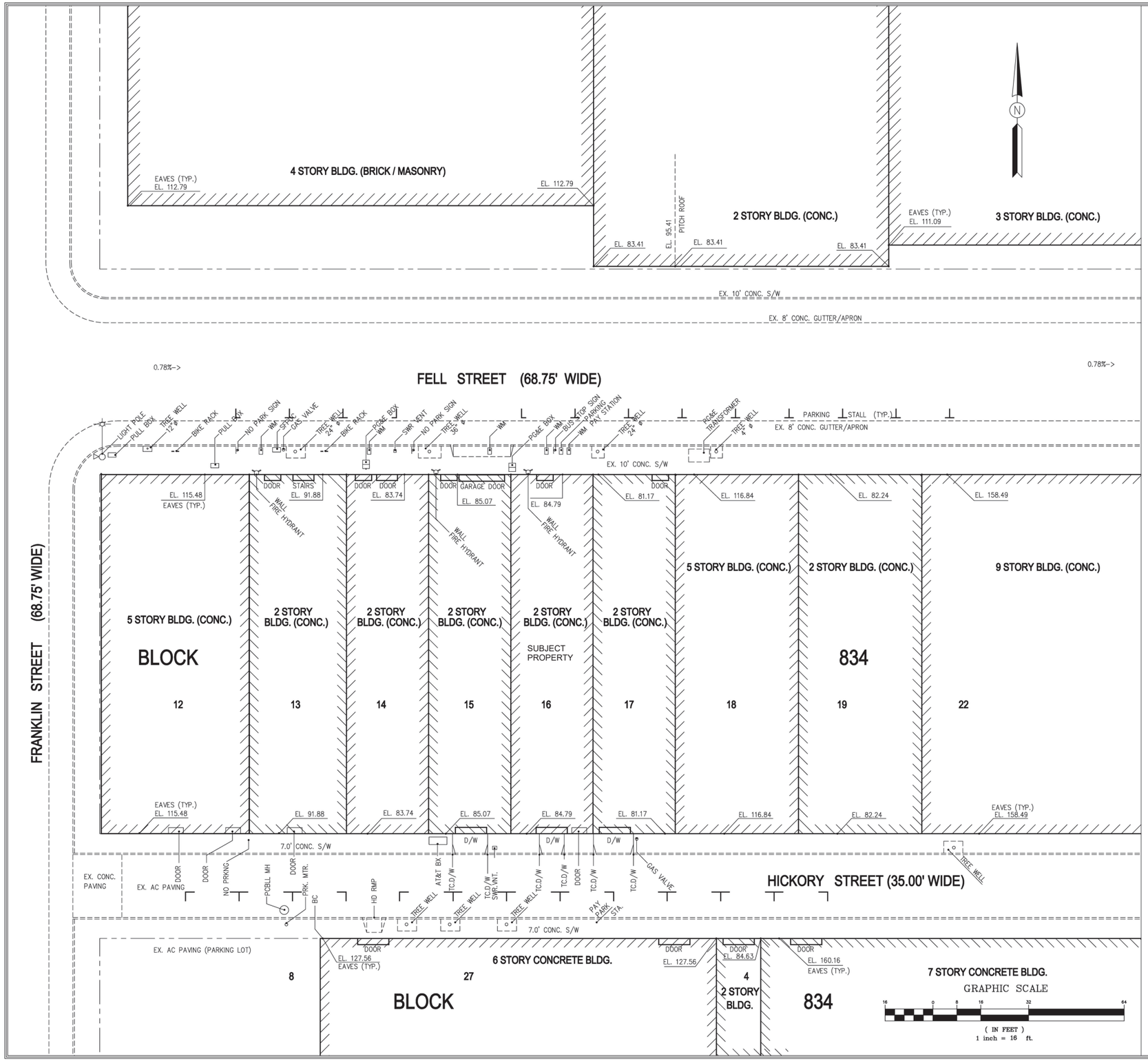
SITE PERMIT
RESUBMITTAL 2

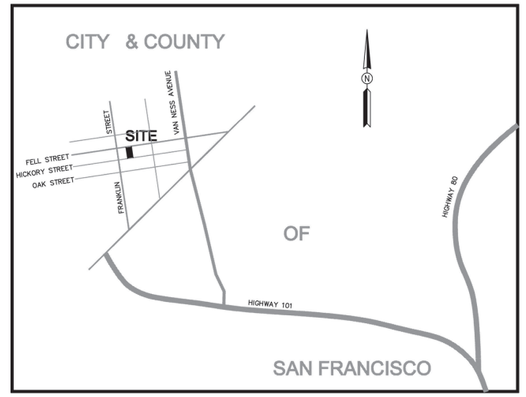
GENERAL NOTES

PROJECT NORTH / NORTH

G0.01

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903





VICINITY MAP

NTS

BENCH MARK - 11825

FOUND BM 11825 @ THE MIDDLE OF THE SIDEWALK NORTHWESTERLY INTERSECTION OF FELL STREET AND VAN NESS EL. 57.94 WAS USED AS THE BENCH MARK FOR THIS SURVEY.

LEGEND (TOPOGRAPHIC SURVEY)

- EXTERIOR BOUNDARY
- (R) RADIAL BEARING
- BUILDING LIMITS
- BENCH MARK REFERENCE

FOUND SURVEY REFERENCES

- CITY STD. CONC. MONUMENT
- + SCRIBED ' + ' ON CURB/CONC. WALL.
- 5/8" REBAR W/ CAP " "
- NAIL OR / & BRASS TAG.

FOUND UTILITIES

- ELECTRICAL PULLBOX
- STORM MANHOLE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- ELECTROLIER
- FIRE HYDRANT
- DRAIN INLET
- WATER VALVE
- WATER METER
- POWER POLE

ABBREVIATIONS

AC	ASPHALT CONCRETE	MIN	MINIMUM
AD	AREA DRAIN	NTS	NOT TO SCALE
BM	BENCHMARK	OH	OVERHEAD WIRES
BC	BUILDING CORNER	PUE	PUBLIC UTILITY EASEMENT
CLR.	CLR. (DIST. INSIDE PL)	PL	PROPERTY LINE
CMP	CORRUGATED METAL PIPE	RET	RETAINING
CONC.	CONCRETE	ROW	RIGHT OF WAY
DI	DRAIN INLET	SD	STORM DRAIN
D/W	DRIVEWAY	SDMH	STORM DRAIN MANHOLE
ELECT	ELECTROLIER	SWR	SANITARY SEWER
EX	EXISTING	TB	TOP OF BANK
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FENCE LINE	TW	TOP OF WALL
GRND	GROUND	TYP.	TYPICAL
GB	GRADE BREAK	W	WATER
GROVE	GROVE OF TREES	WM	WATER METER
INV	INVERT ELEVATION	WV	WATER VALVE
MH	MANHOLE		

4/30/2019

GRAPHIC SCALE : 1 inch = 10 ft.

190215B—survey.dwg

DESIGNED BY:
DRAWN BY:
CHECKED BY:
SCALE: 1" = 10.00'

GL+A Civil Engineers
101 California Street, Suite 2710
San Francisco, CA. 94102-1716
Tel. (888) 885-9906 Fax. (888) 885-9909
Engr. of Record: Fereydoon Ziaripour R.C.E. 25308
Land Surveyors
Civil Engineers
Planners and Managers

Topographic and Boundary Survey

159 Fell Street

APN: 0834-015

City & County of San Francisco

CALIFORNIA

PN: 190215

SHEET 1 OF 2 SHEETS

EMAIL: projects@glaengineers.com

0.78%–>

FELL STREET (68.75' WIDE)

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

LIGHT POLE
PULL BOX
TREE WELL 12" ø
BIKE RACK
PULL BOX
NO PARK SIGN
WM
SFPUC GAS VALVE
TREE WELL 24" ø
BIKE RACK
PG&E BOX
WM
SWR VENT
NO PARK SIGN
TREE WELL 36" ø
WM
PG&E BOX
WM
BUS STOP SIGN
WM
PARKING PAY STATION
TREE WELL 24" ø
PG&E TRANSFORMER
TREE WELL 4" ø
PARKING STALL (TYP.)
EX. 8' CONC. GUTTER/APRON
EX. 10' CONC. S/W

EL. 115.48
EAVES (TYP.)
DOOR
WALL FIRE HYDRANT
DOOR
STAIRS
EL. 91.88
DOOR
DOOR
EL. 83.74
DOOR
GARAGE DOOR
EL. 85.07
WALL FIRE HYDRANT
DOOR
EL. 84.79
WALL FIRE HYDRANT
EL. 81.17
DOOR
EL. 116.84
EL. 82.24
EL. 1

5 STORY BLDG. (CONC.)
2 STORY BLDG. (CONC.)
2 STORY BLDG. (CONC.)
2 STORY BLDG. (CONC.)
2 STORY BLDG. (CONC.)
2 STORY BLDG. (CONC.)
5 STORY BLDG. (CONC.)
2 STORY BLDG. (CONC.)

BLOCK
SUBJECT PROPERTY
834

12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 22

EAVES (TYP.)
EL. 115.48
EL. 91.88
EL. 83.74
EL. 85.07
EL. 84.79
EL. 81.17
EL. 116.84
EL. 82.24

8 | D/W 27 | D/W | 4 D/W | 12

7.0' CONC. S/W

EX. CONC. PAVING
EX. AC PAVING
DOOR
DOOR
NO PRKNG
PCBLL MH
DOOR
PRK. MTR.
BC
HD RMP
AT&T BX
TC.D/W
TC.D/W SWR.VNT.
TC.D/W
TC.D/W
DOOR
TC.D/W
TC.D/W
GAS VALVE
TREE WELL
TREE WELL
TREE WELL
PAY PARK STA.
TREE WELL

HICKORY STREET (35.00' WIDE)

7.0' CONC. S/W

EX. AC PAVING (PARKING LOT)
DOOR
EL. 127.56
EAVES (TYP.)
DOOR
EL. 127.56
DOOR
EL. 84.63
DOOR
EL. 160.16
EAVES (TYP.)

6 STORY CONCRETE BLDG.
2 STORY BLDG.
7 STORY CONC

8 | 27 | 4 | 834

BLOCK

FRANKLIN STREET (68.75' WIDE)

GRAPHIC SCALE : 1 inch = 10 ft.
20 10 0 10

DESIGNED BY:
DRAWN BY:
CHECKED BY:
SCALE: 1" = 10.00'

GL+A Civil Engineers
101 California Street, Suite 2710
San Francisco, CA. 94102-1716
Tel. (888) 885-9906 Fax. (888) 885-9909
Land Surveyors
Civil Engineers
Planners and Managers
Engr. of Record: Fereydoon Ziaripour R.C.E. 25308

Topographic and Boundary Survey
159 Fell Street
APN: 0834-015
City & County of San Francisco
CALIFORNIA
PN: 190215

REGISTERED PROFESSIONAL ENGINEER FEREYDOON ZIARIPOUR C 25308 Exp. 12/31/19 CIVIL STATE OF CALIFORNIA

SHEET 2 OF 2 SHEETS

EMAIL: projects@glaengineers.com

190215B–survey.dwg

GS1: San Francisco Green Building Site Permit Submittal Form

Form version: February 1, 2018 (For permit applications January 2017 - December 2019)

INSTRUCTIONS:

1. **Select one (1) column to identify requirements for the project. For addition and alteration projects, applicability of specific requirements may depend upon project scope.**
2. **Provide the Project Information in the box at the right.**
3. **A LEED or GreenPoint Rated Scorecard is not required with the site permit application, but using such tools as early as possible is recommended.**
4. **To ensure legibility of DBI archives, submittal must be a minimum of 24" x 36".**

Attachment GS2, GS3, GS4, GS5 or GS6 will be due with the applicable addendum. A separate "FINAL COMPLIANCE VERIFICATION" form will be required prior to Certificate of Completion. For details, see Administrative Bulletin 93. For Municipal projects, additional Environment Code Chapter 7 requirements may apply; see GS6.

CHECK THE ONE COLUMN THAT BEST DESCRIBES YOUR PROJECT

	TITLE	SOURCE OF REQUIREMENT	DESCRIPTION OF REQUIREMENT	NEW CONSTRUCTION: ☐ LOW-RISE RESIDENTIAL (R, 1-3 Floors)	■ HIGH-RISE RESIDENTIAL (R, 4+ Floors)	☐ LARGE NON-RESIDENTIAL (A,B,E,I,M 25,000 sq.ft. or greater)	■ OTHER NON-RESIDENTIAL (F,H,L,S,U or A,B,E,I,M less than 25,000 sq.ft.)	ALTERATIONS + ADDITIONS: ☐ RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS (R 25,000 sq.ft. or greater)	☐ OTHER RESIDENTIAL ALTERATIONS + ADDITIONS (R adds any amount of conditioned area)	☐ NON-RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS (B,M 25,000 sq.ft. or greater)	☐ FIRST-TIME NON-RESIDENTIAL INTERIORS (A,B,I,M 25,000 sq.ft. or greater)	☐ OTHER NON-RESIDENTIAL INTERIORS, ALTERATIONS + ADDITIONS (A,B,E,F,H,L,I,M,S,U more than 1,000 sq.ft. or $200,000
LEED/GPR	Required LEED or GPR Certification Level	SFGBC 4.103.1.1, 4.103.2.1, 4.103.3.1, 5.103.1.1, 5.103.3.1 & 5.103.4.1	Project is required to achieve sustainability certification listed at right.	LEED SILVER (50+) or GPR (75+) CERTIFIED	LEED SILVER (50+) or GPR (75+) CERTIFIED	LEED GOLD (60+) CERTIFIED	n/r	LEED GOLD (60+) or GPR (75+) CERTIFIED	n/r	LEED GOLD (60+) CERTIFIED	LEED GOLD (60+) CERTIFIED	n/r
	LEED/GPR Point Adjustment for Retention/Demolition of Historic Features/Building	SFGBC 4.104, 4.105, 5.104 & 5.105	Enter any applicable point adjustments in box at right.	____	____	____	n/r	____	n/r	____	____	n/r
MATERIALS	LOW-EMITTING MATERIALS	CALGreen 4.504.2.1-5 & 5.504.4.1-6, SFGBC 4.103.3.2, 5.103.1.9, 5.103.3.2 & 5.103.4.2	Use products that comply with the emission limit requirements of 4.504.2.1-5, 5.504.4.1-6 for adhesives, sealants, paints, coatings, carpet systems including cushions and adhesives, resilient flooring (80% of area), and composite wood products. Major alterations to existing residential buildings must use low-emitting coatings, adhesives and sealants, and carpet systems that meet the requirements for GPR measures K2, K3 and L2 or LEED EQc2, as applicable. New large non-residential interiors and major alterations to existing residential and non-residential buildings must also use interior paints, coatings, sealants, and adhesives when applied on-site, flooring and composite wood that meet the requirements of LEED credit Low-Emitting Materials (EQc2).	4.504.2.1-5	4.504.2.1-5	LEED EQc2	5.504.4.1-6	LEED EQc2 or GPR K2, K3 & L2	4.504.2.1-5	LEED EQc2	LEED EQc2	5.504.4.1-6
WATER	INDOOR WATER USE REDUCTION	CALGreen 4.303.1 & 5.303.3, SFGBC 5.103.1.2, SF Housing Code sec.12A10, SF Building Code ch.13A	Meet flush/flow requirements for: toilets (1.28gpf); urinals (0.125gpf wall, 0.5gpf floor); showerheads (2.0gpm); lavatories (1.2gpm private, 0.5gpm public/common); kitchen faucets (1.8gpm); wash fountains (1.8gpm); metering faucets (0.2gpc); food waste disposers (1gpm/8gpm). Residential projects must upgrade all non-compliant fixtures per SF Housing Code sec.12A10. Large non-residential interiors, alterations & additions must upgrade all non-compliant fixtures per SF Building Code ch.13A. New large non-residential buildings must also achieve minimum 30% indoor potable water use reduction as calculated to meet LEED credit Indoor Water Use Reduction (WEc2).	•	•	LEED WEc2 (2 pts)	•	•	•	•	•	•
	NON-POTABLE WATER REUSE	Health Code art.12C	New buildings ≥ 40,000 sq.ft. must calculate a water budget. New buildings ≥250,000 sq.ft. must treat and use available rainwater, graywater, and foundation drainage and use in toilet and urinal flushing and irrigation. See www.sfwater.org for details.	n/r	•	•	n/r	n/r	n/r	n/r	n/r	n/r
	WATER-EFFICIENT IRRIGATION	Administrative Code ch.63	New construction projects with aggregated landscape area ≥500 sq.ft., or existing projects with modified landscape area ≥1,000 sq.ft. shall use low water use plants or climate appropriate plants, restrict turf areas and comply with Model Water Efficient Landscape Ordinance restrictions by calculated ETAF (.55 for residential, .45 for non-residential or less) or by prescriptive compliance for projects with ≤2,500 sq.ft. of landscape area. See www.sfwater.org for details.	•	•	•	•	•	•	•	•	•
	WATER METERING	CALGreen 5.303.1	Provide submeters for spaces projected to consume >1,000gal/day (or >100gal/day in buildings >50,000 sq.ft.).	n/r	n/r	•	•	n/r	n/r	•	•	•
ENERGY	ENERGY EFFICIENCY	CA Energy Code	Comply with all provisions of the CA Title 24 Part 6 Energy Standards.	•	•	•	•	•	•	•	•	•
	BETTER ROOFS	SFGBC 4.201.1 & 5.201.1.2	New non-residential buildings >2,000 sq.ft. and ≤10 occupied floors, and new residential buildings of any size and ≤10 occupied floors, must designate 15% of roof Solar Ready, per Title 24 rules. Install photovoltaics or solar hot water systems in this area. With Planning Department approval, projects subject to SFPUC Stormwater Requirements may substitute living roof for solar energy systems.	▪	≤10 floors	•	•	n/r	n/r	n/r	n/r	n/r
	RENEWABLE ENERGY	SFGBC 5.201.1.3	Non-residential buildings with ≥11 floors must acquire at least 1% of energy from on-site renewable sources, purchase green energy credits, or achieve 5 points under LEED credit Optimize Energy Performance (EAc2).	n/r	n/r	•	•	n/r	n/r	n/r	n/r	n/r
	COMMISSIONING (Cx)	CALGreen 5.410.2 - 5.410.4.5.1	For projects ≥10,000 sq.ft. include OPR, BOD, and commissioning plan in design & construction. Commission to comply. Alterations & additions with new HVAC equipment must test and adjust all equipment.	n/r	n/r	LEED EAc1 opt. 1	•	n/r	n/r	•	•	•
PARKING	BICYCLE PARKING	CALGreen 5.106.4, Planning Code 155.1-2	Provide short- and long-term bike parking equal to 5% of motorized vehicle parking, or meet SF Planning Code sec.155.1-2, whichever is greater.	SF Planning Code sec.155.1-2	SF Planning Code sec.155.1-2	•	•	if applicable SF Planning Code sec.155.1-2	if applicable SF Planning Code sec.155.1-2	•	•	if >10 stalls added
	DESIGNATED PARKING	CALGreen 5.106.5.2	Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles.	n/r	n/r	•	•	n/r	n/r	•	•	if >10 stalls added
	WIRING FOR EV CHARGERS	SFGBC 4.106.4 & 5.106.5.3	Permit application January 2018 or after: Construct all new off-street parking spaces for passenger vehicles and trucks with dimensions capable of installing EVSE. Install service capacity and panelboards sufficient to provide ≥40A 208 or 240V to EV chargers at 20% of spaces. Install ≥40A 208 or 240V branch circuits to ≥10% of spaces, terminating close to the proposed EV charger location. Installation of chargers is not required. Projects with zero off-street parking exempt. See SFGBC 4.106.4 or SFGBC 5.106.5.3 for details. Permit applications prior to January 2018 only: Install infrastructure to provide electricity for EV chargers at 6% of spaces for non-residential (CalGreen 5.106.5.3), 3% of spaces for multifamily with ≥17 units (CalGreen 4.106.4.2), and each space in 1-2 unit dwellings (CalGreen 4.106.4.1). Installation of chargers is not required.	•	•	•	•	applicable for permit application January 2018 or after	n/r	applicable for permit application January 2018 or after	n/r	n/r
WASTE DIVERSION	RECYCLING BY OCCUPANTS	SF Building Code AB-088	Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials.	•	•	•	•	•	•	•	•	•
	CONSTRUCTION & DEMOLITION (C&D) WASTE MANAGEMENT	SFGBC 4.103.2.3 & 5.103.1.3.1, Environment Code ch.14, SF Building Code ch.13B	For 100% of mixed C&D debris use registered transporters and registered processing facilities with a minimum of 65% diversion rate. Divert a minimum of 75% of total C&D debris if noted.	•	75% diversion	75% diversion	•	•	•	•	75% diversion	•
HVAC	HVAC INSTALLER QUALS	CALGreen 4.702.1	Installers must be trained and certified in best practices.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	HVAC DESIGN	CALGreen 4.507.2	HVAC shall be designed to ACCA Manual J, D, and S.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	REFRIGERANT MANAGEMENT	CALGreen 5.508.1	Use no halons or CFCs in HVAC.	n/r	n/r	•	•	n/r	n/r	•	•	•
GOOD NEIGHBOR	LIGHT POLLUTION REDUCTION	CA Energy Code, CALGreen 5.106.8	Comply with CA Energy Code for Lighting Zones 1-4. Comply with 5.106.8 for Backlight/Uplight/Glare.	n/r	n/r	•	•	n/r	n/r	•	•	•
	BIRD-SAFE BUILDINGS	Planning Code sec.139	Glass facades and bird hazards facing and/or near Urban Bird Refuges may need to treat their glass for opacity.	•	•	•	•	•	•	•	•	•
	TOBACCO SMOKE CONTROL	CALGreen 5.504.7, Health Code art.19F	For non-residential projects, prohibit smoking within 25 feet of building entries, air intakes, and operable windows. For residential projects, prohibit smoking within 10 feet of building entries, air intakes, and operable windows and enclosed common areas.	•	•	•	•	•	•	•	•	•
POLLUTION PREVENTION	STORMWATER CONTROL PLAN	Public Works Code art.4.2 sec.147	Projects disturbing ≥5,000 sq.ft. in combined or separate sewer areas, or replacing ≥2,500 impervious sq.ft. in separate sewer area, must implement a Stormwater Control Plan meeting SFPUC Stormwater Management Requirements. See www.sfwater.org for details.	•	•	•	•	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope
	CONSTRUCTION SITE RUNOFF CONTROLS	Public Works Code art.4.2 sec.146	Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices. See www.sfwater.org for details.	if disturbing ≥5,000 sq.ft.	•	if disturbing ≥5,000 sq.ft.	if disturbing ≥5,000 sq.ft.	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope
INDOOR ENVIRONMENTAL QUALITY	ACOUSTICAL CONTROL	CALGreen 5.507.4.1-3, SF Building Code sec.1207	Non-residential projects must comply with sound transmission limits (STC-50 exteriors near freeways/airports; STC-45 exteriors if 65db Leq at any time; STC-40 interior walls/floor-ceilings between tenants). New residential projects' interior noise due to exterior sources shall not exceed 45dB.	•	•	•	•	n/r	n/r	•	•	•
	AIR FILTRATION (CONSTRUCTION)	CALGreen 4.504.1-3 & 5.504.1-3	Seal permanent HVAC ducts/equipment stored onsite before installation.	•	•	•	•	•	•	•	•	•
	AIR FILTRATION (OPERATIONS)	CALGreen 5.504.5.3, SF Health Code art.38	Non-residential projects must provide MERV-8 filters on HVAC for regularly occupied, actively ventilated spaces. Residential new construction and major alteration & addition projects in Air Pollutant Exposure Zones per SF Health Code art.38 must provide MERV-13 filters on HVAC.	if applicable	if applicable	•	•	if applicable	n/r	•	•	•
	CONSTRUCTION IAQ MANAGEMENT PLAN	SFGBC 5.103.1.8	During construction, meet SMACNA IAQ guidelines; provide MERV-8 filters on all HVAC.	n/r	n/r	LEED EQc3	n/r	n/r	n/r	n/r	n/r	n/r
RESIDENTIAL	GRADING & PAVING	CALGreen 4.106.3	Show how surface drainage (grading, swales, drains, retention areas) will keep surface water from entering the building.	•	•	n/r	n/r	if applicable	if applicable	n/r	n/r	n/r
	RODENT PROOFING	CALGreen 4.406.1	Seal around pipe, cable, conduit, and other openings in exterior walls with cement mortar or DBI-approved similar method.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	FIREPLACES & WOODSTOVES	CALGreen 4.503.1	Install only direct-vent or sealed-combustion, EPA Phase II-compliant appliances.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	CAPILLARY BREAK, SLAB ON GRADE	CALGreen 4.505.2	Slab on grade foundation requiring vapor retarder also requires a capillary break such as: 4 inches of base 1/2-inch aggregate under retarder; slab design specified by licensed professional.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	MOISTURE CONTENT	CALGreen 4.505.3	Wall and floor wood framing must have <19% moisture content before enclosure.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	BATHROOM EXHAUST	CALGreen 4.506.1	Must be ENERGY STAR compliant, ducted to building exterior, and its humidistat shall be capable of adjusting between <50% to >80% (humidistat may be separate component).	•	•	n/r	n/r	•	•	n/r	n/r	n/r

PROJECT INFO

159 FELL ST
PROJECT NAME
0834 / 015
BLOCK/LOT
159 FELL ST
SAN FRANCISCO, CA 94102
ADDRESS
B, R-2
PRIMARY OCCUPANCY
22,109 SF
GROSS BUILDING AREA

DESIGN PROFESSIONAL *or* PERMIT APPLICANT *(sign & date)*

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

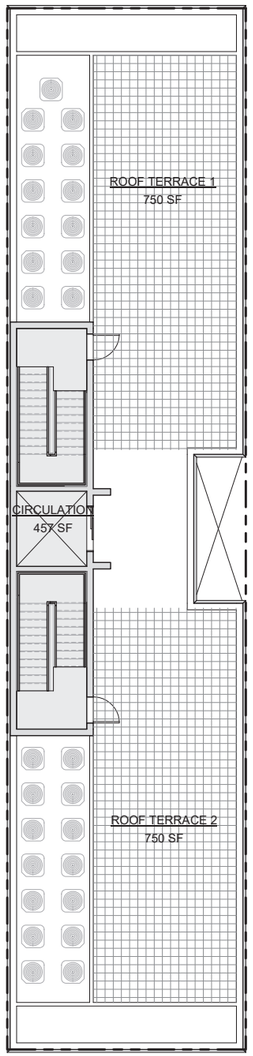
GS1

A0.40

DATE	01.08.21
SCALE	
DRAWN	GG, HP, NW, MH
	1903

COLOR LEGEND

- CIRCULATION
- ROOF TERRACE 1
- ROOF TERRACE 2

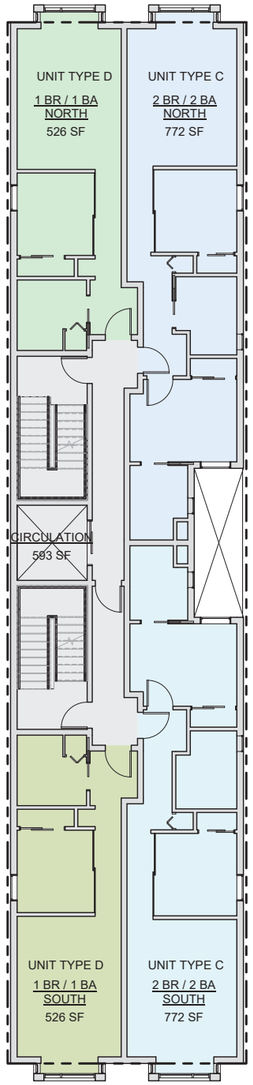


TYPE	AREA
CIRCULATION	457 SF
	457 SF

PENTHOUSE

COLOR LEGEND

- 1 BR / 1 BA NORTH
- 1 BR / 1 BA SOUTH
- 2 BR / 2 BA NORTH
- 2 BR / 2 BA SOUTH
- CIRCULATION

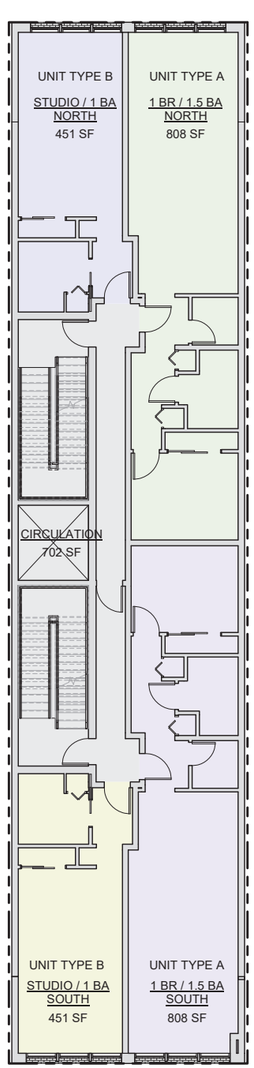


TYPE		AREA
1 BR / 1 BA	NORTH	2628 SF
1 BR / 1 BA	SOUTH	2628 SF
2 BR / 2 BA	NORTH	3862 SF
2 BR / 2 BA	SOUTH	3862 SF
CIRCULATION		2965 SF
		15944 SF

3RD - 7TH FLOOR AREAS

COLOR LEGEND

- 1 BR / 1.5 BA NORTH
- 1 BR / 1.5 BA SOUTH
- CIRCULATION
- STUDIO / 1 BA NORTH
- STUDIO / 1 BA SOUTH

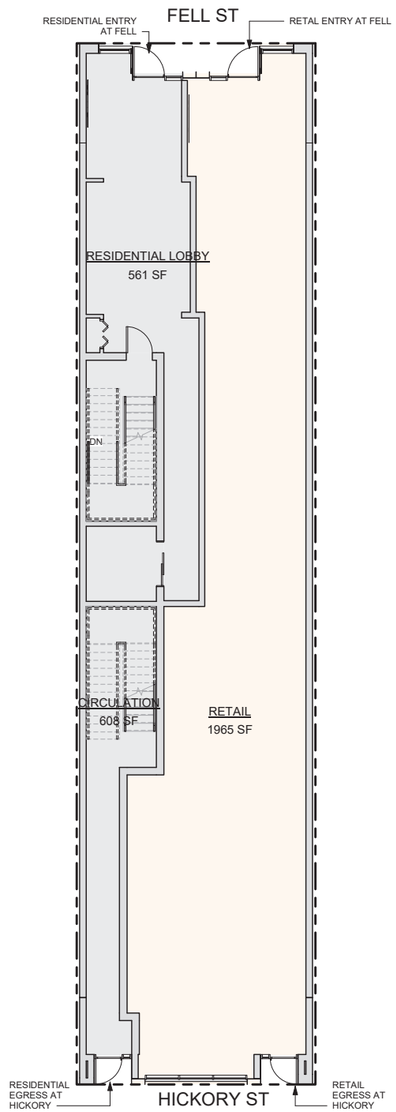


TYPE		AREA
1 BR / 1.5 BA	NORTH	808 SF
1 BR / 1.5 BA	SOUTH	808 SF
CIRCULATION		702 SF
STUDIO / 1 BA	NORTH	451 SF
STUDIO / 1 BA	SOUTH	451 SF
		3220 SF

2ND FLOOR AREAS

COLOR LEGEND

- CIRCULATION
- RESIDENTIAL LOBBY
- RETAIL

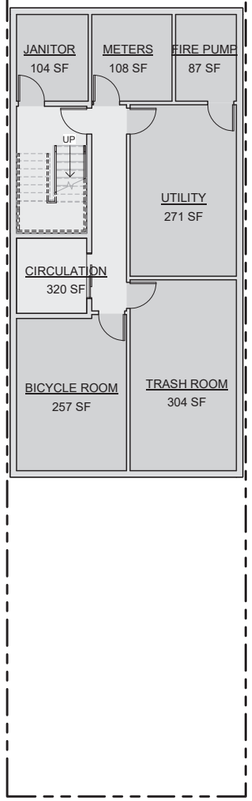


TYPE	AREA
CIRCULATION	608 SF
RESIDENTIAL LOBBY	561 SF
RETAIL	1965 SF
	3134 SF

1ST FLOOR AREAS

COLOR LEGEND

- BICYCLE ROOM
- CIRCULATION
- FIRE PUMP
- JANITOR
- METERS
- TRASH ROOM
- UTILITY



TYPE	AREA
BICYCLE ROOM	257 SF
CIRCULATION	320 SF
FIRE PUMP	87 SF
JANITOR	104 SF
METERS	108 SF
TRASH ROOM	304 SF
UTILITY	271 SF
	1451 SF

BASEMENT FLOOR AREAS

AREAS BY TYPE - 1ST FLOOR RETAIL		
AREA TYPE	AREA	%
CIRCULATION (RESIDENTIAL)	1169 SF	37%
RETAIL	1965 SF	63%
	3134 SF	100%

AREAS BY TYPE - 2ND FLOOR RESIDENTIAL		
AREA TYPE	AREA	%
CIRCULATION (RESIDENTIAL)	702 SF	22%
RESIDENTIAL	2518 SF	78%
	3220 SF	100%

AREAS BY TYPE - 3RD FLOOR RESIDENTIAL		
AREA TYPE	AREA	%
CIRCULATION (RESIDENTIAL)	593 SF	19%
RESIDENTIAL	2596 SF	81%
	3189 SF	100%

AREAS BY TYPE - ALL RESIDENTIAL FLOORS 2-7		
AREA TYPE	AREA	%
CIRCULATION (RESIDENTIAL)	3667 SF	19%
RESIDENTIAL	15497 SF	81%
	19164 SF	100%

AREAS BY TYPE - TOTALS		
AREA TYPE	AREA	%
CIRCULATION (RESIDENTIAL)	5293 SF	22%
RESIDENTIAL	15497 SF	64%
RETAIL	1965 SF	8%
UTILITY (RESIDENTIAL)	1451 SF	6%
	24206 SF	100%

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

BUILDING AREA CALCULATIONS

PROJECT NORTH / NORTH

A0.50

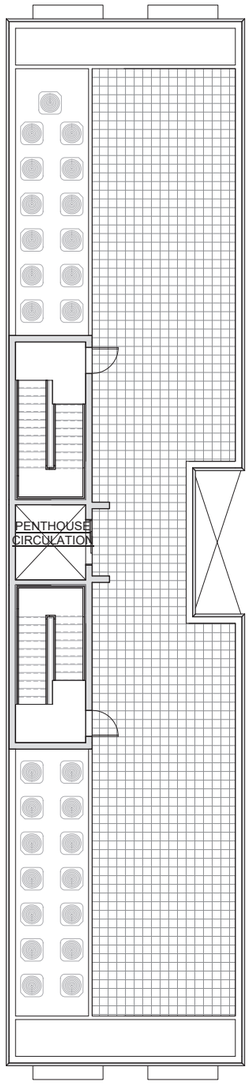
DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903

GFA PER SEC 102

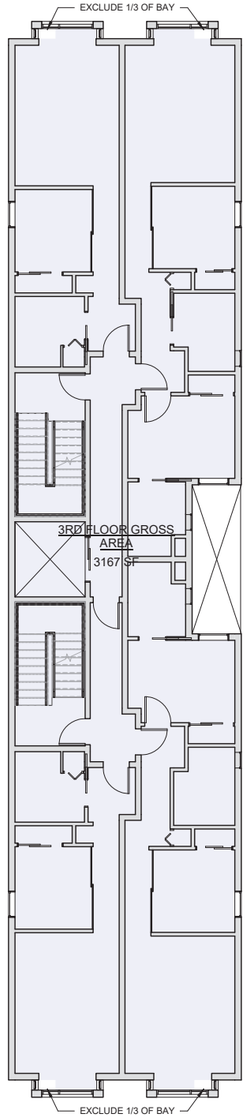
- ☐ EXCLUDE
- ☐ GROSS

SECTION 102 - GROSS FLOOR AREA			
LEVELI	AREA NAME	SEC 102 FAR TYPE	GROSS AREA PER SEC 102
BASEMENT	BUILDING MAINTENANCE	EXCLUDE	0 SF
BASEMENT	BICYCLE PARKING	EXCLUDE	0 SF
1ST FLOOR	1ST FLOOR RETAIL (< 75%)	EXCLUDE	0 SF
1ST FLOOR	EXCLUSIVELY RESIDENTIAL	EXCLUDE	0 SF
2ND FLOOR	2ND FLOOR GROSS AREA	GROSS	3220 SF
3RD FLOOR	3RD FLOOR GROSS AREA	GROSS	3167 SF
4TH FLOOR	4TH FLOOR GROSS AREA	GROSS	3167 SF
5TH FLOOR	5TH FLOOR GROSS AREA	GROSS	3167 SF
6TH FLOOR	6TH FLOOR GROSS AREA	GROSS	3167 SF
7TH FLOOR	7TH FLOOR GROSS AREA	GROSS	3167 SF
ROOF	PENTHOUSE CIRCULATION	EXCLUDE	0 SF
TOTAL GROSS FLOOR AREA PER SEC. 102			19054 SF

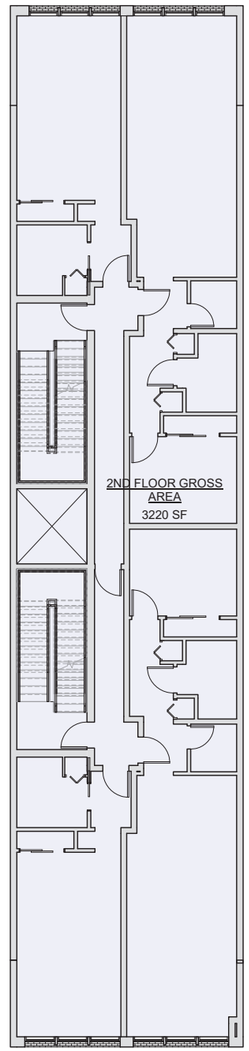
GROSS FLOOR AREA AND FAR PER SF PLANNING CODE SEC 102, 124	
GROSS FLOOR AREA PER SECTION 102	19054 SF
TOTAL LOT AREA	3300 SF
FLOOR AREA RATIO PER SECTION 124	5.77



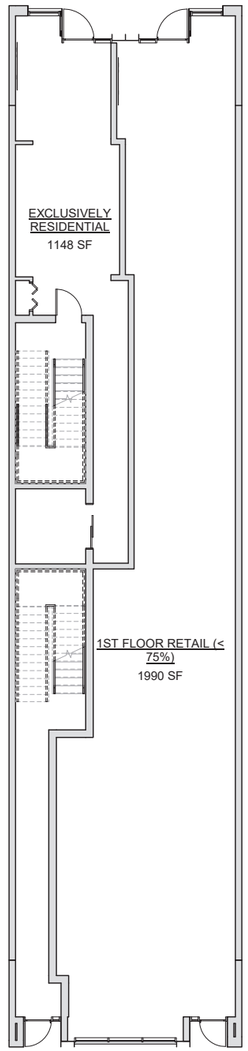
ROOF



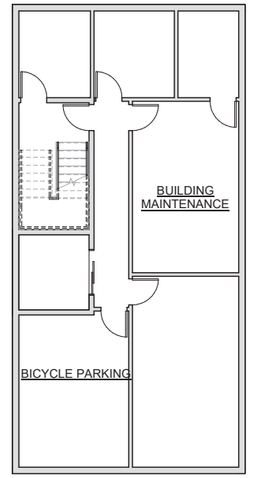
3RD - 7TH FLOOR



2ND FLOOR



1ST FLOOR



BASEMENT

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

GROSS FLOOR AREAS FAR PER SF PLANNING CODE SEC 102, 124

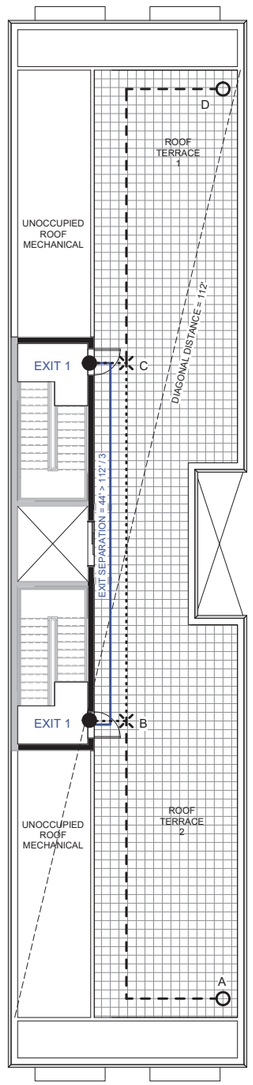
PROJECT NORTH
TRUE NORTH

A 0.51

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903

ROOF TERRACE 1

COMMON PATH OF EGRESS TRAVEL = 44' (D - C) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 47' (D - EXIT1) < 250'



ROOF TERRACE 2

COMMON PATH OF EGRESS TRAVEL = 44' (A - B) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 47' (A - EXIT2) < 250'

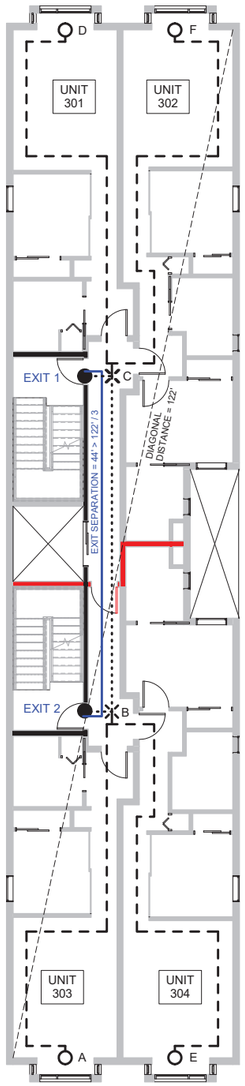
5 ROOF - EXITING PLAN
1/8" = 1'-0"

UNIT 301

COMMON PATH OF EGRESS TRAVEL = 56' (D - C) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 59' (D - EXIT1) < 250'

UNIT 302

COMMON PATH OF EGRESS TRAVEL = 60' (F - C) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 93' (F - EXIT1) < 250'



UNIT 303

COMMON PATH OF EGRESS TRAVEL = 56' (A - B) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 59' (A - EXIT2) < 250'

UNIT 304

COMMON PATH OF EGRESS TRAVEL = 60' (E - B) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 63' (E - EXIT2) < 250'

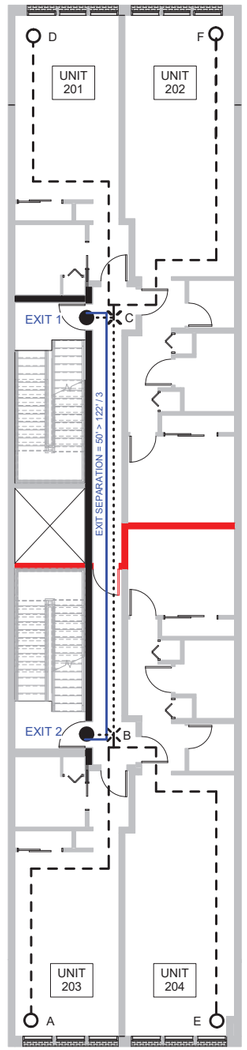
4 3RD - 7TH - EXITING PLAN
1/8" = 1'-0"

UNIT 201

COMMON PATH OF EGRESS TRAVEL = 42' (D - C) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 45' (D - EXIT1) < 250'

UNIT 202

COMMON PATH OF EGRESS TRAVEL = 44' (F - C) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 47' (F - EXIT1) < 250'



UNIT 203

COMMON PATH OF EGRESS TRAVEL = 42' (A - B) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 45' (A - EXIT2) < 250'

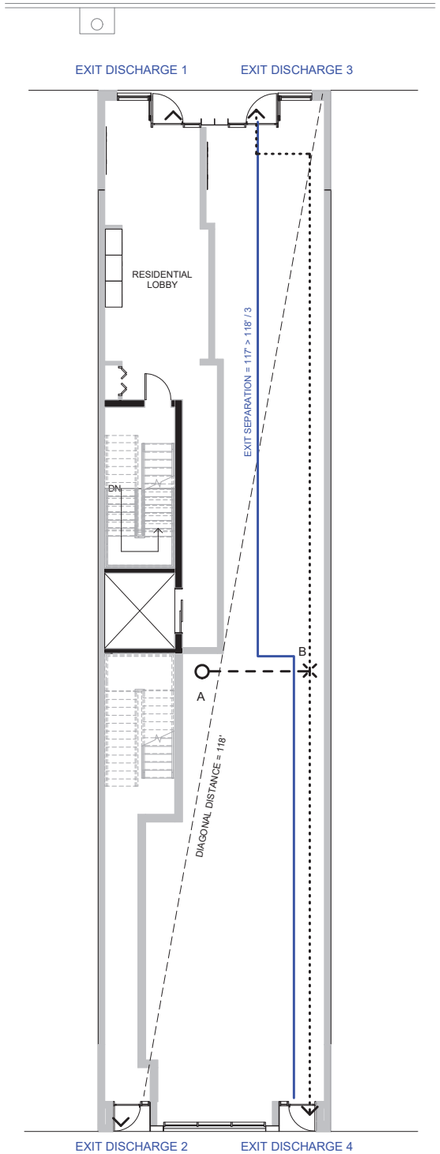
UNIT 204

COMMON PATH OF EGRESS TRAVEL = 44' (E - B) < 125'
MAX EXIT ACCESS TRAVEL DISTANCE = 47' (E - EXIT2) < 250'

3 2ND FLOOR - EXITING PLAN
1/8" = 1'-0"

FELL ST

EXIT DISCHARGE 1 EXIT DISCHARGE 3



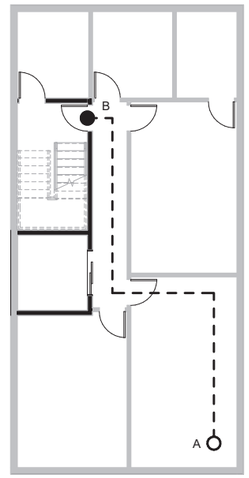
EXIT DISCHARGE 2 EXIT DISCHARGE 4

RETAIL (1ST FLOOR)

COMMON PATH OF EGRESS TRAVEL = 12' (A - B) < 100'
MAX EXIT ACCESS TRAVEL DISTANCE = 84' (A - EXIT DISCHARGE 3) < 300'

HICKORY ST

2 1ST FLOOR - EXITING PLAN
1/8" = 1'-0"



UTILITY AND MAINTENANCE

COMMON PATH OF EGRESS TRAVEL = 52' (A - B) < 100'
MAX EXIT ACCESS TRAVEL DISTANCE = 52' (A - B) < 100'

1 BASEMENT EXITING PLAN
1/8" = 1'-0"

EGRESS LEGEND

- START OF EGRESS
- EXIT ACCESS
- EXIT DISCHARGE
- SEPARATE EXIT TRAVEL PATHS
- COMMON PATH OF TRAVEL
- EXIT ACCESS TRAVEL
- 2-HR FIRE RATED INTERIOR PARTITION
- 3-HR FIRE RATED HORIZONTAL EXIT

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

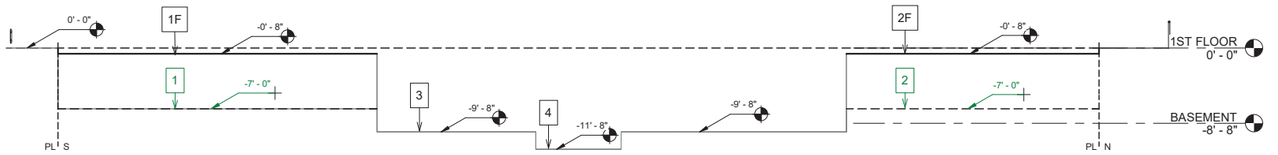
EGRESS DIAGRAMS

PROJECT NORTH / TRUE NORTH

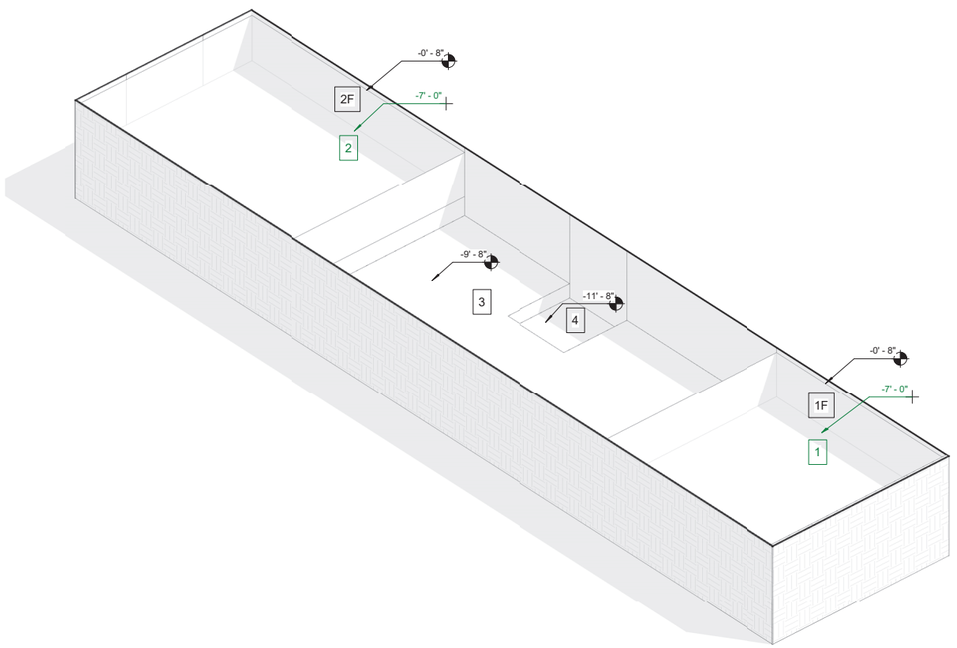
A 0.60

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903

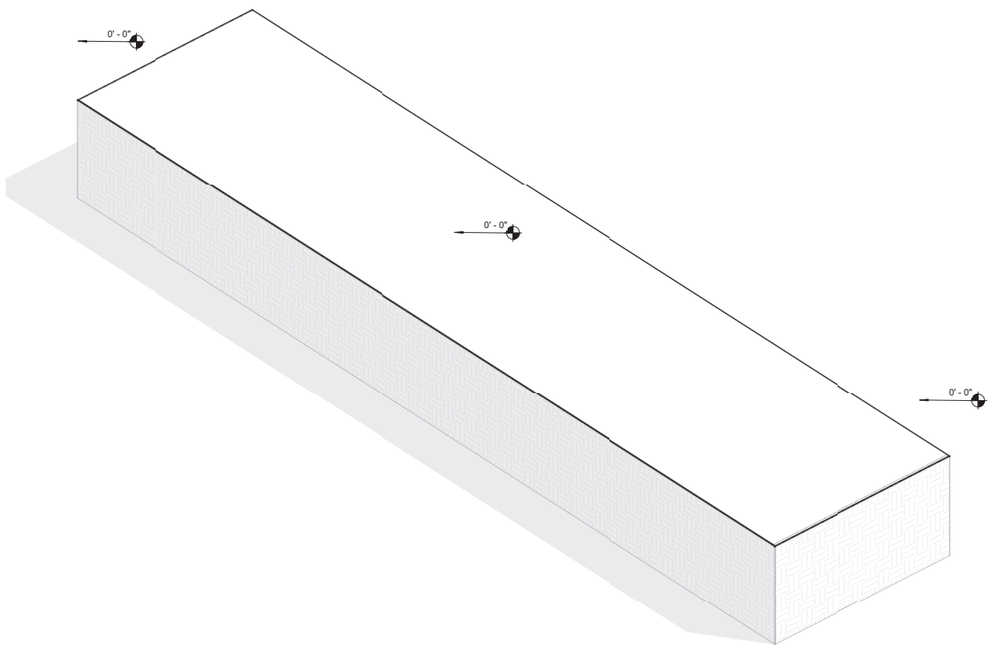
TOPOGRAPHY CUT AND FILL CALCULATIONS						
ID	GRADED REGION	REMOVAL	REFILL	NET CUT / FILL	SURFACE AREA	DISTURBED AREA
1	1ST FLOOR SOUTH SOIL REMOVAL	256.09 CY	0.00 CY	-256.09 CY	987 SF	987 SF
1F	1ST FLOOR SOUTH SOIL REFILL	0.00 CY	238.77 CY	238.77 CY	987 SF	0 SF
2	1ST FLOOR NORTH SOIL REMOVAL	202.72 CY	0.00 CY	-202.72 CY	782 SF	782 SF
2F	1ST FLOOR NORTH SOIL REFILL	0.00 CY	189.02 CY	189.02 CY	782 SF	0 SF
3	BASEMENT PAD	485.96 CY	0.00 CY	-485.96 CY	1356 SF	1356 SF
4	ELEVATOR PIT	41.26 CY	0.00 CY	-41.26 CY	95 SF	95 SF
DISTURBED SOIL TOTALS		986.03 CY	427.79 CY	-558.24 CY		3220 SF



3 EXCAVATION SECTION
1/8" = 1'-0"



1 EXCAVATED TOPOGRAPHY AXON



2 EXISTING TOPOGRAPHY AXON

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

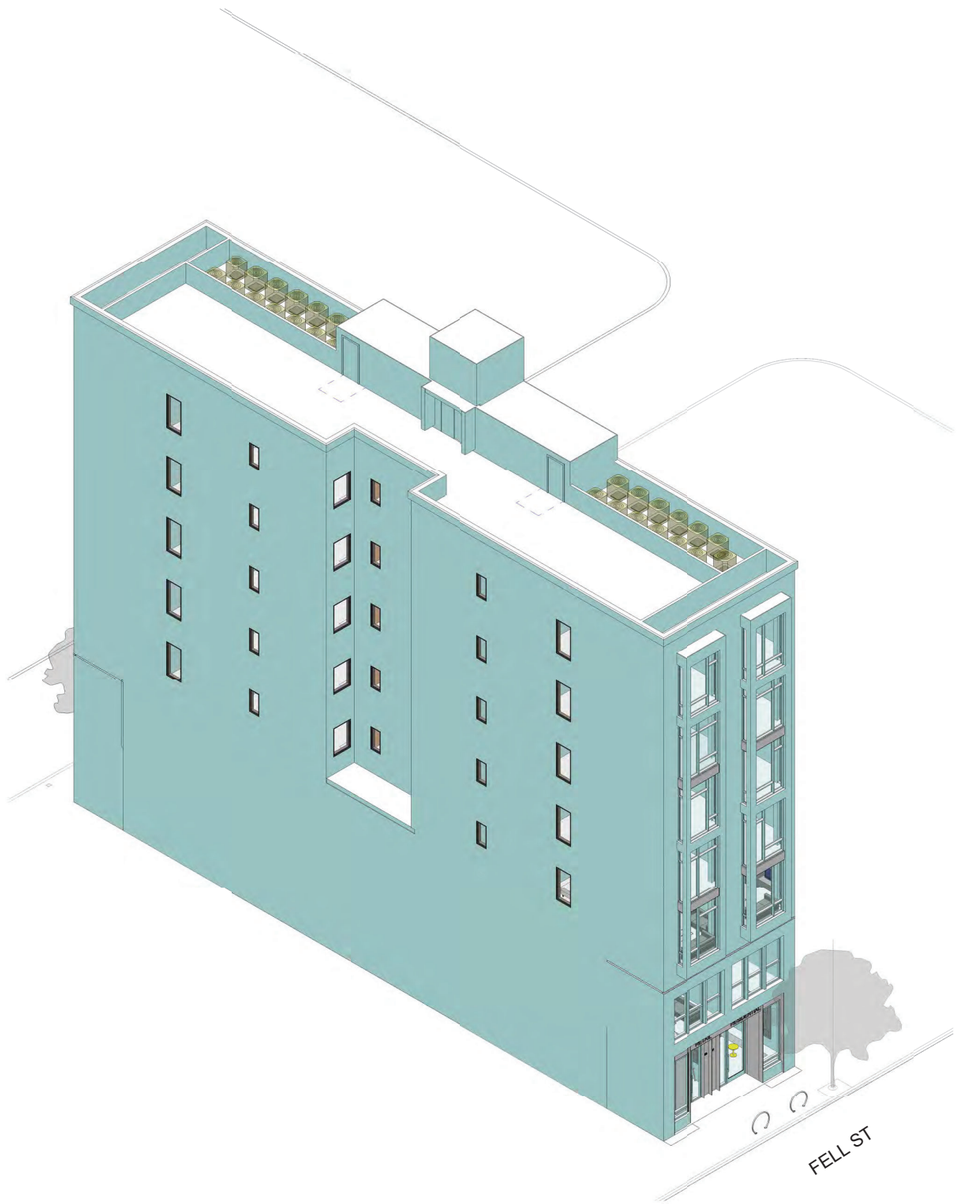
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

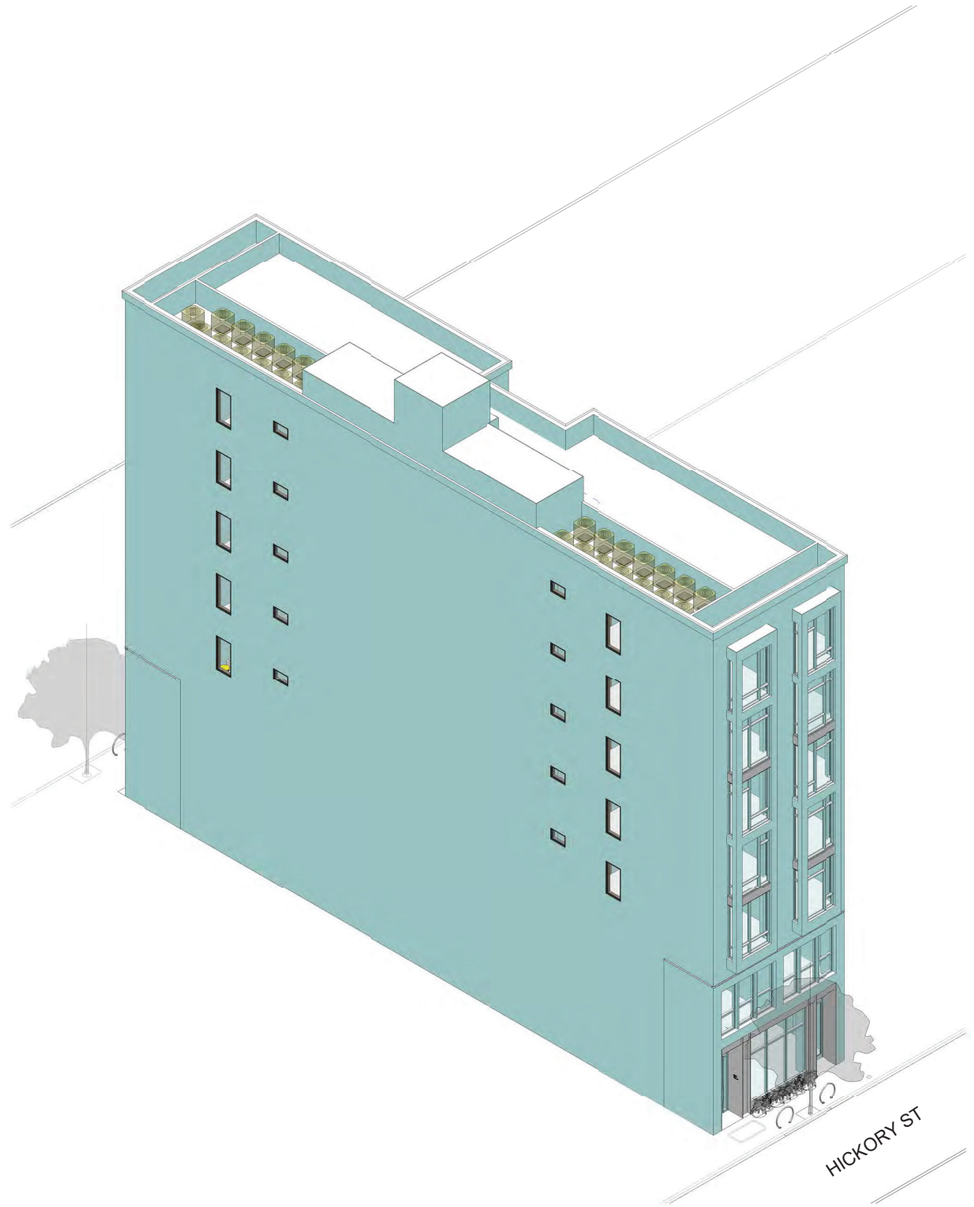
EXCAVATION CALCULATIONS AND DIAGRAMS

A0.70

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



1 BUILDING MASSING - SOUTHWEST VIEW



2 BUILDING MASSING - NORTHEAST VIEW

WINDER GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

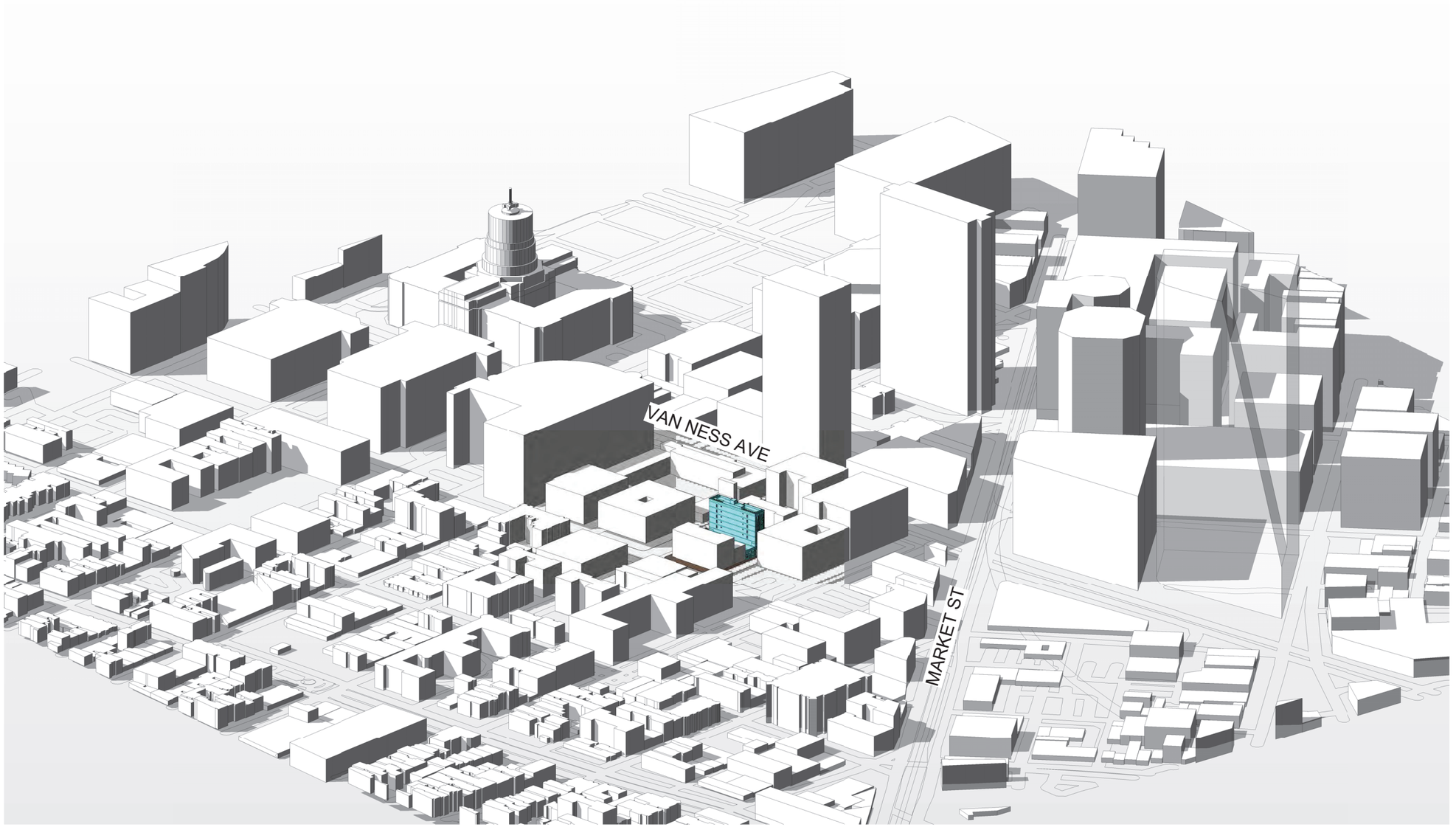
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

BUILDING MASSING

A 0.90

DATE	01.08.21
SCALE	
DRAWN	GG, HP, NW, MH
	1903



1 BUILDING IN LARGER CONTEXT - AXON

WINDER GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

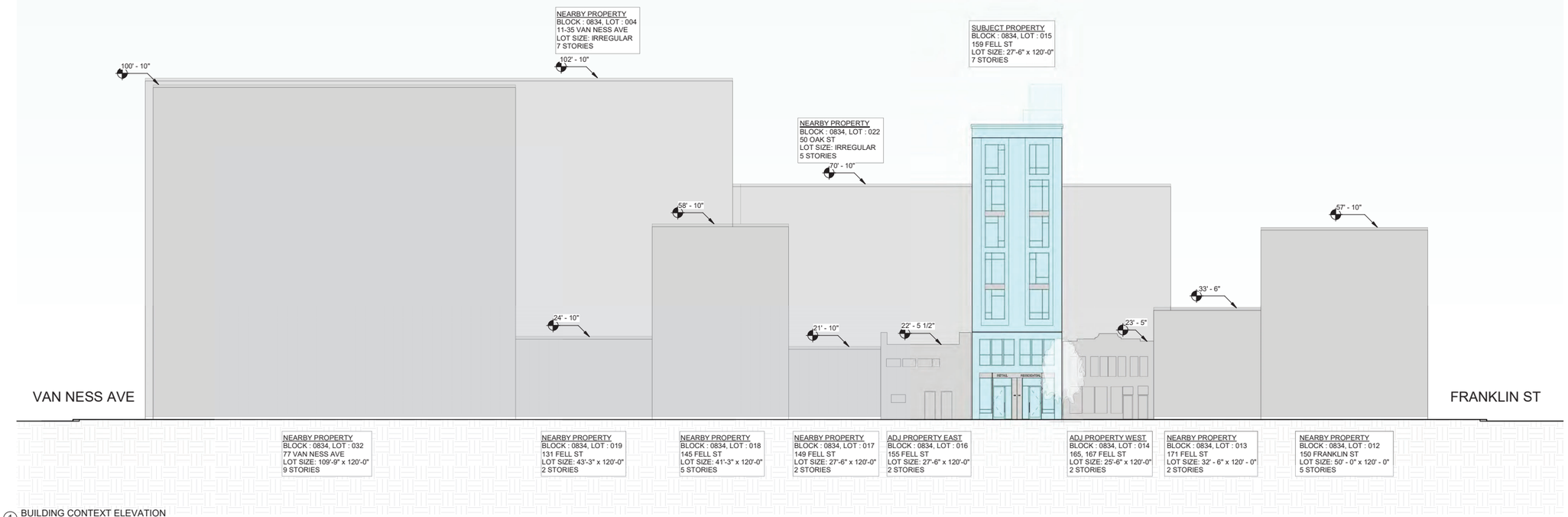
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

BUILDING MASSING IN LARGER CONTEXT

A0.91

DATE	01.08.21
SCALE	
DRAWN	GG, HP, NW, MH
	1903



1 BUILDING CONTEXT ELEVATION
1/16" = 1'-0"

WINDER GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

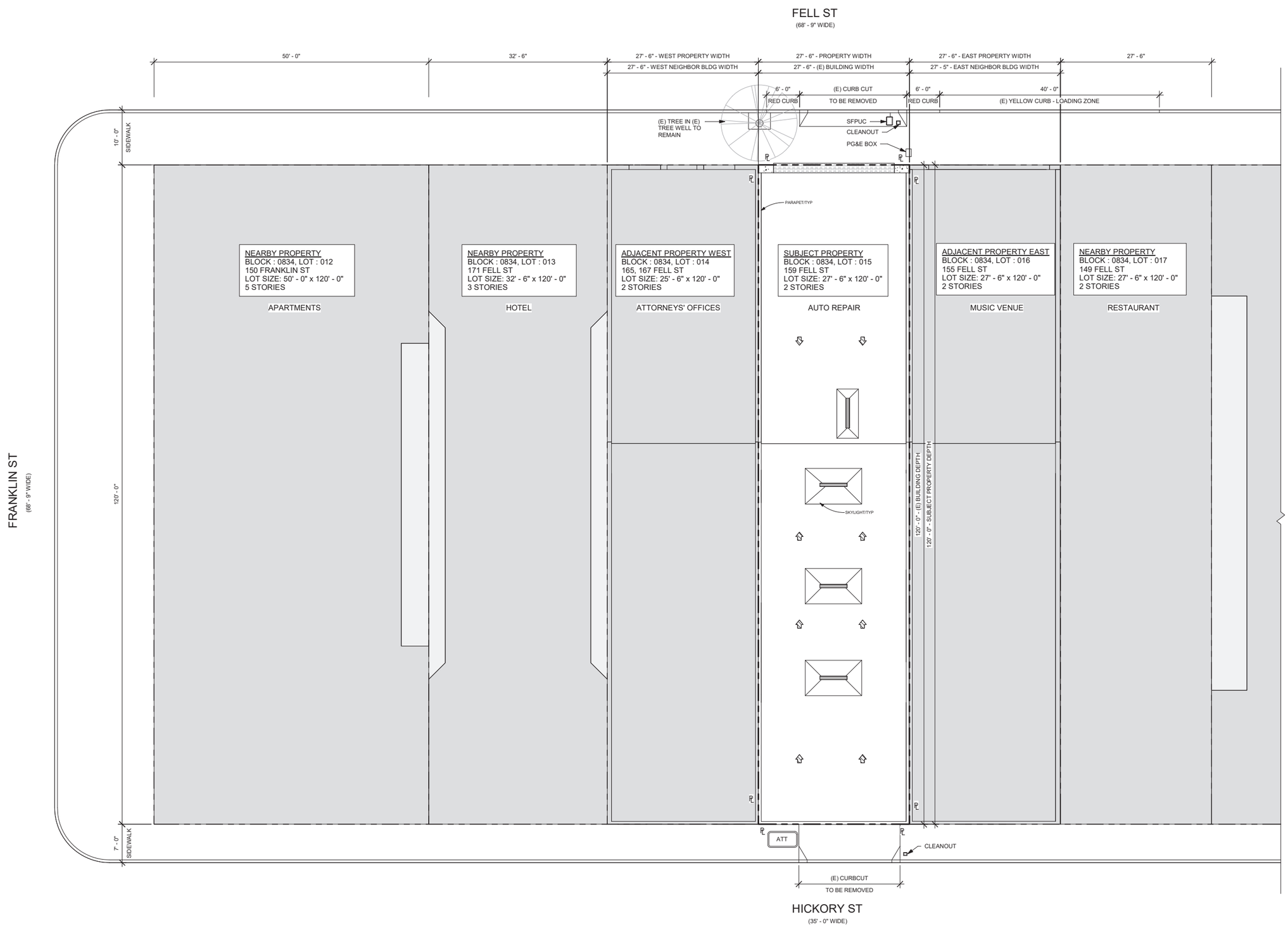
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

BUILDING CONTEXT ELEVATION

A 0.92

DATE	01.08.21
SCALE	1/16" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



1 EXISTING SITE PLAN
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

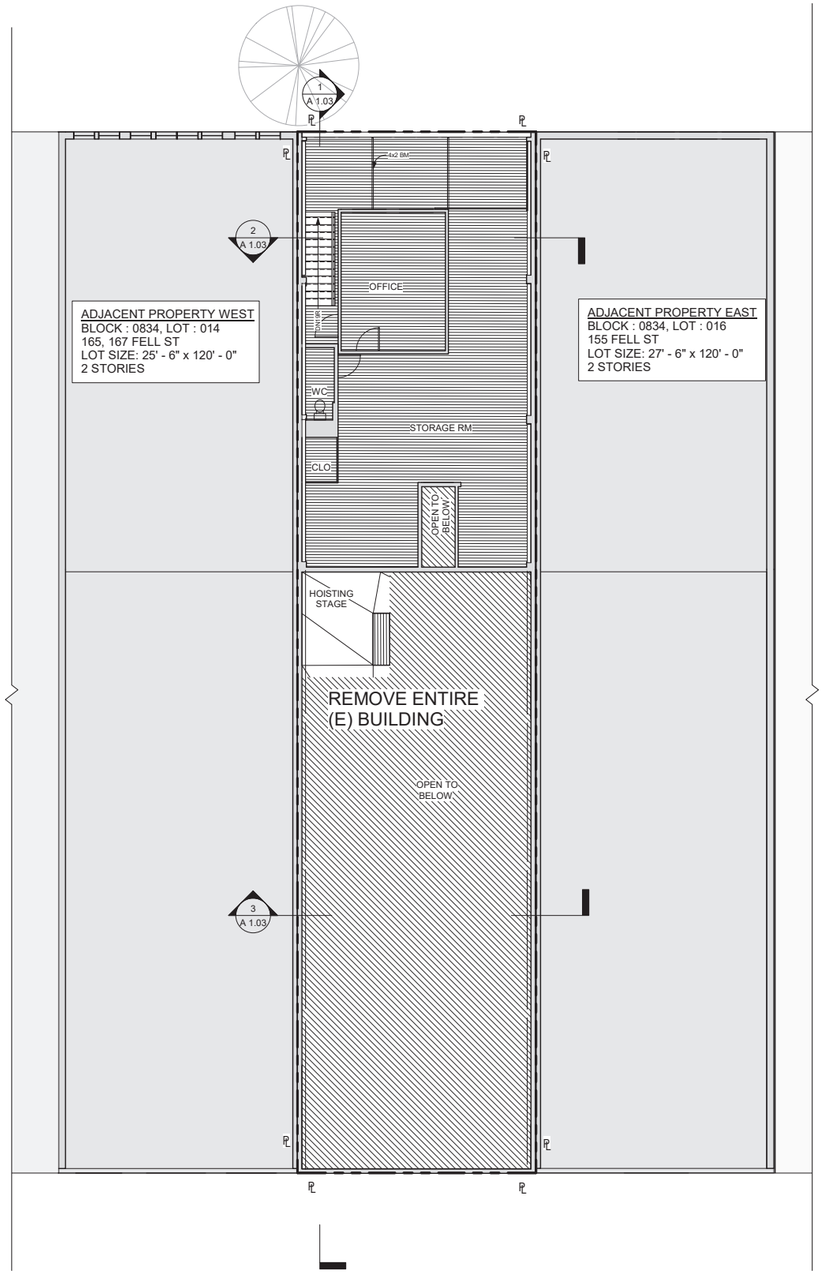
SITE PERMIT
RESUBMITTAL 2

EXISTING SITE PLAN

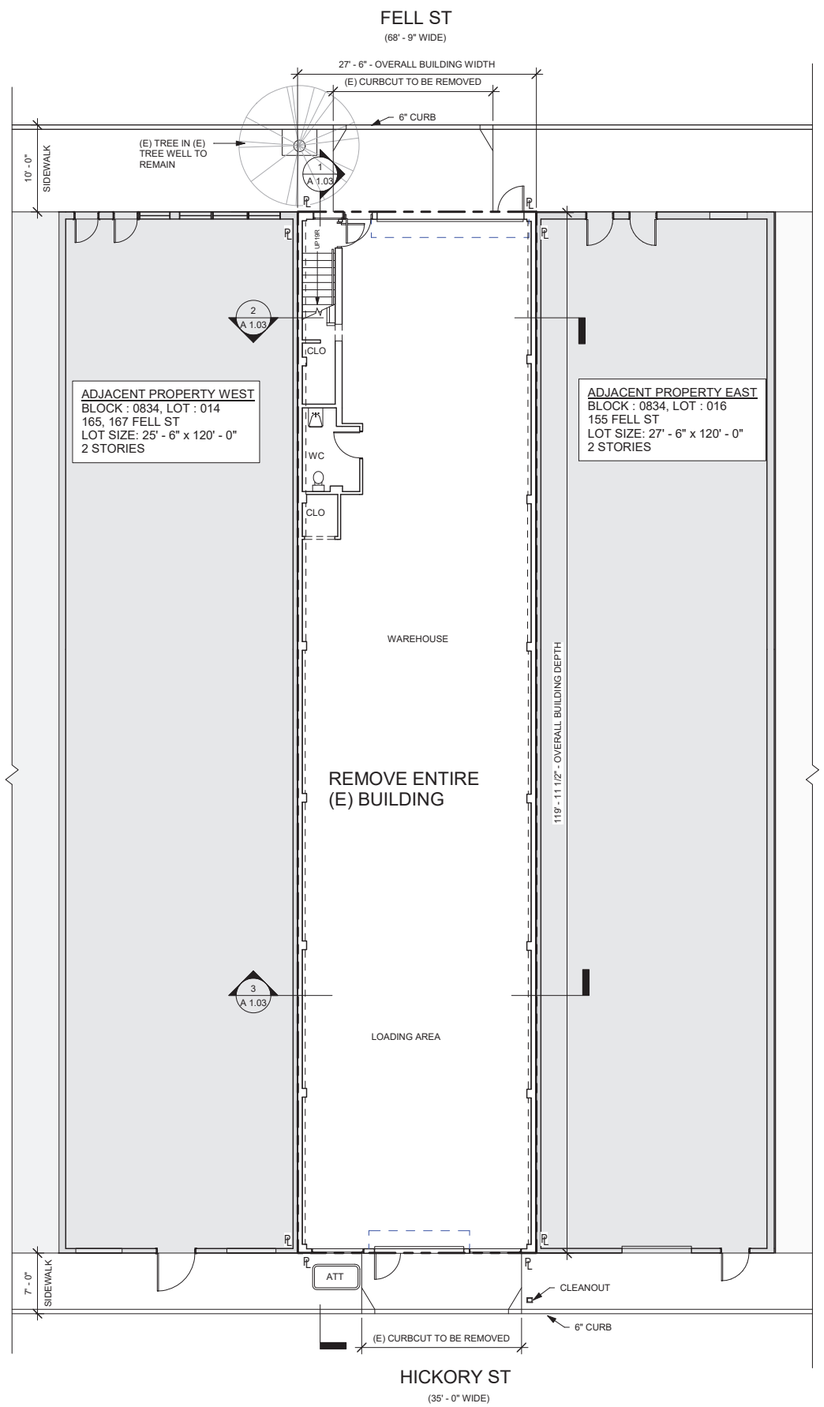
PROJECT NORTH
NORTH

A1.00

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



2 EXISTING 2ND FLOOR PLAN
1/8" = 1'-0"



1 EXISTING 1ST FLOOR PLAN
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

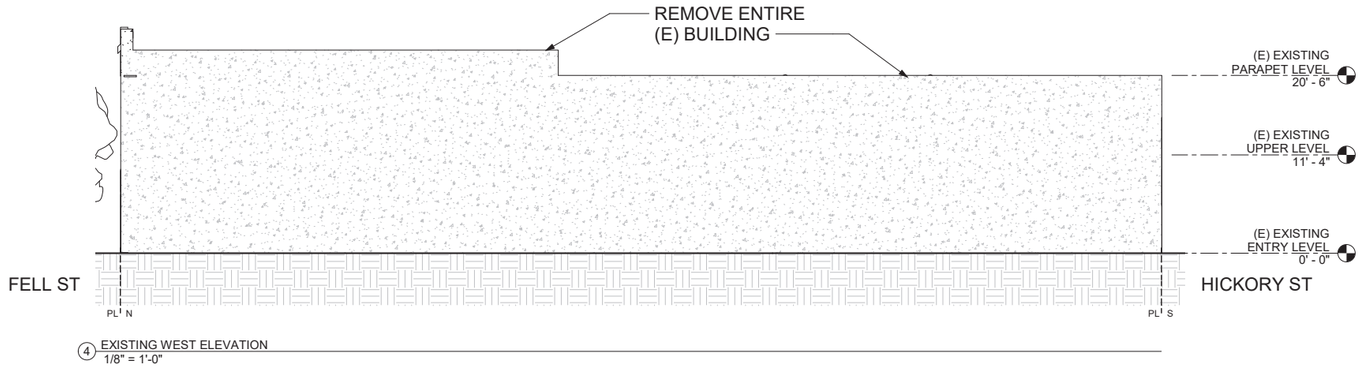
SITE PERMIT
RESUBMITTAL 2

EXISTING FLOOR PLANS

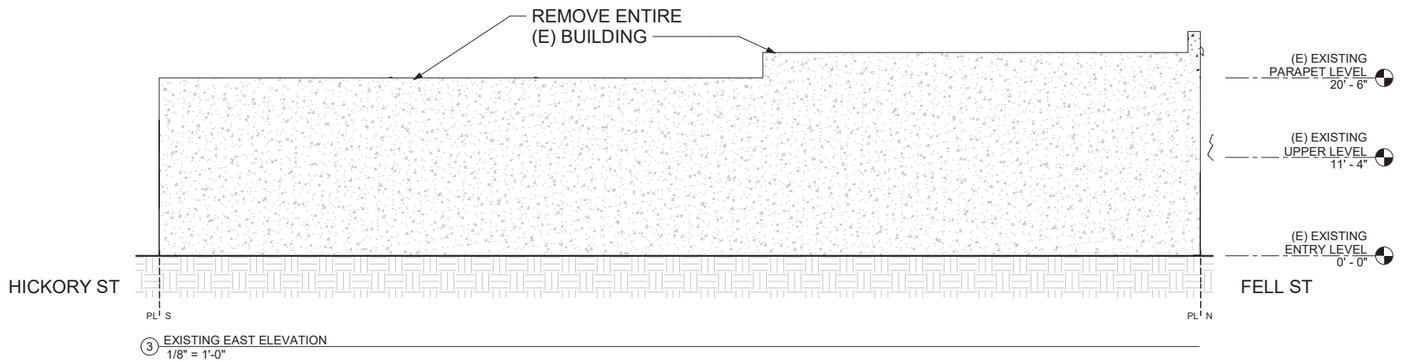
PROJECT NORTH
TRUE NORTH

A 1.01

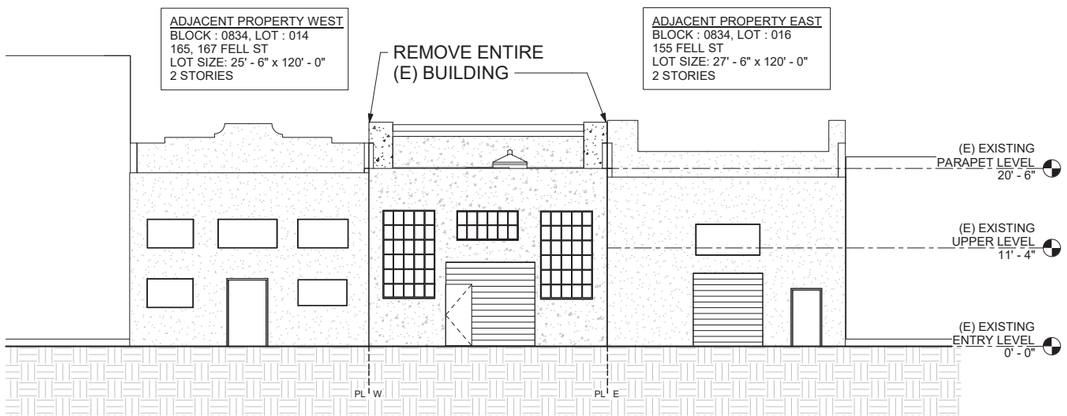
DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



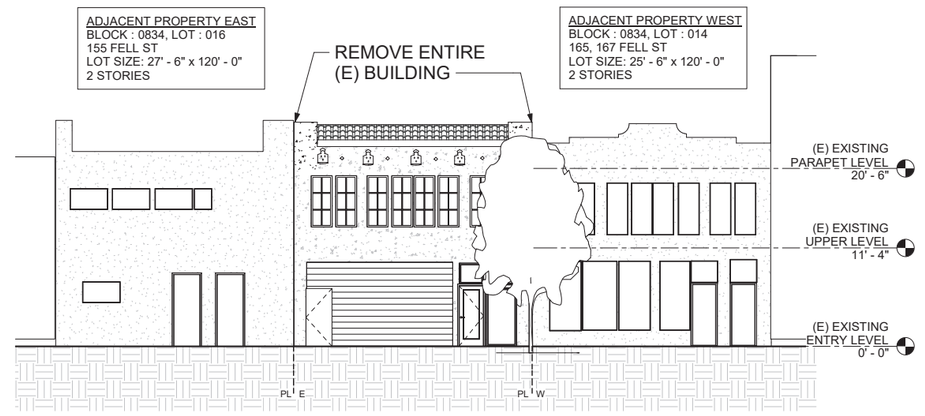
4 EXISTING WEST ELEVATION
1/8" = 1'-0"



3 EXISTING EAST ELEVATION
1/8" = 1'-0"



2 EXISTING SOUTH ELEVATION (HICKORY ST)
1/8" = 1'-0"



1 EXISTING NORTH ELEVATION (FELL ST)
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

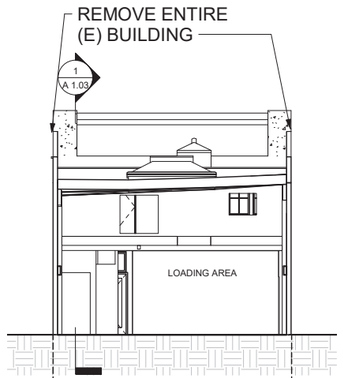
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

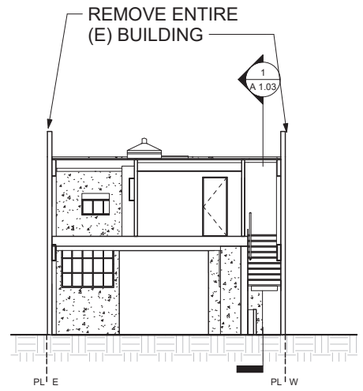
EXISTING ELEVATIONS

A 1.02

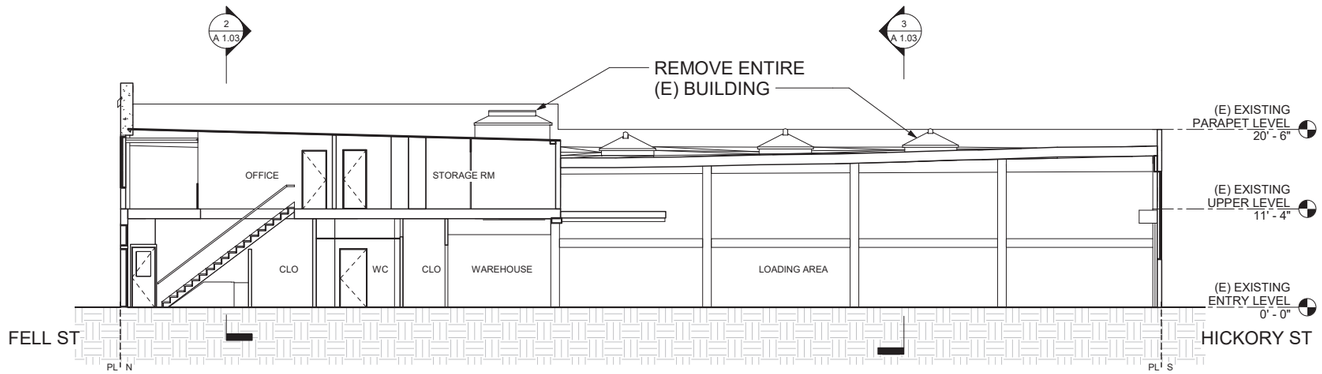
DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



3 EXISTING TRANSVERSE SECTION 2
1/8" = 1'-0"



2 EXISTING TRANSVERSE SECTION 1
1/8" = 1'-0"



1 EXISTING LONGITUDINAL SECTION
1/8" = 1'-0"

WINDER
GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

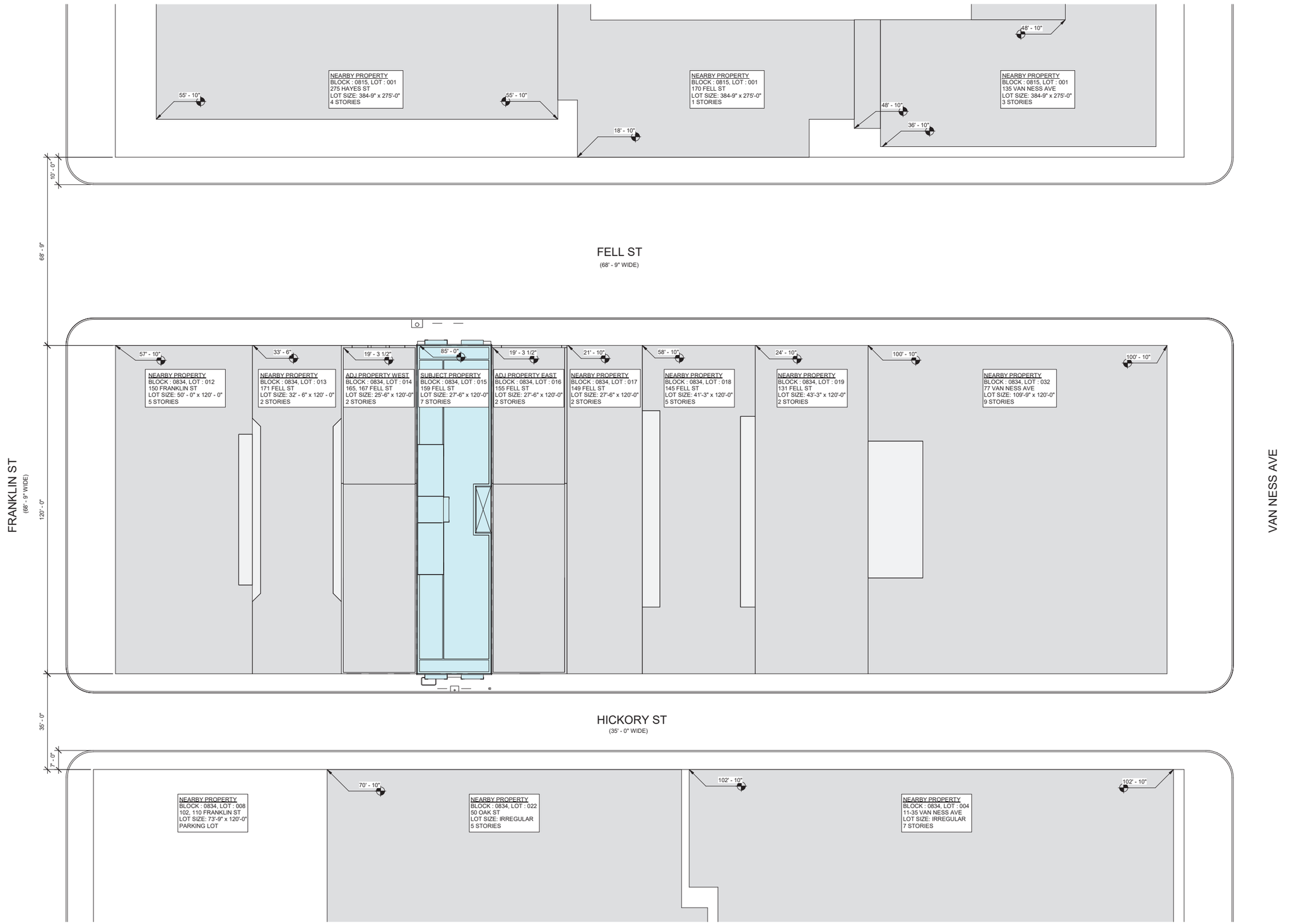
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

EXISTING SECTIONS

A 1.03

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



1 SITE PLAN WITH VICINITY CONTEXT
1/16" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

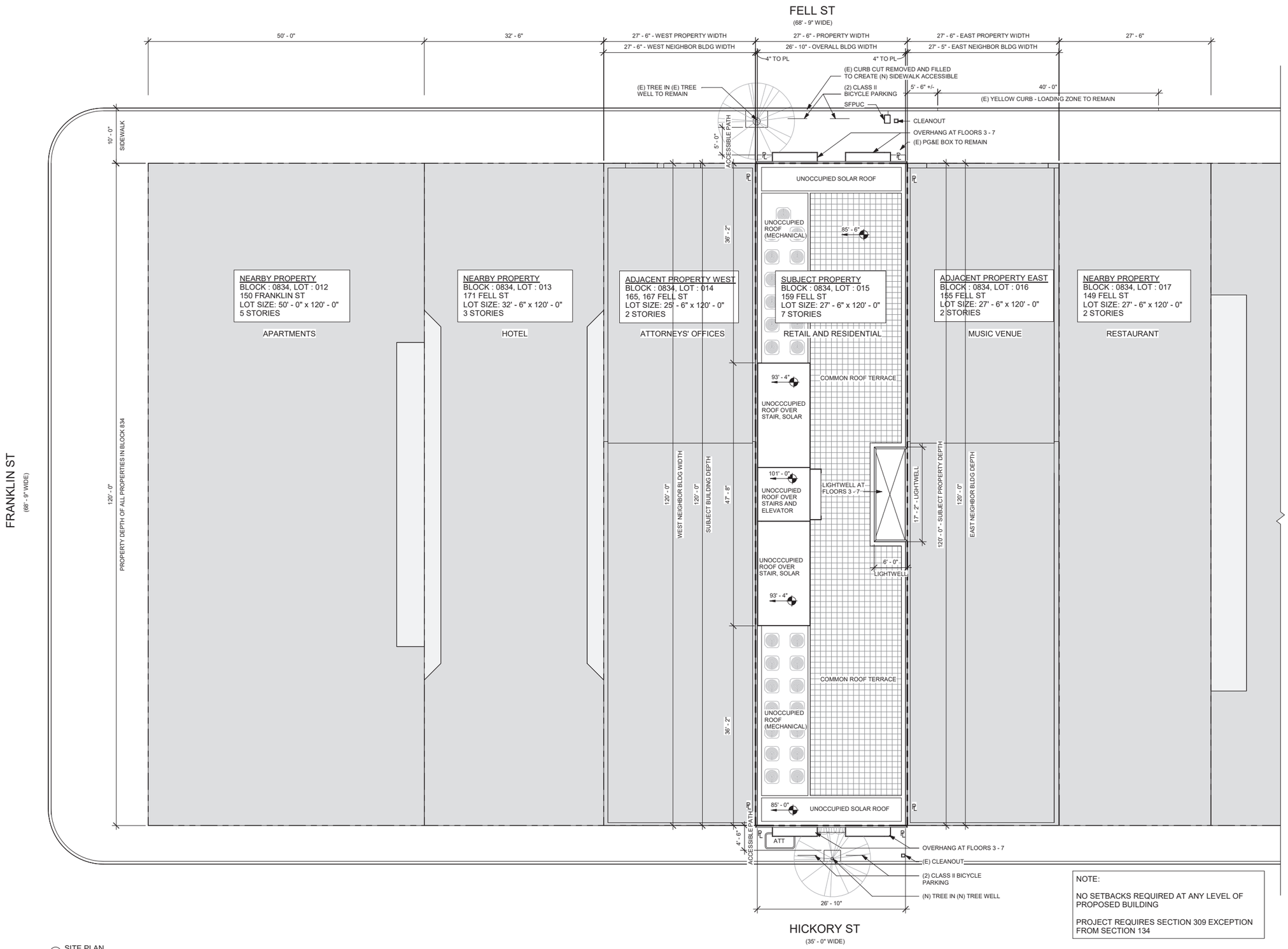
SITE PERMIT
RESUBMITTAL 2

BUILDING OVERALL SITE PLAN

PROJECT NORTH / TRUE NORTH

A1.99

DATE	01.08.21
SCALE	1/16" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



NOTE:

NO SETBACKS REQUIRED AT ANY LEVEL OF PROPOSED BUILDING

PROJECT REQUIRES SECTION 309 EXCEPTION FROM SECTION 134

1 SITE PLAN
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

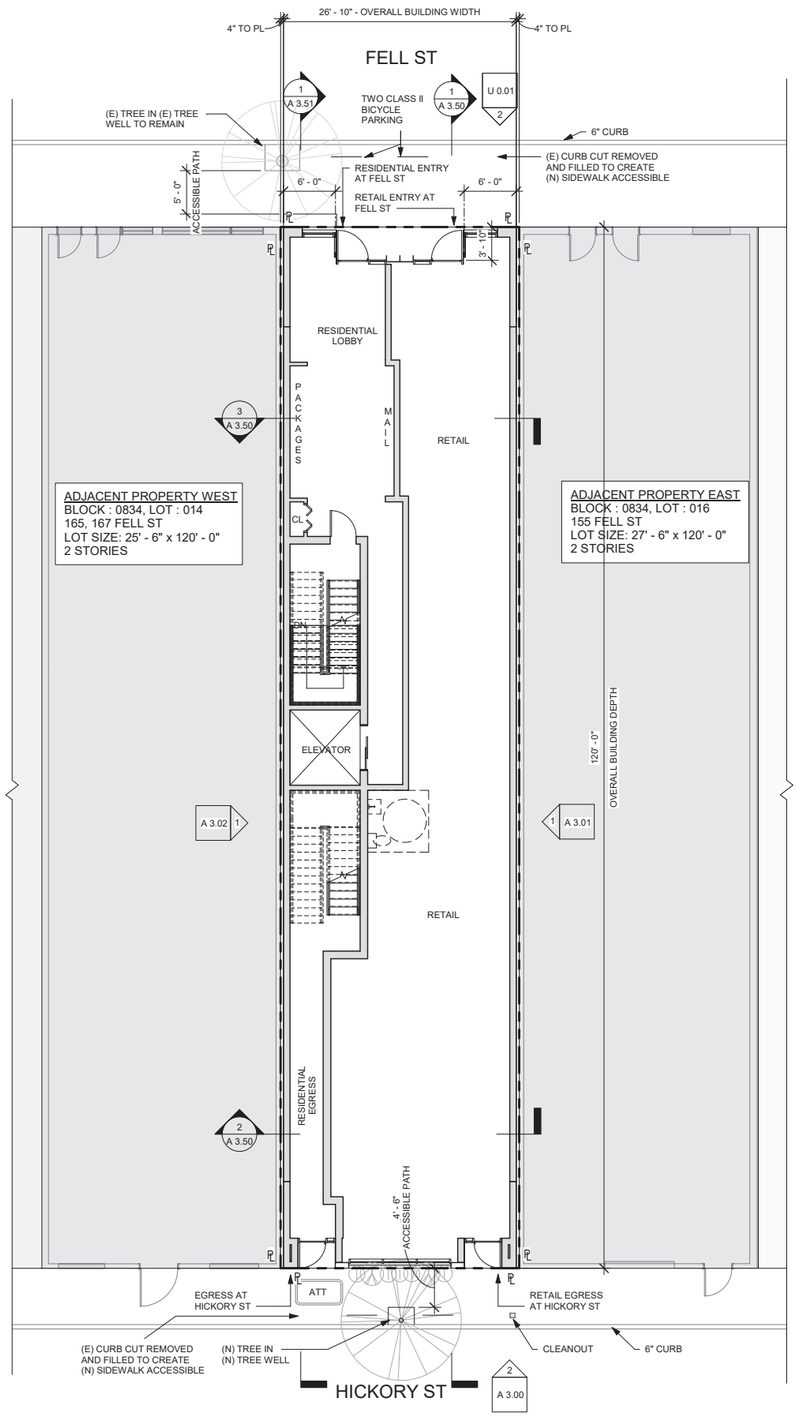
SITE PERMIT
RESUBMITTAL 2

PROPOSED SITE PLAN

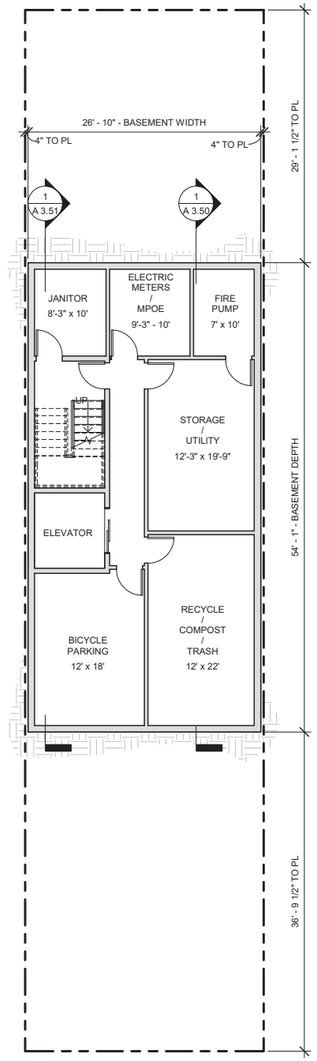
PROJECT NORTH
NORTH

A2.00

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



1 PROPOSED 1ST FLOOR PLAN
1/8" = 1'-0"



3 PROPOSED BASEMENT FLOOR PLAN
1/8" = 1'-0"

WINDER
GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

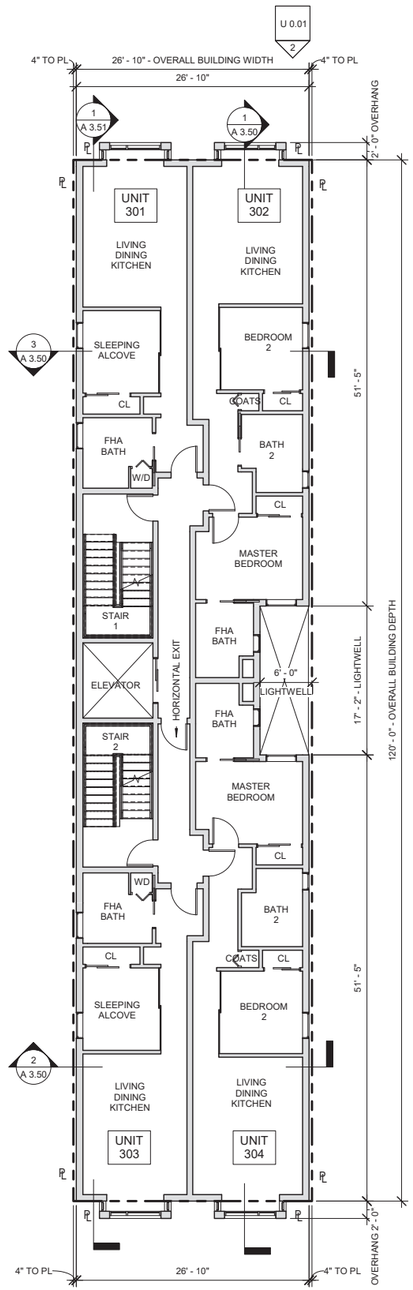
SITE PERMIT
RESUBMITTAL 2

PROPOSED RETAIL FLOOR (1ST FLOOR) AND BASEMENT FLOOR PLAN

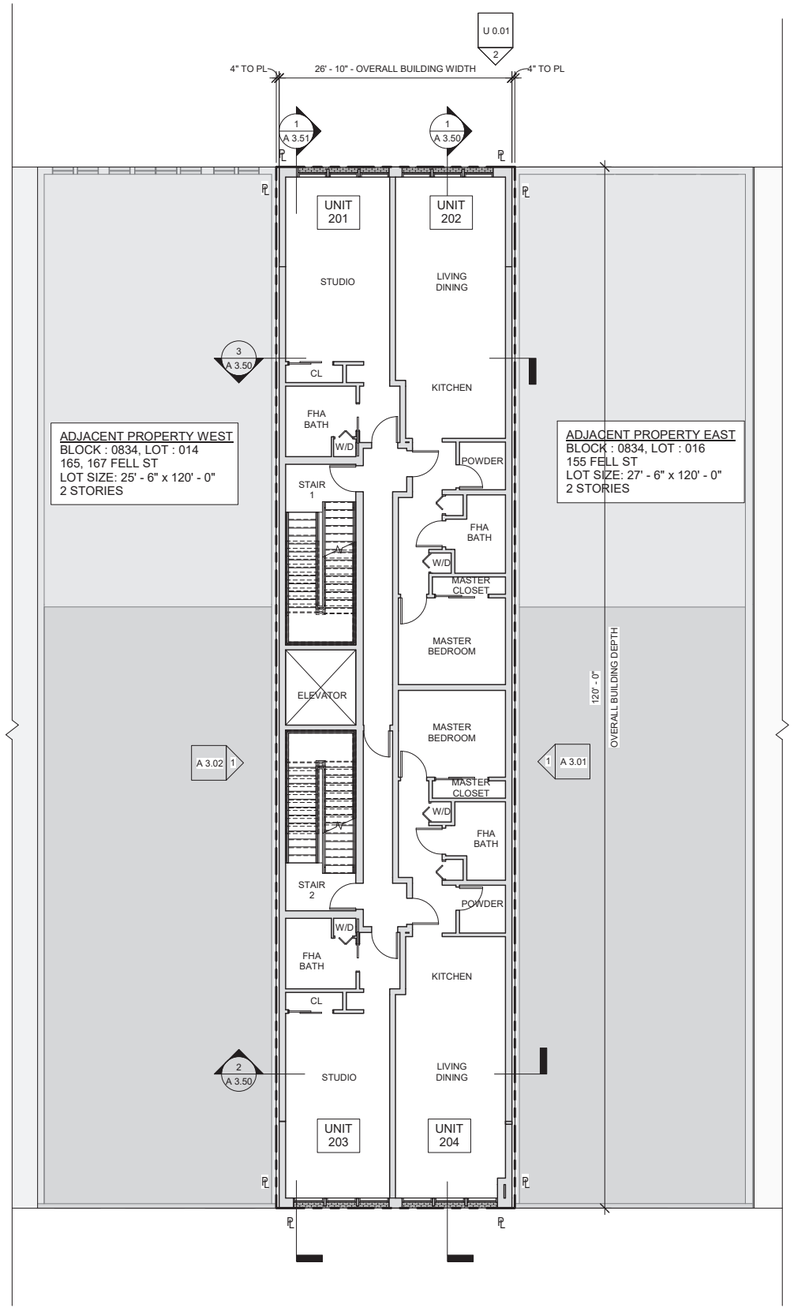
PROJECT NORTH
TRUE NORTH

A 2.01

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



1 PROPOSED FLOOR PLAN - FLOORS 3 - 7
1/8" = 1'-0"



ADJACENT PROPERTY WEST
BLOCK : 0834, LOT : 014
165, 167 FELL ST
LOT SIZE: 25' - 6" x 120' - 0"
2 STORIES

ADJACENT PROPERTY EAST
BLOCK : 0834, LOT : 016
155 FELL ST
LOT SIZE: 27' - 6" x 120' - 0"
2 STORIES

4 PROPOSED 2ND FLOOR PLAN
1/8" = 1'-0"

WINDER GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

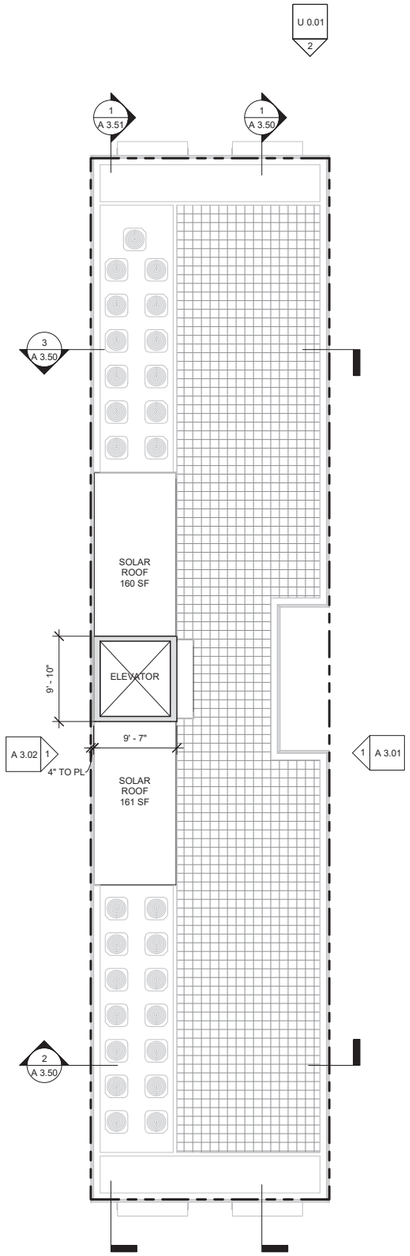
SITE PERMIT
RESUBMITTAL 2

PROPOSED RESIDENTIAL
FLOORS 2ND, 3RD-7TH FLOOR
PLANS

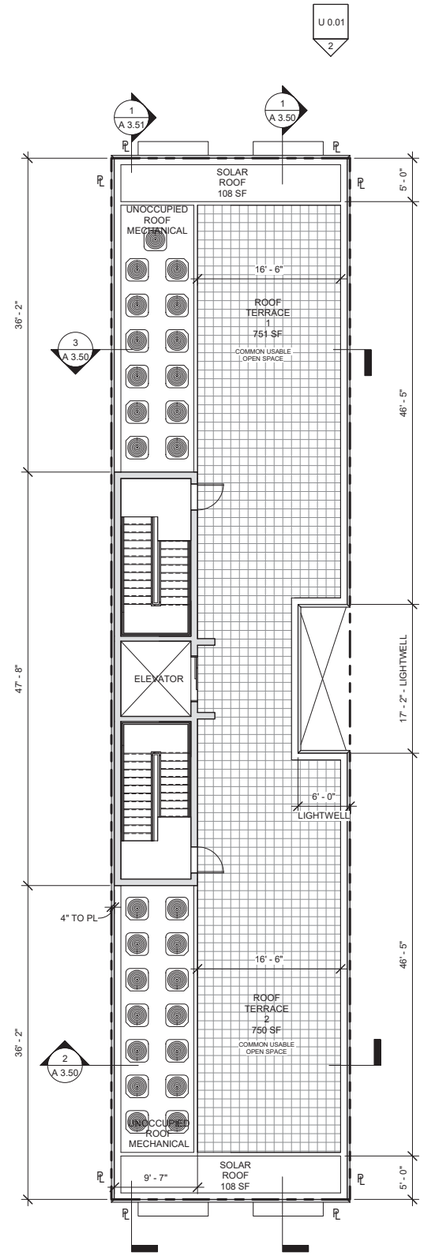
PROJECT NORTH
TRUE NORTH

A 2.02

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



2 PROPOSED UPPER ROOF PLAN
1/8" = 1'-0"



1 PROPOSED ROOF PLAN
1/8" = 1'-0"

WINDER
GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

ROOF TERRACE AND UPPER ROOF PLANS

PROJECT NORTH
NORTH

A 2.03

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903

ELEVATION NOTES:

1. FACADES COMPLY WITH PLANNING CODE SECTION 139 - NO SINGLE GLASS PANE LARGER THAN 25SF.

EXTERIOR MATERIAL LEGEND

- CEMENT PLASTER
- BRICK CLADDING
- STEEL PANEL
- BRONZE ANODIZED WINDOW SYSTEM

2 PROPOSED SOUTH ELEVATION (HICKORY STREET)
1/8" = 1'-0"

1 PROPOSED NORTH ELEVATION (FELL STREET)
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

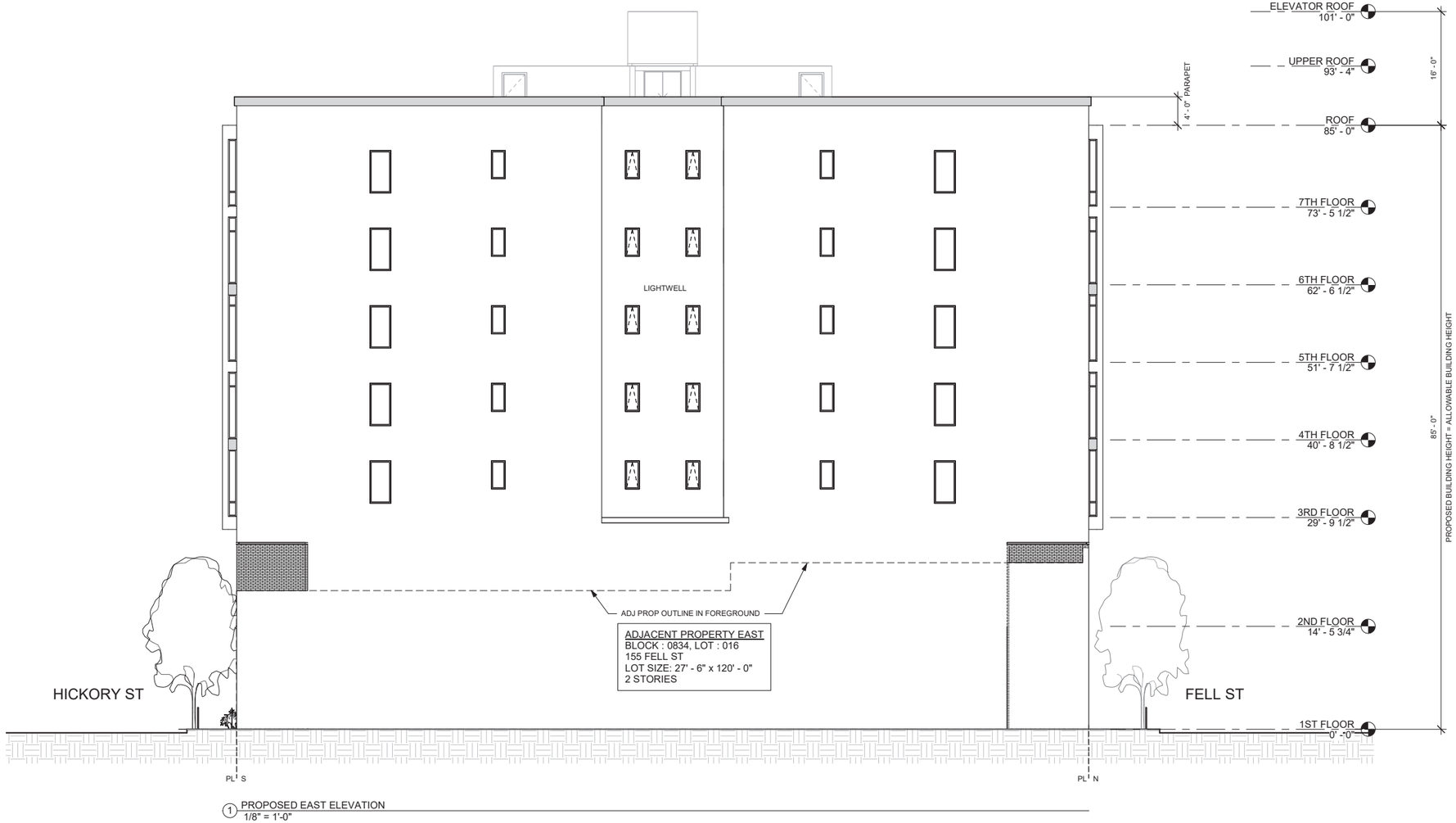
PROPOSED NORTH AND SOUTH ELEVATIONS

A 3.00

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903

EXTERIOR MATERIAL LEGEND

- CEMENT PLASTER
- BRICK CLADDING
- STEEL PANEL
- BRONZE ANODIZED WINDOW SYSTEM



1 PROPOSED EAST ELEVATION
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

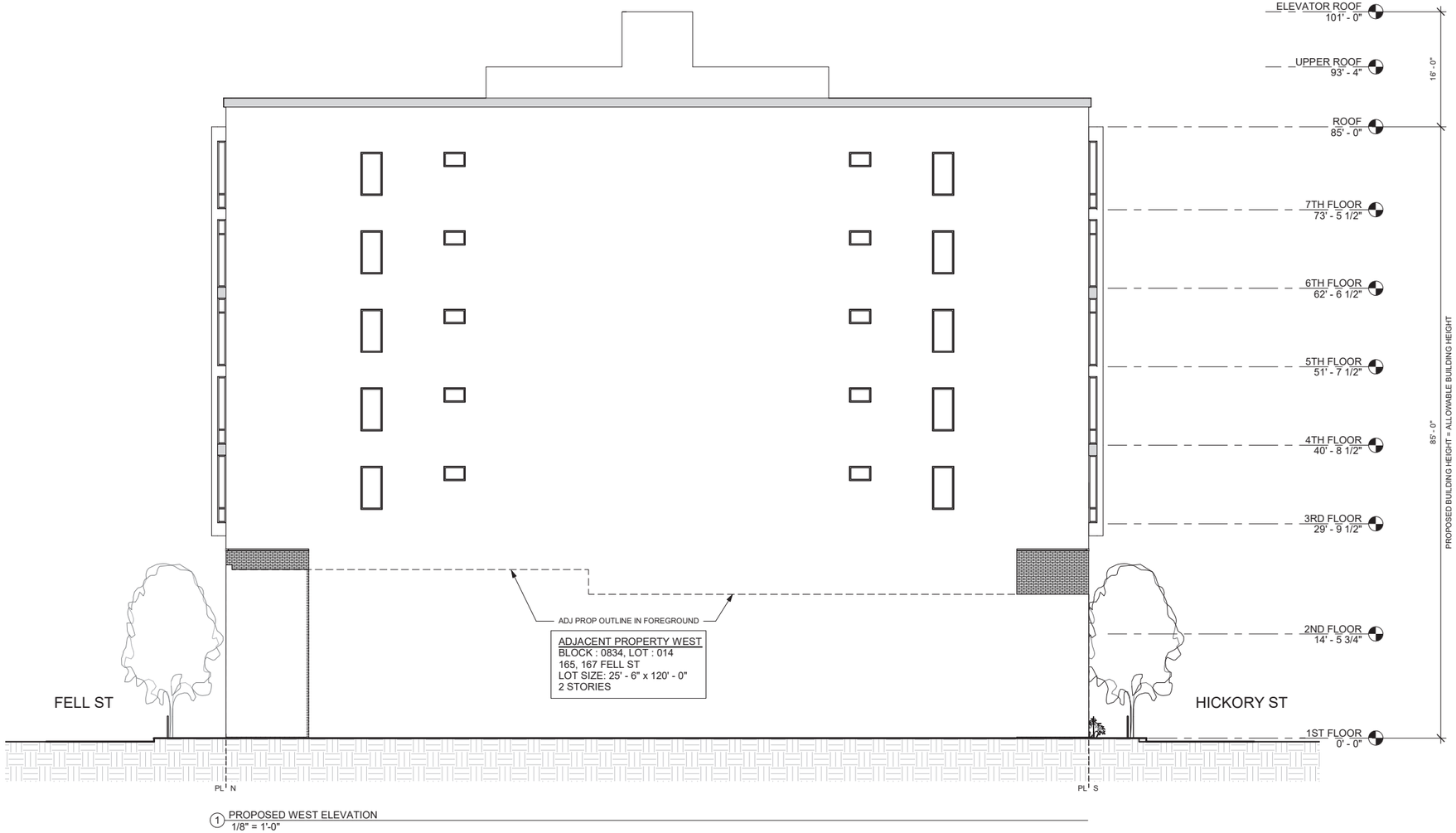
PROPOSED EAST ELEVATION

A 3.01

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903

EXTERIOR MATERIAL LEGEND

- CEMENT PLASTER
- BRICK CLADDING
- STEEL PANEL
- BRONZE ANODIZED WINDOW SYSTEM



1 PROPOSED WEST ELEVATION
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

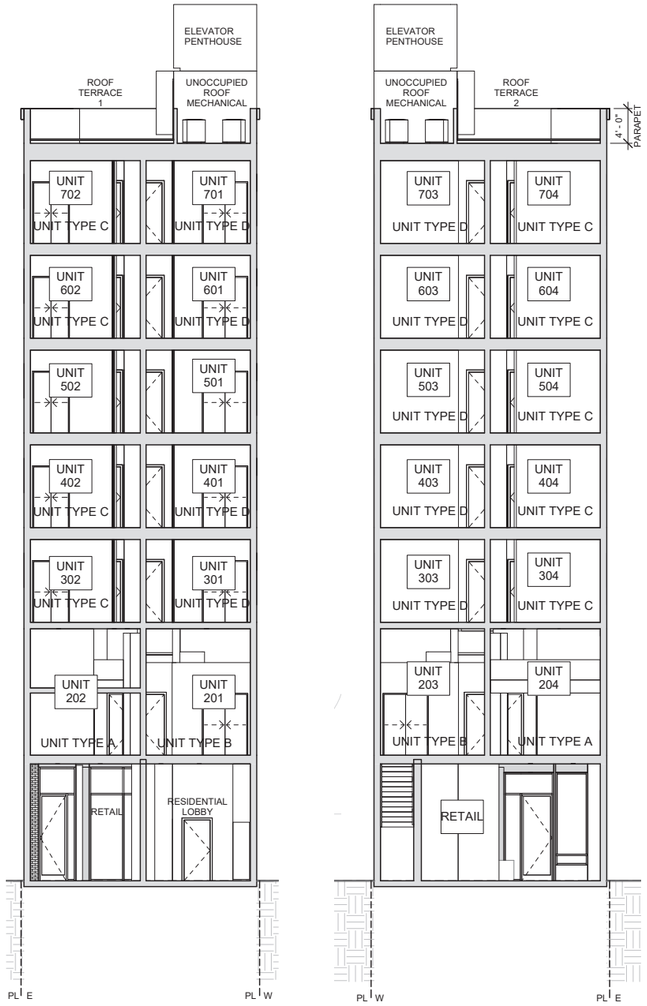
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

PROPOSED WEST ELEVATION

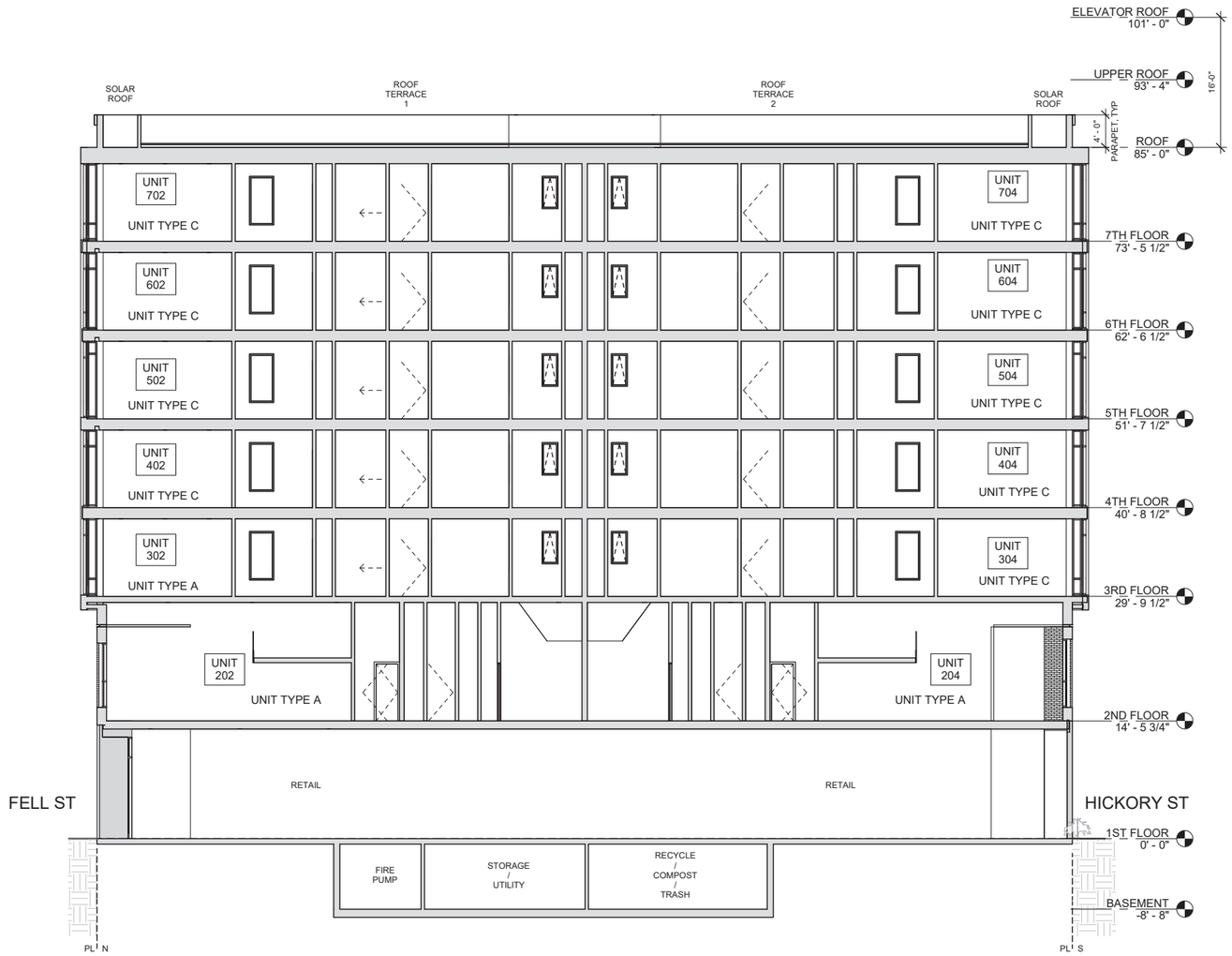
A 3.02

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903



3 PROPOSED TRANSVERSE SECTION 2
1/8" = 1'-0"

2 PROPOSED TRANSVERSE SECTION 1
1/8" = 1'-0"



1 PROPOSED LONGITUDINAL SECTION 1
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

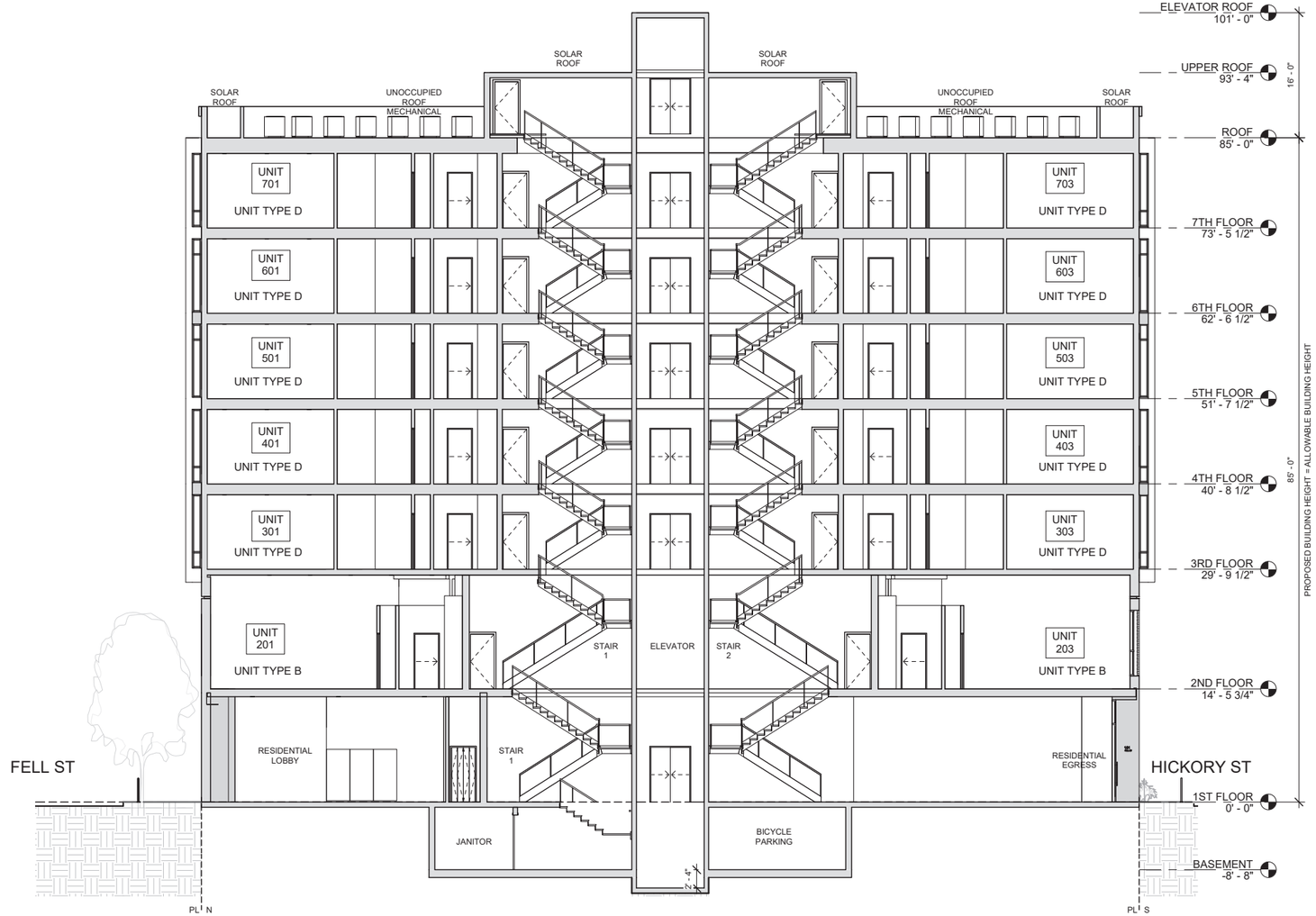
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

PROPOSED SECTIONS

A 3.50

DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



1 PROPOSED LONGITUDINAL SECTION 2
1/8" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

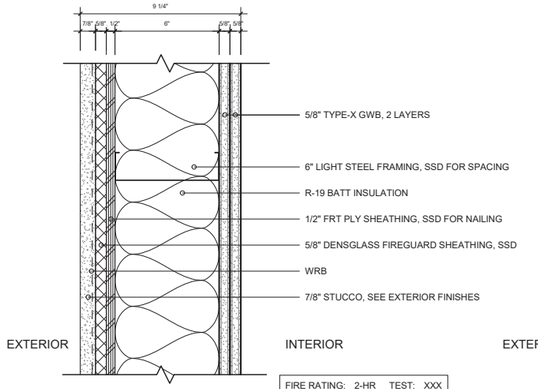
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

PROPOSED SECTION

A 3.51

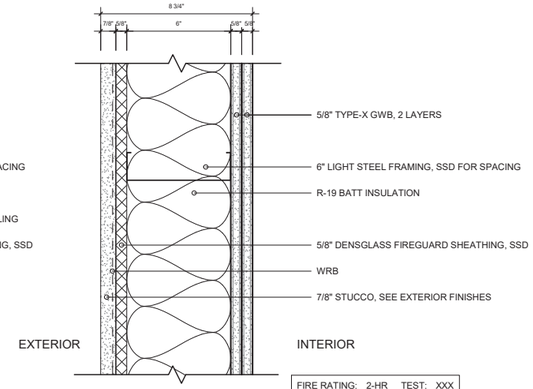
DATE	01.08.21
SCALE	1/8" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



FIRE RATING: 2-HR TEST: XXX

E6-2

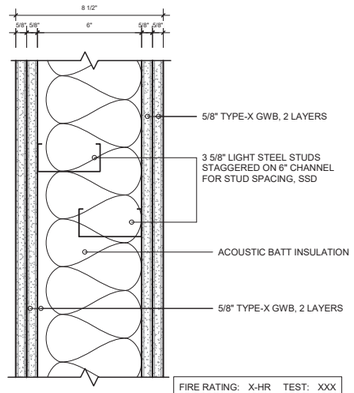
3" = 1'-0"



FIRE RATING: 2-HR TEST: XXX

E6-2

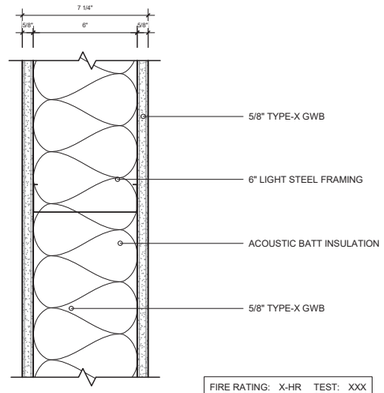
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

PS64-3

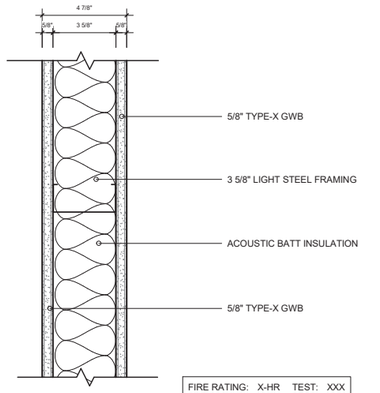
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

PS6-1

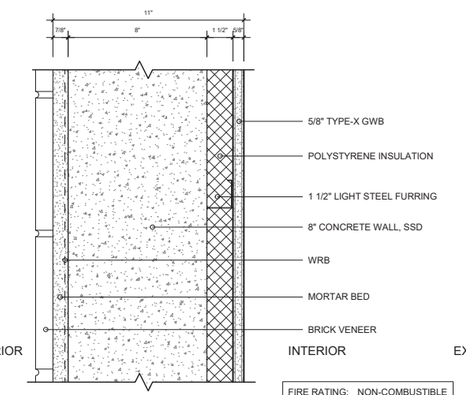
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

PS4-1

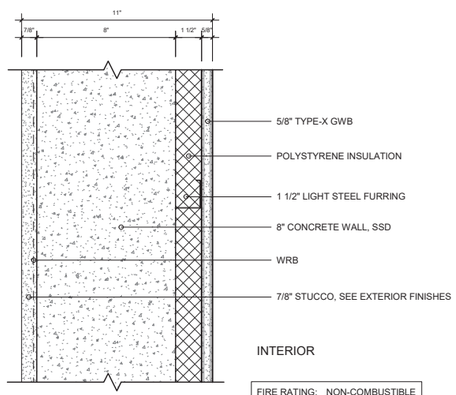
3" = 1'-0"



FIRE RATING: NON-COMBUSTIBLE

C8-4

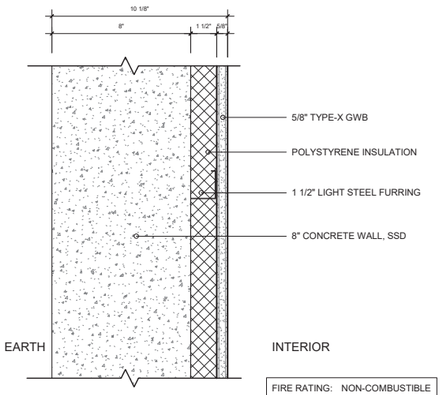
3" = 1'-0"



FIRE RATING: NON-COMBUSTIBLE

C8-3

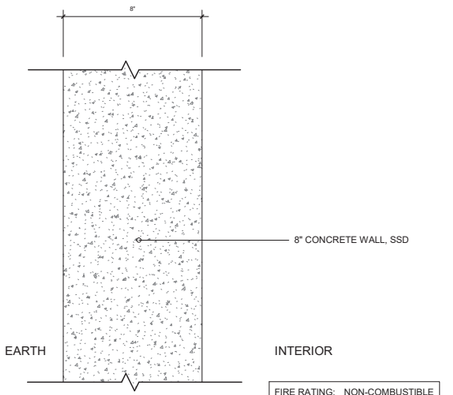
3" = 1'-0"



FIRE RATING: NON-COMBUSTIBLE

C8-1

3" = 1'-0"



FIRE RATING: NON-COMBUSTIBLE

C8-2

3" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

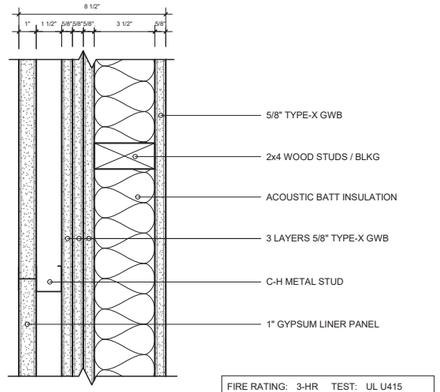
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

EXTERIOR WALLS AND PODIUM LEVEL PARTITIONS

A 5.00

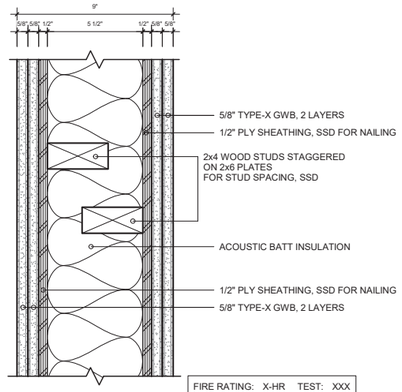
DATE	01.08.21
SCALE	3" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



FIRE RATING: 3-HR TEST: UL U415
STC RATING: 51 TEST: RAL-OT04-018

P-3HR

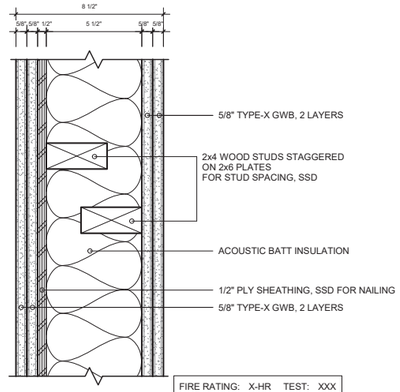
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P6-7

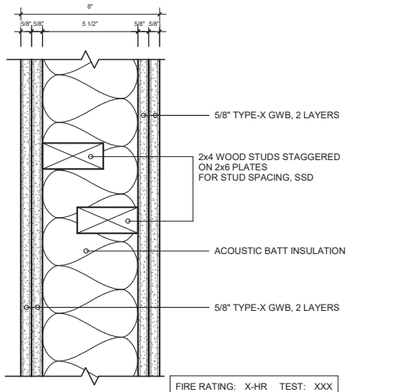
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P6-6

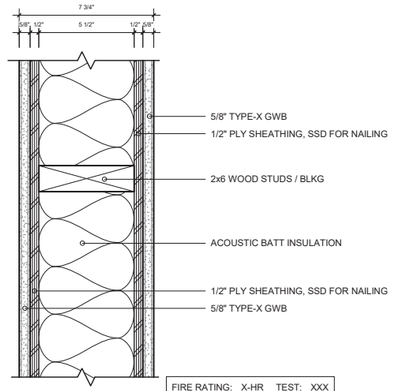
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P64-1

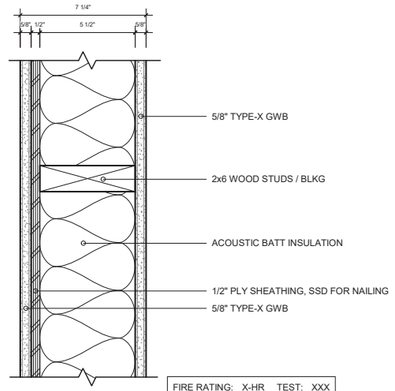
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P6-3

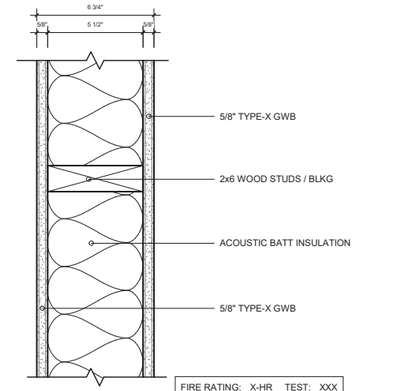
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P6-2

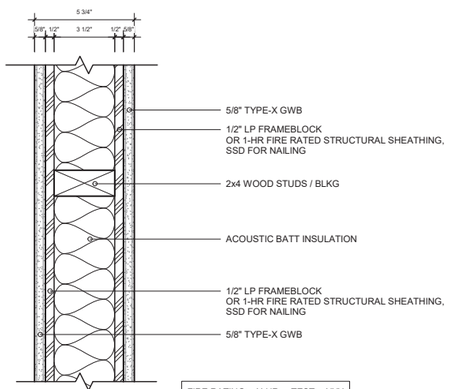
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P6-1

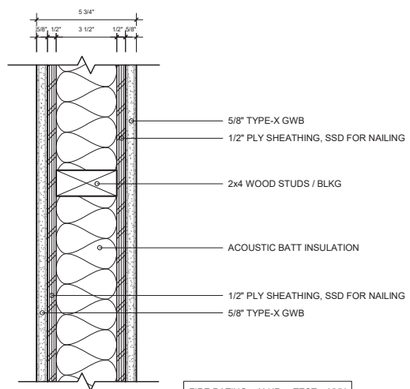
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P4-4

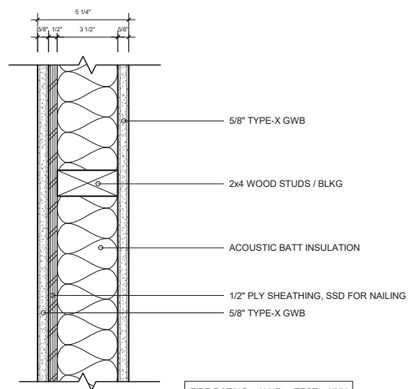
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P4-3

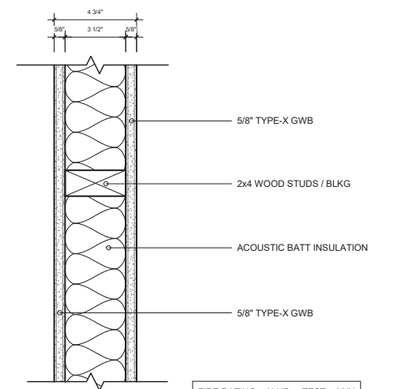
3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P4-2

3" = 1'-0"



FIRE RATING: X-HR TEST: XXX
STC RATING: XXX TEST: XXX

P4-1

3" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

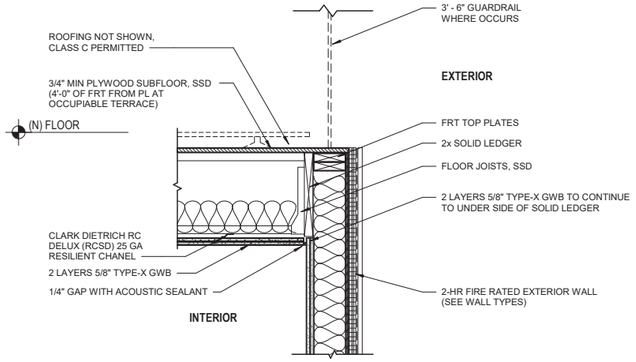
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

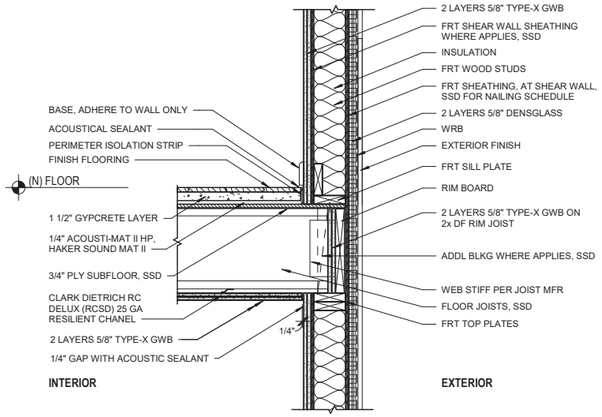
RESIDENTIAL LEVELS
INTERIOR PARTITION TYPES

A 5.01

DATE	01.08.21
SCALE	3" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903

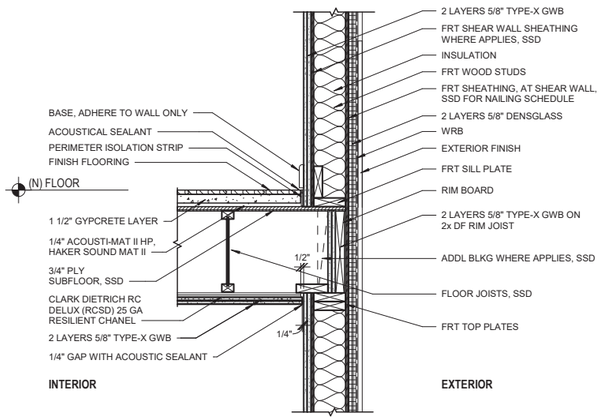


EXTERIOR 2 HOUR FIRE RATED WALL TERMINATING AT UNDERSIDE OF ROOF SHEATHING



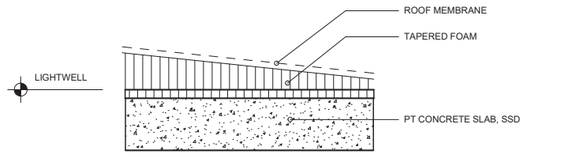
2 HR. FIRE RATED WALL: UL U301
1 HR. FIRE RATED FLOOR/CEILING ASSEMBLY: ASTM E119, CAN/ULC S101
2 HR. FIRE RATED WALL AND FLOOR/CEILING ASSEMBLY: REF DCA-3

EXTERIOR 2 HOUR FIRE RATED WALL PERPENDICULAR TO FLOOR JOISTS

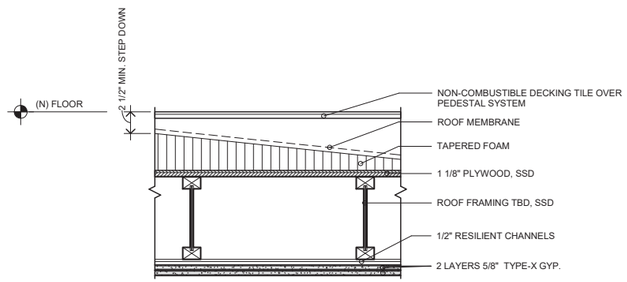


2 HR. FIRE RATED WALL: UL U301
1 HR. FIRE RATED FLOOR/CEILING ASSEMBLY: ASTM E119, CAN/ULC S101
2 HR. FIRE RATED WALL AND FLOOR/CEILING ASSEMBLY: REF DCA-3

EXTERIOR 2 HOUR FIRE RATED WALL PARALLEL TO FLOOR JOISTS

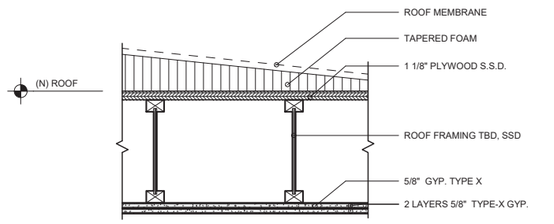


ROOF TYPE R6 @ LIGHTWELL



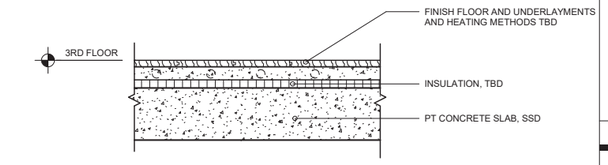
1 HR. FIRE RATED
ASTM E 119 / NFPA 251

ROOF TYPE R2 @ ROOF TERRACE

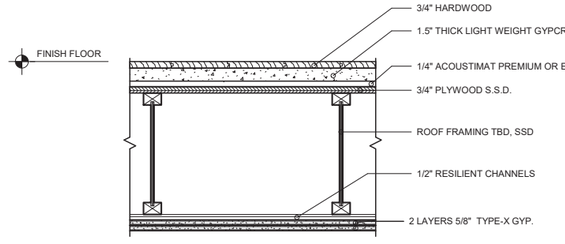


1 HR. FIRE RATED
ASTM E 119 / NFPA 251

ROOF TYPE R1 @ UNOCCUPIED ROOF

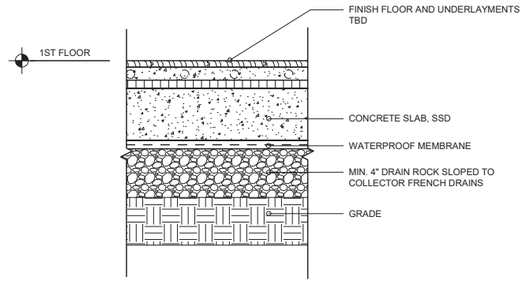


3RD FLOOR PT SLAB

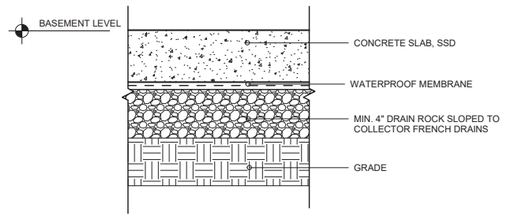


1 HR. FIRE RATED
ICC-ES ESR-1153

FLOOR TYPE F3 - TYPICAL WOOD FRAME FLOOR



FLOOR TYPE F1 - CONCRETE FLOOR AT BASEMENT



FLOOR TYPE F2 - CONCRETE SLAB ON GRADE @ GARAGE

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

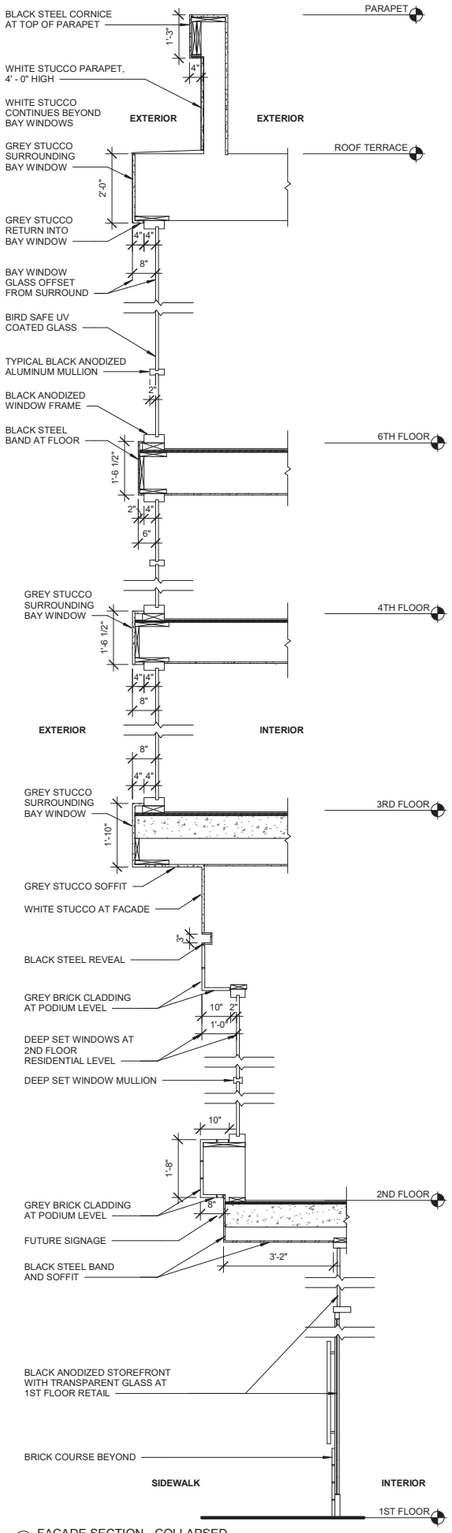
159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

FLOOR, CEILING AND ROOF TYPES

A 5.10

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903

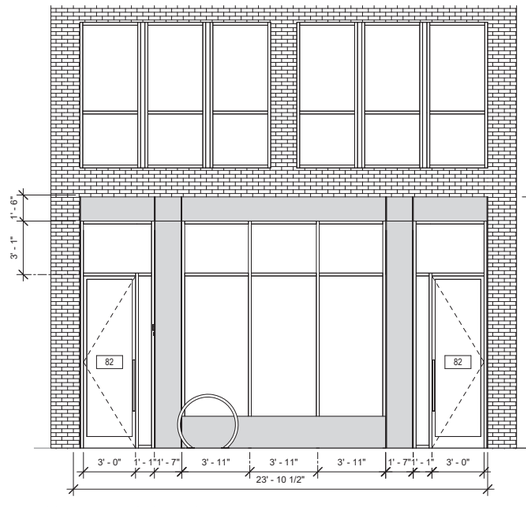


20 FACADE SECTION - COLLAPSED
1/2" = 1'-0"

EXTERIOR DOOR SCHEDULE - PODIUM LEVEL

TYPE	COUNT	DOOR TYPE	DOOR: OPENING WIDTH	DOOR: OPENING HEIGHT	DOOR: PANEL THICK	DOOR: PANEL MATL	DOOR: PANEL WIDTH	DOOR: LEAF TYPE	DOOR: LEAF WIDTH	FIRE RATING	HARDWARE GROUP	DOOR HEAD DETAIL	DOOR JAMB DETAIL	DOOR SILL DETAIL	COMMENTS
89	2	SINGLE SWING	3' - 6"	9' - 11"		AL									Storefront North
82	2	SINGLE SWING	3' - 0"	9' - 11"											Storefront South

TOTAL NUMBER OF EXTERIOR DOORS: 4

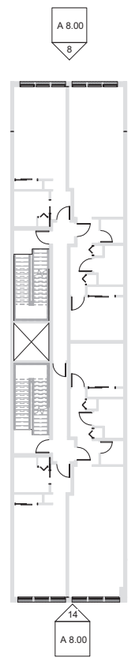


14 SOUTH (REAR) STOREFRONT
1/4" = 1'-0"

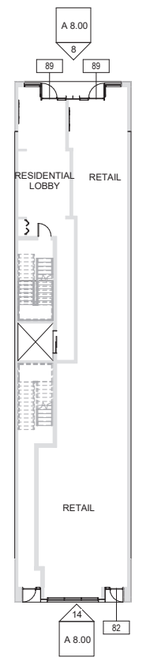
FUTURE RETAIL SIGNAGE UNDER SEPARATE PERMIT

FUTURE RESIDENTIAL SIGNAGE UNDER SEPARATE PERMIT

8 NORTH (FRONT) STOREFRONT
1/4" = 1'-0"



2ND FLOOR STOREFRONT KEY PLAN



1ST FLOOR STOREFRONT KEY PLAN

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

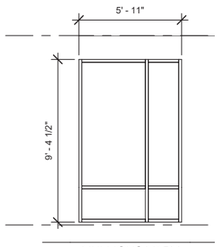
PODIUM LEVEL STOREFRONT, DOOR WINDOW SCHEDULE, FACADE SECTION

PROJECT NORTH
NORTH

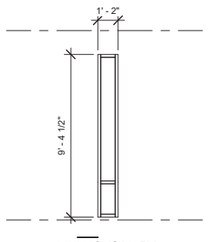
A 8.00

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903

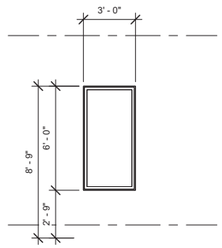
EXTERIOR WINDOW SCHEDULE																				
Type	WINDOW NAME	Count	WIDTH	HEIGHT	SILL HEIGHT	JAMB DETAIL	SILL DETAIL	HEAD DETAIL	GLAZING	MATERIAL	Manufacturer	Interior Finish	Exterior Finish	OPERATION	Muntin Profile	Muntin Size	Fire Rating	ACOUSTIC RATING	Fall Protection	Comments
1	BAY WINDOW 1	22	6' - 7"	9' - 10"	0' - 0"					BRONZE ANODIZED ALUMINUM				Fixed; Casement; Awning						
2	BAY WINDOW 2	40	1' - 6 1/2"	9' - 10"	0' - 0"					BRONZE ANODIZED ALUMINUM				Fixed						
3	BDRM WDW	20	3' - 0"	6' - 0"	2' - 0"					STEEL				Fixed			45min			
4	BATH 2 WDW	10	2' - 0"	4' - 0"	4' - 0"					STEEL				Fixed			45min			
5	MASTER BDRM WDW	10	3' - 6"	5' - 0"	3' - 0"					BRONZE ANODIZED ALUMINUM				Casement						
6	FHA LIGHTWELL BATHROOM WDW	10	2' - 0"	4' - 0"	4' - 0"					BRONZE ANODIZED ALUMINUM				Awning						
7	FHA PL BATHROOM WDW	10	3' - 0"	2' - 0"	6' - 0"					STEEL				Fixed			45min			



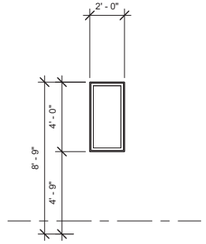
BAY WDW 1



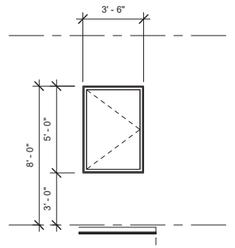
BAY WDW 2



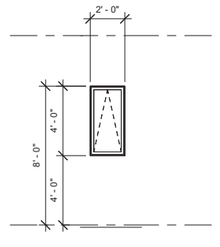
BEDROOM 2 WDW



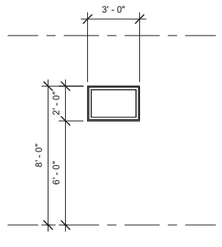
BATH 2 WDW



MASTER BEDROOM WDW



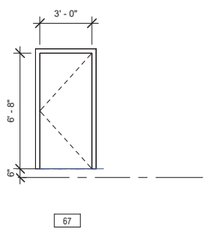
FHA LIGHTWELL BATHROOM WDW



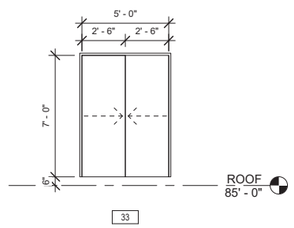
FHA PL BATH WDW

EXTERIOR DOOR SCHEDULE - PENTHOUSE LEVEL														
			DOOR											
			OPENING		PANEL									
TYPE	COUNT	DOOR TYPE	WIDTH	HEIGHT	THICK	MATL	PANEL WIDTH	LEAF TYPE	LEAF WIDTH	FIRE RATING	HARDWARE GROUP	DOOR HEAD DETAIL	DOOR JAMB DETAIL	DOOR SILL DETAIL	COMMENTS
33	1	SLIDING	5' - 0"	7' - 0"	0' - 1 3/4"		5' - 0"								Elevator door
67	2	SINGLE SWING	3' - 0"	6' - 8"	0' - 2"										Exterior

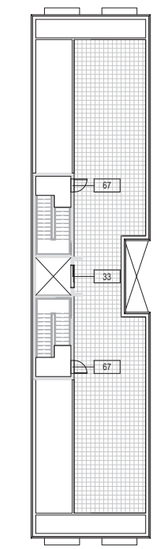
TOTAL NUMBER OF EXTERIOR DOORS: 3



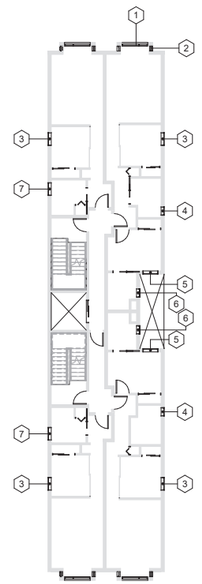
EXTERIOR STAIR DOOR



EXTERIOR ELEVATOR DOOR



2 EXTERIOR DW SCHEDULE - ROOF TERRACE FLOOR KEY PLAN
1/16" = 1'-0"



1 EXTERIOR DW SCHEDULE - TYPICAL RESIDENTIAL LEVEL FLOOR KEY PLAN
1/16" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

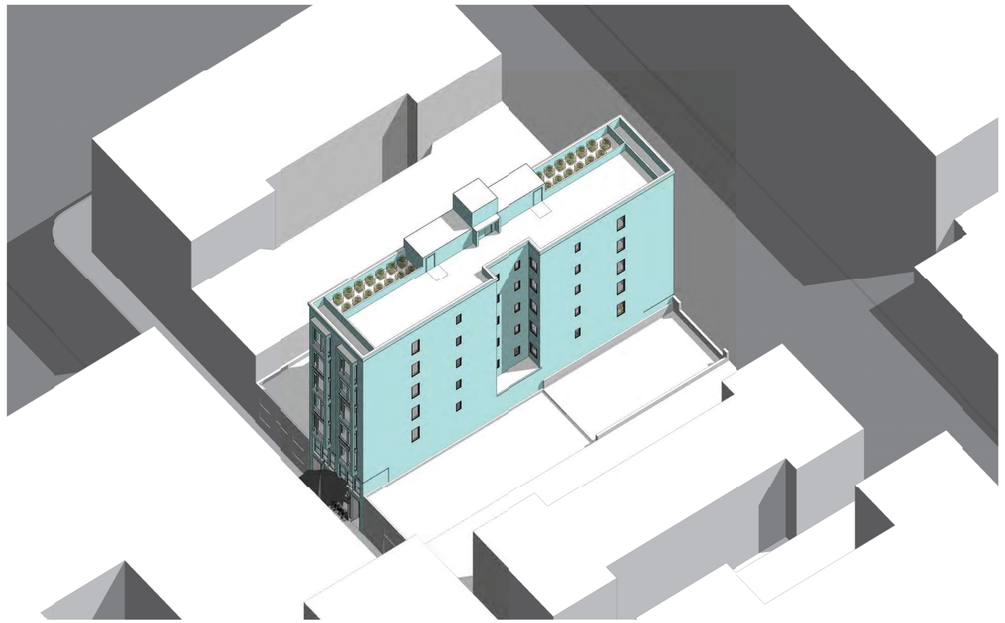
RESIDENTIAL LEVELS
EXTERIOR DOOR AND
WINDOW SCHEDULE

PROJECT NORTH
TRUE NORTH

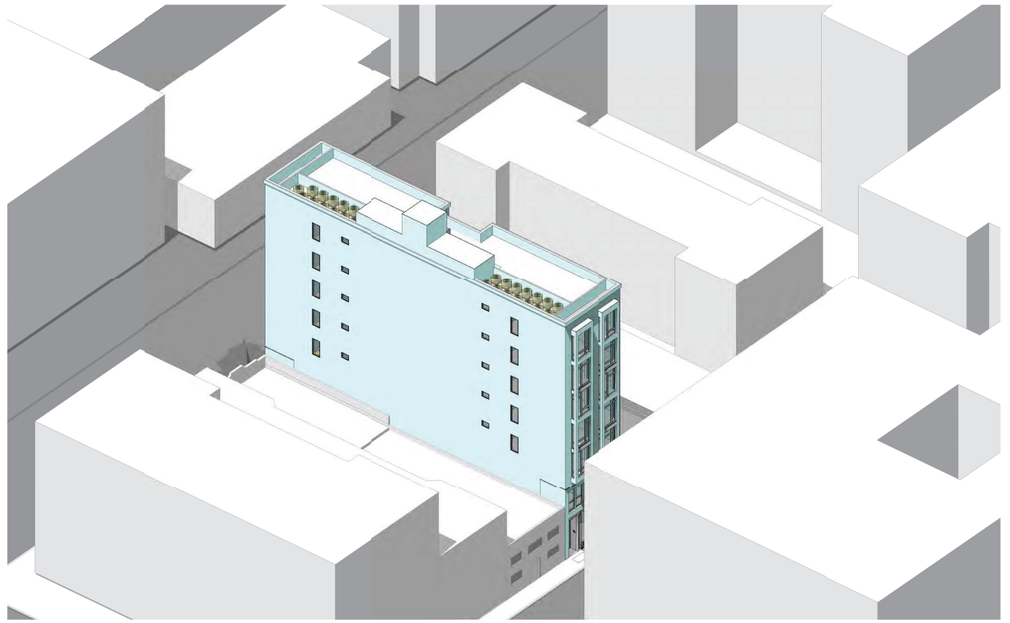
A 8.01

DATE	01.08.21
SCALE	As indicated
DRAWN	GG, HP, NW, MH
	1903

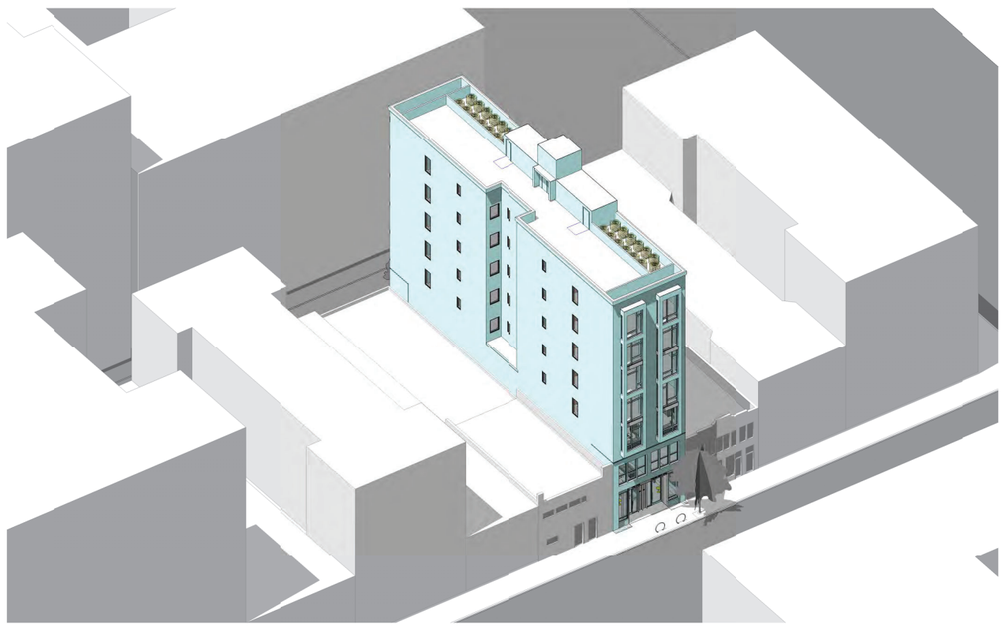
NOTE: COLOR SHOWN FOR GRAPHIC CLARITY ONLY
TO IDENTIFY SUBJECT BUILDING IN CONTEXT



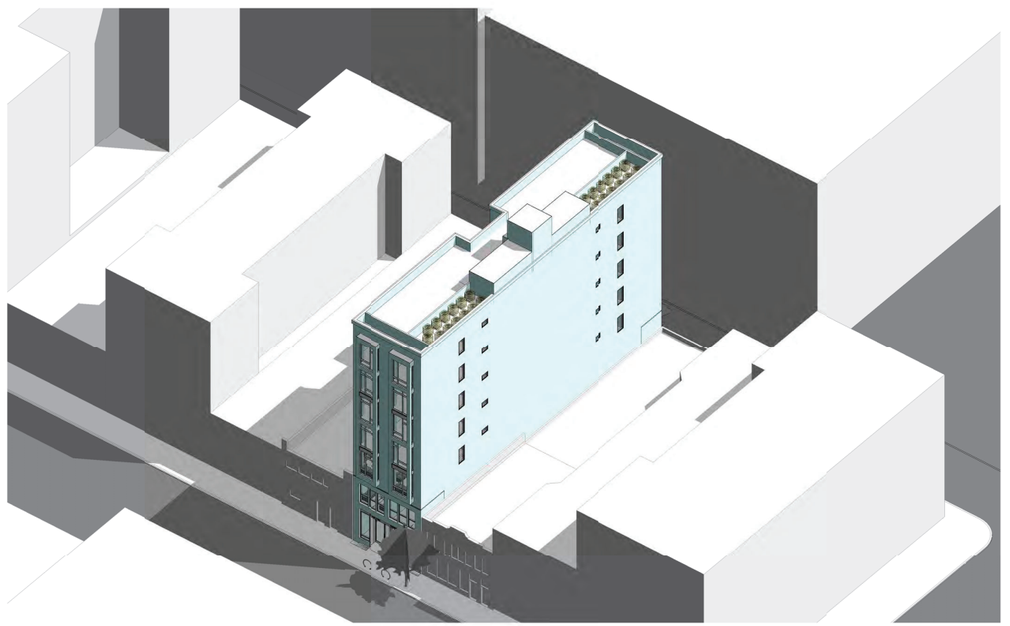
3 SOUTHEAST AXON



4 SOUTHWEST AXON



1 NORTHEAST AXON



2 NORTHWEST AXON

WINDER GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

AXONOMETRIC VIEWS

A 9.00

DATE	01.08.21
SCALE	
DRAWN	GG, HP, NW, MH
	1903

NOTE: COLOR SHOWN FOR GRAPHIC CLARITY ONLY
TO IDENTIFY SUBJECT BUILDING IN CONTEXT

1 STREET VIEW

WINDER GIBSON
architects

interiors
planning
architecture

www.archsf.com

t: 415. 318.8634

1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

STREET VIEWS

A 9.01

DATE	01.08.21
SCALE	
DRAWN	GG, HP, NW, MH
	1903

EXTERIOR MATERIAL BOARD RENDER

D. GREY STUCCO

C. WHITE STUCCO

B. BLACK ANODIZED WINDOW & STEEL BAND

A. GREY BRICK

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT
JOHN S. WINDER
No. C13305
Ren. 4/21
STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

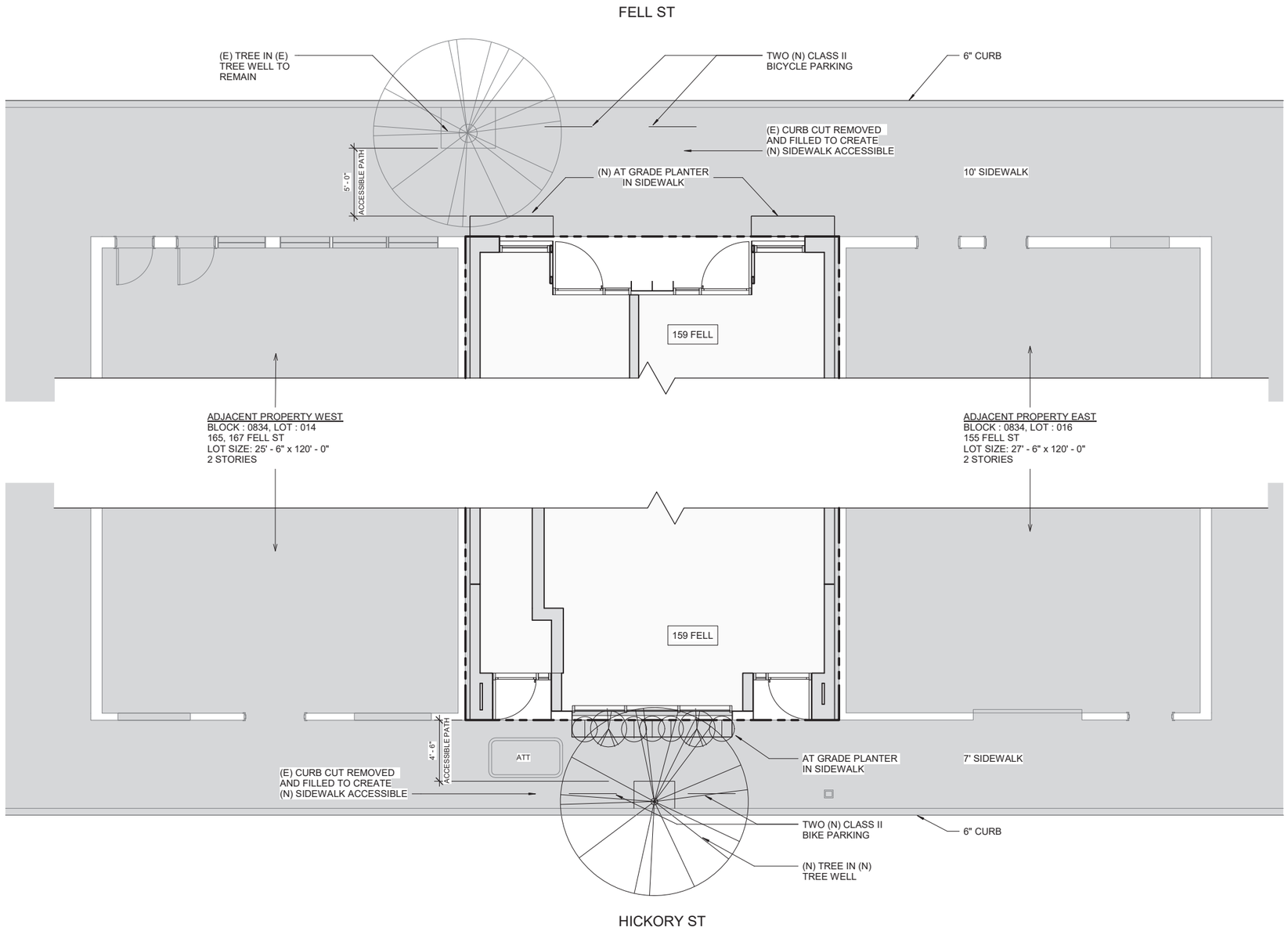
SITE PERMIT
RESUBMITTAL 2

EXTERIOR MATERIALS

PROJECT NORTH
TRUE NORTH

A 9.05

DATE	01.08.21
SCALE	12" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903



1 STREET SCAPE PLAN
1/4" = 1'-0"

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

STREETSCAPE PLAN

PROJECT NORTH
NORTH

L 2.00

DATE	01.08.21
SCALE	1/4" = 1'-0"
DRAWN	GG, HP, NW, MH
	1903

25HBC3
Comfort 13 Heat Pump with Puron® Refrigerant
1–1/2 to 5 Nominal Tons

Carrier — turn to the experts

Product Data

Puron — The environmentally sound refrigerant

Comfort SERIES

Carrier heat pumps with Puron® refrigerant provide a collection of features unmatched by any other family of equipment. The 25HBC has been designed utilizing Carrier's Puron refrigerant. The environmentally sound refrigerant allows consumers to make a responsible decision in the protection of the earth's ozone layer.

This product has been designed and manufactured to meet Energy Star® criteria for energy efficiency when matched with appropriate coil components. Refer to the combination ratings in the Product Data for system combinations that meet Energy Star® guidelines.

NOTE: Ratings contained in this document are subject to change at any time. Always refer to the AHRI directory (www.ahridirectory.org) for the most up-to-date ratings information.

INDUSTRY LEADING FEATURES / BENEFITS

Efficiency
- 13 SEER/ 10.5 – 12.5 EER/ 7.7 – 8.2 HSPF
- Microtube Technology™ refrigeration system
- Indoor air quality accessories available

Sound
- Sound level as low as 72 dBA
- Sound levels as low as 72 dBA with accessory sound blanket

Comfort
- System supports Edge® Thermidistat™ or standard thermostat controls

Reliability
- Puron® refrigerant – environmentally sound, won't deplete the ozone layer and low lifetime service cost.
- Scroll compressor
- Internal pressure relief valve
- Internal thermal overload
- High pressure switch
- Loss of charge switch
- Filter drier
- Balanced refrigeration system for maximum reliability

Durability
WeatherArmor™ protection package:
- Solid, durable sheet metal construction
- Dense wire coil guard available (3–phase units come standard with dense wire coil guard)
- Baked–on powder paint

Applications
- Long–line – up to 250 feet (76.20 m) total equivalent length, up to 200 feet (60.96 m) condenser above evaporator, or up to 80 ft. (24.38 m) evaporator above condenser (See Longline Guide for more information.)
- Low ambient (down to –20°F/–28.9°C) with accessory kit

25HBC3

MODEL NUMBER NOMENCLATURE

1	2	3	4	5	6	7	8	9	10	11	12	13
N	N	A	A	A/N	N	N	N	A/N	A/N	A/N	N	N
2	5	H	B	C	3	3	6	A	0	0	3	0
Product Series		Product Family	Tier	Major Series	SEER	Cooling Capacity		Grille Variations	Open	Open	Voltage	Minor Series
25 = HP		H = RES HP	B=Comfort	C = Puron	3=13 SEER			A=Dense Grille W=Wide Grille	0=Not Defined	0=Not Defined	3=208/230–1 5=208/230–3 6=460/3	0, 1, 2...

Puron — the environmentally sound refrigerant

AHRI CERTIFIED — www.ahridirectory.org

Use of the AHRI Certified TM Mark indicates a manufacturer's participation in the program For verification of certification for individual products, go to www.ahridirectory.org.

Certified System — ISO 9001 QMI-SAI Global

c UL us

ENERGY STAR

This product has been designed and manufactured to meet Energy Star® criteria for energy efficiency when matched with appropriate coil components. However, proper refrigerant charge and proper air flow are critical to achieve rated capacity and efficiency. Installation of this product should follow all manufacturing refrigerant charging and air flow instructions. **Failure to confirm proper charge and air flow may reduce energy efficiency and shorten equipment life.**

STANDARD FEATURES

Feature	18	24	30	36	42	48	60
Puron Refrigerant	X	X	X	X	X	X	X
Maximum SEER Rating	14.5	14.5	14.0	14.5	15.0	14.5	14.0
Scroll Compressor	X	X	X	X	X	X	X
Field Installed Filter Drier	X	X	X	X	X	X	X
Front Seating Service Valves	X	X	X	X	X	X	X
Internal Pressure Relief Valve	X	X	X	X	X	X	X
Internal Thermal Overload	X	X	X	X	X	X	X
Long Line capability	X	X	X	X	X	X	X
Low Ambient capability with Kit	X	X	X	X	X	X	X
Suction Line Accumulator	X	X	X	X	X	X	X
High Pressure Switch	X	X	X	X	X	X	X
Loss of Charge Switch	X	X	X	X	X	X	X

X = Standard

25HBC3

PHYSICAL DATA

UNIT SIZE SERIES	18–30	24–30	30–30, 50	36–30, 50, 60	42–30, 50	48–30, 50, 60	60–30, 50, 60
Operating Weight lb (kg)	127 (57.6)	133 (60.3)	146 (66.2)	152 (69.0)	193 (87.5)	216 (98.0)	250 (113.4)
Shipping Weight lb (kg)	153 (69.4)	158 (77.6)	180 (81.6)	178 (90.7)	229 (103.8)	251 (113.8)	282 (127.9)
Compressor Type	Scroll						
REFRIGERANT	Puron® (R–410A)						
Indoor Control	Piston 52	Piston 57	Piston 67	Piston 70	Piston 76	Piston 80	TXV (Puron Hard Shutoff)
Outdoor Heating Piston #	40	46	55	57	65	65	76
Charge lb (kg)	5.16 (2.34)	5.95 (2.70)	6.40 (2.90)	6.34 (2.88)	8.88 (4.03)	10.41 (4.72)	11.00 (4.99)
COND FAN	Propeller Type, Direct Drive						
Air Discharge	Vertical						
Air Qty. (CFM)	1881	2196	3167	3167	2614	3365	4046
Motor HP	1/12	1/10	1/5	1/5	1/10	1/4	1/4
Motor RPM	1100	1100	1100	1100	1100	1100	800
COND COIL							
Face Area (Sq ft)	11.49	13.13	15.09	17.25	15.09	19.40	17.60
Fins per In.	25	25	20	20	20	20	20
Rows	1	1	1	1	2	2	2
Circuits	4	4	5	5	6	8	8
VALVE CONNECT. (in.) ID							
Vapor	5/8	5/8	3/4	3/4	7/8	7/8	7/8
Liquid	3/8						
REFRIGERANT TUBES* (in.) OD							
Rated Vapor*	5/8	5/8	3/4	3/4	7/8	7/8	1–1/8
Liquid	3/8"						

*Units are rated with 25 ft (7.6 m) of lineset length. See *Vapor Line Sizing and Cooling Capacity Loss* table when using other sizes and lengths of lineset.
Note: See unit Installation Instruction for proper installation.

VAPOR LINE SIZING AND COOLING CAPACITY LOSS

Acceptable vapor line diameters provide adequate oil return to the compressor while avoiding excessive capacity loss. The suction line diameters shown in the chart below are acceptable for HP systems with Puron refrigerant:

Vapor Line Sizing and Cooling Capacity Losses - Puron® Refrigerant 1- Stage Heat Pump Applications

Unit Nominal Size (Btuh)	Maximum Liquid Line Diameters (in. OD)	Vapor Line Diameters (in.) OD	Cooling Capacity Loss (%) Total Equivalent Line Length ft. (m)						
			Standard Application		Long Line Application Requires Accessories				
			26–50 (7.9–15.2)	51–80 (15.5–24.4)	81–100 (24.7–30.5)	101–125 (30.8–38.1)	126–150 (38.4–45.7)	151–175 (46.0–50.3)	176–200 (53.6–60.0)	201–225 (61.3–68.6)	226–250 (68.9–76.2)
18,000 1–Stage HP with Puron	3/8	1/2	1	2	3	4	6	7	8	9	10
		5/8	0	0	1	1	1	2	2	3	3
24,000 1–Stage HP with Puron	3/8	5/8	0	1	1	2	3	3	4	4	5
		3/4	0	0	0	0	1	1	1	1	1
30,000 1–Stage HP with Puron	3/8	5/8	1	2	3	3	4	5	6	7	8
		3/4	0	0	1	1	1	2	2	2	3
		7/8	0	0	0	0	1	1	1	1	1
36,000 1–Stage HP with Puron	3/8	5/8	1	2	4	5	6	7	9	10	11
		3/4	0	0	1	1	2	2	3	3	4
		7/8	1	0	0	0	1	1	1	1	2
42,000 1–Stage HP with Puron	3/8	3/4	0	1	2	2	3	4	4	5	6
		7/8	0	0	1	1	1	2	2	2	3
48,000 1–Stage HP with Puron	3/8	3/4	0	1	2	3	4	5	5	6	7
		7/8	0	0	1	1	2	2	2	3	3
60,000 1–Stage HP with Puron	3/8	3/4	1	2	4	5	6	7	9	10	11
		7/8	0	1	2	2	3	4	4	5	5
		1–1/8	0	0	0	1	1	1	1	1	1

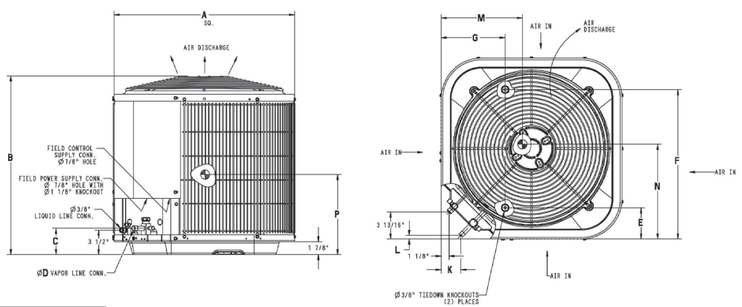
Standard Length = 80 ft. (24.4 m) or less total equivalent length
Applications in this area are long line. Accessories are required as shown recommended on Long Line Application Guidelines
Applications in this area may have height restrictions that limit allowable total equivalent length, when outdoor unit is below indoor unit See Long Line Application Guidelines

DIMENSIONS - ENGLISH

UNIT	SERIES	ELECTRICAL CHARACTERISTICS			A	B	C	D	E	F	G	K	L	M	N	P	OPERATING WEIGHT (lbs)	SHIPPING WEIGHT (lbs)	SHIPPING DIMENSIONS (L x W x H)
25HBC318	0	X	0	0	0	25 3/4"	25 5/16"	3 3/4"	5/8"	4 7/16"	21 1/4"	9 1/8"	2 13/16"	1/2"	13 3/4"	14"	12 1/2"	127	153	26 7/8" X 30 1/16" X 32 9/16"
25HBC324	0	X	0	0	0	25 3/4"	32 5/16"	3 3/4"	5/8"	4 7/16"	21 1/4"	9 1/8"	2 13/16"	1/2"	13"	12 3/4"	13"	133	158	26 7/8" X 30 1/16" X 35 15/16"
25HBC330	0	X	0	X	0	31 3/16"	25 5/16"	3 3/4"	3/4"	6 9/16"	24 11/16"	9 1/8"	2 13/16"	1/2"	15 1/2"	14 3/4"	12 1/2"	146	180	32 3/8" X 35 1/2" X 32 9/16"
25HBC336	0	X	0	X	X	31 3/16"	32 5/16"	3 3/4"	3/4"	6 9/16"	24 11/16"	9 1/8"	2 13/16"	1/2"	15"	15 1/2"	14"	152	178	32 3/8" X 35 1/2" X 35 15/16"
25HBC342	0	X	0	X	0	31 3/16"	25 5/16"	3 7/8"	7/8"	6 9/16"	24 11/16"	9 1/8"	2 15/16"	5/8"	15 1/2"	15 3/4"	12 1/2"	193	229	32 3/8" X 35 1/2" X 32 9/16"
25HBC348	0	X	0	X	X	31 3/16"	35 3/4"	3 7/8"	7/8"	6 9/16"	24 11/16"	9 1/8"	2 15/16"	5/8"	15 3/4"	16 1/4"	15"	216	251	32 3/8" X 35 1/2" X 39 3/8"
25HBC360	0	X	0	X	X	35"	28 15/16"	3 7/8"	7/8"	6 9/16"	28 7/16"	9 1/8"	2 15/16"	5/8"	17"	16"	12"	250	282	32 3/8" X 35 1/2" X 32 9/16"
		208-230/60	230/60	208/230-3/60	460-3/60														

X = YES
O = NO

NOTES:
1. ALLOW 36" CLEARANCE TO SERVICE SIDE OF UNIT, 48" ABOVE UNIT, 6" ON ONE SIDE, 12" ON REMAINING SIDE, AND 24" BETWEEN UNITS FOR PROPER AIRFLOW.
2. MINIMUM OUTDOOR OPERATING AMBIENT IN COOLING MODE IS 55°F, MAX. 125°F.
3. SERIES DESIGNATION IS THE 13TH POSITION OF THE UNIT MODEL NUMBER.
4. CENTER OF GRAVITY
5. ALL DIMENSIONS ARE IN "INCHES" UNLESS NOTED.



UNIT SIZE	MINIMUM MOUNTING PAD DIMENSIONS
18,24	25" X 25"
30,36,42,48	31 1/2" X 31 1/2"
60	35" X 35"

A-WEIGHTED SOUND POWER (dBA)

UNIT SIZE	STANDARD RATING dBA	TYPICAL OCTAVE BAND SPECTRUM (dBA, without tone adjustment)						
		125	250	500	1000	2000	4000	8000
18–30	73	49.5	60.0	65.0	69.0	65.5	62.0	55.0
24–30	69	48.5	59.5	61.5	62.5	61.0	59.0	53.5
30–30	71	51.0	58.5	61.5	65.5	62.5	60.0	53.5
36–30	72	55.5	59.5	63.5	66.5	64.5	61.5	55.5
42–30	74	56.5	64.0	67.0	68.5	65.0	62.0	57.5
48–30	74	55.5	62.0	66.0	69.0	65.0	62.0	56.0
60–30	74	59.0	62.0	65.0	68.0	65.0	62.5	62.0

NOTE: Tested in accordance with AHRI Standard 270–08 (not listed in AHRI).

A-WEIGHTED SOUND POWER (dBA) WITH SOUND SHIELD

UNIT SIZE	STANDARD RATING dBA	TYPICAL OCTAVE BAND SPECTRUM (dBA, without tone adjustment)						
		125	250	500	1000	2000	4000	8000
18–30	72	50.5	60.0	65.0	67.5	64.5	61.5	53.5
24–30	68	49.5	58.5	61.5	62.0	61.0	58.5	51.5
30–30	69	50.5	58.5	61.5	64.0	61.5	58.5	51.5
36–30	70	54.5	57.5	63.0	66.0	64.0	61.0	54.0
42–30	72	56.5	64.5	66.5	66.5	64.5	61.0	54.5
48–30	72	55.5	62.5	66.0	68.0	64.0	60.0	53.0
60–30	73	58.5	62.5	65.0	67.0	64.0	61.0	56.5

NOTE: Tested in accordance with AHRI Standard 270–08 (not listed in AHRI).

25HBC3

WINDER GIBSON
architects
interiors
planning
architecture
www.archsf.com
t: 415. 318.8634
1898 mission street
san francisco, ca 94103

LICENSED ARCHITECT JOHN S. WINDER No. C13305 Ren. 4/21 STATE OF CALIFORNIA

PA# 201912200114
BOLCK / LOT: 0834 / 015

159 FELL ST
SAN FRANCISCO, CA 94102

SITE PERMIT
RESUBMITTAL 2

HEAT PUMP DATA

M 0.01

DATE	01.08.21
SCALE	
DRAWN	GG, HP, NW, MH
	1903

San Francisco Planning

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

CERTIFICATE OF DETERMINATION
COMMUNITY PLAN EVALUATION

Record No.:	**2019-012676ENV, 159 Fell Street**
Zoning:	C-3-G (Downtown General Commercial) *Van Ness and Market Residential Special Use District* 85-X Height and Bulk District
Plan Area:	Market and Octavia Area Plan, Market and Octavia Area Plan Amendment (formerly the Hub)
Block/Lot:	0834/015
Lot Size:	3,300 square feet
Project Sponsor:	Shadi AbouKhater, SAK Design and Build, 415-823-1110
Staff Contact:	Elizabeth White, elizabeth.white@sfgov.org, 628-652-7557

Project Description

The project site is an approximately 3,300 square foot lot that contains a two-story building that operates as an automobile repair facility. The building covers the entire footprint of the project site, which extends across the block from its frontage on Fell Street to a rear entrance on Hickory Street. The proposed 159 Fell Street project (proposed project) would demolish the existing two-story building at 159 Fell Street and would construct a new seven-story, 85-foot-tall structure (up to 101 feet with rooftop appurtenances) with a basement. The new building would encompass approximately 24,200 square feet of mixed-use (retail and residential) space. The building would have approximately 2,000 square feet of retail space on the first floor, fronting Fell Street and Hickory Street, accessed from Fell Street.

Approximately 15,500 square feet of occupiable residential space would be on floors 2-7, with a total gross residential area (including lobby, basement, and circulation) of 22,200 square feet. The proposed project would contain 24 residential units (14 one-bedroom and 10 two-bedroom residential units). Two roof terraces, totaling approximately 1,500 square feet, would be atop the seventh floor. The basement of the building would be below -grade and would include a bicycle room with 24 Class I spaces, utility space, a trash room, and a janitor's closet. No vehicle parking is proposed as part of the project. The proposed project would require excavation to a depth of approximately 10 feet below ground surface for the subgrade basement; approximately 1,000 cubic yards of soil would be excavated and disposed offsite.

Approval Action: Approval of the Downtown Project Authorization under Planning Code section 209 by the Planning Commission is the Approval Action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

Community Plan Evaluation Overview

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

This determination evaluates the potential project-specific environmental effects of the 159 Fell Street project described above and incorporates by reference information contained in the programmatic EIR (PEIR) for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (Hub Plan)[1]. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Hub Plan PEIR.

Findings

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

1. The proposed project is consistent with the development density established for the project site in the Market and Octavia Area Plan Amendment (formerly the Hub);

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 Hub Plan PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Hub Plan 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 Hub Plan PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

1 Planning Department Record Nos. 2015-000940ENV, 2017-008051ENV, 2016-014802ENV and State Clearinghouse No. 2018052060. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed August 16, 2019.

2 The initial study – community plan evaluation is available for review at the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. The file can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2019-012676ENV and then clicking on the "Related Documents" link.

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

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

CEQA Determination

The project is eligible for streamlined environmental review per section 15183 of the CEQA Guidelines and California Public Resources Code section 21083.3.

Determination

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

Devyani Jain
Lisa Gibson
Environmental Review Officer

July 14, 2021
Date

Attachments

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

CC: Shadi AbouKhater, SAK Design and Build, Project Sponsor;
Supervisor Dean Preston, District 5;
Kevin Guy, Current Planning Division

ATTACHMENT A

INITIAL STUDY—COMMUNITY PLAN EVALUATION

Record No.:	2019-012676ENV, 159 Fell Street
Zoning:	C-3-G, Downtown General Commercial
	Van Ness and Market Residential Special Use District
	85-X Height and Bulk District
Plan Area:	Market and Octavia Area Plan, Market and Octavia Area Plan Amendment
Block/Lot:	0834/015
Lot Size:	3,300 square feet
Project Sponsor:	Shadi AbouKhater, SAK Design and Build, 415-823-1110
Staff Contact:	Elizabeth White, Elizabeth.white@sfgov.org, 628-652-7557

A. Project Description

Overview

The proposed 159 Fell Street project (proposed project) would demolish the existing two-story building at the project site. The existing building covers the entire footprint of the project site, which extends across the block from its frontage on Fell Street to a rear entrance on Hickory Street. The project would construct a new seven-story, 85-foot-tall structure (up to 101 feet with rooftop appurtenances) with a basement (see Figure 1, p. 76). The new building would include approximately 24,200 square feet of mixed-use (retail and residential) space. The building would have approximately 2,000 square feet of retail space on the first floor, fronting Fell Street and Hickory Street, accessed from Fell Street.

Floors 2-7 would contain approximately 15,500 square feet of occupiable residential space, with a total gross residential area (including lobby, basement, and circulation) of 22,200 square feet. The proposed project would contain 24 residential units (14 one-bedroom and 10 two-bedroom residential units), ranging from approximately 450 to 800 square feet, with four units per floor. Two roof terraces, totaling approximately 1,500 square feet, would be atop the seventh floor. The basement of the building would be below grade and would include a bicycle room with 24 Class I spaces, utility space, a trash room, and a janitor's closet. No vehicle parking is proposed as part of the project. Detailed site plans and floor plans are shown in Figure 2 through Figure 11, pp. 77 through 86.

No trees are present within the project site and no landscaping is proposed as part of the project. One street tree on the adjacent sidewalk on Fell Street would remain. One new street tree would be planted on the Hickory Street sidewalk adjacent to the project site. No significant or landmark trees[1,2] are on, over, or adjacent to the project site. The existing 16-foot curb cut on Fell Street and the existing 8-foot curb cut on Hickory Street would be removed; the proposed project would replace existing sidewalks along the project frontage with new paving. The existing 40-foot commercial loading zone on Fell Street adjacent to the project site (fronting 155 Fell Street) would remain.

Building Setbacks and Heights: The proposed building would cover the entire 3,300-square-foot property lot and would not be set back from adjacent structures. The height to the top of the roof terrace and parapet would be 85 feet and 89 feet, respectively. The parapet would be a 48-inch-tall solid parapet around the entire roof. An elevator penthouse and other rooftop appurtenances would extend 16 feet above the top of the roof terrace, with the height of the top of the elevator penthouse being 101 feet.

Demolition, Excavation, Cut and Fill, and Disposal: The proposed project would demolish the existing two-story building and would require excavation to a depth of approximately 10 feet below ground surface (bgs) for the subgrade basement; an approximately 10-foot by 9.5-foot area of the site would require excavation to a depth of approximately 12 feet for an elevator pit. An existing underground hydraulic lift, associated with the site's former automobile use, would be removed during project excavation. The total area of excavation would be approximately 3,200 square feet. Approximately 1,000 cubic yards of soil would be excavated and disposed offsite. The excavated fill would be disposed at an appropriate landfill and a site mitigation and soil management plan would be implemented for the proposed project.[3] The excavated area for the first floor would be filled with clean fill to a depth of ranging from 8 inches to 30 inches bgs.

Foundation: The proposed building would be supported by a mat slab foundation at a depth ranging from 8 inches to 30 inches. The foundation would be installed within the areas excavated and backfilled for the first floor in the northern and southern portions of the project site and basement.

Construction: Construction activities would typically occur Monday through Friday between 7 a.m. and 4 p.m. Construction activities may occur seven days a week as needed and as allowed by San Francisco Department of Building Inspection regulations. No nighttime work is anticipated. It is anticipated that the project would be constructed in 18 months. Approximately 30 workers would be on site during the peak of the construction activities.

[1] Significant trees are defined as trees within 10 feet of the public right-of-way and also meet one of the following size requirements: 20 feet or greater in height, 15 feet or greater canopy width, or 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

[2] Landmark trees are trees that receive special designation from the San Francisco Board of Supervisors. It may be due to the rareness of the species, their size or age, or extraordinary structure or ecological contribution.

[3] GEM Group, Inc. Site Mitigation and Soil Management Plan for 159 Fell Street, March 8. 2021. Project specific studies prepared for the 159 Fell Street project are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2019-012676ENV and then clicking on the "Related Documents" link.

Project Approvals

Approval Action: The approval action for the proposed project would be the Downtown Project Authorization (section 309) considered by the Planning Commission. The approval action date would establish the start of a 30-day appeal period for a California Environmental Quality Act (CEQA) determination, pursuant to section 31.04(h) of the San Francisco Administrative Code.

The proposed project would require the following approvals:

Actions by the Planning Commission

- Downtown Project Authorization (section 309)
- Residential Use near Places of Entertainment (section 314)

Actions by other City Departments

Building Department

- Demolition and building permit application approval from the San Francisco Department of Building Inspection

Department of Public Health

- Enhanced Ventilation Proposal (article 38) approval from the San Francisco Department of Public Health
- Approval of final site mitigation plan by the Department of Public Health

San Francisco Public Utilities Commission

- Domestic water, fire department connections, and sewer approval from the San Francisco Public Utilities Commission

Department of Public Works

- Sidewalk Improvement Permit from the San Francisco Department of Public Works
- Permit to plant a tree from the San Francisco Department of Public Works, Bureau of Urban Forestry

B. Community Plan Evaluation Overview

CEQA section 21083.3 and CEQA Guidelines section 15183 mandate that projects 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 may be necessary to examine whether project-specific significant effects exist that are peculiar to the project or its site. CEQA Guidelines section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely based on that impact.

This initial study–community plan evaluation analyzes the potential project-specific environmental effects of the proposed project and incorporates by reference information contained in the final environmental impact report for the Hub Plan[4], 30 Van Ness Avenue Project,

[4] The Market & Octavia Plan Amendment was formally termed the "Hub Plan" and is sometimes colloquially referred to as the Hub Plan for this reason.

98 Franklin Street Project, and Hub Housing Sustainability District (Hub Plan)[5]. The project-specific studies listed below were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Hub Plan PEIR[6]:

Project Specific Studies

Historical Resources Evaluation Report (Parts 1 and 2)	Geotechnical Report
Historic Resource Mitigation Feasibility Analysis	Preliminary archeology review
Greenhouse Gas Analysis Checklist	Phases 1 and 2 Environmental Site Assessment (Maher Ordinance Compliance)
Shadow Fan	Wind Tunnel Study

C. Project Setting

Project Site and Vicinity

The project site is located at 159 Fell Street in the Hayes Valley neighborhood of San Francisco. The project site is bounded by Fell Street to the north, Van Ness Avenue to the east, Hickory Street to the south, and Franklin Street to the west. Buildings on this city block range from one to six stories in height and the properties are a mixture of land uses, including residential, mixed-use residential, small-scale retail and restaurant. Cultural and institutional buildings, including the San Francisco Unified School District Central Offices and San Francisco Teacher Residency, are also located along this block at 135 Van Ness Avenue. The project site is bounded by Fell Street to the north, Van Ness Avenue to the east, Hickory Street to the south, and Franklin Street to the west.

The project site currently contains a two-story, concrete and wood-framed industrial building, without basement, originally constructed in 1926. The building operated various automobile-related businesses including wheel aligning, brake shops, and an auto parts manufacturing shop for approximately 36 years from 1926 to 1961. The building continued to be used by automobile-related companies from 1961 on. This structure features industrial, opaque, metal roll-up doors that occupy most of the façade width on the first floor. The building covers the entire 3,300-square-foot property lot, and it is flanked to the east and west by two-story commercial buildings that are approximately 23 feet tall each.

Access to the project site is via Fell Street and Hickory Street. The project block on Fell Street has driveway curb cuts in front of the existing building and on-street vehicle parking on both Fell Street and Hickory Street. Hickory Street is a narrow street on the back side of the buildings

[5] San Francisco Planning Department, *The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District,* Planning Department Record Nos. 2015-000940ENV, 2017-00805051ENV, 2016-014802ENV, State Clearinghouse No. 2018052060, certified May 21, 2020, available: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed September 22, 2020.documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed September 22, 2020.

[6] Project-specific studies prepared for the 159 Fell Street project are available for review on the San Francisco Property Information Map, available online at: https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2019-012676ENV, and then clicking on the "Related Documents" link.

fronting Fell Street, with street parking on one side. The project site is well-served by transit, with the closest Muni bus stop, for routes 47 and 49, approximately 250 feet to the southwest on Van Ness Avenue and Oak Street.

Approach to Cumulative Impact Analysis

The Hub Plan Programmatic Environmental Impact Report (PEIR) analyzed the direct and indirect environmental effects that could result from the development enabled by the adoption of the area plan and rezoning, including subsequent development projects such as the proposed 159 Fell Street project. The PEIR evaluated these impacts at both the plan-level and the cumulative level. The plan-level impact analysis considered the impacts of the anticipated development projects and open space and street network changes allowed under the Hub Plan. The cumulative impact analysis considered the plan-level impacts in combination with other development that could occur in and near the plan area (Hub Plan PEIR, p. 3-8, Table 3-2). Projects identified as part of the PEIR's cumulative impact analysis included, but are not limited to, 10 South Van Ness, Better Market Street, and the Civic Center Public Realm Plan.

Pursuant to CEQA Guidelines section 15183, the purpose of the 159 Fell Street CPE is to evaluate whether the project would result in significant project-level or cumulative impacts that were not identified in the PEIR. The approach to the cumulative impact analysis in this CPE differs from the PEIR's cumulative impact analysis in both scope and organization. This CPE's cumulative impact analysis considers a smaller subset of projects than the cumulative impact analysis presented in the PEIR, as the cumulative analysis for a project-specific analysis (such as the analysis provided in this CPE) is more focused with a generally smaller geographic influence area than a cumulative analysis for a plan. For many topics, the cumulative effects are associated with construction-related impact (e.g., construction noise impacts) where only cumulative projects in close proximity to the 159 Fell Street project site with overlapping construction periods would have impacts that may cumulatively overlap with impacts of the project. The organization of the analysis differs because both the plan-level and cumulative impact analysis section of the PEIR inform the CPE's cumulative impact analysis.

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: a list -based approach and a 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 determine whether the project would contribute to significant cumulative impacts. The projections -based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. The analysis in this document employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being evaluated. However, as mentioned above, the geographic area considered may be broader or narrower for certain localized impact topics (e.g., cumulative shadow and wind effects). Recognizing this, the cumulative discussions included for each impact topic explain the geographic scope of the area affected by each cumulative effect.

The following is a list of cumulative projects in the project vicinity (approximately a 0.25-mile radius) that were included in the analysis:[7]

- 1740 Market Street (Case No. 2014.0409E). The project would demolish the approximately 25,000-square-foot commercial building at this address and construct a nine-story, 85-foot-tall, mixed-use building, with 110 group housing residential units, and approximately 7,600 square feet of ground-floor retail.
- 53 Colton Street (Case No. 2015-005848ENV). The project would construct a 96-unit residential building with office space and a community room.
- 1540 Market Street/One Oak Street (Case No. 2009.0159E). The project would construct a 300-residential unit, mixed-use building.
- 30 Van Ness Avenue (Case No. 2017-008051ENV). The project would construct an approximately 853,400-square-foot, mixed-use building.[8]
- 301 Grove Street (Case No. 2015-015133ENV). The project would add three new stories of residential units over the existing building.
- 10 South Van Ness Avenue (Case No. 2015-004568ENV). The project would demolish the two-story commercial building at this address, last used for automobile sales and repair, and would construct a 55-story, 966-residential unit structure.
- 1601 Mission Street (Case No. 2014.1121ENV). The project would demolish the gas station at this address and construct a 120-foot-tall, 12-story, mixed-use building containing up to 220 residential units, 7,336 square feet of retail space, and up to 97 below-grade vehicle parking spaces.
- 98 Franklin Street (Case No. 2016-014802PRJ). The project would demolish a surface parking lot and would construct a 36-story, mixed-use building with 345 residential units over the International High School of the French–American International School, as well as create ground-floor retail space and build a below-grade parking garage.
- 36 Gough Street (Case No. 2019-013528ENV). The project would demolish a two-story, single-family home and construct a five-story commercial building, with six residential units.
- 311 Grove Street (Case No. 2014.1473PRJ). The project would construct an eight-unit, multi-family residential structure, spanning the length of the site from Grove Street to Ivy Street. The project would include one-level of below-grade vehicle and bicycle parking.
- 78 Haight Street (Case No. 2019-021893PRJ). The project would construct a mid-rise, eight-story, 63-unit building for transitional-aged youth at risk of homelessness as well as for the general population.
- Parcel R (APN 0838/095 [no address] and 096 [190 Lily]) and Parcel S (APN 0838/093 [no address] and 094 [191 Lily]) (Case No. 2014.1322ENV). The project would redevelop each vacant lot into mixed-use facilities, consisting of two buildings with 100 percent affordable housing (up to 56 residential units) and approximately 7,500 square feet of ground-floor, neighborhood-serving retail

[7] In addition to the cumulative projects identified as part of the Hub Plan's cumulative analysis, the 159 Fell Street Project also includes the following projects that are specific to the 159 Fell Street's cumulative impact analysis: 301 Grove Street, 36 Gough Street, 311 Grove Street, 78 Haight Street, and the Western Addition Community-Based Transportation Plan.

[8] 30 Van Ness Avenue and 98 Franklin Street were analyzed in the Hub Plan PEIR at the project-level.

in each building. The project would partially satisfy the offsite below market rate requirement for the multi-family One Oak Street residential project.

- Better Market Street (Case No. 2014.0012E). San Francisco Public Works, in coordination with the San Francisco Planning Department and the San Francisco Municipal Transportation Agency would redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero.
- Parcel N (300–340 Octavia Street) (APN 0832/092) and Parcel M (350–390 Octavia Street) (APN 0832/094) (Case No. 2014-002330ENV). The project would construct two 55-foot-tall, five-story, mixed-use buildings, each encompassing approximately 15,400 square feet, with 12 residential units over approximately 800 square feet of ground-floor commercial use. The project also would install a corner bulb-out on the southeast corner of Octavia Street and Fell Street.

In addition, the following nearby transportation projects are proposed or underway by the San Francisco Municipal Transportation Agency:

- Western Addition Community-Based Transportation Plan. The project would implement transportation improvements as recommended by the plan, which emerged as a process to help improve mobility and access in the Western Addition neighborhood.
- Muni Forward 9 San Bruno Rapid Proposal. The project would construct transit and safety improvements along 11th Street and Bayshore Boulevard.

Figure 12, p. 87, shows the location of the cumulative projects in relation to the project site.

D. Summary of Environmental Effects

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

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

E. Evaluation of Environmental Effects

The Hub Plan PEIR identified significant impacts related to cultural resources, transportation and circulation, noise and vibration, air quality, and shadow. In addition, the PEIR identified significant cumulative impacts related to wind, air quality, noise, transportation and circulation, and cultural resources. Mitigation measures were identified for these potential impacts, which would reduce all the impacts to a less-than-significant level, except for those related to cultural resources (i.e., program-level and cumulative impacts on demolition of historic resources), transportation (program-level and cumulative traffic impacts related to construction activities interfering with pedestrians, bicyclists, and transit and loading demand), noise (program-level and cumulative impacts on increased ambient noise levels due to construction activities), air quality (program-level and cumulative impacts from criteria pollutants, particulate matter, and toxic air contaminants), wind (cumulative impacts relating to cumulatively considerable wind), and shadow (program-level and cumulative impacts that potentially would adversely affect use and enjoyment of publicly accessible open spaces).

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

The proposed project would be in conformance with the height, bulk, use, and density for the site described in the Hub Plan PEIR and the Market & Octavia Plan as approved by the Board of Supervisors in July 2020, and as documented herein, the proposed project would not result in any new or substantially more severe impacts than were identified in the Hub Plan PEIR.

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

Aesthetics and Parking Impacts for Transit Priority Infill Development

In accordance with CEQA section 21099, Modernization of Transportation Analysis for Transit Oriented Projects, aesthetics and parking impacts shall not be considered significant impacts on the environment, provided the project meets the following three criteria:

a) The project is in a transit priority area.

b) The project is on an infill site.

c) The project is for residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria, and thus this checklist does not consider aesthetics or parking in determining the significance of potential project impacts under CEQA.[9,10]

E.1 Land Use and Land Use Planning

Hub Plan PEIR

The Hub Plan PEIR determined that implementation of the Hub Plan would not physically divide an established community because the plan does not provide for any major new roadways, such as freeways, that would disrupt or divide the plan area. Implementation of the plan would, however, result in street network changes, including improvements to the streetscape, mid-block alleys, and mid-block crosswalks. These changes could decrease existing physical barriers by reducing the length of many of the Hub Plan area block faces, thereby facilitating movement of people walking through the neighborhood. The Hub Plan's proposed zoning changes may result in changes in land use patterns as subsequent development projects are implemented, pursuant to the Hub Plan; however, these changes would not result in physical barriers to established communities, either within or surrounding the Hub Plan area, because they would not alter the physical layout of the Hub Plan area such that movement within or across it would be obstructed.

The Hub Plan PEIR determined that implementation of the Hub Plan would not cause a significant physical environmental impact due to a conflict with any applicable land use plan, policy, or regulation because the plan's proposed rezoning, redistricting, and land use designation changes, in and of themselves, would not result in a significant impact. Physical effects that would result from subsequent development projects pursuant to the Hub Plan and the plan would be consistent with the vision of the project area and applicable objectives and policies set forth in the Market and Octavia Area Plan.

Accordingly, the Hub Plan PEIR determined that the adoption of the Hub Plan would not result in significant plan-level and cumulative-level impacts related to land use and land use planning. No mitigation measures were identified in the PEIR.

[9] San Francisco Office of Planning and Research, 2014, *Changes to CEQA for Transit Oriented Development FAQ,* available: https://opr.ca.gov/ceqa/updates/sb-743/transit-oriented.html, accessed October 21, 2020.

[10] San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 159 Fell Street, May 24, 2021.

Project Analysis

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

E.1.a) The proposed project would demolish an existing building and construct a new building within established lot boundaries. The proposed project would add retail and residential uses to the project site, which are land uses anticipated under the Hub Plan for the area. The proposed project does not involve street network improvements but does propose streetscape improvements including removal of the existing 16-foot curb cut on Fell Street and the existing 8-foot curb cut Hickory Street, and planting of one street tree. Therefore, the proposed project would not physically divide an established community.

In light of the above, the proposed project would not result in construction of a physical barrier to neighborhood access or removal of an existing means of access. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Therefore, the proposed project would not physically divide an established community.

E.1.b) The proposed project would be consistent with the vision for the project area and applicable objectives and policies set forth in the Hub Plan. The proposed project would adhere to applicable environmental regulations, specifically, those of the general plan and the planning code. Therefore, the proposed project would not cause a significant physical environmental impact because of a conflict with applicable land use plans, policies, or regulations adopted for avoiding or mitigating an environmental effect.

Cumulative Analysis

The geographic context for this analysis of cumulative impacts related to land use is a 0.25-mile radius from the project site as impacts in this developed, urban setting would generally be localized.

Cumulative development, in combination with the proposed project, has and would continue to result in the development and redevelopment of infill or underutilized sites through the area. Cumulative projects would be developed within established lot boundaries and as infill projects in urban areas and would capitalize on existing transit systems and infrastructure as well as future transit systems such as the Van Ness Bus Rapid Transit (BRT). The proposed project would have no impact with respect to physically dividing a community or cause a significant physical environmental impact because of a conflict with an applicable land use plan, policy, or regulation

and, therefore, would not have the potential to contribute to a significant cumulative impact related to land use or planning. The Hub Plan PEIR determined that the Hub Plan would not result in significant cumulative-level impacts related to land use and land use planning. The proposed project, in combination with cumulative projects, would not have a new or more severe cumulative land use impact than identified in the Hub Plan PEIR.

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 Hub Plan PEIR.

E.2 Population and Housing

Hub Plan PEIR Analysis

The Hub Plan PEIR concluded that adoption of the Hub Plan would result in greater development density within the Hub Plan area, compared with development density allowed under previous zoning designations because of proposed revisions to height and bulk districts on 18 sites. In addition, the Hub Plan proposed to increase the space available for housing through changes to the planning code that would allow development of a taller, larger, and more diverse array of buildings and heights within the Hub Plan area. The subsequent development projects in the Hub Plan area that could be approved pursuant to the Hub rezoning would accommodate the population and job growth already identified for San Francisco and projected to occur within city boundaries. Therefore, the Hub Plan PEIR concluded that the Hub Plan would not induce substantial unplanned population growth, either directly or indirectly, and determined these impacts to be less than significant.

Although the Hub Plan is a regulatory program with no immediate physical effects, the PEIR acknowledged that subsequent development projects under the Hub Plan would incentivize new development, which could require the demolition of housing units within the Hub Plan area. However, the potential loss of housing units from development under the Hub Plan would be offset by the potential production of up to approximately 8,500 net new housing units within the Hub Plan area. In addition, subsequent development projects in the Hub Plan area would be required to either provide onsite or offsite affordable residential units or pay fees under the Jobs/Housing Linkage Program and Inclusionary Affordable Housing Program. Therefore, effects of the Hub Plan related to population and housing were determined to be less than significant.

The PEIR also concluded that Hub Plan would not require roadway expansion or result in extension of infrastructure into previously unserved areas. The Hub Plan would result in a decrease in jobs (approximately 1,900 jobs) and therefore, would not induce population growth from employees. The proposed streetscape and street network improvements that would be implemented as part of the Hub Plan would not have any impacts on population and housing because they would not generate demand for housing units. No mitigation measures were identified in the PEIR.

Project Analysis

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

E.2.a) The proposed project would demolish a two-story industrial building and construct an infill development encompassing approximately 2,000 square feet of retail space on the ground floor with 24 residential units above. Two employees are currently working in the existing building at 159 Fell Street. Based on the size of the retail space, the proposed project retail uses would result in approximately six employees on-site.[11] Based on the generation rate of 1.7 persons per one bedroom and 2.5 persons per two bedroom,[12] an increase of approximately 49 new residents would result from the proposed project.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the San Francisco Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. It is anticipated that by 2040 San Francisco will have a population of 1,169,485 and 872,510 employees,[13] which is consistent with the 2014 housing element and other adopted plans.

The project's 24 units and approximately 2,000 square feet of retail space would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site, which is within the Market-Octavia/Upper Market priority development area, would be implemented in a location where new population growth is both anticipated and encouraged. Therefore, the impacts would be less than significant.

The proposed project also would be constructed in a developed urban area with easy access to necessary infrastructure and services (i.e., transportation, utilities, schools, parks, hospitals). Because the project site is in an established urban neighborhood, the proposed project would not be an infrastructure project, and thus it would not indirectly induce substantial population

[11] Hub Plan PEIR, Appendix B, Initial Study

[12] Hub Plan PEIR, Appendix B, Initial Study

[13] Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2040: Projections 2040: Forecasts for Population, Household and Employment for the Nine County San Francisco Bay Area Region. November 2018. This document is available online at: http://projections.planbayarea.org/ Accessed July 2, 2021.

growth. The physical environmental impacts resulting from housing and employment growth generated by the proposed project are evaluated in the relevant resources topics in this initial study.

E.2.b) The proposed project would not displace any residents or housing units because no housing units currently exist on the project site. Therefore, the proposed project would have no direct impact related to the displacement of housing units or people, nor would the proposed project necessitate 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 retail space that would result in increases in population (households and jobs). As discussed above, ABAG projects that by 2040 San Francisco will have a population of 1,169,485 and 872,510 employees. According to 2019 census information (based on 2018 data) San Francisco's population is 881,549 with 673,488 employees. As of the fourth quarter of 2020, approximately 72,414 net new housing units were in the pipeline (i.e., were under construction, had building permits approved or filed, or had applications filed, including remaining phases of major multi-phased projects).[14] Conservatively, assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which would include the proposed project) would accommodate an additional 72,414 households. The pipeline also would include projects with land uses that would result in an estimated 73,288 new employees.[15]

Therefore, cumulative household and employment growth would be below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with city-wide 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. The proposed project would not result in more severe cumulative population and housing impacts than previously identified in the Hub Plan PEIR.

Conclusion

The proposed project would contribute a small portion of the growth anticipated within the Hub Plan area as well as for San Francisco as a whole under the 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 Hub Plan PEIR.

[14] San Francisco Planning Department, 2020 Q4. Housing Development Pipeline, available: https://sfplanning.org/project/pipeline-report, accessed July 2, 2021.
[15] Ibid.

E.3 Cultural Resources

Hub Plan PEIR Analysis

The Hub Plan PEIR determined that future development facilitated through changes in use districts and height limits under the Hub Plan could cause substantial adverse effects on cultural resources. The Hub Plan PEIR identified 10 mitigation measures, including six measures related to historic resources and four measures related to archeological resources, to reduce potentially significant cultural resource impacts.[16] However, even with mitigation, the Hub Plan PEIR anticipated that the significant adverse impacts on historic architectural resources and/or contributors to a historic district or conservation district located in the plan area could not be fully mitigated. Thus, the Hub Plan PEIR found these impacts to be significant and unavoidable with mitigation. Impacts to other resources covered under this topic, specifically archeological resources and human remains, were determined to be less than significant with mitigation. A more comprehensive discussion of the Hub Plan PEIR findings and the proposed project's impact with respect to each cultural resource subtopic is included below.

The Hub Plan PEIR determined that development within the Hub Plan area could result in significant plan-level and cumulative impacts on historic resources and identified six mitigation measures that would reduce project-specific impacts. Hub Plan PEIR Mitigation Measure M-CUL-1a: Avoid or Minimize Effects on Identified Built Environment Resources would require the project sponsor to seek feasible means for avoiding significant adverse effects on historic resources. This measure requires the project sponsor to first determine if the proposed project could be modified so that it is in conformance with the Secretary of the Interior's Standards for Rehabilitation, and second, if conformance is not feasible, work with planning department staff to determine if effects to historical resources could be minimized by retaining a portion of the building. If avoidance of impacts to historical resources is not feasible for a project as demonstrated in Mitigation Measure M-CUL-1a, the Hub Plan PEIR identifies the following mitigation measures: Mitigation Measure M-CUL-1b: Prepare and Submit Historical Documentation of Built Environment Resources, Mitigation Measure M-CUL-1c: Develop and Implement an Interpretive Program for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District, Mitigation Measure M-CUL-1d: Video Recordation for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District, and Mitigation Measure M-CUL-1e: Architectural Salvage for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District.

Furthermore, the Hub Plan PEIR included Mitigation Measure M-CUL-1f: New Locations for Contributing Auxiliary Water Supply System Elements to Preserve Historic District Character, which would protect auxiliary water supply system features during implementation of streetscape and street network improvements to ensure that those features would not be altered in an adverse manner. Even with the implementation of these mitigation measures, the Hub Plan PEIR determined that the impacts on historic resources would remain significant and unavoidable.

The Hub Plan PEIR determined that development under the Hub Plan area and rezoning could result in significant impacts on archeological resources and identified four mitigation measures:

Mitigation Measure M-CUL-4a: Project-Specific Preliminary Archaeological Review for Projects Involving Soil Disturbance, Mitigation Measure M-CUL-4b: Procedures for Accidental Discovery of Archaeological Resources for Projects Involving Soil Disturbance, Mitigation Measure M-CUL-4c: Requirement for Archaeological Monitoring for Streetscape and Street Network Improvements, and Mitigation Measure M-CUL-4d: Requirements for Archaeological Testing Consisting of Consultation with Descendent Communities, Testing, Monitoring, and a Report.

The Hub Plan PEIR concluded that implementation of these mitigation measures would reduce impacts on archeological resources and human remains to a less-than-significant level.

Project Analysis

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

E.3.a) Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources, or are identified in a local register of historical resources, such as Planning Code articles 10 and 11.

Historic Resources

The existing 159 Fell Street building was included in the survey area for the Van Ness Auto Row Support Structures adopted by the San Francisco Historic Preservation Commission in 2010.[17] This survey report identifies buildings along the Van Ness Avenue corridor that have a history related to the automobile industry in San Francisco. The 159 Fell Street building is identified as individually eligible for listing in the California Register of Historical Resources under Criterion 1 (resources associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States) because of its former use as a specialized automobile service shop. As such, 159 Fell Street is identified as a built-environmental resource in the Hub Plan PEIR. The building does not contribute to a historic

[17] Kostura, William, 2010, *Van Ness Auto Row Support Structures Historic Survey Report,* prepared for the San Francisco Department of City Planning.

district nor is it within the boundaries of one.[18] The building is located across the street from the Article 10 Civic Center Landmark District.

159 Fell Street was built in 1926 for the building's owners Charles A. Balcom and Edwun U. Gingg who operated the Auto Wheel Aligning Company at that location until 1930. From 1926 through at least 1961, the building was occupied by various kinds of automobile specialty service shops. The building continued to be used by automobile-related companies during the preceding decades. The building is one of more than 100 buildings along the Van Ness Avenue corridor that have a history as automobile support structures and is a moderately early example of a shop offering automobile specialty services. This building is considered to be one of the better and more notable examples of such a shop building in the area due to its minimum 26 years of operational history as an automobile specialty service in addition to having a relatively high degree of integrity. The period of significance for the building was identified as 1926-1961. The 159 Fell Street building has the following character-defining features: stucco cladding, imitation Spanish-Revival style tile parapet, frieze of shields, industrial steel sash windows with spindle separators, and presence of both vehicle and pedestrian entrances in the first story. For these reasons, the building was determined to be individually eligible for listing in the California Register of Historical Resources, under Criterion 1, for its use as an automobile repair shop and automobile parts manufacturing company.

While the existing building at 159 Fell Street is not within the boundaries of a historic district, it is located across the street from the Article 10 Civic Center Landmark District. Because the proposed building would be approximately 101 feet in height and would not be taller than the 307-foot City Hall and would be separated from City Hall by two blocks, the proposed project would not disrupt any significant spatial or visual relationship within the Civic Center Landmark District. There would be no substantial adverse change to the historic district due to the construction of the 159 Fell Street building.

Historic Mitigation Feasibility Analysis

Demolition of this structure would result in a significant and unavoidable impact on a historic resource. Consistent with Hub Plan PEIR Mitigation Measure M-CUL-1a: Avoid or Minimize Effects on Identified Built Environment Resources, the project sponsor team consulted with San Francisco Planning Department's preservation staff regarding any feasible means to avoid a substantial adverse change in the significance of these historical architectural resources or reduce effects upon them.[19] Two variants, full preservation and partial preservation, were evaluated for feasibility.

Full Preservation Variant

Under the full preservation variant, the original building would be retained and rehabilitated, with an added third story set back 15 feet from the Fell Street and Hickory Street façades. The existing second floor would be renovated to accommodate one two-bedroom residential unit. The third-floor addition would include two additional two-bedroom residential units. The full preservation variant would result in the construction of three dwelling units. Approximately

[18] Kostura, William, 2010, *Van Ness Auto Row Support Structures Historic Survey Report,* prepared for the San Francisco Department of City Planning.
[19] J. Abrams Law, P.C., Application of Mitigation Measure M-CUL-1a to 159 Fell Street project, February 23, 2021.

3,000 square feet of ground floor retail would occupy the renovated ground floor. The height of the rehabilitated historic building with the vertical addition would be approximately 31 feet.

Although the height of the building would be taller than its original two stories, the set-back third story from both street façades would allow the two-story primary façade of the existing historic building to retain and convey its character as a mid-1920s automotive service business building. The addition would be distinguished in style and materials from the historic fabric, as required for compliance with the Secretary of the Interior's Standards for Rehabilitation. This variant would alter the original building to a degree, but not to the extent that its historic integrity and eligibility for listing in the California Register would be lost. It would retain sufficient integrity of location, setting, design, materials, workmanship, feeling, and association to convey its historic character relative to its 1926-1961 period of significance.

The full preservation variant would result in 21 fewer proposed dwelling units than the proposed project. As such, this variant would substantially fail to meet the goals of both the proposed project and the Hub Plan for maximizing new housing in the Hub Plan area. Specifically, with only a small number of housing units provided, it is not fully consistent with the following area plan policies:

- Policy 1.2.2 – Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.
- Policy 2.2.1 – Eliminate housing density maximums close to transit and services.
- Policy 2.2.4 – Encourage new housing above ground-floor commercial uses in new development and in expansion of existing commercial buildings.
- Policy 7.1.1 – Maintain a strong preference for housing as a desired use.

The Hub Plan also includes a number of policies encouraging the preservation and rehabilitation of buildings deemed eligible for the California Register. However, given the substantial reduction in the number of units, the variant would not meet most of the primary goals of the Hub Plan and Van Ness and Market Residential Special Use District.

Partial Preservation Variant

Under the partial preservation variant, the existing Fell and Hickory Street façades of the historic building would be retained and rehabilitated, and a two-story addition would be constructed to create a four-story mixed-use building with ground floor retail, second floor office or commercial use, and eight residential units at the third and fourth stories. Under this variant, eight residential units, 2,747 square feet of ground floor retail, and 1,190 square feet of upper floor office/commercial space would be constructed. The overall proposed height of the building under this variant would be approximately 41 feet.

The new third and fourth stories would be set back five feet from the Fell and Hickory street façades of the historic building to distinguish the new construction from the original building but would nearly double the height of the historic building as viewed from the public right-of-way. Due to the loss of its integrity of design, feeling, and association relative to its operation as an

automotive specialty service between 1926 and 1961, the building would be unlikely to retain its eligibility for listing in the California Register. While this variant would not be compliant with the Secretary of the Interior's Standards for Rehabilitation, it would nonetheless provide a visual reference to the history of the automotive industry in the neighborhoods surrounding Van Ness Avenue and continuity of the current streetscape at the pedestrian level.

The partial preservation variant would result in 16 fewer dwelling units than the proposed project. While the variant adheres to the Hub Plan objectives and policies regarding expansion of residential units in the Hub Plan area, the façade retention variant fails to fully meet the Plan Area objectives of maximizing residential density. For these reasons, the partial preservation variant would not meet most of the primary goals of the Hub Plan and Van Ness and Market Residential Special Use District.

Project Mitigation Measures

For the reasons discussed above, the planning department has determined that significant impacts on historical resources cannot feasibly be avoided under Hub Plan PEIR Mitigation Measure M-CUL-1a. Therefore, the following project mitigation measures would apply to the proposed project:

- Project Mitigation Measure M-CUL-1: Prepare and Submit Historical Documentation of Built Environmental Resources (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1b)
- Project Mitigation Measure M-CUL-2: Develop and Implement an Interpretive Program for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1c)
- Project Mitigation Measure M-CUL-3: Video Recordation for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1d)
- Project Mitigation Measure M-CUL-4: Architectural Salvage for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1e)[20]

Hub Plan PEIR Mitigation Measure M-CUL-1f is not applicable because the proposed project does not include streetscape or street network improvements. Even with implementation of these mitigation measures, impacts to historic architectural resources would remain significant and unavoidable. The Hub Plan PEIR identified a significant and unavoidable with mitigation impact to historic architectural resources; therefore, the proposed project would not result in any new or more severe impacts to onsite historic architectural resources than were already analyzed and disclosed in the Hub Plan PEIR.

E.3.b) Hub Plan PEIR Mitigation Measure M-CUL-4a requires that a project-specific preliminary archaeological assessment be conducted for any project requiring more than 2 feet of soil disturbance. The proposed project would involve excavation of up to 12 feet bgs and would remove approximately 1,000 cubic yards of soil. Therefore, Hub Plan PEIR Mitigation Measure M-CUL-4a (Preliminary Archeological Assessment) is applicable to the proposed project. Accordingly, a planning department archeologist conducted a preliminary archeological review of the proposed

[20] San Francisco Planning Department, PART II Historic Resource Evaluation Response for 159 Fell Street.

project.[21] Hub Plan PEIR Mitigation Measure M-CUL-4b (Accidental Discovery Procedures) is not applicable because preliminary archaeological review concluded that archeological testing is warranted instead, as described below. Hub Plan PEIR Mitigation Measure M-CUL-4c (Archeological Monitoring of Streetscape Improvements) is not applicable because the project does not involve any streetscape or street network improvements.

Based on the project's preliminary archeological review, the project site has moderate sensitivity for surface and buried prehistoric archeological resources, and potential sensitivity for late 19th century historic features. On this basis, archeological testing, through implementation of Project Mitigation Measure M-CUL-5: Archeological Testing (implementation of Hub Plan PEIR Mitigation Measure M-CUL-4a), is required. Under Project Mitigation Measure M-CUL-5, archaeological testing would be conducted at the project site prior to construction to identify potential resources that could be affected by project excavations and archeological data recovery would be carried out if significant resources are discovered and cannot be avoided. With implementation of Project Mitigation Measure M-CUL-5, as described above, the proposed project would have a less-than-significant impact on archaeological resources.

E.3.c) Archeological resources may include human burials. Human burials outside formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials, is addressed under Project Mitigation Measure M-CUL-5 (Archeological Testing), which would address any human remains that might be encountered during archeological testing and/or project construction. Furthermore, if human remains and associated or unassociated funerary objects were discovered, compliance with applicable state laws would be required. This would include immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner), and in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which would appoint a most likely descendant. The most likely descendant would provide recommendations for the appropriate treatment and disposition of the remains.[22] With the inclusion of these measures, the potential impact to human remains would be less than significant.

Cumulative Analysis

The geographic context for cumulative impact analysis related to historic architectural resources is the Hub Plan area, which is defined by a wide variety of land uses, including a mix of older and newer residential buildings; office uses; industrial spaces; commercial uses, such as gas stations; retail spaces; and some cultural and social institutions. As discussed under question E.3.a, the building at 159 Fell Street is not within a historic district; therefore, the proposed project, combined with cumulative projects, would not result in a significant impact on a historic district. Demolition of the individual historic architectural resource by the proposed project would be a significant and unavoidable impact, even with implementation of Project Mitigation Measures M-CUL-1 through M-CUL-4 and could combine with the demolition and/or alteration of other historic resources proposed by other cumulative projects in the Hub Plan area, thereby

[21] San Francisco Planning Department, Environmental Planning Preliminary Archaeological Review for 159 Fell Street, prepared February 11, 2020.
[22] California Public Resources Code section 5097.98.

contributing to an overall cumulative cultural resources impact. As such, the proposed project would contribute to the significant and unavoidable cumulative impacts identified the Hub Plan PEIR.

The cumulative context for archeological resources and human remains is generally site-specific and would be limited to the immediate construction area. There are no known archeological resources on or immediately adjacent to the project site that would be affected by any of the cumulative projects. The proposed project would implement Project Mitigation Measure M-CUL-5: Archeological Testing (implementation of Hub Plan PEIR Mitigation Measure M-CUL-4a) to address the potential impacts of the proposed project on archeological resources and human remains. For this reason, even if significant archeological resource or human remains are discovered on the project site, the proposed project, in combination with other cumulative projects, would not result in a cumulatively considerable impact on archeological resources or human remains.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative cultural resource impacts than identified in the Hub Plan PEIR or that are peculiar to the project. Project Mitigation Measures M-CUL-1, M-CUL-2, M-CUL-3, M-CUL-4, and M-CUL-5 would apply to the proposed project.

E.4 Tribal Cultural Resources

Hub Plan PEIR Analysis

Based on discussions with Native American tribal representatives in San Francisco, prehistoric archeological resources are presumed to be potential tribal cultural resources. In addition, based on discussions with Native American tribal representatives, no other currently identified tribal cultural resources exist in San Francisco. Therefore, based on the results of this consultation between the City and County of San Francisco and local Native American tribal representatives, all archaeological resources of Native American origin are assumed to be potential tribal cultural resources. The preferred mitigation of impacts on such resources, should any be present, developed in consultation with local Native American tribal representatives, is preservation in place or, where preservation is not feasible, archeological treatment and development and implementation, in consultation with local Native American tribes, of a public interpretation plan for the resource. The Hub Plan PEIR found that development under the Hub Plan could cause a substantial adverse effect on the significance of archeological resources because of the potential for prehistoric archaeological resources to be present in the Hub Plan area.

On this basis, projects implemented under the Hub Plan PEIR would have the potential to result in a substantial adverse effect on tribal cultural resources. Hub Plan PEIR Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance, which includes implementation of PEIR Mitigation Measures M-CUL-4a (Project -Specific Preliminary Archeological Review), would mitigate impacts on tribal cultural resources to a less-than-significant level.

Project Analysis

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

E.4.a) As discussed in Topic E.3, Cultural Resources, the project site is sensitive for prehistoric archeological resources, which also may represent tribal cultural resources. Therefore, project excavations could result in a significant impact if tribal cultural resources are encountered.

Hub Plan PEIR Mitigation Measure M-TCR-1 requires preliminary archaeological review during planning (as detailed in Hub Plan PEIR Mitigation Measure M-CUL-4a). As discussed under Section E.3 Cultural Resources, a Planning Department archeologist conducted this review and concluded that there is a high to moderate potential for Native American archeological resources, which may constitute tribal cultural resources, to be encountered during project construction, such that archaeological testing for identification of such resources would be warranted. Implementation of Project Mitigation Measure M-CUL-5: Archeological Testing (implementation of Hub Plan PEIR Mitigation Measure M-CUL-4a) would ensure identification of archeological resources that could be affected by project construction, including potential tribal cultural resources. If a tribal cultural resource is discovered, Project Mitigation Measure M-TCR-1 (applicable provisions of Hub Plan PEIR Mitigation Measure M-TCR-1) would be implemented to ensure preservation in place of the resource, if feasible, and/or archaeological treatment and public interpretation. With implementation of Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance (implementation of Hub Plan PEIR

Mitigation Measure M-TCR-1), the proposed project would have a less-than-significant impact on tribal cultural resources.

Cumulative Analysis

The cumulative context for tribal cultural resources is generally site-specific and limited to the immediate construction area. There are no known tribal cultural resources on or immediately adjacent to the project site that would be affected by the proposed project or any of the cumulative projects. Project Mitigation Measure M-TCR-1 would reduce any project impacts to tribal cultural resources to a less-than-significant level. For these reasons, the proposed project, in combination with other cumulative projects, would not result in cumulative impacts on tribal cultural resources and the project would not result in more severe cumulative tribal cultural resource impacts than were previously identified in the Hub Plan PEIR.

Conclusion

The proposed project's impact on tribal cultural resources would be mitigated to a less-than-significant level with implementation of Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance (implementation of Hub Plan PEIR Mitigation Measure M-TCR-1). Therefore, the proposed project would not result in significant impacts tribal cultural resources that were not identified in the Hub Plan PEIR.

E.5 Transportation and Circulation

Hub Plan PEIR Analysis

The Hub Plan PEIR anticipated that growth resulting from the zoning changes could result in significant plan-level and cumulative construction and loading impacts. The PEIR identified Mitigation Measure M-TR-1: Construction Management Plan to reduce plan-level and cumulative construction impacts but found that these impacts would remain significant and unavoidable, even with mitigation. The PEIR did not identify any feasible mitigation to reduce the significant plan-level and cumulative loading impacts. The Hub Plan PEIR found that the growth would not result in significant impacts related to traffic hazards, transit delay for regional and local providers, and accessibility for people walking, bicycling, or emergency access. No mitigation measures were identified in the PEIR for these topics.

Additionally, the Hub Plan PEIR analyzed the vehicle miles traveled (VMT) effects of the proposed rezoning at a programmatic level and determined that development under the Hub Plan would occur within an area of the city where the daily vehicle miles traveled (VMT) per capita is more than 15 percent below the regional VMT thresholds. Moreover, subsequent development projects under the Hub Plan would share many of the characteristics that would result in low VMT per capita in the area, characteristics such as density, diversity of uses, and proximity to transit. Thus, implementation of the Hub Plan would not generate a substantial increase in VMT and the impact would be less than significant.

Project Analysis

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

E.5.a to d) Localized trip generation that could result from the proposed project was calculated using the web-based San Francisco Demand Tool, consistent with the *2019 Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the planning department.[23] Table 1 and Table 2 show daily person and vehicle trip estimates and p.m. peak-hour estimates, respectively.

Table 1: DAILY PERSON AND VEHICLE TRIP ESTIMATES

Land Use	Daily Person Trips						Daily Vehicle Trips[1]
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Residential	60	5	29	52	6	153	53
Retail	76	4	35	170	8	295	51
Project Total	**136**	**9**	**64**	**222**	**14**	**448**	**104**

Note:
1. Automobile person trips, accounting for average vehicle occupancy data. Includes TNC/Taxis.
Source: 2019 San Francisco Planning Department, Transportation Impact Analysis Guidelines

[23] San Francisco Planning Department, Travel Demand Calculations for 159 Fell Street, October 22, 2020.

Table 2: P.M. PEAK-HOUR PERSON AND VEHICLE TRIP ESTIMATES

Land Use	*P.M. Peak Hour Person Trips*						*P.M. Peak Hour Vehicle Trips*[1]
	Automobile	*For-Hire*	*Transit*	*Walking*	*Bicycling*	*Total*	
Residential	5	0	3	5	1	14	4
Retail	7	0	3	15	1	27	5
Project Total	**12**	**0**	**6**	**20**	**2**	**41**	**9**

Note:
1. Automobile person trips, accounting for average vehicle occupancy data. Includes TNC/Taxis.
Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines

Construction

Project construction for 159 Fell Street would take approximately 18 months and is anticipated to occur Monday-Friday from 7 a.m. to 4 p.m. Construction activities may occur seven days a week, as needed. No nighttime work is anticipated. Approximately 30 construction workers are anticipated to be on site per day during the height of construction, generating a peak of up to 60 worker trips per day. Given the project's proximity to transit services, a substantial portion of construction workers would be expected to take public transit to and from the site.

While construction staging is expected to occur primarily on the project site, the proposed project may require temporary sidewalk closures along the 159 Fell Street frontage as well as closure of adjacent parking lanes to maintain pedestrian access. Closures within the public right-of-way would be requested from the San Francisco Public Works and Municipal Transportation Agency and would be required to comply with the San Francisco Regulations for Working in San Francisco Streets (the blue book). The blue book is prepared and updated regularly by the San Francisco Municipal Transportation Agency, under authority derived from the San Francisco Transportation Code. It serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic.

Given the potential for overlap with construction of cumulative projects, significant project-related construction transportation impacts could occur. Implementation of Project Mitigation Measure M-TR-1: Construction Management Plan (implementation of Hub Plan PEIR Mitigation Measure M-TR-1), which would require preparation of a construction management plan, would further reduce the impacts to a less-than-significant level. Given the project site context and construction duration and magnitude, and implementation of Project Mitigation Measure M-TR-1, construction-related transportation impacts would be less than significant with mitigation.

Potentially Hazardous Conditions and Accessibility

Hazardous Conditions

The proposed project would add 104 daily vehicle trips and 9 p.m. peak-hour vehicle trips, which would be dispersed along nearby streets and loading zones and would not significantly alter circulation on nearby streets. These vehicle trips likely would start from or end at the existing

commercial loading zone[24] at 155 Fell Street, immediately adjacent to the 159 Fell Street site. The proposed project would replace existing sidewalks along the project frontage with new paving and remove two existing curb cuts, one 16-foot curb cut on Fell Street and one 8-foot curb cut on Hickory Street.

The proposed project would not substantially increase overall traffic levels in the project vicinity such that it could create potentially hazardous conditions for people walking, bicycling, or transit operations. Additionally, the project does not include any design features that would create hazards for people bicycling and there are no existing bicycle lanes or transit on Fell Street. Given existing traffic levels and the estimates of project-generated vehicle traffic, the proposed project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for people walking or bicycling.

Accessibility

The proposed project would replace existing sidewalks along the project frontage with new paving and access to the site would be from Fell Street. The proposed project would not introduce any design features that would otherwise interfere with access or circulation for people walking or bicycling and would not impede emergency vehicle access. Therefore, impacts related accessibility would be less than significant and the proposed project would not result in new or more severe impacts than were identified in the Hub Plan PEIR.

Public Transit Delay

The project site is well served by transit and is located approximately 0.2 miles from the Van Ness Muni station. The 2019 guidelines set forth a screening criterion for projects that typically would not result in significant public transit delay effects. The proposed project would result in 9 p.m. peak-hour vehicle trips, which would be less than the screening criterion of 300 p.m. peak hour vehicle trips. Therefore, the proposed project meets the screening criterion, and the project would have a less-than-significant transit-delay impact.

Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that typically would not result in significant vehicle miles traveled (VMT) impacts. San Francisco displays different amounts of VMT per capita geographically through transportation analysis zones (TAZs). The proposed project at 159 Fell Street is located in TAZ 259 and as shown in Table 3 below, the project site is located in an area where existing VMT per capita is more than 15 percent below the existing regional VMT per capita. Therefore, the proposed project would meet this locational screening criterion and the project impact would have a less-than-significant vehicle miles traveled impact.

The proposed project also would meet the proximity to transit screening criterion. The project site is within 0.5 mile of an existing major transit stop (Van Ness Muni Station) and the proposed project would meet other characteristic requirements. This screening criterion also indicates that the proposed project would not cause substantial additional VMT.

[24] Passenger loading could occur in the commercial loading zone pursuant to the permitted hours.

Table 3: VEHICLE MILES TRAVELED IN TAZ 259

Land Use Types	*Existing*		*Cumulative 2040*	
	Bay Area Regional Average Minus 15%	*TAZ 259*	*Bay Area Regional Average Minus 15%*	*TAZ 259*
Residential	14.6	3.27	13.7	2.87
Retail	12.6	8.03	12.4	8.4
Source: San Francisco Planning Department, Transportation Information Map				

Loading

During the average and peak period, the proposed project's freight and delivery loading demand would be one trip. The proposed project would not include any freight or passenger loading zones. In addition, during the peak-hour period, the proposed project's passenger loading demand would be 0.02 trips. Given the project's low commercial loading demand, the demand would be met by the existing commercial loading zone adjacent to the project site located in front of 155 Fell Street. The loading zone is a dual-use zone and passenger loading could occur in the commercial loading zone from 5 p.m. to 1 a.m. Monday through Friday and 10 a.m. to 1 a.m. on Saturdays and Sundays[25]. Vehicle parking is available in the project vicinity, however, should parking not be available, passenger loading activities would not create a secondary impact because the peak passenger loading demand is one trip and there is sufficient space on Fell Street for cars to maneuver. Furthermore, there are no transit or bicycle lanes on Fell Street that could introduce conflicts between loading activities and people bicycling or transit. Additionally, the project site is not located along any bicycling lanes and would not introduce conflicts between loading activities and people bicycling. The proposed project's passenger and freight loading impact would be less than significant.

Conclusion

For the reasons discussed above, the proposed project would not result in new or more severe transportation and circulation impacts under existing-plus-project conditions than were identified in the Hub Plan PEIR.

Cumulative Analysis

Construction

Cumulative construction impacts typically occur when another project occurs on the same block or in the immediate vicinity of the project site. In the geographic area surrounding the 159 Fell Street Project, the construction of the proposed project could overlap with construction of projects at 30 Van Ness Avenue and 98 Franklin Street, both located within two blocks of the proposed project. Construction of the proposed project and cumulative projects may result in temporary closures of the public right-of-way, including portions of the sidewalk, parking lane, and roadway, in the immediate vicinities of each project site. The proposed project would contribute to the cumulative construction impact identified in the Hub Plan PEIR.

[25] Email from Paul Kniha (SFMTA) to Elizabeth White (San Francisco Planning). "Question about color curb near 159 Fell Street". May 27, 2021.

Implementation of Project Mitigation Measure M-TR-1: Construction Management Plan (implementation of Hub Plan PEIR Mitigation Measure M-TR-1) would reduce the proposed project's contribution to significant transportation-related construction impacts. Adherence to blue book requirements and coordination with the SFMTA would ensure that that proposed project would result in the least possible interference with pedestrians, bicycles, transit, and vehicular traffic. The proposed project would not result in new significant cumulative construction traffic impacts that were not identified in the Hub Plan PEIR, nor would the project result in an increase in severity of construction traffic impacts that were not discussed in the Hub Plan PEIR.

Potentially Hazardous Conditions and Accessibility

The PEIR disclosed that vehicular and other ways of travel (e.g., walking, bicycling) volumes would increase in the Hub Plan area because of development under the Hub Plan and other cumulative projects. The PEIR determined that the Hub Plan would result in less-than-significant cumulative hazardous conditions and accessibility. In addition, the 301 Grove Street, 78 Haight Street, and 36 Gough Street cumulative projects, which were not analyzed under the PEIR, would further increase vehicular, walking, and bicycling volumes. Operation of the proposed project would contribute approximately 104 daily vehicle trips, a relatively small increase in vehicle activity on surrounding streets. The proposed project does not propose any features that would result in a traffic hazard, impede emergency access, or preclude or inhibit the future implementation of transportation network changes proposed as part of the Hub Plan or other traffic safety measures. Given these considerations, the proposed project would not result in new significant cumulative impacts related to hazardous conditions and accessibility that were not identified in the Hub Plan PEIR, nor would the project result in an increase in severity of traffic hazards that were not discussed in the Hub Plan PEIR.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The PEIR identified several transportation network projects that currently are underway or planned that would enhance transit operations within the Hub Plan area, including Muni Forward and the Better Market Street projects. In addition, the PEIR identified projects that would be completed by 2020, including the Van Ness BRT and other Muni Forward projects. These Muni Forward projects would implement or enhance transit-only lanes on Van Ness Avenue, Market Street, and Mission Street, thereby reducing conflicts between private vehicles and transit vehicles and improving transit vehicle travel times on those streets. The PEIR determined that the Hub Plan would result in less-than-significant cumulative transit impacts.

The following projects, which were not considered in the Hub Plan PEIR cumulative analysis, are considered in the proposed project's cumulative analysis: 301 Grove Street, 36 Gough Street, 78 Haight Street, and Western Addition Community-Based Transportation Plan. With the exception of the Western Addition Community-Based Transportation Plan, the majority of these cumulative projects involve the construction of mixed-use land use developments and would result in increased vehicle traffic to surrounding roadways.

The proposed project would add 104 daily vehicle trips, 9 p.m. peak-hour vehicle trips and 6 p.m. peak-hour transit trips. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative impact to transit delay.

Vehicle Miles Traveled

VMT by its nature generally would be a cumulative impact. As described above, the proposed project would not exceed the project-level quantitative thresholds of significance for VMT. Furthermore, as shown in Table 3, the project site is located in TAZ 259 where projected 2040 VMT per capita is more than 15 percent below the future regional per capita and per employee average. Therefore, no cumulative VMT impact would occur.

Loading

No cumulative development projects are in the immediate project vicinity (within the same block as the project) that could generate loading demand to possibly interact with the project's loading demand. The passenger and freight loading demand of the proposed project would be adequately accommodated by the existing commercial loading zone adjacent to the project site located at 155 Fell Street. Future projects in the project vicinity would be subject to the planning code provisions and would provide adequate passenger or freight loading, as required, to ensure that loading demands are met. As a result, the proposed project in combination with cumulative projects would not result in a significant cumulative loading impact, nor contribute to the significant cumulative loading impact identified in the PEIR. The proposed project would not result in new or more severe cumulative loading impacts than were identified in the Hub Plan PEIR.

Conclusion

For the reasons discussed above, the proposed project would not result in new or more severe cumulative transportation and circulation impacts than were identified in the Hub Plan PEIR.

E.6 Noise

Hub Plan PEIR Analysis

The Hub Plan would establish new planning policies and controls to promote development of sites within the Hub Plan area. The Hub Plan PEIR determined that this development would result in significant plan-level and cumulative construction noise impacts as the construction noise associated with subsequent development projects would likely exceed 100 A-weighted decibels (dBA) (exceeding the Federal Transit Administration criterion of 90 dBA for residential land uses) at sensitive receptors. The Hub Plan PEIR identified Mitigation Measures M-NOI-1a: Construction Noise Control Plan for Projects within 250 Feet of a Noise-Sensitive Land Use and M-NOI-1b: Site-Specific Noise Control Measures for Projects Involving Pile Driving to reduce impacts from construction noise and pile driving. However, because many specific details of subsequent development projects are not known, construction noise levels still could be excessive for prolonged periods, even with implementation of these measures. Therefore, the PEIR determined that even with mitigation, plan-level and cumulative construction noise impacts would be significant and unavoidable for subsequent development projects under the Hub Plan.

The Hub Plan PEIR determined that development under the Hub Plan could result in damage to structures or, if operated during nighttime hours, sleep disturbance from use of vibration-generating construction equipment. The Hub Plan PEIR identified Mitigation Measures

M-NOI-3a: Protect Adjacent Potentially Susceptible Structures from Construction-Generated Vibration and M-NOI-3b: Construction Monitoring Program for Structures Potentially Affected by Vibration, which would require implementation of a construction vibration monitoring program and repairs to structures damaged by vibration, as necessary, to return any damaged structure to its preconstruction condition. With implementation of these mitigation measures, the Hub Plan PEIR concluded that vibratory impacts would be reduced to a less-than-significant level. The Hub Plan PEIR found that the Plan, in combination with cumulative projects, would not result in a significant cumulative impact and no mitigation is required.

Regarding operational impacts, the Hub Plan PEIR determined that impacts from operational traffic noise would be less than significant. However, the Hub Plan PEIR determined that significant plan-level and cumulative impacts would occur from the siting of new noise-generating sources near existing sensitive receptors. The Hub Plan PEIR identified Mitigation Measure M-NOI-4: Noise Analysis for Projects in Excess of Applicable Noise Standards, which requires that a noise analysis be conducted for new development that includes noise-generating activities or equipment with the potential to generate noise levels substantially in excess of ambient noise levels or any applicable standards. With implementation of Hub Plan Mitigation Measure M-NOI-4, the plan-level and cumulative operational noise impacts would be reduced to a less-than-significant level.

Project Analysis

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

E.6.a)

Operational Noise

The proposed project would construct 24 residential units with approximately 2,000 square feet of retail space. The proposed project would require a heating, ventilation, and air conditioning (HVAC) unit, comprised of 27 electric compressors, on the roof. This rooftop HVAC unit is a noise generating use, however, this unit is typical for a building of this size and would be shielded by the rooftop parapet, which would provide noise attenuation from the unit. Proposed mechanical equipment would be shielded from the surrounding properties by screen enclosures and intervening walls, which would reduce any noise impacts to a less-than-significant level. Moreover, given the dense urban environment in which the project site is located and the variety of surrounding uses, it is not anticipated that the uses proposed by the project would generate noise above existing ambient noise levels in the project site vicinity. The proposed project would also be subject to the San Francisco Noise Ordinance (section 2909 [b]). Because the proposed project does not include equipment or other noise-generating activities with the potential to generate noise levels substantially in excess of ambient noise levels or in excess of any applicable standards, Hub Plan PEIR Mitigation Measure M-NOI-4a is not applicable.

The proposed project would generate 104 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 project vicinity. Increases in ambient noise levels could result from increases in traffic and/or noise-generating equipment or activities. A potentially significant increase in the ambient noise level because of traffic resulting from a project would be unlikely unless the project would cause a doubling of existing traffic levels, which generally is assumed to result in a 3 dBA increase in the existing ambient noise environment.[26] An increase of less than 3 dBA generally is not perceptible outside controlled laboratory conditions.[27] Therefore, the impact would be less than significant.

Construction Noise

The proposed project would result in construction noise impacts from trucks and equipment required for project construction including air compressors, cement mixers, concrete saws, excavators, forklifts, jackhammer, pressure washer, loaders, vibratory loaders, and welders. The nearest sensitive receptor is a multi-unit residential building located at 145 Fell Street, which is approximately 30 feet from the 159 Fell Street site; therefore, the project is required to implement Project Mitigation Measure M-NO-1: Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use (implementation of Hub Plan PEIR Mitigation Measure M-NOI-1a). The proposed project would not include pile-driving or any type of drilled piers. Therefore, Hub Plan PEIR Mitigation Measure M-NOI-1b: Site-Specific Noise Control Measures for Projects Involving Pile Driving would not apply.

In addition, all construction activities for the proposed project (approximately 18 months) would be subject to the San Francisco Noise Ordinance (article 29 of the San Francisco Police Code). The San Francisco Department of Building Inspection is responsible for enforcing the noise ordinance

[26] California Department of Transportation, 2013, *Technical Noise Supplement*, available: http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf, accessed September 22, 2020.

[27] California Department of Transportation, 2013, Technical Noise Supplement to the Traffic Noise Analysis Protocol, pp. 2-44 to 2-45, available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf, accessed September 22, 2020.

for private construction projects during normal business hours (8 a.m. to 5 p.m.). With implementation of Project Mitigation Measure M-NO-1: Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use (implementation of Hub Plan PEIR Mitigation Measure M-NOI-1a) and compliance with the article 29, the project's construction-related noise impacts would be reduced to a less-than-significant level.

E.6.b) Development projects, such as the proposed project, are not typically sources of operational vibration. Therefore, the proposed project would not result in significant operational impacts related to vibration.

The potential for construction-related vibration impacts depends on the proximity of construction activities to sensitive receptors, the number and types of construction equipment, and duration of construction equipment use. Construction of the proposed project would use heavy-duty equipment, including vibratory rollers and jackhammers. At 25 feet, vibration levels associated with vibratory rollers and jackhammers are 0.210 peak particle velocity (PPV)[28] and 0.035 PPV, respectively.[29] Construction of the proposed project has the potential to result in vibration-induced settlement of the building foundations at 155 and 165 Fell Street, located within 25 feet of the project site. Additionally, construction of the proposed project would be within 25 feet of a historic building (the Young Men's Institute) at 50 Oak Street. Because the proposed project is within 25 feet of susceptible buildings, Project Mitigation Measure M-NO-2: Protect Adjacent Potentially Susceptible Structures from Construction-Generated Vibration (implementation of Hub Plan PEIR Mitigation Measure M-NOI-3a) and Project Mitigation Measure M-NO-3: Construction Monitoring Program for Structures Potentially Affected by Vibration (implementation of Hub Plan PEIR Mitigation Measure M-NOI-3b) would be required. With the implementation of these mitigation measures, the proposed project would not result in significant construction impacts related to vibration.

E.6.c) The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, initial study checklist question E.5.c 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 project-generated traffic noise along any given roadway segment would similarly be reduced. As discussed in initial study checklist question E.5.c, the proposed project would not result in a perceptible increase in traffic noise. Therefore, the proposed project would not result in a considerable contribution to ambient noise levels from project traffic.

The cumulative context for point sources of noise such as building heating, ventilation and air conditioning systems, and construction noise are typically confined to nearby noise sources,

[28] Defined as the maximum instantaneous peak of the vibration signal in inches per second.
[29] Federal Transit Administration, 2018, Transit Noise and Vibration Impact Assessment, FTA Report No. 0123, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impactassessment-manual-fta-report-no-0123_0.pdf, accessed: September 20, 2020.

usually not further than approximately 900 feet from the project site.[30] Based on the list of projects under the Cumulative Setting section above, four projects would be within 900 feet of the project site that could combine with the proposed project's construction noise impacts to generate significant cumulative construction or operational noise: 30 Van Ness Street, 101 South Van Ness Avenue, 98 Franklin Street, and 1540 Market Street. Potential operational and construction impacts from the proposed project and cumulative projects are described in further detail below.

Operation

The proposed project is a mixed-use project that would not generate levels beyond limits set by the noise ordinance sections 2909(a) through (d). Additionally, other cumulative projects would also be required to comply with the noise ordinance, and therefore, no significant cumulative operational noise impact would occur.

Construction

The construction of cumulative projects in the project vicinity, could expose nearby sensitive receptors to substantial cumulative construction noise. This significant and unavoidable cumulative construction noise impact was disclosed in the Hub Plan PEIR. Although the proposed project would be required to comply with the Noise Ordinance and implement Project Mitigation Measure M-NO-1: Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use (implementation of Hub Plan PEIR Mitigation Measure M-NOI-1a), the proposed project could contribute to a significant cumulative construction noise impact. However, the proposed project in combination with cumulative projects would not result in more severe cumulative construction noise impacts than disclosed in the Hub Plan PEIR.

Vibration effects resulting from the proposed project construction would not be expected to combine with vibration effects from cumulative projects in the vicinity. There are no cumulative projects within 100 feet of the Young Men's Institute at 50 Oak Street that could combine to impact the historic resource through construction vibration.

Conclusion

With implementation of Project Mitigation Measure M-NO-1: Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use (implementation of Hub Plan PEIR Mitigation Measure M-NOI-1a), Project Mitigation Measure M-NO-2: Protect Adjacent Potentially Susceptible Structures from Construction-Generated Vibration (implementation of Hub Plan PEIR Mitigation Measure M-NOI-3a), and Project Mitigation Measure M-NO-3: Construction Monitoring Program for Structures Potentially Affected by Vibration (implementation of Hub Plan PEIR Mitigation Measure M-NOI-3b, the proposed project would not result in significant project-specific or cumulative noise or vibration impacts that were not identified in the Hub Plan PEIR, nor would the project result in noise or vibration impacts that are substantially more severe than those identified in the Hub Plan PEIR.

[30] Typical construction noise levels can affect a sensitive receptor at a distance of 900 feet if a direct line-of-sight is 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 typically will attenuate to an interior noise level of 35 dBA with the windows closed and 45 dBA with the windows open.

E.7 Air Quality

Hub Plan PEIR Analysis

The Hub Plan PEIR identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants and impacts to sensitive receptors as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Hub Plan PEIR concluded that construction-related criteria air pollutant emissions generated by the streetscape and street network improvements would be less than significant because all construction activities would be required to comply with the Construction Dust Control Ordinance. The PEIR also determined that operational criteria air pollutants generated by the proposed streetscape and street network improvements would be less than significant. The Hub Plan PEIR disclosed that the Hub Plan would result in increased emissions of fine particular matter ($PM_{2.5}$) and TACs from vehicle traffic and installation of stationary sources. These emissions include exhaust emissions from heavy-duty construction equipment, trucks used to haul construction materials to and from work sites, and worker vehicle emissions, as well as fugitive dust emissions associated with earth-disturbing activities and other demolition and construction work, which could result in significant construction criteria pollutant impacts.

The Hub Plan PEIR identified mitigation measures that would reduce these air quality impacts; however, the Hub Plan PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The Hub Plan PEIR identified the following mitigation measures that are applicable to subsequent development projects: Mitigation Measure M-AQ-5a: Educate Residential and Commercial Tenants Concerning Low-VOC Consumers Product, Mitigation Measure M-AQ-5b: Reduce Operational Emissions for Projects that Exceed Criteria Air Pollutant Thresholds, Mitigation Measure M-AQ-5c: Best Available Control Technology for Projects with Diesel Generators and Fire Pumps, Mitigation Measure M-AQ-7a: Additional Air Quality Improvement Strategies to Reduce Hub Plan -Generated Emissions and Population Exposure, Mitigation Measure M-AQ-7b: Air Quality Analysis That Considers the Siting of Uses That Emit Particulate Matter ($PM_{2.5}$), Diesel Particulate Matter, or Other Toxic Air Contaminants, Mitigation Measure M-AQ-7c: Design Land Use Buffers Around Active Loading Docks, Mitigation Measure M-AQ-7d: Implementation of Mitigation Measures M-AQ-4b and M-AQ-5c for Projects within the Existing or Future Air Pollutant Exposure Zone and Mitigation Measure M-AQ-7e: Update Air Pollution Exposure Zone. The city is responsible for implementing mitigation measures M-AQ-4b, M-AQ-5c, and M-AQ-7e, not developers of individual development projects.

The Hub Plan PEIR also identified potentially significant plan-level and cumulative air quality impacts from subsequent development projects related to generation of criteria air pollutants resulting from construction activities and impacts to sensitive receptors as a result of exposure to elevated levels of diesel particulate matter and other TACs during project construction.

The Hub Plan PEIR identified two applicable mitigation measures that would reduce the plan-level air quality impacts to a less-than-significant level: Mitigation Measures M-AQ-4a: Construction Emissions Analysis for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds and M-AQ-4b: Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as

Required in Impact AQ-7. Hub Plan PEIR Mitigation Measure M-AQ-4a requires subsequent development projects that do not meet the applicable screening levels to undergo an analysis of the project's construction emissions. If one or more significance thresholds are exceeded, Hub Plan PEIR Mitigation Measure M-AQ-4b would be implemented, which requires preparation and submission of a construction emissions minimization plan to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. Cumulative air quality impacts related to generation of criteria air pollutants would be mitigated to a less-than-significant level; however, impacts to sensitive receptors from exposure to diesel particulate matter and other TACs during construction would be significant and unavoidable.

All other air quality impacts, including consistency with applicable air quality plans and exposure to objectionable odors, would be less than significant, with no mitigation required.

Project Analysis

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

E.7.a) The most recently adopted air quality plan for the air basin is the air district's 2017 Clean Air Plan. The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from TACs; and (3) reduce greenhouse gas (GHG) emissions. The clean air plan recognizes that to a great extent, community design dictates individual travel modes, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. The compact development of the proposed project and the availability of non-automobile transportation options in the project area would ensure that the project would avoid substantial growth in automobile trips and consequent air pollutant emissions. In addition, as discussed in Topic E.2, Population and Housing, the project site is within the Market-Octavia/Upper Market priority development area. Focusing development within such areas is a key land use strategy

under the Plan Bay Area to meet statewide GHG reduction goals, pursuant to Senate Bill (SB) 375. Furthermore, for the reasons described below under topics E.7.b and c, the proposed project would not result in significant air pollutant emissions or expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would not obstruct implementation of the 2017 Clean Air Plan.

E.7.b) Although the Hub Plan PEIR determined that at a program-level the Hub Plan would not result in significant regional air quality impacts, the PEIR states that "…for the purposes of the Hub Plan–level analysis, it is recognized that construction of subsequent development projects would result in criteria air pollutant emissions…"[31]. In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide, $PM_{2.5}$, and PM_{10}[32]), nitrogen dioxide, sulfur dioxide, and lead. These air pollutants are termed *criteria air pollutants* because they are regulated by developing specific public health and welfare-based criteria as the basis for setting permissible levels. The air basin is designated as either in attainment or unclassified for most criteria air pollutants except for ozone, $PM_{2.5}$, and PM_{10}. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution generally is a cumulative impact in that no single project is sufficient in size by itself to result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[33] Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

Construction Dust Control

Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (ordinance 176-08, effective July 30, 2008). The intent of the dust control ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work to protect the health of the general public and of construction workers, minimize public nuisance complaints, and to avoid orders to stop work in response to dust complaints. In compliance with the dust control ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures. Compliance with the regulations and procedures set forth by the dust control ordinance would ensure that construction dust impacts would be less than significant.

[31] San Francisco Planning Department, *The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District Environmental Impact Report* (FEIR), p. 3.D-45. Planning Department Record No. 2015-000940ENV, State Clearinghouse No. 2018052060, certified May 21, 2020, available: https://sfgov.org/sfplanningarchive/area-plan-eirs, accessed September 17, 2020.

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

[33] Bay Area Air Quality Management District, 2017, *California Environmental Quality Act Air Quality Guidelines,* page 2-1.

Criteria Air Pollutants

The air district prepared updated 2017 CEQA Air Quality Guidelines,[34] which provide methodologies for analyzing air quality impacts. These guidelines also provide thresholds of significance for ozone and particulate matter. The planning department uses these thresholds to evaluate air quality impacts under CEQA.

The air district has developed screening criteria to determine whether to undertake detailed analysis of criteria pollutant emissions for construction and operations of development projects. Projects that are below the screening criteria would result in less-than-significant criteria air pollutant impacts, and no further project-specific analysis is required. The air district's screening thresholds for operational criteria pollutants are 494 residential units and 83,000 square feet for a mid-rise apartment building and retail store, respectively, and the screening thresholds for construction criteria pollutants are 240 residential units and 277,000 square feet. As previously described, the proposed project would construct 24 units and approximately 2,000 square feet of retail space, which would be below the air district's screening thresholds for both construction and operational criteria pollutants. Because the proposed project is below the screening thresholds, Hub Plan PEIR Mitigation Measure M-AQ-4a is not applicable. The proposed project would have a less-than-significant impacts related to air quality standards or resulting in a cumulatively considerable net increase in criteria air pollutants.

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

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

[34] Bay Area Air Quality Management District, 2017, CEQA Air Quality Guidelines.

[35] Application for Article 38 Compliance Assessment for 159 Fell Street, submitted on December 5, 2019 (revised application submitted on March 23, 2021).

Construction Health Risk

The Hub Plan PEIR found that subsequent development projects requiring the use of diesel-powered equipment and vehicles during construction within the air pollutant exposure zone would result in a significant impact to nearby sensitive receptors and determined that with implementation of Hub Plan PEIR Mitigation Measure M-AQ-7d, construction period health risk from subsequent development projects would be reduced to less-than-significant levels. Because the project site is located within the air pollutant exposure zone, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the anticipated 18-month construction period. Thus, Project Mitigation Measure M-AQ-1: Implementation of Mitigation Measure M-AQ-4b (Construction Emissions Minimization Plan) for Projects within the Existing or Future Air Pollutant Exposure Zone (implementation of Hub Plan PEIR Mitigation Measure M-AQ-7d) and M-AQ-2: Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as Required in Impact AQ-7 (implementation of Hub Plan PEIR Mitigation Measure M-AQ-4b) have been identified to implement the portions of Hub Plan PEIR Mitigation Measure M-AQ-7d and Mitigation Measure M-AQ-4b, respectively, related to emissions exhaust by requiring construction equipment with lower emissions. This measure would reduce diesel particulate matter exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.[36] Therefore, the health risks to sensitive receptors from the project's construction activities would be reduced to a less-than-significant level.

Operational Health Risks

The project's incremental increase in local TAC emissions resulting from the 104 daily vehicle trips would be minor and would not contribute substantially to local health risks. As discussed above, the proposed project would be below the air district's screening thresholds for operational criteria pollutants; therefore, Hub Plan PEIR Mitigation Measure M-AQ-5b is not applicable. In addition, the proposed project would not include any other sources that would emit diesel particulate matter or other TACs. Because the proposed project does not include diesel generators or diesel fire pumps, or other stationary equipment that emit $PM_{2.5}$, diesel particulate, or other TACs, Hub Plan PEIR Mitigation Measure M-AQ-5c and M-AQ-7b are not applicable. Hub Plan PEIR Mitigation Measure M-AQ-7a and M-AQ-7e are requirements for the planning department and the department of public health and planning department, respectively, and are not applicable to the proposed project.

[36] PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the U.S. Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 and 100 horsepower (hp) to have a PM emission factor of 0.72 g/hp-hour and greater than 100 hp-hour to have a PM emission factor of 0.40 g/hp-hour. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction is determined by comparing the PM emission standards for off-road engines between 25 and 50 hp for Tier 2 (0.45 g/bhp-hour) and Tier 1 (0.60 g/bhp-hour). 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-hour) and Tier 0 (0.40 g/bhp-hour). 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-hour) and 94 percent (0.0225 g/bhp-hour) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hour) or Tier 0 engines (0.40 g/bhp-hour).

The proposed project does not include loading docks, therefore, Hub Plan PEIR Mitigation Measure M-AQ-7c is not applicable. The project does not meet the threshold[37] to require implementation of Hub Plan PEIR Mitigation Measure M-AQ-5a. Therefore, the impacts would be less than significant.

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

Cumulative Analysis

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[38] The project-level thresholds for criteria air 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. Therefore, because the proposed project's construction and operational (Topic E.7.b) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

In regard to cumulative health risk impacts, the project would add new sources of TACs (e.g., new construction vehicle trips) to 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. Project Mitigation Measures M-AQ-1: Implementation of Mitigation Measure M-AQ-4b for Projects within the Existing or Future Air Pollutant Exposure Zone and M-AQ-2: Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as Required in Impact AQ-7 (implementation of Hub Plan PEIR Mitigation Measures M-AQ-7d and M-AQ-4b) would reduce the project's contribution to cumulative localized health risk impacts. While the project's cumulative impact would not be reduced to a less-than-significant level, the cumulative health risk would not be more severe than the significant and unavoidable impact identified in the Hub Plan PEIR.

Conclusion

With implementation of Project Mitigation Measures M-AQ-1: Implementation of Mitigation Measures M-AQ-4b for Projects within the Existing or Future Air Pollutant Exposure Zone, M-AQ-2: Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as Required in Impact AQ-7, the proposed project

[37] 494 dwelling units is the operational criteria pollutant screening size for a mid-rise apartment building (BAAQMD 2017 CEQA Guidelines. Table 3-1. Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes).
[38] Bay Area Air Quality Management District, 2017, *CEQA Air Quality Guidelines,* page 2-1.

would not result in any significant air quality impacts, either individually or cumulatively that were not identified in the Hub Plan PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Hub Plan PEIR.

E.8 Greenhouse Gas

Hub Plan PEIR Analysis

The Hub Plan PEIR determined that the proposed streetscape and street network improvements under the Hub Plan could result in a temporary increase in GHG emissions during construction. The city's existing GHG emissions reduction strategy and other regulations to reduce GHG emissions from municipal projects contribute to its success in reducing GHG emissions. It is likely that state and local GHG reduction measures would continue to reduce the contribution of projects to climate change. These factors, as well as the relatively minor scale of the proposed streetscape and street network improvements, would result in a less-than-significant impact.

The Hub Plan PEIR determined that development projects in the Hub Plan area resulting from implementation of the Hub Plan would create new GHG emissions from the following sources: directly from new vehicle trips and area sources and indirectly from electricity providers; emissions associated with the energy required to pump, treat, and convey water; emissions associated with waste removal, disposal, and landfill operations; and construction-related GHG emissions. The Hub Plan PEIR includes goals and policies that would apply to the proposed project, and these policies are consistent with the City's Strategies to Address Greenhouse Gas Emissions.[39] The Hub Plan PEIR concluded that emissions resulting from development under the Hub Plan would be less than significant, and no mitigation measures were required.

The PEIR concluded that the Hub Plan is being proposed as a response to the Bay Area's regional GHG reduction strategy (Plan Bay Area). Thus, the Hub Plan represents a key step in San Francisco's approach to implementation of the GHG reduction policies set forth in both Assembly Bill 32 and SB 375. The Hub Plan is a key step in San Francisco's ability to accommodate the housing growth projected by the Plan Bay Area, including how growth occurs as infill development in transit-rich neighborhoods. This type of development is encouraged through Hub Plan policies and would be consistent with the Plan Bay Area's goals of reducing GHG emissions by 16 percent by 2035. Therefore, the PEIR concluded that GHG emissions resulting from the Hub Plan would be less than significant. No mitigation measures were identified in the PEIR.

Project Analysis

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

[39] San Francisco Planning Department. 2017 Greenhouse Gas Reduction Strategy Update. July 2017. https://sfplanning.org/project/greenhouse-gas-reduction-strategies.

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

E.8.a and b) The project site contains a two-story industrial building. The proposed project would demolish the existing structure and construct an approximately 24,200-square-foot building with 24 residential units and ground floor retail space. As a result, the proposed project would increase the intensity of uses at the site and contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) from residences. More specifically, the project would 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.

CEQA Guidelines sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a project's GHG emissions and allow projects that are consistent with an adopted GHG reduction strategy to conclude that the project's individual GHG impact would be less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions[40] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy, in compliance with the air district and CEQA guidelines. These GHG reduction actions resulted in a 36 percent reduction in GHG emissions in 2017, compared to 1990 levels,[41] exceeding the 2020 reduction goals outlined in the air district's 2010 Clean Air Plan,[42] Executive Order S-3-05[43], and Assembly Bill 32 (also known as the Global Warming Solutions Act).[44,45] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive

[40] San Francisco Planning Department 2010, *Strategies to Address Greenhouse Gas Emissions in San Francisco,* available: http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed October 21, 2020.

[41] San Francisco Department of the Environment, *San Francisco's Carbon Footprint,* available: https://sfenvironment.org/carbon-footprint, accessed October 21, 2020.

[42] Bay Area Air Quality Management District, 2010, *Clean Air Plan*, available: http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans, accessed October 21, 2020.

[43] Office of the Governor, 2005, *Executive Order S-3-05,* available: *https://www.gov.ca.gov/news.php?id=1861*, accessed October 21, 2020.

[44] California Legislative Information, 2006, *Assembly Bill 32*, available: http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed October 21, 2020.

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

than the long-term goals established under Executive Orders S-3-05[46], B-30-15,[47,48] and Senate Bill 32.[49,50,51] Therefore, projects that are consistent with San Francisco's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy and demonstrated in the GHG checklist completed for the project.[52] As discussed below, the proposed project would comply with applicable regulations that would reduce the project's GHG emissions related to transportation, energy use, waste disposal, and use of refrigerants.

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

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, and Water Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[53] Additionally, the proposed project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[54] and reducing the energy

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

[47] Office of the Governor, 2015, *Executive Order B-30-15,* available: 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 2030.

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

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

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

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

[52] San Francisco Planning Department, February 2, 2021, *Greenhouse Gas Analysis: Compliance Checklist for 159 Fell Street.*

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

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

required to produce new materials.

The proposed project would comply with the state's green building standards code (CalGreen), which would reduce the proposed project's VOC-related emissions from use of adhesives, sealants, caulks, paints, and coatings, and flooring, which would reduce the proposed project's GHG emissions. The proposed project would also comply with the air district's wood burning rule and does not include wood-burning devices.

Therefore, the proposed project would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project would not result in significant impacts associated with GHG emissions beyond those disclosed in the Hub Plan PEIR. For the above reasons, the proposed project would not result in significant GHG emission that were not identified in the Hub Plan PEIR and no mitigation measures are necessary.

Cumulative Analysis

Similar to criteria air pollutants, GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. Therefore, the analysis above addresses the project's contribution to cumulatively significant GHG emissions, and no separate cumulative analysis is required.

Conclusion

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

E.9 Wind

Hub Plan PEIR

The Hub Plan PEIR determined that compared to existing conditions, the addition of the Hub Plan would result in similar wind comfort conditions in the Hub Plan area. Winds would exceed the 11-miles-per-hour (mph) pedestrian comfort criterion approximately 25 percent of the time, representing a 4 percent increase compared to existing conditions. The Hub Plan PEIR concluded that the total number of hours per year when wind would exceed the hazard criterion would increase by 213 hours when compared to existing conditions, for a total of 780 hours.

The Hub Plan PEIR concluded that the test results reported were conservative and likely to indicate higher wind speeds than actually would occur because the wind tunnel models did not include detailed landscape features in open areas or specific building articulation beyond basic setbacks or specific plans. Because these details have not been developed for a program-level analysis, the Hub Plan PEIR determined that it was not possible to assess the effects that these

specific design measures for future buildings may have on wind in the Hub Plan area and vicinity. Therefore, the PEIR found that the buildings over 85 feet could result in a potentially significant wind impact and identified Hub Plan PEIR Mitigation Measures M-WI-1a: Wind Analysis and Minimization Measures for Subsequent Projects and M-WI-1b: Maintenance Plan for Landscaping and Wind Baffling Measures in the Public Right-of-Way.

Hub Plan PEIR Mitigation Measures M-W1-1a and M-WI-1b would reduce the potential for a net increase in wind hazard exceedances and the hours of wind hazard exceedances, through identification of methods to comply with section 148 and a specific maintenance plan to ensure wind baffling measures in perpetuity, which would reduce wind impacts to a less-than-significant level. In terms of cumulative impacts, the Hub Plan PEIR determined that even with the implementation of Mitigation Measure M-WI-1a and M-WI-1b, the Hub Plan and cumulative development would result in a significant cumulative wind impact.

Project Analysis

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

E.9.a) Hub Plan PEIR Mitigation Measures M-WI-1a and M-WI-1b do not apply to the proposed project because the new building would not exceed a roof height of 85 feet. The proposed project would not result in new or more severe wind impacts than identified in the Hub Plan PEIR.

A wind tunnel study[55] was prepared by a qualified wind consultant for the proposed project to demonstrate project compliance with Planning Code section 148.[56] The results of this analysis are included for informational purposes only. In accordance with section 148, a project would result in hazardous wind conditions if it would cause ground-level wind speeds to exceed 26 mph for 1 hour or more per year.[57] The wind tunnel study found that under existing conditions, wind speeds at 1 of 27 measurement points do not to comply with the wind hazard criterion and wind speeds at 8 of the 27 measurement points exceed the comfort criteria of 11 mph. With the addition of the proposed project, wind conditions are expected to remain similar and wind speeds would continue to only exceed the wind hazard criterion at 1 of the 27 measurement locations and the wind comfort criteria at 8 of the 27 locations.

Cumulative

As discussed above, the proposed building at 159 Fell Street would not result in a new or more severe wind impact than was identified in the Hub Plan PEIR. In addition, typically only buildings

[55] RWDI, 159 Fell Street Pedestrian Wind Study, March 3, 2021

[56] The new building, with the addition of the parapet and mechanical penthouse would be up to 103 feet in height.

[57] San Francisco Planning Code section 148, available: http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_138.1.

that are directly adjacent or in close proximity to one another and greater than 85 feet in height could combine to generate significant cumulative wind impacts. There are no planned development projects adjacent to the project site greater than 85 feet in height. While cumulative development projects at 1540 Market Street, 98 Franklin Street, and 30 Van Ness Avenue would be taller than 85 feet, those buildings would be more than 200 feet away from the project site and would not combine with the proposed project to generate significant cumulative wind impacts.

Conclusion

The proposed project would not result in significant wind impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant wind impacts that are substantially more severe than those identified in the Hub Plan PEIR.

E.10 Shadow

Hub Plan PEIR Analysis

The Hub Plan PEIR evaluated the shadow effects under the Hub Plan and described how the Hub Plan would cast net new shadow on 15 existing parks. The PEIR determined that development under the Hub Plan would result in significant-and-unavoidable shadow impacts on McCoppin Hub, and less-than-significant shadow impacts on Jefferson Square Park, Margaret Hayward Playground, Buchanan Street Mall, Ella Hill Hutch Community Center, Hayes Valley Playground, Koshland Community Park, John Muir Elementary School, Page and Laguna Mini Park, Patricia's Green, SoMa West Skate and Dog Park, the future Brady Park, Civic Center Plaza, the future 11th/Natoma Park site, United Nations Plaza, Howard and Langton Mini Park, Gene Friend Recreation Center, and Victoria Manalo Draves Park. The PEIR determined that no feasible mitigation measures from the Hub Plan would reduce impacts on McCoppin Hub to less-than-significant levels.

The PEIR found the Hub Plan, in combination, with cumulative development, would result in cumulative shadow impacts on McCoppin Hub, Patricia's Green, and Howard and Langton Mini Park. The Hub Plan PEIR did not identify any feasible mitigation measures to reduce shadow impacts on these parks to less-than-significant levels.

The PEIR also determined that where the Hub Plan would increase the allowable building heights, the extent and duration of shadows cast on public streets and sidewalks could increase, if and when individual taller buildings are developed, compared to those that currently exist. Although implementation of the Hub Plan would add net new shadows, these shadows would be transitory and would not substantially affect the use of the streets and sidewalks. The PEIR determined that shadow impacts on public streets and sidewalks from future development under the PEIR would be less than significant.

Project Analysis

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

E.10.a) The proposed project would construct an 85-foot-tall building; therefore, a preliminary shadow fan analysis was prepared to determine whether it would have the potential to cast new shadow on nearby publicly accessible open spaces.[58] Based on the preliminary shadow fan analysis, the proposed project would not have the potential to cast shadow on any publicly accessible open spaces.

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

Cumulative

The proposed project would not have the potential to cast shadows on any publicly accessible open spaces. Therefore, the proposed project would not combine with cumulative projects in the project vicinity to create significant cumulative shadow impacts. The project is within the scope of development projected under the Hub Plan and would not result in new or more severe cumulative shadow impacts than were previously identified in the Hub Plan PEIR.

Conclusion

As discussed above, the proposed project would not result in significant shadow impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant shadow impacts that were not identified in the Hub Plan PEIR.

E.11 Recreation

Hub Plan PEIR Analysis

The Hub Plan PEIR concluded that implementation of the Hub Plan would increase the number of new residents and employed people in the project area, which would incrementally increase demand for and use of nearby neighborhood parks and recreation facilities. However, the Hub Plan

[58] San Francisco Planning, 159 Fell Street Shadow Fan, March 3, 2021.

PEIR determined that the proposed project would not result in substantial or accelerated deterioration of existing recreational resources or require construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Hub Plan PEIR.

Project Analysis

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

E.11.a) As discussed in Topic E.2, Population and Housing, the proposed project would add approximately 49 new residents and six new employees to the site. The new residents and employees would be within 0.3 mile of a proposed park on 11th Street and Natoma Street, and Patricia's Green Community Park on Fell Street and Octavia Boulevard. The project site also is within 0.5 mile of nine nearby neighborhood parks and other recreational facilities.

In addition, the proposed project would provide passive recreational uses onsite for building residents, including two roof terraces offering approximately 1,500 square feet of common open space. Although the proposed project would introduce a new permanent population to the project site, the projected number of new residents and employees would not be large enough to substantially increase demand for or use of neighborhood parks or recreational facilities to the extent that substantial physical deterioration of existing facilities would occur.

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

Cumulative

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the general plan provides a framework for providing a high-quality open space system for its residents, while accounting expected population growth through 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 in E.10 Shadow, there are several parks, open spaces, or other recreational facilities within walking

distance of the project site. These existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities. The proposed project would not result in more severe recreation impacts than previously identified in the Hub Plan PEIR.

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 Hub Plan PEIR.

E.12 Utilities and Service Systems

Hub Plan PEIR Analysis

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

Project Analysis

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

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
d) Generate solid waste in excess of state or local standards, or in excess of the capacity or local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

E.12.a and c) The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant (southeast plant) provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System Permit for the southeast plant prior to discharge into the San Francisco Bay. The treatment and discharge standards are set and regulated by the Regional Water Quality Control Board. The southeast plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the southeast plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.[59]

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.

Although the proposed project would add new residents and employees to the project site, the combined sewer system has capacity to serve projected growth through year 2045. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

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

The project site is located within a developed area served by existing electric power, natural gas, and telecommunications. While the proposed project would require local connection to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure.

E.12.b) Water would be supplied to the proposed project from the SFPUC's Hetch-Hetchy regional water supply system. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[60] The proposed project does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1); therefore, a water supply assessment has not been prepared for the project. However, the SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of PDR use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand anticipated for San Francisco in 2040 of 89.9 million gallons per day.[61] Because the proposed project would result in approximately 15,500 square feet of occupiable residential space (24 residential units) and approximately 2,000 square feet of ground floor retail space, the project would generate less than 0.011 percent of water demand for the city as a whole in 2040, which would constitute a negligible increase in anticipated water demand.

The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. As discussed in the Population and Housing Section above, the proposed project would be encompassed within planned growth in San Francisco and is therefore also accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the city's urban water management plan, sufficient water supplies would be available to serve the proposed project in normal, dry, and multiple dry years, and the project would not require or result in the relocation or construction of new or expanded water supply 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.

E.12.d and e) The City disposes its municipal solid waste at the Recology Hay Road Landfill, and this practice is anticipated to continue until 2025, with an option to renew the agreement

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

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

thereafter for an additional 6 years. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported to a facility that must recover for re-use 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 residents in the city to separate their recyclables, compostable, and landfill trash.

The proposed project would incrementally increase total city waste generation; however, the proposed project would be required to comply with San Francisco ordinance numbers 27-06 and 100-09. Because of 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 Hay Road landfill. Thus, the project's solid waste impacts would be less than significant.

Cumulative Analysis

As explained in the analysis above, existing service management plans for water, wastewater, and solid waste disposal account anticipated city-wide growth. Furthermore, all projects in San Francisco would be required to comply with the same regulations described above, to 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. The proposed project would not result in more severe impact to utilities and service systems than previously identified in the Hub Plan PEIR.

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 Hub Plan PEIR.

E.13 Public Services

Hub Plan PEIR Analysis

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

Project Analysis

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

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

E.13.a) The proposed project's residents and employees would be served by the San Francisco Police Department and San Francisco Fire Department. The closest police station to the project site is the Northern District Police Station, at 1125 Fillmore Street, approximately 0.7 mile from the site. The closest fire station to the project site is San Francisco Fire Station 5, at 1301 Turk Street, approximately 0.6 mile 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 and 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

[62] This analysis was informed, in part, by a target enrollment survey that the San Francisco Unified School District performed for all its schools in 2010.

[63] San Francisco Unified School District, 2018, *Facts at a Glance*, available: http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/sfusd-facts-at-a-glance.pdf, accessed September 22, 2020.

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

[65] San Francisco Unified School District, San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, 2016, *Growing Population, Growing Schools*, available: https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed September 22, 2020.

[66] Lapkoff and Gobalet Demographic Research, Inc., 2018, *Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District*, p. 2, available: http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analysesenrollment-forecast.pdf, accessed September 22, 2020.

[67] Ibid.

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 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.

Based on the factors identified above, the proposed project's 24 new dwelling units would be expected to generate three school-aged children[69], who may be served by the school district (or possibly through private schools in the area). The school district currently has the 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.

The impacts on parks and recreational facilities are addressed in Topic E.11, Recreation.

Cumulative Analysis

The proposed project, combined with projected city-wide growth through 2040, would increase demand for public services, including police and fire protection and public schools, but not substantially such that new or expanded facilities would be required to meet the demand. For these reasons, the proposed project, in combination with projected cumulative development, would not result in a significant physical cumulative impact associated with construction of new or expanded governmental facilities. The proposed project would not result in more severe impacts to public services than previously identified in the Hub Plan PEIR.

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 Hub Plan PEIR.

[68] Ibid.

[69] Student generation rate of 0.10 students per unit for market-rate housing multiplied by 24 residential units proposed as a part of the proposed project results in approximately three students.

E.14 Biological Resources

Hub Plan PEIR Analysis

The Hub Plan area is in a developed urban environment and only ornamental landscape vegetation is present. No riparian corridors, other sensitive natural communities, or wetlands are located in the Hub Plan area that could be affected by the development anticipated under the Hub Plan. The Hub Plan area also is not within the boundaries of a habitat conservation plan, natural community conservation plan, or other adopted conservation plan. The Hub Plan PEIR determined that the Hub Plan would have less-than-significant impacts related to interference with the movement of resident or migratory wildlife species because all development under the Hub Plan would be required to comply with the planning department's Standards for Bird-Safe Building, adopted July 14, 2011, which would reduce the potential for bird strikes. Although no mitigation is required, the Hub Plan PEIR includes Improvement Measure I-BI-2: Lighting Minimization during hours of darkness to prevent or minimize bird-strike impacts through implementation of bird-safe building operations. Development under the Hub Plan would be required to comply with San Francisco Public Works Code sections 8.02–8.11, regulating the removal of protected trees within San Francisco; therefore, the Hub Plan PEIR determined the plan would have less-than-significant impacts related to conflicts with local policies or ordinances protecting biological resources.

The Hub Plan PEIR determined that demolition of structures and the removal of trees and shrubs, accompanied by noise and vibration from activities associated with subsequent development projects could result in plan-level and cumulative impacts to protected species, if present. The Hub Plan PEIR identified Mitigation Measures M-BI-1: California Fish and Game Code Compliance to Avoid Active Nests during Construction Activities and M-BI-2: Avoid Impacts on Special-status Bat Roosts during Construction Activities, which require nesting bird preconstruction surveys and a bat habitat assessment. With implementation of these mitigation measures, impacts would be less than significant.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

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) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

E.14.a-f) The project site is within Hub Plan area, and therefore would not impact riparian corridors, other sensitive natural communities, or wetlands. No habitat, natural community, or other conservation plans are applicable to the project site. The proposed project would not involve removal of existing trees, and no landscaping is proposed. One street tree is located on the project site along Fell Street and would remain with the proposed project, and one new street tree would be planted on Hickory Street. No significant or landmark trees are on, over, or adjacent to the project site.

The proposed project would be required to comply with the planning department's Standards for Bird-Safe Building, adopted July 14, 2011, which would reduce the potential for bird strikes and impacts to resident or migratory bird species. Project Improvement Measure I-BI-1 (implementation of Hub Plan PEIR Improvement Measure I-BI-2) would be implemented to prevent or minimize bird-strike impacts through implementation of bird-safe building operations. These operations may include, but not be limited to, reduction of building lighting from exterior and interior sources, installation of motion sensor lighting, and use of localized task lighting to reduce the need for more extensive overhead lighting.

The proposed project would not result in the removal of any street trees; therefore, Hub Plan PEIR Mitigation Measures M-BI-1 would not apply the proposed project. M-BI-2 is not applicable

because the existing building at 159 Fell Street is not vacant; two employees are currently working in the existing building.

Cumulative Analysis

Because the proposed project would have no impact on special-status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts on special-status species or sensitive habitats.

Conclusion

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

E.15 Geology and Soils

Hub Plan PEIR Analysis

The Hub Plan PEIR concluded that impacts related to geology and soils would be less than significant, including impacts related to earthquake fault, seismic ground shaking, seismically induced ground failure, and landslides. The Hub Plan area is relatively flat and does not include any areas of mapped earthquake-induced landslide susceptibility. The Hub Plan area is not within an Alquist-Priolo Earthquake Fault Zone and no active faults are in the Hub Plan area or immediate vicinity. Although the Hub Plan area could be subjected to very strong ground-shaking, liquefaction, and earthquake-induced settlement in the event of a major earthquake, individual development projects would not expose people or structures to substantial adverse effects related to ground-shaking, liquefaction, or differential settlement because buildings would be designed and constructed in accordance with the most current building code, which would incorporate California Building Code requirements.

The building department's Administrative Bulletin 082 (AB-082), Guidelines and Procedures for Structural Geotechnical, and Seismic Hazard Engineering Design Review, specifies the guidelines and procedures for structural, geotechnical, and seismic hazard engineering design review during the application review process for a building permit. In addition to requirements for a site-specific geotechnical report as articulated in Building Code section 1803 and the building department's Information Sheet S-05, Geotechnical Report Requirements, structural design review may result in review by an independent structural design reviewer. AB-082 describes what types of projects may require this review. If the review is required, the director of the building department shall request one or more structural, geotechnical, or seismic hazard reviewers to provide technical review, the qualifications of the reviewers, the scope of the review services, the review process, and how the director of the building department as the building official would resolve any disputes between the reviewer(s) and the project's engineer of record. With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable or could become unstable as a result of such construction, would be less than significant. The

PEIR concluded that impacts related to potential settlement and subsidence, because of dewatering in soil that is unstable or could become unstable from such construction, would be less than significant.

The PEIR noted that development projects under the Hub Plan could extend into the Colma formation, which could result in significant impacts on paleontological resources. Implementation of Hub Plan PEIR Mitigation Measure M-GE-1: Inadvertent Discovery of Paleontological Resources, which would require that the project sponsor(s) educate construction workers, monitor for discovery of paleontological resources, evaluate found resources, and prepare and follow a recovery plan for found resources, would reduce the likelihood that significant, or unique, paleontological resources would be destroyed or lost to a less-than-significant level.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

E.15.a, c, and d) A geotechnical investigation was prepared for the proposed project.[70] The project site is underlain by Quaternary-age beach and Dune sand deposits, with approximately 4 to 7 feet of fill consisting of loose sand with variable amounts of clay, silt, and rubble. The fill is underlain by poorly graded, fine-grained Dune sand that extends to depths of approximately 22 feet bgs. The clay and silty clay layer is underlain by very stiff to hard clay with variable silt and sand contents interbedded with dense to very dense sand with variable silt and clay content (referred to as Colma formation) that extends to the maximum depth explored of 34.8 feet bgs. The depth to groundwater is estimated to be approximately 15 feet bgs at the project site. The project site is outside of a seismic hazard zone for liquefaction.[71] Based on the depth and thickness of the potentially liquefiable soil layers, the geotechnical investigation concluded that the potential for surface manifestations from liquefaction would be low. Because the potentially liquefiable soil layers are discontinuous, the risk of lateral spreading would be very low. Seismically induced compaction of non-saturated sand (sand above the groundwater table) can occur during an earthquake, resulting in settlement of the ground surface. The project site is underlain by loose to medium dense sand above the groundwater table that is susceptible to compaction, and therefore could result in total and differential ground surface settlement.

The geotechnical investigation recommends the new building be supported on a well-reinforced mat bearing on 2 feet of engineered fill. The soil to be excavated would mostly be sand; however, removal of onsite improvements, including buried foundation, would require the use of equipment that is capable of breaking concrete, such as jackhammers. As described in Section E.6, Noise, to reduce the potential for vibration-induced settlement of the adjacent buildings' foundations at 155 and 165 Fell Street, heavy equipment should not be used within 10 feet from adjacent shallow foundations and basement walls.

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

[70] Rockridge Geotechnical, 2019, Geotechnical Investigation Proposed Mixed-Use Building 159 Fell Street, San Francisco, CA.
[71] The total settlement of a structure is the maximum amount the structure has settled with respect to its original position. Differential settlement causes distortions in a structure, possible cracks in brittle materials, and discomfort to occupants.

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

E.15.b) The project site has been subject to previous ground disturbance during construction of the existing building, and the site is entirely covered with impervious surfaces. Thus, project construction would not result in the loss of topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 12 feet bgs for the elevator pit, 10 feet bgs for the basement, and 7 feet bgs for the remainder of the site, creating the potential for windborne and waterborne soil erosion during construction. However, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, stormwater, non-stormwater, and waste runoff from a construction site. These measures would reduce the potential for erosion during construction. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

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

E.15.f) The proposed project would require excavation to a depth of approximately 12 feet bgs for the elevator pit, 10 feet bgs for the basement, and 7 feet bgs for the remainder of the site. The total area of excavation over the entire project site would be approximately 3,220 square feet. A total of 1,000 cubic yards of soil would be excavated and disposed offsite. After the excavated area for the first floor and the basement is backfilled with clean fill, the proposed mat foundation would be installed at a depth ranging from 8 to 30 inches.

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. No known paleontological resources or site or unique geologic or physical features exist at the project site. Construction activities are not anticipated to encounter any significant below-grade paleontological resources because project excavations would be confined primarily to fill and the fine-grained Dune sand that extends to 22 feet bgs. The fine-grained Dune sand is underlain by the Colma formation, estimated to be approximately 35 feet bgs. Because the project is not anticipated to encounter paleontological sensitive units and therefore, Hub Plan PEIR Mitigation Measure M-GE-1 is not applicable to the proposed 159 Fell Street Project. No impacts on unique paleontological resources or unique geologic features would occur.

Cumulative Analysis

Environmental impacts related to geology and soils generally are site-specific. All development in San Francisco is subject to seismic safety standards and design review procedures of the California and local building codes and the requirements of the Construction Site Runoff Ordinance. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion would be less than significant.

Impacts on unique paleontological resources and unique geologic features are generally site-specific and localized. The project would not involve excavation or other soil disturbance within any unique geologic formations or geologic formations that are likely to contain unique or significant fossils. Therefore, the project does not have the potential to combine with other projects to result in a significant cumulative impact on unique paleontological or geologic resources and cumulative impacts would be 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 on geology and soils. The proposed project would not result in more new or severe impacts related to geology and soils than previously identified in the Hub Plan PEIR.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact on geology and soils. Therefore, the proposed project would not result in a significant geology and soils impact that was not disclosed in the Hub Plan PEIR.

E.16 Hydrology and Water Quality

Hub Plan PEIR Analysis

The Hub Plan PEIR determined that the anticipated increase in population resulting from implementation of the Hub Plan would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. The Hub Plan PEIR also determined that construction activities would comply with regulatory controls and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, nor would it conflict with or obstruct implementation of a water quality control plan. No sustainable groundwater management plan is applicable in the Hub Plan area. No mitigation measures were identified in the PEIR.

Project Analysis

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

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

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

E.16.b) As discussed in Topic E.15, groundwater is approximately 15 feet bgs at the project site but can vary several feet, based on rainfall conditions. Groundwater potentially could be encountered during excavation of up to approximately 12 feet bgs, if groundwater levels are higher than expected. Dewatering would be required if groundwater is encountered during construction. The proposed project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies. In addition, the project site is in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply, and no plans exist for development of this basin for groundwater production.[72] For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. The impact would be less than significant, and no mitigation measures are required.

E.16.c) No streams or rivers exist in the vicinity of the project site. Therefore, the proposed project would not alter the course of a stream or river, or substantially alter the existing drainage pattern of the project site or area. For the reasons discussed in Topics E.12.a and E.15.b, the proposed project would not substantially increase the rate or amount of surface runoff such that substantial flooding, erosion, or siltation would occur onsite or offsite. Compliance with the Stormwater Management Ordinance would ensure that design of the proposed project would include installation of appropriate stormwater management systems that retain runoff on site and limit substantial additional sources of polluted runoff.

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

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

Cumulative Analysis

The proposed project would have no impact with respect to the following topics and therefore, would not have the potential to contribute to any cumulative impacts for those resource areas: location of the project site within a 100-year flood hazard area, tsunami or seiche zone, alterations to a stream or river, or changes to existing drainage patterns. The proposed project and other development in 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. Because the project site is not in a groundwater basin that is used for water supply, the proposed project would not combine with cumulative projects to result in significant cumulative impacts on groundwater. Therefore, the proposed project in combination with other projects would not result in significant cumulative impacts related to hydrology and water quality. The project would not result in new or more severe hydrology and water quality impacts than were identified in the Hub Plan PEIR.

[72] The SFPUC supplies water to all San Francisco residents and businesses. The SFPUC's groundwater supply program includes two groundwater projects: one along the peninsula and the other supplying groundwater from San Francisco's Westside Groundwater Basin aquifer, approximately 400 feet below ground surface. More information is available online at: https://sfwater.org/index.aspx?page=184. Accessed November 19, 2018.

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 Hub Plan PEIR.

E.17 Hazards and Hazardous Materials

Hub Plan PEIR Analysis

The Hub Plan PEIR noted that implementation of the Hub Plan would encourage construction of new development in the project area. Construction activities would involve the routine transport, use, and disposal of hazardous materials, such as fuel and paving materials. The PEIR found that existing regulations would protect workers and the public from exposure to hazardous materials during construction. Development in the Hub Plan area could occur within a hazardous materials site that has been identified on a list compiled pursuant to Government Code section 65962.5 or at an otherwise contaminated site. If affected soil and groundwater are encountered, the PEIR concluded that specific handling/disposal procedures would be required, which would reduce the impacts to a less-than-significant level.

The PEIR found that the potential would exist to encounter residual contamination during construction because of the historic use of hazardous materials in the Hub Plan area, and that impacts would be less than significant through compliance with San Francisco Health Code article 21. Older buildings in the Hub Plan area may contain hazardous materials in their electrical equipment, such as asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyl (PCBs). Therefore, the regulations discussed in the regulatory framework of the Hub Plan PEIR would apply and result in less-than-significant impacts from hazardous materials.

The PEIR noted that there are three private schools in the Hub Plan area. Construction near schools may result in adverse health effects on children, and therefore would require all future projects to be compliant with the existing laws and regulations enforced through the air district's permitting process to reduce impacts to a less-than-significant level. Development under the proposed Hub Plan would increase the population in the city that would be subject to a potential disaster, including a major earthquake and other hazards identified in the emergency response plan. However, the PEIR stated that subsequent development projects under the proposed Hub Plan would be subject to current (and more stringent) building and structural standards than most existing buildings. The impacts would be less than significant. No mitigation measures were identified in the PEIR.

Project Analysis

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

E.17.a) The proposed project's residential and retail uses could use hazardous materials for building maintenance such as household chemicals for cleaning. These materials are properly labeled to inform the user of potential risks as well as handling procedures. Most of these hazardous materials would be consumed upon use and would produce very little waste. Any hazardous wastes that are produced would be managed in accordance with article 22 of the San Francisco Health Code. In addition, the transportation of hazardous materials, are regulated by the California Highway Patrol and the California Department of Transportation. The use of any of these hazardous materials are not expected to cause any substantial health or safety hazards. Therefore, the impacts would be less than significant.

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

Hazardous Building Materials

The proposed project involves the demolition of the existing building that was constructed in 1926. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the Hub PEIR include ACMs, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and LBPs. ACMs and LBPs also may present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The California Department of Toxic Substance Control considers asbestos hazardous and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations, the air district, the California Occupational Safety and Health Administration, and California Department of Health Services requirements. This includes materials that could be disturbed by the proposed demolition and construction activities. Therefore, the project would not result in new or more severe impacts related to hazardous building materials than were identified in the Hub PEIR.

Furthermore, California Health and Safety Code section 19827.5 requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature vests the air district with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the air district is to be notified 10 days in advance of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of Cal OSHA must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of California Code of Regulations section 1529 and sections 341.6 through 341.14, where there is asbestos related work involving 100 square feet or more of asbestos-containing material. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the building department will not issue the required permit until the applicant has complied with the requirements described above. These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level. Therefore, no mitigation measures related to asbestos are necessary.

As discussed previously, the proposed project would demolish the existing building located on-site. Because of the age of the existing building (constructed in 1926), the buildings may contain lead paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. Children six years old and under are most at risk. Demolition must be conducted in compliance with Section 3425 of the San Francisco Building Code (building code), Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Any work that may disturb or remove interior or exterior lead-based paint on pre-1979

buildings, structures and properties and on steel structures is required to use work practices that minimize or eliminate the risk of lead contamination of the environment.

Section 3425 contains performance standards, including establishment of containment barriers and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to Section 3425 shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work. Section 3425 also includes notification requirements, contents of notice, and requirements for project site signs.

Prior to commencement of exterior work that disturbs or removes 100 or more square feet ,or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the building department with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead based paint is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include: a posted sign notifying the public of restricted access to work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3425 contains provisions regarding inspection and sampling for compliance by the building department, and enforcement, and describes penalties for noncompliance with the requirements of the ordinance. The proposed project would be subject to and would comply with the above regulations, therefore, impacts from asbestos and lead-based paint would be less than significant.

Soil and Groundwater Contamination

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

In compliance with the Maher Ordinance, the project sponsor filed an application for a Maher permit with the health department[73] and prepared phase 1 and phase 2 site assessments[74,75,76]. According to the phase 1 prepared for the site, the site's historic use as an automotive shop renders it as having a Recognized Environmental Condition (REC)[77]. The phase 1 identified the potential presence of ACM and LBP materials that would need to be properly handled, per existing regulations. The phase 1 also identified an underground hydraulic lift that would need to be removed appropriately and disposed during site preparation and grading. The phase 2 prepared for the project site collected soil samples from exploratory borings and identified approximately 7 feet of fill[78] onsite containing elevated concentrations of lead above state and federal standards. Therefore, because of the presence of elevated concentrations of lead, the project sponsor would implement a site mitigation and soil management plan[79] to remediate any site contamination before issuance of any building permit.

The proposed project would be required to remediate potential soil contamination described above in accordance with article 22A to standards that would be acceptable for the proposed residential and retail uses. Compliance with these requirements would ensure that the proposed project would not result in any significant impacts related to hazardous materials.

E.17.d) The proposed project is not on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. For the reasons described in the analysis of Topic E.17.b and c, above, the proposed project would not create a significant hazard to the public or environment and impact would be less than significant.

E.17.e) The project site is not within an airport land use plan area or within 2 miles of a public airport. Therefore, Topic 16.e is not discussed further.

E.17.f) The proposed project is located within a city block and would not impair implementation of an emergency response or evacuation plan adopted by the City of San Francisco. Project construction and operation would not close roadways or impede access for emergency vehicles or emergency evacuation routes. Thus, the proposed project would not obstruct implementation of the city's emergency response and evacuation plans. The impacts would be less than significant.

E.17.g) As discussed above, the Hub Plan area is not in or near wildland areas with high fire risk. Project construction would conform to the provisions of the building code and fire code. Final building plans would be reviewed by the building and fire departments to ensure conformance with the applicable life-safety provisions, including development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would not obstruct implementation of the City's emergency response plan. The impacts would be less than significant.

[73] Maher Ordinance Application for 159 Fell Street, December 5. 2019
[74] Protech Consulting and Engineering, Phase I Environmental Site Assessment for 159 Fell Street, February 15, 2012
[75] Protech Consulting and Engineering, Phase I Environmental Site Assessment for 159 Fell Street, October 5, 2020
[76] GEM Group, Inc., Phase II Environmental Site Assessment for 159 Fell Street, April 2019
[77] American Society for Testing and Materials defines a Recognized Environmental Condition as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.
[78] While fill only extends to 7 feet in depth, approximately 10 feet of soil would be excavated for the basement level and approximately 12 feet would be excavated for the elevator pit.
[79] Soil Management Plan Approval for 159 Fell Street (EHB-SAM No. SMED: 1932), March 18, 2021

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), handling and disposal of hazardous materials, and building and fire codes addressing emergency response and fire safety. For these reasons, the proposed project would not combine with other projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials. The project is within the scope of development projected under the Hub Plan and would not result in more severe cumulative hazards and hazardous materials impacts than were previously identified in the Hub Plan PEIR.

Conclusion

The proposed project would not result in new, or more severe project-level or cumulative impacts related to hazards and hazardous materials s that were not identified in the Hub Plan PEIR.

E.18 Mineral Resources

Hub Plan PEIR Analysis

The Hub Plan area is designated Mineral Resource Zone 4 by the California Geological Survey under the Surface Mining and Reclamation Act of 1975. Areas designated Mineral Resource Zone 4 have no known mineral occurrences or inadequate information exists to indicate either the presence or absence of significant mineral resources. Therefore, the Hub Plan PEIR concluded that implementation of the area plan and rezoning would not result in a significant impact on mineral resources. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

E.18.a, b) The project site is not a mineral recovery site, it would not require quarrying, mining, dredging or extracting locally important mineral resources on the project site. Therefore, the proposed project would have no impact on mineral resources.

Cumulative

The proposed project would have no impact on mineral resources, and therefore would not have the potential to contribute to any cumulative mineral resource impact.

Conclusion

For the reasons stated above, the proposed project would have no impact related to mineral resources. Therefore, the proposed project would not result in new or more severe impacts on mineral resources not identified in the Hub Plan PEIR.

E.19 Energy Resources

Hub Plan PEIR Analysis

The Hub Plan PEIR determined that approval of the Hub Plan would not result immediately in wasteful consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency because the planning decisions would have no immediate effect on the environment. The PEIR concluded that the consumption of energy resources by future development would result in demands on energy resources. However, the PEIR determined that any such future project would be infill development near existing modes of public transportation, existing water supplies, and existing water supply and energy infrastructure. Furthermore, future development projects would be subject to the most current energy and water efficiency standards in effect at the time those projects are proposed. Therefore, the Hub Plan PEIR determined that implementation of the Hub Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, large amounts of energy resources would not be used during construction or operation, and conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency would not occur. The Hub Plan PEIR determined that the Hub Plan would have a less than significant impact to energy resources and no mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐

E.19.a) Energy demand for the proposed project would be typical of residential mixed-use projects and would meet, or exceed, current state and local codes and standards concerning

energy consumption, including the Green Building Ordinance and title 24 of the California Code of Regulations. As documented in the GHG compliance checklist for the 159 Fell Street project[80], the project would be required to comply with the energy efficiency requirements of the City's Green building code and applicable regulations promoting water conservation and reducing potable water use. As discussed in Topic E.5, Transportation and Circulation, the project site is in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the proposed project would not encourage the use of large amounts of fuel, water, or energy, or use these resources in a wasteful manner. The impact would be less than significant.

E.19.b) In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, SB 350 codified the requirement for the renewables portfolio standard to achieve 50 percent renewable energy by 2030, and in 2018, SB 100 requires 60 percent renewable energy by 2030 and 100 percent by 2045.[81]

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.[82] 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 accounts.

As discussed in Topic E.19.a, the proposed project would comply with the energy efficiency requirements of the state and local building codes, and therefore would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency. The impact would be less than significant.

Cumulative

All development projects within San Francisco are required to comply with applicable regulations in the City's Green Building Ordinance and title 24 of the California Code of Regulations that reduce both energy use and potable water use. The majority of San Francisco is 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 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.

[80] Compliance Checklist Table for Greenhouse Gas Analysis: Table 1. Private Development Projects, 159 Fell Street, February 2, 2021.
[81] California Energy Commission, *California Renewable Energy Overview and Programs*, available: https://www.energy.ca.gov/renewables/, accessed September 9, 2020.
[82] San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012, available: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf, accessed September 9, 2020.

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 Hub Plan PEIR.

E.20 Agriculture and Forest Resources

Hub Plan PEIR Analysis

The Hub Plan PEIR determined no agricultural or forestry resources exist in the plan area and are not zoned for such uses; therefore, the Hub Plan would have no effect on agricultural or forestry resources. In addition, the Hub Plan PEIR would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve changes to the environment that could result in the conversion of farmland. No impact would occur. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

E.20.a-e) The project site is located within the Hub Plan area, which is an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. Therefore,

Topics E.20 a through e are not applicable to the proposed project and therefore would have no impact on these resources.

Cumulative

The proposed project would have no impact on agriculture or forest resources, and therefore would not have the potential to contribute to any cumulative agriculture or forest resource impact.

Conclusion

Consistent with the findings in the Hub Plan PEIR, the proposed project would have no impact related to agriculture and forest resources. Therefore, the proposed project would not result in new or more severe impacts on agricultural or forest resources than were identified in the Hub Plan PEIR.

E.21 Wildfire

Hub Plan PEIR Analysis

The project site is not in or near state responsibility lands for fire management or lands classified as being in very high fire hazard severity zones. The Hub Plan PEIR concluded that this topic would not be applicable to the proposed project.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☒	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

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*
d) Expose people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

As discussed above, the project site is not located in or near state responsibility areas and therefore, would not have no impact either individually or cumulatively with respect to wildfire risk.

Cumulative

The proposed project would have no impact related to wildfire, and therefore would not have the potential to contribute to any cumulative wildfire impact.

Conclusion

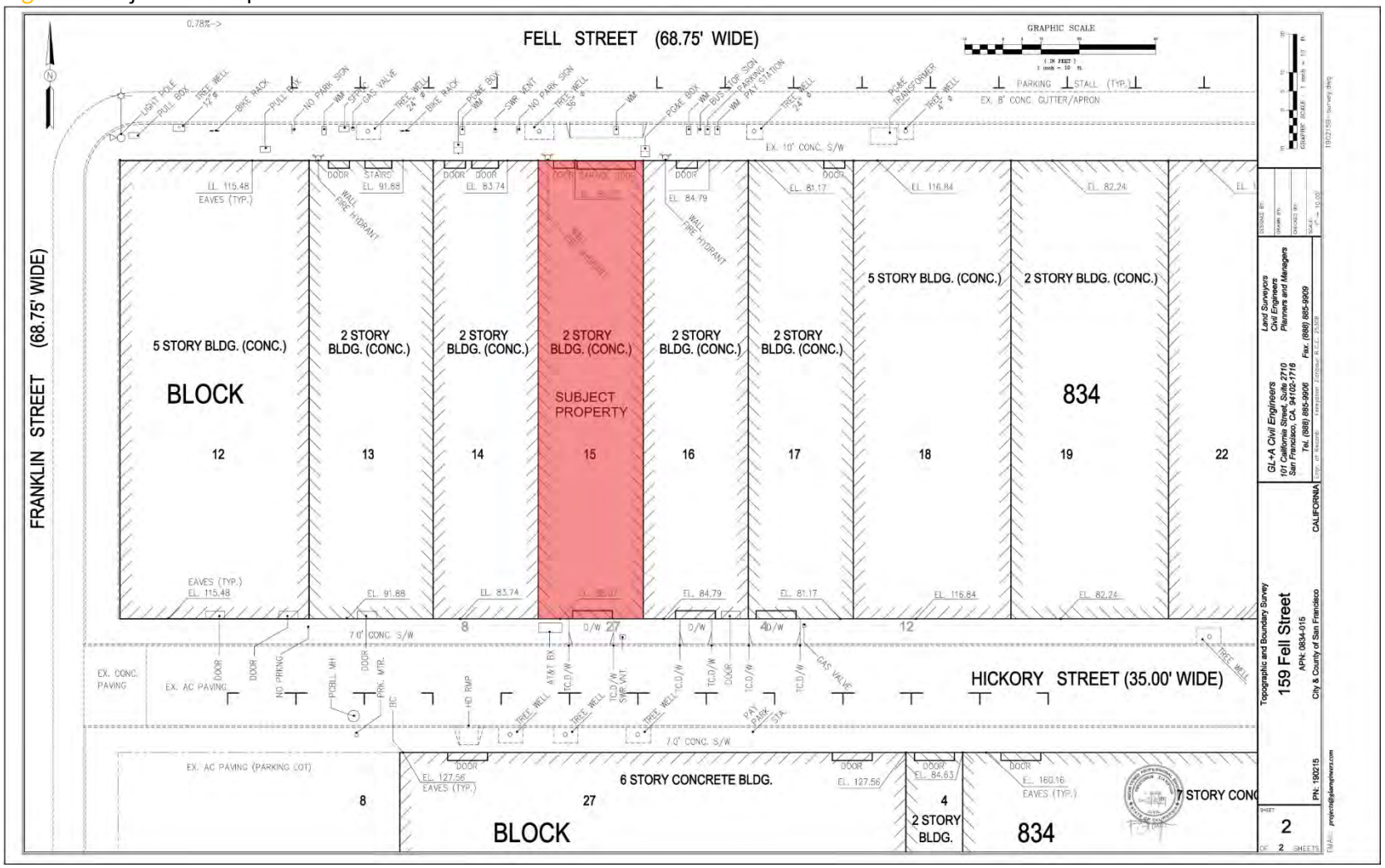
The proposed project would not result in any new or more severe project-level or cumulative impacts related to wildfires than were identified in the Hub Plan PEIR.

F. Public Notice and Comment

A “Notification of Project Receiving Environmental Review” was mailed on January 15, 2021 to adjacent occupants and owners of properties within 300 feet of the project site, Downtown/Civic Center and city-wide neighborhood group lists. No comments were received.

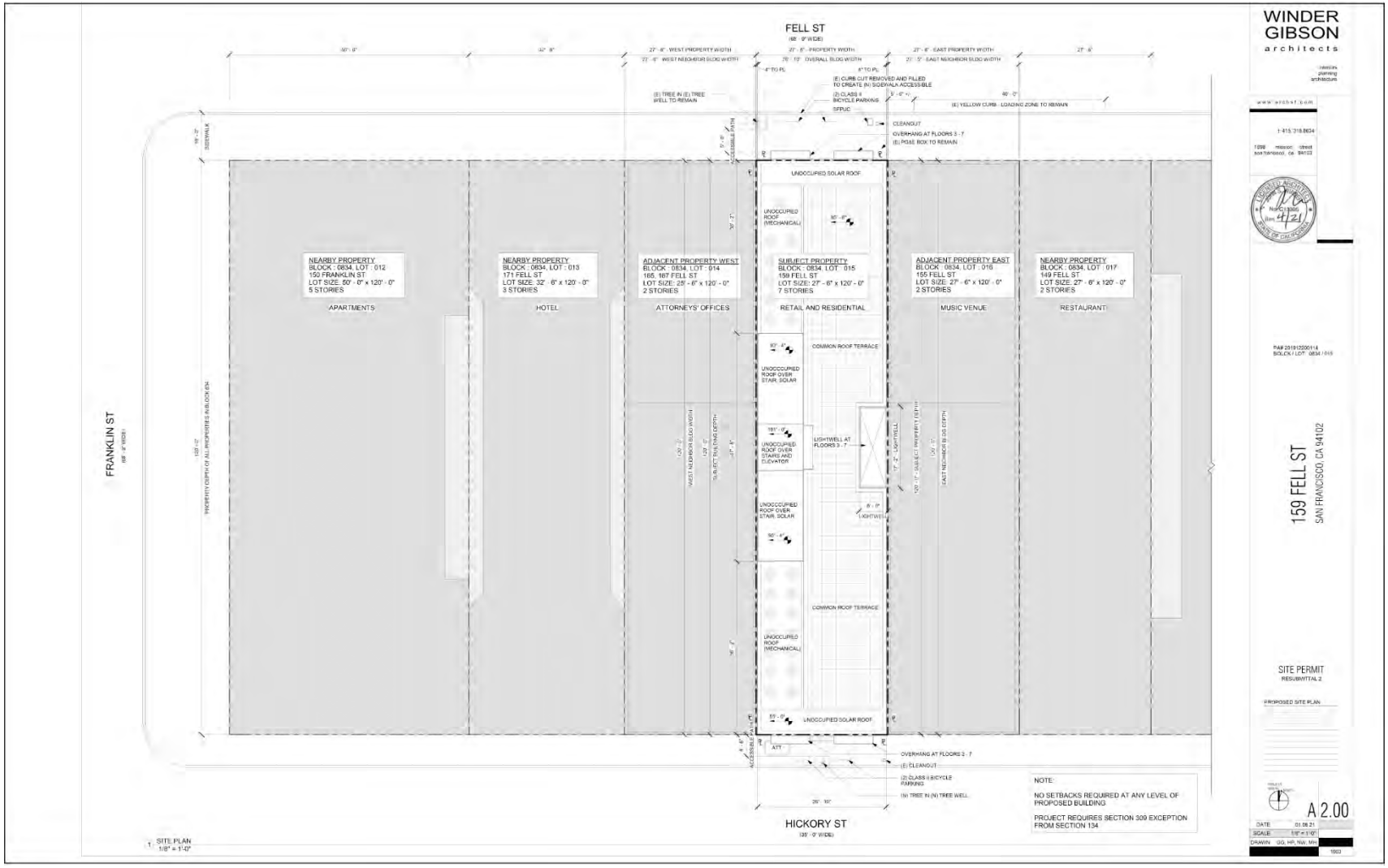
G. Figures

Figure 1: Project Site Map



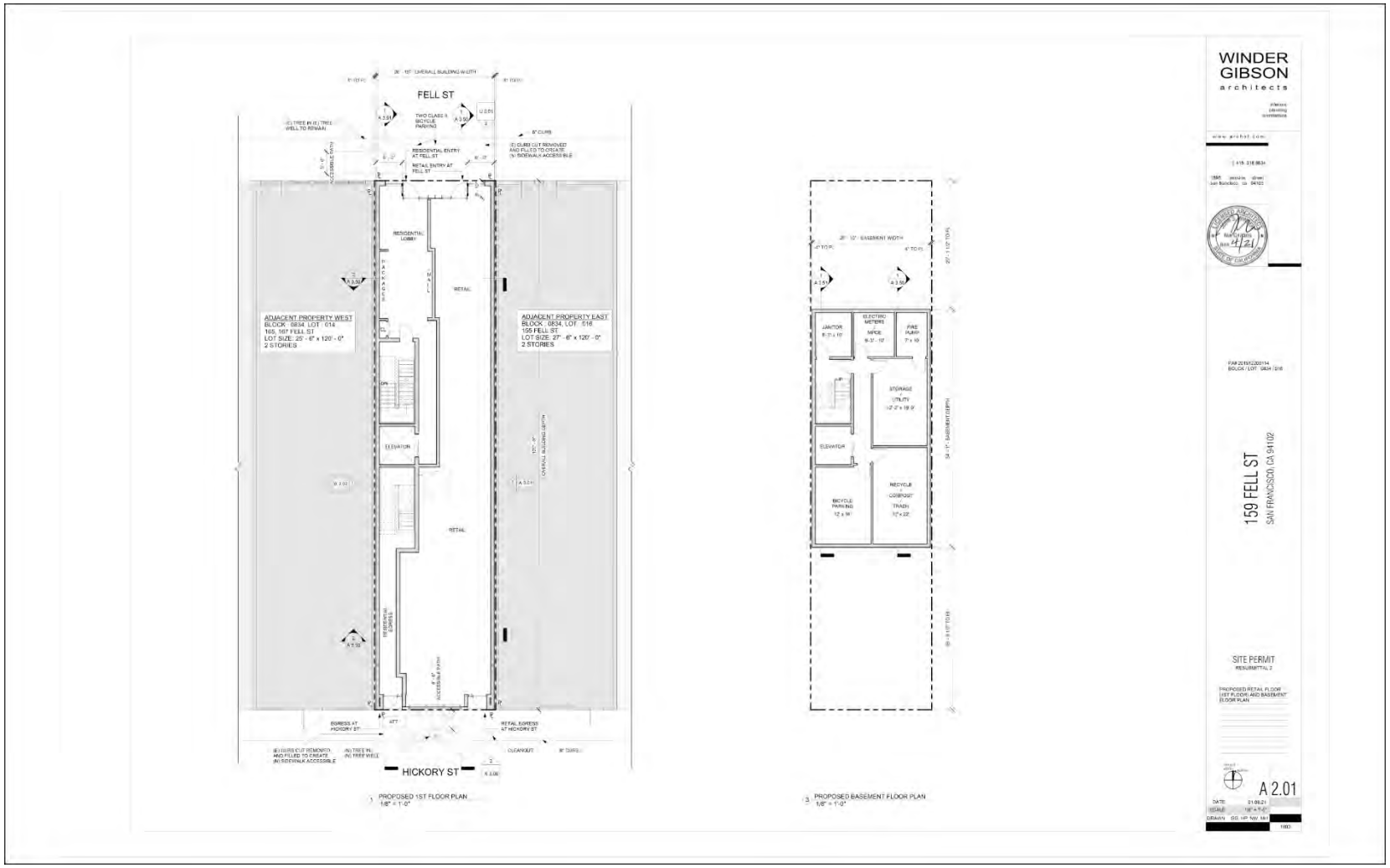
SOURCE: GL+A Civil Engineers, Topographic and Boundary Survey for 159 Fell Street, 2021

Figure 2: Project Site Plan



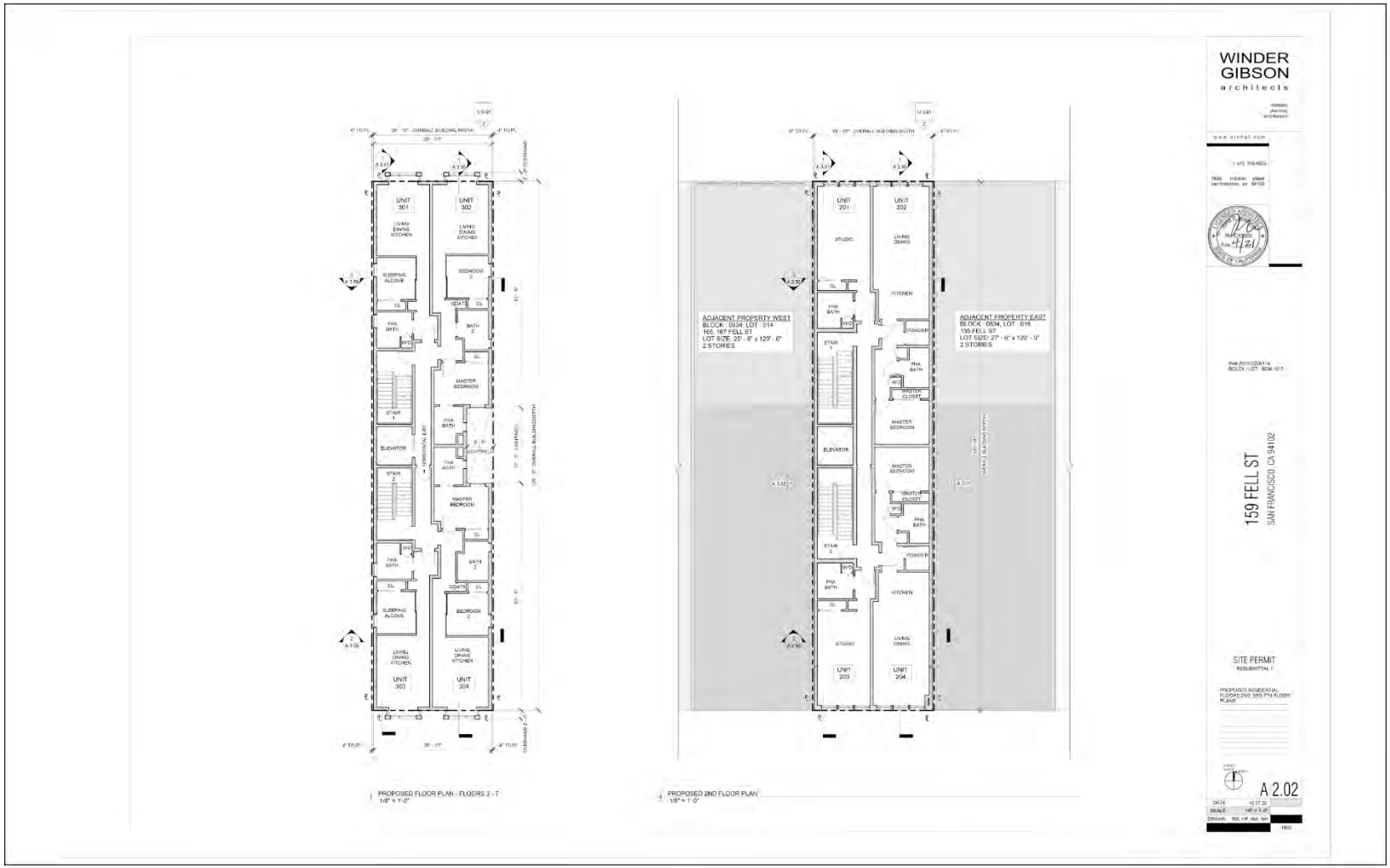
SOURCE: Winder Gibson Architects, Proposed Site Plan for 159 Fell Street, 2021

Figure 3: Project Retail and Basement Floor Plan



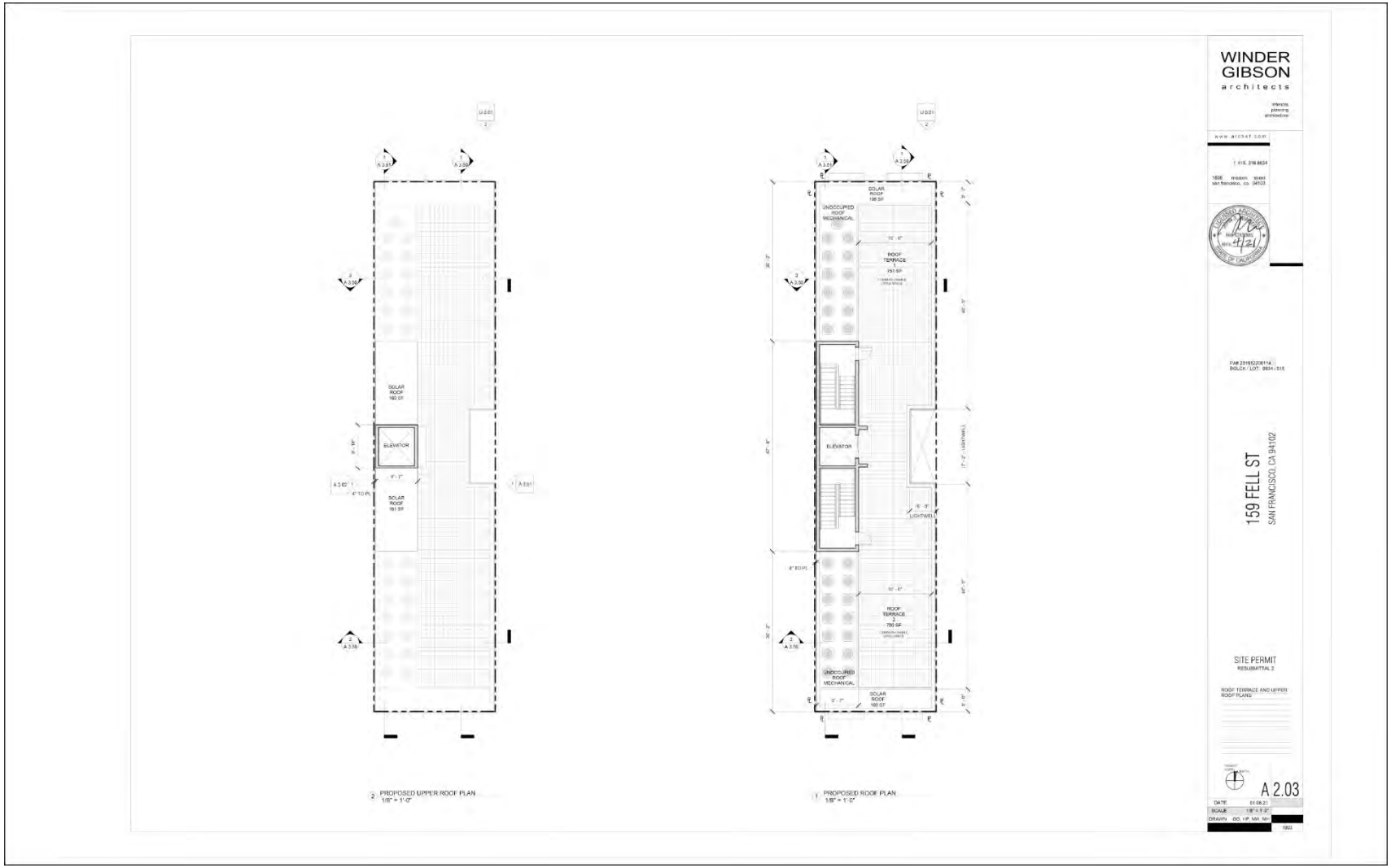
SOURCE: Winder Gibson Architects, Proposed Retail Ground Floor Plan for 159 Fell Street, 2021

Figure 4: Project Residential Floor Plans (Floors 2-7)



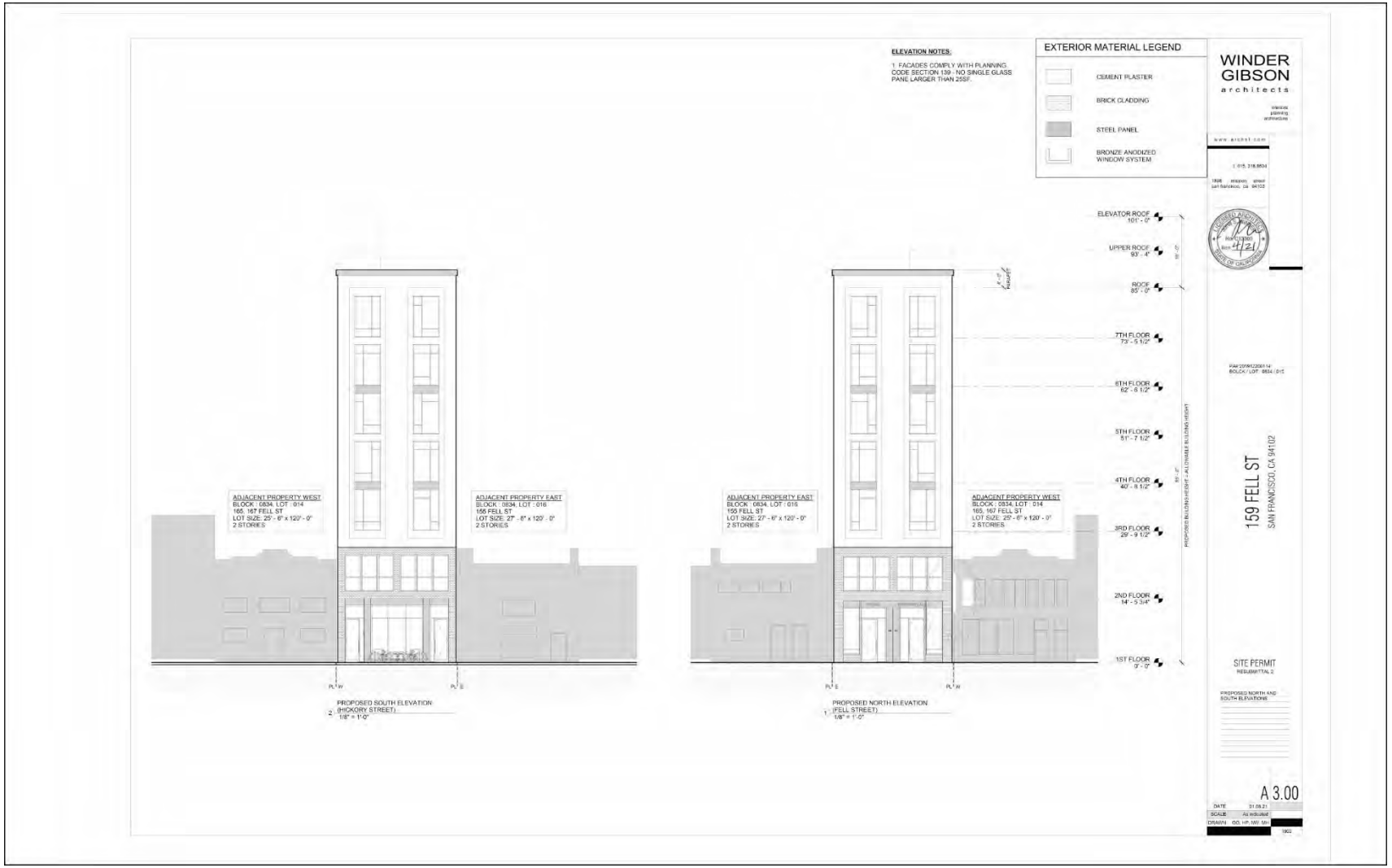
SOURCE: Winder Gibson Architects, Proposed Floorplans for 159 Fell Street, 2021

Figure 5: Project Roof Plan



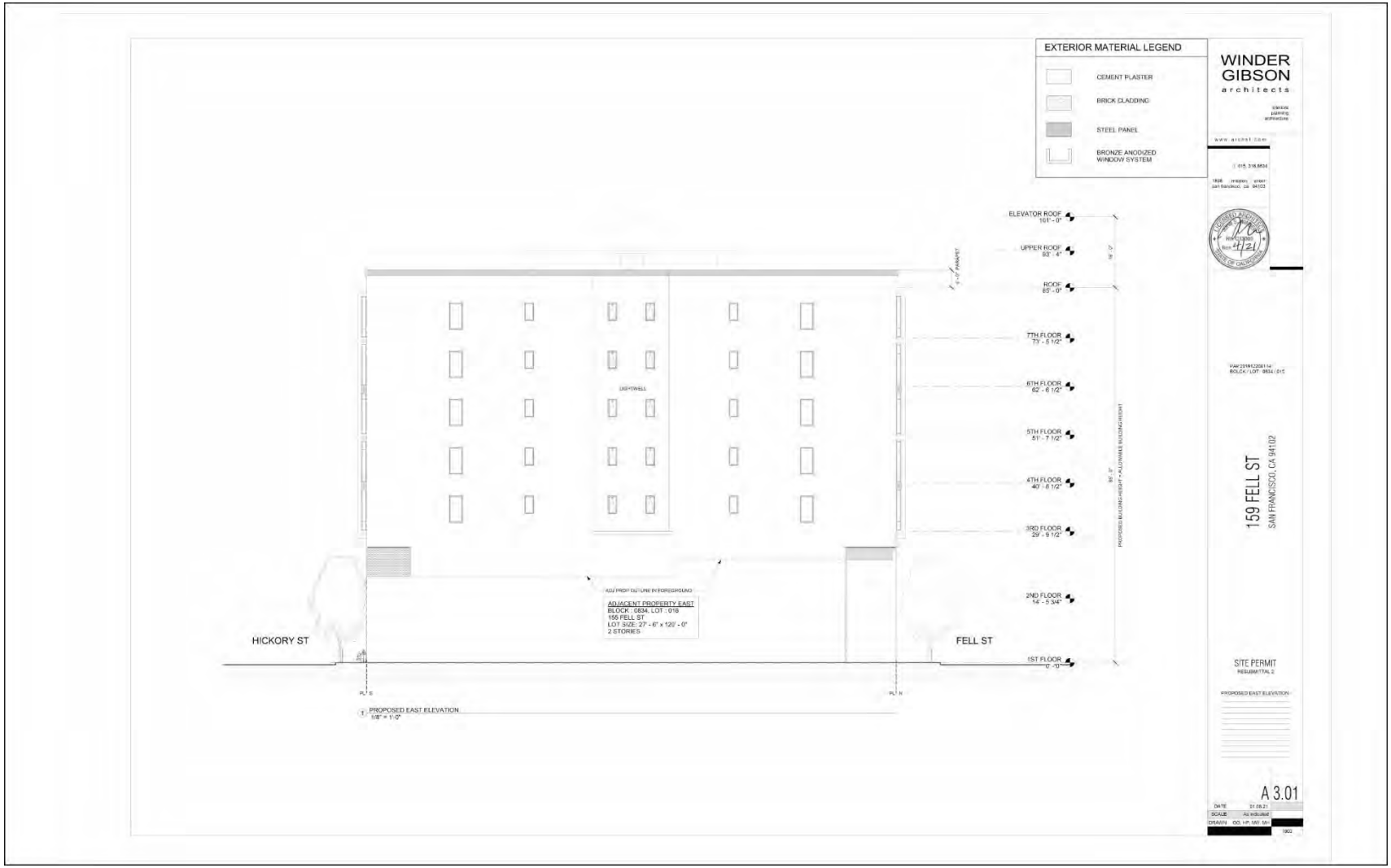
SOURCE: Winder Gibson Architects, Proposed Roof Terrace Plan for 159 Fell Street, 2021

Figure 6: Project North and South Elevations



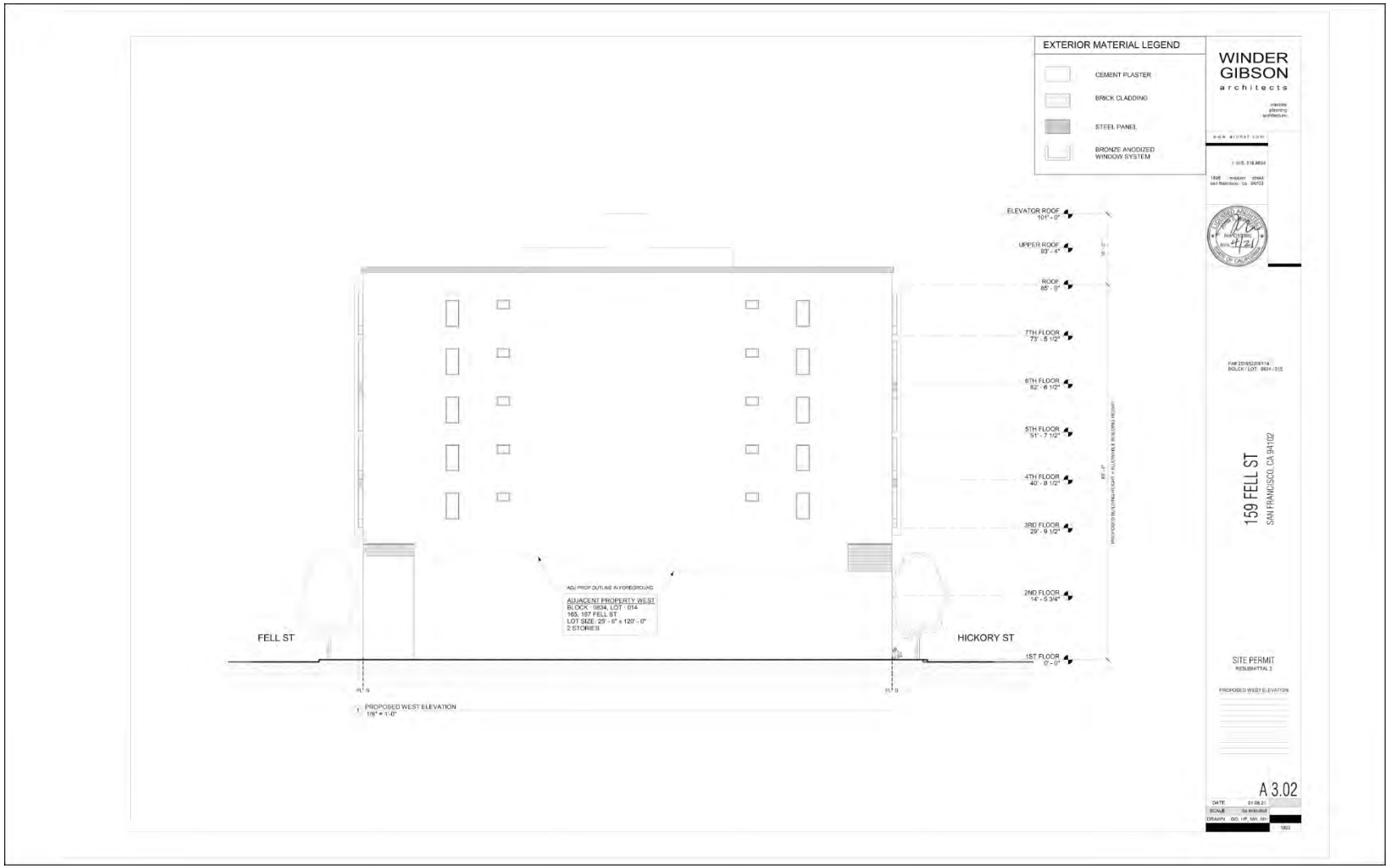
SOURCE: Winder Gibson Architects, Proposed North and South Elevations for 159 Fell Street, 2021

Figure 7: Project East Elevation



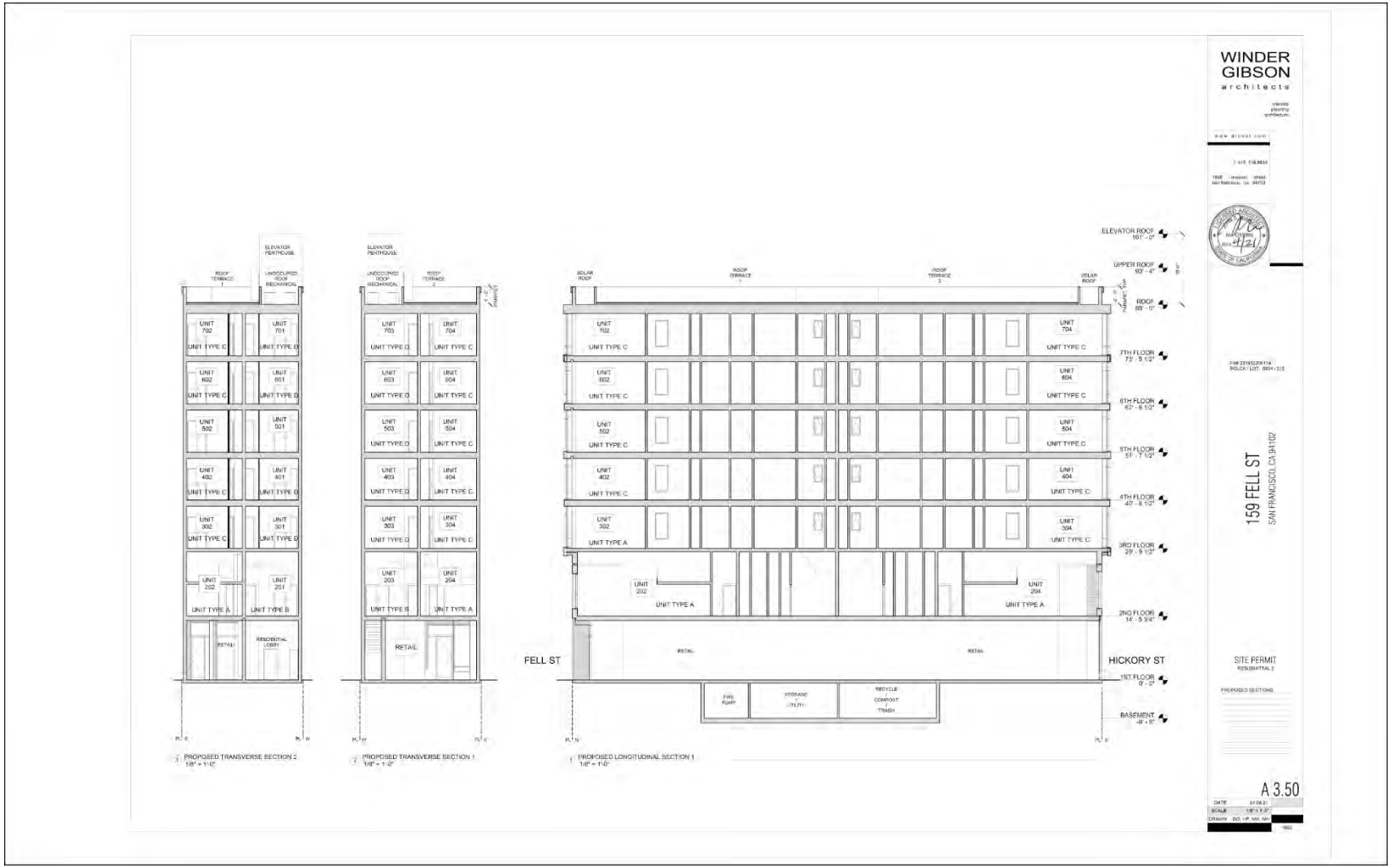
SOURCE: Winder Gibson Architects, Proposed East Elevations for 159 Fell Street, 2021

Figure 8: Project West Elevation



SOURCE: Winder Gibson Architects, Proposed West Elevations for 159 Fell Street, 2021

Figure 9: Project Building Sections

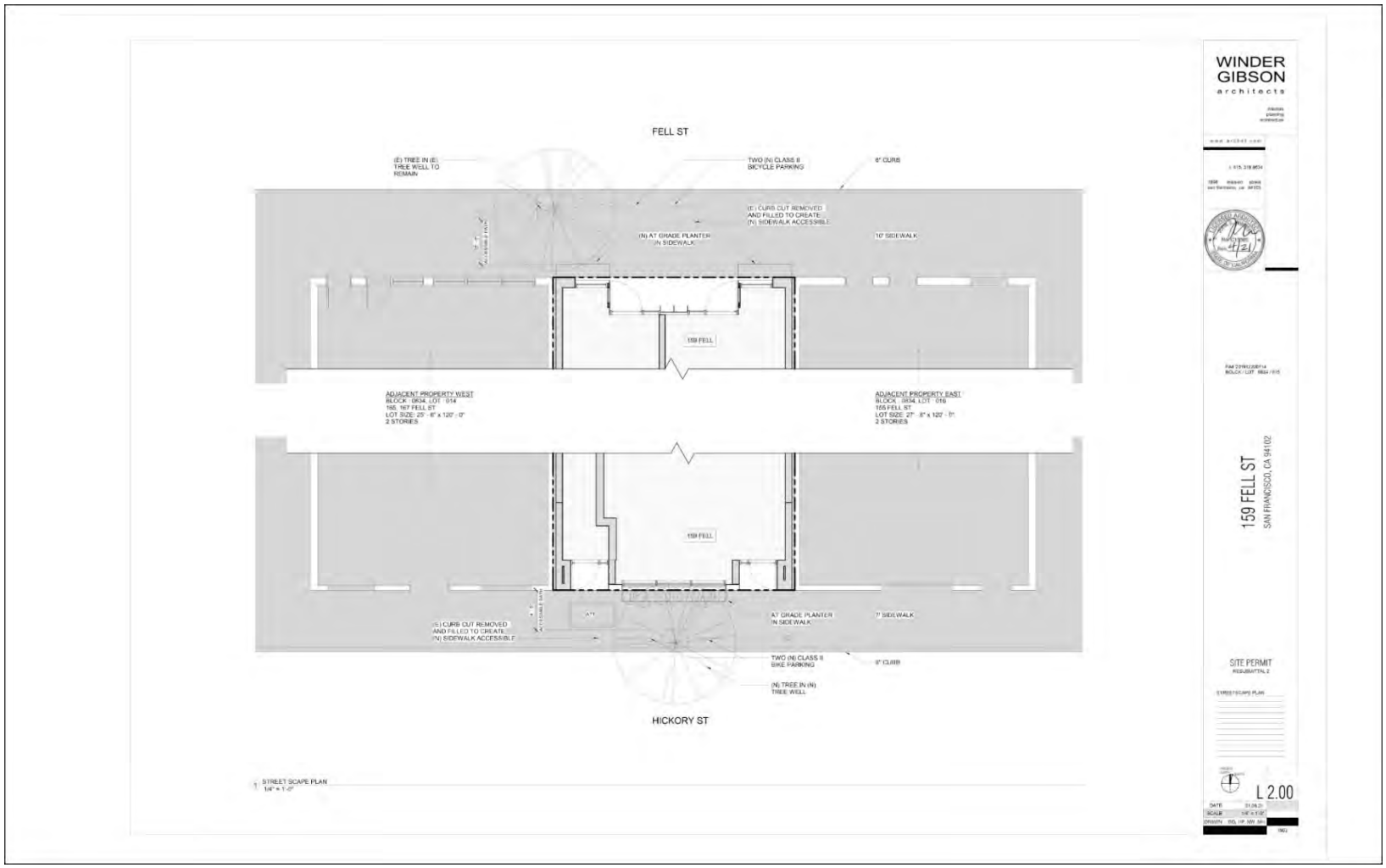


SOURCE: Winder Gibson Architects, Proposed Sections for 159 Fell Street, 2021

Figure 10: Project Building Massing

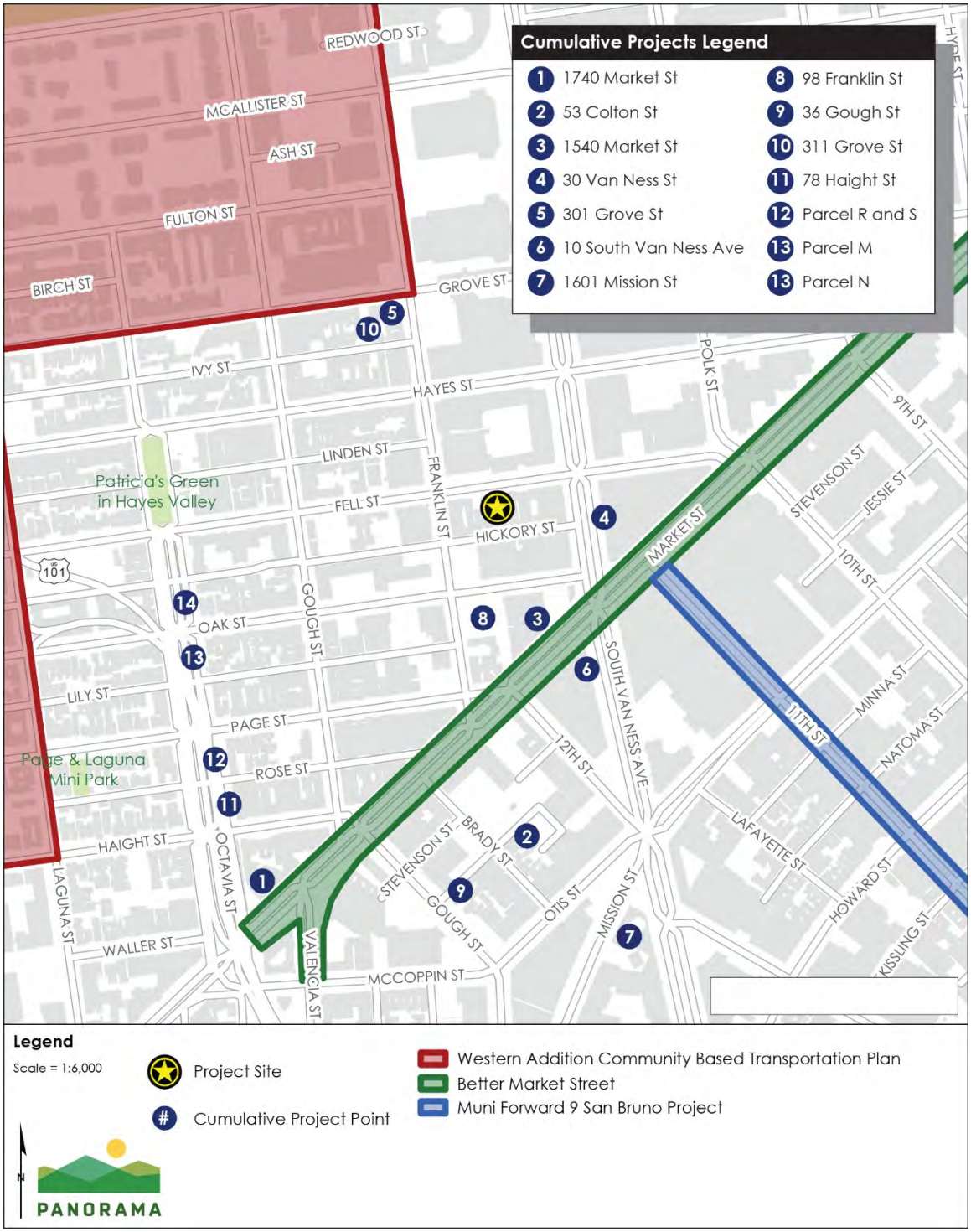
SOURCE: Winder Gibson Architects, Proposed Massing for 159 Fell Street, 2021

Figure 11: Project Streetscape Plan



SOURCE: Winder Gibson Architects, Proposed Massing for 159 Fell Street, 2021

Figure 12: Cumulative Projects within 0.25 Mile of the Project Site



SOURCE: SFMTA, Western Addition Community-Based Transportation Plan, 2016; SFMTA, Interactive Projects Map of Muni Forward 9, 2020; San Francisco Planning Department, The Hub Plan Case Plan Area Cumulative Projects, 2018; City and County of San Francisco, Roadways GIS dataset, 2019; City and County of San Francisco, Building Footprints GIS dataset, 2019

ATTACHMENT B

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.:	**2019-012676ENV**	*Block/Lot:*	0834/015
Project Title:	**159 Fell Street**	*Lot Size:*	3,300 square feet
BPA Nos:	201912200114, 201912200115	*Project Sponsor:*	Shadi AbouKhater, SAK Design and Build, 415-823-1110
Zoning:	C-3-G, Downtown General Commercial Van Ness and Market Residential Special Use District 85-X Height and Bulk District	*Lead Agency:* *Staff Contact:*	San Francisco Planning Department Elizabeth White, 628-652-7557

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

	Period of Compliance			
Adopted Mitigation Measure	**Prior to the start of Construction***	**During Construction****	**Post-Construction or Operational**	**Compliance with MM completed?**
Project Mitigation Measure M-CUL-1: Prepare and Submit Historical Documentation of Built Environment Resources	X			
Project Mitigation Measure M-CUL-2: Develop and Implement an Interpretive Program for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District	X		X	
Project Mitigation Measure M-CUL-3: Video Recordation for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District	X			
Project Mitigation Measure M-CUL-4: Architectural Salvage for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District	X			

	Period of Compliance			
Adopted Mitigation Measure	**Prior to the start of Construction***	**During Construction****	**Post-Construction or Operational**	**Compliance with MM completed?**
Project Mitigation Measure M-CUL-5: Requirements for Archaeological Testing Consisting of Consultation with Descendent Communities, Testing, Monitoring, and a Report	X	X		
Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance		X		
Project Mitigation Measure M-TR-1: Construction Management Plan	X	X		
Project Mitigation Measure M-NO-1: Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use	X	X		
Project Mitigation Measure M-NO-2: Protect Adjacent Potentially Susceptible Structures from Construction-Generated Vibration	X	X		
Project Mitigation Measure M-NO-3: Construction Monitoring Program for Structures Potentially Affected by Vibration	X		X	
Project Mitigation Measure M-AQ-1: Implementation of Mitigation Measures M-AQ-4b (Construction Emissions Minimization Plan) for Projects within the Existing or Future Air Pollutant Exposure Zone	X	X		
Project Mitigation Measure M-AQ-2: Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as Required in Impact AQ-7.	X	X	X	

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

	Period of Compliance			
Adopted Improvement Measure	**Prior to the start of Construction***	**During Construction****	**Post-Construction or Operational**	**Compliance with Improvement Measure completed?**
Project Improvement Measure I-BI-1: Lighting Minimization during Hours of Darkness			X	

SAK I agree to implement the attached mitigation measure(s) as a condition of project approval.

Property Owner or Legal Agent Signature

July 06, 2021
Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
Project Mitigation Measure M-CUL-1 (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1b): Prepare and Submit Historical Documentation of Built Environment Resources. The project sponsor shall retain a professional who meets the Secretary of the Interior's Qualification Standards for Architectural Historian or Historian (36 Code of Federal Regulations part 61) and a photographer with demonstrated experience in Historic American Buildings Survey photography to prepare written and photographic documentation for the affected built environment resources. The Historic American Buildings Survey documentation package for each affected built environment resource shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to the issuance of any demolition, site, or construction permit for the project. The documentation shall consist of the following: • *Historic American Buildings Survey–level Photographs*: Historic American Buildings Survey standard large-format photography shall be used to document the built environment resources and surrounding context. The scope of the photographs shall be reviewed and approved by the San Francisco Planning Department's preservation staff for concurrence, and all photography shall be conducted according to the current National Park Service Historic American Buildings Survey standards. The photograph set shall include distant/elevated views to capture the extent and context of the resource. o All views shall be referenced on a key map of the resource, including a photograph number with an arrow to indicate the direction of the view. o The draft photograph contact sheets and key map shall be provided to the San Francisco Planning Department's	Project sponsor, qualified architectural historian, and photographer.	Prior to the issuance of a demolition or architectural addendum permit (prior to demolition, construction, or earthmoving)	Planning department preservation staff to review and approve.	Considered complete upon submittal of final Historic American Buildings Survey documentation to the Preservation Technical Specialist.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria

preservation staff for review to determine the final number and views for inclusion in the final dataset.
    - Historic photographs identified in previous studies shall also be collected, scanned as high-resolution digital files, and reproduced in the dataset.
- *Written Historic American Buildings Survey Narrative Report*: A written historical narrative, using the outline format, shall be prepared in accordance with the Historic American Buildings Survey Historical Report Guidelines.
- *Measured Drawings*: A set of measured drawings shall be prepared to document the overall design and character-defining features of the affected built environment resource. Original design drawings of the resource, if available, shall be digitized and incorporated into the measured drawings set. The San Francisco Planning Department's preservation staff shall assist the consultant in determining the appropriate level of measured drawings.
- *Print-on-Demand Booklet*: Following preparation of the Historic American Buildings Survey photography, narrative report, and drawings, a print-on-demand softcover book shall be produced for the resource that compiles the documentation and historical photographs. The print-on-demand book shall be made available to the public for distribution.

Format of Final Dataset:

- The project sponsor shall contact the History Room of the San Francisco Public Library, San Francisco Planning Department, Northwest Information Center, and California Historical Society to inquire as to whether the research repositories would like to receive a hard or digital copy of the final dataset. Labeled hard copies and/or digital copies of the final book, containing the photograph sets, narrative report, and measured drawings, shall be provided to these repositories in their preferred format.
- The project sponsor shall prepare documentation for review and approval by the San Francisco Planning Department's preservation staff, along with the final Historic American Buildings Survey dataset, that outlines the outreach, response, and actions taken with regard to the repositories listed above. The documentation shall also include any research conducted to identify additional interested groups and the results of that outreach. The project sponsor shall make digital

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
copies of the final dataset, which shall be made available to additional interested organizations, if requested.				
Project Mitigation Measure M-CUL-2 (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1c): Develop and Implement an Interpretive Program for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District. The project sponsor shall work with the San Francisco Planning Department's preservation staff or other qualified professionals to institute an interpretive program onsite that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. The interpretive program would include the creation of historical exhibits, incorporating a permanent display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may also include a website. The contents of the interpretative program shall be determined by the San Francisco Planning Department's preservation staff. Development of the interpretive displays shall be overseen by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations part 61). An outline of the format and the location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to issuance of a demolition permit or site permit. The format, location, content, specifications, and maintenance of the interpretive displays must be finalized prior to issuance of any building permits for the project.	Project sponsor and qualified architectural historian.	Outline of interpretative plan to be approved by planning prior to the issuance of demolition or architectural addendum permit (prior to demolition, construction, or earthmoving)	Planning department preservation staff to review and approve the interpretive display.	Considered complete upon installation of display or publication of website.
Project Mitigation Measure M-CUL-3 (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1d): Video Recordation for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District. The project sponsor shall work with the San Francisco Planning Department's preservation staff or other qualified professionals to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources, prior to the commencement of any demolition or project activities at the project site. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations part 61). The documentation shall include as	Project sponsor, qualified historic preservation individual, qualified videographer.	Prior to the issuance of a demolition or architectural addendum permit (prior to demolition, construction, or earthmoving)	Planning department preservation staff to review and approve.	Considered complete upon submittal of completed video documentation to the San Francisco Public Library or other interested historical institution.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
much information as possible, using visuals in combination with narration, about the materials, construction methods, current condition, historic use, and significance and historic context of the historical resource.				
Project Mitigation Measure M-CUL-4 (implementation of Hub Plan PEIR Mitigation Measure M-CUL-1e): Architectural Salvage for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District. The project sponsor shall seek feasible means for salvaging the building's character-defining architectural features and incorporating them into either the design of the new project proposed at the site or the interpretive program that would be developed under Project Mitigation Measure M-CUL-2. The project sponsor shall work closely with the San Francisco Planning Department preservation and urban design staff to determine which elements should be salvaged. In the event that reuse of salvaged elements in either the design of a new building or in an interpretive program proves infeasible or otherwise undesirable as determined by the San Francisco Planning Department preservation staff, the project sponsor may, at the direction of the San Francisco Planning Department preservation staff, be required to attempt to donate the elements to an appropriate historical or arts organization. A detailed salvage plan shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to the issuance of any demolition, site, or construction permit for the project.	Project sponsor and planning department.	Salvage plan to be approved by planning prior to the issuance of a demolition or architectural addendum permit (prior to demolition, construction, or earthmoving)	Planning department preservation staff to review and approve.	Considered complete upon approval of the salvage plan and after salvage activities are complete.
Project Mitigation Measure M-CUL-5 (implementation of Hub Plan PEIR Mitigation Measure M-CUL-4d): Archaeological Testing Program. Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effects from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational qualified archeological consultants list (QACL) maintained by the planning department. All the consultants on this list have expertise in California prehistoric and urban historical archeology. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Environmental Review Officer	Considered complete after Final Archeological Resources Report is approved.

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).				
Archeological Testing Program. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. The archeological testing program shall be conducted in accordance with the approved Archeological Testing Plan (ATP). The archeological consultant and the ERO shall consult on the scope of the ATP, which shall be approved by the ERO prior to any project-related soils disturbing activities commencing. The ATP shall be submitted first and directly to the ERO for review and comment and shall be considered a draft subject to revision until final approval by the ERO. The archaeologist shall implement the approved testing as specified in the approved ATP prior to and/or during construction. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, lay out what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ATP shall also identify the testing method to be used, the depth or horizonal extent of testing, and the locations recommended for testing and shall identify archeological monitoring requirements for construction soil disturbance as warranted.	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Planning Department	Considered complete after approval of Archeological Testing Plan.
Discovery Treatment Determination. At the completion of the archeological testing program, the archeological consultant shall submit a written summary of the findings to the ERO. The findings memo shall describe and identify each	The archeological consultant, Project Sponsor a nd project	Monitoring of soils disturbing activities.	Archeological consultant to monitor soils disturbing activities specified in AMP and immediately notify the	Considered complete upon completion of AMP.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM[1] Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
resource and provide an initial assessment of the integrity and significance of encountered archeological deposits. If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource and the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to the planning department for review and approval. If preservation in place is not feasible, a data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. The ERO in consultation with the archeological consultant shall also determine if additional treatment is warranted, which may include additional testing and/or construction monitoring.	contractor at the direction of the ERO.		ERO of any encountered archeological resource.	
<u>Consultation with Descendant Communities.</u> On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Archeological Resources Report (ARR) shall be provided to the representative of the descendant group.	The archeological consultant, Project Sponsor a nd project contractor at the direction of the ERO.	During testing and if applicable monitoring of soils disturbing activities.	Consultation with ERO on identified descendant group	Descendant group provides recommendations and is given a copy of the ARR.
<u>Archeological Data Recovery Plan.</u> An archeological data recovery program shall be conducted in accordance with an Archeological Data Recovery Plan (ADRP) if all three of the following apply: 1) a resource has potential to be significant, 2) preservation in place is not feasible, and 3) the ERO determines that an archeological data recovery program is warranted. The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery	Project sponsor's qualified archeological consultant and construction contractor	In the event that an Archeological site is uncovered during the construction period	Planning Department	Considered complete approval of Final Archeological Results Report.

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. Final Report. Description of proposed report format and distribution of results. Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.				
Human Remains and Funerary Objects. The treatment of human remains and funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site	Project sponsor / archeological consultant in consultation with the San Francisco Medical Examiner, NAHC, and MLD.	In the event that human remains are uncovered during the construction period	Planning Department	Considered complete after approval of Final Archeological Results Report and disposition of human remains has occurred as specified in Agreement.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
(Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains. The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance. Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's Archeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.				
<u>Archeological Public Interpretation Plan</u>. The project archeological consultant shall submit an Archeological Public Interpretation Plan (APIP) if a significant archeological resource is discovered during a project. If the resource to be interpreted is a tribal cultural resource, the APIP shall be prepared in consultation with and developed with the participation of Ohlone tribal	Archeological consultant at the direction of the ERO will prepare APIP. Measure laid	Following completion of treatment, analysis, and interpretation of	Archeological consultant submits draft APIP to ERO for review and approval.	APIP is complete on review and approval of ERO. Interpretive program is complete on certification to ERO that

MONITORING AND REPORTING PROGRAM[1]				
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
representatives. The APIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The APIP shall be sent to the ERO for review and approval. The APIP shall be implemented prior to occupancy of the project.	out in APIP are implemented by sponsor and consultant.	by archeological consultant.		program has been implemented
Archeological Resources Report. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the testing program to the ERO. The archeological consultant shall submit a draft Archeological Resources Report (ARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological, historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken, and if applicable, discusses curation arrangements. Formal site recordation forms (CA DPR 523 series) shall be attached to the ARR as an appendix. Once approved by the ERO, copies of the ARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the ARR to the NWIC. The environmental planning division of the planning department shall receive one (1) bound hardcopy of the ARR. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the ARR, GIS shapefiles of the site and feature locations, 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. The PDF ARR, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the ARR shall be provided to the representative of the descendant group.	Archeological consultant at the direction of the ERO.	At completion of archeological investigations	Planning Department	Considered complete after ARR is approved.
Curation. If archeological data recovery is undertaken, materials and samples of future research value from significant archaeological resources shall be permanently curated at a facility approved by the ERO.	Project archeologist prepares collection for curation and project sponsor	Upon acceptance by the ERO of the final report	Upon submittal of the collection for curation the sponsor or archaeologist shall provide a copy of the signed curatorial agreement to the ERO	Considered complete upon acceptance of the collection by the curatorial facility

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
	pays for curation costs.			
TRIBAL CULTURAL RESOURCES				
Project Mitigation Measure M-TCR-1 (implementation of Hub Plan PEIR Mitigation Measure M-TCR-1): Tribal Cultural Resources Program. Preservation in place. In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to Planning for review and approval.	Project sponsor archeological consultant, and ERO, in consultation with the affiliated Native American tribal representatives	If significant archeological resource is present, during implementation of the project	Planning department	Considered complete if no Tribal Cultural Resource is discovered or Tribal Cultural Resource is discovered and either preserved in-place or project effects to Tribal Cultural Resources are mitigated by implementation of planning department-approved interpretive program.
Interpretive Program. If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, then archeological data recovery shall be implemented as required by the ERO and in consultation with affiliated Native American tribal representatives. In addition, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. A Tribal Cultural Resources Interpretation Plan (TCRIP) produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and affiliated Native American tribal representatives, and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.	Project sponsor in consultation with the tribal representative	After determination that preservation in place is not feasible, and subsequent to Archeological data recovery	Sponsor or archeological consultant shall submit the TCRIP to the ERO for review and approval	

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
TRANSPORTATION AND CIRCULATION				
Project Mitigation Measure M-TR-1 (implementation of Hub Plan PEIR Mitigation Measure M-TR-1): Construction Management Plan. The project sponsor shall develop and, upon review and consultation with the San Francisco Municipal Transportation Agency and San Francisco Public Works, implement a construction management plan to address issues related to transportation-related circulation, access, staging, and hours of delivery. The construction management plan would disseminate appropriate information to contractors and affected agencies regarding coordinating construction activities to minimize disruption and maintain circulation in the project area to the extent possible, with particular focus on ensuring connectivity for transit, people walking, and people bicycling. The construction management plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by San Francisco Municipal Transportation Agency, San Francisco Public Works, other City departments and agencies, the California Department of Transportation.	Project sponsor.	Prior to issuance of construction permits and throughout the construction period	Project sponsor to develop the plan; San Francisco Municipal Transportation Agency, San Francisco Public Works, and planning department to review and approve.	Considered complete upon approval of construction management plan and completion of project construction.
NOISE				
Project Mitigation Measure M-NO-1 (implementation of Hub Plan PEIR Mitigation Measure M-NOI-1a): Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use. The project sponsor shall develop a noise control plan to ensure that project noise from all construction activities (including construction, demolition, and excavation, etc.) is minimized to the maximum extent feasible with a goal of construction noise not exceeding 90 dBA and 10 dBA above the ambient noise level at noise sensitive receptors. The nearest sensitive receptor is a multi-unit residential building located at 145 Fell Street. The measures specified by the project sponsor shall be reviewed and approved by the San Francisco planning department prior to the issuance of building permits. Measures that may be used to restrict noise include, but are not limited to, those listed below. • Locate construction equipment (including stationary noise sources like temporary generators) as far as feasible from adjacent or nearby noise-sensitive receptors. • Stationary noise sources (e.g., generators and compressors) located in close proximity to noise sensitive land uses shall be muffled and enclosed within temporary enclosures and shielded by barriers (which can reduce construction noise by as much as 5 dB).	Project sponsor's qualified acoustical consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period.	Planning department to review and approve the noise control plan and to review monitoring reports, as needed; health department or police department for complaints.	Considered complete upon approval of the Construction Noise Control Plan project and after construction is complete.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM[1] Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
• Electric motors rather than gasoline- or diesel-powered engines shall be used to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used (which can reduce noise levels from exhaust by approximately 10 dB). External jackets on the tools themselves shall also be used (which could reduce noise approximately 5 dB). • Construction contractors shall be required to use "quiet" gasoline-powered compressors or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible. • Prohibit idling of inactive construction equipment for prolonged periods (i.e., more than two minutes). • Prohibit or limit gasoline or diesel engines from having unmuffled exhaust systems. • Ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds). • Ensure that impact tools (e.g., jack hammers, pavement breakers, rock drills) used for project construction are hydraulically or electrically powered, when possible. Quieter equipment shall be used instead of impact equipment, when feasible (such as drills rather than impact equipment). • Undertake the noisiest activities during times of least disturbance to surrounding residents and occupants. • Limit nighttime construction to the extent feasible. If nighttime construction is determined to be necessary, a special permit shall be obtained from the director of public works or the director of building inspection. Nighttime construction activities shall comply with the requirements of the permit. In addition, the contractor shall employ the measures discussed above (e.g., limiting idling, locating equipment far from noise-sensitive receptors, using noise reducing enclosures, etc.) or other feasible measures to reduce noise such that interior noise at nearby receptors is reduced to the extent practicable (below 45 A-weighted decibels, equivalent sound level, where feasible). • If required by the San Francisco planning department, based on the degree of construction, proximity of sensitive uses, or a noise complaint, project sponsor shall monitor the noise levels during periods of noisy construction activities (demolition, excavation, etc.). A				

MONITORING AND REPORTING PROGRAM[1]				
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
plan for noise monitoring and reporting shall be provided to the San Francisco planning department for review prior to the commencement of construction. Prior to the issuance of the building permit, along with the submission of construction documents, the project sponsor shall submit to the San Francisco planning department a list of measures for responding to and tracking complaints pertaining to construction noise. These measures shall include onsite posting and a noise hotline, and may include: • a procedure and phone number for notifying the San Francisco planning department, the health department, or the police department of complaints (during regular construction hours and off hours). • a sign posted onsite describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction. • designation of an onsite construction complaint and enforcement manager for the project.				
Project Mitigation Measure M-NO-2 (implementation of Hub Plan PEIR Mitigation Measure NOI-3a): Protect Adjacent Potentially Susceptible Structures from Construction-Generated Vibration. The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods to help reduce vibration-related damage effects may include maintaining a safe distance between the construction site and the potentially affected building, to the extent possible, based on site constraints, or using construction techniques that reduce vibration, such as concrete saws instead of jackhammers or hoe- rams to open excavation trenches, non-vibratory rollers, or hand excavation to the extent feasible. For projects that would require piles, "quiet" pile-driving technologies (such as predrilling piles or using sonic pile drivers) shall be used, as feasible; appropriate excavation shoring methods shall be employed to prevent the movement of adjacent structures; and adequate security shall be ensured to minimize risks related to vandalism and fire.	Project sponsor, construction contractor, structural engineer and historic architect or qualified historic preservation professional (for effects to potentially historic buildings), collectively referred to as project sponsor team	Prior to issuance of construction permits and throughout the construction period	Planning department's environmental planning/preservation staff to review and approve	Considered complete after implementation of vibration attenuation measures during construction activities.
Project Mitigation Measure M-NO-3 (implementation of Hub Plan PEIR Mitigation Measure NOI-3b): Construction Monitoring Program for Structures Potentially Affected by Vibration. The project sponsor shall undertake a monitoring program to minimize damage to adjacent buildings at	Project sponsor, construction contractor, structural	Prior to issuance of construction permits and throughout the construction period,	Planning department's preservation staff to review and approve preconstruction survey and monitoring	Considered complete after construction and any

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
155 Fell Street, 165 Fell Street, and 50 Oak Street and ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet of pile driving activities and within 25 feet of other vibration generating activities, shall be followed and include the following components: • Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of potentially affected historic buildings identified by the San Francisco Planning Department within 100 feet of planned pile driving activity or within 25 feet of other vibration generating activity to document and photograph the existing conditions of the building(s). If nearby affected buildings are not potentially historic, a structural engineer or other professional with similar qualifications shall document and photograph the existing conditions of potentially affected buildings within 100 feet of pile driving activity or within 25 feet of other vibration generating construction activity. • Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at any building, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices (common standards are a peak particle velocity of 0.25 inch per second for historic and some old buildings, a peak particle velocity of 0.3 inch per second for older residential structures, and a peak particle velocity of 0.5 inch per second for new residential structures and modern industrial/commercial buildings, as shown in Table 3.C-7, p. 3.C-20). • To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at 155 Fell Street, 165 Fell Street, and 50 Oak Street and prohibit vibratory construction activities that generate vibration levels in excess of the standard. • Should vibration levels be observed in excess of the selected standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible (e.g., pre-drilled piles could be substituted for driven piles, if feasible, based on soil conditions, or smaller, lighter equipment could be used in some cases). The historic preservation professional (for effects to historic buildings) and/or structural engineer (for effects to non-historic structures) shall conduct regular (every three months) inspections of the buildings at 155 Fell Street, 165 Fell	engineer and historic architect or qualified historic preservation professional (for effects to potentially historic buildings), collectively referred to as project sponsor team	and regular periodic inspections of each building during ground-disturbing activity on the project site.	program and review periodic monitoring reports.	required remediation activities are complete.

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
Street, and 50 Oak Street during ground-disturbing activity on the project site. Should damage to any building occur, the building(s) shall be remediated to their pre-construction condition at the conclusion of ground-disturbing activity on the site.				
AIR QUALITY				
Project Mitigation Measure M-AQ-1 (implementation of Hub Plan PEIR Mitigation Measure M-AQ-7d): Implementation of Mitigation Measure M-AQ-4b (Construction Emissions Minimization Plan) for Projects within the Existing or Future Air Pollutant Exposure Zone. All construction within the existing APEZ or newly added parcels that meet the APEZ criteria (Block 3505, Lots 007 and 008; Block 3503, Lot 004; and Block 0814, Lot 003) shall implement M-AQ-4b.	Project sponsor.	Prior to the start of diesel equipment use on site.	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Considered complete upon planning department review and acceptance of Construction Emissions Minimization Plan.
Project Mitigation Measure M-AQ-2 (implementation of Hub Plan PEIR Mitigation Measure M-AQ-4b): Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as Required in Impact AQ-7. The project sponsor shall submit a construction emissions minimization plan to the Environmental Review Officer (ERO) for review and approval by an environmental planning air quality specialist. 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: a. Where access to alternative sources of power is reasonably available, portable diesel engines shall be prohibited; b. All off-road equipment shall have: i. engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, and ii. engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS)[1], and iii. engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). iv. any other best available technology offered at the time that future projects are submitted to the planning	Project sponsor and construction contractor	Prior to issuance of construction permits project sponsor to submit: 1. Construction emissions minimization plan for review and approval, and 2. Signed certification statement	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Within six months of the completion of construction activities, the project sponsor shall submit to the Environmental Review Officer a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase Considered complete upon planning department review and acceptance of Construction Emissions Minimization Plan and when construction is complete.

[1] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore, VDECS would not be required.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria

department for review may be included in the Plan as substitutions for the above items i through iii.

c. Exceptions:

i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.

ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an air board Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an air board Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).

iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step-down schedule in Table M-AQ-4B.

Table M-AQ-4b. Off-Road Equipment Compliance Step-Down Schedule*

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	Air Board Level 2 VDECS
2	Tier 2	Air Board Level 1 VDECS

* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met.

iv. Exceptions to 1(b)(iii) may be granted if the project sponsor has submitted information providing evidence to the

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	MONITORING AND REPORTING PROGRAM[1] Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria

satisfaction of the ERO that a renewable diesel is not commercially available in the SFBAAB. If an exception is granted pursuant to this section, the project sponsor shall provide another type of alternative fuel, such as biodiesel (B20 or higher).

v. Prior to any waiver sought by a project sponsor, the sponsor shall provide documentation demonstrating that by granting the waiver, the project would not exceed any applicable criteria air pollutant threshold.

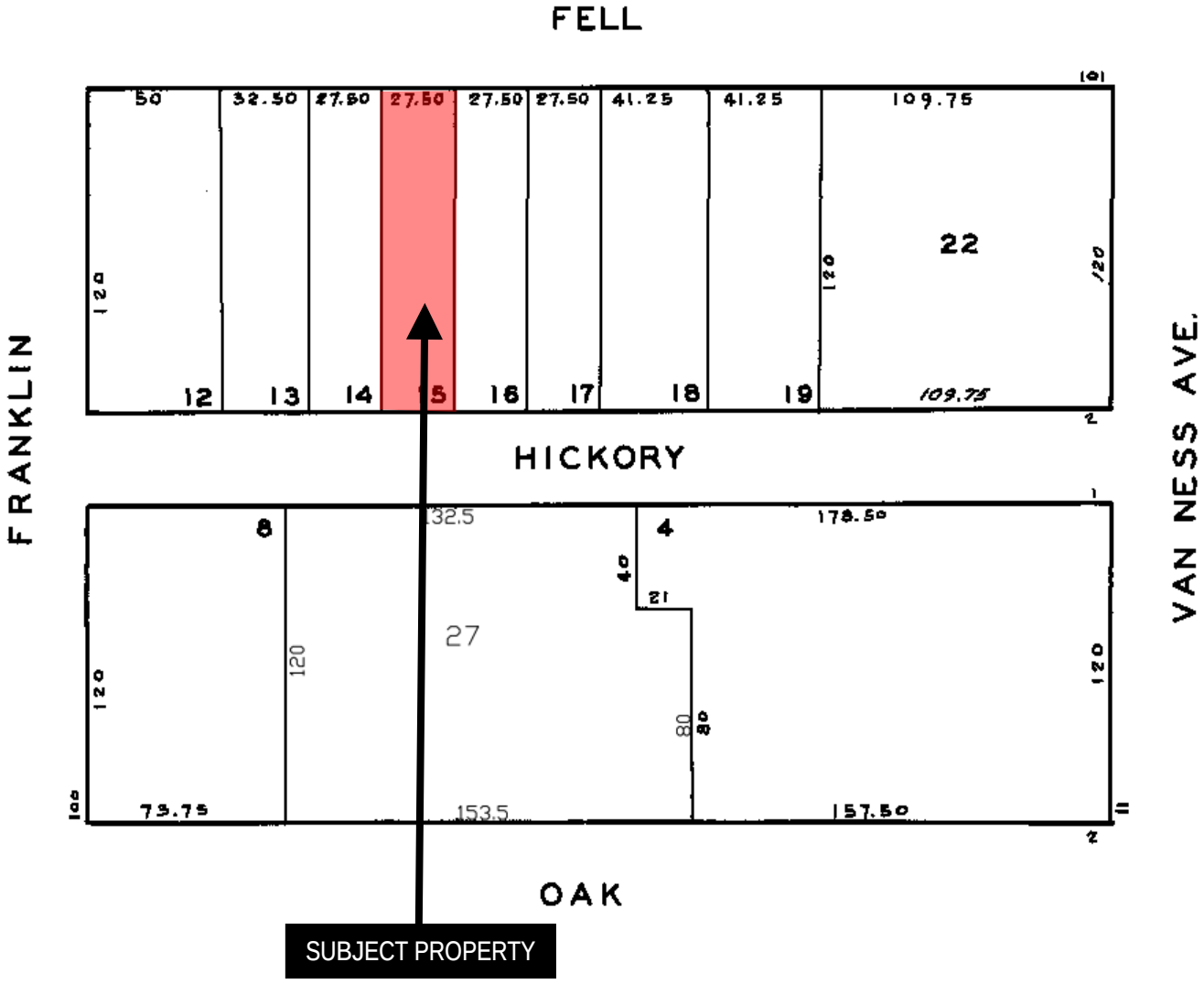
2. The project sponsor shall require the idling time for off -road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The construction emissions minimization plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, air board verification number level, and installation date and hour meter reading on installation date. For off -road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.
5. The construction emissions minimization plan shall be kept on-site and available for review during working hours by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the construction emissions minimization plan and a way to request a copy of the Plan. The project sponsor shall provide copies of the Plan as requested.
6. Reporting. Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in paragraph 4, above. In

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	MONITORING AND REPORTING PROGRAM[1] Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used. Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used. 7. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the construction emissions minimization plan, and (2) all applicable requirements of the construction emissions minimization plan have been incorporated into contract specifications. It should be noted that for specialty equipment types (e.g., drill rigs, shoring rigs and concrete pumps) it may not be feasible for construction contractors to modify their current, older equipment to accommodate the particulate filters, or for them to provide newer models with these filters pre-installed. Therefore, alternative compliance options are provided for in Mitigation Measure M-AQ-4b.				
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR				
BIOLOGICAL RESOURCES				
Project Improvement Measure I-BI-1 (implementation of Hub Plan PEIR Improvement Measure I-BI-2): Lighting Minimization during Hours of Darkness. In compliance with the voluntary San Francisco Lights Out Program, the department could encourage buildings developed pursuant to the Hub Plan to implement bird-safe building operations to prevent or minimize bird-strike impacts, including, but not limited to, the following measures: • Reduce building lighting from exterior sources by: o Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoiding up-lighting on rooftop antennae and other tall equipment as well as of any decorative features • Installing motion-sensor lighting Using low-wattage fixtures to achieve required lighting levels • Reduce building lighting from interior sources by: o Dimming lights in lobbies, perimeter circulation areas, and atria	Project sponsor.	Prior to issuance of building permits.	Planning department to review and approve.	Considered complete upon issuance of building permits.

MONITORING AND REPORTING PROGRAM[1]				
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
o Turning off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August to late October) o Using automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting o Scheduling nightly maintenance to conclude by 11 p.m. o Educating building users about the dangers of lighting to birds during hours of darkness				

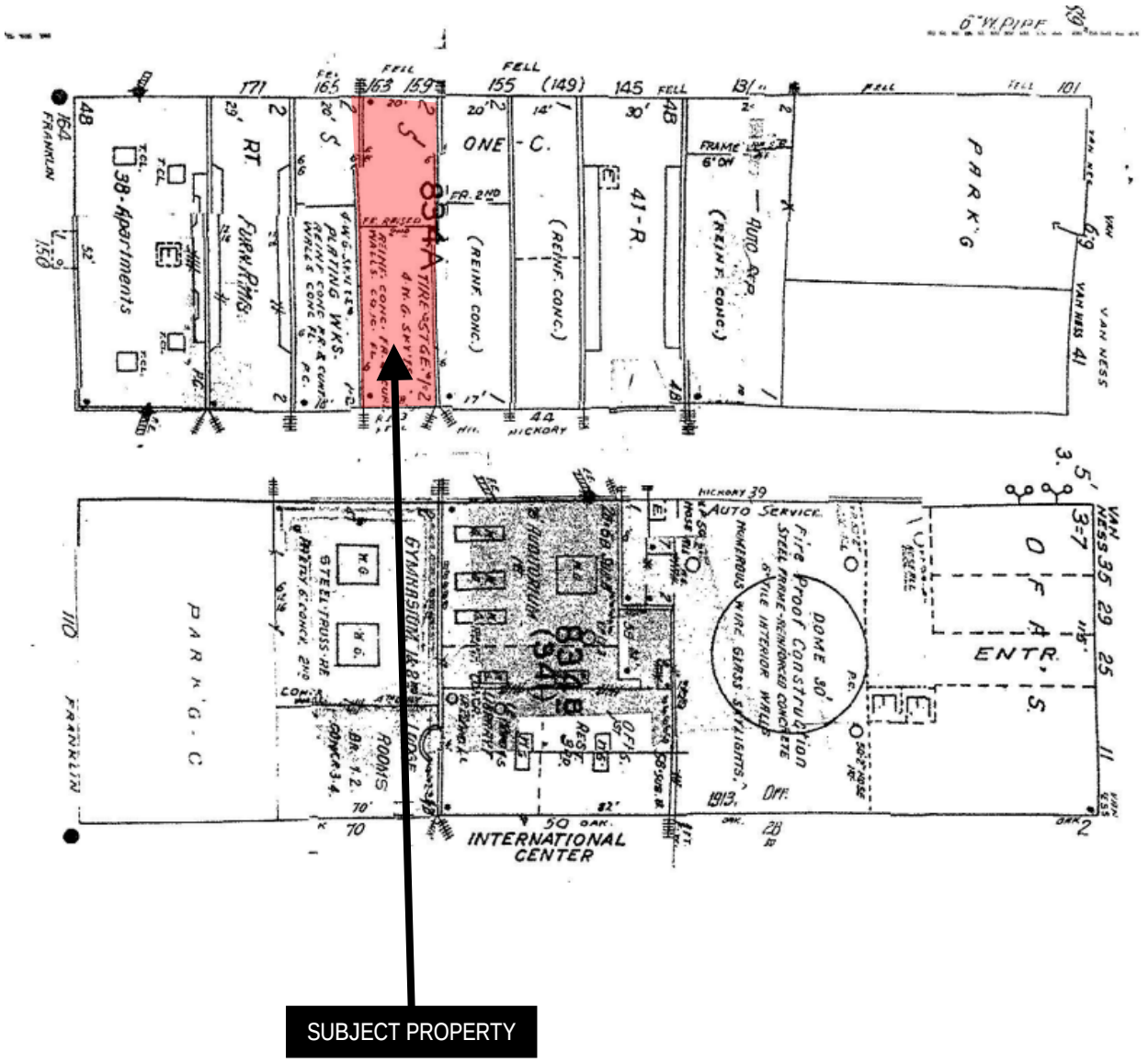
[1] *Definitions of MMRP Column Headings:*
Adopted Mitigation Measures: Full text of the mitigation measure(s).
*Implementation Responsibility***:** Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.
Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.
Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.
Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

Parcel Map



Downtown Project Authorization
Case Number 2019-012676DNX
159 Fell Street

Sanborn Map*

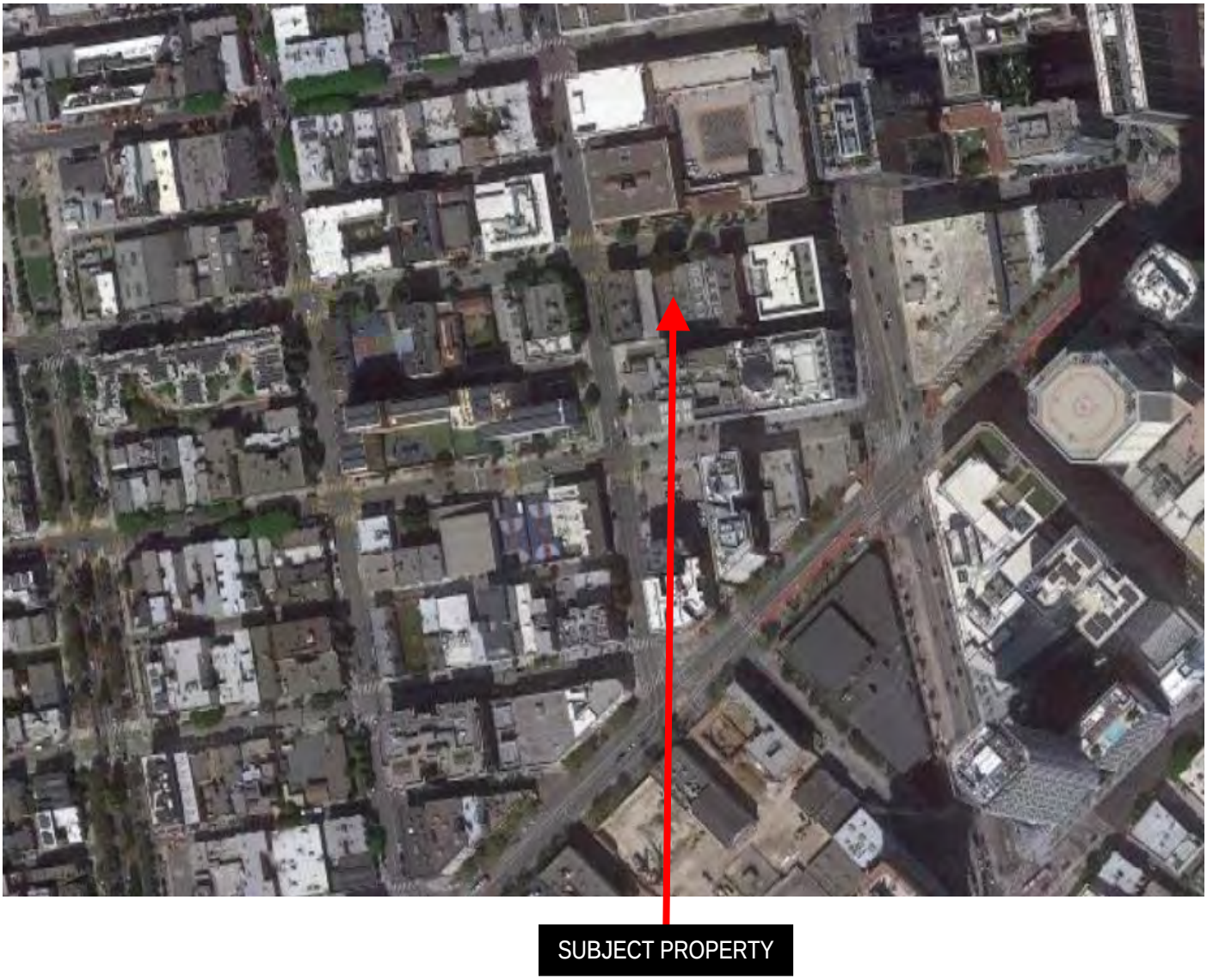


**The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.*

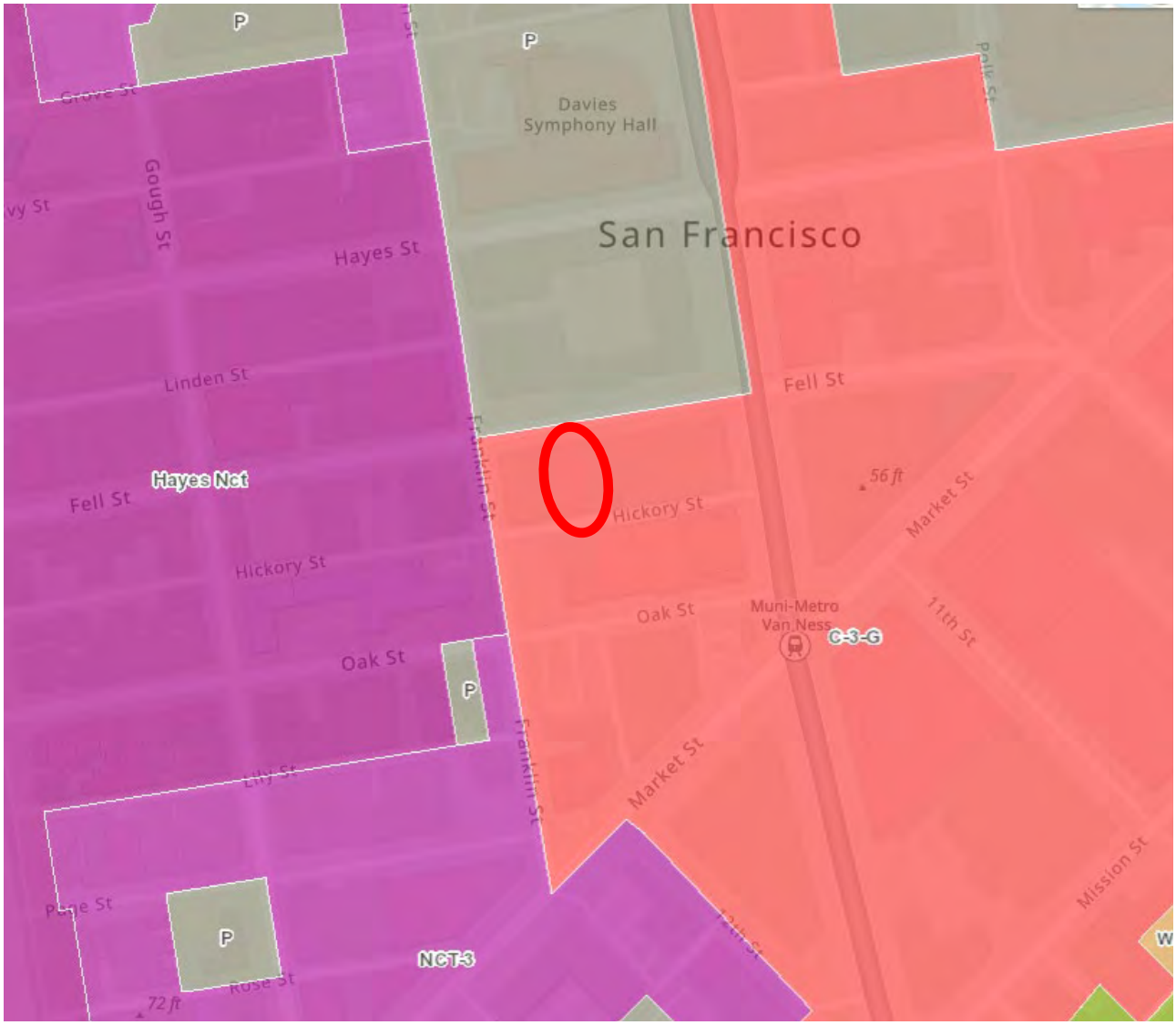
Downtown Project Authorization
Case Number 2019-012676DNX
159 Fell Street

SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photo



Zoning Map



Downtown Project Authorization
Case Number 2019-012676DNX
159 Fell Street

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

San Francisco Planning

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

Date: October 24, 2018

To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*

From: San Francisco Planning Department

Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee. All projects that can demonstrate that they are eligible for an Alternative to the Affordable Housing Fee must provide necessary documentation to the Planning Department and Mayor's Office of Housing and Community Development.

At least 30 days before the Planning Department and/or Planning Commission can act on the project, this Affidavit for Compliance with the Inclusionary Affordable Housing Program must be completed. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

The inclusionary requirement for a project is determined by the date that the Environmental Evaluation Application (EEA) or Project Application (PRJ) was deemed complete by the Department ("EEA/PRJ accepted date"). There are different inclusionary requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached charts to determine the applicable requirement. Charts 1-3 include two sections. The first section is devoted to projects that are subject to Planning Code Section 415. The second section covers projects that are located in the Urban Mixed Use (UMU) Zoning District and certain projects within the Mission Neighborhood Commercial Transit District that are subject to Planning Code Section 419. Please use the applicable form and contact Planning staff with any questions.

For projects with complete EEA's/PRJ's accepted on or after January 12, 2016, the Inclusionary Affordable Housing Program requires the provision of on-site and off-site affordable units at a mix of income levels. The number of units provided at each income level depends on the project tenure, EEA/PRJ accepted date, and the applicable schedule of on-site rate increases. Income levels are defined as a percentage of the Area Median Income (AMI), for low-income, moderate-income, and middle-income units, as shown in Chart 5. Projects with a complete EEA accepted prior to January 12, 2016 must provide the all of the inclusionary units at the low income AMI. **Any project with 25 units ore more and with a complete EEA accepted between January 1, 2013 and January 12, 2016 must obtain a site or building permit by December 7, 2018, or will be subject to higher Inclusionary Housing rates and requirements. Generally, rental projects with 25 units or more be subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate.**

Summary of requirements. Please determine what requirement is applicable for your project based on the size of the project, the zoning of the property, and the date that a complete Environmental Evaluation Application (EEA) or complete Project Application (PRJ) was submitted deemed complete by Planning Staff. Chart 1-A applies to all projects throughout San Francisco with EEA's accepted prior to January 12, 2016, whereas Chart 1-B specifically addresses UMU (Urban Mixed Use District) Zoning Districts. Charts 2-A and 2-B apply to rental projects and Charts 3-A and 3-B apply to ownership projects with a complete EEA/PRJ accepted on or after January 12, 2016. Charts 4-A and 4-B apply to three geographic areas with higher inclusionary requirements: the North of Market Residential SUD, SOMA NCT, and Mission Area Plan.

The applicable requirement for projects that received a first discretionary approval prior to January 12, 2016 are those listed in the "EEA accepted before 1/1/13" column on Chart 1-A.

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

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

*except buildings up to 130 feet in height located both within a special use district and within a height and bulk district that allows a maximum building height of 130 feet, which are subject to he requirements of 25+ unit projects at or below 120 feet.

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

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

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

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

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

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

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

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	19.6%	19.6%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 3-A: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

CHART 3-B: Requirements for Owner Projects UMU Districts with Complete EEA/PRJ accepted on or after 1/12/16

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

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.4%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

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

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-Site: Rental Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Low Income (55% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (80% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Middle Income (110% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

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

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

Complete EEA/PRJ Accepted BEFORE: →	*1/1/18*	*1/1/19*	*1/1/20*	*1/1/21*	*1/1/22*	*1/1/23*	*1/1/24*	*1/1/25*	*1/1/26*	*1/1/27*	*1/1/28*
On-Site: Ownership Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Low Income (80% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (105% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (130% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

CHART 5: Income Levels for Projects with a complete EEA/PRJ on or after January 12, 2016

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

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
On-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Low Income (55% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (80% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%
Middle Income (110% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
On-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Low Income (80% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (105% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%
Middle Income (130% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
Off-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Low Income (55% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (80% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (110% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

Complete EEA/PRJ Accepted BEFORE: →	***1/1/18***	***1/1/19***	***1/1/20***	***1/1/21***	***1/1/22***	***1/1/23***	***1/1/24***	***1/1/25***	***1/1/26***	***1/1/27***	***1/1/28***
Off-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Low Income (80% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (105% AMI)	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Middle Income (130% AMI)	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419

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

_____
Date

I, Shadi Aboukhater,
do hereby declare as follows:

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

159 Fell St
Address

0834/015
Block / Lot

The subject property is located within the following Zoning District:

C-3-G (Downtown Commercial)
Zoning District

85-X
Height and Bulk District

VNMRSUD
Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan?

☐ Yes ☒ No

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

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

2019-012676PRJ
Planning Case Number

PA# 2019.1220.0114
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:

SAMANTHA UPDEGRAVE
Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

January 17, 2020
Date

The project contains 24 total dwelling units and/or group housing rooms.

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

☐ This project is 100% affordable.

☐ This project is 100% student housing.

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

☐ Yes _____ ☒ No

(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?

☐ Yes _____ ☒ No

(If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?

☐ Yes ☒ No

C Please indicate the tenure of the project.

☒ **Ownership.** If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.

☐ **Rental.** If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental untis for the life of the project. The applicable fee fate is the rental fee rate.

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

☒ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)

☐ On-site Affordable Housing Alternative (Planning Code Sections 415.6)

☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)

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

☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)

☐ Land Dedication (Planning Code Section 419)

The applicable inclusionary rate is:

20% (15,497SF) = 3,099.4SF x $199.50 = $618,330.30

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

15,497 SF

Residential Gross Floor Area

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

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

(1) Inform the Planning Department and the Mayor's Office of Housing and Community Development and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

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

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

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

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

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
24	0	0	14	10	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 206.4. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

☐ **On-site Affordable Housing Alternative** (Planning Code Section 415.6, 419.3, or 206.4): _____ % of the unit total.

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

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

☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7 or 419.3): _____ % of the unit total.

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

Area of Dwellings in Principal Project (in sq. feet):	Off-Site Project Address:	
Area of Dwellings in Off-Site Project (in sq. feet):		
Off-Site Block/Lot(s):	Motion No. for Off-Site Project (if applicable):	Number of Market-Rate Units in the Off-site Project:

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

UNIT MIX TABLES: CONTINUED

☐ **Combination** of payment of a **fee, on-site affordable units**, or **off-site affordable units** with the following distribution:

Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

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

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

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

2. Off-Site ☐ % of affordable housing requirement.

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

Income Levels for On-Site or Off-Site Units in Combination Projects:			
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

3. Fee ☐ % of affordable housing requirement.

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

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

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

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

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

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

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

159 FELL Street, LP

Company Name

Shadi AbouKhater

Name (Print) of Contact Person

P.O. BOX 1705, SAN FRANCISCO, CA 94102

Address

City, State, Zip

(415) 823-1110

Phone / Fax

shadi@sakdesignbuild.com

Email

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Signature:	*Name (Print), Title:*
	Shadi AbouKhater, Manager

Executed on this day in:

Location:	*Date:*

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (*If Different*)

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

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

Sign Here

Signature:	*Name (Print), Title:*

SAN FRANCISCO
PLANNING
DEPARTMENT

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

T: 415.558.6378
F: 415.558.6409

SUPPLEMENTAL INFORMATION PACKET FOR

Anti-Discriminatory Housing Policy

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

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

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

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

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

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

HOW IS THIS INFORMATION USED?

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

For questions about the Human Rights Commission (HRC) and/or the Anti-Discriminatory Housing Policy, please contact Mullane Ahern at (415) 252-2514 or mullane.ahern@sfgov.org.

All building permit applications and/or entitlements related to a project proposing 10 dwelling units or more will not be considered complete until all responses are provided.

WHAT PART OF THE POLICY IS BEING REVIEWED?

The Human Rights Commission will review the policy to verify whether it addresses discrimination based on sexual orientation and gender identity. The policy will be considered incomplete if it lacks such protections.

WILL THE ANSWERS TO THE QUESTIONS EFFECT THE REVIEW OF MY PROJECT?

The Planning Department's and Planning Commission's processing of and recommendations or determinations regarding an application shall be unaffected by the applicant's answers to the questions.

INSTRUCTIONS:

The attached supplemental information form is to be submitted as part of the required entitlement application and/or Building Permit Application. This application does not require an additional fee.

Answer all questions fully and type or print in ink. Attach additional pages if necessary.

Please see the primary entitlement application or Building Permit Application instructions for a list of necessary materials required.

THIS PAGE INTENTIONALLY LEFT BLANK.

SAN FRANCISCO
PLANNING
DEPARTMENT

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

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

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

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

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

SUPPLEMENTAL INFORMATION FOR

Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
159 FELL LP	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
P.O. BOX 1705 SAN FRANCISCO, CA 94102	(415)823-1110
	EMAIL:
	shadi@sakdesignbuild.com

APPLICANT'S NAME:	
Geoffrey Gibson	Same as Above ☐
APPLICANT'S ADDRESS:	TELEPHONE:
1898 Mission St San Francisco, CA 94103	(415)318-8634
	EMAIL:
	gibson@archsf.com

CONTACT FOR PROJECT INFORMATION:	
	Same as Above ☒
ADDRESS:	TELEPHONE:
	( )
	EMAIL:

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
	Same as Above ☒
ADDRESS:	TELEPHONE:
	( )
	EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT:	ZIP CODE:
159 Fell St	94102
CROSS STREETS:	
BTWN FRANKLIN ST AND VAN NESS AVE	

ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
0834 / 015	C-3-G (Downtown Commercial)	85-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
☒ New Construction ☒ Demolition ☐ Alteration ☐ Other: _____	0	24	24

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
Mullane Ahern at (415)252-2514 or mullane.ahern@sfgov.org

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: Geoffrey Gibson Date: 10/05/20

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

Geoff Gibson

Owner / ~~Authorized Agent~~ (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

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

BUILDING PERMIT NUMBER(S):	DATE FILED:
2019.1220.0114	December 20, 2019
RECORD NUMBER:	**DATE FILED:**
2019-012676PRJ	February 4, 2020

VERIFIED BY PLANNER:

Signature: _____ Date: 3/18/2021

Printed Name: Samantha Updegrave Phone: 628.652.7322

ROUTED TO HRC:	DATE:
☒ Emailed to: Mullane Ahern	3/18/2021

San Francisco Planning

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

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM - ADMINISTRATIVE CODE CHAPTER 83

APPLICATION

Project Sponsor's Information

Name: 159 Fell Street, Lp

Address: PO Box 1705, Ross CA 94957

Email Address: shadi@SAKDesignBuild.com

Telephone: 415.823.1110

Property Information and Related Applications

Project Address: 159 Fell Street

Block/Lot(s): 0853/015

Building Permit Application No(s): PA# 201912200114

Estimated Residential Units: 24

Estimated SQ FT Commercial Space: 1950sf

Estimated Height/Floors: 7

Estimated Construction Cost: $8 million

Anticipated Start Date: spring 2022

FIRST SOURCE HIRING PROGRAM VERIFICATION

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	YES
Project is wholly residential	
Project is wholly commercial	
Project is mixed use	✔
A: The project consists of ten (10) or more residential units.	✔
B: The project consists of 25,000 square feet or more of gross commercial floor area/	
C: Neither A nor B apply	

Notes:

- If you checked C, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked A or B, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or 415.701.4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.org
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

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
Abatement Laborer			TBD
Boilermaker			TBD
Bricklayer			
Carpenter	8		8
Cement Mason	4		4
Drywaller/ Latherer	6		6
Electrician	5	2	7
Elevator Constructor	3		3
Floor Coverer	4	2	6
Glazier	5		5
Heat & Frost Insulator	5		6
Ironworker	5	1	5
		TOTAL:	TBD

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Laborer	3	3	6
Operating Engineer			
Painter	3	2	5
Pile Driver			
Plasterer	4	1	5
Plumber and Pipefitter	5		5
Roofer/Water proofer	3	1	4
Sheet Metal Worker	3		3
Sprinkler Fitter	3		3
Taper			
Tile Layer/ Finisher	4		4
Other:	TBD	TBD	
		TOTAL:	TBD

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☑	☐
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?	TBD	
3. Will hiring and retention goals for apprentices be established?	☑	☐
4. What is the estimated number of local residents to be hired?	10	

DECLARATION OF SPONSOR OF PRINCIPAL PROJECT

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Geoff Gibson	gibson@archsf.com	415.318.8634

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.

02/24/21

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) (DATE)

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

Cc: Office of Economic and Workforce Development, CityBuild
Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 **Phone:** 415.701.4848
Website: *www.workforcedevelopmentsf.org* **Email:** *CityBuild@sfgov.org*

Samantha Updegrave, Senior Planner
emailed 3.18.2021