



MEMO TO PLANNING COMMISSION CONDITIONAL USE

HEARING DATE: February 24, 2022

PRIOR HEARING: February 10, 2022

Record No.: **2019-014735CUA**
Project Address: **600 McAllister Street**
Zoning: Moderate-Scale Neighborhood Commercial Transit District (NCT-3) Zoning District
50-X & 85-X Height and Bulk District
Market and Octavia Area Plan
Block/Lots: 0768/072 & 073
Project Sponsor: S. Hekemian Group
c/o Melinda Sarjapur, Reuben Junius & Rose LLP
One Bush Street, Suite 600
San Francisco, CA 94104
Property Owner: Giannini Properties No. 1
157 Throckmorton Avenue
Mill Valley, CA 94941
Staff Contact: Linda Ajello Hoagland – (628) 652-7320
linda.ajellohoagland@sfgov.org

Recommendation: Approval with Conditions

Project Description

On February 10, 2022, the Planning Commission heard and approved 2019-014735CUA (Motion No. 21077) for the project at 600 McAllister Street. At that hearing the commission failed to make the required findings for the Shadow Motion. The item is before the commission today to correct this oversight.

Attachments:

Staff Report, February 10, 2022



REVISED EXECUTIVE SUMMARY

CONDITIONAL USE AUTHORIZATION SHADOW FINDINGS & STATE DENSITY BONUS PROJECT FINDINGS

HEARING DATE: FEBRUARY 10, 2022

Record No.: **2019-014735PRJ**
Project Address: **600 McAllister Street**
Zoning: Moderate-Scale Neighborhood Commercial Transit District (NCT-3) Zoning District
50-X & 85-X Height and Bulk District
Market and Octavia Area Plan
Block/Lots: 0768/072 & 073
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Recommendation: Approval with Conditions

Project Description

The Project includes the demolition of an existing surface parking lot and new construction of a 14-story over basement, 145-foot-5-inch-tall, mixed-use building pursuant to the Individually Requested State Density Bonus Program and California Government Code Section ~~35915~~ 65915 et. Seq. (“State Density Bonus Law” or “State Law”). The Project will include 196 dwelling units, approximately 8,031 square feet of retail/commercial/art space, 160 Class 1 and 14 Class 2 bicycle parking spaces, 43 off-street parking spaces, and 6,746 square feet of usable open space. The Project would also merge two lots to create one, approximately 19,433 square foot, lot. The Project is providing seventeen dwelling units at 50% of AMI to garner a 35% density bonus (~~47~~9 bonus units).

Pursuant to California Government Code Sections 65400, and 65915-65918, the Project Sponsor has elected to use the State Density Bonus Law and has requested six waivers from the Planning Code for: 1) Rear Yard (Section 134); 2) Open Space (Section 135); 3) Dwelling Unit Exposure (Section 140); 4) Active Uses (Section 145.1); 5) Building

Height (Section 260); and 6) Narrow Streets (Section 261.1). The Project is seeking one concession and incentive for Required Off-Street Loading (Section 152).

Required Commission Action

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 121.1, 155(r) and 303, to allow the development of a lot exceeding 10,000 square feet in the NCT-3 Zoning District and to allow a new curb-cut on McAllister Street.

Additionally, the Commission must make findings related to requested waivers from development standards, including Rear Yard (Section 134), Open Space (Section 135), Dwelling Unit Exposure (Section 140), Active Uses (Section 145.1), Building Height (Section 260), and Narrow Streets (Section 261.1) and a concession and incentive for Required Off-Street Loading (Section 152), pursuant to State Density Bonus Law.

Issues and Other Considerations

- **Public Comment & Outreach.** Prior to the submittal of the Conditional Use Authorization Application, the Project Sponsor conducted a Pre-Application meeting on May 13, 2019 at the African American Art & Culture Complex. Seven members of the public attended the meeting. In addition, the Project Sponsor presented the Project to the Hayes Valley Neighborhood Association ("HVNA") Transportation and Design Committee on June 7, 2019. HVNA was supportive of project height and massing, encouraged the highest feasible percentage of on-site affordability. HVCA was okay with the level of proposed parking, although they expressed a preference for zero off-street parking. The Project Sponsor also presented the Project to the Housing Action Coalition's (HAC) Design Review Committee on Wednesday, January 26, 2022. A follow-up meeting request was sent to the HVNA to schedule a meeting prior to the Planning Commission hearing; however, no response had been received at the time this report was published. The Department has received one comment in opposition of the project, citing concerns about the height of the project.
- **Inclusionary Affordable Housing.** The Environmental Evaluation Application was accepted on September 12, 2019; therefore, pursuant to Planning Code Section 415.3, the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide a minimum of 20% of the total proposed dwelling units as affordable. The on-site Inclusionary rate is broken into four separate income tiers: 12% of the units must be made available to low-income households with affordable rents set 55% AMI, 4% must be made available to moderate income households with rents set at 80% AMI, and 4% must be made available to middle-income households with rents set at 110% AMI. A Project Sponsor may use their on-site Inclusionary units to qualify for a density bonus under the State Density Bonus Law ("State Law"). As applied to the 1496 units representing the base proportion of the project, the total on-site requirement is 29 group housing units.
- **State Density Bonus Law & Waivers.** The Moderate-Scale Neighborhood Commercial Transit Zoning District utilizes form-based density, which regulates density by the maximum permitted building volume, not as a ratio of units to lot area. Both the base density and the allowable density bonus are represented as square feet of residential gross floor area. The base density includes the amount of residential development that could occur on the project site as of right without modifications to the physical aspects of the Planning Code (ex:

open space, dwelling unit exposure, etc.).

For the Project at 600 McAllister Street, the base density would permit a residential project that included 121,435 gross square feet of residential uses. Because the Project is providing more than 11% of the units as below market rate to very low-income households (up to 50% AMI), the Project is entitled to a 35% density bonus or 42,503 gross square feet of residential uses. The Project, including the density bonus, proposes 160,662 gross square feet of residential uses and 196 dwelling units.

Under the State Density Bonus Law, the Project is requesting six waivers from development standards, including: 1) Rear Yard (Section 134); 2) Open Space (Section 135); 3) Dwelling Unit Exposure (Section 140); 4) Active Uses (Section 145.1); 5) Building Height (Section 260); and 6) Narrow Streets (Section 261.1). The project is seeking one concession and incentive for Required Off-Street Loading (Section 152).

Tenure	Rental
Base Residential Density	121,435 gsf or 149 units
Bonus Residential Density	160,662 gsf
Inclusionary Rate	20%
Fee Rate	30%
Bonus Sought	32.4%
BMR Units	29
Affordability Level	<u>Very Low Income (55% AMI) 17 units @ Very Low Income (50% AMI) Inclusionary Units that qualify for a state density bonus at very low income, or 50% AMI</u>
Incentives/Concessions	Required Off-Street Loading (Section 152)
Waivers	Rear Yard (Section 134); Open Space (Section 135); Dwelling Unit Exposure (Section 140); Active Uses (Section 145.1); Building Height (Section 260); and Narrow Streets (Section 261.1)

Environmental Review

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on January 19, 2022, 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 Octavia Area Plan and was encompassed within the analysis contained in the Market Octavia Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Market 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.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Market Octavia Area Plan and the Objectives and Policies of the General Plan. The Project would provide 196 dwelling units helping alleviate San Francisco's severe housing crisis. Additionally, approximately 19.5% of the proposed units (29 units) will be below market rate units. The Project will develop an underutilized lot in close proximity to a transit preferential street, several transit lines and is located along a Class III bike route. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

Attachments:

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



PLANNING COMMISSION REVISED DRAFT MOTION

HEARING DATE: FEBRUARY 10, 2022

Record No.: 2019-014735CUA
Project Address: 600 MCALLISTER ST
Zoning: MODERATE SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT (NCT-3)
50-X & 85-X Height and Bulk District
Block/Lot: 0768/072 & 073
Project Sponsor: S. Hekemian Group
c/o Melinda Sarjapur, Reuben Junius & Rose LLP
One Bush Street, Suite 600
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Property Owner: Giannini Properties No. 1
157 Throckmorton Avenue
Mill Valley, CA 94941
Staff Contact: Linda Ajello Hoagland – 628-652-7320
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ADOPTING FINDINGS: 1) TO APPROVE A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 121.1, 155(r), AND 303 FOR THE DEVELOPMENT OF A LOT THAT EXCEEDS 10,000 SQUARE FEET AND TO ALLOW A NEW CURB-CUT ON MCALLISTER STREET, LOCATED AT 600 MCALLISTER STREET, LOTS 072 & 073 IN ASSESSOR'S BLOCK 0768; 2) FOR AN INDIVIDUALLY REQUESTED STATE DENSITY BONUS PROJECT PURSUANT TO PLANNING CODE 206.6; AND 3) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

THE PROJECT WOULD DEMOLISH A SURFACE PARKING LOT AND CONSTRUCT AN FOURTEEN-STORY-OVER-BASEMENT, 145-FT 5-IN TALL, MIXED-USE BUILDING (APPROXIMATELY 160,662 SQUARE FEET) WITH 196 DWELLING UNITS. THE PROJECT WOULD UTILIZE THE STATE DENSITY BONUS LAW (CALIFORNIA GOVERNMENT CODE SECTIONS 65915- 65918) AND RECIEVE WAIVERS FROM THE PLANNING CODE REQUIREMENTS FOR: REAR YARD (SECTION 134), OPEN SPACE (SECTION 135), DWELLING UNIT EXPOSURE (SECTION 140), ACTIVE USES (SECTION 145.1); BUILDING HEIGHT (SECTION 260); NARROW STREETS (SECTION 261.1); AND ONE CONCESSION AND INCENTIVE FOR REQUIRED OFF-STREET LOADING (SECTION 152).

PREAMBLE

On September 12, 2019, Melinda Sarjapur, on behalf of S. Hekemian Group (“Project Sponsor”) filed an application for Conditional Use Authorization and Individually Requested State Density Bonus Project to demolish an existing surface parking lot and construct a new 14-story-over-basement, 145-foot-5-inch-tall, mixed-use building (“Project”) at 600 McAllister Street, Block 0768, Lot 073 (“Project Site”).

The Project Sponsor seeks to proceed under the State Density Bonus Law, Government Code Section 65400 and 65915 et seq (“the State Law”), as amended under AB-2345. Under the State Law, a housing development that includes affordable housing is entitled to additional density, concessions and incentives, and waivers from development standards that might otherwise preclude the construction of the project. The Project Sponsor is providing 11% of base project units of housing affordable to very low-income households (50% AMI) and is therefore eligible for a density bonus of 35%. The Project Sponsor is seeking an approximately 35% density bonus and waivers of the following development standards: 1) Rear Yard (Section 134); 2) Open Space (Section 135); 3) Dwelling Unit Exposure (Section 140); 4) Active Uses (Section 145.1); 5) Building Height (Section 260); and 6) Narrow Streets (Section 261.1). The Project is seeking one concession and incentive for Required Off-Street Loading (Section 152).

On February 10, 2022, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2019-014735CUA.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2019-017435CUA 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 Conditional Use Authorization as requested in Application No. 2019-014735CUA, 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 the demolition of an existing surface parking lot and new construction of a 14-story over basement, 145-foot-5-inch-tall, mixed-use building pursuant to the Individually Requested State Density Bonus Program and California Government Code Section 365915 et. Seq. ("State Density Bonus Law" or "State Law"). The Project will include 196 dwelling units, approximately 8,031 square feet of retail/commercial/art space, 160 Class 1 and 14 Class 2 bicycle parking spaces, 43 off-street parking spaces, and 6,746 square feet of usable open space. The Project would also merge two lots to create one 19,433 square foot lot. The Project is providing seventeen dwelling units at 50% of AMI to garner a 35% density bonus (47 bonus units).

Pursuant to California Government Code Sections 65400, and 65915-65918, the Project Sponsor has elected to use the State Density Bonus Law and has requested six waivers from the Planning Code for: 1) Rear Yard (Section 134); 2) Open Space (Section 135); 3) Dwelling Unit Exposure (Section 140); 4) Active Uses (Section 145.1); 5) Building Height (Section 260); and 6) Narrow Streets (Section 261.1). The Project is seeking one concession and incentive for Required Off-Street Loading (Section 152).

- 3. Site Description and Present Use.** The Project is located on a slightly irregular-shaped peninsula lot with approximately 194 feet of frontage on McAllister Street, 120 feet on Franklin Street, and 137 feet 6 inches on Redwood Street. The western (interior) lot line is at a 90-degree angle for approximately 112 feet with the remaining approximately 22 feet perpendicular to Redwood Street. The site has a lot area of approximately 19,433 square feet and is currently developed as a surface parking lot.

- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the NCT-3 Zoning District, Western Addition Neighborhood and the Market and Octavia Planning Area. The site is bound by McAllister Street to the south, Franklin Street to the east, and Redwood Street to the north. The immediate neighborhood is characterized by two- to seven-story residential, mixed-use buildings and public buildings constructed between 1900 – 2013. The San Francisco Unified School District is located immediately across McAllister Street to the south, the Helen Rodgers Senior Community residential building to the north, Civic Center Secondary School to the west, and a residential building across Franklin Street to the east. The site borders the Downtown/Civic Center Neighborhood to the east with the State of California Public Utilities Commission, the War Memorial Building and San Francisco City Hall within a 2-block radius. Other zoning districts in the vicinity of the project site include: RM-4 (Residential-Mixed High Density), RC-4 (Residential-Commercial High Density), C-2 (Community Business), RTO (Residential Transit Oriented), and P (Public).

- 5. Public Outreach and Comments.** Prior to the submittal of the Conditional Use Authorization Application, the Project Sponsor conducted a Pre-Application meeting on May 13, 2019 at the African American Art & Culture Complex. Seven members of the public attended the meeting. In addition, the Project Sponsor presented the Project to the Hayes Valley Neighborhood Association ("HVNA") Transportation and Design Committee on June 7, 2019. HVNA was supportive of project height and massing, encouraged the highest

feasible percentage of on-site affordability. HVCA was okay with the level of proposed parking, although they expressed a preference for zero off-street parking. The Project Sponsor also presented the Project to the Housing Action Coalition's (HAC) Design Review Committee on Wednesday, January 26, 2022. A follow-up meeting request was sent to the HVNA to schedule a meeting prior to the Planning Commission hearing; however, no response had been received at the time this report was published. The Department has received one comment in opposition of the project, citing concerns about the height of the project.

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

A. Permitted Uses. Planning Code Section 752 states that residential, retail and arts activities are principally permitted within the NCT-3 Zoning District.

The Project would construct a new mixed-use building with ground floor retail and arts activities space with 196 residential dwelling units above. Therefore, the Project complies with Planning Code Section 752.

B. Residential Use. The NCT-3 Zoning District utilizes form-based density, which regulates density by the maximum permitted building volume, not as a ratio of units to lot area. Both the base density and allowable density bonus are represented as gross residential floor area. The Project Site has a maximum base density of 121,435 gross residential square feet. Per the State Density Bonus law, if 15% of the Base Density Units are provided at 50% AMI, then a Bonus Density of up to 50% is permitted.

The site has a base density of 121,435 gross residential square feet. The proposal includes 11% of the Base Density Units at 50% AMI, allowing for a maximum bonus of 35% or 163,937 gross residential square feet. The Project will provide approximately 160,662 gross residential square feet, equaling a 35% bonus.

C. Dwelling Unit Exposure. Planning Code Section 140 states that in each dwelling unit, the windows of at least one room of 120-square-foot minimum dimensions shall face directly onto a public street, public alley at least 20-feet in width, side yard at least 25-feet in width, a Code-complying rear yard, or an open area which is unobstructed and is no less than 25-feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

All but six of the units open out to a public street at least 20-feet in width or an open area which is unobstructed and is no less than 25-feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it. Six of the units front on the courtyard in an area that is not unobstructed at least 25-feet in every horizontal dimension. Compliance with the exposure requirements would preclude the construction of the 35% increase in unit density, therefore the project is requesting a waiver of these Planning Code requirements per State Density Bonus Law. The waiver of height limits is necessary to enable the construction of the project with the increased density provided by Government Code Section 65915(f)(2)

D. Usable Open Space. Within the NCT-3 Zoning District, Planning Code Section 135 requires 80 square feet of usable private open space per dwelling unit or 100 square feet per unit is common.

The Project is required to provide a minimum of 15,680 square feet of private open space or 19,600 square feet of common open space. The Project proposes 4,507 square feet of common open space via a roof deck and common terraces, and 2,000 square feet of private open space using balconies, resulting in 6,507 square feet of code-compliant open space. The Project also provides an additional 2,833 square foot courtyard and 74 sixty square foot balconies that do not meet the dimensional requirements for usable open space. The waiver of the open space requirement is necessary to enable the construction of the project with the increased density provided by Government Code Section 65915(f)(2). Therefore, the Project does not meet the Open Space requirement and is requesting a waiver of these Planning Code requirements per State Density Bonus Law.

- E. **Street Frontage in Residential-Commercial and Neighborhood Commercial Districts.** Planning Code Section 145.1 requires that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The Project provides active uses on the ground floor with no less than 60 percent of the frontage glazed; however, approximately 33 feet of frontage along Redwood Street has a depth of 20 feet and floor-to-floor ceiling height of 10 feet. Therefore, the Project does not meet the Street Frontage requirements and is requesting a waiver of these Planning Code requirements per State Density Bonus Law.

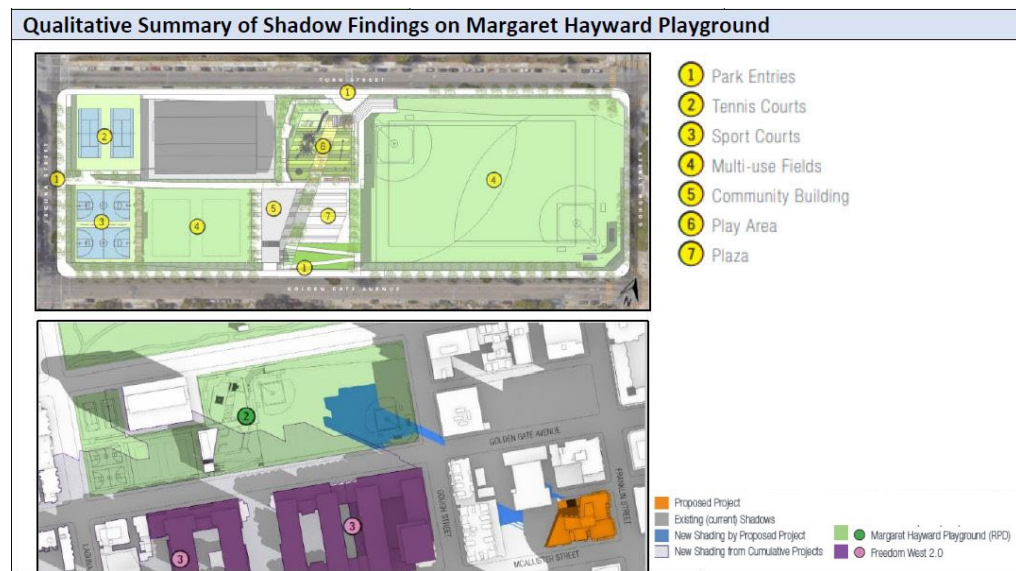
- F. **Shadow.** Planning Code Sections 147 and 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

A shadow analysis report, prepared by Prevision Design, was submitted on November 3, 2021, analyzing the potential shadow impacts of the Project to properties under the jurisdiction of the Recreation and Parks Department (Record No. 2019-014735SHD). The memorandum concluded that the cumulative net new shadow from the proposed project combined with the other planned projects in the vicinity would result in an increase of 31,584,623 sfh of shadow on the Margaret S. Hayward Playground, compared to an increase of 469,040 sfh from the proposed project alone. Cumulative annual shadow would increase 3.90% over existing conditions. The project's individual contribution to cumulative shadow increase would be 0.06%.

Net new shadow from the proposed project would occur within approximately the first 39 minutes of Section 295 analysis period (one hour after sunrise through one hour before sunset) between September 21st and March 21st each year. Net new project shadow would fall over the eastern third of the park, affecting approximately half of the ball field area and a set of bleachers.

The new shadow resulting from the project would occur in the fall and winter months, from September 21st to March 21st (or up to 182 days a year) and would be present for an average of 27.2

minutes, in the early morning. During these periods, the largest new shadow (based on area) would occur on October 25th and February 15th beginning at 7:30 am and ending by 8:00 am and would cover an area of approximately 25,269 sf, or 11.6% of the park. The maximum shadow coverage would cover the southwest corner of the park, over a portion of the multi-use sports field and its associated seating/viewing area as depicted in the shadow diagram below. There would be no net new shadow after 8:00 am on any date.



Between early September and early April, net new shadow due to cumulative condition projects would occur throughout all portions of the park. This net new shadow would affect the park most acutely over the winter months when portions of the park would be shaded throughout the day. While additional shadows cast by other cumulative projects would, at times, occur at the same periods as shadows cast by the proposed project, the shadow cast by the cumulative projects would not frequently nor substantially overlap/interact with shadow cast by the proposed project.

The days of maximum net new shadow on the park due to the proposed project would occur on October 25th and February 15th, when the proposed project would shade the ball fields at 7:30 a.m. and recede over the next 30-35 minutes before leaving the park just before 8 a.m. The duration of proposed project-generated net new shadow would vary throughout the year, with net new shadow ranging between zero and approximately 39 minutes.

On January 20, 2022, the full Recreation and Park Commission conducted a duly noticed public hearing at a regularly scheduled meeting and recommended that the Planning Commission find that the net new shadows cast by the Project would not be adverse to the use of Margaret S. Hayward Playground. The Commission has adopted findings regarding the impact of shadow on Margaret S. Hayward Playground, as documented in Motion No. *****.

- G. **Off-Street Parking and Loading.** Pursuant to Planning Code Sections 151.1 and 152, off-street parking is not required for residential and non-residential uses and allows for a maximum of up to one space for every two dwelling units and P up to one car for each 500 square feet of Occupied Floor Area up to

20,000 square feet for non-residential uses, and one off-street loading space is required 100,001 – 200,000square feet of occupied floor area.

The Project includes 43 off-street parking spaces, including 40 stacker spaces, 1 standard (carpool) space, and 2 ADA spaces. The Project requires one off-street parking and loading space, but none are proposed. The Project is seeking one Incentive and Concessions from the requirement for off-street loading per State Density Bonus Law.

- H. **Bicycle Parking** Planning Code Section 155.2 requires at one Class 1 space for every Dwelling Unit. For buildings containing more than 100 Dwelling Units, 100 Class 1 spaces plus one Class 1 space for every four Dwelling Units over 100. A minimum of 1 Class 2 space is required for every dwelling unit and a minimum of 2 or 1 space per 2,500 square feet of floor area for retail uses.

The Project, which includes 196 dwelling units, is required to provide a minimum of 124 Class 1 and 14 Class 2 bicycle parking spaces. The Project will provide 160 Class 1 bicycle parking spaces and 14 Class 2 spaces and therefore complies with Planning Code Section 155.2.

- I. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 16 points.

The Project submitted a completed Environmental Evaluation Application on July 24, 2019. Therefore, the Project must only achieve 100% of the point target established in the TDM Program Standards, resulting in a required target of 16 points. As currently proposed, the Project will achieve a total of 16 points through the following TDM measures:

- Bicycle Parking (Option A)
- Car-Share Parking (Option A)
- Multi-modal Wayfinding Signage
- Real-Time Transportation Information Displays
- On-Site Affordable Housing (Option B)
- Unbundle Parking (Location D)
- [Parking Supply \(Option F\)](#)

- J. **Height and Bulk.** Planning Code Section 250 and 252 outlines the height and bulk districts within the City and County of San Francisco. The Project is in 50-X and 85-X Height and Bulk Districts, which allows for a maximum height of 50 and 85 feet, respectively. An additional 5 feet in height is permitted for projects with active ground floor uses. The Project is within an 'X' Bulk District, which does not restrict bulk.

The Project would construct a new mixed-use development from 76 feet 11 inches up to 145 feet, 5 inches tall and exceeds the height limits by approximately 21 feet 11 inches and 54 feet 7 inches, respectively. Therefore, the Project does not comply with the height limits.

Per California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the

State Density Bonus Law and requests a waiver from the 50- and 85-foot height limits, which the Project exceeds by approximately 21 feet 11 inches and 54 feet 7 inches (including the 5 foot height bonus for active ground floor uses), respectively. The waiver of height limits is necessary to enable the construction of the project with the increased density provided by Government Code Section 65915(f)(2).

- K. **Transportation Sustainability Fee.** Planning Code Section 411A is applicable to new development that results in more than twenty dwelling units.

The Project includes approximately 160,662 gross square feet of new residential use. This square footage shall be subject to the Transportation Sustainability Fee, as outlined in Planning Code Section 411A.

- L. **Residential Child-Care Impact fee.** Planning Code Section 414A is applicable to new development that results in at least one net new residential unit.

The project includes approximately 160,662 gross square feet of new residential use associated with the new construction of 196 dwelling units. This square footage shall be subject to the Residential Child-Care Impact Fee, as outlined in Planning Code Section 414A.

- M. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Sections 415.3 and 419.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date of the accepted Project Application. A Project Application was accepted on ~~March 5, 2021~~ September 12, 2019; therefore, pursuant to Planning Code Section 415.3, the Inclusionary Affordable Housing Program requirement for the On-Site Affordable Housing Alternative is to provide ~~14%~~ 20% of the proposed base density units as affordable.

Pursuant to Planning Code Section 415.5, the Project may 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 applicable fee rate is ~~20%~~ 30%.

In addition, under the State Density Bonus Law, Government Code section 65915 et seq, a project is entitled to a density bonus, concessions and incentives, and waivers of development standards only if it provides on-site affordable units. Projects that include on-site units to qualify for a density bonus under the State Law may also be able to satisfy all or part of the Affordable Housing Fee requirement, by receiving a “credit” for the on-site units provided. This “credit” is calculated in accordance with Planning Code Section 415.5(g)(1)(D), referred to as the Combination Alternative. The Combination Alternative allows projects to satisfy the Inclusionary Housing requirement through a combination of payment of the fee and provision of on-site units.

The Project Sponsor has demonstrated that the Project is eligible for the Combination Alternative under Planning Code Section 415.5 and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary

Affordable Housing Program. For the Project Sponsor to be eligible for the Combination Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be rental units and will remain as rental units for the life of the project. The Project Sponsor submitted such Affidavit on May 3, 2021, and a revised Affidavit of Compliance on December 15, 2021. 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 September 12, 2019; therefore, pursuant to Planning Code Section 415.5 the Inclusionary Affordable Housing Program requirement for the on-site Affordable Housing Alternative is to provide 20% of the total proposed dwelling units in the 149-unit Base Project as affordable. Twenty-nine (29) of the total 149 Base Density units will be affordable units, which is equivalent to 19.5% of the Base Project. Seventeen units will be rented to households earning 50% AMI, which allows the sponsor to qualify for a 35% density bonus. The Affordable Housing Fee rate is 30% and will apply to the remainder of the Inclusionary obligation.

Tenure	Rental
Base Residential Density	121,435 gsf or 149 units
Bonus Residential Density	160,662 gsf
Inclusionary Rate	20%
Fee Rate	30%
Bonus Sought	32.4%
BMR Units	29
Affordability Level	Very Low Income (55% AMI) <u>17 units @ Very Low Income (50% AMI) Inclusionary Units that qualify for a state density bonus at very low income, or 50% AMI</u>
Incentives/Concessions	Required Off-Street Loading (Section 152)
Waivers	Rear Yard (Section 134); Open Space (Section 135); Dwelling Unit Exposure (Section 140); Active Uses (Section 145.1); Building Height (Section 260); and Narrow Streets (Section 261.1)

7. Conditional Use Findings. Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies with said criteria in that:

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

The immediate area of the Western Addition Neighborhood is characterized by two- to seven-story residential, mixed-use buildings and public buildings. The Helen Rodgers Senior Community residential building is located on the north abutting property, the Civic Center Secondary School to the west, and a residential building across Franklin Street to the east. The Project would provide approximately 8,031

square feet of retail/commercial/art space on the ground floor and would comply with the requirement for active use per Planning Code Section 145.1 (c)(3). The size of the proposed retail/commercial/art space is in keeping with the fine-grain storefronts of the neighborhood. The Project would replace a surface parking lot to add 196 dwelling units to the neighborhood, including 29 below market rate units.

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

- (1) Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The height and bulk of the proposed building would be appropriate for the location. The Project Site adjacent to the 7-story Helen Rodgers Senior Community residential building to the north, the Civic Center Secondary School to the west, and a four-story-over-basement residential building across Franklin Street to the east. The Project Site borders the Downtown/Civic Center Neighborhood to the east with the State of California Public Utilities Commission, the War Memorial Building and San Francisco City Hall within a 2-block radius. Additionally, Opera Plaza, which is a 13-story mixed-use building, is located one block from the Project Site, on Golden Gate and Van Ness Avenues. The Project is an infill development that would replace a surface parking lot with a 196-unit mixed-use building.

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

The Project includes 43 off-street parking spaces and no off-street loading spaces. The Project is located along a secondary transit corridor and a Class III Bikeway, and is one block from Van Ness Avenue, which is identified as a Transit Preferential Street in the General Plan. Several Muni Bus Lines, including the 21, 31, 47, 49, 5, 5R and 7X, are within one quarter mile from the Project. The Project is also within 1,000 feet from Bay Area Bike Share Stations.

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

The Project would not include any uses that would generate noxious or offensive emissions.

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

The Project will provide new street trees and landscaping along all three street frontages and remove existing curb-cuts on Franklin and McAllister Streets. One new curb-cut is proposed on McCallister Street to provide access to the basement level garage. Fourteen (14) new Class 2 bicycle parking spaces will be provided. One off-street loading space is required for which the Project is seeking an Incentive and Concession under the State Density Bonus Law, Government Code section 65915 et seq.

Any proposed signage would be required to meet Article 6 of the Planning Code and subject to Department approval at the time an application is made for a sign permit.

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

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

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

The Project is consistent with the stated purpose of the NCT-3 Zoning District, which is characterized as walkable and transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services that support neighborhood-serving Commercial Uses on lower floors and housing above. The Project will utilize an underdeveloped site to provide a mixed-use building with 196 dwelling units and ground floor retail/commercial/arts activities uses which will activate three street frontages. maintains the pattern of development with little to no front setback, with varied building height and building projections and recesses. The project provides usable open space within a common and private deck areas.

8. Planning Code Section 121.1 establishes criteria for the Planning Commission to consider when reviewing applications for Developments of Large Lots in Neighborhood Commercial Districts. On balance, the project complies with said criteria in that:

- a) The mass and facade of the proposed structure are compatible with the existing scale of the district.

The Project's design includes a mass and facade that borrows elements present in the surrounding neighborhood, such as glazed brick, glass fiber reinforced concrete, recessed aluminum casement windows, recessed and projecting balconies and glass and aluminum storefronts, to ensure a design that is of an appropriate scale for this larger development site. The three street facades' massing is broken up horizontally by large retail storefronts on the ground floor and differentiated exterior finishes. Vertically, the facade is broken up with a series of balcony projections and varying wall planes. The Project design maintains the pattern of development with little to no front setback, with varied building height and building projections and recesses.

- b) The facade of the proposed structure is compatible with design features of adjacent facades that contribute to the positive visual quality of the district.

The proposed facade design and architectural treatments with various vertical and horizontal elements and a pedestrian scale ground floor which is consistent with the unique identity of the surrounding neighborhood. The new building's character ensures the best design of the times with high-quality building materials (including glazed brick, glass fiber reinforced concrete, glass and aluminum

storefronts) that relate to the surrounding structures that make-up the neighborhoods distinct character while acknowledging and respecting the positive attributes of the older buildings. Overall, the Project offers an architectural treatment, which provides for contemporary, yet contextual, architectural design that appears consistent and compatible with the surrounding neighborhood.

- c) Where 5,000 or more gross square feet of Non-Residential space is proposed that the project provides commercial spaces in a range of sizes, including one or more spaces of 1,000 gross square feet or smaller, to accommodate a diversity of neighborhood business types and business sizes.

The Project includes 8,031 square feet of non-residential space ranging from approximately 364 square feet to 1,946 square feet, with two of the spaces exceeding 1,000 square feet. Therefore, the range of sizes will accommodate a diversity of neighborhood business types and business sizes.

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

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

The Project consists of five or more dwelling units on a site located in the Western Addition Neighborhood that is currently developed as a surface parking lot and is not subject to San Francisco Rent Stabilization and Arbitration Ordinance and is, therefore, eligible for the Individually Requested Density Bonus Program.

The Project provides at least 11% of the proposed rental dwelling units (17 units) as affordable to very low-income households, defined as those earning 50% of area median income, and is therefore entitled to a 35% density bonus under California Government Code Sections 65915-95918, as revised under AB 2345.

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

The Project requests one Concession and Incentive under the Individually Requested Density Bonus Program for Required Off-Street Loading (Section 152).

The Planning Department, based on Department research and a Residential Density Bonus Study prepared by David Baker Architects, Seifel Consulting, and the San Francisco Planning Department dated August 2015, on file with the Clerk of the Board of Supervisors in File No. 150969, has determined Concessions and Incentives for rear yard, dwelling unit exposure, off-street loading, parking, are open space are generally consistent with Government Code Section 65915(d) because, in general, they: are required in order to provide for affordable housing costs; will not be deemed by the Department to have a specific adverse impact as defined in Government Code Section 65915(d); and are not contrary to State or Federal law. Thus, financial analysis is not required for the requested concession and incentive for off-street loading.

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

The Project requests the following waivers from the Planning Code Development Standards: 1) Rear Yard (Section 134); 2) Open Space (Section 135); 3) Dwelling Unit Exposure (Section 140); 4) Active Uses (Section 145.1); 5) Building Height (Section 260); and 6) Narrow Streets (Section 261.1.

The Project provides a maximum density of 149 dwelling units, plus the 35% density bonus of forty-seven additional dwelling units afforded under the Individually State Density Bonus, for a total of 196 dwelling units. The density is obtained by increasing the total height of the building and expanding the building horizontally toward the rear. Additionally, the expansion of the ground floor renders some of the units non-compliant with the Dwelling Unit Exposure requirement of Planning Code Section 140. The Project also provides an additional 2,833 square foot courtyard and 74 sixty square foot balconies; however they do not meet the dimensional requirements for usable open space. Approximately 33 feet of frontage along Redwood Street has a depth of 20 feet and floor-to-floor ceiling height of 10 feet in order to provide flexible arts/retail space and not impede the adjacent dwelling units. Rendering the proposed building compliant with rear yard, open space, dwelling unit exposure, active uses, height and narrow streets would preclude the construction of the density units proposed; thus, these requirements are eligible for Waiver under the density bonus request.

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

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

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

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

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

The Project is located in the NCT-3 Zoning District, which is intended for walkable and transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services that support neighborhood-serving Commercial Uses on lower floors and housing above. The Project site is surrounded by a mix of uses, including residential, office, commercial and public uses. The Project includes retail and retail/arts activity uses to accommodate a variety of users. All of the proposed non-residential uses are permitted. The Project is seeking one Incentive and Concessions from the requirement for off-street loading.

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

Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

Policy 1.10

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

OBJECTIVE 4

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

Policy 4.4

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

Policy 4.5

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

OBJECTIVE 11

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4

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

Policy 11.6

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

OBJECTIVE 12

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

Policy 12.1

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

Policy 12.2

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

Policy 12.3

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

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.

MARKET AND OCTAVIA AREA PLAN

HOUSING

Objectives and Policies

OBJECTIVE 2.2

ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA

Policy 2.2.1

Eliminate housing density maximums close to transit and services.

Policy 2.2.2

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

Policy 2.2.4

Encourage new housing above ground floor commercial uses in new development and in expansion of existing commercial buildings.

The Project is consistent with the stated purpose of the NCT-3 Zoning District, which is characterized as walkable and transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services that support neighborhood-serving Commercial Uses on lower floors and housing above. The Project Site is currently underdeveloped and utilized as a surface parking lot. Other lots in the vicinity are developed with older mixed-use structures that contain ground-level Retail Sales and Services with Residential Use above. The Project would utilize State Density Bonus Law for the site and add 196 dwelling units to the neighborhood, including twenty-nine on-site inclusionary affordable units.

The Project is consistent with the stated purpose of the NCT-3 Zoning District, which is characterized as walkable and transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services that support neighborhood-serving Commercial Uses on lower floors and housing above. The Project will utilize an underdeveloped site to provide a mixed-use building with 196 dwelling units and ground floor retail/commercial/arts activities uses which will activate three street frontages. The Project design maintains the pattern of development with little to no front setback, with varied building height and building projections and recesses. The proposed design is contemporary yet compatible, referencing character-defining features of the surrounding buildings on the subject block and is compatible with the district's size, scale and details.

The Project Site is a block away from the Margaret S. Hayward Playground and is in a transit-rich part of the City. The proposed commercial/retail/arts activities space on the ground floor would be approximately 8,031 square feet in area and would comply with the requirement of an active use per Planning Code Section 145.1 (c)(3).

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

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

The Project would demolish an existing surface parking lot and construct a mixed-use building with ground floor active uses, which would provide enhanced and future opportunities for resident employment. The Project would also provide 196 new dwelling units which would enhance the nearby retail uses by providing new residents, who may patron 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.

There is currently no housing on the Project Site. The Project would provide 196 new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. In addition, the Project would add a commercial ground floor comparable in size to the mixed-use buildings in the immediate area. 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 site does not currently possess any existing affordable housing. The Project will comply with the City's Inclusionary Housing Program by providing twenty-nine below-market rate dwelling units for rent. Therefore, the Project will increase the stock of affordable housing units in the City.

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

The Project Site is served by several nearby public transportation options. The Project is located along a secondary transit corridor, a Class III Bikeway, and is one block from Van Ness Avenue, which is identified as a Transit Preferential Street in the General Plan. Several Muni Bus Lines, including the 21, 31, 47, 49, 5, 5R and 7X, are within one quarter mile from the Project. The Project is also within 1,000 feet from Bay Area Bike Share Stations. The Project includes ~~46~~ 43 off-street parking spaces and sufficient bicycle parking for residents and their guests.

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

The Project Site is developed with a surface parking lot, which would be demolished. The Project does not include commercial office development. The ground floor retail and retail/arts activities uses would be comparable in size to other mixed-use buildings in the area, and the creation of new housing is a top priority for the City.

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

The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, this Project will improve the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain any City Landmarks or historic buildings.

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

The Project will cast new shadow on one park under the jurisdiction of the Recreation and Park

Department - Margaret S. Hayward Playground. The amount of additional shadow that would result from the Project has not been found to be significant or adverse to the use of the park.

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2019-014735CUA** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated October 1, 2020 and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 10, 2022.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: February 10, 2022

EXHIBIT A

Authorization

This authorization is for a conditional use to allow the development of a lot exceeding 10,000 square feet in the NCT-3 Zoning District and to allow a new curb-cut on McAllister Street. The Project is utilizing the Individually Requested State Density Bonus Program to achieve a 32.4% density bonus thereby maximizing residential density on the Site pursuant to California Government Code Sections 65915-95918, as revised under Assembly Bill No. 2345 (AB 2345). The Project requests one incentive/concession for required off-street loading and six (6) waivers from: Rear Yard (Section 134), Open Space (Section 135), Dwelling Unit Exposure (Section 140), Active Uses (Section 145.1), Building Height (Section 260), and Narrow Streets (Section 261.1). The Project is located at 600 McAllister Street, Block 0768, Lots 072 & 073 pursuant to Planning Code Sections 121.1, 155(r) and 303 within the NCT-3 Zoning District and a 50-X & 85-X Height and Bulk Districts; in general conformance with plans, dated October 10, 2020, and stamped "EXHIBIT B" included in the docket for Record No. 2019-014735CUA and subject to conditions of approval reviewed and approved by the Commission on February 10, 2022 under Motion No. [_____]. 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 February 10, 2022, 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 628.652.7551, 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 628.652.7551, 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 628.652.7551, 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 628.652.7551, 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 628.652.7551,

www.sfplanning.org

- 6. Additional Project Authorization.** The Project Sponsor must obtain a Shadow Determination under Section 295 that the net new shadow cast by the Project on ~~Delores Park~~ [Margaret S. Hayward Playground](#) will be insignificant to the use of said park under the jurisdiction of the Recreation and Park Department and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

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

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

Design – Compliance at Plan Stage

- 8. 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 628.652.7320, www.sfplanning.org

- 9. 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 628.652.7320, www.sfplanning.org

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

For information about compliance, contact the Case Planner, Planning Department at 628.652.7320, www.sfplanning.org

- 11. Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department in consultation with Public Works shall require the transformer vault for this project to be in the sidewalk. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

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

Parking and Traffic

- 12. 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

- 13. Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 174 bicycle parking spaces (160 Class 1 spaces and 14 Class 2 spaces). 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

- 14. Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than forty-three (43) off-street parking spaces.

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

- 15. 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

- 16. 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 628.652.7320, www.sfplanning.org

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

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

- 18. 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 628.652.7320, www.sfplanning.org

- 19. 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 628.652.7320, www.sfplanning.org

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

For information about compliance, contact the Case Planner, Planning Department at 628.652.7320, www.sfplanning.org

- 21. Market & Octavia Community Improvement Fund.** The Project is subject to the Market & Octavia Community Improvement Fund, as applicable, pursuant to Planning Code Section 421.

For information about compliance, contact the Case Planner, Planning Department at 628.652.7320, www.sfplanning.org

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

- A. The terms of the agreement shall be acceptable in form and content to the Planning Director, the Director of MOHCD, and the City Attorney. The Planning Director shall have the authority to execute such agreements.
- B. Following execution of the agreement by all parties, the completed Regulatory Agreement, or memorandum thereof, shall be recorded and the conditions filed and recorded on the Housing Project.
- C. The approval and recordation of the Regulatory Agreement shall take place prior to the issuance of the First Construction Document. The Regulatory Agreement shall be binding to all future owners and successors in interest.
- D. The Regulatory Agreement shall be consistent with the guidelines of the City's Inclusionary Housing Program and shall include at a minimum the following:
 - i. The total number of dwelling units approved for the Housing Project, including the number of restricted affordable units;
 - ii. A description of the household income group to be accommodated by the HOME-SF Units, and the standards for determining the corresponding Affordable Rent or Affordable Sales Price. If required by the Procedures Manual, the project sponsor must commit to completing a market survey of the area before marketing restricted affordable units;
 - iii. The location, dwelling unit sizes (in square feet), and number of bedrooms of the restricted affordable units;
 - iv. Term of use restrictions for the life of the project;¹
 - v. A schedule for completion and occupancy of restricted affordable units;
 - vi. A description of any Concession, Incentive, waiver, or modification, if any, being provided by the City;
 - vii. A description of remedies for breach of the agreement (the City may identify tenants or qualified purchasers as third party beneficiaries under the agreement); and
 - viii. Other provisions to ensure implementation and compliance with Section 206.6.

For information about compliance, contact the Case Planner, Planning Department at 628.652.7320, www.sf-planning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

23. Inclusionary Affordable Housing – Fee. 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 thirty~~ percent (~~230~~%). The Project Sponsor has elected the Combination Alternative set forth in Section 415.5(g) and will provide twenty-nine affordable units on-site, which satisfies ~~70%~~ 74.4% of the overall Inclusionary Program requirement. The Project Sponsor shall pay the applicable Affordable Housing Fee at the time such Fee is required to be paid pursuant to Section 415.5(b)(6).

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7320, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

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

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

24. Inclusionary Affordable Housing Program – On-Site Units. The Project is subject to the Inclusionary Affordable Housing Program, pursuant to Planning Code Section 415. The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.

A. Number of Required Units. The Project Sponsor has elected the Combination Alternative pursuant to

Planning Code Section 415.5. The applicable on-site rate is 20% and the Affordable Housing Fee rate is 30%. The Sponsor has satisfied 74.4%% of the Inclusionary Obligation by providing 29 Affordable Units on-site, which represents 19.5% of the 149-unit base project. If the number of market-rate units change, the number of required Affordable Units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD"). The Sponsor will satisfy the remaining 25.6% of the Inclusionary Obligation through payment of the Affordable Housing Fee. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.

B. Unit Mix. The Project contains 196 units (115 studios and 81 two-bedroom); therefore, the required affordable unit mix is seventeen (17) studio and twelve (12) two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from the Planning Department in consultation with MOHCD.

C. Unit Tenure. The project is a Rental Housing Project as defined in Section 415.2. If the Project seeks to convert from a Rental Housing Project to an Ownership Housing Project, the Project shall require Planning Commission approval pursuant to Planning Code Section 415.5(g)(5). Conversion from a Rental Unit to an Owned Unit shall follow the procedures set forth in the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"), as amended from time to time.

If a Rental Housing Project becomes an Ownership Housing Project, the project sponsor shall either (A) reimburse the City the proportional amount of the inclusionary affordable housing fee, which would be equivalent to the then-current inclusionary affordable fee requirement for Ownership Housing Projects, or (B) provide additional on-site or off-site Affordable Units equivalent to the difference between the on-site rate for rental units approved at the time of entitlement and the then-current inclusionary requirements for Ownership Housing Projects. The additional units shall be apportioned among the required number of units at various income levels in compliance with the requirements in effect at the time of conversion as specified in Planning Code Section 415.

D. Mixed Income Levels for Affordable Units. Pursuant to Planning Code Section 415.3, the Project is required to provide 19.5% of the proposed dwelling units in the base project as Affordable to Qualifying Households. At least 11% must be affordable to low-income households, at least 4% must be affordable to moderate income households, and at least 4% must be affordable to middle income households. Rental Units for low-income households shall have an affordable rent set at 55% of Area Median Income or less, with households earning up to 65% of Area Median Income eligible to apply for low-income units. Rental Units for moderate-income households shall have an affordable rent set at 80% of Area Median Income or less, with households earning from 65% to 90% of Area Median Income eligible to apply for moderate-income units. Rental Units for middle-income households shall have an affordable rent set at 110% of Area Median Income or less, with households earning from 90% to 130% of Area Median Income eligible to apply for middle-income units.

The Affordable Units that satisfy both the Density Bonus Law and the Inclusionary Affordable Housing Program shall be rented to very low-income households, as defined as households with income not

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

	Number of Units	Affordable Rent AMI	Household AMI Eligibility
Low Income Units	17	55%	Up to 65%
Moderate Income Units	6	80%	65% - 90%
Middle Income Units	6	110%	90% - 130%

E. Occupancy of Middle Income Units. For any Affordable Units with rents set at 110% of Area Median Income, the units shall have a minimum occupancy of two persons.

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

G. Notice of Special Restrictions. Prior to the issuance of the architectural addendum or twelve months prior to the first certificate of occupancy, whichever is earlier, the Project Sponsor shall record a Notice of Special Restrictions on the property that contains these conditions of approval and a reduced set of plans that identify the Affordable Units satisfying the requirements of this approval. The Project Sponsor shall comply with Zoning Administrator Bulletin No. 10 or any other affordable housing

designation standards published by the Planning Department and updated periodically. The Project Sponsor shall provide a copy of the recorded Notice of Special Restrictions to the Planning Department and MOHCD or its successor prior to the issuance of the architectural addendum. If a Project does not anticipate an architectural addendum, then the Notice of Special Restrictions shall be recorded prior to the issuance of the Building Permit. Following the designation of affordable units, changes to the overall residential square footage or to any unit within the Project require written approval from the Planning Department in consultation with MOHCD who will determine if the changes are consistent with Zoning Administrator Bulletin No. 10.

- H. Construction Timeline.** Prior to the issuance of the Site Permit, the Project Sponsor shall submit an estimated construction timeline to the Department in accordance with Section 415.6(g).
- I. Phasing.** If any building permit is issued for partial phasing of the Project, the Project shall have designated not less than twenty percent (20%) of the each phase's total number of dwelling units as on-site affordable units.
- J. Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6 must remain affordable to qualifying households for the life of the project.
- K. Expiration of the Inclusionary Rate.** Pursuant to Planning Code Section 415.6(a)(10), if the Project has not obtained a site or building permit within 30 months of Planning Commission Approval of this Motion No. [____], then it is subject to the Inclusionary Affordable Housing Requirements in effect at the time of site or building permit issuance.
- L. Modification of the Elected Alternative.** Pursuant to Planning Code Section 415.5(g)(3), any proposed change from the on-site alternative to another alternative, including the Affordable Housing Fee, requires public notice for hearing and approval from the Planning Commission to amend these Conditions of Approval.
- M. 20% Below Market Rents.** Pursuant to PC Section 415.6, the maximum affordable rents shall be no higher than 20% below market rents for the neighborhood within which the project is located, which shall be defined in accordance with the American Community Survey Neighborhood Profile Boundaries Map. MOHCD shall adjust the allowable rents, and the eligible households for such units, accordingly, and such potential readjustment shall be a condition of approval upon project entitlement. The City shall review the updated data on neighborhood rents and sales prices on an annual basis.
- N. Procedures Manual.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Planning Code Section 415 et seq. and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"), as amended from time to time. The Procedures Manual is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at: <https://sfmohcd.org/inclusionary-housing-program-manuals>

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 initial rental, re-rental, and recertification.

- i. **Comparability.** The affordable unit(s) shall (1) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (2) be evenly distributed throughout the building floor plates; (3) be of comparable overall quality, construction and exterior appearance as the market rate units in the project; and (4) be maintained in the same manner as the market units. The interior features in Affordable Units should be generally the same as those of the market units in the project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in Zoning Administrator Bulletin No. 10 and the Procedures Manual. Any material changes to an affordable unit following recordation of the Notice of Special Restrictions (referenced in Section 10) requires written approval from the Planning Department in consultation with MOHCD.
 - ii. **Tenure.** The project is a Rental Housing Project. Therefore, the affordable unit(s) shall be rented to low-income households, as defined in the Planning Code and Procedures Manual. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and (iv) recertification for the Affordable Units are set forth in the Procedures Manual.
 - iii. **Marketing.** The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of Affordable Units. The Project Sponsor shall submit a request for pricing determination from MOHCD at least eight months prior to first certificate of occupancy.
 - iv. **Parking.** The 43 total number of parking spaces leased to residential tenants in the Project shall be made available to renters of Affordable Units according to the Procedures Manual.
- O. Compliance.** If the Project fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of the Project's compliance. The Planning Department, MOHCD and City Attorney's Office may also enforce against violations of the Inclusionary Affordable Housing program. A Project's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the Project and to pursue any and all available remedies at law, including penalties and interest, if applicable.

Monitoring - After Entitlement

25. 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

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

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

Operation

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

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

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

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

- 29. Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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



PLANNING COMMISSION REVISED DRAFT MOTION

HEARING DATE: FEBRUARY 10, 2022

Case No.: 2019-014735SHD
Project Address: 600 McAllister Street
Zoning: NCT-3 (Moderate-Scale Neighborhood Commercial Transit) Zoning District
65-X Height and Bulk District
Block/Lots: 0768/021, 072 & 073
Project Sponsor: S. Hekemian Group
c/o Melinda Sarjapur, Reuben Junius & Rose LLP
One Bush Street, Suite 600
San Francisco, CA 94104
Staff Contact: Linda Ajello Hoagland, AICP – (628) 652-7320
linda.ajellohoagland@sfgov.org

ADOPTING FINDINGS WITH THE RECOMMENDATION OF THE RECREATION AND PARK COMMISSION, THAT NET NEW SHADOW ON MARGARET S. HAYWARD PLAYGROUND AND BY THE PROPOSED PROJECT AT 600MCALLISTER STREET WOULD NOT BE ADVERSE TO THE USE OF MARGARET S. HAYWARD PLAYGROUND.

Preamble

Under Planning Code Section 295, a building permit application for a project exceeding a height of 40 feet cannot be approved if there is any shadow impact on a property under the jurisdiction of the Recreation and Park Department, unless the Planning Commission, upon recommendation from the Recreation and Park Commission, makes a determination that the shadow impact will not be significant or adverse.

On February 7, 1959, the Recreation and Park Commission and the Planning Commission adopted criteria establishing absolute cumulative limits for additional shadows on fourteen parks throughout San Francisco (Planning Commission Resolution No. 11595).

Planning Code Section 295 was adopted in 1985 in response to voter-approved Proposition K, which required Planning Commission disapproval of any structure greater than 40 feet in height that cast a shadow on property under the jurisdiction of the Recreation and Park Department, unless the Planning Commission found the shadow would not be significant. In 1989, the Recreation and Park Commission and Planning Commission jointly adopted

a memorandum which identified quantitative and qualitative criteria for determinations of significant shadows in parks under the jurisdiction of the Recreation and Park Department.

The Proposition K Memorandum established generic criteria for determining a potentially permissible quantitative limit for additional shadows, known as the absolute cumulative limit, for parks not named in the memorandum. Margaret S. Hayward Playground was not named in the Proposition K memorandum and, at 4.99 acres (217,539 sq. ft.), is considered a large park which is shadowed less than 20 percent of the time during the year. As such, Proposition K Memorandum recommended that additional shadow of up to one percent could be potentially permitted if the shadow meets the qualitative criteria of the park. The qualitative criteria includes existing shadow profiles, important times of day and seasons in the year associated with the park's use, the size and duration of new shadows, and the public good served by the buildings casting new shadow. Approval of new shadow on Margaret S. Hayward Playground would require hearings at the Recreation and Park Commission and the Planning Commission.

Margaret S. Hayward Playground is a public park under the jurisdiction of the RPD. It is a 4.99-acre (217,539-sf) urban park located in the Western Addition neighborhood of San Francisco on Assessor's Block 0851 / Lot 026. It is bounded by Turk Street to the north, Golden Gate Avenue to the south, Gough Street to the east, and Laguna Street to the west.

The Park is comprised of large multi-use sport fields covering the eastern half of the park with seating/viewing areas at the northwest and southeast corners. The central portion of the park is comprised of accessible points of entry along the Turk Street (north) and Golden Gate Avenue (south) frontages, a central plaza area adjacent to a community building with meeting space and kitchen amenities, and children's play area. The western half of the park contains smaller sports fields, basketball and tennis courts, and another accessible public point of entry from Laguna Street. The stated hours of operation for Margaret S. Hayward Playground are from 5:00 a.m. to midnight (restroom hours 8 a.m. to 8 p.m.).

The proposed project would result in net new shadow falling on the park, by adding approximately 469,040 net new annual sfh of shadow and increasing the annual shadow load by 0.06% above current levels, resulting in an increase in the total annual shading from 5.79% to 5.85%.

~~Net new shadow from the proposed project would occur within approximately the first 39 minutes of Section 295 analysis period (one hour after sunrise through one hour before sunset) between September 21st and March 21st each year. Net new project shadow would fall over the eastern third of the park, affecting approximately half of the ball field area and a set of bleachers.~~

The new shadow resulting from the project would occur in the fall and winter months, from September 21st to March 21st (or up to 182 days a year) and would be present for an average of 27.2 minutes, in the early morning. During these periods, the largest new shadow (based on area) would occur on October 25th and February 15th beginning at 7:30 am and ending by 8:00 am and would cover an area of approximately 25,269 sf, or 11.6% of the park. The maximum shadow coverage would cover the southwest corner of the park, over a portion of the multi-use sports field and its associated seating/viewing area. There would be no net new shadow after 8:00 am on any date.

On September 12, 2019, Melinda Sarjapur, on behalf of S. Hekemian Group (hereinafter "Project Sponsor") filed Application No. 2019-014735SHD (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Shadow Analysis to construct a 14-story-over-basement, 145-foot-5-inch-tall, mixed-use building, and approximately 160,662 gross sq. ft. mixed use building containing 8,031 square feet of retail/commercial/art space, 160 Class 1 and 10 Class 2 bicycle parking spaces, 43 off-street parking spaces, and 6,746 square feet of usable open space. Access to the basement level garage will be from a new driveway on McAllister Street. The Project would also merge two lots to create one 19,433 square foot lot (hereinafter "Project") at 600 McAllister Street, Block 0768 and Lots 072 and 073 (hereinafter "Project Site"). The Project is located within the NCT-3 (Moderate—Scale Neighborhood Commercial Transit) Zoning Districts, and a 85-X Height and Bulk District.

The Park area is 4.99 acres and currently has 46,872,527 annual square-foot-hours (sfh) of shadow. Based on a theoretical annual available sunlight (TAAS) of 809,551,010 sfh, the park's current annual shadow load is 5.79%. Under the existing conditions, shadow is primarily cast over portions of the eastern area of the park during morning hours and portions of the western area in the late afternoon. The existing Division Emergency Services Offices (located on the same block as the park) also casts morning shadows on the northwest corner of the park during mornings and towards the central portion of the park in the afternoon. Midday hours are generally free of shadow except for some shadow cast along the southern edge of the park over winter months.

The shadow report cites a cumulative net new shadow from the proposed project combined with the other planned projects in the vicinity would result in an increase of 31,584,623 sfh of shadow on the park, compared to an increase of 469,040 sfh from the proposed project alone. This cumulative increase in sfh (+31,115,583 sfh) would generate cumulative total annual shadow increase of 3.90% over existing conditions coming predominantly from the Freedom West 2.0 project across Golden Gate Avenue to the south. The max cumulative condition shadow would occur on 12/30 at 8:30 am.

Between early September and early April, net new shadow due to cumulative condition projects would occur throughout all portions of the park. This net new shadow would affect the park most acutely over the winter months when portions of the park would be shaded throughout the day. While additional shadows cast by other cumulative projects would, at times, occur at the same periods as shadows cast by the proposed project, the shadow cast by the cumulative projects would not frequently nor substantially overlap/interact with shadow cast by the proposed project.

A shadow analysis report, prepared by Prevision Design, was submitted on November 3, 2021, analyzing the potential shadow impacts of the Project to properties under the jurisdiction of the Recreation and Parks Department (Record No. 2019-014735SHD). The memorandum concluded that the cumulative net new shadow from the proposed project combined with the other planned projects in the vicinity would result in an increase of 31,584,623 sfh of shadow on the park, compared to an increase of 469,040 sfh from the proposed project alone. Cumulative annual shadow would increase 3.90% over existing conditions. The project's individual contribution to cumulative shadow increase would be 0.06%.

On January 19, 2022, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was

finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 49 South van ness Avenue, Suite 1400, San Francisco, California.

The Planning Department Commission Secretary is the custodian of records; the File for Case No. 2016-004905SHD is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

On February 10, 2022, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Shadow Analysis Application No. 2019-014735SHD.

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.

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. The additional shadow cast by the Project would not be adverse and is not expected to interfere with the use of the Park for the following reasons:
 - a. The magnitude of the additional shadow is well below one percent of TAAS on an annual basis, and amounts to a reasonable and small loss of sunlight for a park in an area of intended for increased building heights and residential density.
 - b. When present, the new shadow would occur in the early morning entering the park between 7:30 a.m. and ~~8:22 a.m.~~ ending by 8:00 a.m. when lower levels of weekday and weekend use were observed relative to the peak usage time during weekdays midday through the afternoon and weekend mornings through to midday hours, with the average duration of the net new shadow being 27.2 minutes.
 - c. Shading from the Project would be cast over the top of intervening buildings, which already cast shadows on the park.
 - e. No single location within the park would be in continuous new shadow for longer than 39 minutes in the early morning.
3. **Public Outreach and Comment.** Prior to the submittal of the Conditional Use Authorization Application, the Project Sponsor conducted a Pre-Application meeting on May 13, 2019 at the African American Art &

Culture Complex. Seven members of the public attended the meeting. In addition, the Project Sponsor presented the Project to the Hayes Valley Neighborhood Association ("HVNA") Transportation and Design Committee on June 7, 2019. HVNA was supportive of project height and massing, encouraged the highest feasible percentage of on-site affordability. HVCA was okay with the level of proposed parking, although they expressed a preference for zero off-street parking. The Project Sponsor also presented the Project to the Housing Action Coalition's (HAC) Design Review Committee on Wednesday, January 26, 2022. A follow-up meeting request was sent to the HVNA to schedule a meeting prior to the Planning Commission hearing; however, no response had been received at the time this report was published. The Department has received one comment in opposition of the project, citing concerns about the height of the project.

4. A determination by the Planning Commission and the Recreation and Park Commission to allocate new shadow to the Project does not constitute an approval of the Project.

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 **DETERMINES**, under Shadow Analysis Application No. 2019-014735SHD that the net new shadow cast by the Project on Margaret S. Hayward Playground will not be adverse to the use of Margaret S. Hayward Playground.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 10, 2022.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSED:

ADOPTED: February 10, 2022

600 MC ALLISTER ST

SHEET INDEX

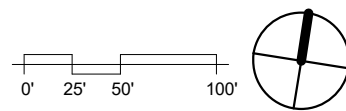
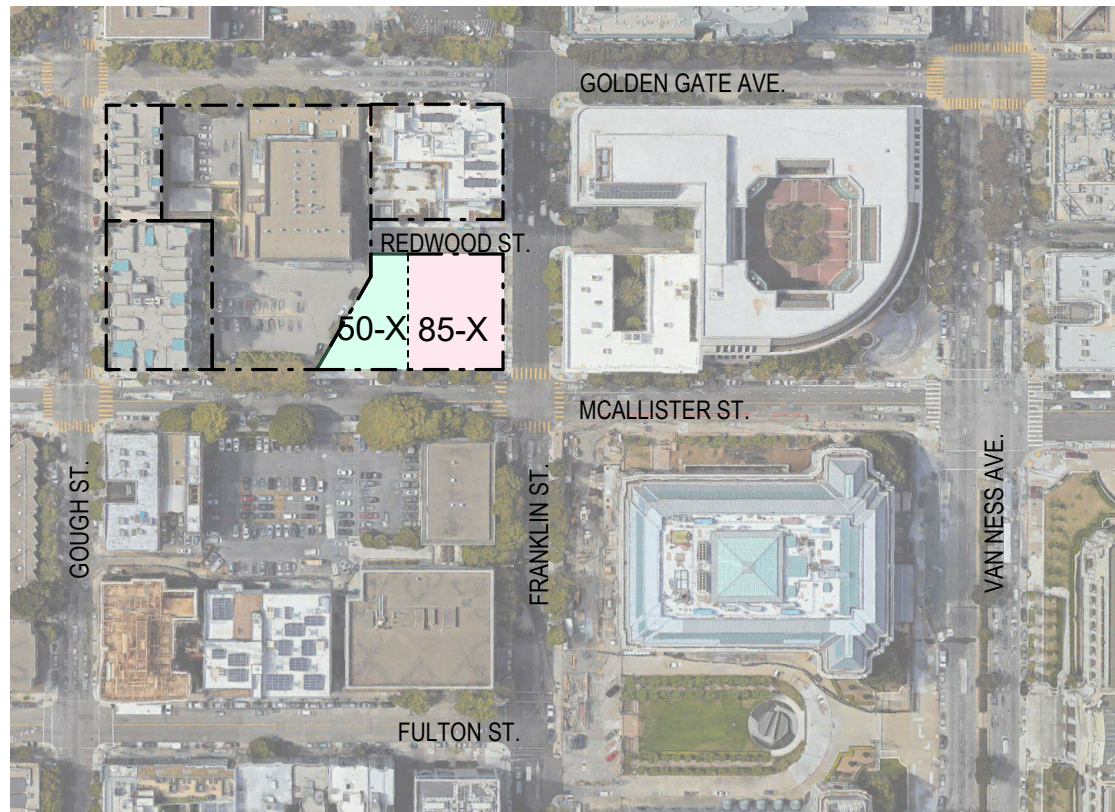
A.60	ENLARGED FLOOR PLAN - BIKE ROOM	A.10	FLOOR PLAN - BASEMENT
G.00	TITLE SHEET	A.11	FLOOR PLAN - LEVEL 1
G.01	PROJECT INFORMATION	A.12	FLOOR PLANS - LEVEL 2
G.02	ZONING COMPLIANCE MATRIX	A.13	FLOOR PLAN LEVEL 3-5
G.03	BASE SCHEME BUILDING CALC.	A.16	FLOOR PLAN LEVEL 6 & 7
G.04	BASE SCHEME BUILDING CACL. AND MASSING	A.18	FLOOR PLANS - LEVEL 8
G.05	DENSITY BONUS MASSING	A.19	FLOOR PLANS - LEVEL 9 - 14
G.06	ZONING COMPLIANCE DIAGRAMS	A.20	FLOOR PLAN - ROOF
G.07	ZONING COMPLIANCE DIAGRAMS	A.30	BUILDING ELEVATIONS
G.08	ZONING COMPLIANCE DIAGRAMS	A.31	BUILDING ELEVATIONS
G.09	PROJECT MATERIALS	A.32	BUILDING ELEVATIONS
G.10	PROPOSED BUILDING VIEWS	A.33	BUILDING ELEVATIONS
G.11	PROPOSED BUILDING VIEWS	A.40	BUILDING SECTION
G.12	PROPOSED BUILDING VIEWS	A.41	BUILDING SECTION
G.13	PROPOSED BUILDING VIEWS	A.42	BUILDING SECTION
G.14	PROPOSED BUILDING VIEWS	A.50	STREETSCAPE PLAN
G.15	PROPOSED BUILDING VIEWS	L.01	LANDSCAPE ILLUSTRATIVE PLAN
G.16	PROPOSED BUILDING VIEWS	L.02	LANDSCAPE ILLUSTRATIVE PLAN
G.20	SURVEY	M.01	PRELIMINARY EQUIPMENT SCHEDULES
G.21	SURVEY		
G.30	EXISTING SITE PLAN		



600 MCALLISTER ST

PROJECT DESCRIPTION:

The Project is located on a 19,433 square foot lot on the corner of McAllister St. and Franklin St. (Assessor's Block 0768-072 and 0768-073), which is currently occupied partially by a parking lot (0768-073) and otherwise is vacant land (0768-072). The site has an 85' height limit on the corner of Franklin St. and McAllister St. (-072) and 50' height limit on the remainder of McAllister St. (-073) and is within the NCT-3 zoning district as well as the Market and Octavia Planning Area. The project will utilize the Individually Requested State Density Bonus Program to construct a 14-story mixed-use residential building.



PROJECT INFORMATION:

Address: 600 McAllister Street, San Francisco, CA 94102
 APN: 0768-072
 0768-073
 Lot Size: 19,433 SF
 Current Land Use: Vacant Lot / Parking
 Zoning: NCT-3
 Density: 85-X / 50-X
 Height & Bulk: 85' / 50'; 55' (5' Bonus for Active Ground Floor Uses)

FAR: 3.6 to 1
 Planning Areas: Market and Octavia
 Setbacks: Front Not Required
 Side Yard Not Required
 Rear Yard Req. at Lowest Story containing dwelling unit, and at each succeeding level or story of the building; 25% of lot depth, no less than 15 ft.

Unit Mix: 40% 2 Bedrooms Required
 Open Space: 80 sf per unit if private; 100 sf per unit if common
 Parking: Vehicle - none required
 Bicycle - One Class I space per unit up to the first 100, then one per Four units thereafter.

DENSITY BONUS CALCULATION: BASE SCHEME

Residential SF: 121,435 SF

35% ALLOWED INCREASE OVER BASE SCHEME PER DENSITY BONUS

Residential SF Allowed: 163,937 SF

GROSS RESIDENTIAL AREA

CIRCULATION	14,668 SF
COMMON	3,923 SF
RESIDENTIAL	130,953 SF
SERVICE	3,124 SF
VERTICAL CIRCULATION	7,994 SF
<hr/>	
	160,662 SF

GROSS NON-RESIDENTIAL AREA

COMMERCIAL / ARTS ACTIVITY	6,512 SF
COMMERCIAL SERVICE	1,518 SF
<hr/>	
	8,031 SF

GROSS BASEMENT AREA

BIKE ROOM	844 SF
CIRCULATION	247 SF
GARAGE	9,192 SF
SERVICE	6,092 SF
TRASH	527 SF
<hr/>	
	16,902 SF

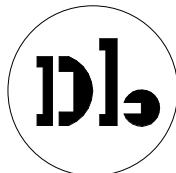
GROSS UNIT MIX TOTALS

			Avg / Unit
2BR	81	77,430 SF	994 SF
S	115	53,522 SF	458 SF
<hr/>			
	196	130,953 SF	

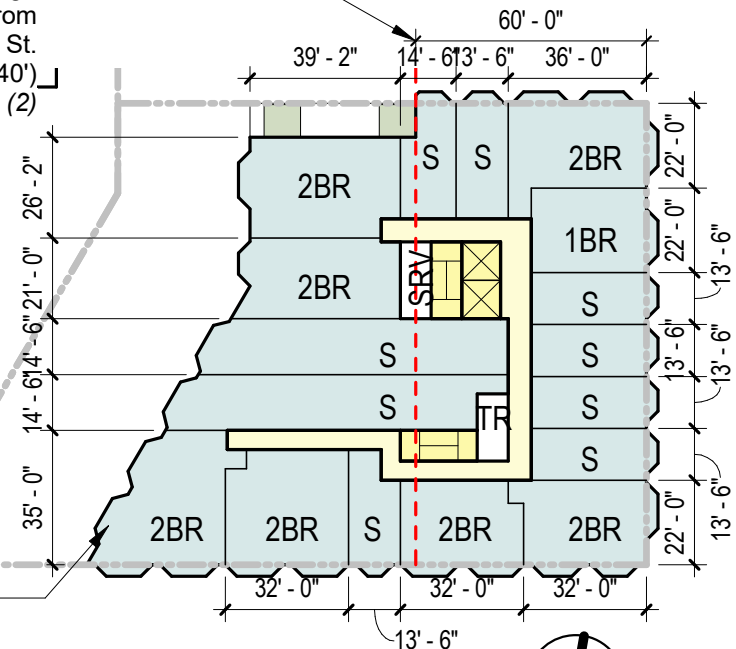
OPEN SPACE: SEE G.08

Zoning Use District: NCT-3 - Moderate-Scale neighborhood commercial transit district
 Height and Bulk District: 85-X / 50-X
 Height & Bulk: 85' / 50';55' (5' Bonus for Active Ground Floor Uses)
 Planning Area: Market and Octavia

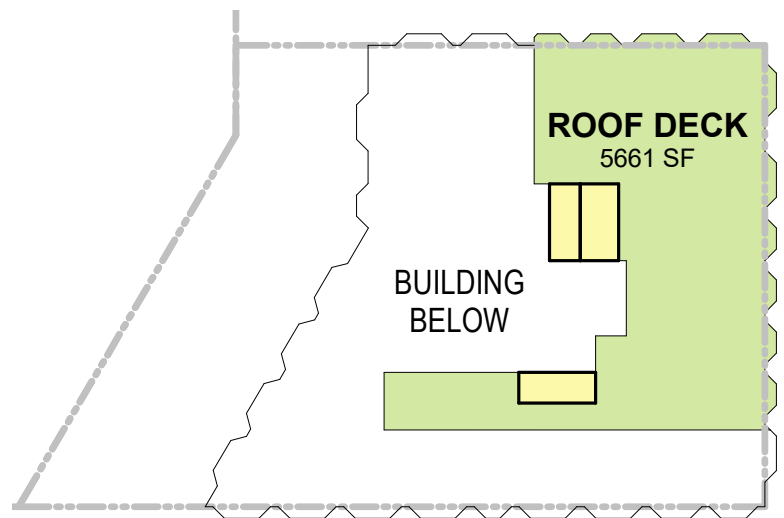
	Requirement	Reference	Proposed	Status	Additional Information
Residential Use:	Residential uses are principally Permitted with no density limits.	752	N/A	N/A	
Residential Density:	Residential density is regulated by permitted height and bulk; required setbacks; exposure; and usable open space	752	156,448 SF Residential Area		See G.01
Non-Residential Density:	6,000 sq.ft use Size Limits 3.6 to 1 FAR limit does not apply to dwelling or other residential uses	121.2 & 124(a)	8,031 SF Non-Residential Area including service	Complying	See A.11
Max Building Height	85' / 50';55' (5' Bonus for Active Ground Floor Uses)	303 & 260(a)	Roof Level height 145' - 5"	waiver #1	See G.07 - Allowable building height = 90' - Density Bonus Project height = 145'-5"
Additional 5-ft for active ground floor use	If requesting an additional five feet of height under 263.20 for the base project, the ground floor residential units must be walkup dwelling units that provide direct, individual pedestrian access to a public sidewalk.	263.2	55'	Complying	BASE SCHEME ONLY
Front Setback	None	130	N/A	Complying	See A.11
Side Yard	None	130	N/A	Complying	See A.11
Rear yard	Req. at lowest story containing dwelling unit, and at each succeeding level or story of the building; 25% of lot depth, no less than 15ft	134	Complying rear yard for 27% of the lot width	Waiver #2	See A.11 - Density Bonus Project footprint required to encroach on rear yard requirement to meet density
Narrow Streets	All subject frontages on the southerly side of an east-west narrow street shall have upper stories which are set back at the property line such that they avoid penetration of a sun access plane defined by an angle of 45 degree extending from the most directly opposite northerly prperline	261.1	No Setback on Redwood St. on upper floors	Waiver #3	See A.32
Open spaces	80 square feet per unit if private or 100 square feet per unit if common	135	80 SF / unit - 2,000 SF 100 SF/ common - 4,507 SF Total - 6,507 SF 10,080 SF additional Req. (if using private OS)	Waiver #4	See G.08
Dwelling Unit Exposure	Each dwelling unit faces onto a street or an unobstructed area measuring 25 feet in every horizontal dimension	140	6 units don't comply	Waiver #5	See A.30 - Building Height + density force exposure limitations
Unit Mix	40% 2 bedrooms	207.7	42% 2 bedrooms / 196 Units Total	Complying	See G.01
Active Uses	Any principal, conditional, or accessory use that by its nature does not require non-transparent walls facing a public street or involves the storage of goods or vehicles. Lobbies are considered active uses, so long as they do not exceed 40 feet or 25% of building frontage, whichever is larger. Active uses required within the first 25 feet of building depth on the ground floor and shall have a minimum floor-to-floor height of 14'	145.1	1,193 SF 10' arts / commercial space	Waiver #6	See G.07 arts / retail spaces floor to floor height = 10' to not intrude on the residential units adjacent.
Automobile Parking	None	150(e)	.25 spaces / unit = 43 spaces	Complying	See A.11
Bicycle Parking	One Class 1 space for every dwelling Unit. + one class 1 space for every Four dwelling units over 100 / One Class 1 space for every 7,500 SF retail space, Minimum Two spaces or One every 5,000 SF arts space One Class 2 space for every 20 units / One Class 2 space for every 2,500SF retail & arts space (min 2)	155.2	160 Class 1 Space, 14 Class 2 Spaces	Complying	See A.11
Parking and loading entrances	No more than one-third of the width or 20 feet, whichever is less, of any given street frontage shall be devoted to parking and loading	145.1(c)(2)	20 foot drive entrance on McAllister St.	Complying	See A.11
Required off street loading	1 off street freight loading space is required over 100,000SF of floor area	152	None	Concession #2	See A.10
Car share	1 space required	166	1 space on street	Complying	See A.10
Rooftop screening	Rooftop mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building.	141	Rooftop equipment is screened at 16'	Complying	See A.41
Better roofs	Building must have a solar ready portion of the roof equal to 15% of the total roof area.	149	15% of total roof area	Complying	See A.20



Height/Bulk Limits Apply to Redwood Street Frontage (Narrow Street) 60' from Intersection with Franklin St. (Street Wider than 40') Planning Code 261.1 (2)

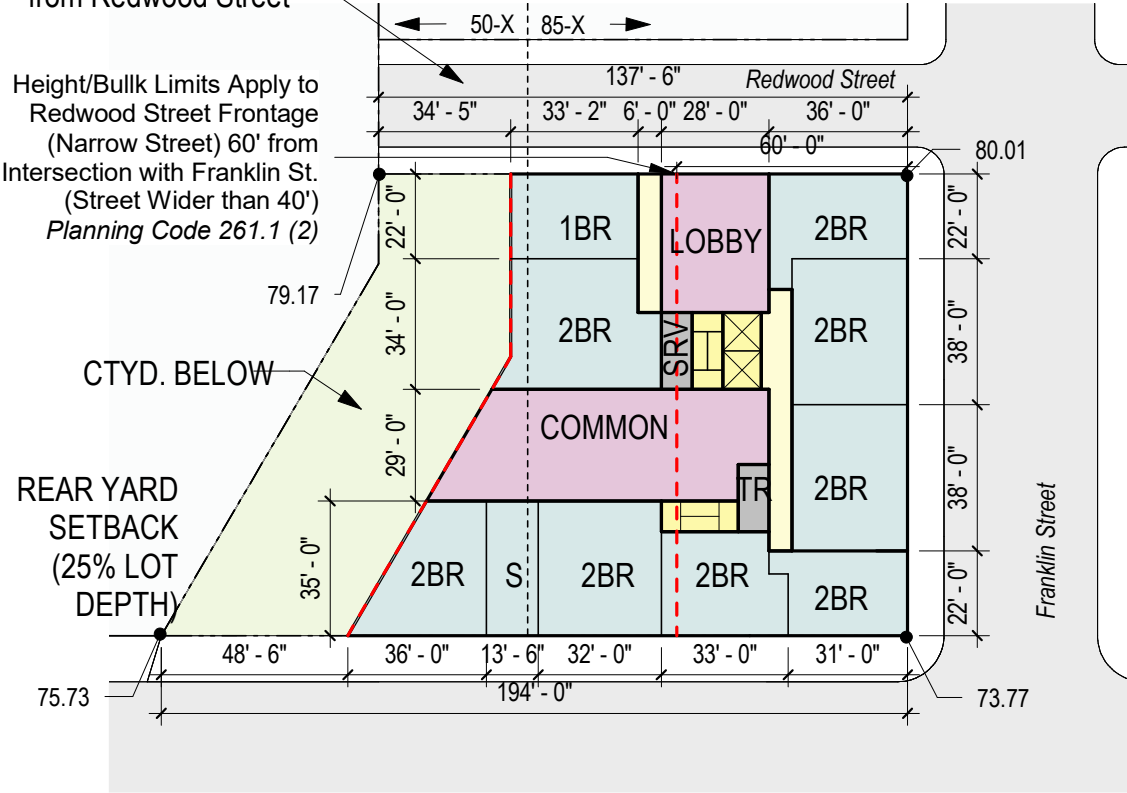


4 Level 5 - Base Scheme
1" = 50'-0"

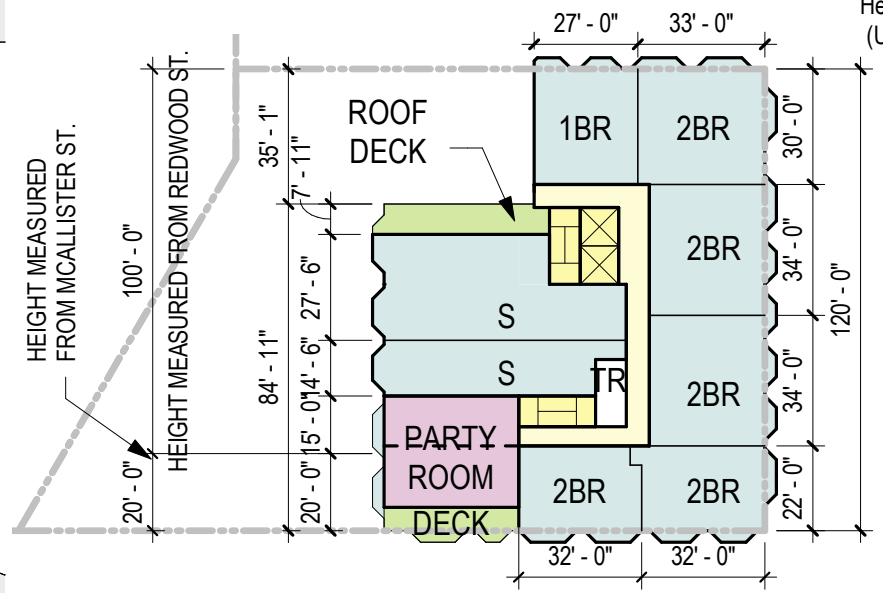


5 Roof - Redwood - Base Scheme
1" = 50'-0"

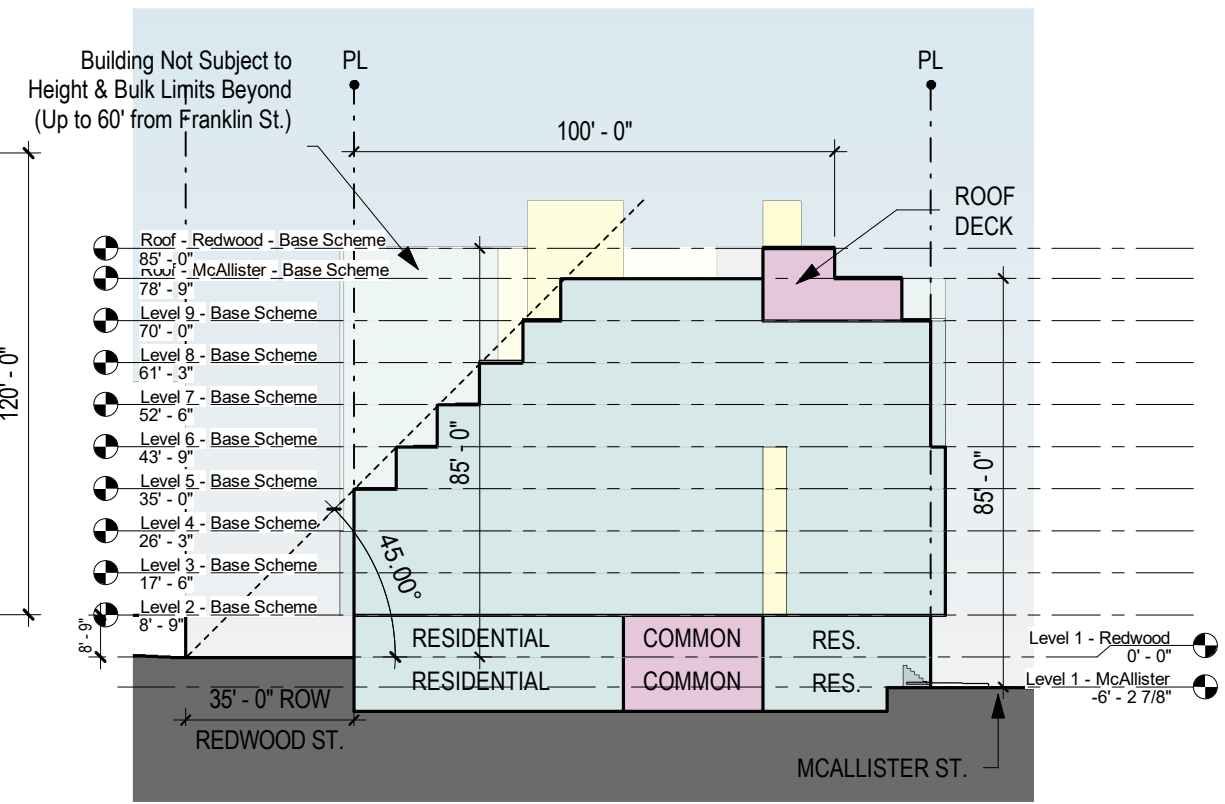
Building Height Measured from Redwood Street



1 Base Scheme Typical Floor 1 - Redwood St.
1" = 50'-0"

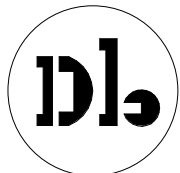
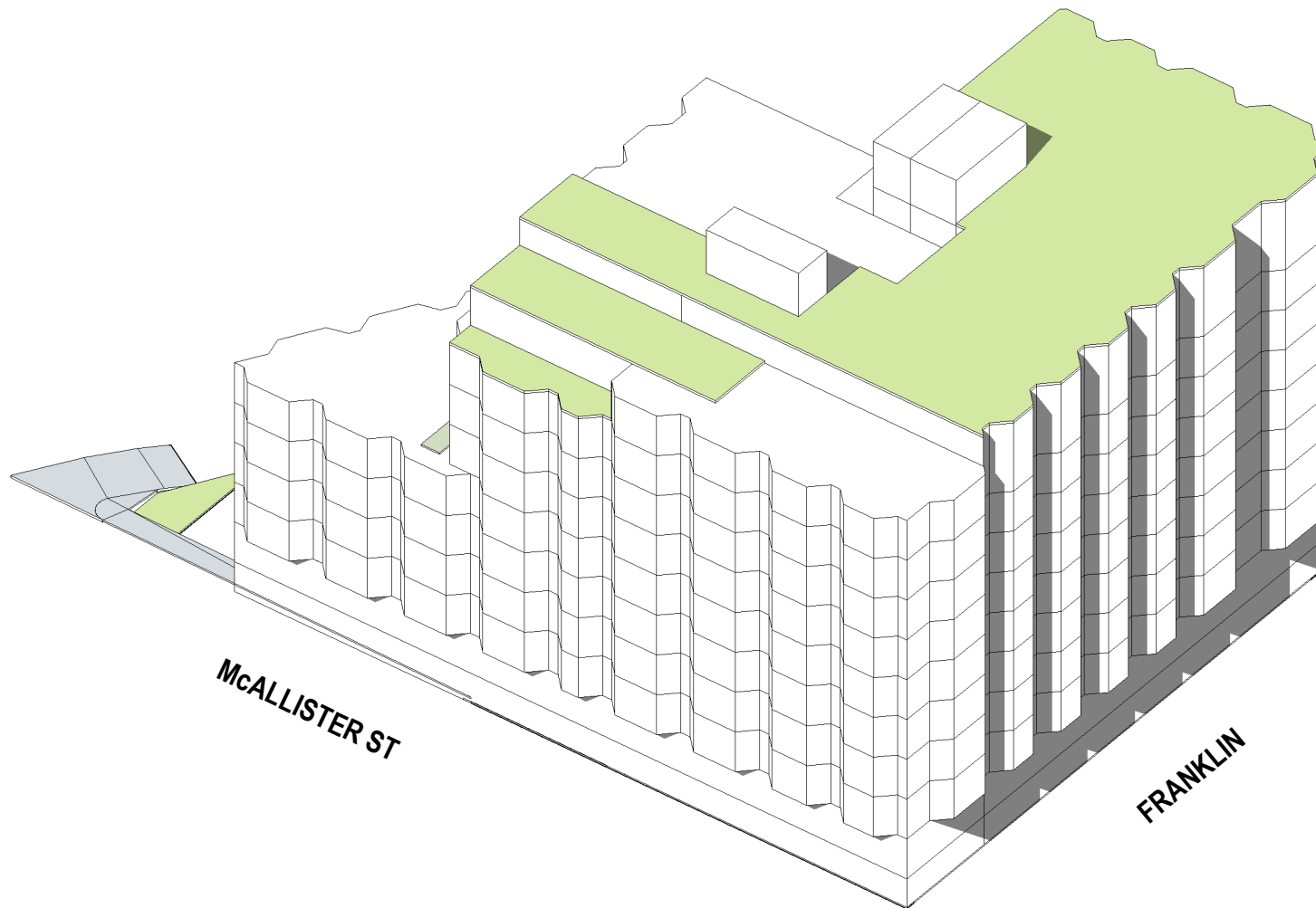


2 Base Scheme Typical Floor 9 - Redwood St.
1" = 50'-0"



3 Building Section - Base Scheme
1" = 40'-0"

DENSITY BONUS CALCULATION - BASE SCHEME	
Residential SF: 121,435 SF	
35% ALLOWED INCREASE OVER BASE SCHEME PER DENSITY BONUS	
Residential SF Allowed: 163,937 SF	
BASE SCHEME AREA	
OCCUPANCY	AREA
CIRCULATION	8,030 SF
COMMON	4,284 SF
RESIDENTIAL	98,641 SF
SERVICE/TRASH *	4,760 SF
STAIRS/ELEVATOR	5,720 SF
	121,435 SF
<small>*does not include basement service space</small>	
UNIT COUNT & MIX	
TOTAL 2BR (AVG 800SF) (40% 2BR REQ. - 54)	57
TOTAL 1BR (AVG 660SF)	12
TOTAL STUDIO (AVG 405SF)	67
TOTAL DWELLING UNITS	136
OPEN SPACE	
PRIVATE OPEN SPACE PROVIDED FOR (9) UNITS	
COMMON OPEN SPACE PROVIDED FOR (127) UNITS	
COMMON	12,705 SF
PRIVATE	722 SF
	13,427 SF
TOTAL REQ.: 13,420 SF	
BIKE PARKING IN LOWER LEVEL	
136 CLASS 1 SPACES	
7 CLASS 2 SPACES	



DENSITY BONUS CALCULATION - BASE SCHEME

Residential SF: 121,435 SF

35% ALLOWED INCREASE OVER BASE SCHEME PER DENSITY BONUS

Residential SF Allowed: 163,937 SF

AREA SCHEDULE - DENSITY BONUS SCHEME

OCCUPANCY	AREA
CIRCULATION	14,668 SF
COMMON	3,923 SF
RESIDENTIAL	130,953 SF
SERVICE	3,124 SF
VERTICAL CIRCULATION	7,994 SF
	160,662 SF

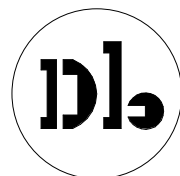
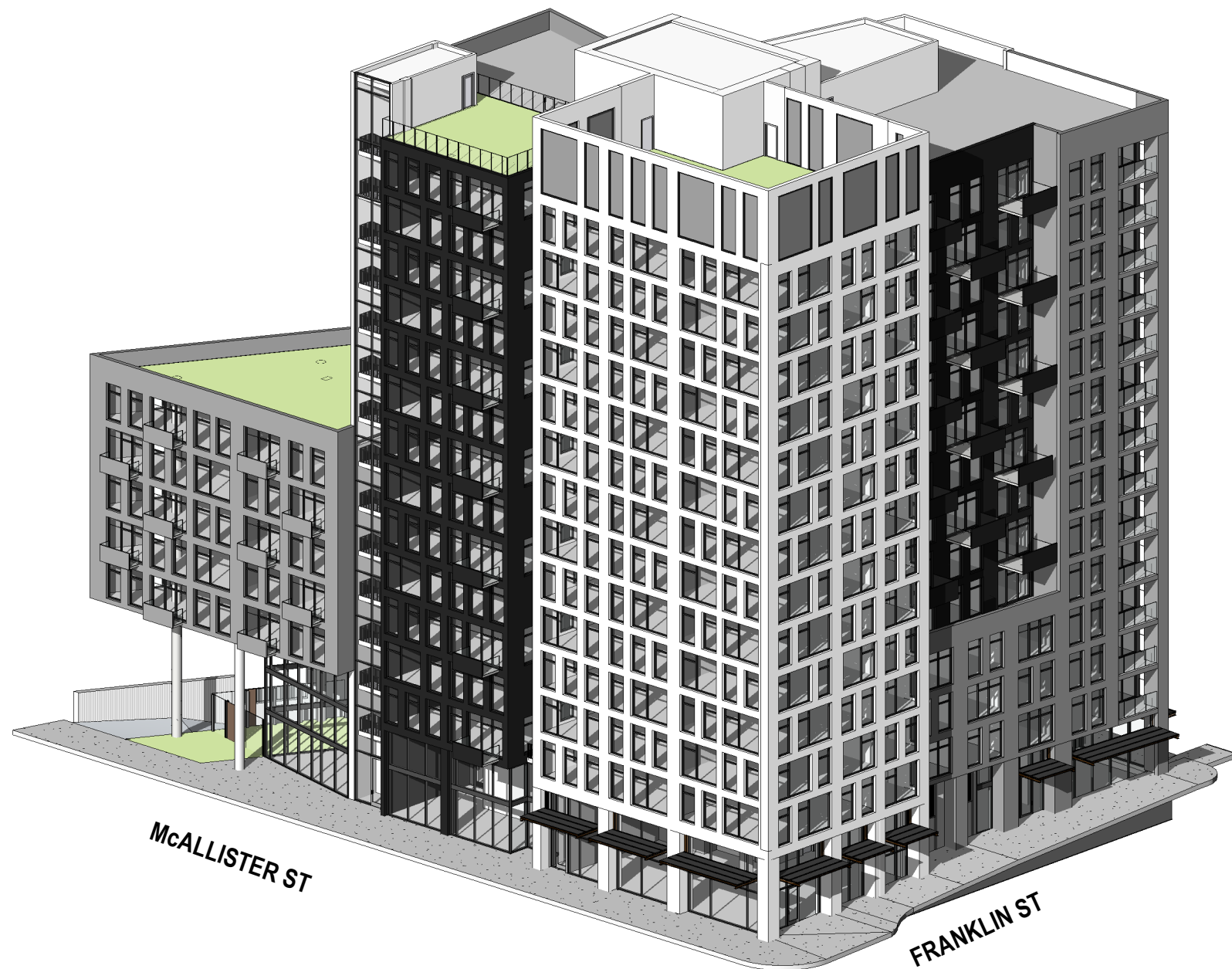
UNIT COUNT & MIX

TOTAL 2BR (AVG 800SF) (40% 2BR REQ. - 79)	81
TOTAL STUDIO (AVG 405SF)	115
TOTAL DWELLING UNITS	196

OPEN SPACE SEE G.08

BIKE PARKING

124 CLASS 1 SPACES REQ'D 160 PROVIDED
 104 SPACES IN BASEMENT
 56 SPACES AT COURTYARD
 14 CLASS 2 SPACES REQ'D 14 PROVIDED



David Baker Architects

S. Hekemian Group

600 McAllister St.

DENSITY BONUS MASSING

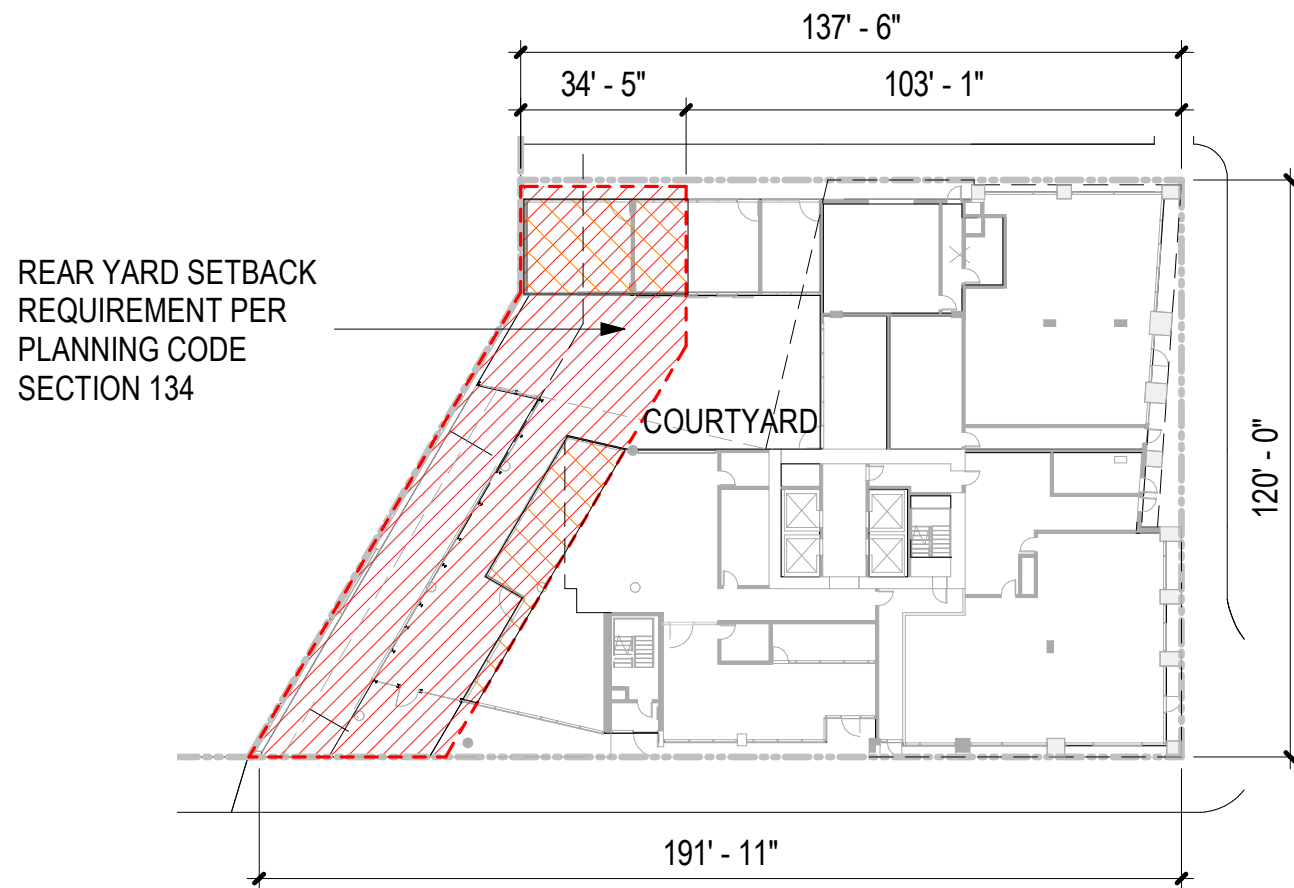
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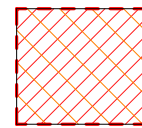
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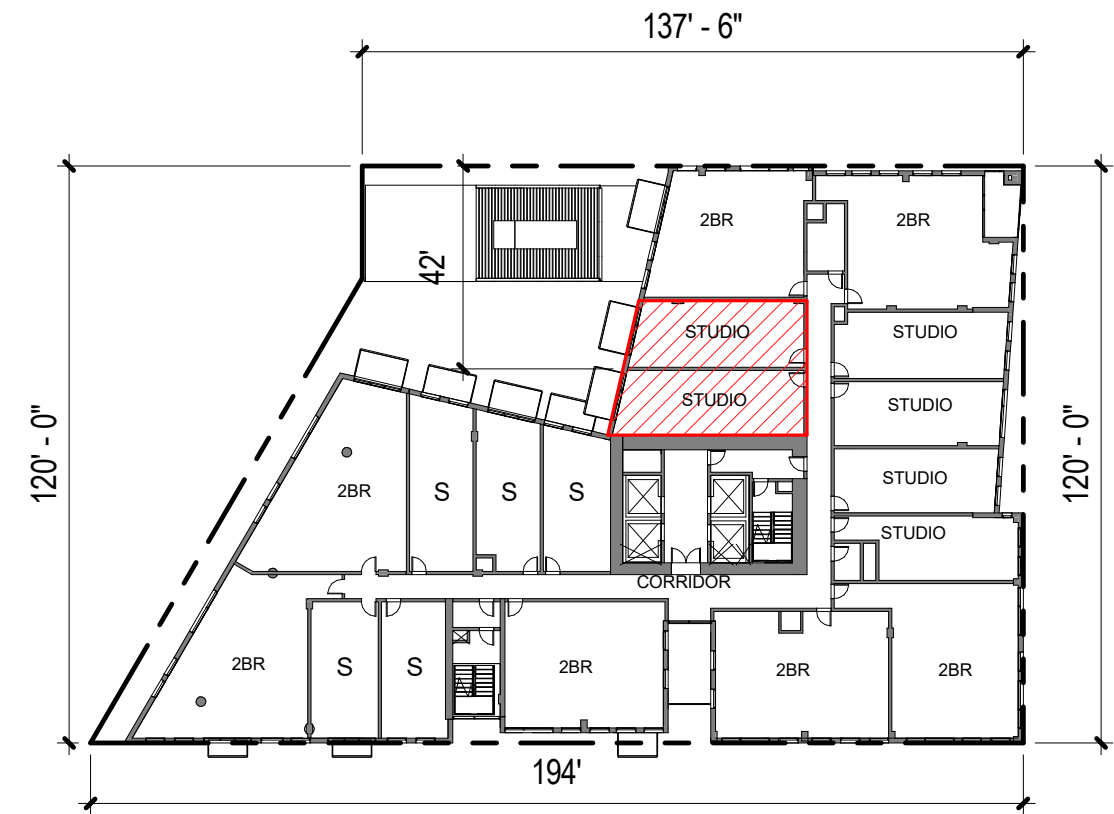
G.05

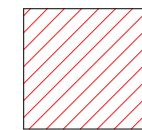
REAR YARD SETBACK

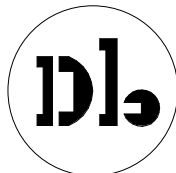


 BUILDING EXCEEDS REAR YARD REQUIRED BY 73% OF THE LOT WITH WITH 1,160 SF OF AREA OCCUPIED BY BUILT SPACE IN THE REQUIRED REAR YARD.

EXPOSURE DIAGRAM



 UNIT DOES NOT FACE CODE REQUIRED OPEN AREA (SEC 140.2) LEVELS 2, 3, AND 4. 6 TOTAL UNITS

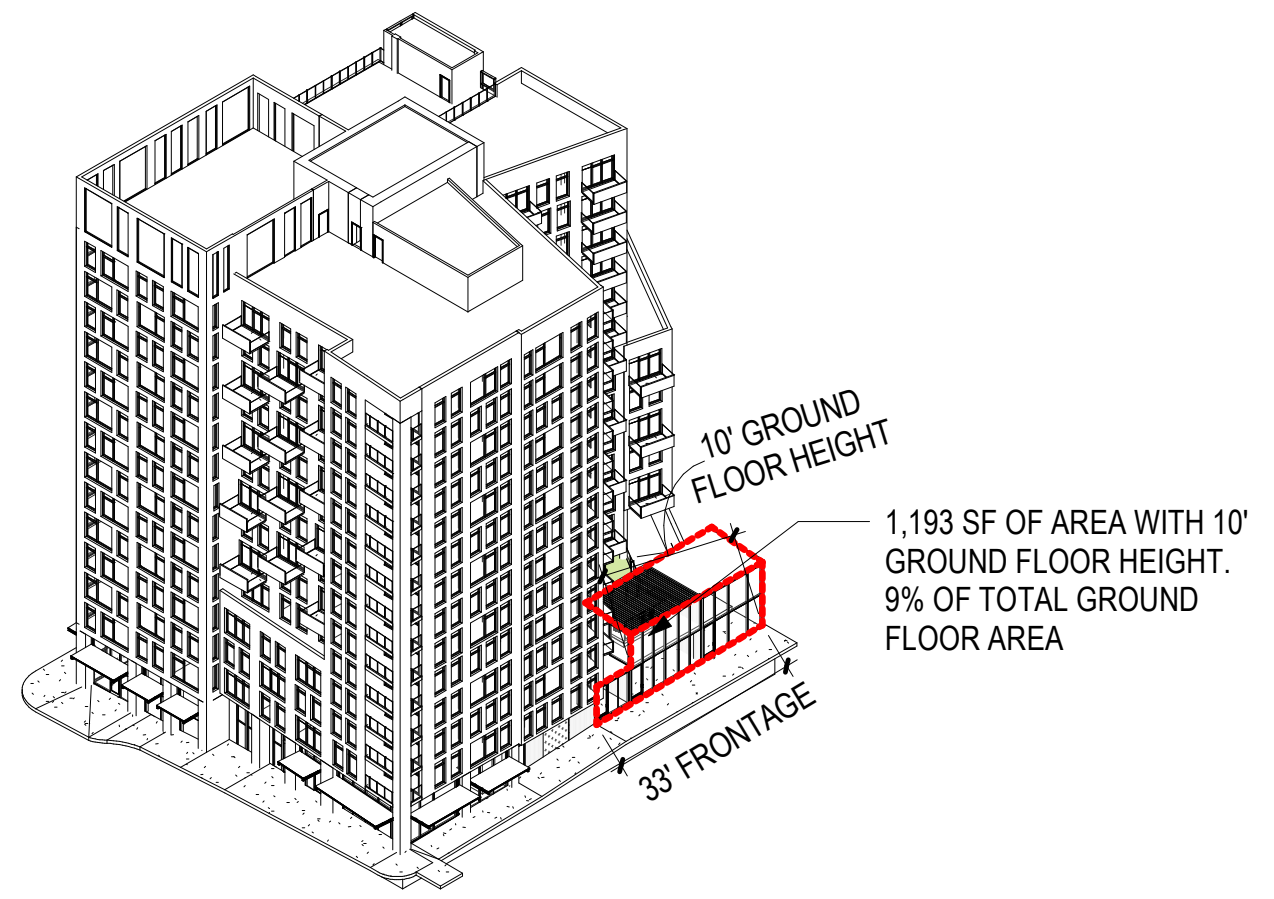


BUILDING HEIGHT DIAGRAM

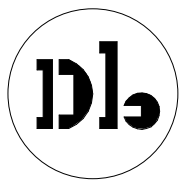


- PORTION OF THE BUILDING THAT EXCEEDS THE 50' HEIGHT LIMIT
- PORTION OF THE BUILDING THAT EXCEEDS THE 85' HEIGHT LIMIT

ACTIVE USE DIAGRAM



- PORTION OF THE BUILDING THAT DOES NOT MEET THE 14' GROUND FLOOR HEIGHT MINIMUM



OPEN SPACE REQUIRED: 100 SF COMMON AND 80 SF PRIVATE

PROPOSED COMMON OPEN SPACE:

LEVEL 2 TERRACE = 161 SF
 LEVEL 8 TERRACE = 3098 SF
 ROOF TERRACE = 1,248
 TOTAL COMMON OS PROVIDED = 4,507 SF (4507/100 = 45 UNITS)

PROPOSED PRIVATE OPEN SPACE:

25 UNITS @ 80 SF = 2,000 SF

TOTAL COMPLIANT OS PROVIDED = 6,507 SF (70 UNITS)

196 UNITS – 70 UNITS = 126 UNITS DO NOT MEET OPEN SPACE REQ'S.
 DEFICIT 126 X 80 = 10,080 SF OF PRIVATE OPEN SPACE (IF USING PRIVATE OS)

ITEMIZED OPEN SPACE CHART

	QUANTITY	L X W
LEVEL 2 TERRACE		
161 SF	1	
LEVEL 8 TERRACE		
3,098 SF	1	
PRIVATE BALCONY		
2,239 SF	25	8' x 10'
ROOF TERRACE		
1,248 SF	1	

NON COMPLYING COURTYARD

2,833 SF 1

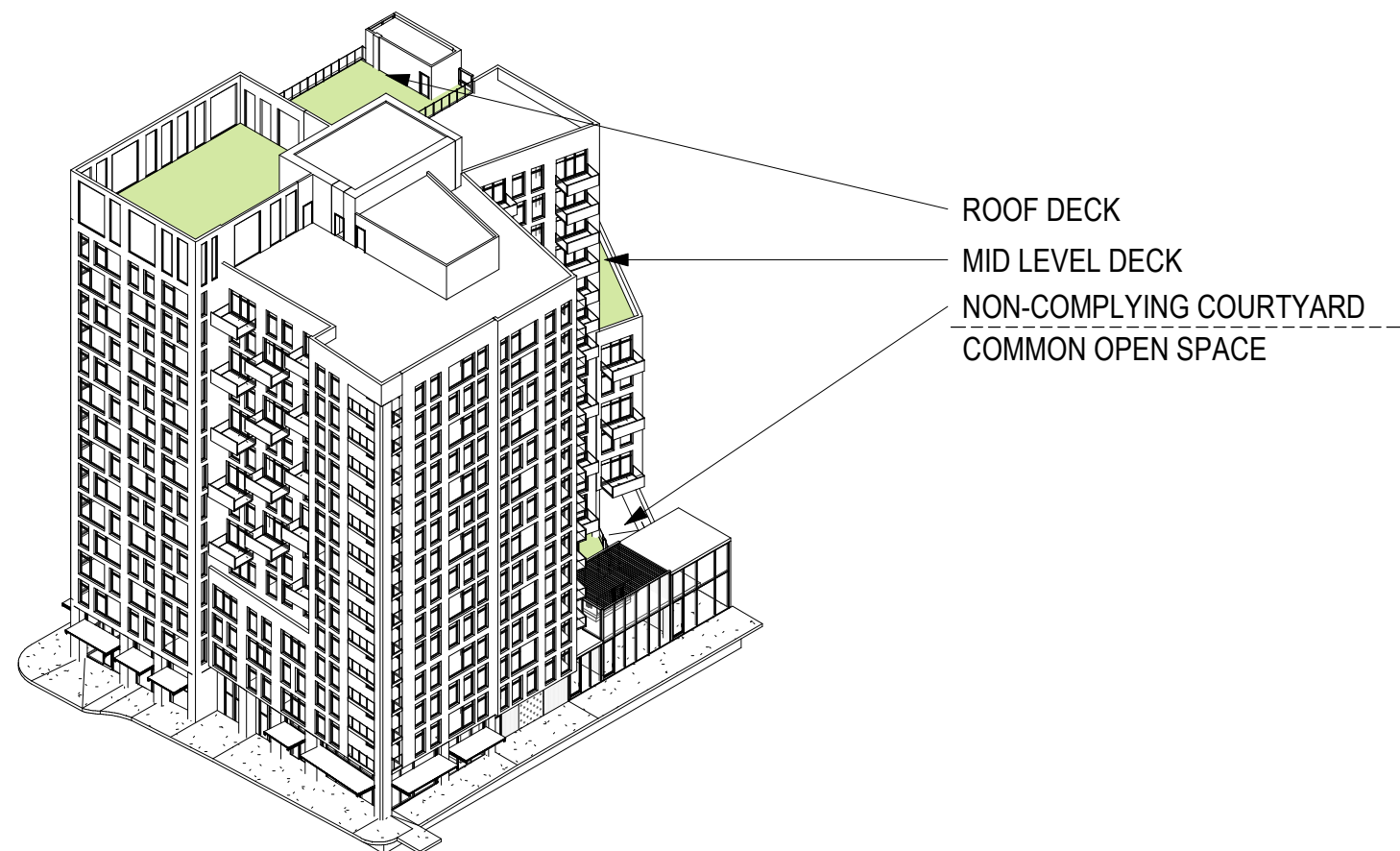
NON COMPLYING PRIVATE BALCONY

4,274 SF 74 6' x 10'

NON-COMPLYING OPEN SPACE PROVIDED:

74 UNITS [SEE CHART]
 30 UNITS PROVIDED 3'x6' BALCONY
 6 UNITS PROVIDED 6'x5' BALCONY
 3 UNITS PROVIDED 5'x14' BALCONY

OPEN SPACE DIAGRAM



ROOF DECK
 MID LEVEL DECK
 NON-COMPLYING COURTYARD
 COMMON OPEN SPACE



1 GLAZED BRICK, LIGHT COLOR



2 GLASS AND ALUMINUM STOREFRONT



3 GLASS FIBER REINFORCED CONCRETE, 3 COLORS



4 RECESSED ALUMINUM CASEMENT WINDOW



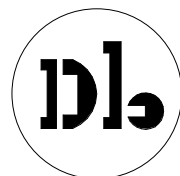
5 STEEL AND GLASS RETAIL AWNING



6 GLASS RAILING AT RECESSED BALCONY

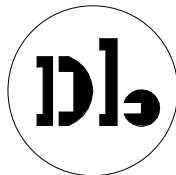


7 GLASS AND CONCRETE BALCONY





VIEW FROM McALLISTER LOOKING EAST



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S. Hekemian Group

600 McAllister St.

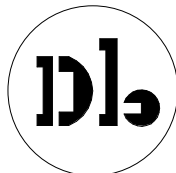
PROPOSED BUILDING VIEWS

21831
scale:
date: 10.01.2020

G.10



VIEW FROM FRANKLIN LOOKING SOUTH



David Baker Architects | S. Hekemian Group

600 McAllister St.

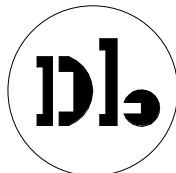
PROPOSED BUILDING VIEWS

21831
scale:
date: 10.01.2020

G.11



VIEW RESIDENTIAL ENTRY ON MCALLISTER



David Baker Architects | S. Hekemian Group

600 McAllister St.

PROPOSED BUILDING VIEWS

21831
scale:
date: 10.01.2020

G.12



VIEW AT FRANKLIN AND REDWOOD



David Baker Architects

S. Hekemian Group

600 McAllister St.

PROPOSED BUILDING VIEWS

21831

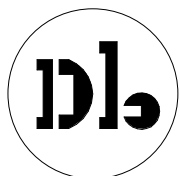
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G.13



VIEW AT FRANKLIN AND MCALLISTER



David Baker Architects | S. Hekemian Group

600 McAllister St.

PROPOSED BUILDING VIEWS

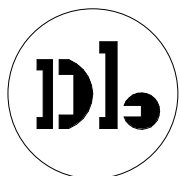
21831

scale:
date: 10.01.2020

G.14



VIEW RESIDENTIAL ENTRY ON MCALLISTER



David Baker Architects

S. Hekemian Group

600 McAllister St.

PROPOSED BUILDING VIEWS

21831

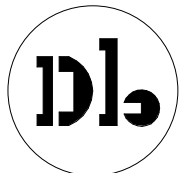
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date: 10.01.2020

G.15



VIEW FROM CIVIC CENTER PLAZA



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600 McAllister St.

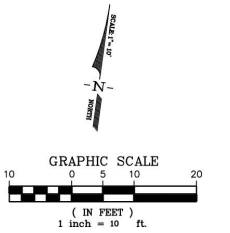
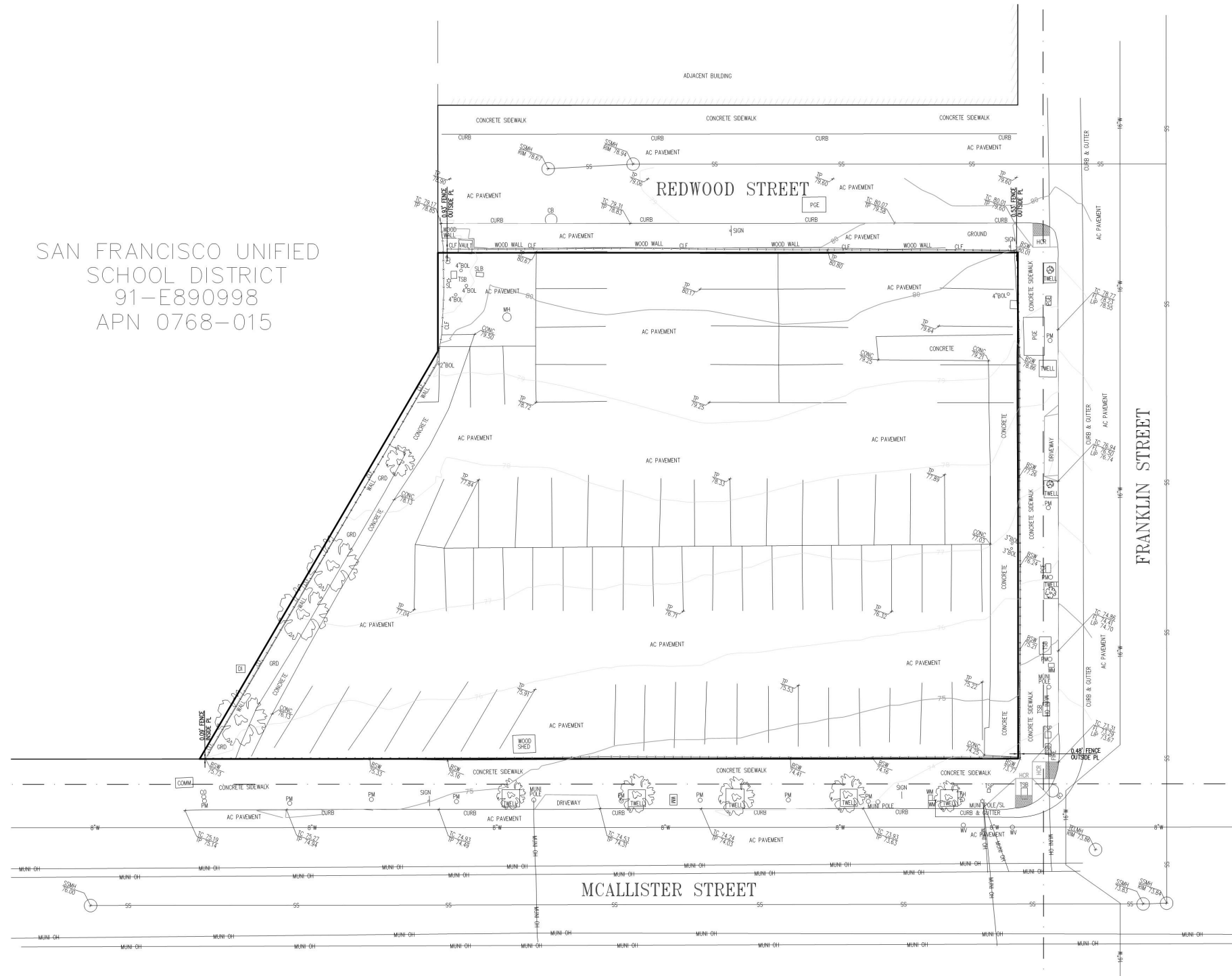
UPDATED PROPOSED BUILDING VIEWS

21831
scale:
date: 12.14.2020

G.17

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SAN FRANCISCO UNIFIED
SCHOOL DISTRICT
91-E890998
APN 0768-015

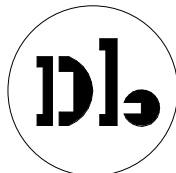
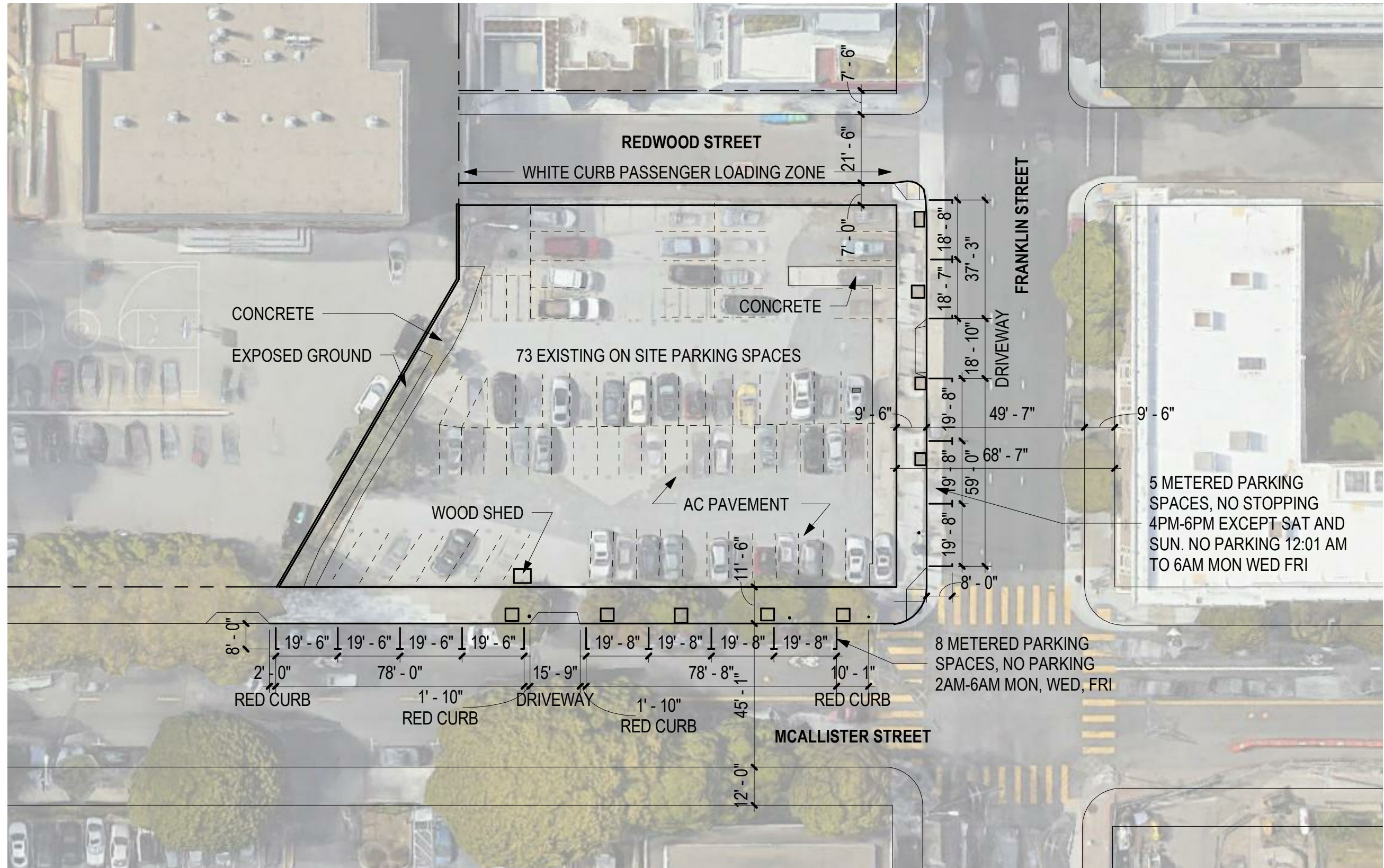


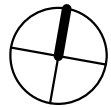
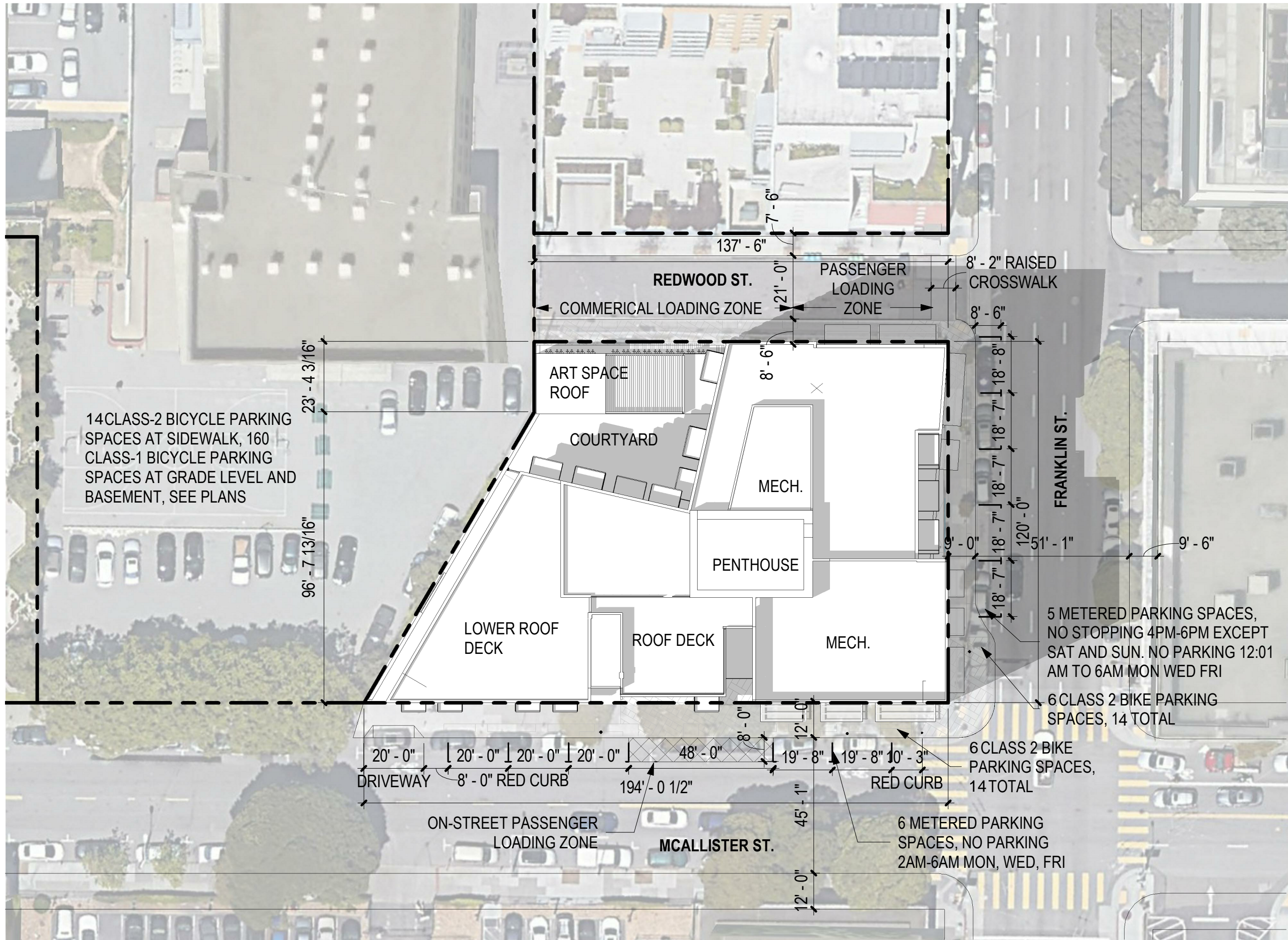
LEGEND

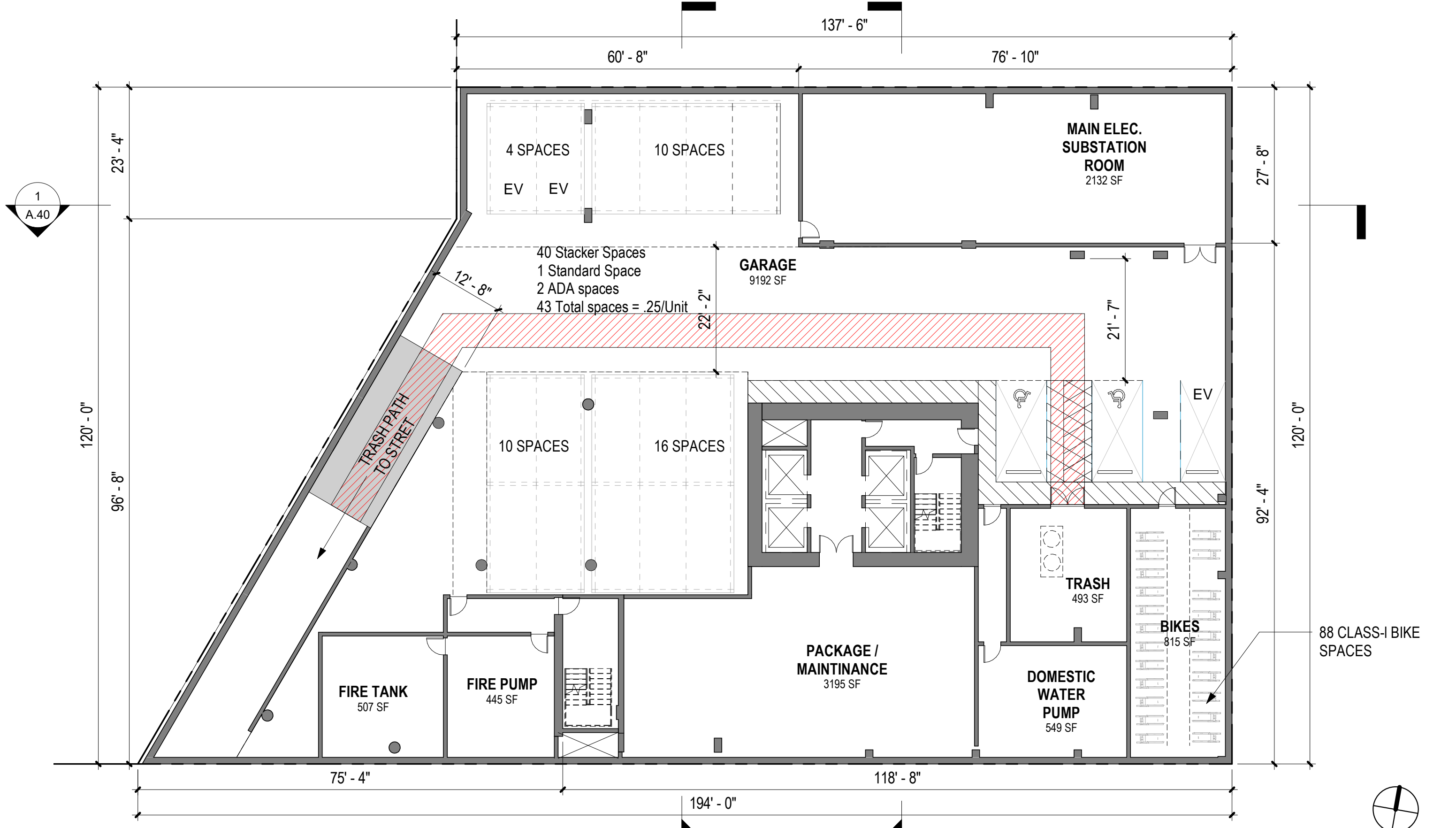
SYMBOLS	DESCRIPTION
---	BOUNDARY - SUBJECT PROPERTY
---	RIGHT-OF-WAY LINE
---	ADJONERS PROPERTY LINE
---	MONUMENT LINE
---	TIE LINE
---	BUILDING LINE
---	WATER LINE
---	SANITARY SEWER LINE
---	BUILDING HATCH
---	SIGN
---	SANITARY SEWER CLEANOUT
○	SSCO
○	MH MANHOLE
○	DI DRAIN INLET
AC	ASPHALT CONCRETE
BLDG	BUILDING
CB	CATCH BASIN
CONC	CONCRETE
CLF	CHAIN LINK FENCE
GRD	GROUND
CO	CLEAN OUT
PL	PROPERTY LINE
WV	WATER VALVE
PM	PARKING METER
SL	STREET LIGHT
TSP	TRAFFIC SIGNAL POST
COMM	COMMUNICATION BOX
BOL	BOLLARD
TWELL	TREE WELL
WM	WATER METER
HCR	HANDICAP RAMP
MUNI OH	MUNI OVERHEAD WRES
TSB	TRAFFIC SIGNAL BOX
TC	TOP OF CURB ELEVATION
FL	FLOW LINE ELEVATION
LIP	LIP OF GUTTER ELEVATION
TP	TOP OF PAVEMENT ELEVATION
BSW	BACK OF SIDEWALK ELEVATION

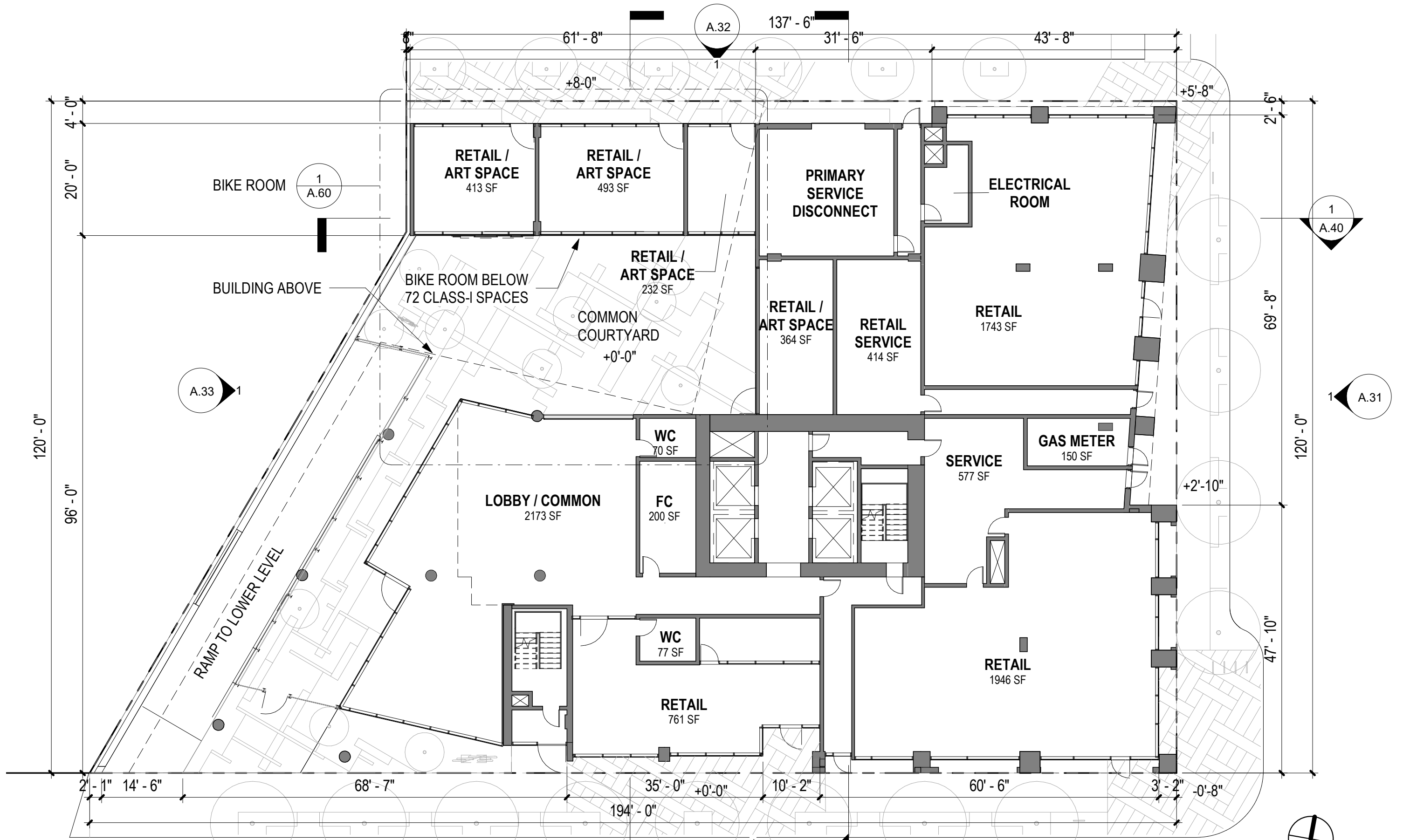
**ALTA/NSPS
LAND TITLE SURVEY**
FOR
600 MCALLISTER STREET
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA
FEBRUARY 2019
PREPARED BY
LUK AND ASSOCIATES
CIVIL ENGINEER - LAND PLANNERS - LAND SURVEYORS
738 ALFRED NOBEL DRIVE
HERCULES, CALIFORNIA 94547
(510) 724-3388

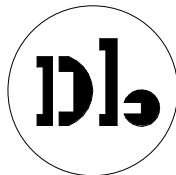
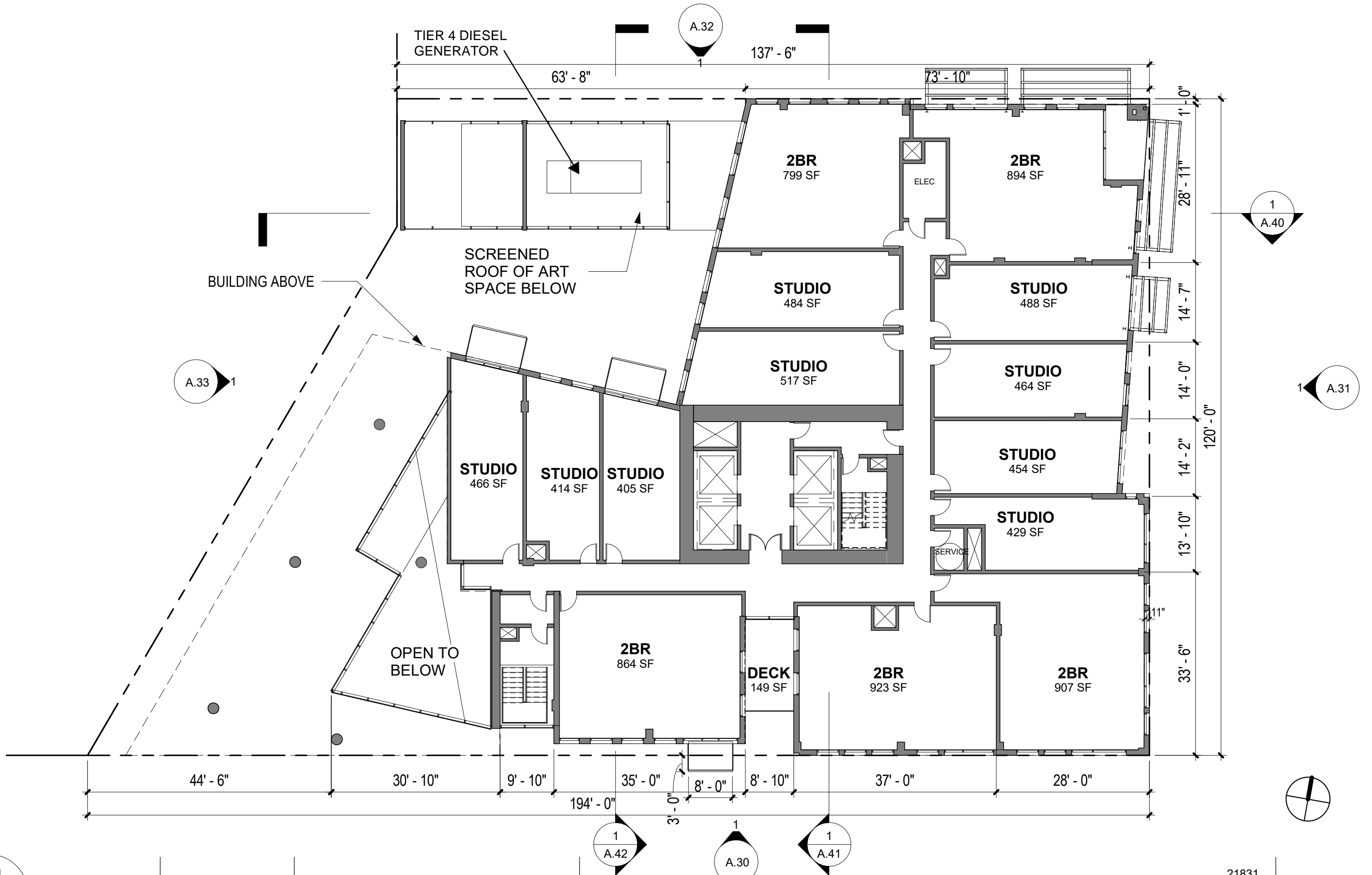
JOB NO.: 18099A10 PLOT DATE: FEBRUARY 20, 2019 SHEET 2 OF 2

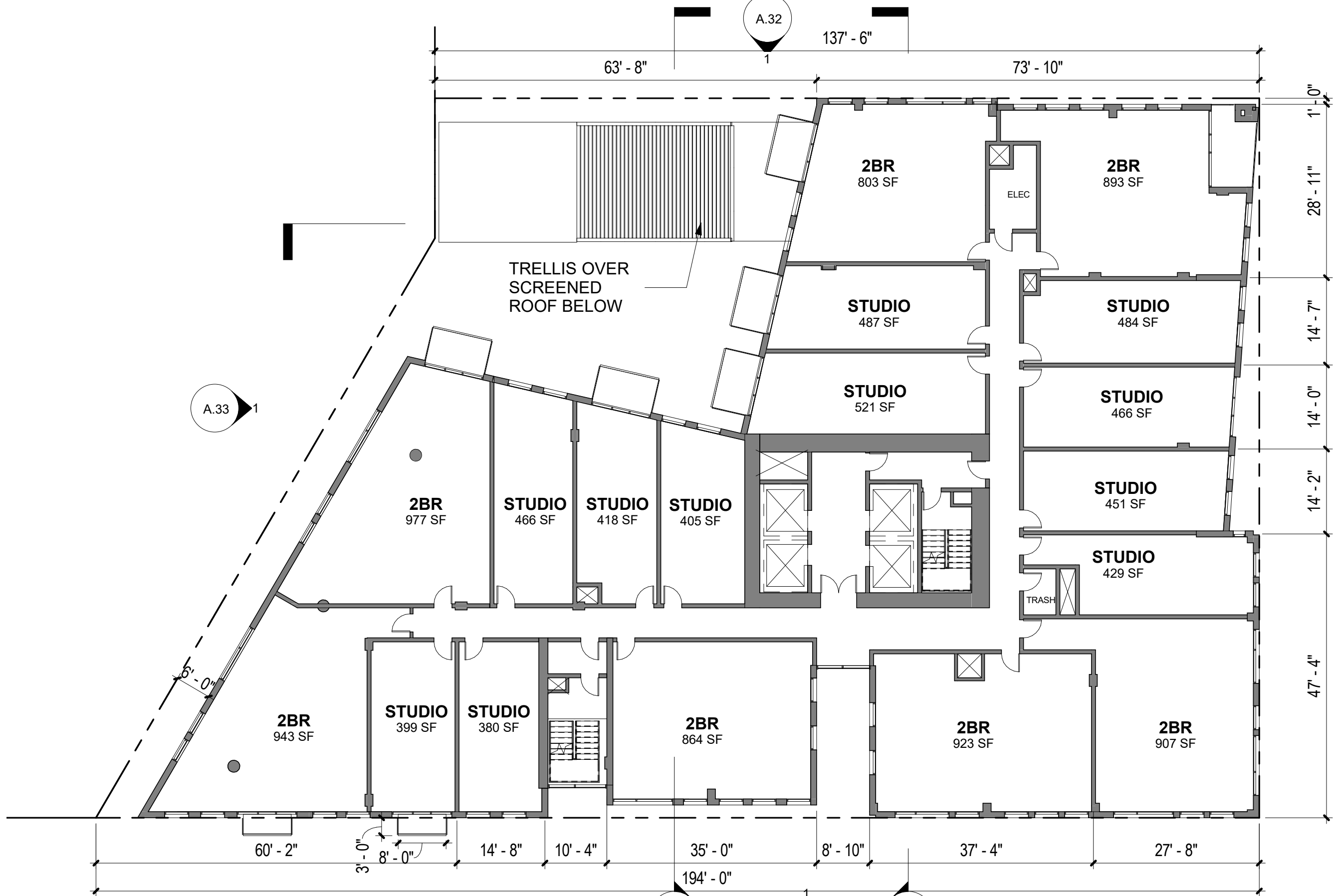


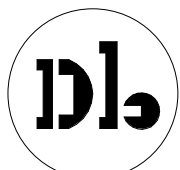
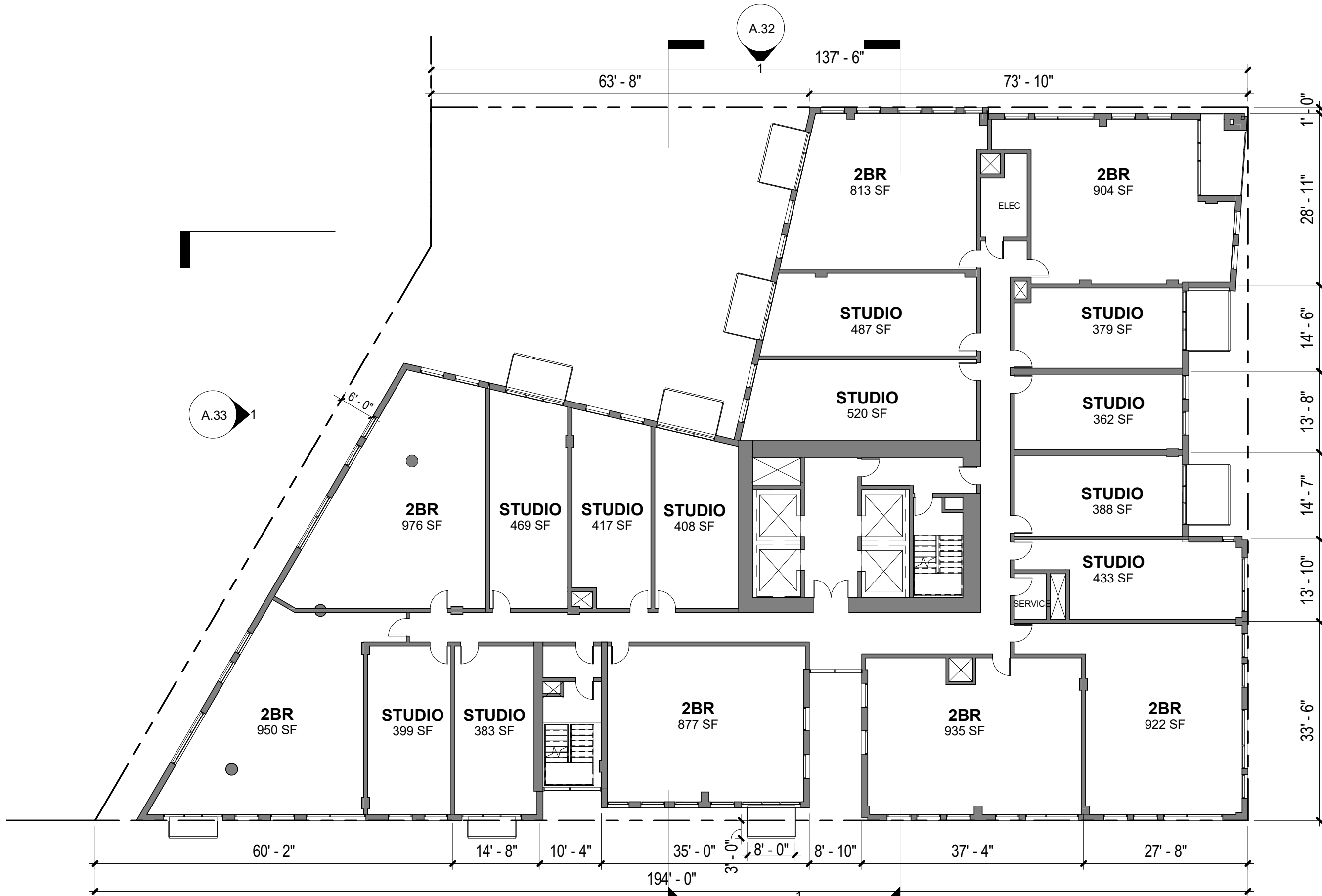


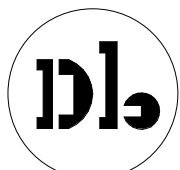
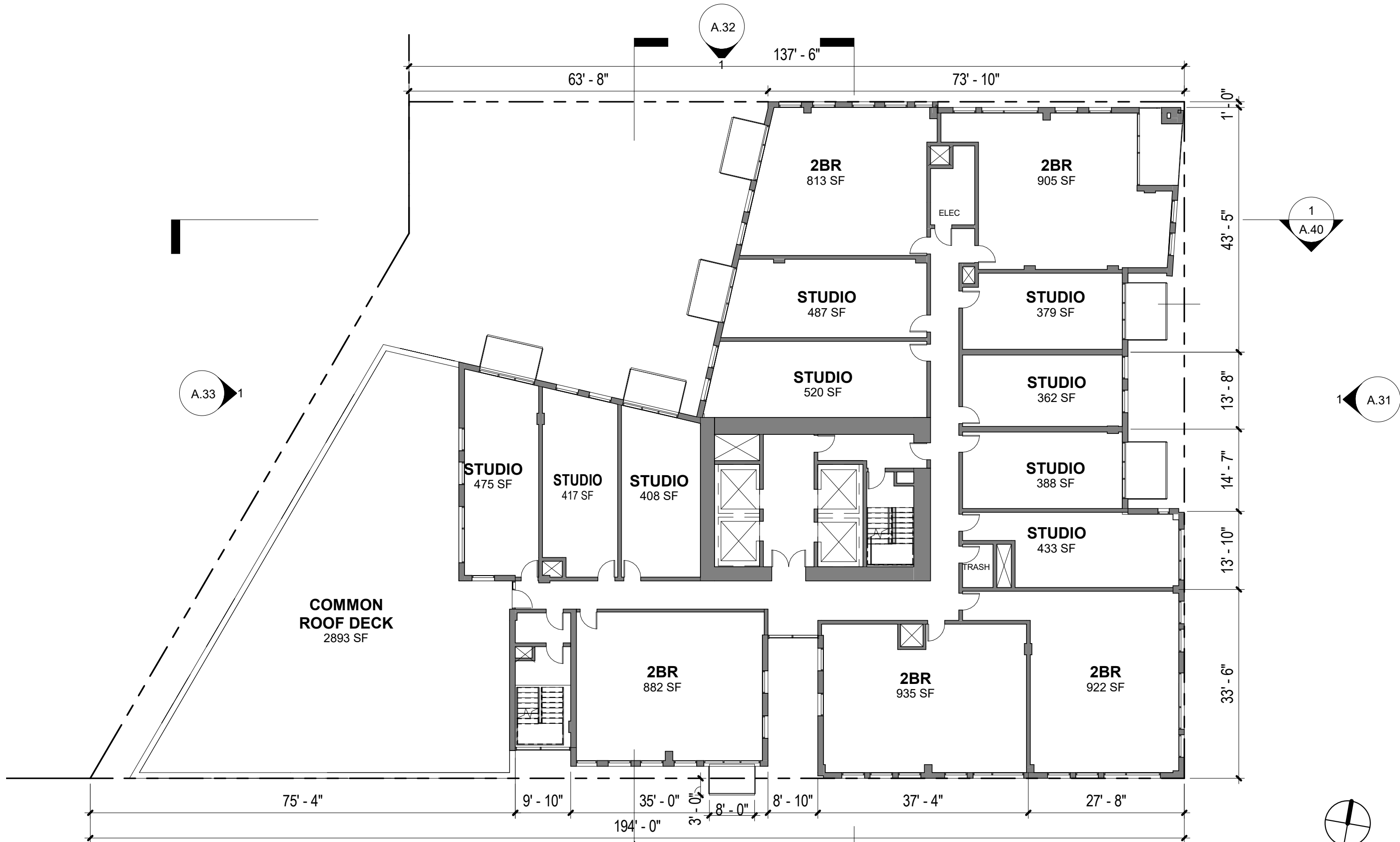


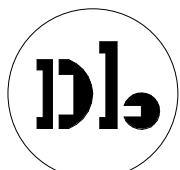
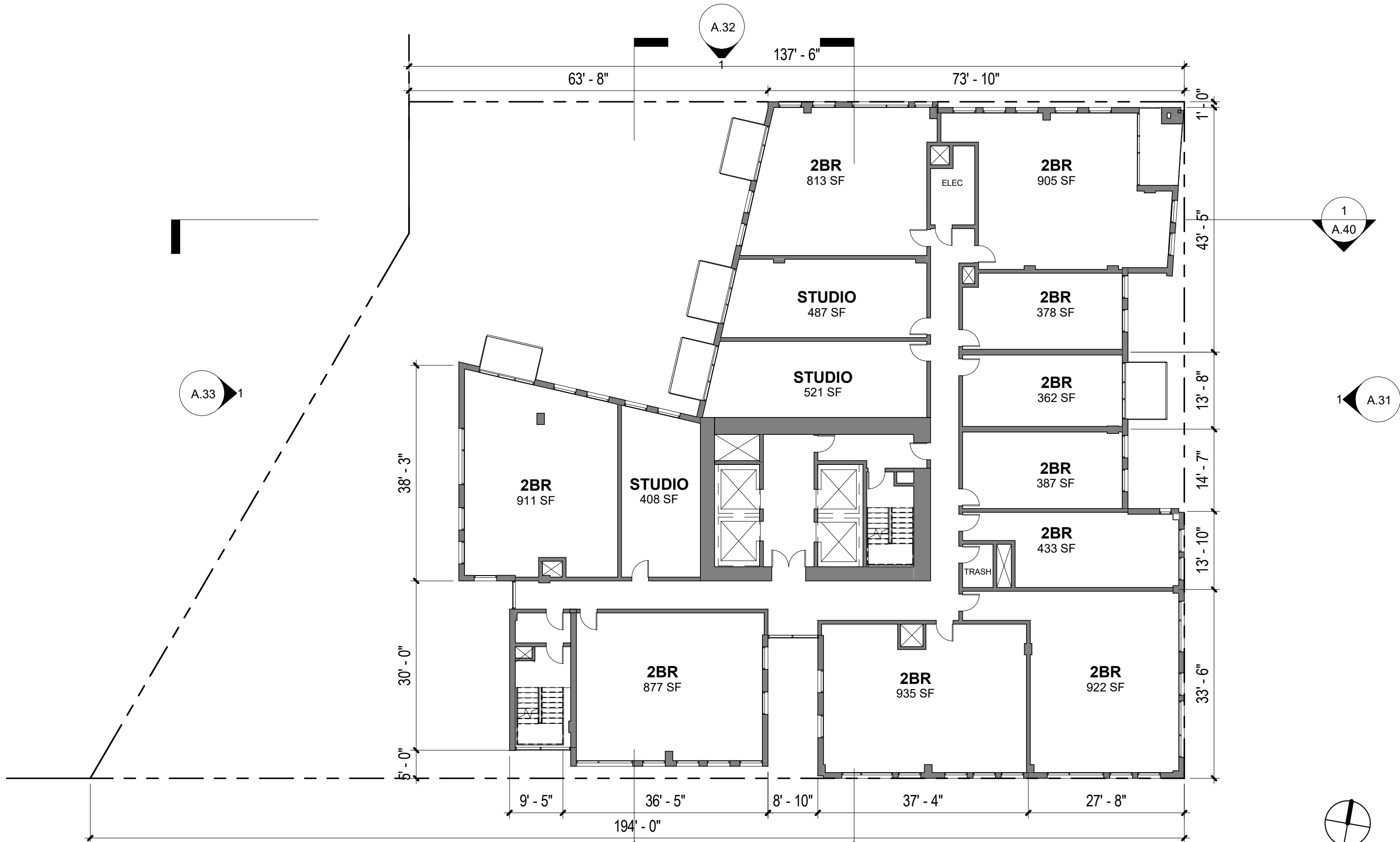


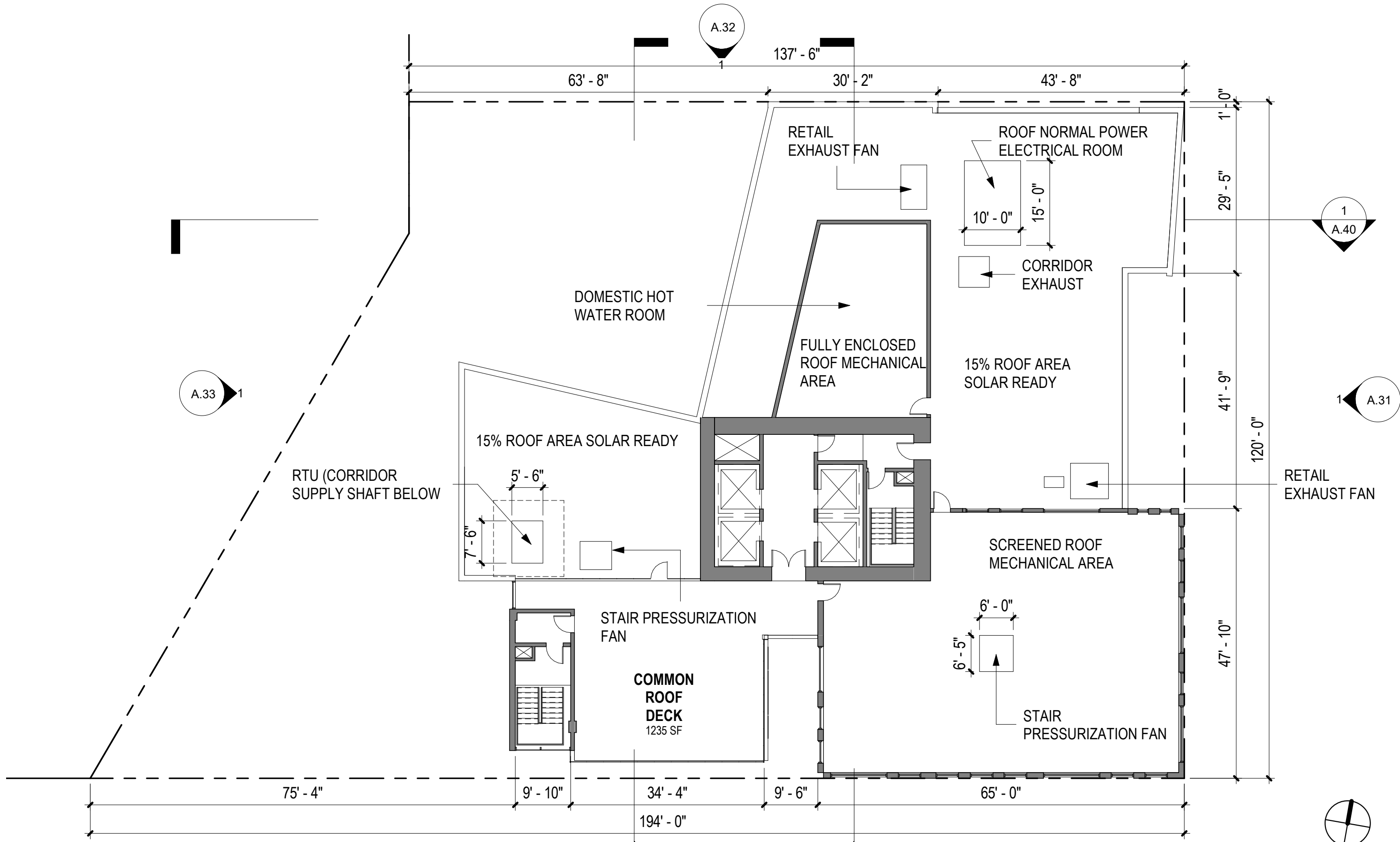




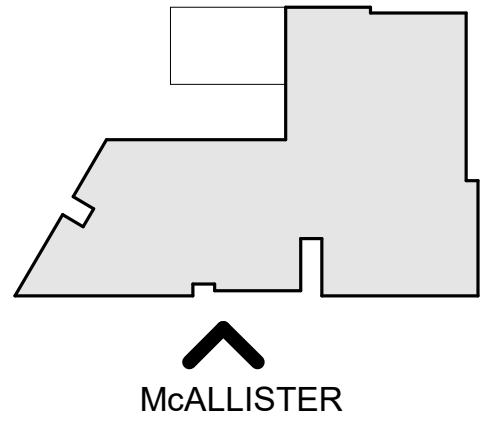




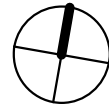




REDWOOD



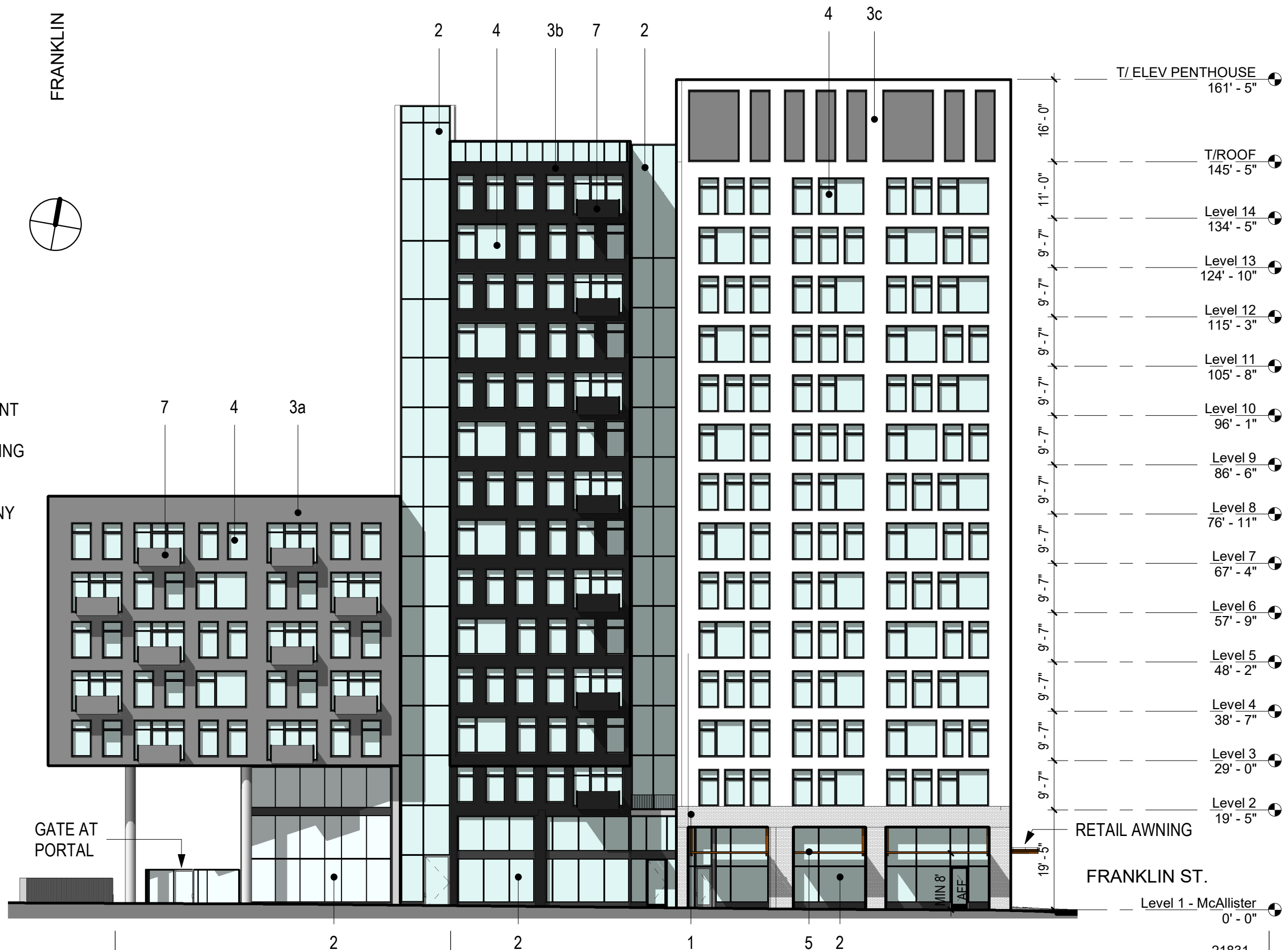
FRANKLIN



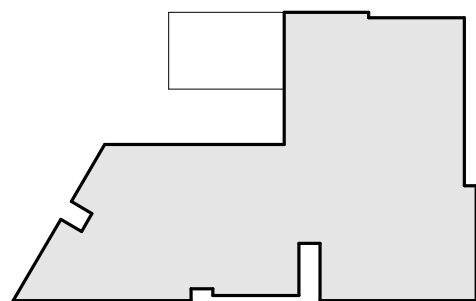
McALLISTER

SEE SHEET G.09 FOR MATERIAL KEY

- 1 GLAZED BRICK
- 2 GLASS AND ALUMINUM STOREFRONT
- 3 GLASS FIBER REINFORCED CONCRETE, 3 COLORS
- 4 RECESSED ALUMINUM CASEMENT WINDOW
- 5 STEEL AND GLASS RETAIL AWNING
- 6 GLASS RAILING AT RECESSED BALCONY
- 7 GLASS AND CONCRETE BALCONY



REDWOOD



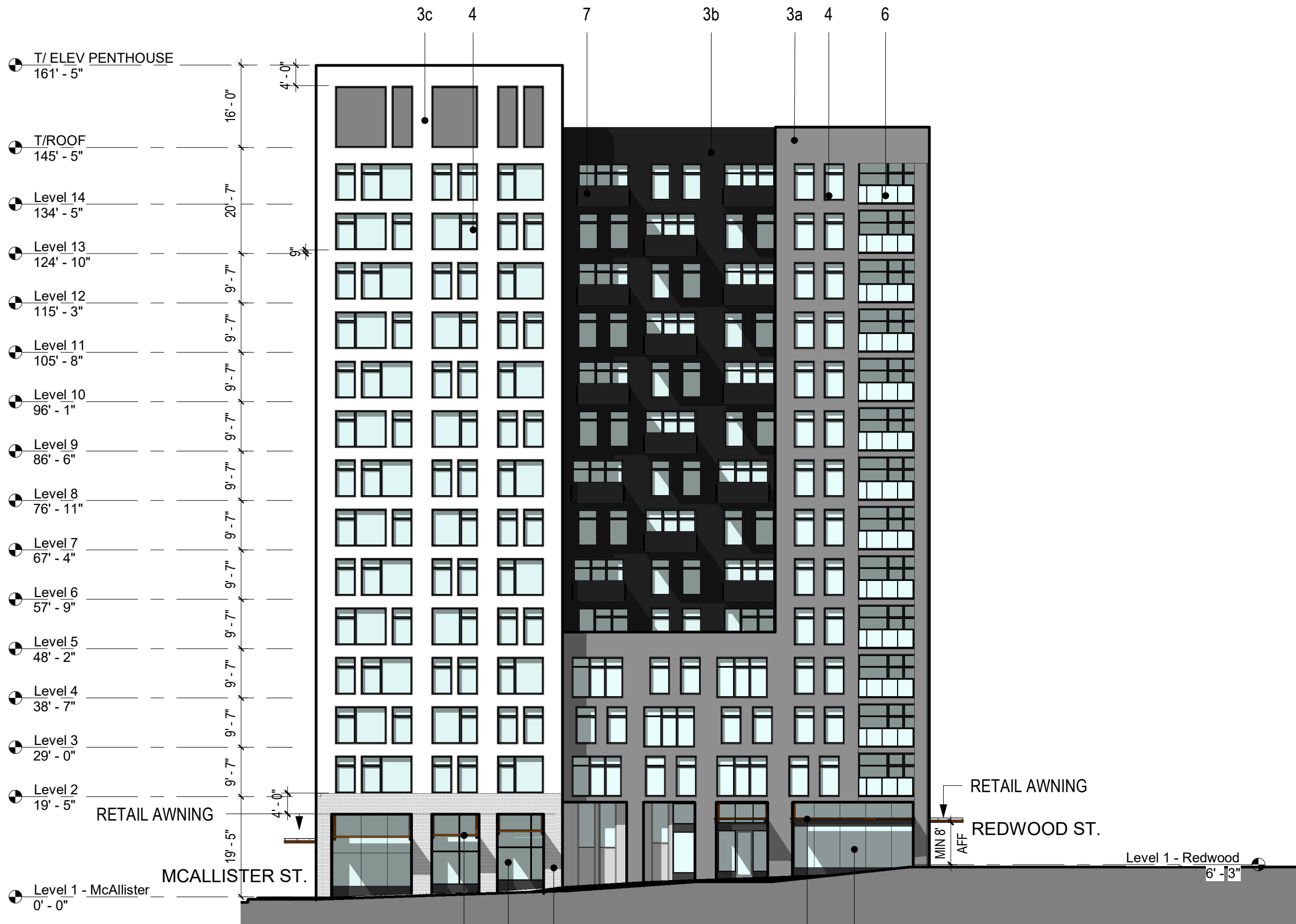
McALLISTER

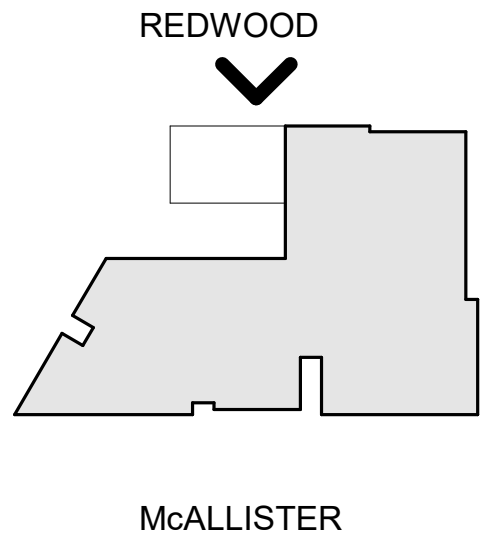
FRANKLIN



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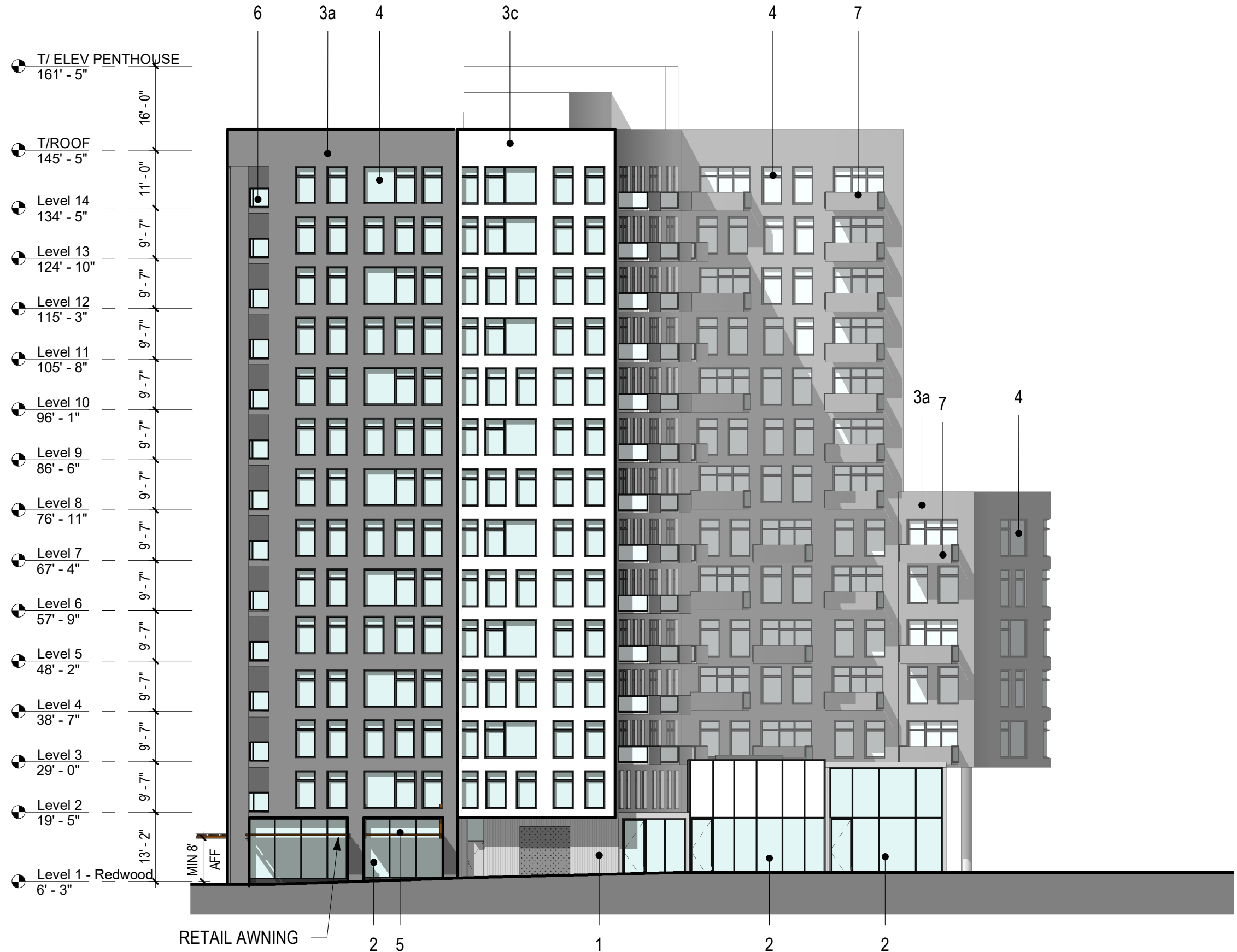


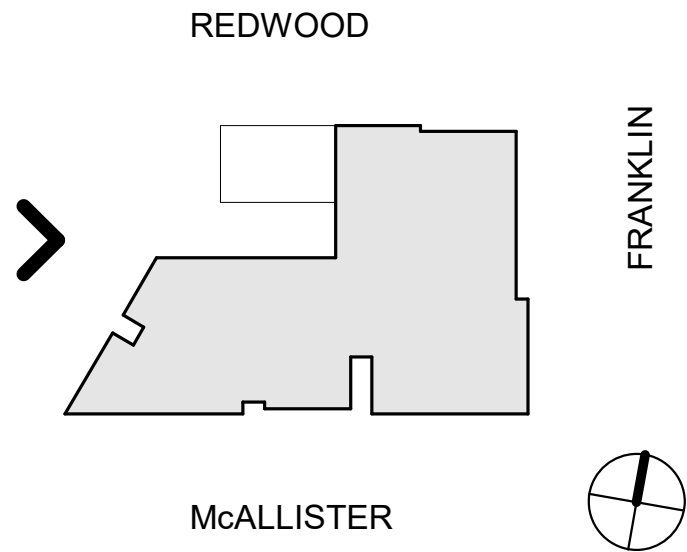


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SEE SHEET G.09 FOR MATERIAL KEY

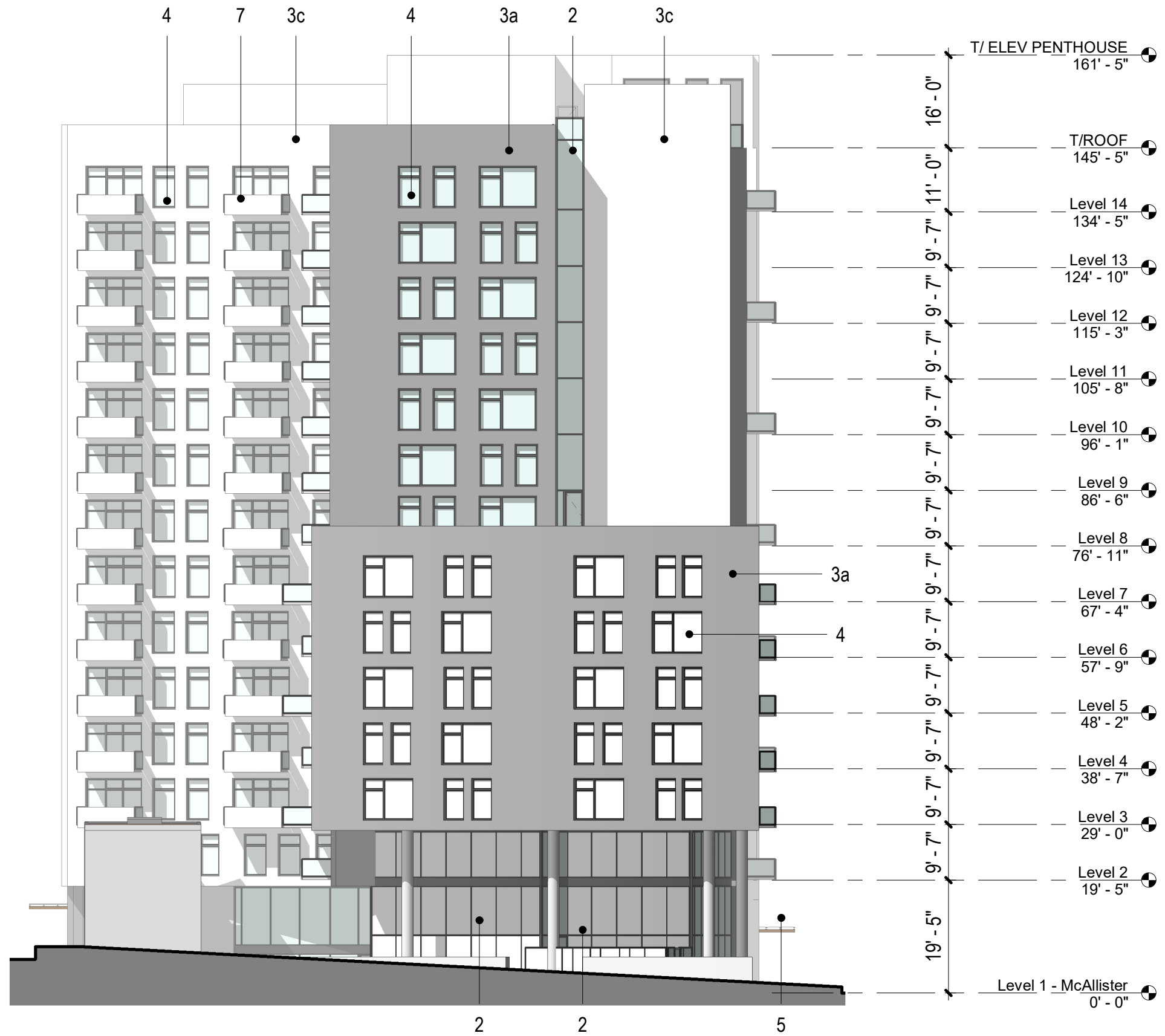
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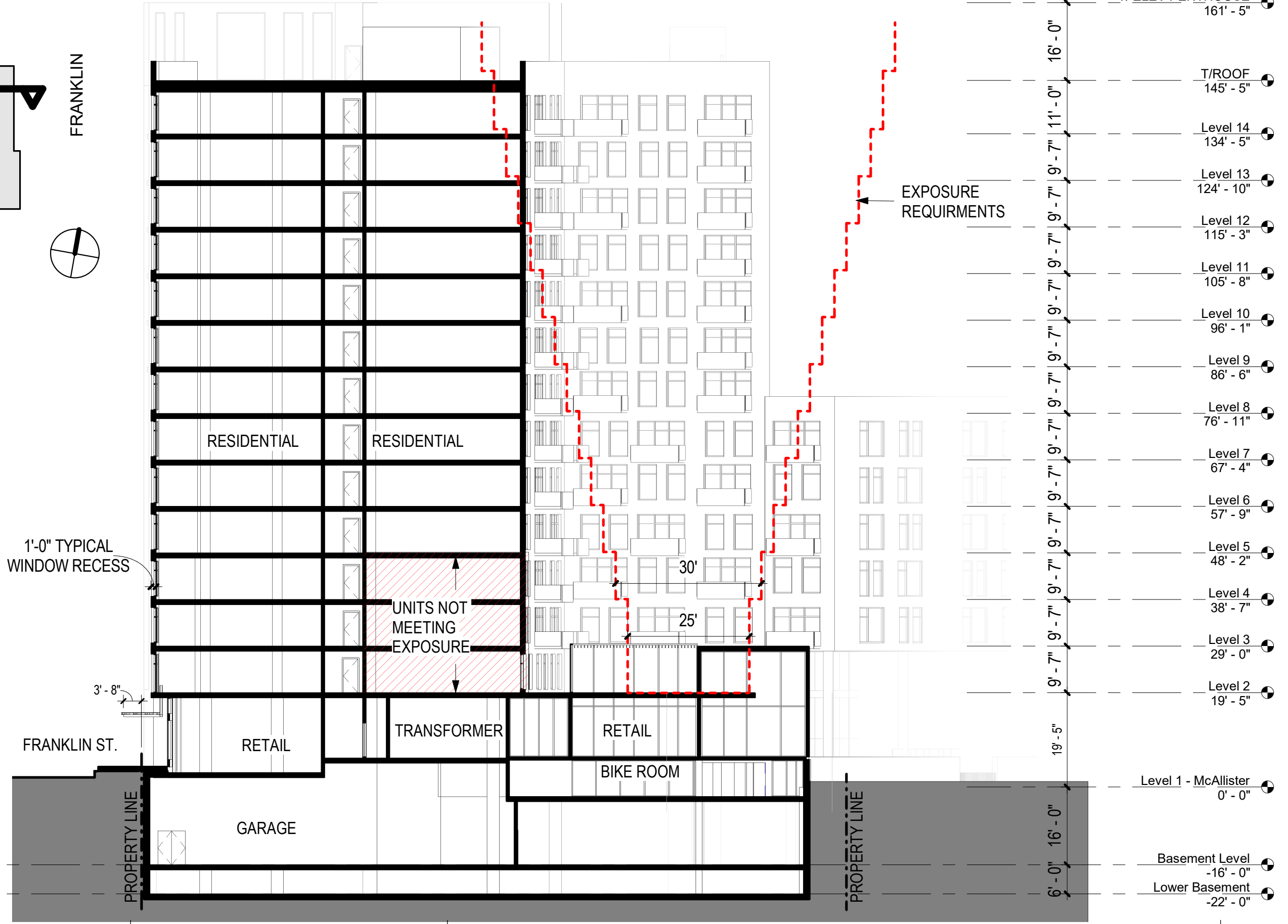
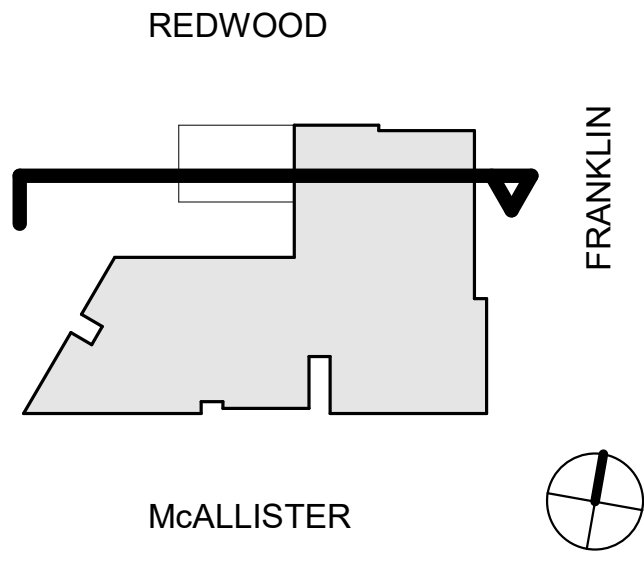




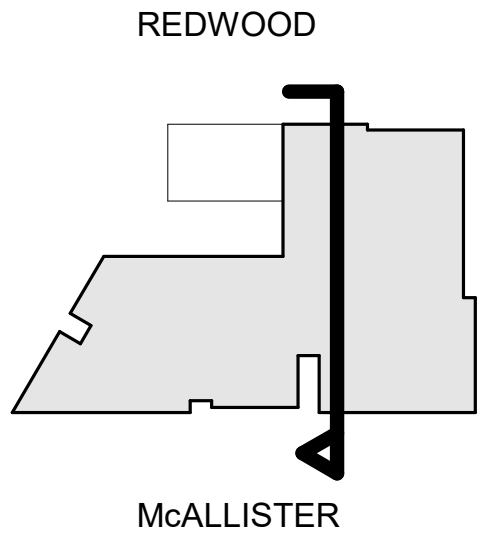
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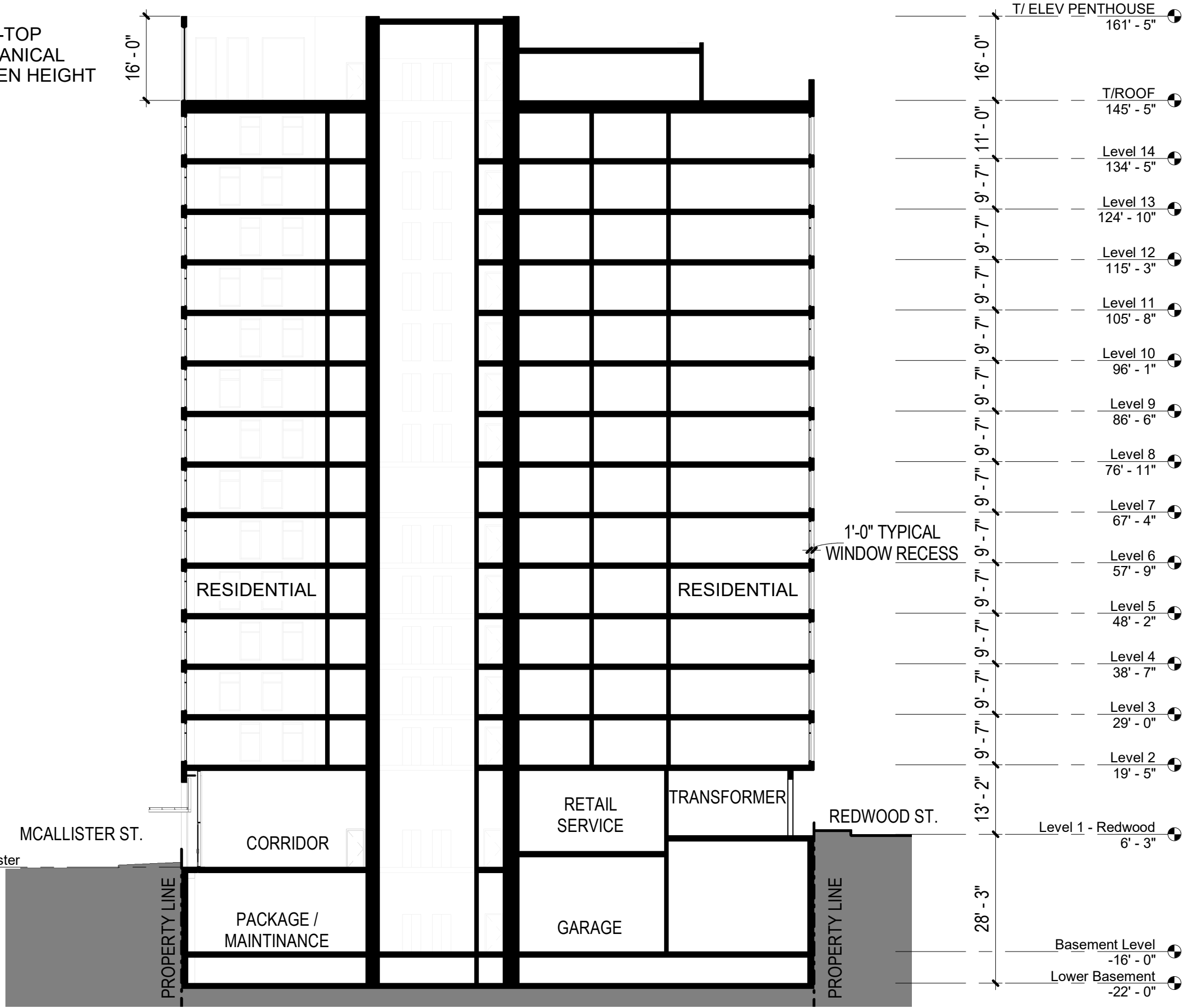
T/ ELEV PENTHOUSE	161' - 5"
T/ROOF	145' - 5"
Level 14	134' - 5"
Level 13	124' - 10"
Level 12	115' - 3"
Level 11	105' - 8"
Level 10	96' - 1"
Level 9	86' - 6"
Level 8	76' - 11"
Level 7	67' - 4"
Level 6	57' - 9"
Level 5	48' - 2"
Level 4	38' - 7"
Level 3	29' - 0"
Level 2	19' - 5"
Level 1 - McAllister	0' - 0"
Basement Level	-16' - 0"
Lower Basement	-22' - 0"

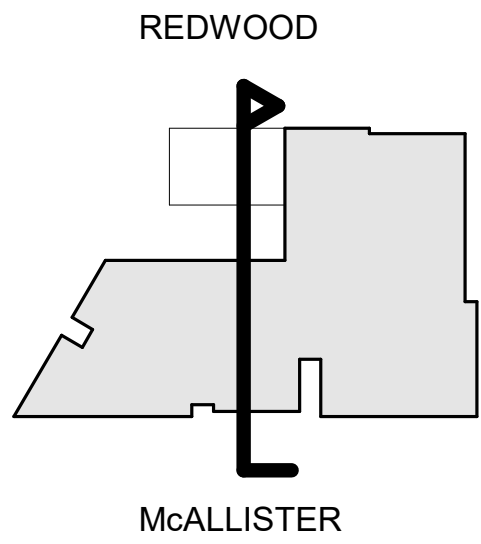


ROOF-TOP MECHANICAL SCREEN HEIGHT

16'-0"

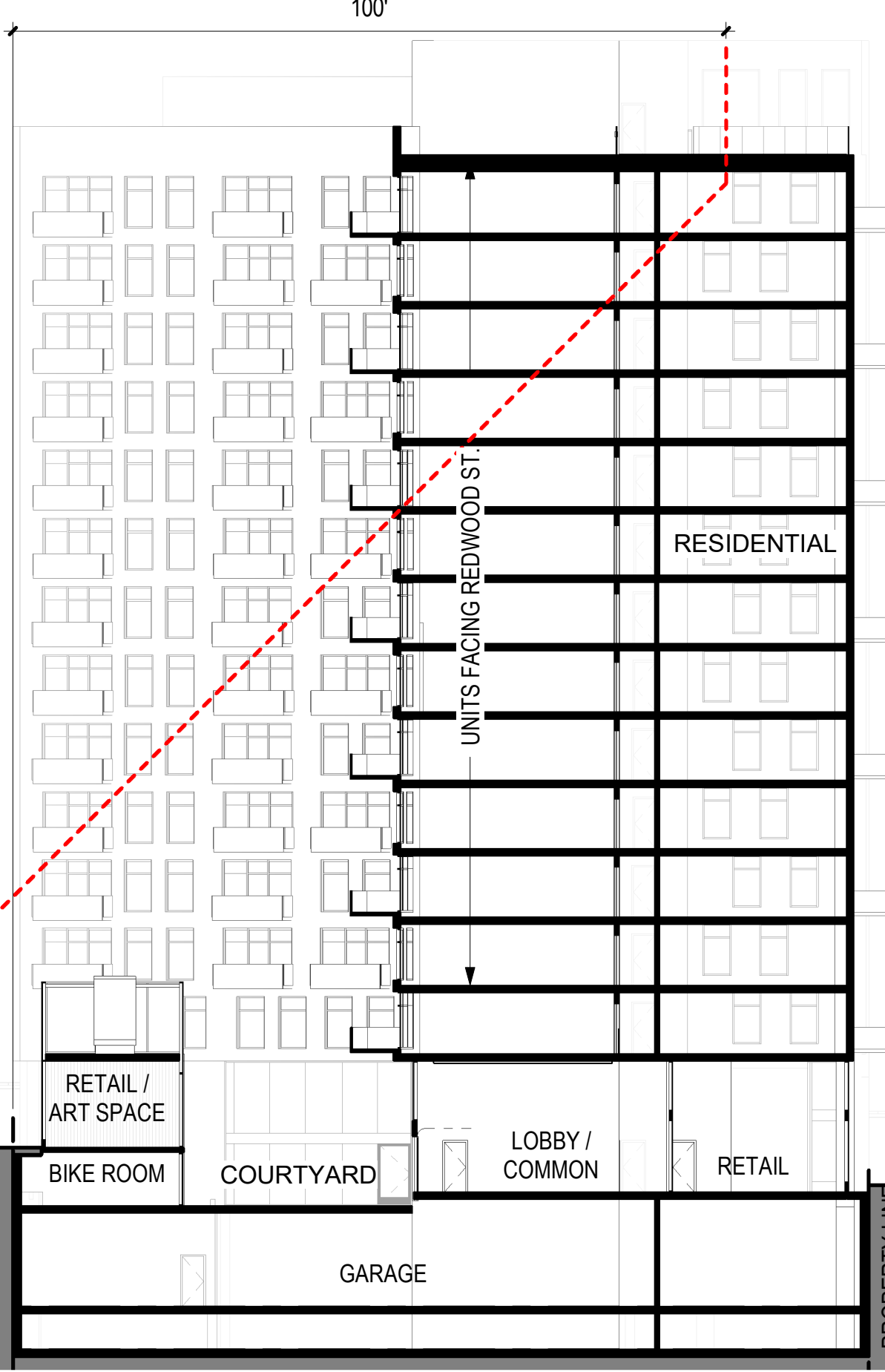
Level 1 - McAllister
0' - 0"





FRANKLIN

NARROW STREETS SUN ACCESS PLANE

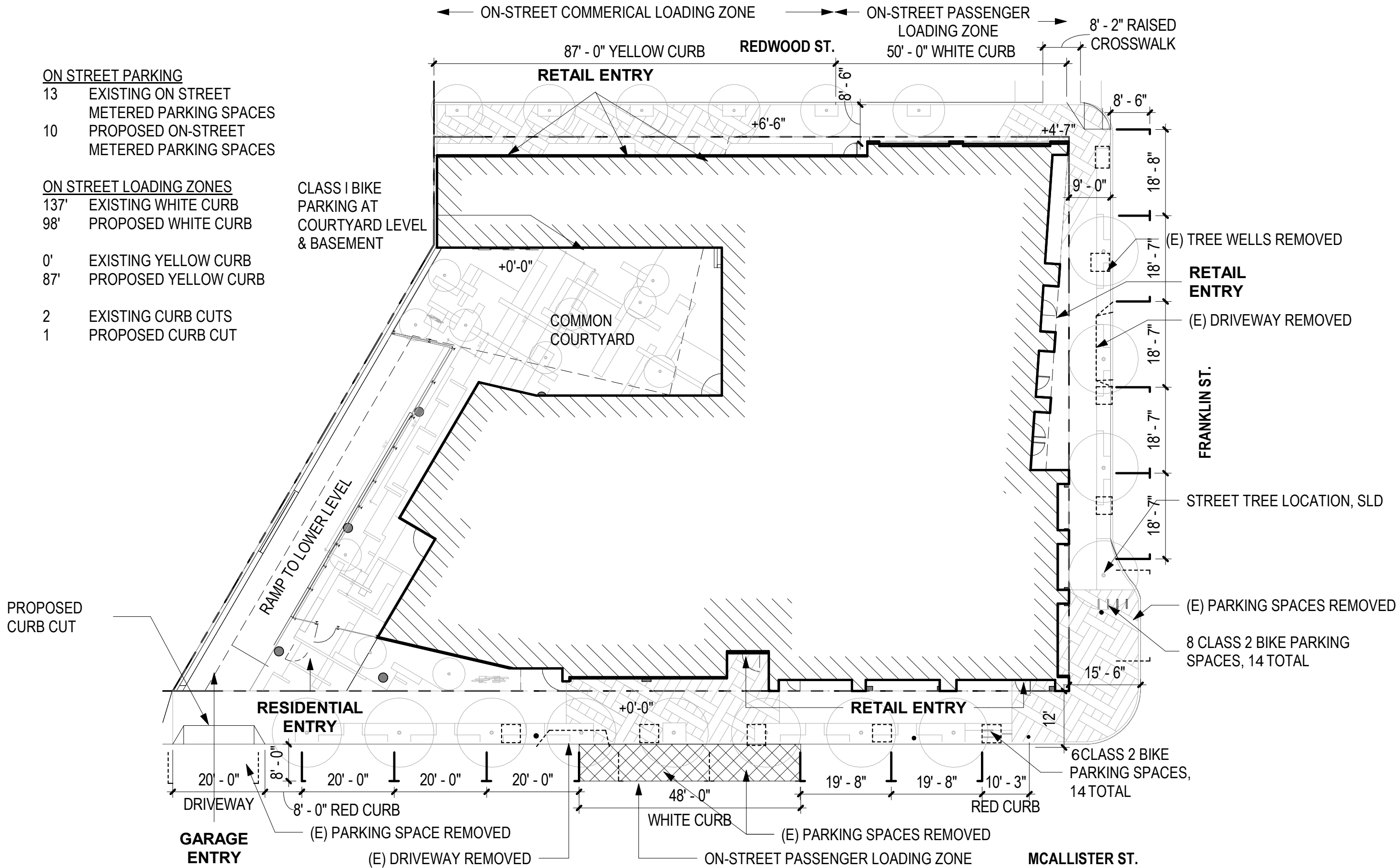


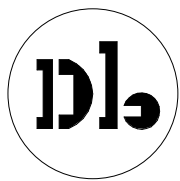
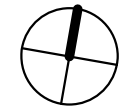
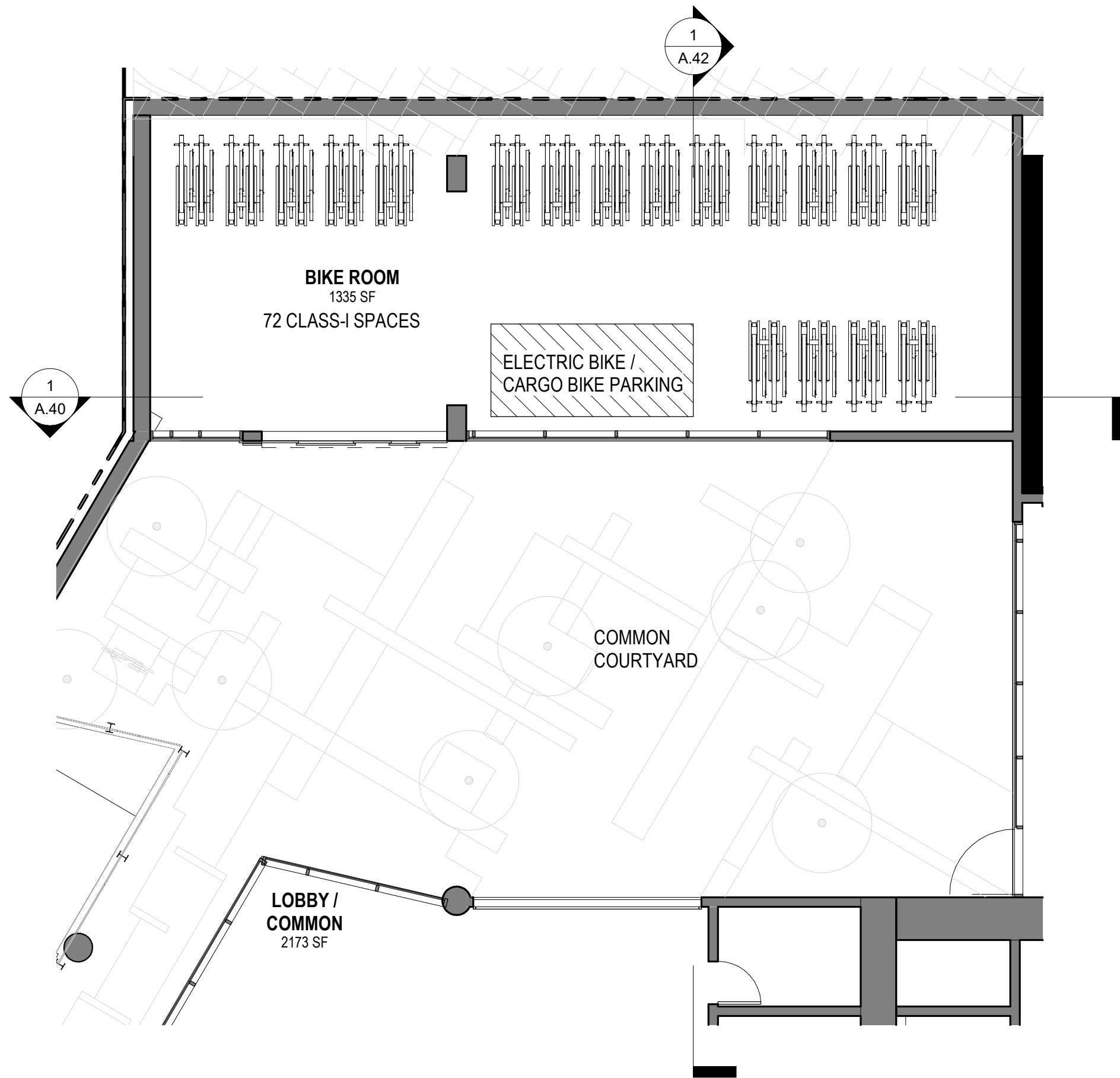
T/ ELEV PENTHOUSE	161' - 5"
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Level 7	67' - 4"
Level 6	57' - 9"
Level 5	48' - 2"
Level 4	38' - 7"
Level 3	29' - 0"
Level 2	19' - 5"
Level 1 - Redwood	6' - 3"
Level 1 - McAllister	0' - 0"
Basement Level	-16' - 0"
Lower Basement	-22' - 0"

- ON STREET PARKING**
 13 EXISTING ON STREET
 METERED PARKING SPACES
 10 PROPOSED ON-STREET
 METERED PARKING SPACES

- ON STREET LOADING ZONES**
 137' EXISTING WHITE CURB
 98' PROPOSED WHITE CURB
 0' EXISTING YELLOW CURB
 87' PROPOSED YELLOW CURB
 2 EXISTING CURB CUTS
 1 PROPOSED CURB CUT

CLASS I BIKE
 PARKING AT
 COURTYARD LEVEL
 & BASEMENT





SITE LEGEND

- 1 CITY STD. SIDEWALK, W/ SPARKLEGRAIN
- 2 COURTESY STRIP 6" X 18" CONC. PAVER
- 3 (N) STREET TREE (TYP.), 12X
- 4 (N) STREET TREE (SMALL), 6X
- 5 (E) STREET TREE (TYP.), 8X
- 6 (E) STREET TREE (SMALL), 4X ADJACENT PROPERTY, NIC
- 7 CITY STD. BIKE RACK, 5X
- 8 CUSTOM COURTYARD PAVING
- 9 PLANTING AREA NATIVE & NATURALIZED
- 10 DRIVEWAY
- 11 CITY STD. SIDEWALK COLOR: SILVERSMOKE W/ SPARKLE GRAIN
- 12 CONC. SEATWALL IN COURTYARD
- 13 COURTYARD PLANTING NATIVE & NATURALIZED
- 14 COURTYARD TREE
- 15 ENTRY FENCE & GATE, SAD
- 16 PROPERTY LINE
- 17 CURBLESS SIDEWALK WITH RAISED CROSSING
- 18 EXISTING FIRE HYDRANT
- 19 EXISTING POLE
- 20 PUBLIC CONC. SEATING
- 21 PUBLIC ART
- 22 EXISTING TOC



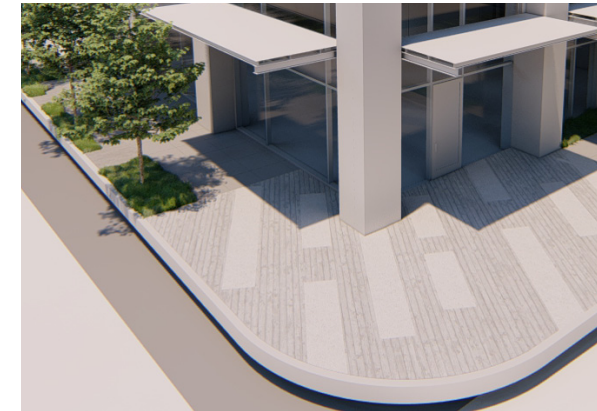
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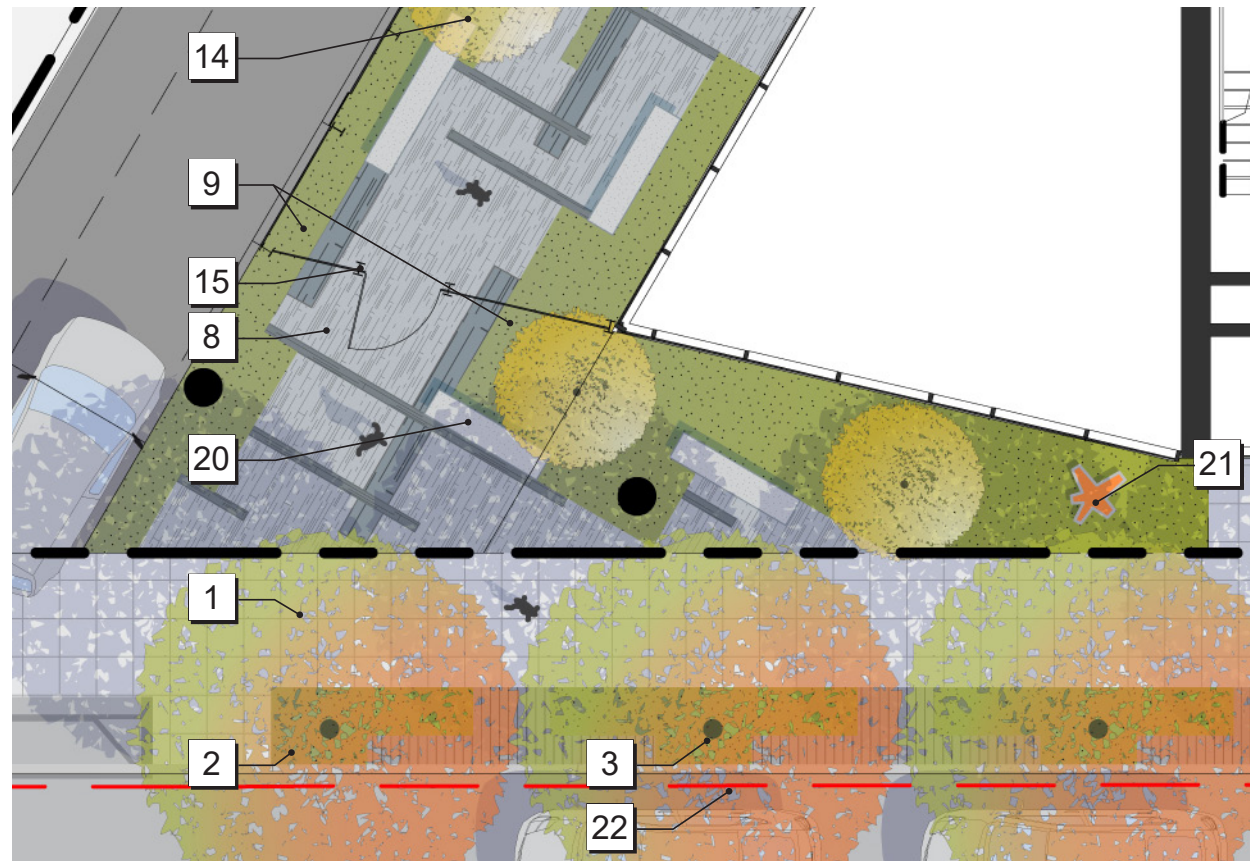
NOTES:

- 1. THE COURTYARD USES NATIVE AND NATURALIZED PLANTS THAT CONTINUE INTO THE PUBLIC REALM.
- 2. PUBLIC SEATING AND ART ARE PROVIDED TO CELEBRATE THE STUDIO SPACES.
- 3. CUSTOM PAVING EXTENDS THROUGH THE GATE INTO THE PUBLIC COURT, USING THE AXIS OF THE BUILDING.

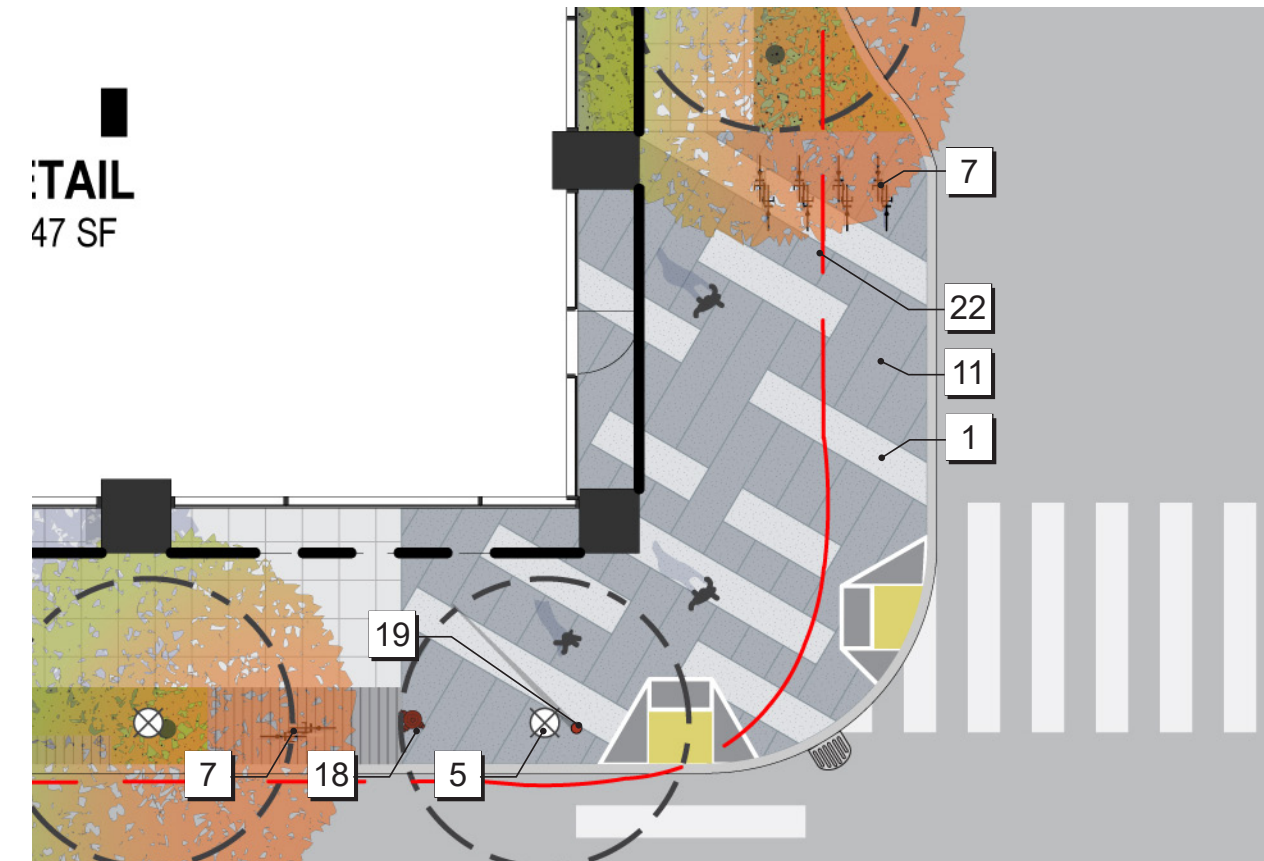


NOTES:

- 1. THE ANGLE OF THE PAVING USING IN 2|L.02 ARE USED AT SELECT POINTS ALONG THE FRONTAGE, INCLUDING THE BULBOUT TO CALL ATTENTION TO KEY ENTRIES AND PROGRAM AREAS.



② RESIDENT ENTRY AND PUBLIC SPACE COURT NTS



① CITY STANDARD BULBOUT NTS

ROOF FANS

DESIGNATION	LOCATION/SERVICE	CFM
EF-R-1	ROOF / CORRIDOR EXHAUST	
EF-R-2	ROOF/ FUTURE RESTAURANT GREASE EXHAUST	
EF-R-3	ROOF/ FUTURE RESTAURANT GREASE EXHAUST	
SF-R-1	ROOF / STAIR 1 PRESSURIZATION	
SF-R-2	ROOF / STAIR 2 PRESSURIZATION	

WATER HEATER (GAS-FIRED)

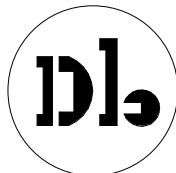
DESIGNATION	SERVICE	CAPACITY	OPERATING WEIGHT (LBS)
GWH-1, -2	DOMESTIC HOT WATER		

VRF CONDENSING UNITS- SPACE HEATING AND COOLING (ALL-ELECTRIC)

DESIGNATION	TOTAL COOLING CAPACITY (MBH)	TOTAL HEATING CAPACITY (MBH)	AMBIENT TEMP (F)	REFRIGERANT	NOTES
CU-R-1 THRU CU-R-7	456	513	95	R410A	

RTU- RESI CORRIDOR VENTILATION (ALL-ELECTRIC HEAT PUMP)

DESIGNATION	SUPPLY FAN		COOLING DATA				HEAT PUMP HEATING				
	CFM	MOTOR HP	CAPACITY		EAT		LAT (°F)	EAT (°F)	LAT (°F)	INPUT CAPACITY MBH	OUTPUT CAPACITY MBH
			TOTAL MBH	SENSIBLE MBH	DB (°F)	WB (°F)					
RTU-1	2,400	-	72		83	67	68	39	75	-	-





CERTIFICATE OF DETERMINATION COMMUNITY PLAN EVALUATION

Record No.: 2019-014735ENV, 600 McAllister Street

Zoning: NCT-3 (Moderate Scale Neighborhood Commercial Transit District)

Height & Bulk: 50-X District west portion of project site, 85-X District east portion of project site

Plan Area: Market and Octavia Area Plan

Block/Lot: 0768/072 and 0768/073

Lot Size: 19,433 square feet total [0768/072 – 8,295 sq. ft.] [0768/073 – 11,138 sq. ft.]

Project Sponsor: S. Hekemian Group, c/o Melinda Sarjapur – msarjapur@reubenlaw.com – (415) 567-9000

Staff Contact: Don Lewis – don.lewis@sfgov.org – (628) 652-7543

Project Description

The project site consists of two lots forming a trapezoid shape totaling approximately 19,433-square feet in size, located at northwest corner of the intersection of McAllister Street and Franklin Street. The site is located in the Downtown/Civic Center neighborhood and the Market and Octavia Plan Area. The site is currently a paved private vehicle parking lot with a 4-foot by 5-foot wood-framed shed and steel chain-link fencing along the perimeter.

The proposed project would merge both lots, demolish the existing surface parking lot, and construct a new 14-story, 145-foot 5-inch-tall (161-foot 5-inch-tall to the top of the elevator penthouse), approximately 168,750 gross-square-foot mixed-use building containing 196 dwelling units with approximately 8,050 square feet of ground floor retail/arts activity space. The project would contain 115 studio units and 81 two-bedroom units, 29 of which that would be provided as below market rate inclusionary housing units. The project sponsor is proposing to utilize the Individually Requested State Density Bonus Program, which allows waivers and concessions from local development standards for projects that provide affordable housing. Total open space provided for the project would be approximately 13,780-square feet through private open space balconies and common open space areas with outdoor terraces on various floor levels. In addition, the proposed project includes a below-grade basement garage with 43 parking spaces. A total of 160 Class I residential bicycle parking spaces would be installed at the courtyard and basement levels, two Class II on-street bicycle parking spaces would be installed on McAllister Street, and eight class II on-street bicycle parking spaces would be installed on Franklin Street.¹ The proposed project also includes streetscape improvements for commercial and passenger

¹ Under the San Francisco Planning Code section 155.1, class 1 bicycle parking spaces are secure weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class II bicycle parking spaces are racks located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

loading zones, street trees, on-street parking, and an extended bulbout along the project's Franklin Street frontage. Project plan sheets and figures are included as Section G in the attached initial study.

Project construction is anticipated to last approximately 24 months. The proposed project would be supported by a reinforced concrete mat foundation bearing at the proposed excavation depth at a maximum of 25 feet below grade. Construction of the basement garage and foundation excavate approximately 18,000 cubic yards of soil.

Approval Action: Approval of the conditional use authorization pursuant to planning code sections 121.1 and 155 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 600 McAllister Street project described above and incorporates by reference information contained in the programmatic EIR for the Market and Octavia Plan (PEIR)². Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Market and Octavia PEIR.

Findings

As summarized in the initial study – community plan evaluation prepared for the proposed project (Attachment A)³.

- 2 San Francisco Planning Department, Market and Octavia Neighborhood Plan, Planning Department Record No. 2003.0347E and State Clearinghouse No. 2004012118, certified April 5, 2007. Available at: https://sfplanning.org/environmental-reviewdocuments?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed October 5, 2021.
- 3 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 2019-014735ENV and then clicking on the “Related Documents” link.

1. The proposed project is consistent with the development density established for the project site in the Market and Octavia Neighborhood Plan⁴;
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 Market and Octavia PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Market and Octavia 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 Market and Octavia PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Market and Octavia PEIR to mitigate project-related significant impacts.

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

CEQA Determination

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

Determination

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



Lisa Gibson
Environmental Review Officer

January 19, 2022

Date

Attachments

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

CC: Melinda Sarjapur, Reuben, Junius & Rose, LLP, Agent to Project Sponsor
Supervisor Dean Preston, District 5
Linda Ajello-Hoagland, Current Planning Division

⁴ San Francisco Planning Department, 600 McAllister Street Preliminary Project Assessment, Case No. 2019-014735PPA, October 3, 2018.

INITIAL STUDY - COMMUNITY PLAN EVALUATION

<i>Record No.:</i>	2019-014735ENV, 600 McAllister Street
<i>Zoning:</i>	NCT-3 (Moderate Scale Neighborhood Commercial Transit District)
<i>Height & Bulk:</i>	50-X District west portion of project site, 85-X District east portion of project site
<i>Plan Area:</i>	Market and Octavia Area Plan
<i>Block/Lot:</i>	0768/072 and 0768/073
<i>Lot Size:</i>	19,433 square feet total [0768/072 – 8,295 sq. ft.] [0768/073 – 11,138 sq. ft.]
<i>Project Sponsor:</i>	S. Hekemian Group, c/o Melinda Sarjapur – msarjapur@reubenlaw.com – (415) 567-9000
<i>Staff Contact:</i>	Don Lewis – don.lewis@sfgov.org – (628) 652-7543

A. Project Description

The project site consists of two lots forming a trapezoid shape totaling approximately 19,433-square feet in size, located at northwest corner of the intersection of McAllister Street and Franklin Street (see Figure 1, **Project Location Map**, in Section G below). The site is located in the Downtown/Civic Center neighborhood and the Market and Octavia Plan Area. Redwood Street is located to the north, Franklin Street to the east, McAllister Street to the south, and Gough Street to the west of the project. The project site is surrounded by a mix of residential, commercial, and office uses. The site is currently a paved private vehicle parking lot with a 4-foot by 5-foot wood-framed shed and steel chain-link fence along the perimeter.

The proposed project would merge both lots, demolish the existing surface parking lot, and construct a new 14-story, 145-foot 5-inch-tall (161-foot 5-inch-tall to the top of the elevator penthouse), approximately 168,750 gross-square-foot mixed-use building containing 196 dwelling units with approximately 8,050 square feet of ground floor retail/arts activity space.^{1,2} The project would contain 115 studio units and 81 two-bedroom units, 29 of which that would be provided as below market rate inclusionary housing units. The project sponsor is proposing to utilize the Individually Requested State Density Bonus Program, which allows waivers and concessions from local development standards for projects that provide affordable housing. Access to the building's dwelling units would be provided via a residential lobby entered from McAllister Street with the ground-floor retail space accessible from Redwood Street, Franklin Street, and McAllister Street. A Tier 4 backup diesel generator is proposed on the level 2 roof above the proposed retail space with a trellis for screening.

¹ The project application and plans 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 record number 2019-014735PRJ and then clicking on the "Related Documents" link.,

² Proposed use areas are approximate and rounded up from the plan set dated 10/1/2020.

Common open space for building residents would be provided in a 2,830-square-foot ground floor courtyard, a 160-square-foot second floor terrace, a 3,100-square-foot eighth floor terrace, and a 1,250-square-foot roof terrace. In total, the project would provide approximately 7,340 square feet of common open space. The proposed project also includes private open space as 80-square-foot balconies for 25 units and 60-square-foot balconies for 74 units; in total, about 6,440-square feet of private open space would be provided for the project. Total open space provided for the project would be approximately 13,780-square feet.

In addition, the proposed project includes a 16,900-square-foot below-grade basement garage with 43 parking spaces, 40 of which are to be provided as car stackers. To access the garage, an existing 15-foot 9-inch-wide curb cut on McAllister Street would be removed and replaced with a new 20-foot-wide curb cut approximately 59 feet west of the existing curb cut. In addition, 160 Class I residential bicycle parking spaces would be installed at the courtyard and basement levels, two Class II on-street bicycle parking spaces would be installed on McAllister Street, and eight class II on-street bicycle parking spaces would be installed on Franklin Street.³ Commercial and passenger on-street loading zones are proposed along Redwood Street and one on-street passenger loading zone is proposed on McAllister Street. On-street metered parking stalls along McAllister street would be reduced from eight to five stalls. On the Franklin Street frontage, five on-street metered stalls would be retained but relocated further north along this frontage where the existing 18-foot 10-inch-wide curb cut that is proposed to be removed, is currently located. The proposed project would also install an extended bulbout along the project's Franklin Street frontage. A total of eighteen new street trees would be planted: six on the Redwood Street frontage, four on the Franklin Street frontage, and eight on the McAllister Street frontage. Project plan sheets and figures are included in Section G at the end of this initial study.

The proposed project would be supported by a reinforced concrete mat foundation bearing at the proposed excavation depth at a maximum of 25 feet below grade. Additional project geotechnical recommendations are provided in section E.15, Geology and Soils, below. Construction of the basement garage and foundation would excavate approximately 18,000 cubic yards of soil. Project construction is anticipated to last approximately 24 months. Construction of the project would not require pile driving or nighttime construction activities.

State Density Bonus

Under Government Code section 65915, the state density bonus law, cities are required to grant density bonuses and concessions and incentives when a developer of a housing project of five or more units includes at least five percent of those units as housing units affordable to very-low, low, or moderate income households (between 50 and 120 percent of area median income).

The proposed project's bulk and density are consistent with that permitted for the project site in combination with the use of the Individually requested State Density Bonus Program in planning code section 206.6.

Project Approvals

Approval Action: Approval of the conditional use authorization pursuant to planning code sections 121.1 and 155 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.

The proposed 600 McAllister Street project would require the following approvals:

³ Class I bicycle parking includes weatherproofed bicycle lockers, bicycle rooms or cages where each bicycle can be individually locked. Bicycle lockers provide secure space with a separate access door for every bicycle. Class II bicycle parking includes unenclosed bicycle racks.

Actions by the Planning Commission

- Adopt findings for the Individually Requested State Density Bonus Program approval, with related requested waivers and concessions and incentives from: (1) off-street loading requirements under planning code section 152; (2) height per planning code section 260; (3) rear yard setback per planning code section 134; (4) usable open space per planning code section 135; (5) dwelling unit exposure per planning code section 140; (6) narrow alley setbacks per planning code section 261.1; and street frontage controls per planning code section 145.1.
- **Conditional Use Authorization.** A conditional use authorization from the planning commission is required to allow the development of a lot exceeding 10,000-square feet in the NCT-3 zoning district pursuant to planning code section 121.1; and the location of a new curb cut on McAllister Street pursuant to planning code section 155.
- Adoption of shadow findings made by the San Francisco Recreation and Park Commission (section 295).

Actions by the Planning Department

- Transportation demand management plan approval per planning code section 169.

Actions by other City Departments

- **San Francisco Department of Building Inspection:** Approval of demolition permits for grading/excavation and site/building permits for new construction.
- **San Francisco Department of Public Health:** Approval of a site characterization work plan in compliance with the Maher Ordinance, article 22A of the San Francisco Health Code and approval of an enhanced ventilation proposal pursuant to health code article 38.
- **San Francisco Municipal Transportation Agency:** Approval of street closure permits for construction in compliance with blue book requirements and color curbs.
- **San Francisco Public Works:** Sidewalk improvement permit from the San Francisco Department of Public Works and street tree permits from the Public Works Bureau of Urban Forestry. Approval of lot merger and condominium map.
- **San Francisco Public Utilities Commission:** Approval of a stormwater control plan in accordance with the stormwater management ordinance and construction site runoff control permit including a sediment control plan.
- **San Francisco Recreation and Park Commission:** Determination that shadow would not adversely affect open spaces under Recreation and Park Commission jurisdiction (San Francisco Recreation and Park Commission, occurs prior to Planning Commission review).

B. Community Plan Evaluation Overview

CEQA section 21083.3 and CEQA Guidelines section 15183 mandate that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project

or its site. Guidelines section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This initial study evaluates the potential project-specific environmental effects of the proposed 600 McAllister Street project described above and incorporates by reference information contained in the programmatic EIR for the Market and Octavia Neighborhood Plan (PEIR).⁴ The following project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the PEIR⁵:

Project Specific Studies

Phase 1 environmental site assessment	Wind analysis
Archeology review	Shadow analysis
Greenhouse gas analysis checklist	Geotechnical report

C. Project Setting

Site Vicinity

The project site is located within the Moderate Scale Neighborhood Commercial Transit (NCT-3) zoning district in the Downtown/Civic Center neighborhood. In addition to the NCT-3 district, the immediate project vicinity includes the following zoning districts: Residential Transit Oriented (RTO) to the west, Public (P) uses to the south, southeast, and northwest; Neighborhood Commercial, Moderate Scale (NC-3), Residential-Commercial, High Density (RC-4), and Community Business (C-2) to the east and northeast; and Residential-Mixed, High Density (RM-4) to the north. The subject block contains lots with the following height and bulk districts: 50-X, 85-X, and 120-X, with the project site located within both the 50-X and 85-X height and bulk districts. The buildings on the project block range from one- to eight-stories (20- to 100-feet) in height and are a mixture of land uses, including residential, public and institutional buildings, and a senior community center.

Local access to the project site is provided via McAllister, Redwood, and Franklin streets. McAllister Street is a two-lane, bidirectional street with traffic traveling west towards Gough Street and east towards Van Ness Avenue. Franklin Street is a three-lane, one-way street with traffic traveling north towards Golden Gate Avenue and Turk Street. Redwood Street is a narrow two-way alley facing east and west, separated by the travel lanes of Franklin Street. The portion of Redwood Street immediately abutting the project site to the north has white painted curbs for passenger loading, and on the other side of the street has a curb cut providing vehicular access to the adjacent property at 701 Golden Gate Avenue. The project site frontage along Franklin and McAllister streets has existing driveway curb cuts. The project site frontage contains two existing curb cuts. Parallel on-street metered vehicle parking is available on both sides of Franklin and McAllister streets.

4 Planning Department Record No. 2003.0347E and State Clearinghouse No. 2004012118. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed May 7, 2021.

5 Project specific studies prepared for the 600 McAllister 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 2019-014735ENV and then clicking on the "Related Documents" link.

The project site is well served by transit. The closest San Francisco Municipal Railway (Muni) bus stop is approximately 300 feet to the southwest of the project site at McAllister and Gough streets, with additional nearby stops at McAllister Street and Van Ness Avenue, and on Golden Gate Avenue and Van Ness Avenue. Within a 0.25-mile radius of the project site, Muni transit operates lines 5-Fulton, 5R- Fulton Rapid, 7X-Noriega Express, 21-Hayes, 31-Balboa, 47-Van Ness, and 49-Van Ness/Mission. Each of these routes has a.m. and p.m. headways of less than 15 minutes.

The project site is not located in a California Register or National Register historic district and is not a historic resource. The San Francisco Civic Center Historic District on the California and National Register is located approximately 150-feet southeast of the project site. Eligible historic properties in the Civic Center Historic District are located immediately east of the project site.

Cumulative Setting

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

The proposed project is located within the area of the city addressed under the Market and Octavia Neighborhood Plan. The Market and Octavia Neighborhood Plan PEIR (hereafter referred to as the Market and Octavia PEIR) evaluated the physical environmental impacts resulting from the rezoning of this plan area, including impacts resulting from an increase of up to 4,400 housing units and approximately 1.8 million square feet of non-residential uses by 2025. The cumulative impact analysis provided in this initial study uses updated projections as needed for certain topics to evaluate whether the proposed project could result in new or substantially more severe cumulative impacts than were anticipated in the Market and Octavia PEIR. For example, the cumulative transportation analysis in this initial study is based on projected 2040 cumulative conditions, whereas the Market and Octavia PEIR relied on 2025 cumulative transportation projections.

The cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) uses the list-based approach. The following is a list of future projects within the project vicinity (approximately one-quarter mile) that are included (see Figure 2, Cumulative Projects, in Section G below):

- **618-630 Octavia Street / 2020-004414ENV:** Demolition of existing structures, lot merger, and construction of a new 8-story building with 40 dwelling units, ground floor retail, and 30 parking stalls.
- **301 Grove Street / 2015-015133ENV:** A 3-story vertical addition to an existing 2-story commercial building, resulting in a 5-story building with 12 dwelling units, with approximately 1,600 sf of ground-floor retail and existing office use on the first and second floors.
- **807 Franklin Street / 2017-007542ENV:** Construction of a new eight-story building containing 48 dwelling units and 17 parking spaces, and relocation of the existing onsite residential building to 635 Fulton Street.
- **159 Fell Street / 2019-012676PRJ:** Demolition of an existing two-story building and construction of a seven-story building with ground-floor retail and 20 residential units.

- **600 Van Ness Avenue / 2015-012729ENV:** Construction of a 13-story over basement mixed-use residential building with 168 dwelling units, 6,241-square feet of ground floor commercial space, and up to 102 parking stalls.
- **Market and Octavia Plan Amendment (The Hub Plan)⁶ / 2015-000940ENV:** The Hub Plan is an area plan amendment to the Market and Octavia Area Plan which includes increased zoning heights and density for 18 sites located at 30 Van Ness Avenue, 98 Franklin Street, 1500-1540 Market Street (One Oak), 1 South Van Ness Avenue, 10 South Van Ness Avenue, 30 Otis Street, 42 Otis Street, 50 Otis Street, 99 South Van Ness Avenue, 33 Gough Street, 110 12th Street, 180 12th Street, 194 12th Street, 154 South Van Ness Avenue, 160 South Van Ness Avenue, 170 South Van Ness Avenue, 1695 Mission Street, and 170 Otis Street.
- **98 Franklin Street / 2016-014802ENV:** Demolition of an existing surface parking lot and construction of a new 36-story mixed-use building with 345 dwelling units over secondary school facilities for the International High School of the French American International School, ground floor retail space, and a below grade parking garage.
- **30 Van Ness Avenue / 2017-008051ENV:** Alteration of an existing 5-story commercial office building and construction of a 47-story, approximately 520-foot-tall tower containing 333 dwelling units, atop a podium containing approximately 234,000 square feet of office use with ground-floor retail.
- **710 McAllister Street (aka Freedom West 2.0) / 2020-006887ENV:** Redevelopment of approximately 11-acres⁷ in the Fillmore Western Addition neighborhood. The site is currently developed with 382 units of affordable cooperative housing and 318 surface parking spaces owned by the Freedom West Homes Corporation. The proposed project would include the replacement of the existing cooperative housing units and parking at a 1:1 ratio for existing residents and cooperative shareholders. Building heights would range from 85 to 335 feet. The project would also build new residential, commercial, hotel, parking, and community facilities, including a Science, Technology, Engineering and Math (STEM) workforce training center. The proposed project would create public and private common spaces, including public access to a previously vacated portion of Octavia Street.

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

- **Hayes Valley Parking & Curb Management Plan:** Changes to residential parking permit regulations and curb cut color management in the Hayes Valley neighborhood in collaboration with local residents, including adding additional space for commercial/passenger loading on Hayes Street.
- **5 Fulton Rapid Project:** Creation of a rapid network to improve frequency and reliability on bus routes that carry over 70 percent of customers, including optimizing bus stop locations, addition of transit bulbs and right turn pockets, and more.

⁶ As 30 Van Ness Avenue and 98 Franklin Street have specific project proposals within The Hub Plan they have been listed separately in this list.

⁷ Assessor's Block 0783, Lots 023, 024, and 025; and Assessor's Block 0770, Lot 027.

- Western Addition Community Based Transportation Plan Implementation: Mobility and accessibility improvements to the Western Addition neighborhood, including pedestrian safety upgrades at traffic signals and intersections.
- Better Market Street: Revitalization and redesign of Market Street from Octavia Boulevard to The Embarcadero and reestablish the corridor as a universally accessible, sustainable, and attractive place for adjacent neighborhoods and visitors.
- Van Ness Improvement Project: Bus rapid transit on Van Ness is part of Muni’s rapid network improvements, prioritizing frequency and reliability for customers and reducing bus travel times.

See Section G., Figure 2 for a map showing the location of the above referenced cumulative projects in relation to the project site.

D. Summary of Environmental Effects

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

- | | | |
|---|--|---|
| <input type="checkbox"/> Land Use and Land Use Planning | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Wind | <input type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Shadow | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Recreation | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Energy Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agriculture and Forestry Resources |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Wildfire |

E. Evaluation of Environmental Effects

The Market and Octavia PEIR included analyses of the following environmental issues: plans and policies; land use and zoning; population, housing, and employment (growth inducement); urban design and visual quality; shadow and wind; archeological resources; historic architectural resources; transportation; air quality; noise; hazards; geology, soils, and seismicity; parks, recreation and open space; utilities; and other issues. The proposed 600 McAllister Street project is in conformance with the height, bulk, use, and density for the site described in the Market and Octavia PEIR⁸ with application of the Individually Requested State Density Bonus and, as documented below, the proposed project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia PEIR.

This initial study evaluates the proposed project’s individual and cumulative environmental effects to determine whether the environmental impacts of the proposed project are adequately addressed in the Market and Octavia

8 San Francisco Planning Department, Preliminary Project Assessment for 600 McAllister Street, October 3, 2018.

PEIR.⁹ In accordance with CEQA Guidelines section 15183, this initial study examines whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Market and Octavia PEIR was certified, are determined to have a substantially more severe adverse impact than discussed and disclosed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Market and Octavia PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

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

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeology, transportation, air quality, hazardous materials, and geology. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to shadow (impacts on two open spaces: the War Memorial Open Space and United Nations Plaza) and transportation (project- and program-level as well as cumulative traffic impacts at nine intersections and project-level and cumulative transit impacts on the 21-Hayes Muni line). Impacts that were not mitigated to less-than-significant were determined to be significant and unavoidable.

The proposed project would include construction of a 14-story mixed-use building with 196 residential units with a below-grade basement garage. As discussed below in this initial study, the proposed project would not result in new significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR.

Regulatory Changes

Since the certification of Market and Octavia PEIR in 2007, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Market and Octavia plan area. As discussed in each topic area referenced below, some of these policies, regulations, statutes, and funding measures have implemented or will implement certain mitigation measures or will reduce impacts determined to be less-than-significant in the PEIR. New and changed policies and regulations relevant to this initial study include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014 (see CEQA section 21099 below).
- State legislation amending CEQA and San Francisco Planning Commission resolution 19579 replacing level of service analysis of automobile delay with vehicle miles traveled analysis, effective March 2016.
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014; Vision Zero adoption by various city

⁹ San Francisco Planning Department, *Market and Octavia Neighborhood Plan Final Environmental Impact Report*, Planning Department Record No. 2003.0347E, State Clearinghouse No. 2004012118, certified April 5, 2007. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_catag_target_id=214&items_per_page=10, accessed April 20, 2020.

agencies in 2014; Propositions A (Transportation and Road Improvement Bond) and B (Transportation Set-Aside) passage in November 2014; and the Transportation Sustainability Program consisting of adoption of a transportation sustainability fee, effective January 2016; and adoption of a transportation demand management program, effective March 2017.

- San Francisco ordinances establishing construction dust control requirements, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Health Code Article 22A amendments (Maher Ordinance) effective August 2013 (see initial study Hazardous Materials section).
- San Francisco Construction Site Runoff Ordinance adopted November 2013 and managed by the Public Utilities Commission.
- San Francisco Clean and Safe Parks Bond passage in February 2008, November 2012, and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- San Francisco Health and Recovery General Obligation Bond passage in November 2020 to fund priority investments in mental health and homelessness, parks and recreation spaces, and essential public infrastructure.

CEQA Section 21099

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

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

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

E.1 Land Use and Land Use Planning

Market and Octavia PEIR Land Use and Planning Findings

The Market and Octavia PEIR determined that implementation of the area plan would not result in any new physical barriers in the plan area and the area plan does not provide for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods or subareas. The Market and Octavia Neighborhood Plan establishes the applicable land use controls (e.g., allowable uses, height, and bulk) for new development within the plan area and the PEIR determined that the plan is consistent with various plans,

¹⁰ San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 600 McAllister St, February 1, 2021.

policies, and regulations such as the General Plan. Further, projects proposed under the plan must comply with all applicable regulations and thus would not cause a significant environmental impact due to a conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The Market and Octavia PEIR determined that implementation of the rezoning and area plans would not result in any significant plan-level or cumulative impacts on land use and land use planning, and no mitigation measures were identified.

Project Analysis

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

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

E.1.b) The proposed project would add residential and retail uses to the project site, which are uses that are allowed under the Moderate Scale Neighborhood Commercial Transit (NCT-3) zoning district and were anticipated under the Market and Octavia Neighborhood Plan. The Current Planning Division of the planning department determined that with approval of the Individually Requested State Density Bonus application, the proposed project and the project’s height, bulk, and density are consistent with the planning code, general plan, and Market and Octavia Neighborhood Plan.¹¹ The proposed project would also 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 the purpose of 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,

¹¹ San Francisco Planning Department, Preliminary Project Assessment for 600 McAllister Street, October 3, 2018.

therefore, would not have the potential to contribute to a significant cumulative impact related to land use and planning.

Conclusion

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

E.2 Population and Housing

Market and Octavia PEIR Population and Housing Findings

A goal of the Market and Octavia Neighborhood Plan is to implement citywide policies to increase the supply of high-density housing in neighborhoods having sufficient transit facilities, neighborhood-oriented uses, and on infill development sites. The Market and Octavia PEIR analyzed a projected increase of 7,620 residents in the plan area by the year 2025 and determined that this anticipated growth would not result in significant adverse physical effects on the environment beyond that disclosed for each environmental topic. For example, the Market and Octavia PEIR determined that the effects of increased population growth are increased traffic congestion and related air quality and noise impacts and an increased demand for public services. The PEIR then directs the reader to where those environmental effects are analyzed in the document.

Pursuant to CEQA Guidelines 15131 and 15064(e), economic and social effects such as gentrification and displacement are only considered under CEQA where these effects would cause substantial adverse physical impacts on the environment. Only where economic or social effects have resulted in adverse physical changes in the environment, such as “blight” or “urban decay” have courts upheld environmental analysis that consider such effects. But without such a connection to an adverse physical change, consideration of social or economic impacts “shall not be considered a significant effect” per CEQA Guidelines 15382. While the Market and Octavia PEIR disclosed that adoption of the plan could contribute to some displacement of existing businesses or residences as specific sites are developed due to market pressure for higher density residential development or to accommodate planned transportation and public open space, it did not determine that these potential socio-economic effects would result in significant adverse physical impacts on the environment.

Project Analysis

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

E.2.a) The proposed project would include the demolition of the existing paved parking lot with a 4-foot by 5-foot shed and perimeter fencing, and the construction of an infill development consisting of 8,050 square feet of commercial space on the ground floor with 196 dwelling units above. Based on data from the Information and Analysis Group in the Citywide Division of the San Francisco Planning Department providing a density estimate of 350 square feet per employee for a retail land use and considering the size of the commercial space, the proposed project would employ a total of approximately 23 staff.¹² Based on the average household size of 2.36¹³ and number of units, the proposed project would be anticipated to increase new residents onsite by approximately 463.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. Growth projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017.¹⁴ ABAG's growth projections anticipate that by 2040 San Francisco will have a population of 1,169,485 persons and 872,500 employees,¹⁵ which is consistent with the housing element and other adopted plans.

The proposed project's 196 units and approximately 8,050 square feet of commercial space would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Market-Octavia/Upper Market priority development area; thus, the proposed project would be implemented in an area where new population growth is both anticipated and encouraged.

The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. The physical environmental impacts resulting from housing and employment growth generated by the project are evaluated in the relevant resource 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 and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects.

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide housing units and commercial space that would result in increases in population (households and jobs). As discussed above, ABAG projects that by 2040 San Francisco will have a population of

¹² 8,050 square feet divided by 350 equals 23 employees.

¹³ U.S. Census Bureau, San Francisco County, California, Families and Living Arrangements, Households, 2015-2019. Available online at: <https://www.census.gov/quickfacts/sanfranciscocountycalifornia>. Accessed September 22, 2021. Population is estimated based the total number of housing units in the pipeline multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household. 196 dwelling units multiplied by 2.36 persons per household equals 462.5, rounded up to 463.

¹⁴ The analysis in this section is based on Plan Bay Area 2040. Plan Bay Area 2050 was adopted on October 21, 2021, shortly before publication of this document. Plan Bay Area 2050 projects more overall growth for San Francisco than Plan Bay Area 2040.

¹⁵ 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 May 18, 2021.

1,169,485 and 872,500 employees.¹⁶ According to 2020 census information (based on 2019 data), San Francisco’s population is 873,965 with 706,852 employees.¹⁷ As of the fourth quarter of 2020, approximately 72,414 net new housing units are in the development pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.¹⁸ Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which includes the proposed project) would accommodate an additional 72,414 households, or an increased population of approximately 170,897 people.¹⁹ The pipeline also includes projects with land uses that would result in an estimated 73,288 new employees.²⁰ As shown in Table 1, cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere.

Table 1: Citywide Development Pipeline Projections as Compared to ABAG Projections to 2040

Data Source	Households/Units	Population/Residents (assumes 2.36 persons/household per Census Data)	Employees
2020 Q4 Development Pipeline	72,414 Units	170,897	73,288 ²¹
2019 Census	N/A	873,965	706,852
Cumulative Total Population/Jobs	N/A	1,044,862	780,140
ABAG 2040 Projections	N/A	1,169,485	872,500
Pipeline Development within ABAG 2040 Projection? (Y/N)		Y ; Cumulative development within planned growth	Y ; Cumulative development within planned growth

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

Conclusion

The proposed project would contribute to growth anticipated under the Market and Octavia Neighborhood Plan as well as for San Francisco as a whole under Plan Bay Area. The project’s incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact related to population and housing. Therefore, the proposed project would not result in significant physical environmental impacts related to population and housing that were not identified in the Market and Octavia PEIR.

¹⁶ Ibid.

¹⁷ Available online at <https://www.census.gov/quickfacts/fact/table/sanfranciscocounty/california/POP010220>. Accessed 12/3/2021

¹⁸ Data SF. SF Development Pipeline 2020 Q4. Available online at: <https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjje-z8kp>. Accessed June 24, 2021.

¹⁹ Population is estimated based the total number of housing units in the pipeline multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household.

²⁰ Data SF. SF Development Pipeline 2020 Q4. Available online at: <https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjje-z8kp>. Accessed June 24, 2021. Estimates based on 2020 Q4 development pipeline net increase in proposed land uses and the employee generation rates provided by San Francisco Planning Department, Citywide Division, Information & Analysis Group, Scott Edmonson. The employee generation rates by land use include: Cultural, Institutional, Entertainment (350 S.F./employee), Office (240 S.F./employee), Retail (350 S.F./employee), Visitor (440 S.F./employee), Medical (350 S.F./employee), Production, Distribution, and Repair (570 S.F./employee).

²¹ Ibid.

E.3 Cultural Resources

Market and Octavia PEIR Cultural Findings

The Market and Octavia PEIR noted that although development that could affect historic architectural resources would be allowed in the plan area, the implementation of urban design guidelines and other rules, such as evaluation under CEQA, would reduce the overall impact on historic architectural resources to a less-than-significant level. No plan-level or cumulative mitigation measures were identified.

The Market and Octavia PEIR determined that implementation of the area plan could result in significant impacts on archeological resources and identified the following four mitigation measures that would reduce these potential impacts to a less than significant level. Market and Octavia PEIR Mitigation Measure C1: Soil-Disturbing Activities in Archeologically Documented Properties, applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the planning department, and requires treatment of archeological resources that may be present in accordance with the approved plan. Mitigation Measure C2: General Soil-Disturbing Activities, applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure C2 requires that a Preliminary Archeological Sensitivity Study be prepared by a qualified consultant, and implementation of assessment and treatment measures based on the conclusions of that study. Mitigation Measure C3: Soil-Disturbing Activities in Public Street and Open Space Improvements, applies to improvements to public streets and open spaces if those improvements disturb soils below a depth of four feet below ground surface, and requires an Archeological Monitoring Program. Mitigation Measure C4: Soil-Disturbing Activities in the Mission Dolores Archeological District, applies to properties in the Mission Dolores Archeological District. It requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology, as well as an archeological monitoring program and archeological data recovery program if appropriate. The PEIR also determined that cumulative archeological resource impacts would be less than significant with implementation of Mitigation Measures C1 through C4.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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 <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is used as a paved surface parking lot and is primarily vacant with the exception of a 4-foot by 5-foot wood-framed shed and steel chain-link fence around the perimeter. The property was surveyed as part of the Market & Octavia Historic Resources survey area and was determined to be ineligible for listing in the California Register either individually or as part of a historic district. The below historic resources analysis was provided by planning department preservation staff.

The northwestern property line is shared with the adjacent building at 727 Golden Gate Avenue (currently occupied by the Civic Center Secondary School). The 727 Golden Gate Avenue building was constructed in circa 1900 and is a known historic resource. The 727 Golden Gate Avenue building is within the area reviewed in the Market & Octavia Area Plan Historic Resource Survey²² and was given a status code of 5S3, which means the building appears to be individually eligible for local listing or designation through survey evaluation.²³ Potential vibration-related impacts to structures from construction activities are generally limited to the use of impact equipment such as pile drivers (impact and vibratory), hoe rams, and vibratory compactors. The proposed project would not require a pile driver or other construction equipment that would generate vibration at levels that could result in a significant impact to nearby structures, including the 727 Golden Gate Avenue building.²⁴ Vibration levels from a source attenuates rapidly with distance. Given that the proposed project would not require equipment that generates strong ground vibration, and that all construction equipment would not operate closer than 18 feet from the nearest adjacent building, it is unlikely construction activities would result in damage to adjacent structures, including the 727 Golden Gate Avenue building.

The project site is located across the street from the Civic Center Historic District, whose northwest boundary extends to the southeast corner of Golden Gate Avenue and McAllister Street.²⁵ The Civic Center Historic District is a locally-designated Article 10 Landmark, is listed in the National Register of Historic Places, is a National Historic Landmark District, as well as being recognized as a National Register-eligible cultural landscape, and as such is listed in the California Register of Historical Resources. The nearest individual resource to the project site is the War Memorial Veterans building which is article 10 landmark no. 84. The Preliminary Project Assessment for the project identified that a Historic Resource Evaluation would not be required for the project site; however, the proposed project plans and design would be reviewed for contextual compatibility by the planning department's preservation staff and the Urban Design Advisory Team (UDAT) as a transition building to the adjacent historic district. Thus, preservation and UDAT staff provided the project sponsor team design and architectural comments during the proposed project's plan check letter review process working together on design iterations to ensure the contextual compatibility requirements were satisfied. The design and contextual compatibility of the proposed project with the adjacent Civic Center Historic District is summarized below.

The Civic Center Historic District is significant in the areas of history and architecture and has been the site dedicated for the city hall as early as 1870. While the 1906 Earthquake and Fire destroyed the old city hall located

²² Available at https://default.sfplanning.org/Citywide/Market_Octavia/MO_Survey_Report.pdf. Accessed December 17, 2021.

²³ Available at <https://sfplanninggis.org/docs/DPRForms/0768015.pdf>. Accessed December 17, 2021.

²⁴ Project Construction Information for 600 McAllister. Available at <https://citypln-m-external.sfgov.org/SharedLinks.aspx?accesskey=22ed32395f55e53d944a3130c05d1a4ec3df2bd0cdb8a8be99ee6c59225b8bc1&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>. Accessed December 17, 2021.

²⁵ San Francisco Civic Center Historic District Cultural Landscape Inventory. Available at <https://sfplanning.org/civic-center-cultural-landscape-inventory>. Accessed December 14, 2021.

where the library is today, it also provided an opportunity to reimagine the civic center. In anticipation of the 1915 Panama-Pacific Exposition, in 1912, the Board of Supervisors adopted a new vision for civic center that was inspired by the "City Beautiful" movement. Although only the Exposition Auditorium, the Central Plaza, and the Powerhouse were completed prior to the 1915 Panama-Pacific Exhibition, the new City Hall was completed shortly thereafter, followed by the Library in 1916. The remaining buildings within civic center, including the State Building, Public Health Building, old Federal Building, Opera House, and Veterans Building, were all erected by 1936. The historic Civic Center buildings are unified in the Beaux Arts classical design and are monumental light-colored masonry clad buildings arranged around a central open space, with additional buildings extending the axis at either end. As stated in the Article 10 nomination for the historic district, "[buildings] are organized into horizontal bands of vertically proportioned elements, with the grand order of the façade displayed on two or three floors above a usually rusticated base of one or two ground and partially sub-ground floors. The Civic Center Historic District contains standard features such as overall form, massing, façade line continuity, scale and proportion, fenestration, materials, color, texture, architectural detailing, decorative and sculptural features, street furniture, granite curbing and grille work."²⁶

Staff has determined that the proposed project would not have a significant impact on the adjacent Civic Center Historic District for the following reasons. The site of the proposed project is not immediately adjacent to the Civic Center Historic District but rather is across the street from the boundaries of the historic district and would not directly abut any contributing buildings. The height and massing of the proposed building is compatible with the scale of buildings that frame the district, including the 13-story Public Utilities Commission Headquarters located at 525 Golden Gate Avenue to the northeast of the project site. While the new construction would be taller than buildings within the district at approximately 14 stories in height, it would not overwhelm adjacent district contributors which are monumental in scale and physically substantial in appearance and design. In making this determination, planning staff evaluated potential impacts to City Hall, located one block to the east. As noted in the adopted Civic Center Architectural Design Guidelines, designs for new buildings in and around the Civic Center complex should preserve City Hall's predominance and should not distract from or compete with the most important of civic buildings. To help understand any potential impacts arising from height and bulk, the applicant prepared renderings from multiple perspectives showing how the proposed new building would interact with its surrounding historic context, including City Hall and the Civic Center Historic District.²⁷ Based on these renderings, staff found that from within the Civic Center, the project projects building's height and mass would not overwhelm City Hall or diminish its predominance. Rather, the new building would function appropriately as a background building that does not impact the architectural character of City Hall or the Civic Center, as discussed in more detail below. Additionally, staff did not find that the proposed project would block views of City Hall from Jefferson Park.²⁸

Other aspects of the proposed new building's design were found to be appropriate for a building that, including according to the Design Guidelines, should serve as an "interface between the Civic Center district and surrounding neighborhoods." Thus, even as the design of the new building is contemporary and a product of the age in which it is conceived, it is also referential to and compatible with the design of the primary buildings within the Civic Center district. To reduce the visible mass of the proposed building it has been divided up into three interconnected towers clad in different colors of glass fiber reinforced concrete. At the corner of McAllister and Franklin streets, closest to the historic district, the corner tower is clad in white to provide a visual connection with

²⁶ Patricia Starrett and John Pound, "San Francisco Civic Center Historic District", prepared for the Landmarks Preservation Advisory Board, amended for City Planning Commission Hearing February 10, 1994, P.4

²⁷ Project renderings are included in Section G. Figures 12 and 13.

²⁸ Jefferson Park is located at 950 Gough Street, approximately 720 feet north of the 600 McAllister project site.

the light-colored masonry cladding of contributing buildings within the district. To distinguish the corner white tower from the rest of the project, a darker grey material clads the elevations immediately adjacent to it. Along McAllister, the volume of the proposed project transitions from the white volume to a darker grey tower separated by a glass hyphen, while along Franklin Street the volume of the building is recessed behind the white tower on floors five and above and is clad in the same dark grey color. A third, light grey color, is used as a cladding for the remainder of the building. This overall composition with a prominent corner tower clad in a white material, and other receding volumes clad in darker grey hues, helps the corner of the building stand as a slender white volume, while the remainder of the building recedes into the background and reduces the overall visual prominence of the proposed project.

Additional architectural details in the corner tower harmonize it with the adjacent historic district. Drawing from buildings within the district, the proposed white tower section would have clear tripartite organization, with a recognizable base, shaft, and capital story. The base of the tower would consist of a different material from the glass fiber reinforced concrete and would instead be a glazed brick that references the bases of contributing buildings that most often feature a rusticated ground floor of light-colored masonry cladding. The intermediate shaft of the white tower would feature a regularly spaced pattern of bays of deeply recessed aluminum frame windows set within a vertically oriented grid that infers the strong vertical orientation of columned buildings within the historic district. The ratio of void to solid in this section of the tower and the rest of the building has been designed so that it more closely resembles the masonry facades of buildings within the historic district. Lastly, the vertical spacing of the top floor has been elongated so as to differentiate the top of the tower and provide a distinct cap to this portion of the building. The material within the top level would be perforated metal to distinguish it from the fenestrated bays below. These proposed architectural treatments would complement the other features listed above to create a building that facilitates a transition into the adjacent historic district from the surrounding neighborhood with a design that is recognizably contemporary but also referential to the historical architecture.

In summary, the proposed project would not have a direct impact on off-site historic resources and would not significantly impact the historic context of any nearby resources, including historic districts. For these reasons, the proposed project would not result in significant impacts on historic architectural resources.

E.3.b) The proposed project would demolish an existing paved parking lot with a 4-foot by 5-foot wood-framed shed and perimeter fencing and construct a 14-story, 196-unit residential mixed-use building with a below-grade basement on a reinforced concrete mat foundation. Excavation would extend up to 25 feet below ground surface, resulting in approximately 18,000 cubic yards of soil disturbance. As the project would entail excavation deeper than 4 feet, Market and Octavia PEIR **Mitigation Measure C2: General Soil-Disturbing Activities** would apply to the project.

Market and Octavia PEIR Mitigation Measure C2 states that any project resulting in soils disturbance beyond a depth of 4 feet within the plan area for which no archeological assessment report has been prepared shall be required to conduct a preliminary archeology sensitivity study (PASS) prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level.

Consistent with the requirements of PEIR Mitigation C2, the planning department's qualified archeologist conducted a *preliminary archeology review*²⁹, in accordance with department procedures. The preliminary archeological review determined that the project site is moderately sensitive for near surface and buried prehistoric archeological resources, which may be present in the intact dune sand that underlies fill on the project site; and has high sensitivity for mid- to late-19th century historic period resources in the fill and the upper strata of the underlying dune sand. The review concluded that project excavations to up to 25 feet depth have the potential to encounter these resources. Therefore, the proposed project has the potential to result in significant impacts to archeological resources that may be encountered during construction, consistent with the conclusions of the Market and Octavia PEIR. Based on this assessment, the Planning Department determined that **Project Mitigation Measure 1 (Archeological Testing Program)** would apply to the proposed project. In accordance with this measure, the proposed project would be required to implement an archeological testing program. This would include preparation of a department-approved Archeological Testing Plan (ATP) by a qualified archeological consultant, prior to the beginning of construction, and implementation of the plan prior to and/or during project construction excavations. The ATP also requires archeological monitoring during demolition and during some phases of construction excavation, as appropriate based on testing results. The full text of the mitigation measure is provided in **Appendix B, Mitigation Monitoring and Reporting Program (MMRP)**. The project sponsor will be required to retain the services of a qualified archeological consultant from the department's list, to prepare an archeological testing plan for approval by the department prior to demolition or building construction, and to ensure that archeological testing and related tasks identified in the mitigation measure are carried out. The measure also lays out additional tasks to be implemented in the event of the discovery of a potentially significant resource during testing or during construction, preservation in place of the resource where feasible, Native American consultation, archeological data recovery, analysis and reporting, and public interpretation of significant resources.

With implementation of Project Mitigation Measure 1, Archeological Testing Program, as described above, the significant resources, or the important information they represent, would be preserved. The proposed project therefore would have a less-than-significant impact on archaeological resources.

E.3.c) Archeological resources may include human burials. Human burials may be present outside of formal cemeteries, in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials, is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant to provide recommendations for treatment and disposition of the remains.³⁰ Implementation of **Project Mitigation Measure 1** would ensure that the proposed project would not cause a substantial adverse change in the significance of an archaeological resource and would appropriately treat any human remains that cannot be preserved in place, including those interred outside of formal cemeteries. Therefore, Project Mitigation Measure 1 would reduce the potential effect of the project's construction on human remains to a less-than-significant level.

²⁹ San Francisco Planning Department, Preliminary Archeological Review for 600 McAllister Street, July 26, 2021.

³⁰ California Public Resources Code section 5097.98

Cumulative Analysis

As discussed above, the project site is located adjacent to the Civic Center Historic District and staff has determined that the proposed project would have a less than significant impact on this nearby historic district.

Projects in the cumulative list include projects to the north and west that are more than a block away from the Civic Center Historic District (618-630 Octavia Street, 807 Franklin Street, and 710 McAllister Street). The 618-630 Octavia Street and 807 Franklin Street developments are moderately scaled (up to 8-stories). Given their proposed heights and distance from the Civic Center Historic District, planning department staff have determined that neither 618-630 Octavia Street nor 807 Franklin Street would have the potential to cause an indirect impact on the Civic Center Historic District. While the project at 710 McAllister (aka Freedom West 2.0) is in the beginning stages of the planning process it would be reviewed for contextual compatibility by the planning department's preservation staff and the Urban Design Advisory Team.

The cumulative list also includes approved projects across the street from the Civic Center Historic District such as the projects at 600 Van Ness Avenue, 301 Grove Street, and 159 Fell Street. The 600 Van Ness Avenue development is a 13-story building that features substantial setbacks from Van Ness Avenue so as to recede the bulk of the building's massing away from the Van Ness Corridor. This project is located adjacent to the historic district and is nearest to a non-contributing building but does not face the historic district so is buffered from the historic district.

Both the 301 Grove Street development, which is a three-story addition to a two-story building, and the 159 Fell Street development, which is the demolition of an auto garage and the construction of a new seven-story building, are both relatively modest-sized projects on smaller parcels that do not compete with the primacy or monumental quality of the contributing buildings within the district. Therefore, these projects do not have the potential to indirectly impact the adjacent Civic Center Landmark Historic District.

In addition, zoning changes as a result of the Market Octavia Plan Amendment (The Hub Plan) along with specific projects approved as part this plan were reviewed for the potential to indirectly impact the Civic Center historic district. Although the boundaries of the Hub Plan and the historic district do not overlap, they do share a border for approximately three blocks between Franklin and Larkin streets. The Hub Plan EIR considered the possibility that its implementation may indirectly impact the Civic Center historic district through the increase in heights allowed for buildings bordering the historic district. Despite the fact that the plan allows for buildings to rise anywhere between 450 feet and 650 feet, the tallest height restrictions are limited to the intersection of Van Ness Avenue and Market Street which is between one and two blocks away from the southern boundary of the Civic Center Historic District. The Hub Plan EIR determined that this increased height would be at a sufficient distance so as to not directly compete with the primacy of City Hall and subsequent development would not disrupt any significant spatial or visual relationships within the Civic Center Landmark District nor would it block any significant viewsheds of City Hall.³¹ As part of the Hub Plan EIR, the proposed projects at 98 Franklin and 30 Van Ness Avenue were also evaluated for their potential to indirectly impact the surrounding historic districts including Civic Center. The 30 South Van Ness development was determined to be a sufficient distance away from the center of the historic district so as to not compete with the importance of City Hall or block any significant views of City Hall from the surrounding neighborhoods. The 98 Franklin Street development was also determined to have a less than significant impact on surrounding historic districts. The Hub Plan EIR therefore concluded that the impact of

³¹ San Francisco Planning Department, The Hub Plan Final EIR, Case No. 2015.000940ENV, May 2021. See DEIR 3.A-77.

the Hub Plan on the Civic Center Landmark District, including the projects at 98 Franklin Street and 30 Van Ness Avenue, would be less than significant.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. There are no known archeological resources on the project site or known resources on adjacent sites that may extend onto the project site. Additionally, there are no cumulative projects adjacent to the project site or on the project block. Therefore, there is no potential for the proposed project to combine with a cumulative project to impact an unknown buried archeological resource during project construction. For these reasons, cumulative impacts to archeological resources or human remains would be less than significant.

As discussed below in topic E.6, vibration impacts are highly localized and site-specific and do not combine with vibration from cumulative projects to create a cumulative vibration impact.

Conclusion

The proposed project would not result in significant individual or cumulative impacts to historic resources, consistent with the findings in the Market and Octavia PEIR.

A project-specific archeological assessment of the project was conducted during project review in accordance with the requirement of PEIR Mitigation C2. Based on the results of this archeological assessment, it was determined that the project has the potential to result in significant impact to archeological resources. Project Mitigation Measure 1, identified through implementation of the applicable Market and Octavia PEIR Mitigation Measure C2, would mitigate significant impacts to archeological resources to less-than-significant levels by preserving the resources or the important information they represent and by interpreting them to the public as appropriate. The project sponsor has agreed to implement Project Mitigation Measure 1.

Therefore, the proposed project would not result in new significant or more severe impacts to cultural resources that were not identified in the Market and Octavia PEIR.

E.4 Tribal Cultural Resources

Market and Octavia PEIR Cultural Findings

Based on consultation between the city and county of San Francisco and Ohlone Native American tribal representatives, all prehistoric archeological resources in San Francisco are presumed to be potential tribal cultural resources. Therefore, based on the results of this consultation between the City and County of San Francisco and local Native American tribal representatives, all archaeological resources of Native American origin are assumed to be potential tribal cultural resources. The preferred mitigation of impacts to such resources, developed in consultation with local Native American tribal representatives, is preservation in place or, where preservation is not feasible, development and implementation of archaeological and public interpretation plans for the resource, in consultation with local Native American tribes. The Market and Octavia PEIR found that development under the area plan could cause a substantial adverse change to the significance of archeological resources, including prehistoric archeological resources, because the entire plan area could be considered generally sensitive for archeological resources. On this basis, projects implemented under the PEIR have the potential to result in a substantial adverse change in tribal cultural resources.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.4.a) As discussed in the Cultural Resources section of this document, the project site is sensitive for prehistoric resources, which may also represent tribal cultural resources. Therefore, the project’s proposed excavation to 25 feet below ground surface could result in a significant impact to tribal cultural resources, should prehistoric archaeological resources be encountered during archeological testing or construction excavations.

Project Mitigation Measure 1, Archeological Testing Program, is applicable if a prehistoric site is found during archeological testing or construction excavations. This measure requires that when an archaeological resource that is a potential tribal cultural resource is found on a project site, the department will consult with the sponsor on whether preservation in place of the resource is feasible and, if so, will develop a preservation plan in consultation with a local Native American representative. If the project cannot feasibly be re-designed so as to avoid any adverse effect on the resource (that is, to preserve the resource), archaeological treatment would be conducted, and a public interpretive plan would be developed and implemented, in consultation with and with the participation of an Ohlone tribal representative. These measures would reduce impacts to the important aspects of the tribal cultural resource through preservation and/or interpretation to the public. With implementation of Project Mitigation Measures 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 the project site, or on any adjacent site. For this

reason, the proposed project, in combination with other cumulative projects, would not result in cumulative impacts to tribal cultural resources.

Conclusion

A project-specific archeological assessment of the project was conducted during project review in accordance with the requirement of PEIR Mitigation C2. Based on the results of this archeological assessment, it was determined that the project has the potential to result in a significant impact to archeological resources that may be tribal cultural resources. The proposed project’s impact to tribal cultural resources would be mitigated to less-than-significant levels with the implementation of Project Mitigation Measure 1, Archeological Testing Program. Therefore, the proposed project would not result in significant or more severe impacts to archaeological resources that constitute tribal cultural resources that were not identified in the Market and Octavia PEIR.

E.5 Transportation and Circulation

Market and Octavia PEIR Transportation and Circulation Findings

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

The Market and Octavia PEIR anticipated that growth resulting from future projects within the Plan area could result in a significant impact on the 21-Hayes Muni bus route during the weekday p.m. hour and identified one transit-specific transportation mitigation measure, M-TR-5.7.H: Transit Service Degradation. However, even with mitigation, it was anticipated that the significant adverse cumulative impacts on transit lines could not be reduced to a less than significant level. Thus, the impact was found to be significant and unavoidable.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Involve construction that would require a substantially extended duration or intensive activity, and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
d) Substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause substantial additional vehicle miles travelled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in a loading deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Result in a substantial vehicular parking deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This initial study reflects two changes because of state and local actions. First, the state amended CEQA to remove automobile delay as a consideration (CEQA section 21099(b)(2)). In March 2016, Planning Commission resolution 19579 implemented this state-level change in San Francisco and replaced the automobile delay analysis with an analysis of vehicle miles traveled. Therefore, impacts and mitigation measures from the Market and Octavia PEIR associated with automobile delay are not discussed in this initial study. In addition, the Market and Octavia PEIR did not evaluate VMT. The VMT analysis presented below evaluates the project’s transportation effects using the VMT metric.

Second, in February 2019, the department updated its Transportation Impact Analysis Guidelines (2019 guidelines). The 2019 guidelines updated the department’s transportation significance criteria, which are reflected in the transportation checklist questions used for this initial study. The update included deleting the transit capacity criterion. The deletion is consistent with state guidance about the environmental benefits of new transit riders and to reflect funding sources for, and policies that encourage, additional ridership.³²

The proposed project would satisfy the eligibility criteria for a “transit-oriented infill project” under CEQA section 21099(d)(1) because it would consist of residential, mixed-use residential, or employment center uses; would be located on an infill site; and would be located within a transit priority area.³³ Therefore, in accordance with CEQA section 21099, aesthetics and vehicular parking shall not be considered in determining if a project has the potential to result in significant environmental effects because the project meets the three components of a ‘transit-oriented infill project’ criteria. The project also meets the department’s 2019 Guidelines secondary parking analysis and vehicle miles traveled analysis for land use project screening criteria and therefore an analysis of

32 San Francisco Planning Department, “Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum”, February 14, 2019.

33 San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 600 McAllister St, February 1, 2021.

secondary effects from vehicle parking is also not required.³⁴ For these reasons, topic E.5(g) is not applicable to the proposed project and is not discussed further in this initial study.

Trip Generation

The department estimated the number of trips and ways people would travel to and from the site. The department estimated these trips using data and methodology in the department’s 2019 guidelines.³⁵ Table 2 presents daily person and vehicle trip estimates. Table 3 presents p.m. peak hour estimates.

Table 2: Person and Vehicle Trip Estimates – Daily

	DAILY PERSON TRIPS						Daily Vehicle Trips ¹
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Commercial	136	55	306	661	45	1,203	136
Residential	309	75	349	470	36	1,239	309
Project Total	445	130	655	1,131	81	2,442	445

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

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

	P.M. PEAK HOUR PERSON TRIPS						P.M. Peak Hour Vehicle Trips ¹
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Commercial	12	5	28	59	4	108	12
Residential	28	7	31	42	3	106	28
Project Total	40	12	59	101	7	219	40

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

The department used these estimates to inform the analysis of the project’s impacts on transportation and circulation during both construction and operation. The following considers effects of the project on potentially hazardous conditions, accessibility (including emergency access), public transit delay, vehicle miles traveled, and loading.

E.5.a) Construction

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects. According to the 2019 guidelines, the construction of the project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking, bicycling, or substantially delaying public transit.

Project construction would last approximately 24 months. During construction, the project may result in temporary closures of the public right-of-way. These closures may include travel lanes on McAllister, Redwood,

34 Ibid. See table 2a and 2b.

35 San Francisco Planning Department, *Travel Demand Distribution Calculations for 600 McAllister Street*, June 16, 2021.

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

E.5.b and c) Potentially Hazardous Conditions and Accessibility

The project would remove an existing 15-foot 9-inch-wide curb cut on McAllister Street and would replace it with a new 20-foot-wide curb cut approximately 59 feet west of the existing curb cut for vehicular access into the below-grade basement parking level. In addition, the existing 18-foot 10-inch-wide curb cut would be infilled on the Franklin Street frontage. The project would add approximately 40 p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at the project's new driveway or convenient loading zones and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk or along this street shared by nearby emergency services is not substantial.

Drivers would have adequate visibility of people walking and bicycling and transit and private vehicles. Vehicle speed entering and exiting the driveway would be slow given the width of the curb cut (20 feet) to avoid potentially hazardous conditions. In addition, the design of the project's driveway would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people walking and bicycling within the sidewalk. Further, the project would include several changes to the public right-of-way that would reduce potentially hazardous conditions. Those changes include: removing the existing driveway on Franklin Street, relocating a curb cut on McAllister Street, removing non-standard asphalt paving on Redwood Street sidewalk to be restored with standard concrete paving, adding pedestrian lighting on McAllister and Franklin street frontages, and adding new commercial and passenger loading zones. Additionally, the proposed project would install an extended bulbout along the project's Franklin Street frontage. The bulbout would extend approximately 20 feet northward from the Franklin and McAllister streets intersection before the curb return. Therefore, the proposed project would result in less-than-significant impacts related to potentially hazardous conditions and accessibility.

E.5.d) Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 40 p.m. peak hour vehicle trips and 59 p.m. peak hour transit trips, which is less than the screening criterion of 300 p.m. peak hour vehicle trips. Therefore, the project meets the screening criterion and the project would have a less-than-significant public transit delay impact.

E.5.e) Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled (VMT) impacts. The project site is an area where existing vehicle miles traveled per capita is more than 15 percent below the existing regional per capita and per employee average. The project is in Transportation Analysis Zone 683, which has an existing residential VMT average per capita of 2.64 and 7.67 per retail employee.³⁶ These values are approximately 82 and 39 percent below the applicable screening criteria

³⁶ San Francisco Planning Department, San Francisco Transportation Information Map, <https://sfplanninggis.org/TIM/>, accessed December 3, 2021.

(existing regional average VMT per capita minus 15 percent) of 14.6 and 12.6 for residential and retail uses, respectively. The project would therefore meet this screening criterion and VMT impacts resulting from the project would be less than significant.

The project also meets the proximity to transit screening criterion. The project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. The project site is located within a quarter mile of Muni lines 7X, 21, 31, 47, 49, and 5/5R with both grid and frequent service. This screening criterion also indicates the project would not cause substantial additional VMT.

E.5.f) Loading

During the average and peak period, the project's freight and delivery loading demand is two truck trips.³⁷ The project would provide an approximately 87-foot-wide commercial loading zone on Redwood Street that could accommodate two or more truck trips at any given time. Therefore, the project would meet the freight and delivery loading demand.

During the peak period, the project's passenger loading demand is one trip. The project would provide one 48-foot-wide passenger loading zone located on McAllister Street and one 50-foot-wide passenger loading zone on Redwood Street, which combined can accommodate four passenger loading trips at any given time. Therefore, the project would meet the demand. Overall, the project would have a less-than-significant loading impact.

Cumulative Analysis

Construction

None of the cumulative projects listed below in Section G, Figure 2, have the potential to combine with the project's effects to create cumulative construction impacts, as none of these projects are within the project block. The 710 McAllister Street (aka Freedom West 2.0) project would be located one block west of the project site; the formal project application was submitted on December 1, 2021. It is anticipated that the Freedom West 2.0 project would take several years to complete the entitlement and environmental review prior to receiving approval and issuance of any building permits and would be constructed in phases. As such, construction of both projects would likely not overlap as construction of 600 McAllister Street would take approximately 24 months. Further, the cumulative projects would be subject to the blue book regulations similar to the proposed project. Given the temporary duration and magnitude of the cumulative projects' construction and the regulations that each project would be subject to, the project, in combination with cumulative projects, would result in a less-than-significant cumulative construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The PEIR disclosed that vehicular and other ways of travel (e.g., walking, bicycling) volumes would increase in the Market and Octavia plan area because of the plan and other cumulative projects. This increase would result in a potential for more conflicts between various ways of travel. The following cumulative projects could overlap with the project's vehicle trips near the project site study area intersections: Freedom West 2.0 at 710 McAllister Street. None of the other cumulative projects are within the project block or study area intersections.

The vehicle trips from these cumulative projects would not combine to result in a potentially hazardous condition at any nearby vehicular turning movement. These cumulative projects would also not block access to a substantial number of people walking and bicycling within the sidewalk and the shared bicycle lane on McAllister

³⁷ San Francisco Planning Department, *Travel Demand Distribution Calculations for 600 McAllister Street*, June 16, 2021.

Street. As described above, the project would include several changes to the public right-of-way that would reduce potentially hazardous conditions and accessibility impacts. These changes include removing the existing driveway on Franklin Street, relocating a curb cut on McAllister Street, removing non-standard asphalt paving on Redwood Street sidewalk to be restored with standard concrete paving, adding pedestrian lighting on McAllister and Franklin street frontages, adding new commercial and passenger loading zones, and installing an extended bulbout at the project's Franklin Street frontage. Cumulative projects would also include similar changes to the public right-of-way that would reduce potentially hazardous conditions and accessibility impacts. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative impacts related to potentially hazardous conditions and accessibility.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The PEIR used transit delay as a significance criterion. The Market and Octavia PEIR identified significant and unavoidable cumulative impacts relating to transit delays to the 21-Hayes Muni route. This degradation of transit service would occur as a result of changes to the configuration of Hayes Street, which were designed to enhance local vehicle circulation. The 21-Hayes route is approximately 1,100 feet south from the project site and the project's 40 p.m. peak hour vehicle trips and 59 p.m. peak hour transit trips are unlikely to contribute delay to that route due to the distance between the project site and bus route. Therefore, the proposed project would not contribute considerably to this significant cumulative transit impact.

The project would add 40 p.m. peak hour vehicle trips and 59 p.m. peak hour transit trips. These trips would be dispersed along McAllister, Franklin, Grove, Hayes, and Eddy streets and Van Ness Ave, among 31-Balboa, 47-Van Ness, 49-Van Ness/Mission, 5/5R, and 7X-Noriega Express. Each of these bus routes has a.m. and p.m. headways of less than 15 minutes and were not identified as significantly impacted bus routes in the Market and Octavia PEIR. Cumulative projects would also improve public transit, including the Van Ness Improvement Project and Better Market Street managed by the San Francisco Municipal Transportation Agency. Additionally, the proposed cumulative project Freedom West 2.0 would undergo separate environmental review, including a project-specific transportation analysis and would be reviewed by all applicable city agencies accordingly for any potential impacts associated with public transit delay. Nevertheless, the proposed project's minor increase in vehicle and transit trips would not contribute considerably to any cumulative transit delay. Therefore, the proposed project would not result in new or more severe transit delay impacts than were identified in the Market and Octavia PEIR.

Vehicle Miles Traveled

VMT by its nature is largely a cumulative impact. As described above, the project would not exceed the project-level quantitative thresholds of significance for VMT. Furthermore, the project site is an area where projected year 2040 VMT per capita is more than 15 percent below the future regional per capita and/or per employee average. The project is in TAZ 683, which has a future 2040 average daily VMT of 2.32 per capita and 7.75 per retail employee.³⁸ These values are approximately 83 and 38 percent below the applicable screening criteria (future 2040 regional average VMT per capita minus 15 percent) of 13.7 and 12.4 for residential and retail uses, respectively. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative VMT impact.

Loading

No cumulative development projects are in the immediate project vicinity (within the same block as the project) that could generate loading demand that would possibly interact with the project's loading demand. The

³⁸ San Francisco Planning Department, San Francisco Transportation Information Map, <https://sfplanninggis.org/TIM/>, accessed December 3, 2021.

passenger and freight loading demand of the proposed project would be adequately accommodated by the proposed project's new loading zones on McAllister and Redwood streets. As such, the proposed project in combination with cumulative projects would not result in a significant cumulative loading impact.

As discussed above, the proposed project would meet its freight and delivery loading demand with the proposed 87-foot-wide on-street commercial loading zone and its passenger loading demand with proposed passenger loading zones on McAllister and Redwood streets. Given the distance between the proposed project and the cumulative project at 710 McAllister Street (approximately 350 feet away), it is not expected that these projects would compete for the same passenger or freight and delivery loading spaces. Delivery drivers typically look for convenient locations to park and make their deliveries and drivers dropping off or picking up passengers typically do so as close to the building entrance as possible.

Conclusion

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

E.6 Noise

Market and Octavia PEIR Noise Findings

As discussed in Market and Octavia PEIR Section 4.9, Noise, traffic noise is the major contributor to the overall sound level in the plan area due to traffic routed through local streets as a result of the removal of portions of the Central Freeway and that existing ambient noise levels in the plan area would generally mask noise from new on-site equipment. The PEIR determined that incremental increases in traffic-related noise attributable to implementation of the plan would be less than significant. The PEIR also determined that implementation of the plan would not result in significant noise impacts during construction activities because all development projects are required to comply with the noise ordinance, which limits noise from individual pieces of construction equipment. No mitigation measures related to noise were identified in the Market and Octavia PEIR.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Environmental Protection Element of the city’s General Plan contains modeled traffic noise levels that indicate existing noise levels to be above 70 dBA on all streets adjacent to the project site and generally all other surrounding roadways in the project vicinity are over 70 dBA; modeled noise levels within the project site are approximately 65-70 dBA.³⁹ Noise measurements taken in 2018 along Hickory Street, west of Franklin Street, and north of International High School measured 71.6 dBA.^{40,41} Therefore, the existing ambient noise levels in the area are considered loud and elevated.

E.6.a)

Operational Noise

The proposed project would construct a 14-story, mixed-use building with 196 dwelling units with a below-grade basement garage and includes approximately 8,050 square feet of retail space. The proposed project would require heating, ventilation, and air conditioning (HVAC), comprised of all-electric units on the roof. This rooftop HVAC is a noise generating use. However, this HVAC system is typical for a building of this size and would be screened by the rooftop parapet with 16-foot-tall solid intervening walls, including a fully enclosed roof for two mechanical areas, which would provide further noise attenuation and would also shield the equipment noise from the surrounding properties. Other fully enclosed mechanical equipment rooms are also proposed inside the building on the basement level and level 1 and would be sufficiently shielded by the proposed building. The proposed project’s fixed noise sources, including the HVAC systems is subject to the noise limits in the San Francisco Noise Ordinance, including section 2909(a) which limits increases in noise to 5 dBA above ambient at the property plane for residential uses. Section 2909(d) also limits noise levels within residential interiors to the following levels: no fixed noise sources may cause the noise level measured inside any sleeping or living room in any dwelling unit located on residential property to exceed 45dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed. The project’s proposed shielding of fixed stationary noise sources, through parapets that block the line-of-sight and fully enclosed mechanical rooms, combined with compliance with the requirements of the noise ordinance would ensure that noise from these sources do not substantially increase ambient noise levels.

Additionally, a Tier 4 backup diesel generator is proposed on the level 2 roof above the proposed retail space with a trellis as screening. The backup generator is intended for emergency use only and the Bay Area Air Quality

³⁹ San Francisco General Plan. Environmental Protection Element, Noise Map “Areas Potentially Requirement Noise Insulations”. March 2009. <https://sfplanning.org/sites/default/files/resources/2019-09/Noise.pdf>. Accessed October 22, 2021.

⁴⁰ San Francisco Planning Department, The Hub Plan Final EIR, Case No. 2015.000940ENV, State Clearinghouse No. 2018052060, May 2021. https://sfplanning.org/environmental-review-documents?title=Hub&field_environmental_review_categ_target_id=All&items_per_page=10. Accessed November 30, 2021.

⁴¹ These noise measurements are approximately 0.3 miles south of the 600 McAllister project site.

Management District typically limits testing of backup generators to 50 hours per year. The project sponsor indicated the generator would require regular testing of 30 minutes once a month (12 times per year) with testing intervals of not less than 20 days no more than 40 days.⁴² In total, anticipated testing of the proposed project's backup generator would be approximately 6 hours per year and is less than the air district's limit of 50 hours per year. Although back-up emergency generators are not subject to limits in the noise ordinance, regular testing of the generator would not increase ambient noise levels because testing would be infrequent and for a relatively short duration.

Increases in ambient noise levels could also result from increases in traffic. A potentially significant increase in the ambient noise level due to traffic resulting from a proposed project is unlikely unless the project would cause a doubling of existing traffic volumes, which is generally assumed to result in a 3 dBA increase in the existing ambient noise environment.⁴³ An increase of less than 3 dBA is generally not perceptible outside of controlled laboratory conditions.⁴⁴ The proposed project would generate 40 p.m. peak hour vehicle trips.⁴⁵ However, these vehicle trips would be dispersed along the local roadway network and would not result in a doubling of vehicle trips on roadways in the vicinity of the project site.⁴⁶ Based on traffic counts conducted in 2018, the p.m. traffic count at Gough and McAllister streets is 2,072 p.m. vehicles and at Franklin and McAllister streets 2,805 p.m. vehicles were counted.⁴⁷ As such, the proposed project's 40 p.m. peak hour vehicle trips would not double traffic volumes in the vicinity and would not have the potential to result in a noticeable increase in ambient noise levels from new vehicle trips.

Considering the above and 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 result in a substantial increase in ambient noise levels in excess of any applicable standards. The proposed project's operational noise impact would be less than significant. No mitigation is required.

Construction Noise

All construction activities for the proposed project (approximately 24-month construction duration) would be subject to the San Francisco Noise Ordinance (article 29 of Police Code). Construction noise is regulated by the noise ordinance, which requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating noise); (2) impact tools must have intake and exhaust mufflers that are approved by the director of San Francisco Public Works (public works) or the director of the San Francisco Department of Building Inspection (building department) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the director of public works authorizes a special permit for conducting the work during that period.

42 Phung, Kristina Email to Melinda Sarjapur "Re: 600 McAllister St - Backup Generator Testing Frequency". October 19, 2021.

43 Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>. Accessed: August 25, 2021.

44 Ibid.

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

46 The Market and Octavia Plan Amendment, also known as The Hub plan, was a neighborhood identified for further development growth within the boundaries of the original 2008 Market and Octavia Area Plan and was approved by the Board of Supervisors on July 28, 2020. An environmental impact report was prepared for the Hub project which received final certification on May 21, 2020, contained recent traffic noise. Specifically, the Hub FEIR Appendix D-6 included vehicle volume traffic counts conducted on October 26, 2018 at two nearby intersections of the project site.

47 The Hub Final EIR, Appendix D

The building department is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. The proposed project would result in temporary increases in noise levels during construction from the use of trucks and equipment.

The project sponsor anticipates the following construction work and phasing schedule, comprised of a total 24-month construction period. Demolition of the surface parking lot, 4-foot by 5-foot wood-framed shed, and perimeter fencing would likely take no more than 1-2 weeks using standard grading and excavation equipment including a backhoe, grader, and excavator. The subsequent phase of construction would take approximately 2-3 months consisting of shoring, excavation, and ground improvements. The shoring installation would be accomplished by the installation of drilled steel soldier beams, performed by a medium sized drill rig. The majority of the excavation would use a standard excavator with the off-haul of soil in 10 semi-end dump trucks. Drilled micropiles or tie-down anchors may be required, but no pile driving is proposed or required.⁴⁸ Nighttime construction is also not anticipated. Subsequent building construction is anticipated to take 12-18 months, with final architectural coating after to take 1-2 months.

As discussed in section 4.9 of the Market & Octavia PEIR, the excavation phase for new construction projects is generally the noisiest and this phase is anticipated to temporarily last only 2-3 months for the proposed project. Nonetheless, during the approximately 24-month construction period for the proposed project, sensitive receptors and occupants of nearby properties could be disturbed by construction noise. The closest sensitive receptors are located on parcels adjacent to the project site. As measured from the exterior façade of the new proposed building, the nearest sensitive receptors include: residences located at 580 McAllister Street (62 feet to the east), Mary Helen Rogers Senior Community Facility at 701 Golden Gate Avenue (33-feet to the north), and a public-school facility (Civic Center Secondary School) at 727 Golden Gate Avenue (18-feet to the west).

There may be times when construction noise could interfere with indoor activities in residences, schools, and businesses near the project site and may be considered an annoyance by occupants of nearby properties. However, the increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary (approximately 24 months), intermittent, and restricted in occurrence and level, as the project sponsor and contractor would be required to comply with the Noise Ordinance. Therefore, the proposed project's construction activities would result in a less-than-significant noise impact.

The proposed project is located immediately adjacent to the Civic Center Secondary School, which is one of several San Francisco County Community Schools which provide educational services to students in grades 7-12 who are assigned due to expulsion proceedings, recommended by Juvenile Probation, Foster, Homeless, and/or Social Services, or through truancy or behavioral intervention. The World Health Organization has identified potential health effects of noise including decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization.⁴⁹ Noise can also disrupt effective communication between teachers and pupils in schools. Although a significant construction noise impact would not occur due to the aforementioned reasons, **Project Improvement Measure I-NO-1, Construction Noise Reduction – Civic Center Secondary School**, is recommended to reduce noise disruptions from construction at the adjacent school. The project sponsor has agreed to this improvement measure, which recommends the sponsor coordinate and schedule the noisiest parts of project construction around scheduled seasonal breaks (i.e. summer or winter

⁴⁸ Rollo & Ridley Geotechnical Engineers & Scientists, *Geotechnical Investigation Block 786 – Lots 072 & 073, 600 McAllister St, San Francisco*, March 10, 2021.

⁴⁹ World Health Organization, *Guidelines for Community Noise, Chapter 3, p. 46*, April 1999. Available at <https://www.who.int/docstore/peh/noise/Comnoise-1.pdf>. Accessed January 5, 2022.

break) and after-school hours at the Civic Center Secondary School to the extent possible. The full text of the improvement measure is provided in **Attachment B, Mitigation Monitoring and Reporting Program (MMRP)**. Implementation of Project Improvement Measure I-NO-1 would further reduce temporary disruptions to adjacent school uses and impacts would remain less than significant.

E.6.b) Potential vibration-related impacts to structures or people from construction activities are generally limited to the use of impact equipment such as pile drivers (impact and vibratory), hoe rams, and vibratory compactors. The proposed project would not require pile driving or other construction equipment that would generate vibration at levels that could result in damage to adjacent structures, which would be a significant impact. Vibration levels from a source attenuates rapidly with distance. Given that the proposed project would not require equipment that generates strong ground vibration, and that any construction equipment would operate no closer than 18 feet from adjacent buildings, it is unlikely construction activities would result in damage to adjacent structures or effect sensitive receptors. Lastly, development projects, such as the proposed project, are not typically sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

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

Cumulative Analysis

The cumulative context for traffic noise analyses are typically confined to the local roadways nearest the project site. As project-generated vehicle trips disperse along the local roadway network, the contribution of project-generated traffic noise along any given roadway segment would similarly be reduced. As discussed in initial study checklist question E.6.a, the proposed project would not result in a perceptible increase in traffic noise. Therefore, the proposed project would not result in a considerable contribution to ambient noise levels from project traffic.

The cumulative context for point sources of noise, such as building heating, ventilation and air conditioning systems and construction noise are typically confined to nearby noise sources, usually not further than approximately 900 feet from the project site.⁵⁰ Based on the list of projects under the Cumulative Setting section above, five 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: 710 McAllister (aka Freedom West 2.0), 807 Franklin Street, 600 Van Ness Avenue, 301 Grove Street, and 618-630 Octavia 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 be required to comply with the noise levels established by 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.

⁵⁰ Typical construction noise levels can affect a sensitive receptor at a distance of 900 feet if there is a direct line-of-sight between a noise source and a noise receptor (i.e., a piece of equipment generating 85 dBA would attenuate to 60 dBA over a distance of 900 feet). An exterior noise level of 60 dBA will typically attenuate to an interior noise level of 35 dBA with the windows closed and 45 dBA with the windows open.

Construction

The 710 McAllister Street (aka Freedom West 2.0) project would be located one block west of the project site (approximately 350 feet); the formal project application was recently submitted on December 1, 2021. It is anticipated that the Freedom West 2.0 project would take several years to complete the environmental review and entitlement prior to receiving approval and issuance of any building permits and would be constructed in phases. As such, it is not likely that the Freedom West 2.0 project would overlap with the construction of 600 McAllister Street which would take approximately 24 months.

Other cumulative projects within 900 feet of the proposed project include: 807 Franklin Street, approximately 600 feet to the south; 600 Van Ness Avenue, approximately 600 feet to the east; 301 Grove Street, approximately 740 feet to the south; and 618-630 Octavia Street, approximately 730 feet to the southwest. The noise ordinance establishes limits for construction equipment, and all projects within San Francisco are required to comply with the noise ordinance. Compliance with the noise ordinance would ensure that no significant cumulative noise impact would occur.

Vibration impacts are highly localized and site-specific and do not combine with vibration from cumulative projects to create a cumulative vibration impact.

Conclusion

The Market and Octavia PEIR determined that implementation of the area plan would not result in significant noise impacts due to construction activities or the operation of new development as a result of the plan. Similarly, the proposed project would not result in significant project-specific or cumulative noise or vibration impacts. Therefore, the proposed project would not result in new or substantially more severe noise or vibration impacts than those identified in the Market and Octavia PEIR.

E.7 Air Quality

Market and Octavia PEIR Air Quality Findings

The Market and Octavia PEIR identified potentially significant air quality impacts resulting from temporary exposure to elevated levels of fugitive dust and diesel particulate matter (DPM) during construction of development projects under the area plan. The PEIR identified two mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of the identified mitigation measures, development under the area plans would be consistent with the San Francisco Bay Area Air Basin 2000 Clean Air Plan, the applicable air quality plan at that time. Market and Octavia PEIR Mitigation Measure E1: Particulate Emissions During Construction and E2: Short-Term Exhaust Emissions were identified in the PEIR.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

E.7.b) The Market and Octavia PEIR determined that at a program-level the Market and Octavia Neighborhood Plan would not result in significant regional air quality impacts.

Construction Dust Control

Market and Octavia PEIR Mitigation Measure E1: Particulate Emissions During Construction requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the dust control ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work to protect the health of the general public and of construction workers, minimize public nuisance complaints, and to avoid orders to stop work in response to dust complaints. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the dust control ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements incorporate and expand upon the dust control provisions of PEIR Mitigation Measure E1. Therefore, PEIR Mitigation Measure E1: Construction Mitigation Measure for Particulate Emissions related to dust control is no longer necessary to reduce construction-related dust impacts of the proposed project. Through required adherence to the Construction Dust Control Ordinance, the proposed project would not result in significant impacts related to construction dust that were not identified in the Market and Octavia PEIR and no mitigation is required.

Criteria Air Pollutants

The Bay Area Air Quality Management District prepared updated 2017 CEQA Air Quality Guidelines,⁵¹ 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.

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM_{2.5}, and PM₁₀⁵²), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, PM_{2.5}, and PM₁₀. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no one single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.⁵³ Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

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 proposed project would demolish an existing surface parking lot with a 4-foot by 5-foot wood-framed shed and perimeter fencing and construct a 14-story, 196-unit residential mixed-use building with a below-grade basement. The project proposes uses that would be below the air district's construction screening criteria of 249 dwelling units and operational screening criteria of 510 dwelling units. Therefore, because the proposed project is below the construction and operational screening levels for criteria air pollutants, the proposed project would not result in a significant impact with regards to a cumulatively considerable net increase in non-attainment 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 receptors⁵⁴ would be exposed to substantial pollutant concentrations. Since certification of the PEIR, the San Francisco Board of Supervisors approved amendments to

⁵¹ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2017.

⁵² PM10 is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM2.5, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

⁵³ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 2-1.

⁵⁴ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as persons occupying or residing in: 1) residential dwellings, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, p. 12.

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 that propose sensitive uses and are located within the air pollutant exposure zone, such as the proposed project's residential uses, must provide filtration to protect the building 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.⁵⁵

Construction Health Risk

The project site is located within an identified air pollutant exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the anticipated 24-month construction period. The additional construction-related diesel particulate matter emissions in proximity to nearby sensitive uses including residences located at 580 McAllister Street and the Mary Helen Rogers Senior Community Facility at 701 Golden Gate Avenue, and school-aged children at the Civic Center Secondary School at 727 Golden Gate Avenue, would result in a significant construction health risk impact. Thus, **Project Mitigation Measure 2, Construction Air Quality**, has been identified to implement Market and Octavia PEIR Mitigation Measure E2: Short-Term Exhaust Emissions, by requiring construction equipment with lower emissions. The full text of the mitigation measure is in **Appendix B, Mitigation Monitoring and Reporting Plan (MMRP)**. This measure would reduce diesel particulate matter exhaust from construction equipment by 93 to 96 percent compared to equipment with engines meeting Tier 1 or Tier 2 emission standards.⁵⁶ Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 2, Construction Air Quality.

Operational Health Risks

As discussed above, the project site is located in an area that already experiences poor air quality. The project's incremental increase in localized toxic air contaminant emissions resulting from new vehicle trips (445 vehicle trips per day) would be minor and would not contribute substantially to localized health risks.⁵⁷ However, backup

⁵⁵ San Francisco Department of Public Health, Article 38 Application for 600 McAllister Street, October 20, 2020.

⁵⁶ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 1 and Tier 2 with Tier 4 final emissions standards. Tier 1 PM emissions standards were established for equipment with 25- <50 horsepower and equipment with horsepower <175. Tier 1 emissions standards for these engines were compared against Tier 4 final emissions standards, resulting in a 96 percent reduction in PM. The EPA established PM standards for engines with horsepower between 50-<175 as part of the Tier 2 emission standards. For these engines Tier 2 emissions standards were compared against Tier 4 final emissions standards, resulting in between 93-95 percent reduction in PM.

⁵⁷ The air district identifies roads with less than 10,000 vehicles per day and less than 1,000 trucks per day as "minor, low impact sources" that do not pose a significant health impact even in combination with other nearby sources. Bay Area Air Quality Management District, *Recommended Methods for*

diesel generators are generally known to emit and expose sensitive receptors to substantial concentrations of diesel emissions, a known TAC. The proposed project would provide a 600 kW Tier 4 backup diesel generator on the second-floor roof above the retail stores. The proposed Tier 4 generator is currently the best available technology to reduce emissions of diesel particulate matter. Tier 4 generators result in an approximate 96 percent reduction in diesel particulate matter compared to exhaust from generators without emissions controls.⁵⁸ Therefore, although the proposed project would add a new source of toxic air contaminants within an area that already experiences poor air quality, the proposed project's use of a Tier 4 backup diesel generator would reduce TAC emissions and would not expose sensitive receptors to substantial air pollutant concentrations. Considering the above, operation of the proposed project would not emit toxic air contaminants at levels that would expose sensitive receptors to substantial air pollutant concentrations and this impact 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. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. The proposed project includes residential and retail uses that would not be expected to create significant sources of new odors. Therefore, odor impacts would be less than significant.

Cumulative Analysis

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁵⁹ The project-level thresholds for criteria air pollutants are based on levels below 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.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., emissions from the use of off-road construction equipment and on-road vehicles, and a diesel generator) within an area already adversely affected by poor air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. Cumulative projects listed in Section C would also contribute to health risks at nearby sensitive receptors by emitting toxic air contaminants, including diesel particulate matter, primarily during construction, and in some cases (if a diesel generator is required or the project would generate a substantial amount of new vehicle trips) during project operations. This would be a significant cumulative impact. The proposed project would be required to implement Project Mitigation Measure 2, Construction Air Quality, which could reduce construction period emissions by as

Screening and Modeling Local Risks and Hazards, pg. 11. This document is available online at: <https://www.baaqmd.gov/-/media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en&rev=3ed5e81662784057941d97b851900d19>, accessed November 23, 2021. The project's estimated 445 vehicles per day is well below the 10,000 vehicles per day screening criteria above, as identified by the air district.

⁵⁸ PM emission benefits are estimated for backup diesel generators by comparing PM emission standards for Tier 4 with Tier 1 in the 175 to 750 hp range. The PM emission factor change results in approximately a 96 percent reduction, from 0.4g/bhp-hr to 0.015 g/bhp-hr.

⁵⁹ BAAQMD, *CEQA Air Quality Guidelines*, May 2017, page 2-1.

much as 96 percent. Additionally, the proposed project would include a Tier 4 backup diesel generator which would reduce the project’s contribution to cumulative localized health risk impacts. With implementation of Project Mitigation Measure 2, the proposed project’s contribution to cumulative health risks would be reduced to less than significant levels.

Conclusion

As explained above, the proposed project could result in significant air quality impacts, individually and cumulatively. However, these impacts were identified in the PEIR and with implementation of Project Mitigation Measure 2: Construction Air Quality, the proposed project’s impact would be less than significant. The project sponsor would also be required to comply with local ordinances, including the dust control ordinance and health code article 38, and is including a Tier 4 backup diesel generator for the proposed building. Therefore, the proposed project would not result in new or more severe air quality impacts than were identified in the Market and Octavia PEIR.

E.8 Greenhouse Gas

Market and Octavia PEIR Greenhouse Gas Emissions Findings

The California State CEQA Guidelines were amended in 2010 to require an analysis of a project’s greenhouse gas (GHG) emissions on the environment. The Market and Octavia PEIR was certified in 2007, before the amendment to the State CEQA Guidelines and, therefore, the PEIR did not analyze the effects of GHG emissions.

Project Analysis

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

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

The air district prepared guidelines and methodologies for analyzing the impact of GHG emissions subsequent to adoption of the Market and Octavia Neighborhood Plan. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project’s GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project’s GHG impact is less than significant.

San Francisco's *Strategies to Address Greenhouse Gas Emissions*⁶⁰ 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 41 percent reduction in GHG emissions in 2019 compared to 1990 levels,⁶¹ exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,⁶² Executive Order S-3-05⁶³, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{64,65} The city has also exceeded the 2030 targets of a 40 percent reduction in GHG emissions below 1990 levels more than 10 years before the target date.⁶⁶ In addition, San Francisco's GHG reduction goals, which were updated in an ordinance in July 2021, are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05⁶⁷, B-30-15,⁶⁸ B-55-18,⁶⁹ and Senate Bill 32.^{70,71,72} The ordinance also serves to codify the city's "0-80-100-Roots" climate action framework, which comprises climate and sustainability goals in the areas of waste (zero waste), transportation (by 2030, increase low carbon trips to 80 percent of all trips), energy (by 2025, supply 100 percent renewable electricity), and carbon sequestration. 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 proposed project.⁷³ The proposed

- 60 San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed May 18, 2021.
- 61 San Francisco Department of the Environment, *San Francisco's Carbon Footprint*. Available at <https://sfenvironment.org/carbon-footprint>, accessed October 21, 2021.
- 62 Bay Area Air Quality Management District, *Clean Air Plan*, April 2017. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed May 18, 2021.
- 63 Office of the Governor, *Executive Order S-3-05*, June 1, 2005.
- 64 California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed May 18, 2021.
- 65 Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2017 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.
- 66 Senate Bill 32 and the Bay Area 2017 Clean Air Plan set a target of reducing GHG emissions to 40 percent below 1990 levels by year 2030.
- 67 Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).
- 68 Office of the Governor, *Executive Order B-30-15, April 29, 2015*. Available at [Governor Brown Establishes Most Ambitious Greenhouse Gas Reduction Target in North America | Governor Edmund G. Brown Jr.](http://www.gov.ca.gov/2015/04/29/governor-brown-establishes-most-ambitious-greenhouse-gas-reduction-target-in-north-america/), accessed October 21, 2021. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.
- 69 Executive Order B-55-18 establishes a statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and achieving and maintaining net negative emissions thereafter.
- 70 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.
- 71 Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.
- 72 San Francisco's GHG reduction goals are codified in section 902(a) of the Environment Code and include determining City GHG emissions for 1990 in order to meet the following goals: (1) by 2030, a reduction in sector-based GHG emissions of at least 70 percent below 1990 levels; (2) by 2030, a reduction in consumption-based GHG emissions equivalent to a 50 percent reduction compared to 1990 levels; (3) by 2040, achievement of net zero sector-based GHG emissions by reducing such emissions by at least 90 percent compared to 1990 levels and sequestering any residual emissions; (4) by 2050, a reduction in consumption-based GHG emissions equivalent to an 80 percent reduction compared to 1990 levels.
- 73 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 600 McAllister Street*, February 1, 2021.

project would meet the requirements of the Transportation Demand Management (TDM) Program through providing one car share parking space, improving walking conditions (e.g. by removing a driveway on Franklin Street, adding pedestrian lighting on McAllister and Franklin street frontages, and installing an extended bulbout at the project’s Franklin Street frontage), bicycle parking, multimodal wayfinding signage, and incentives for sustainable transportation, among other measures. The proposed project would be required to meet the requirements of the San Francisco green building code and would provide water efficient fixtures. In addition, the proposed project would comply with other applicable regulations that would reduce the project’s GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants. Therefore, the proposed project would not generate significant GHG emissions and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operation. Direct operational effects from the proposed project include the GHG emissions from new vehicle trips and natural gas combustion. Indirect effects include the GHG emissions from electricity providers, including generation of the energy required to pump, treat, and convey water; other GHG emissions are associated with waste removal, waste disposal, and landfill operations.

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 Market and Octavia PEIR.

E.9 Wind

Market and Octavia Neighborhoods PEIR Wind Findings

The Market and Octavia PEIR concluded that wind impacts resulting from the development under the Market and Octavia Neighborhood Plan, including new buildings and additions to existing buildings, could result in significant impacts related to ground-level winds. PEIR Mitigation Measure B1: Buildings in Excess of 85 Feet in Height, and PEIR Mitigation Measure B2: All New Construction,⁷⁴ requires individual project sponsors to minimize the wind effects of new buildings developed under the Area Plan through site and building design measures. The Market and Octavia PEIR concluded that implementation of PEIR Mitigation Measures B1 and B2, in combination with existing planning code requirements, would reduce both project-level and cumulative wind impacts to less-than-significant levels.

Project Analysis

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

⁷⁴ One portion of Market and Octavia PEIR Mitigation Measure B2: All New Construction, requires new buildings or additions to existing buildings to be shaped, or other wind-baffling measures to be adopted, so that the development will not cause ground-level wind currents to exceed 11 mph for more than 10 percent of the time year-round between the hours of 7:00 a.m. and 6:00 p.m. This portion of the mitigation measure is not applicable to the proposed project because the CEQA significance criterion for wind is based on the wind hazard criterion, not the wind comfort criterion. Furthermore, the project site is not in a C-3 Zoning District and is in the NCT-3 Zoning District, so the wind comfort criterion set forth in planning code section 148 does not apply to the proposed project.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.9.a) To determine whether a project would alter wind in a manner that substantially affects public areas, the planning department applies the wind hazard criterion established in section 148 of the San Francisco Planning Code. In accordance with section 148, a project would result in hazardous wind conditions if it would cause ground-level wind speeds that exceed 26 mph for one hour or more per year.⁷⁵ In most cases, projects under 80 feet in height do not result in wind impacts in accordance with this criterion.

Based on the height and location of the proposed approximately 145-foot 5-inch-tall (161-foot 5-inch-tall to the top of the elevator penthouse) 14-story building, a pedestrian wind assessment was prepared by a qualified wind consultant for the proposed project.⁷⁶ The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development. The wind assessment found that the existing wind conditions on the adjacent streets do not exceed the 26-mile-per-hour wind hazard criterion for a single full hour, or approximately 0.0114 percent of the time, as outlined in the San Francisco Planning Code section 148. The wind assessment also found that the proposed building would not cause winds that would reach or exceed the 26-mile-per-hour wind hazard criterion at any pedestrian areas on and around the project site at 71 test locations. For all 71 test locations, the average wind speed which has exceeded for 1 hour per year would increase from 24 miles per hour (mph) for the existing configuration to 25 mph with the proposed project.⁷⁷ Furthermore, the project sponsor has complied with PEIR Mitigation Measure B1 through completion of design review by the planning department to minimize adverse wind impacts related to new development. As no hazardous exceedances would occur with implementation of the proposed project, the proposed project would result in a less-than-significant impact with respect to wind.

Cumulative

A cumulative configuration, including the proposed project as well as cumulative projects within a quarter mile of the project site was also analyzed in the pedestrian wind report. The report included a qualitative analysis of cumulative projects within the project vicinity including the 710 McAllister Street (aka Freedom West 2.0) development and determined that due to the heights of the six proposed tower buildings at Freedom West and considering the wind frequency distribution, the project site is expected to be sheltered by the Freedom West redevelopment and is not expected to alter the wind hazard results for the proposed project under cumulative conditions.⁷⁸

⁷⁵ San Francisco Planning Code Section 148. Available at: [http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$anc=JD_138.1](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)

⁷⁶ RWDI, *Pedestrian Wind Study for 600 McAllister Street, December 7, 2021.*

⁷⁷ Ibid.

⁷⁸ Ibid.

Therefore, no hazardous exceedances were found under the cumulative configuration. For these reasons, the proposed project would not combine with other projects in the vicinity to create significant cumulative wind impacts.

Conclusion

For the reasons stated above, the proposed project would not result in significant wind impacts, either individually or cumulatively. Therefore, the proposed project would not result in new or more severe significant wind impacts that were not identified in the Market and Octavia PEIR.

E.10 Shadow

Market and Octavia PEIR Shadow Findings

The Market and Octavia PEIR analyzed shadow impacts on nearby existing and proposed open spaces under the jurisdiction of the San Francisco Recreation and Park Commission as well as those that are not (the War Memorial Open Space and United Nations Plaza). The Market and Octavia PEIR determined that implementation of the area plan would not result in a significant shadow impact on Section 295 open spaces at the program or project level but identified potentially significant shadow impacts on non-Section 295 open spaces. Mitigation Measure A1: Parks and Open Space Not Subject to Section 295, would reduce but may not eliminate significant shadow impacts on the War Memorial open space and United Nations Plaza. The PEIR determined that shadow impacts on non-Section 295 open spaces could be significant and unavoidable.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.10.a) The proposed project would construct a 145-foot 5-inch-tall (161-foot 5-inch-tall to the top of the elevator penthouse) building; therefore, a preliminary shadow fan analysis was prepared to determine whether the project would have the potential to cast new shadow on nearby parks.⁷⁹ The preliminary shadow fan identified potential new shadow on the Margaret Hayward Playground, which is a publicly-accessible open space protected under Section 295 of the San Francisco Planning Code. Therefore, a detailed shadow analysis was conducted for the proposed project. The analysis was conducted according to criteria and methodology as described in (1) the February 3, 1989 memorandum titled “Proposition K – The Sunlight Ordinance” (“the 1989 memorandum”) prepared by the San Francisco Recreation and Parks Department (“RPD”) and the San Francisco Planning Department (“Planning”), (2) the July 2014 memorandum titled “Shadow Analysis Procedures and Scope

⁷⁹ San Francisco Planning Department. 600 McAllister Street Initial Shadow Fan, August 7, 2018

Requirements” (“the 2014 memorandum”) prepared by planning, and (3) direction from planning and RPD staff regarding the appropriate approach, deliverables, and scope of analysis appropriate in consideration of the open spaces affected.⁸⁰ The consultant-prepared shadow analysis also determined that the proposed project would not cast net new shadow on other nearby publicly accessible open spaces including Jefferson Square, Memorial Court (located between the San Francisco Opera House and War Memorial Building), City Hall Light Courts, Civic Center Plaza or the Philip K. Burton Federal Plaza.^{81,82} As of December 2021, there are no nearby schools that are part of the City’s shared school yard program that would be impacted by new shadow from the proposed project, including the Tenderloin Community Elementary School.

Margaret Hayward Playground is a 4.99-acre (217,539-square foot) urban park located in the Western Addition neighborhood and under RPD jurisdiction. It is bound by Turk Street to the north, Golden Gate Avenue to the south, Gough Street to the east, and Laguna Street to the west. The park’s official hours of operation are from 5 a.m. to 12 a.m. (midnight).⁸³ The park is comprised of large multi-use sport fields covering the eastern half of the park with seating/viewing areas at the northwest and southeast corners. The central portion of the park is comprised of accessible points of entry along the Turk Street (north) and Golden Gate Avenue (south) frontages, a central plaza adjacent to a community building with meeting space and kitchen amenities, and children’s play area. The western half of the park contains smaller sports fields, basketball and tennis courts, and another accessible public point of entry from Laguna Street. The shadow consultant conducted six 30-minute observation periods of these park areas on February 18th and 19th in 2021, and observed that the number of users present in the park over the course of half an hour ranged from 89 to 291 people, and two primary destinations of the park users included the large multi-use sport field for soccer/baseball games or classes with a high-use mark of 47 on the weekday afternoon, and the children’s play area with a high-use mark of 41 on the weekend around midday. Additional observations included the central plaza area that received a range of 50-170 visitors but were mostly transitory and using the plaza as a pedestrian cut-through area between adjacent streets or other areas of the park and that the basketball and tennis courts on the western side of the park were actively used across all visits with the exception of the weekday morning visit in which only two users were observed in this area.

Under existing conditions, shadow is cast primarily over portions of the eastern area of the park during morning hours and portions of the western area in the late afternoon. Shadow cast by the existing Division Emergency Services Offices (located on the same block as the park) also casts morning shadows on the northwest corner of the park during mornings and towards the central portion of the park in the afternoon. Midday hours are generally free of shadow except for some shadow cast along the southern edge of the park over winter months. The proposed project would result in net new shadow falling on the park. Net new shadow from the proposed project would occur within approximately the first 39 minutes of planning code section 295 analysis times⁸⁴ between September 21st and March 21st each year. Net new project shadow would fall over the eastern third of the park, affecting approximately half of the ball field area and a set of bleachers. The days of maximum net new shadow on the park due to the proposed project would occur on October 25th and February 15th, when the proposed project would shade the ball fields at 7:30 a.m. and recede over the next 30-35 minutes before leaving the park just after 8

⁸⁰ Prevision Design. Shadow Analysis Report for the Proposed 600 McAllister Street Project per Planning Section 295 Standards. November 2, 2021

⁸¹ Ibid

⁸² Prevision Design. Clarification of features not affected by net new shadow that would be cast by the 600 McAllister Street project, August 17, 2021.

⁸³ San Francisco Parks and Recreation Department. <https://sfrecpark.org/facilities/facility/details/margaretshaywardplayground-255>. Accessed September 10, 2021.

⁸⁴ Planning Code Section 295, adopted in 1984 pursuant to voter approval of Proposition K (The Sunlight Ordinance), prohibits the issuance of building permits for structures over 40 feet in height that would cast net new shadow on property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission between one hour after sunrise to one hour before sunset at any time of year, unless the Planning Commission determines that the net new shadow (1) would not have an adverse impact on the use of the property or (2) the impact would not be significant.

a.m. The duration of proposed project-generated net new shadow at the park would vary throughout the year, with net new shadow ranging between zero and approximately 39 minutes. Table 4 below summarizes the potential shadow impacts from project implementation.

Table 4: Summary of Project Net New Shadow Findings on Margaret Hayward Playground

Time of Year and Day Most Affected by Project Net New Shadow	Fall / Early Morning (before 8:00 AM)	Date(s) with Largest Shadow Area from the Project (Area and Time Max New Shadow Occurs)	25,269 sf (12% of park area) on October 25th and February 15th at 7:30 AM
Dates Net New Shadow from Project would be Cast Annually	September 21 – March 21 (Up to 182 days/year)	Location, Range, and Average Area Of New Shadow Affected by New Shadow	Eastern third of Margaret Hayward Playground covering park area ranging from 0% to 12% (0 - 25,269 sf) with an average project net new shadow coverage of 6.24% (or 13,585 sf)
Average Daily Project Net New Shadow Duration on Affected Dates	27.2 Minutes		
Activities Affected By New Shadow	<ol style="list-style-type: none"> 1. Large multi-use sport fields (eastern third of park) 2. Two small bleacher seating structures (northeast corner of park) 		

Source: Prevision Design. Shadow Analysis Report for the Proposed 600 McAllister Street Project per Planning Section 295 Standards. November 11, 2021.

As shown in the table above, Margaret Hayward Playground would receive substantial sunlight throughout the day even with project implementation. Out of the three areas described above with the heaviest observed uses, the eastern third portion of the large multi-use sport field area and its associated bleacher seating area would receive net new shadow from the project. However, this area would still maintain their primary functions and users would still be able to enjoy these affected park amenities due to the limited duration of net new shadow in the early morning from September 21 through March 21 that would recede by 8 a.m. and last an average of approximately 27 minutes on these affected dates. Other heavily used areas of the park including the children’s play area by the middle of the park and the basketball and tennis courts on the western side of the park would not receive any net new shadow and would not impact park users enjoyment of these amenities. Therefore, the proposed project

would not create net new shadow that would result in a substantially adverse shadow impact on Margaret Hayward Playground. Considering the above, the proposed project's net new shadow impact would be less than significant, and the project would not result in any new shadow impacts not previously identified in the Market and Octavia PEIR.

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

Cumulative

Throughout the year, net new cumulative shadow due to the proposed project would occur in areas affected by the project but also throughout all portions of the park.^{85,86} Under cumulative conditions, the Margaret Hayward Playground is primarily impacted by the 710 McAllister (aka Freedom West 2.0) redevelopment project due to that project's scale and location immediately south of the park. While other additional shadows cast by other cumulative projects would at times occur at the same periods as shadows cast by the proposed project, the shadow cast by the other cumulative projects would not frequently nor substantially overlap with shadow cast by the proposed project.

Cumulative net new shadow from the proposed project combined with the other planned projects in the vicinity would result in an increase of shadow on the park. This net new shadow would affect the park most over the winter season when portions of the park would be shaded throughout the day.

Net new cumulative shadow (when occurring from September 7th through April 4th) would be present for 4 hours and 51 minutes on average, up to a maximum duration of 8 hours and 34 minutes on November 1st and February 8th. The maximum net new shadow profile would be 132,103 square feet, representing approximately 61 percent of the total park area early in the morning at 8:30 a.m. The dates which would have this maximum area of net new cumulative shadow throughout the day are December 20th and 21st, where early morning shadows would stretch across the children's play area, sports courts on the west side, and portions of both multi-use play fields and would begin to recede out of these areas by 12 p.m. before gradually increasing coverage again by an hourly average of 1 to 5 percent to reach a total of approximately 27 percent coverage around 3:54 p.m.⁸⁷ Although there would be an increase of net new shadow on Margaret Hayward Playground throughout most of the park, the majority of the cumulative net new shadow coverage would be during December in the morning, ranging from a maximum of approximately 40 to 61 percent before 9:15 a.m. and would be reduced the remainder of the day to reach approximately 6 percent around 2 p.m. before gradually increasing to a maximum of 27 percent before 4 p.m. Therefore, the majority of net new shadow impacts would be experienced in the early morning during the fall and winter season.

Although the proposed project in combination with future projects in the project vicinity could potentially result in a significant cumulative shadow impact on the Margaret Hayward Playground, the proposed project's individual contribution to this cumulative shadow increase would only be 0.06 percent. In addition, the project's shadow would occur in the early morning and would recede by 8 a.m., lasting on average approximately 27 minutes on the

⁸⁵ Prevision Design. Shadow Analysis Report for the Proposed 600 McAllister Street Project per Planning Section 295 Standards. November 2, 2021.

⁸⁶ Prevision Design. Review of design changes to Freedom West 2.0 project and their effect on cumulative shadow. December 10, 2021.

⁸⁷ Prevision Design. Shadow Analysis Report for the Proposed 600 McAllister Street Project per Planning Section 295 Standards. November 2, 2021.

affected dates. For these reasons the proposed project’s contribution to cumulative shadow impacts on the Margret Hayward Playground would be less than significant.

Conclusion

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

E.11 Recreation

Market and Octavia PEIR Recreation Findings

The Market and Octavia PEIR concluded that implementation of the area plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Market and Octavia PEIR.

Project Analysis

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

E.11.a) As discussed in Topic E.2, Population and Housing, the proposed project would add new residential and employment space resulting in approximately 463 new residents and 23 new employees. New residents and employees would be within walking distance of Margaret S. Hayward Playground, Jefferson Square, and the Civic Center Plaza neighborhood parks or other recreational facilities. Additionally, the proposed project would provide passive recreational uses onsite for the residents totaling approximately 13,780-square feet of open space that are designated as private or common (available to all building residents) planning code-compliant or are non-code compliant. The code compliant open space includes 4,510 square-feet of common open space available to project residents located on the uppermost roof deck terrace, 8th floor mid-level deck, and a 2nd floor outdoor terrace. Approximately 25 units would also have code compliant private open space with each of those units having an 80-square-foot deck, totaling approximately 2,000 square feet. Non-code compliant private open space for the proposed project also includes: 74 units that would have 60 square-foot balconies, 30 units with 18-square-foot balconies, six units with 30-square-foot balconies, and three units with 70-square-foot balconies. Residents would also be able to access a non-code complaint 2,830-square-foot outdoor courtyard at grade-level adjacent to the proposed art space and lobby area of the building.

Since certification of the PEIR, the voters of San Francisco passed three bonds to improve park facilities in the city. The first was the 2008 Clean and Safe Parks Bond which allocated \$117 million to twelve parks including upgrades to facilities and approximately \$4 million to the Park Forestry Improvement Program. The second bond includes the 2012 San Francisco Clean and Safe Neighborhood Parks Bond, providing the Recreation and Park Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. The recent renovation of the Margret Hayward Playground was funded largely by the 2012 parks bond.⁸⁸ The third bond includes the 2020 Health and Recovery Bond which will provide \$487.5 million for three main categories of investment: health and homelessness, parks and open spaces, and right-of-way repair. Approximately \$239 million of this bond will be dedicated to neighborhood parks projects and a variety of programs that support recreation and open spaces.⁸⁹

Additionally, an update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies locations where proposed open space connections should be built, specifically streets appropriate for potential “living alleys.” In addition, the amended ROSE identifies the role of both the Better Streets Plan and the Green Connections Network in open space and recreation. Green Connections are streets and paths that connect people to parks, open spaces, and the waterfront while enhancing the ecology of the street environment. Two routes identified within the Green Connections Network cross the Market and Octavia Plan Area: Marina Green to Dolores Park (Route 15) and Bay to Beach (Route 4).

Although the proposed project would introduce a new permanent population to the project site, the number of new residents and employees projected would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities, such that substantial physical deterioration of the facilities would be expected.

E.11.b) The permanent residential population on the site and the incremental number of onsite employees would not require the construction of new recreational facilities or the expansion of existing facilities.

Cumulative

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed bond measures in 2008, 2012, and 2020 to fund the acquisition, planning, and renovation of the City’s network of recreational resources. As discussed above, there are several parks, open spaces, or other recreational facilities within walking distance of the project site. 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.

⁸⁸ San Francisco Recreation & Parks. Margaret S. Hayward Playground. <https://sfrecpark.org/facilities/facility/details/margarethaywardplayground-255>. Accessed September 17, 2021.

⁸⁹ San Francisco Recreation & Parks. 2020 Health and Recovery Bond. <https://sfrecpark.org/1370/Better-Parks-for-the-Future>. Accessed October 18, 2021.

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 Market and Octavia PEIR.

E.12 Utilities and Service Systems

Market and Octavia PEIR Utilities and Service System Findings

The Market and Octavia PEIR determined that the anticipated increase in population under the area plan 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

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

E.12.a and c) The project site is located within a developed area served by existing electric power, natural gas, and telecommunications. While the project would require local connection to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure.

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The treatment and discharge standards are set and regulated by the Regional Water Quality Control Board. The Southeast Plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the Southeast Plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.⁹⁰

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 as the existing site is a surface parking lot covered in concrete paving. 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. As discussed in the population and housing resource topic above, the proposed project would add 463 new residents and 23 employees to the project site, the combined sewer system has capacity to serve projected growth through year 2045. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

E.12.b) The San Francisco Public Utilities Commission (SFPUC) adopted the 2020 Urban Water Management Plan (2020 plan) in June 2021.⁹¹ The 2020 plan estimates that current and projected water supplies will be sufficient to meet future demand for retail water⁹² customers through 2045 under wet- and normal-year conditions; however, in dry years, the SFPUC would implement water use and supply reductions through its Water Shortage Contingency Plan and a corresponding Retail Water Shortage Allocation Plan.⁹³

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).⁹⁴ The state water board has indicated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment

⁴⁸ San Francisco Planning Department, *Biosolids Digester Facilities Project, Final Environmental Impact Report*, Record No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

⁹¹ SFPUC, 2020 Urban Water Management Plan for the City and County of San Francisco, adopted June 11, 2021. This document is available at <https://www.sfpuc.org/about-us/policies-plans/urban-water-management-plan>

⁹² "Retail" demand represents water the SFPUC provides to individual customers within San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

⁹³ San Francisco Public Utilities Commission, 2020 Urban Water Management Plan for the City and County of San Francisco, Appendix K – Water Shortage Contingency Plan, adopted June 11, 2021. This document is available at <https://www.sfpuc.org/about-us/policies-plans/urban-water-management-plan>

⁹⁴ State Water Resources Control Board Resolution No. 2018-0059, Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document, December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages.

Implementation of the Bay-Delta Plan Amendment is uncertain for several reasons and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. In acknowledgment of these uncertainties, the 2020 plan presents future supply scenarios both with and without the Bay-Delta Plan Amendment, as follows:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in Section 8.4 of the 2020 plan would be applicable
2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment)
3. With implementation of the Bay-Delta Plan Amendment as adopted wherein the water supply and demand assumptions contained in Section 8.3 of the 2020 plan would be applicable.⁹⁵

Water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.

Under these three scenarios, the SFPUC would have adequate water to meet demand in San Francisco through 2045 in wet and normal years.⁹⁶ Without implementation of the Bay-Delta Plan Amendment, water supplies would be available to meet demand in all years except for a 4.0 million gallons per day (5.3 percent shortfall) in years four and five of a multiple year drought based on 2045 demand.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 11.2 million gallons per day (15.9 percent) in a single dry year to 19.2 million gallons per day (27.2 percent) in years two through five of a multiple year drought based on 2025 demand levels and from 20.5 million gallons per day (25.4 percent) in a single dry year to 28.5 million gallons per day (35.4 percent) in years four and five of a multiple year drought based on 2045 demand.

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.⁹⁷ The proposed mixed-use project would result in 196 dwelling units and approximately 8,050 square feet

⁹⁵ On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency. The SFPUC submitted a proposed project description that could be the basis for a voluntary agreement to the state water board on March 1, 2019. As the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

⁹⁶ Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully implemented infrastructure under the 2018 Phased Water System Improvement Program Variant, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. This frequency is expected to increase as climate change intensifies.

⁹⁷ Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:
(A) A residential development of more than 500 dwelling units.

of commercial space; as such it does not qualify as a “water-demand” project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project. The following discussion considers the potential water supply impacts for projects – such as the proposed project – that do not qualify as “water-demand” projects.

No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2045 would require new or expanded water supply facilities, the construction or relocation of which could have significant impacts on the environment that were not identified in the PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as the maximum water demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).⁹⁸ The development proposed by the project would represent 39.2 percent of the 500-unit limit and 1.6 percent of the 500,000 square feet of commercial space provided in section 15155(1)(A) and (B), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city’s Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of substantially less than 50,000 gallons per day of water.

Assuming the project would demand no more than 50,000 gallons of water per day, its water demand would represent a small fraction of the total projected demand, ranging at most from 0.07 to 0.06 percent between 2025 and 2045. As such, the project’s water demand would not require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project’s maximum demand would represent less than 0.06 percent of the total demand in 2045 when the retail supply shortfall projected to occur with implementation of the Bay-Delta Plan Amendment would be up to 35.4 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience through an alternative water supply program. The SFPUC has taken action to fund the study of

(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.

(D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(F) A mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.

(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

⁹⁸ Memorandum, from Steven R. Ritchie, Assistant General Manager, Water Enterprise, San Francisco Public Utilities Commission to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

additional water supply projects, but it has not determined the feasibility of the possible projects and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

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

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

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

Cumulative Analysis

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

Conclusion

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

E.13 Public Services

Market and Octavia PEIR Public Services Findings

The Market and Octavia 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

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

E.13.a) Project residents and employees would be served by the San Francisco Police Department and Fire Departments. The closest police stations to the project site is the Northern Police Station, located approximately 0.7 miles west from the site and the Tenderloin Police Station, located approximately 0.8 miles northeast of the project site. The closest fire stations to the project site is Fire Station #36, located approximately 0.4 miles south from the project site and Fire Station #5 located approximately 0.6 miles west 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 approximately 63,400 students.⁹⁹ Between 2000 and 2010, overall enrollment in the school district experienced a large decline but the district has experienced a gradual increase in enrollment during the past decade.¹⁰⁰ Total enrollment in the district increased to about 52,763 in the 2017–2018 school year.^{101,102} In addition, for the 2018–2019 school year, approximately 4,502 students were enrolled in public charter schools that

99 [San Francisco Unified School District, August 31, 2016. San Francisco Bay Area Planning and Urban Research \(SPUR\) Forum Presentation, *Growing Population, Growing Schools*.](#)

100 Lapkoff & Gobalet Demographics Research, Inc., *Demographic Analyses and Enrollment Forecasts, San Francisco Unified School District*, January 2020.

101 Ibid.

102 Enrollment summaries do not include charter schools.

are operated by other organizations but located in school district facilities.^{103,104} Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.¹⁰⁵ However, the net effect of housing development across San Francisco is expected to increase enrollment by at least 5,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.¹⁰⁶

Lapkoff & Gobalet Demographic Research, Inc. conducted a study for the school district that project student enrollment through 2040.¹⁰⁷ This study is being updated as additional information becomes available. The study considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.¹⁰⁸ 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 student generation rates cited above, the proposed project would be expected to generate approximately 24 school-aged children who would attend San Francisco public schools. The school district currently has capacity to accommodate this minor increase in demand without the need for new or physically altered schools, the construction of which may result in environmental impacts.

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

Cumulative Analysis

The proposed project, combined with projected citywide growth through 2040, would increase demand for public services, including police and fire protection and public schools. The fire department, the police department, and other city agencies account for such growth in providing public services to the residents of San Francisco.

103 San Francisco Unified School District, Facts at a Glance, 2018, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/sfusd-facts-at-a-glance.pdf>, accessed October 14, 2021.

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

105 San Francisco Unified School District, San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools, August 31, 2016, https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed May 18, 2021.

106 Lapkoff & Gobalet Demographics Research, Inc., *Demographic Analyses and Enrollment Forecasts, San Francisco Unified School District*, January 2020.

107 Ibid.

108 Ibid.

With respect to public schools, as stated above the school district currently has capacity for additional students anticipated through 2030. The school district works with the planning department and other city agencies to develop public school student enrollment projections and inform its facility planning. The school district is currently assessing how best to incorporate the education field's best practices in terms of space utilization for 21st-century education. This assessment will inform how to accommodate the anticipated future school population and whether new or different types of facilities are needed. Should additional capacity be required to meet the updated educational space standards and projected public school student population, the district is considering several options. A new school anticipated to have capacity for 500 students is under development in Mission Bay located at the corner of Owens Street and Nelson Rising Lane. In addition, in the near term, there is an existing school site on Treasure Island that is leased by the school district.¹⁰⁹ There is also a project planned for the replacement, renovation, and expansion of the district's 135 Van Ness property for the Arts Center Campus. The school district could also renovate and reconfigure other existing school facilities and assets it owns but which are not currently in school use, as necessary. However, it is speculative to conduct a meaningful environmental review or identify significant cumulative impacts at this time without more information regarding what action or actions the school district would take to accommodate additional students. Regardless, the additional 24 public school students as a result of the project would not contribute considerably to a significant public service impact related to the provision of new school facilities, and no mitigation is necessary.

For the above reasons, the proposed project, in combination with projected cumulative development, would not result in a significant physical cumulative impact associated with the construction of new or expanded governmental facilities.

Conclusion

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

E.14 Biological Resources

Market and Octavia Neighborhoods PEIR Biological Findings

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

¹⁰⁹ Renovation and expansion of that school site was studied in the Treasure Island/Yerba Buena Island Redevelopment Project Draft EIR. For more information, please see Treasure Island/Yerba Buena Island Redevelopment Project Draft EIR, Planning Case 2007.0903E.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.14.a-f) The project site is located within Market and Octavia Neighborhood Plan area and therefore, the project site does not support habitat for any candidate, sensitive or special status species. Further, there are no riparian corridors, estuaries, marshes or wetlands on or adjacent to the project site and there are no environmental conservation plans applicable to the project site. Additionally, the project would be required to comply with the Urban Forestry Ordinance, which requires a permit from Public Works to remove any protected trees (landmark, significant, and street trees). The proposed project does involve the removal of a total of eight existing street trees, including three on Franklin Street and five on McAllister Street. The proposed project is anticipated to plant a total of eighteen new street trees with six on the Redwood Street frontage, four on the Franklin Street frontage, and eight along the McAllister Street frontage. Tree removal would be required to occur in accordance with the Urban Forestry Ordinance and would therefore not conflict with the ordinance.

In addition, all development would be required to comply with the planning department's Standards for Bird-Safe Buildings, adopted July 14, 2011, which would reduce the potential for bird strikes and impacts to resident or

migratory bird species. These standards are codified in planning code section 139 for two types of bird hazards: location-related and building feature-related. The project site is not within 300 feet of an urban bird refuge as shown by San Francisco's Urban Bird Refuge map and is not subject to location-related hazards. To comply with the feature-related hazards, the proposed project will not include any free-standing glass walls, glass corners, wind barriers, rooftop greenhouses, or similar elements. Balcony guardrails on both buildings will consist of metal screens or cable rails. The building facades would be well articulated with varying depths and colors. The glazing at the upper floors contains primarily punched openings and is broken up with mullions. At the lobby, there is glazing with a clear sightline through the building. This glazing will either be bird-safe glass or be broken up into sections less than 24 square feet with solid surfaces or mullions and the building above overhangs to form shadows to increase the likelihood that flying birds will perceive them as a solid surface. To reduce luminosity and attractiveness to nocturnally migrating birds, artificial night lighting on the exterior of the building will be minimized as feasible, while still fulfilling all requirements for function and safety. Furthermore, artificial night lighting sources that direct light upward would be avoided for the proposed building. Based on the analysis above, the proposed project would not result in significant biological resource impacts.

Cumulative Analysis

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

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 Market and Octavia PEIR.

E.15 Geology and Soils

Market and Octavia PEIR Geology and Soils Findings

The Market and Octavia PEIR concluded that implementation of the area plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, given the seismically active characteristics of the Bay Area but would reduce them to an acceptable level.

The Market and Octavia PEIR identified a potential significant impact related to soil erosion during construction. The PEIR found that implementation of Mitigation Measure G1: Construction-Related Soils Mitigation Measure, which consists of construction best management practices (BMPs) to prevent erosion and discharge of soil sediments into the storm drain system, would reduce any potential impacts to less-than-significant levels. However, subsequent to certification of the Market and Octavia PEIR and adoption of the plan, the Board of

Supervisors adopted the Construction Site Runoff Ordinance, in 2013.¹¹⁰ The ordinance requires all construction sites regardless of size to implement BMPs to prevent the discharge of sediment, non-stormwater, and waste runoff from a site to divert such runoff away from contaminated areas or treat stormwater runoff before it is discharged to the storm drain. As such, PEIR Mitigation Measure G1 is no longer required as a similar measure is required through the Construction Site Runoff Ordinance.

Project Analysis

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

E.15.a, c, and d) A geotechnical investigation was prepared for the proposed project that included testing at 4 boring locations at the project site.¹¹¹ Historically, portions of the Market and Octavia plan area were part of the elevated Caltrans Central Freeway that was damaged after the Loma Prieta earthquake in 1989, leading to the

¹¹⁰ San Francisco Public Works Code: Construction Site Runoff Ordinance. Accessed October 14, 2021. https://sfpuc.org/sites/default/files/construction-and-contracts/design-guidelines/CSR_ordinance-260-13_2013.pdf

¹¹¹ Rollo & Ridley Geotechnical Engineers & Scientists, *Geotechnical Investigation Block 786 – Lots 072 & 073, 600 McAllister St, San Francisco*, March 10, 2021.

demolition of a section of the freeway. As such and as discussed in the geotechnical investigation, the project site may be underlain by abandoned in place former Caltrans freeway foundations. The project site slopes gently up from south to north and is underlain with approximately 4.5 to 10.5 feet of fill consisting of loose to medium dense clayey sand with gravel and sand with the sand containing varying amounts of rubble, debris, and gravel. This sandy fill is underlain by medium dense to very dense sand to depths of approximately 20 to 29 feet below the existing ground surface. This sand is further underlain by dense to very dense sand with silt and silty sand to the maximum depth of 41 feet explored in the geotechnical investigation, with groundwater encountered at depths of 15 to 20 feet below the four borings that may fluctuate up to 4 feet during rainy and drought seasons. The project site is not located in a liquefaction area nor is it subject to slope protection or landslides, and would not be subject to the Slope Protection Act as the project site is not in an area that has slopes greater than 25 percent.

The geotechnical investigation concluded that from a geotechnical point of view, the proposed development is feasible for construction on the subject site provided the recommendations of the report are thoroughly followed and are incorporated into the project plans and specifications.

According to the geotechnical investigation, the building can be supported on a reinforced concrete mat foundation. Drilled micropiles are recommended to be used to provide the necessary uplift resistance. Micropiles are drilled, cast-in-place piles that are typically pressure-grouted in place. The micropiles would have to extend at least 35 feet into dense to very dense sand, silty sand or sand with silt. The adjacent streets to the south, east and north, as well as the parking lot to the west should be retained by temporary shoring during excavation and construction of the building. Both a soldier pile and lagging shoring system or a soil-cement cut-off wall shoring system are feasible for the project.

Groundwater is expected to be encountered within 15 to 20 feet of the ground surface. Therefore, temporary dewatering wells would need to be installed to keep the excavation free of groundwater. A dewatering system with dewatering wells would be required. The groundwater level within the site should be lowered to a depth of at least three feet below the bottom of the planned excavation and maintained at that level until sufficient weight and/or uplift capacity of the structure is available to resist the hydrostatic uplift forces on the bottom of the structure.

To ensure that the potential for adverse effects related to geology and soils are adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code and the San Francisco Building Code, which is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins. The building department also provides its implementing procedures in information sheets. The project is required to comply with the building code, which ensures the safety of all new construction in the city. The building department will review the project plans for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific report(s) through the building permit application process and its implementing procedures, as needed.

The proposed project would be subject to AB 082 regarding "Guidelines and Procedures for Structural Design Review".¹¹² This section of the San Francisco Building Code allows the Director of the Department of Building

¹¹² For more information see: https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_building/0-0-0-95162. Accessed December 8, 2021.

Inspection to determine if “Structural, Geotechnical, and Seismic Hazard Engineering Design Review” (or “peer review”) is warranted. If peer review is required, DBI Director would request one or more Structural, Geotechnical, or Seismic Hazard Reviewers having specialized knowledge and experience to provide their professional opinion on identified aspects of a project. The purpose of the peer review is to provide an independent, objective, technical review of those aspects of the project design that are identified in the scope of the review.

Therefore, the building department’s requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the building code would ensure that the proposed project would not result in any significant impacts related to soils, seismicity or other geological hazards.

E.15.b) The project site is occupied primarily with a paved surface parking lot with a 4-foot by 5-foot woodshed and perimeter fencing that is almost entirely covered with impervious surfaces with the exception of a thin rectangular shaped portion of the site on the western edge of the property line that has exposed ground. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 25 feet below ground surface, creating the potential for windborne and waterborne soil erosion. However, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, stormwater, non-stormwater and waste runoff from a construction site. For construction projects disturbing 5,000 square feet or more, a project must also implement an approved erosion and sediment control plan that details the use, location and emplacement of sediment and control devices. The project site is approximately 19,433 square feet and is subject to the measures set forth in Construction Site Runoff Ordinance. These measures would reduce the potential for erosion during construction. Therefore, Mitigation Measure G1: Construction-Related Soils, is not required, and the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

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

E.15.f) The proposed project is anticipated to require excavation to a depth of 25 feet, resulting in approximately 18,000 cubic yards of soil disturbance. Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. There are no known unique geologic or physical features at the project site and the project site is not mapped as sensitive for paleontological resources. The project site was also previously disturbed with Central Freeway foundations. As such, construction activities are not anticipated to encounter any below-grade paleontological resources. Therefore, the project would have no impact on paleontological resources or unique geologic features.

Cumulative Analysis

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

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

Conclusion

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

E.16 Hydrology and Water Quality

Market and Octavia PEIR Hydrology and Water Quality Findings

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

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.16.a) The project would generate wastewater and stormwater discharges typical of urban residential and commercial uses. Wastewater and stormwater from the project site would be accommodated by the city’s sewer system and treated at the Southeast Water Pollution Control Plant to the standards set by the San Francisco Bay Regional Water Quality Control Board, therefore, the proposed project would not exceed the waste discharge requirements of the water quality board. As discussed under topic E.15, groundwater is approximately 15 to 20 feet below the ground surface at the project site and may be encountered during excavation. If any groundwater is encountered during construction, it would be discharged into the combined stormwater/sewer system and subject to the requirements of the San Francisco Sewer Use Ordinance (Ordinance No. 19-92, amended by Ordinance No. 116-97), as supplemented by Department of Public Works Order No. 158170. These regulations require a Batch Waste Discharge permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Furthermore, as discussed in topic E.15.b, the project is required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. The city’s compliance with the requirements of its NPDES permit and the project’s compliance with the Sewer Use Ordinance and Construction Site Runoff Ordinance would ensure that the project would not result in significant impacts to water quality.

E.16.b) As discussed above, dewatering is likely to be necessary during construction. The project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies. In addition, the project site is located in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply and there are no plans for development of this basin for groundwater production.¹¹³ For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

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

¹¹³ The San Francisco Public Utilities Commission (SFPUC) supplies water to all of San Francisco residents and businesses. The SFPUC’s groundwater supply program includes two groundwater projects: one along the peninsula and the other supplying groundwater from San Francisco’s Westside Groundwater Basin aquifer, approximately 400 feet below ground surface. For more information see: <https://sfwater.org/index.aspx?page=184>. Accessed May 27, 2021.

with the city's Stormwater Management Ordinance would ensure that design of the proposed project would include installation of appropriate stormwater management systems that retain runoff on site. Similarly, during construction and in compliance with the Construction Site Runoff Ordinance, the project would be required to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from the construction site. Therefore, the proposed project would not provide substantial additional sources of polluted runoff and this impact would be less than significant.

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

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

Cumulative Analysis

The proposed project would have no impact with respect to the following topics and therefore would not have the potential to contribute to any cumulative impacts for these resource areas: location of the project site within a 100-year flood hazard area, tsunami or seiche zone, alterations to a stream or river or changes to existing drainage patterns. The proposed project and other development within San Francisco would be required to comply with the stormwater management, construction site runoff, and sewer use ordinances that would reduce the amount of stormwater entering the combined sewer system and prevent discharge of construction-related pollutants into the sewer system. As the project site is not located in a groundwater basin that is used for water supply, the project would not combine with cumulative projects to result in significant cumulative impacts to groundwater. Therefore, the proposed project in combination with other projects would not result in significant cumulative impacts related to hydrology and water quality.

Conclusion

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

E.17 Hazards and Hazardous Materials

Market and Octavia PEIR Hazards and Hazardous Materials Findings

The Market and Octavia PEIR found that impacts related to hazards and hazardous materials would primarily originate from construction-related activities. Demolition or renovation of existing buildings could result in exposure of people or the environment to hazardous building materials such as asbestos, lead, mercury or polychlorinated biphenyls (PCBs). In addition, the discovery of contaminated soils and groundwater at a construction site could result in exposure to hazardous materials during construction. The PEIR identified a significant impact associated with soil disturbance during construction for sites in areas of naturally occurring asbestos. The PEIR found that compliance with existing regulations and implementation of Mitigation Measure F1: Program- or Project-Level Mitigation Measures for Hazardous Materials, which would require implementation of construction best management practices to reduce dust emissions and tracking of contaminated soils beyond the site boundaries by way of construction vehicles' tires, would reduce impacts associated with construction-related

hazardous materials to less-than-significant levels. Subsequent to adoption of the PEIR, dust control regulations were enacted through the City’s adoption of the Construction Dust Control Ordinance and this mitigation measure is no longer necessary.

Project Analysis

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

E.17.a) The proposed project’s residential and commercial uses could use hazardous materials for building maintenance such as household chemicals for cleaning, and herbicides and pesticides for landscape maintenance. These materials are properly labeled to inform the user of potential risks as well as handling procedures. The majority of these hazardous materials would be consumed upon use and would produce very little waste. Any hazardous wastes that are produced would be managed in accordance with Article 22 of the San Francisco Health Code. In addition, the transportation of hazardous materials, are regulated by the California Highway Patrol and the California Department of Transportation. The use of any of these hazardous materials are not expected to cause any substantial health or safety hazards. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials would be less than significant.

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

Hazardous Building Materials

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

Soil and Groundwater Contamination

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

The proposed project would excavate approximately 18,000 cubic yards of soil at a depth of 25 feet below ground surface on a site that was previously overlain by portions of the Central Freeway and is currently a surface parking lot. The project also proposes a change of use to new sensitive uses as a mixed-use project with 196 residential units. Therefore, the project is subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase 1 environmental site assessment*.

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

In compliance with the Maher Ordinance, the project sponsor has filed an application for a Maher permit¹¹⁴ with the health department and a phase 1 site assessment has been prepared to assess the potential for site contamination.¹¹⁵ The phase 1 assessment found that between 1886 and 1956, the project site had one and two-story buildings with a blacksmith, an auto repair/garage shop, and a laundry facility and had former addresses of

¹¹⁴ The Maher Ordinance application was received by the Department of Public Health on September 30, 2020. Available at <https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=96ba366e6ad559b7df8877b1f66245d060a35b2f139da9b969903744c984b26d&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>. Accessed January 5, 2022.

¹¹⁵ Langan Engineering and Environmental Services, Inc., 600 McAllister Street, San Francisco, CA, March 21, 2019.

609 Franklin Street and 625 Franklin Street. The structures were removed between 1967 to 1991 and contained a portion of the Central Freeway overhead freeway and a portion of an off-ramp. As noted above in Section E.15, Geology and Soils, the Loma Prieta earthquake in 1989 damaged the overhead Central Freeway, and the existing portions of the freeway on the project site were removed and the site turned into its current use as a surface parking lot by 1999.¹¹⁶

The proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with Article 22A to standards that would be acceptable for the proposed residential and commercial use(s). Compliance with these requirements, overseen by the department of public health would ensure that the proposed project would not result in any significant impacts related to hazardous materials.

E.17.d) The proposed project is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. For the reasons described in the analysis of topic E.17.b and c, above, the proposed project would not create a significant hazard to the public or environment.

E.17.e) The project site is not located within an airport land use plan area or within 2 miles of a public airport. Therefore, topic E.17.e is not applicable to the proposed project.

E.17.f) The proposed project, located within a city block, would not impair implementation of an emergency response or evacuation plan adopted by the City of San Francisco. Project construction and operation would not close roadways or impede access to emergency vehicles or emergency evacuation routes. Thus, the proposed project would not obstruct implementation of the city's emergency response and evacuation plans, and potential impacts would be less than significant.

E.17.g) As discussed above, the Market and Octavia Neighborhood Plan area is not located in or near wildland areas with high fire risk. Construction of the proposed project would conform to the provisions of the building code and fire code. Final building plans would be reviewed by the building and fire departments to ensure conformance with the applicable life-safety provisions, including development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would not obstruct implementation of the city's emergency response plan, and potential emergency response and fire hazard impacts would be less than significant.

Cumulative Analysis

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same regulations addressing use of hazardous waste (Article 22 of the health code), hazardous soil and groundwater (Article 22B of the health code) and building and fire codes addressing emergency response and fire safety. For these reasons, the proposed project would not combine with other projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Conclusion

The proposed project's impact related to hazardous materials would be less than significant individually and cumulatively and would not result in significant hazards and hazardous materials impacts that were not identified in the Market and Octavia PEIR.

¹¹⁶ Ibid.

E.18 Mineral Resources

Market and Octavia PEIR Mineral Resources Findings

The Market and Octavia PEIR did not analyze the area plan's effects on mineral resources. Therefore, no mitigation measures were identified.

Project Analysis

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

E.18.a, b) The project site is not located in an area with known mineral resources and would not routinely extract mineral resources. Therefore, the proposed project would have no impact on mineral resources.

Cumulative

The proposed project would have no impact on mineral resources and therefore would not have the potential to contribute to any cumulative mineral resource impact.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to mineral resources. Therefore, although the Market and Octavia PEIR did not analyze impacts to mineral resources, the proposed project would not result in a significant impact.

E.19 Energy Resources

Market and Octavia PEIR Energy Resources Findings

The Market and Octavia PEIR did not analyze the area plan's effects on energy resources, and no mitigation measures were identified.

Project Analysis

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

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

E.19.a) Energy demand for the proposed project would be typical of residential mixed-use projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including the Green Building Ordinance and Title 24 of the California Code of Regulations. As documented in the GHG compliance checklist for the proposed project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed in topic E.5, Transportation and Circulation, the project site is located in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the project would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

E.19.b) In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state’s electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, Senate Bill 350 codified the requirement for the renewables portfolio standard to achieve 50 percent renewable energy by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable energy by 2030 and 100 percent by 2045.¹¹⁷

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.¹¹⁸ CleanPowerSF is the city’s Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses. GreenFinanceSF allows commercial property owners to finance renewable energy projects, as well as energy and water efficiency projects, through a municipal bond and repay the debt via their property tax account.

As discussed above in topic E.19.a, the project would comply with the energy efficiency requirements of the state and local building codes and therefore would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency.

Cumulative

All development projects within San Francisco are required to comply with applicable regulations in the city’s Green Building Ordinance and Title 24 of the California Code of Regulations that reduce both energy use and potable water use. The majority of San Francisco is located within a transportation analysis zone that experiences

62 California Energy Commission, California Renewable Energy Overview and Programs, available at: <https://www.energy.ca.gov/renewables/>, accessed April 24, 2019.

118 San Francisco Mayor’s Renewable Energy Task Force Recommendations Report, September 2012, available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf, accessed on April 24, 2019.

low levels of VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to energy resources. Therefore, although the Market and Octavia PEIR did not analyze impacts to energy resources, the proposed project would not result in a significant impact.

E.20 Agriculture and Forest Resources

Market and Octavia PEIR Agriculture and Forest Resources Findings

The Market and Octavia PEIR did not analyze the area plan’s effects on agricultural and forest resources, and no mitigation measures were identified.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.20.a-e) The project site is within an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Therefore, topics 20 a through e are not applicable to the proposed project and the project would have no impact either individually or cumulatively on agricultural or forest resources.

Conclusion

For the above reasons, the proposed project would not result in new or more severe impacts to agricultural or forest resources not identified in the Market and Octavia PEIR.

E.21 Wildfire

Market and Octavia Neighborhoods PEIR Wildland Fire Findings

The plan area is located within an urbanized area that lacks an urban-wildland interface. The Market and Octavia PEIR did not analyze the area plan’s effects on wildfire emergency response or wildfire risks. No mitigation measures were identified in the PEIR.

Project Analysis

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.21.a - d) The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

F. Public Notice and Comment

A “Notification of Project Receiving Environmental Review” was mailed on March 11, 2021 to adjacent occupants and owners of properties within 300 feet of the project site, and the Civic Center and city-wide neighborhood group lists. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. There were four comments received expressing a variety of environmental concerns. The concerns and where they are addressed in this initial study are as follows: wind (Section E.9), traffic, parking, and pedestrian safety (Section E.5), noise

(E.6), air quality (E.7), seismic safety and geologic conditions (E.15), shadow (E.10), aesthetics (pages 9-10), and the size and scale of the project in relation to the surrounding neighborhood (E.1). The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Market and Octavia PEIR.

G. Figures

Figure 1: Project Location Map



Printed: 12/16/2021

Figure 2. Cumulative Projects

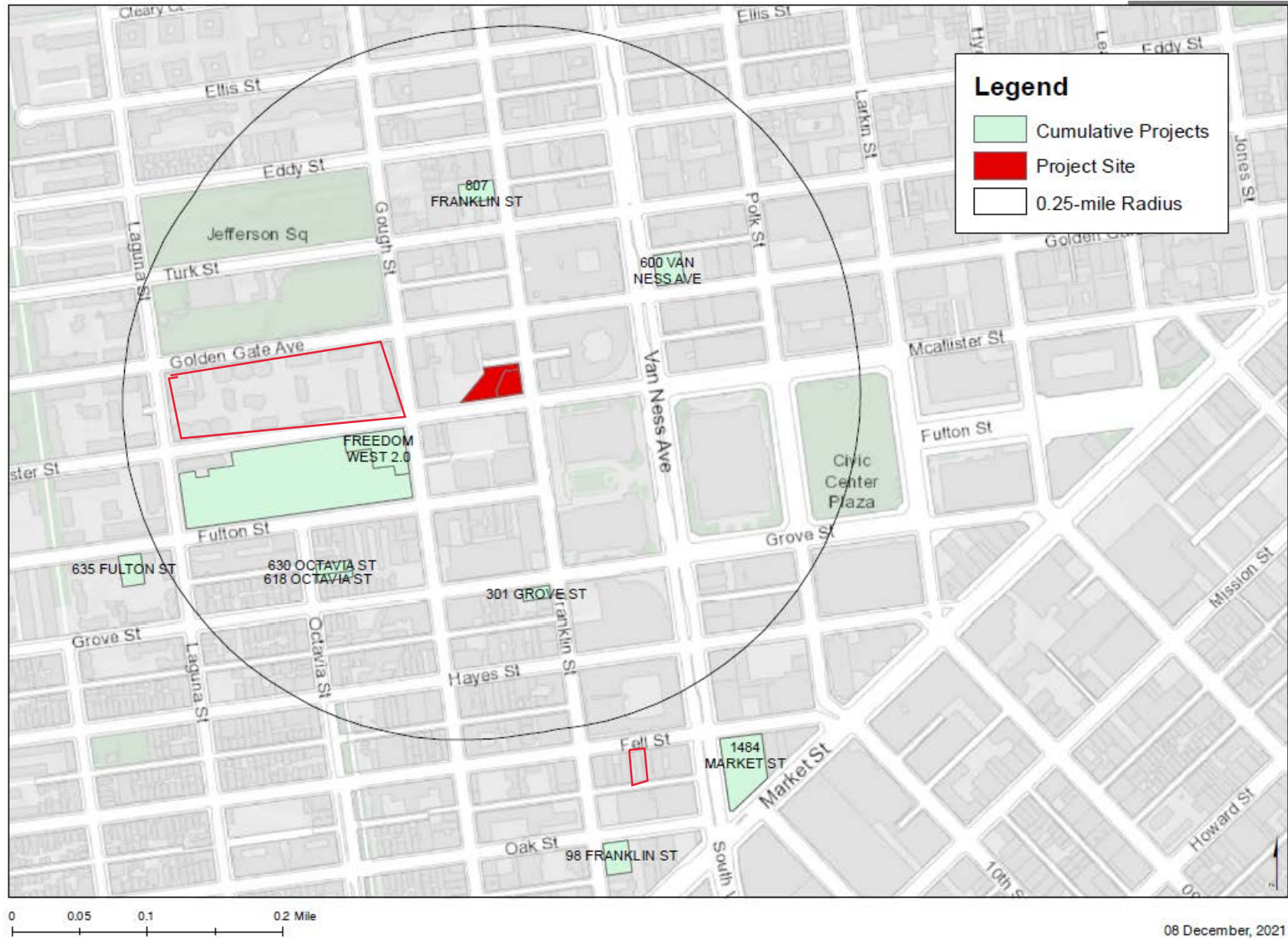
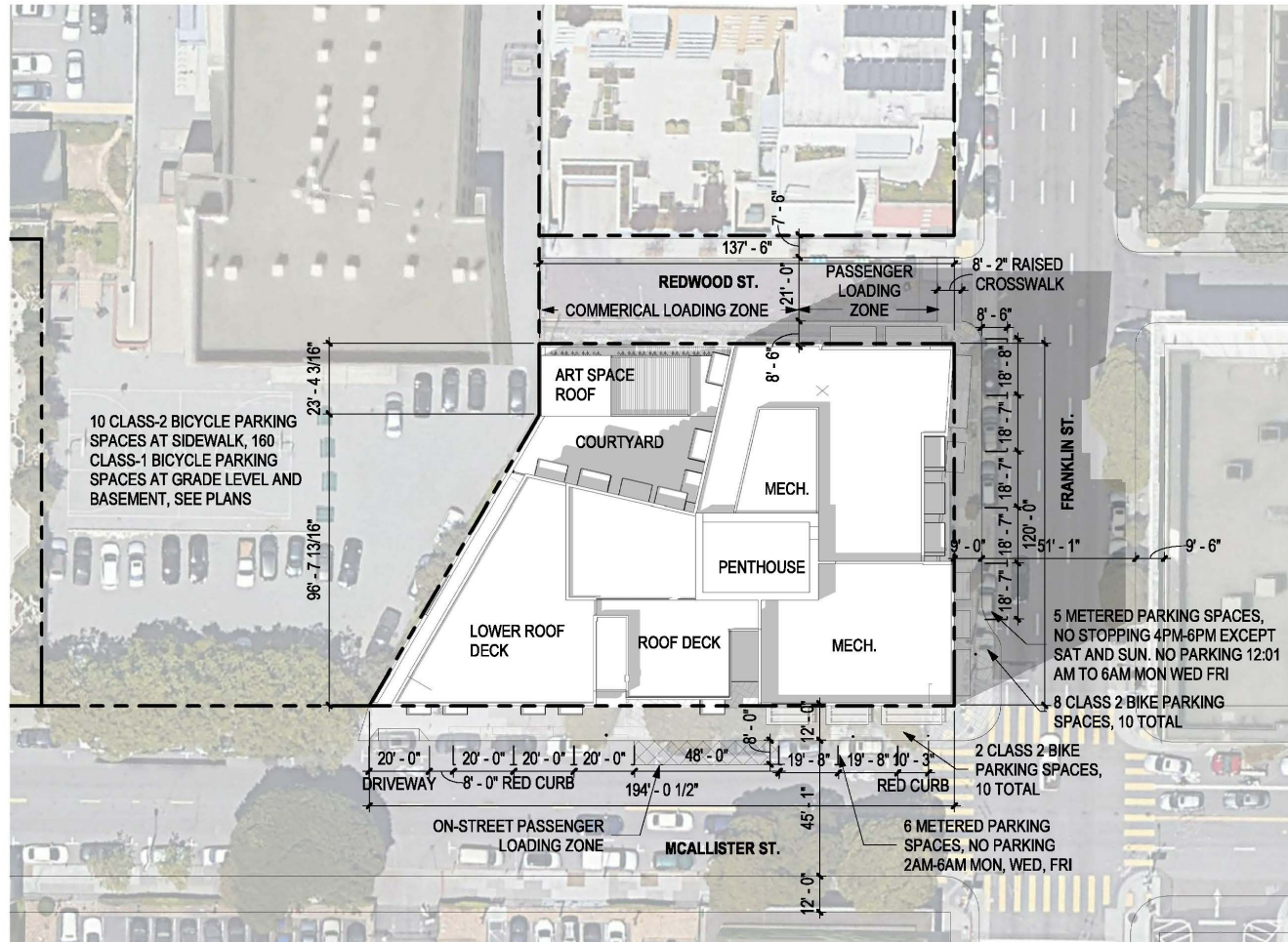


Figure 3. Proposed Site Plan



David Baker Architects S. Hekemian Group

600 McAllister St.

SITE PLAN

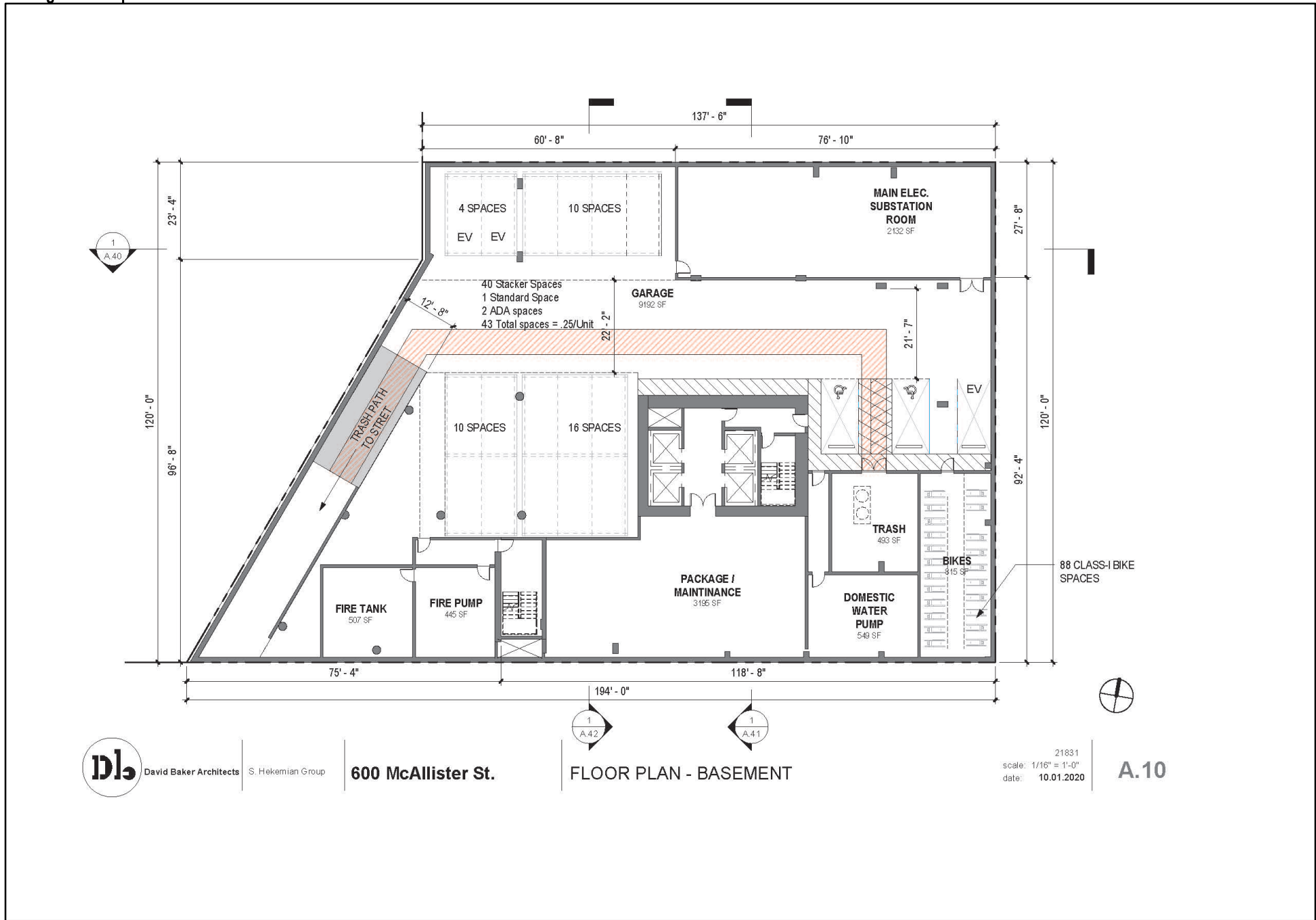
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date: 10.01.2020



A.01

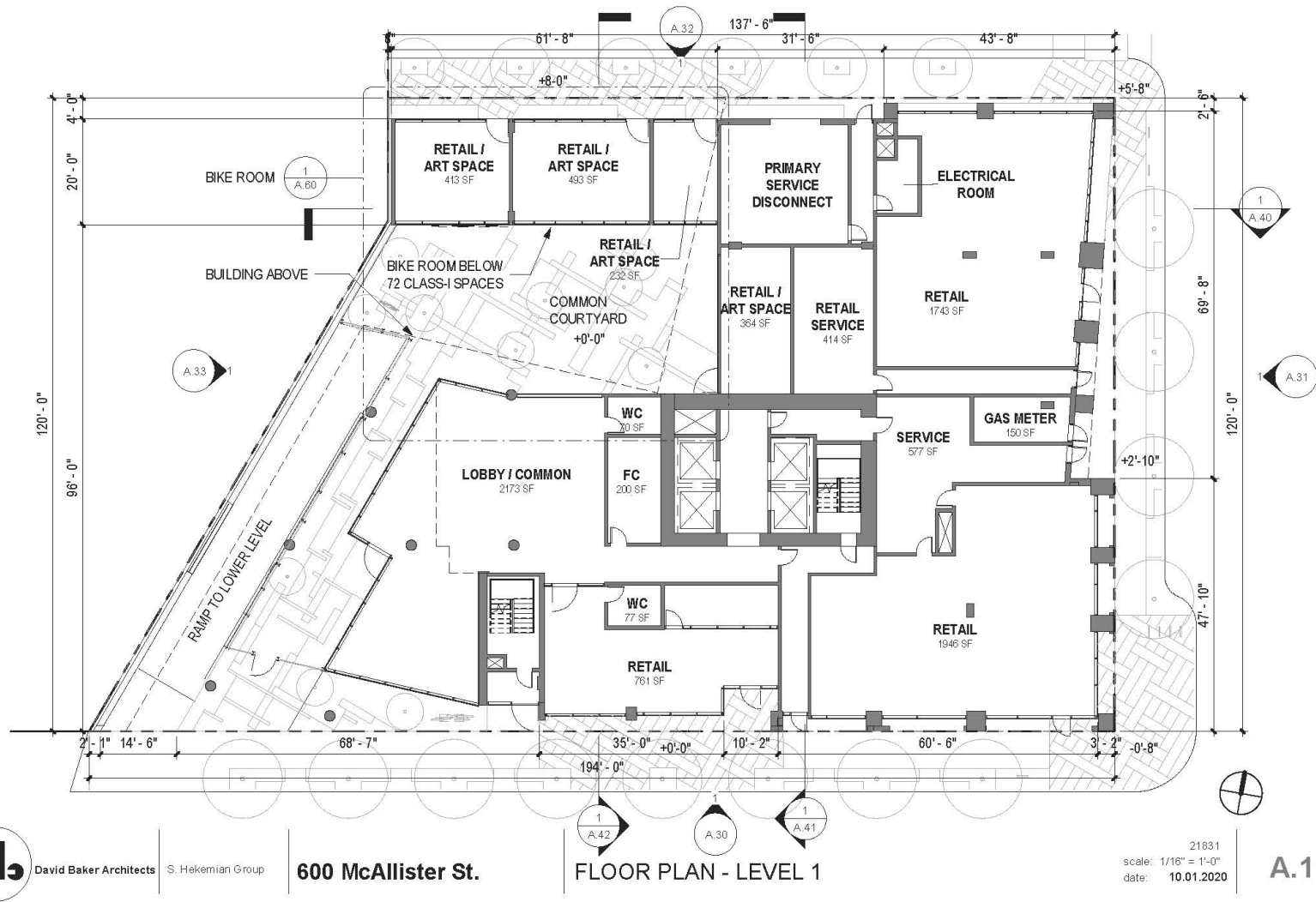
Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 4. Proposed Basement Level



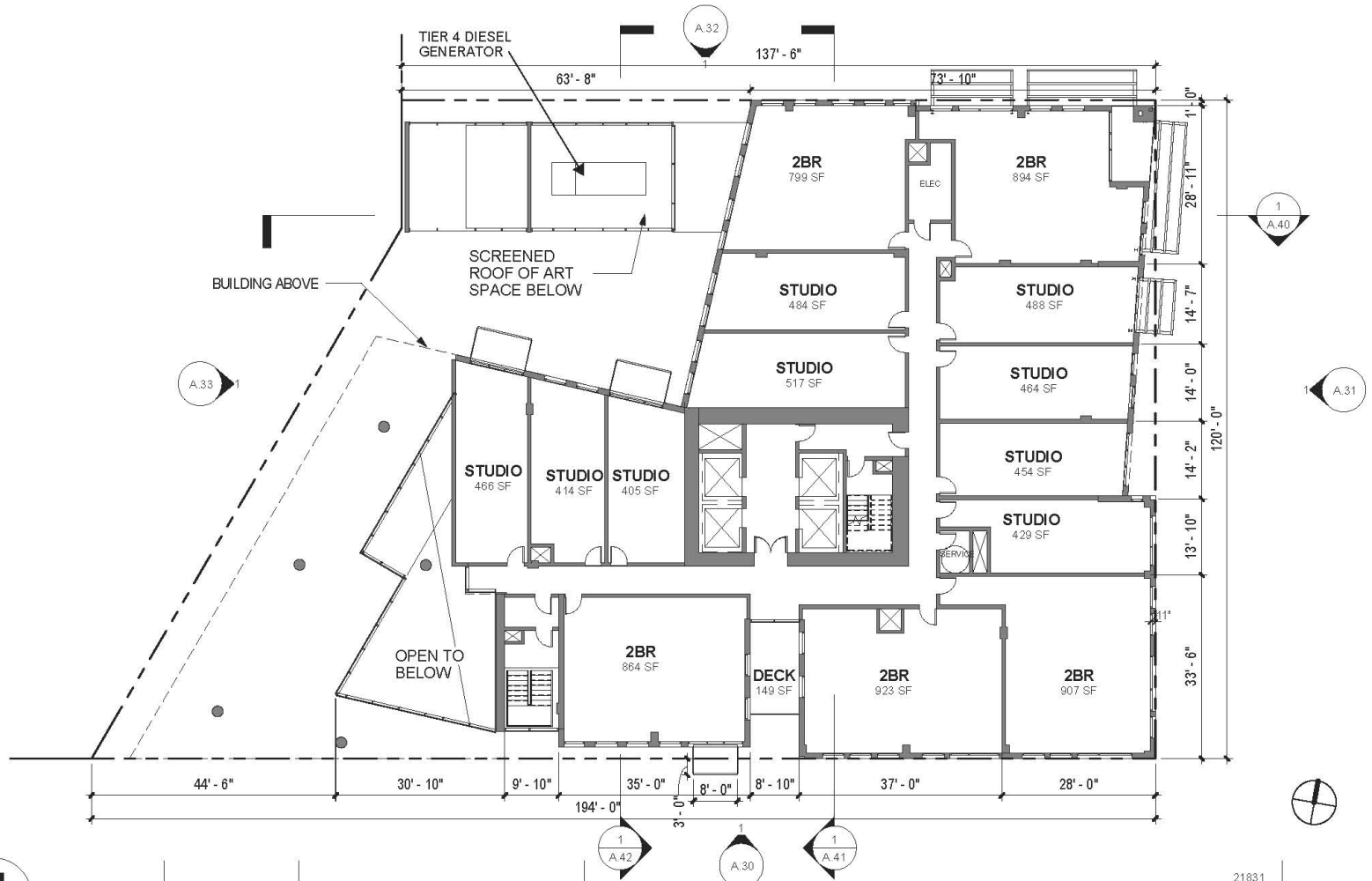
Comments: Not to Scale
 David Baker Architects, October 1, 2020

Figure 5. Proposed Ground Floor Plan



Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 6. Upper Floor Plan



DL David Baker Architects | S. Hekemian Group

600 McAllister St.

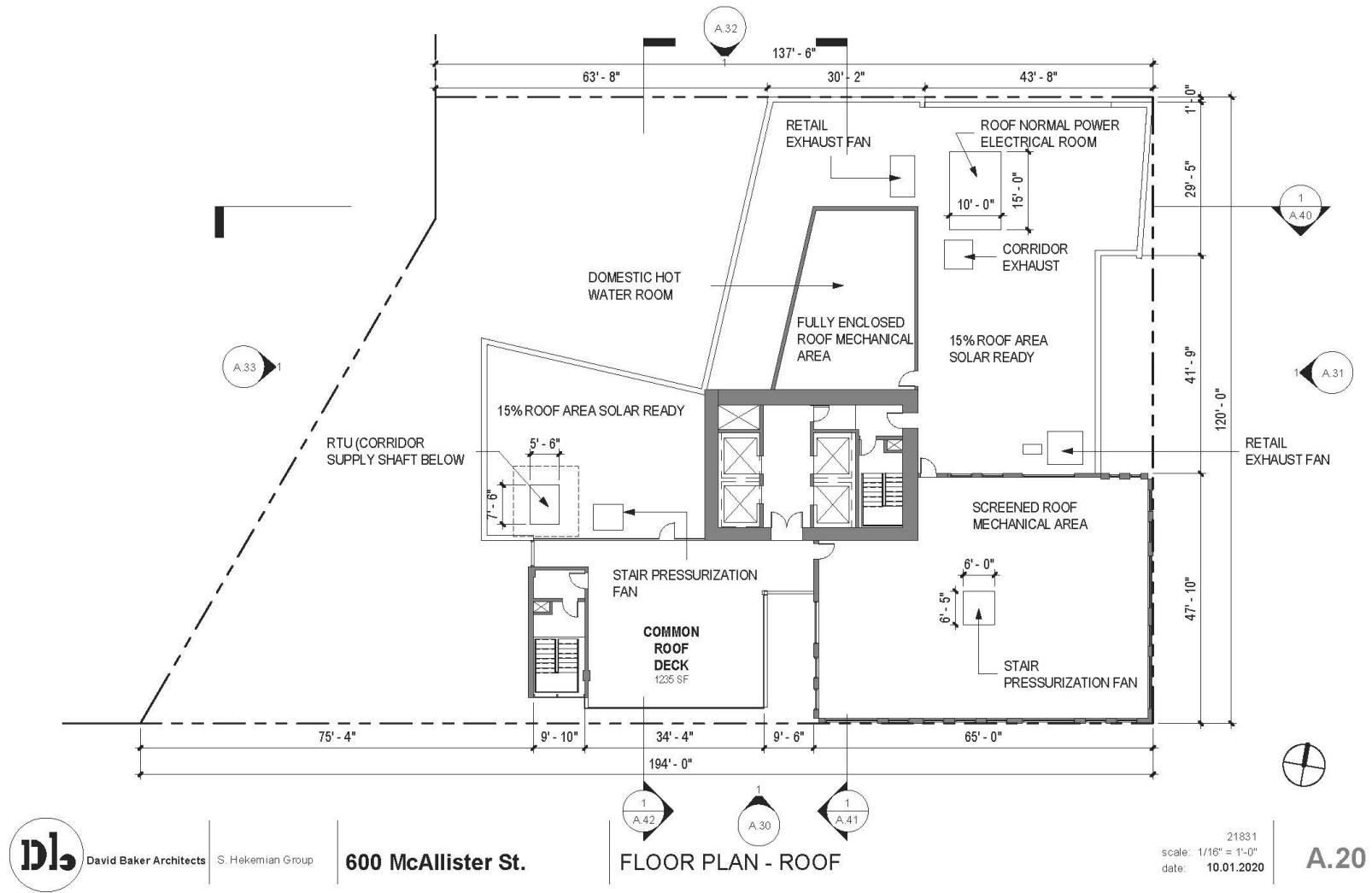
FLOOR PLANS - LEVEL 2

21831
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A.12

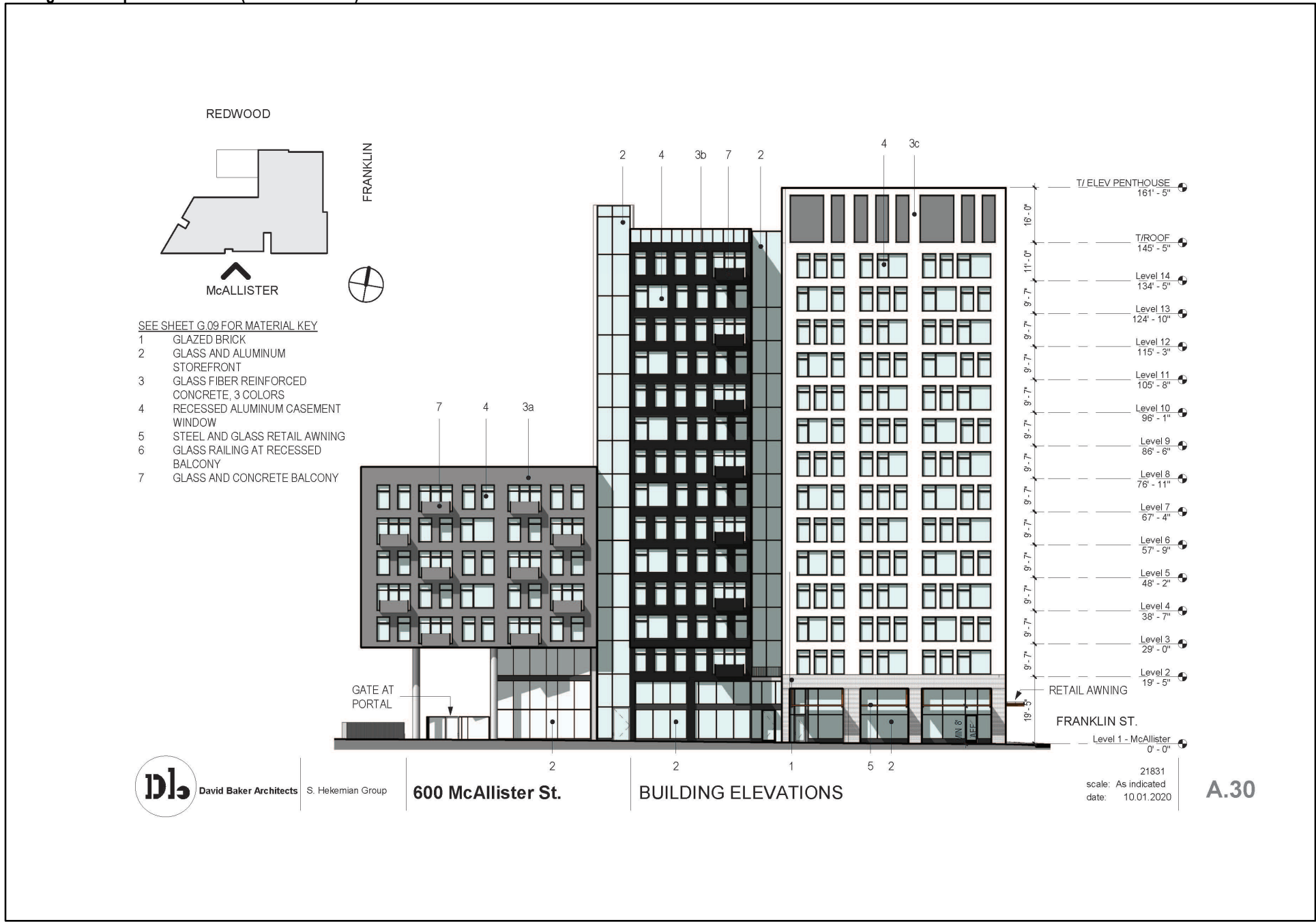
Comments: Not to Scale
 David Baker Architects, October 1, 2020

Figure 7. Proposed Roof Plan



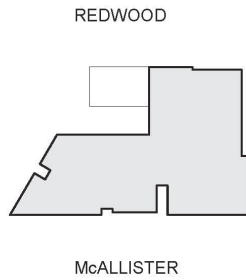
Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 8. Proposed Elevation (McAllister Street)



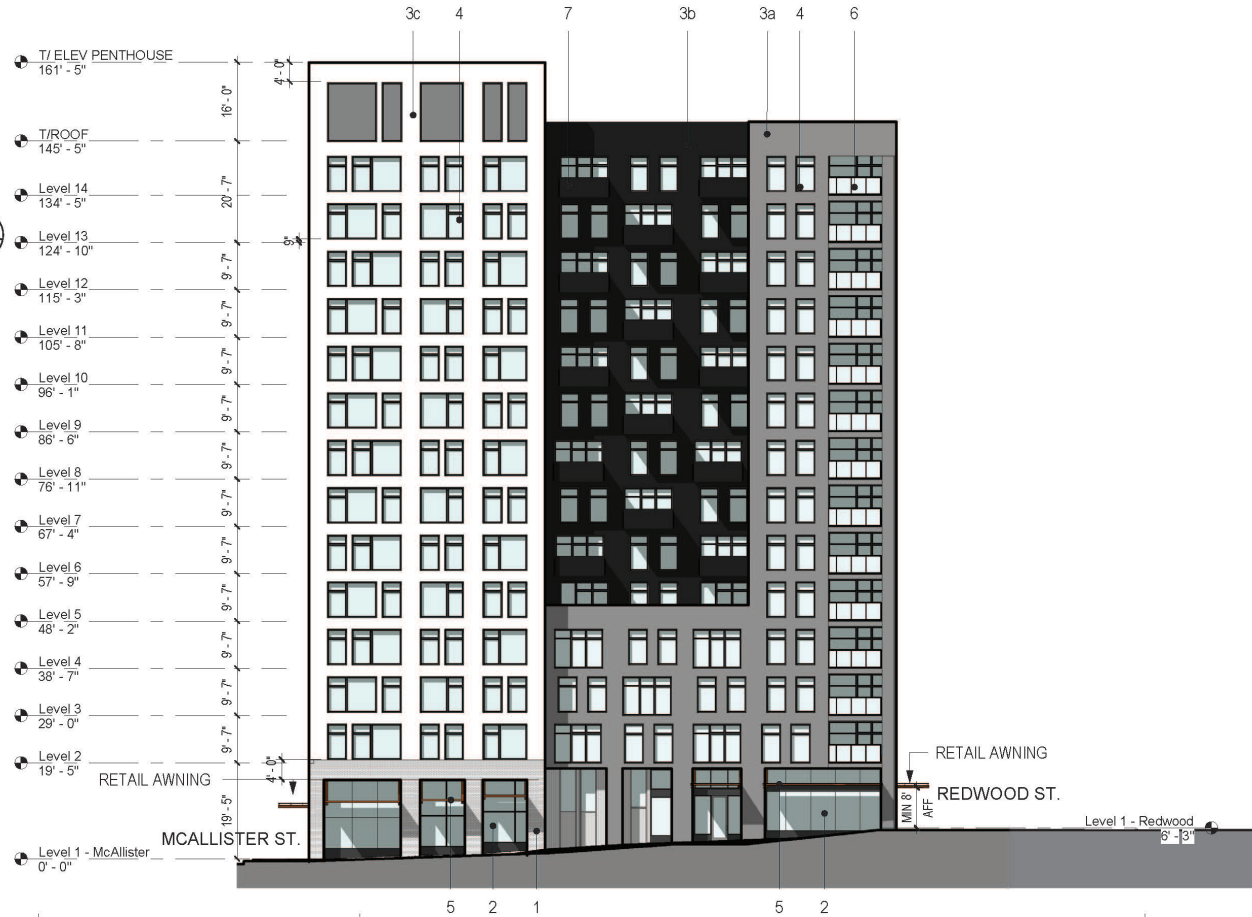
Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 9. Proposed Elevation (Franklin Street)



SEE SHEET G.09 FOR MATERIAL KEY

- 1 GLAZED BRICK
- 2 GLASS AND ALUMINUM STOREFRONT
- 3 GLASS FIBER REINFORCED CONCRETE, 3 COLORS
- 4 RECESSED ALUMINUM CASEMENT WINDOW
- 5 STEEL AND GLASS RETAIL AWNING
- 6 GLASS RAILING AT RECESSED BALCONY
- 7 GLASS AND CONCRETE BALCONY



600 McAllister St.

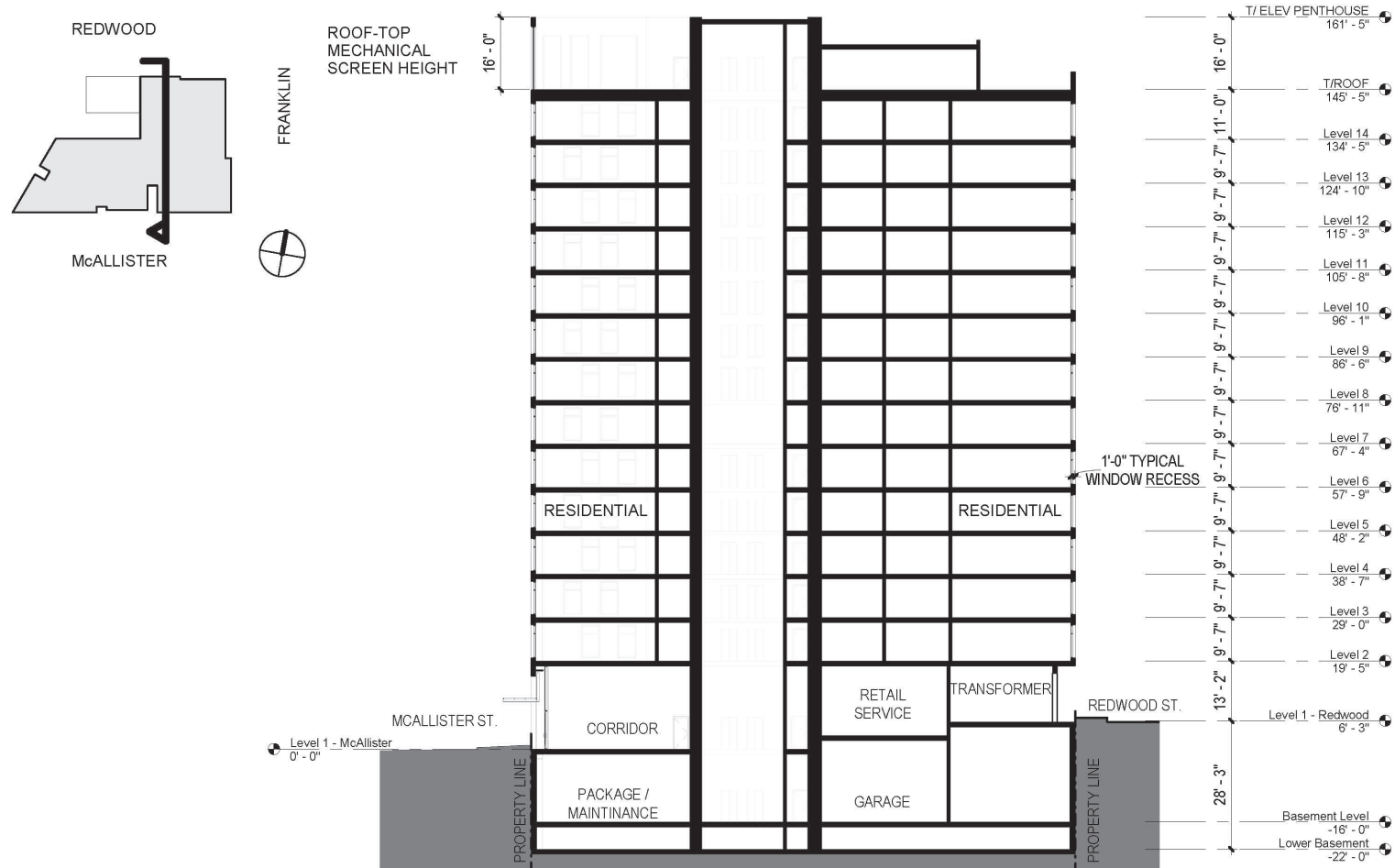
UPDATED PROPOSED BUILDING ELEVATION

21831
scale: As indicated
date: 12.14.2020

A.31

Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 10. Proposed Section (McAllister Street)



DB David Baker Architects | S. Hekemian Group

600 McAllister St.

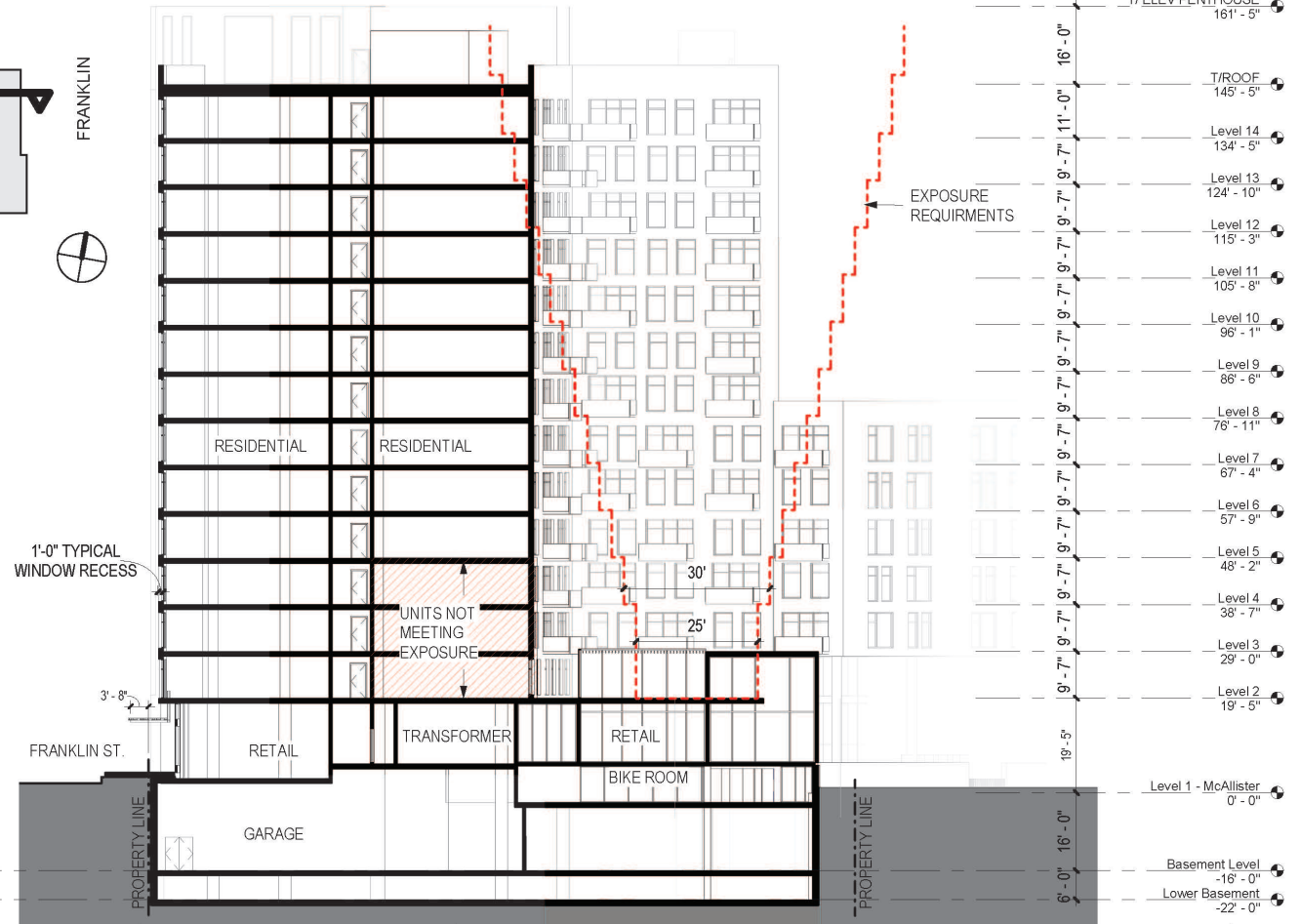
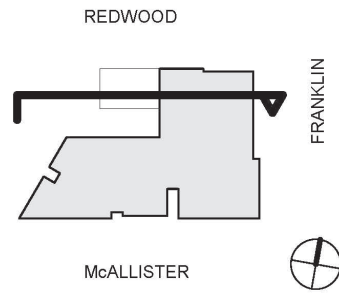
BUILDING SECTION

21831
scale: As indicated
date: 10.01.2020

A.41

Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 11. Proposed Elevation (Franklin Street)



DB David Baker Architects | S. Hekemian Group

600 McAllister St.

BUILDING SECTION

21831
scale: As indicated
date: 10.01.2020

A.40

Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 12. Proposed Rendering (McAllister Street)



VIEW FROM McALLISTER LOOKING EAST



600 McAllister St.

PROPOSED BUILDING VIEWS

scale: 21831
date: 10.01.2020

G.10

Comments: Not to Scale
David Baker Architects, October 1, 2020

Figure 13. Proposed Rendering (Franklin Street)



VIEW FROM FRANKLIN LOOKING SOUTH



David Baker Architects | S. Hekemian Group

600 McAllister St.

PROPOSED BUILDING VIEWS

21831
scale:
date: 10.01.2020

G.11

Comments: Not to Scale
David Baker Architects, October 1, 2020

Attachment B

Agreement to Implement Mitigation Monitoring and Reporting Program

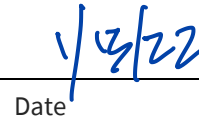
<i>Record No.:</i>	2019-014735ENV	<i>Block/Lot:</i>	0768/072 and 0768/073
<i>Project Title:</i>	600 McAllister Street	<i>Lot Size:</i>	19,433 square feet
<i>BPA Nos:</i>	To be filed	<i>Project Sponsor:</i>	S Hekemian Group c/o Melinda Sarjapur – (415) 567-9000
<i>Zoning:</i>	NCT-3 (Moderate Scale Neighborhood Commercial Transit)	<i>Lead Agency:</i>	San Francisco Planning Department
<i>Bulk and Height District:</i>	50-X for west portion, 85-X District for east portion	<i>Staff Contact:</i>	Don Lewis – (628) 652-7543

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.

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Project Mitigation Measure 1: Archeological Testing Program	X	X	X	
Project Mitigation Measure 2: Construction Air Quality	X	X	X	
NOTES: * 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.				

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Adopted Improvement Measure	Period of Compliance			Compliance with Improvement Measure Completed
Prior to the Start of Construction*	During Construction**	Post-construction or Operational		
Project Improvement Measure 1: IM-NO-1 (Construction Noise Reduction – Civic Center Secondary School)	X	X		

I agree to implement the attached mitigation and improvement measure(s) as a condition of project approval.

Property Owner or Legal Agent Signature

Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

Attachment B

Mitigation Monitoring and Reporting Program

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES/TRIBAL CULTURAL RESOURCES				
<p>Project Mitigation Measure 1: Archeological Testing Program (Implementing Market and Octavia PEIR Mitigation Measure C2)</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse 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. 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.</p> <p>The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if</p>	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Environmental Review Officer / project sponsor	Considered complete after Final Archeological Resources Report is approved.

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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).				
<p><u>Archeological Testing Program.</u> 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.</p> <p>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 testing as specified in the approved ATP prior to and/or during construction.</p> <p>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 horizontal extent of testing, and the locations recommended for testing and shall identify archeological monitoring requirements for construction soil disturbance as warranted.</p>	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.
<u>Paleoenvironmental analysis of paleosols.</u> When a submerged paleosol is identified during monitoring, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction.	The archeological consultant, Project Sponsor and project contractor at the direction of the ERO.	Monitoring of soils disturbing activities.	The archeological consultant to conduct analysis.	Considered complete upon incorporation of analysis data into results report
<u>Discovery Treatment Determination.</u> 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 and	At the completion of archeological testing and/ or discovery of a	Planning Department / project sponsor	If preservation in place is feasible, complete

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>archeological resource and provide an initial assessment of the integrity and significance of encountered archeological deposits. For Native American archeological resources, the tribal representative (or archeologist after consultation with the tribal representative) shall also inform the ERO as to whether the Native American archeological resource is a tribal cultural resource.</p> <p>Preservation in place. If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and/or, in consultation with Ohlone representatives, that the resource is a tribal cultural resource, 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/tribal cultural resource and the archeological consultant (in consultation with Ohlone representatives if the archeological resource is also a tribal cultural resource) shall prepare an archeological (/tribal cultural) resource preservation plan, which shall be implemented by the project sponsor during construction. For archeological tribal cultural resources, the ERO shall ensure that preservation consultation is coordinated with local Native American representatives, including the Association of Ramaytush Ohlone and other interested Ohlone parties. The archaeological consultant shall submit a draft plan to the planning department for review and approval and the sponsor shall ensure that it is implemented throughout construction, such that the resource is preserved in place.</p> <p>Archeological data recovery. If preservation in place of an archeological resource/tribal cultural is not feasible, a data recovery program shall be implemented, as detailed below, 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 archeological treatment is warranted, which may include additional testing and/or construction monitoring. Public interpretation of significant archaeological/ tribal cultural resources also is required, as detailed below.</p>	<p>project contractor at the direction of the ERO.</p>	<p>potentially significant archeological resource</p>		<p>when approved ARPP is implemented.</p> <p>If preservation in place is not feasible, complete when appropriate archeological /tribal cultural resource treatment has been identified and implemented.</p>
<p><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</p>	<p>The archeological consultant, Project Sponsor and project contractor at the direction of the ERO.</p>	<p>During testing and if applicable monitoring of soils disturbing activities.</p>	<p>Consultation with ERO on identified descendant group</p>	<p>Descendant group provides recommendations and is given a copy of the ARR.</p>

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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.				
<p><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 program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. 	Project sponsor's qualified archeological consultant and construction contractor	In the event that an Archeological site is uncovered during the construction period	Planning Department /project sponsor	Considered complete approval of Final Archeological Results Report.

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<ul style="list-style-type: none"> <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 				
<p><u>Human Remains and Funerary Objects.</u> 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 (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.</p> <p>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.</p> <p>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</p>	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 / project sponsor	Considered complete after approval of Final Archeological Results Report and disposition of human remains has occurred as specified in Agreement.

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.</p> <p>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.</p>				
<p><u>Archeological Resources Report.</u> 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.</p> <p>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.</p>	Archeological consultant at the direction of the ERO.	At completion of archeological investigations	Planning Department / project sponsor	Considered complete after ARR is approved.
<p><u>Curation.</u> If archeological data recovery is undertaken, materials and paleoenvironmental samples of future research value from significant archaeological resources shall be permanently curated at a facility approved by the ERO.</p>	Project archeologist prepares collection for curation and project	Upon acceptance by the ERO of the final report	Planning Department / project sponsor	Upon submittal of the collection for curation the sponsor or archaeologist shall

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
	sponsor pays for curation costs.			provide a copy of the signed curatorial agreement to the ERO. Considered complete upon acceptance of the collection by the curatorial facility.
Archeological Public Interpretation Plan. The project archeological consultant shall develop a Public Interpretation Plan (PIP), in consultation with the ERO, if a significant archeological resource is discovered during a project. The PIP 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 PIP shall be sent to the ERO for review and approval. The approved PIP shall be implemented by the project sponsor prior to occupancy of the project. For an archeological tribal cultural resource, archeological interpretation planning may be coordinated/combined with tribal cultural resources interpretation plan, which is required for significant tribal cultural resources (as detailed below).	Archeological Consultant (in at the direction of the ERO) will prepare PIP. Measures laid out in approved PIP are to be implemented by sponsor as detailed in the approved PIP.	Following completion of treatment, analysis, and interpretation by archeological consultant if data recovery is implemented, and prior to project occupancy	Planning Department / project sponsor	PIP is complete on review and approval of ERO. Interpretive program is complete on certification to ERO that program has been implemented
Tribal Cultural Resources Interpretive Program/ Land Acknowledgement. If the ERO, 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 and/or archeological consultant, in consultation with the affiliated Native American tribal representatives (<u>including the Association of Ramaytush Ohlone and other interested Ohlone parties</u>), shall develop a Tribal Cultural Resources Interpretation Plan (TCRIP) in consultation with the ERO, . 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, and shall include an acknowledgement that the project is located on traditional Ohlone land. Upon approval by the ERO and	Project sponsor in consultation with the tribal representative	After determination that preservation in place is not feasible, and subsequent to Archeological data recovery	Planning Department / project sponsor	Sponsor or archeological consultant shall submit the TCRIP to the ERO for review and approval Complete upon sponsor verification to ERO that interpretive program was implemented

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
affiliated Native American tribal representatives, and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.				
AIR QUALITY				
<p>Project Mitigation Measure 2: Construction Air Quality (Implementing Market and Octavia PEIR Mitigation Measure E2)</p> <p>The project sponsor or the project sponsor's contractor shall comply with the following:</p> <p>A. Engine Requirements:</p> <ol style="list-style-type: none"> All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (CARB) Tier 4 Interim or Tier 4 Final off-road emission standards. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. <p>The contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</p>	Project sponsor and construction contractor	<p>Prior to issuance of construction permits project sponsor to submit:</p> <ol style="list-style-type: none"> Construction emissions minimization plan for review and approval, and Signed certification statement 	Planning Department	Considered complete upon planning department review and acceptance of construction emissions minimization plan, implementation of the plan, and submittal of final report summarizing use of construction equipment pursuant to the plan.
<p>B. Waivers:</p> <p>The Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the contractor must submit documentation that the equipment used for onsite power generation meets the engine requirements of Subsection (A)(1).</p>				
<div style="border: 1px solid black; padding: 5px;"> <p>The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of Tier 4 interim or Tier 4 final off-road equipment is technically not feasible; the equipment would not produce desired emissions</p> </div>				

Adopted Mitigation Measure	Monitoring and Reporting Program ^a															
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria												
<p>reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not Tier 4 compliant. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, according to Table M-AQ-2, below. Emerging technologies with verifiable emissions reductions supported by substantial evidence may also be employed in lieu of the step-down schedule below.</p> <p>Off-Road Equipment Compliance Step-Down Schedule</p> <table border="1"> <thead> <tr> <th>Compliance Alternative</th> <th>Minimum Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 3 VDECS*</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> </tbody> </table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the project sponsor cannot supply off-road equipment meeting Compliance Alternative 1, then the project sponsor must meet Compliance Alternative 2. If the ERO determines that the project sponsor cannot supply off-road equipment meeting Compliance Alternative 2, then the project sponsor must meet Compliance Alternative 3.</p> <p>* ARB= air resources board VDECS= verified diesel emissions control strategy</p>	Compliance Alternative	Minimum Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 3 VDECS*	2	Tier 2	ARB Level 2 VDECS	3	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Minimum Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 3 VDECS*														
2	Tier 2	ARB Level 2 VDECS														
3	Tier 2	ARB Level 1 VDECS														
<p>C. Construction Emissions Minimization Plan: Before starting on-site construction activities, the contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the contractor will meet the engine requirements of Section A.</p> <ul style="list-style-type: none"> The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 																

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<ul style="list-style-type: none"> The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contractor's contract specifications. The Plan shall include a certification statement that the contractor agrees to comply fully with the Plan. The contractor shall make the Plan available to the public for review on-site during working hours. The contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. 				
<p>D. Monitoring: After start of construction activities, the contractor shall submit biannual reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>				

NOTES:

^a Definitions of MMRP Column Headings:

Adopted Mitigation and Improvements Measures: Full text of the mitigation measure(s) copied verbatim from the final CEQA document.

Implementation Responsibility: Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.

Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.

Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

Adopted Improvement Measure	Monitoring and Reporting Program ^b			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR				
NOISE				
Project Improvement Measure 1: Construction Noise Reduction – Civic Center Secondary School				
<p>The project sponsor and construction contractor should initiate best-faith efforts to schedule and coordinate the noisiest phases of project construction (i.e. grading and excavation) to be conducted at times after regular school hours and/or during designated school breaks to the extent feasible (i.e. San Francisco Unified School District winter/spring/summer breaks).</p> <p>Documentation including but not limited to email correspondence, mailed letters, or other such mutual agreements with staff from the Civic Center Secondary School located at 727 Golden Gate Avenue should be provided to the planning department to confirm such efforts have been made to contact and coordinate construction activities with least disruption to the school.</p>	Project sponsor and construction contractors	During construction	Project sponsor and contractors to coordinate construction activities with Civic Center Secondary School and submit documentation of coordination efforts to planning staff.	Considered complete after completion of construction activities and submittal of documents confirming coordination of construction activities to planning staff.

NOTES:

^b Definitions of Column Headings:

Adopted Improvement Measures: Full text of the improvement measure(s) copied verbatim from the final CEQA document.

Implementation Responsibility: Entity who is responsible for implementing the improvement 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.

Improvement Measure Schedule: Identifies milestones for when the actions in the improvement measure need to be implemented.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the improvement measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the improvement 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 improvement measure is considered complete. This may also identify requirements for verifying compliance.

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LAND USE INFORMATION

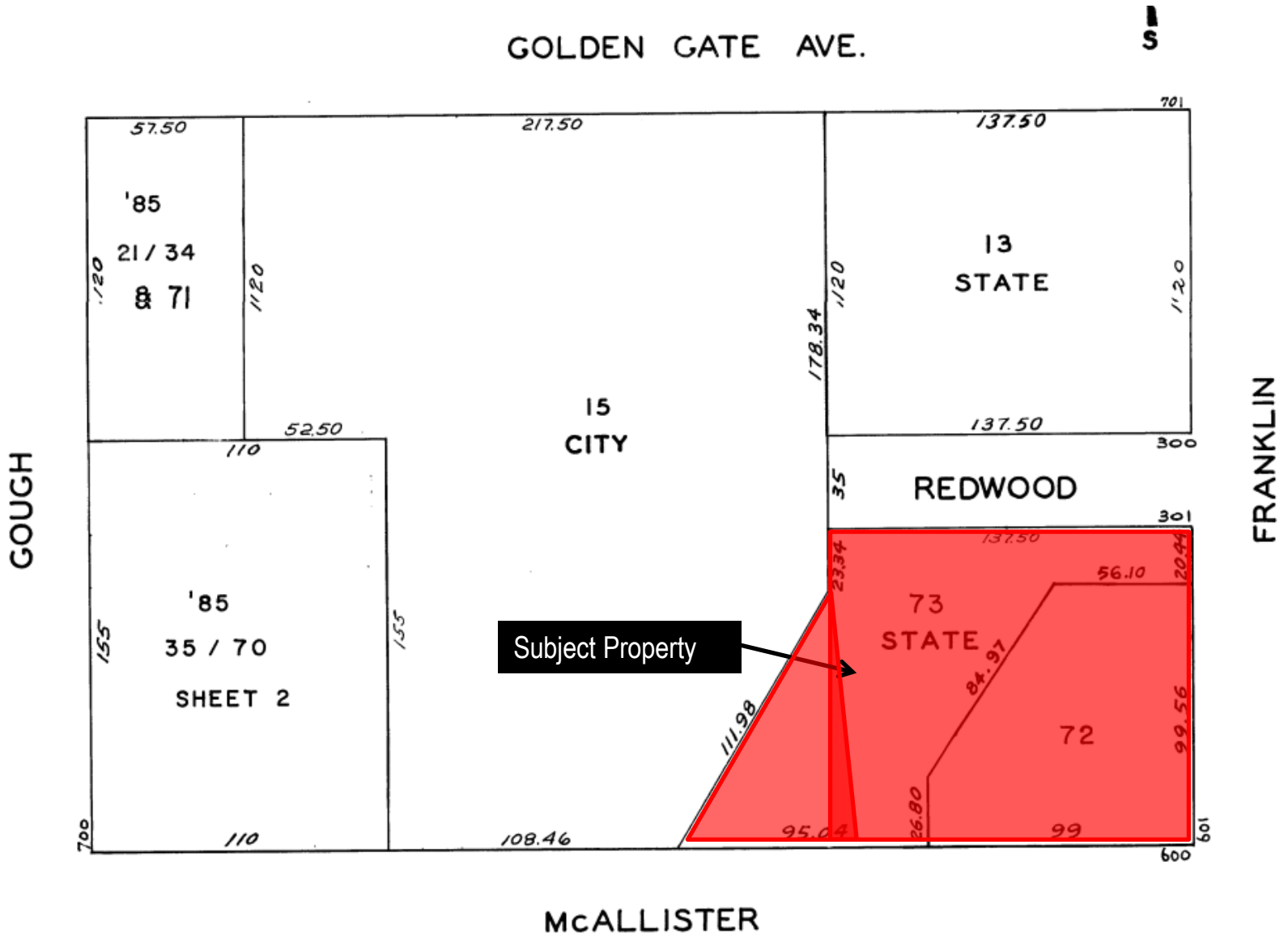
PROJECT ADDRESS: 600 MCALLISTER ST
RECORD NO.: 2019-014735CUA

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	19,433	9,192	-10,241
Residential GSF	0	160,662	160,662
Retail/Commercial GSF	0	8,031	8,031
Office GSF	0	0	0
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	0	0	0
Medical GSF	0	0	0
Visitor GSF	0	0	0
CIE GSF	0	0	0
Usable Open Space	0	6,746	6,746
Public Open Space	0	0	0
Other (non-conforming open space)	0	7,107	7,107
TOTAL GSF	19,433	184,631	172,305
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	29	29
Dwelling Units - Market Rate	0	167	167
Dwelling Units - Total	0	196	0
Hotel Rooms	0	0	0
Number of Buildings	0	0	1
Number of Stories	0	14	14
Parking Spaces	70	43	42
Loading Spaces	0	0	0
Bicycle Spaces	0	Class 1=160/Class 2=14	174
Car Share Spaces	0	0	1
Other ()			

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	115	115
One Bedroom Units	0	0	0
Two Bedroom Units	0	81	81
Three Bedroom (or +) Units	0	0	0
Group Housing - Rooms	0	0	0
Group Housing - Beds	0	0	0
SRO Units	0	0	0
Micro Units	0	0	0
Accessory Dwelling Units	0	0	0

Block Book Map

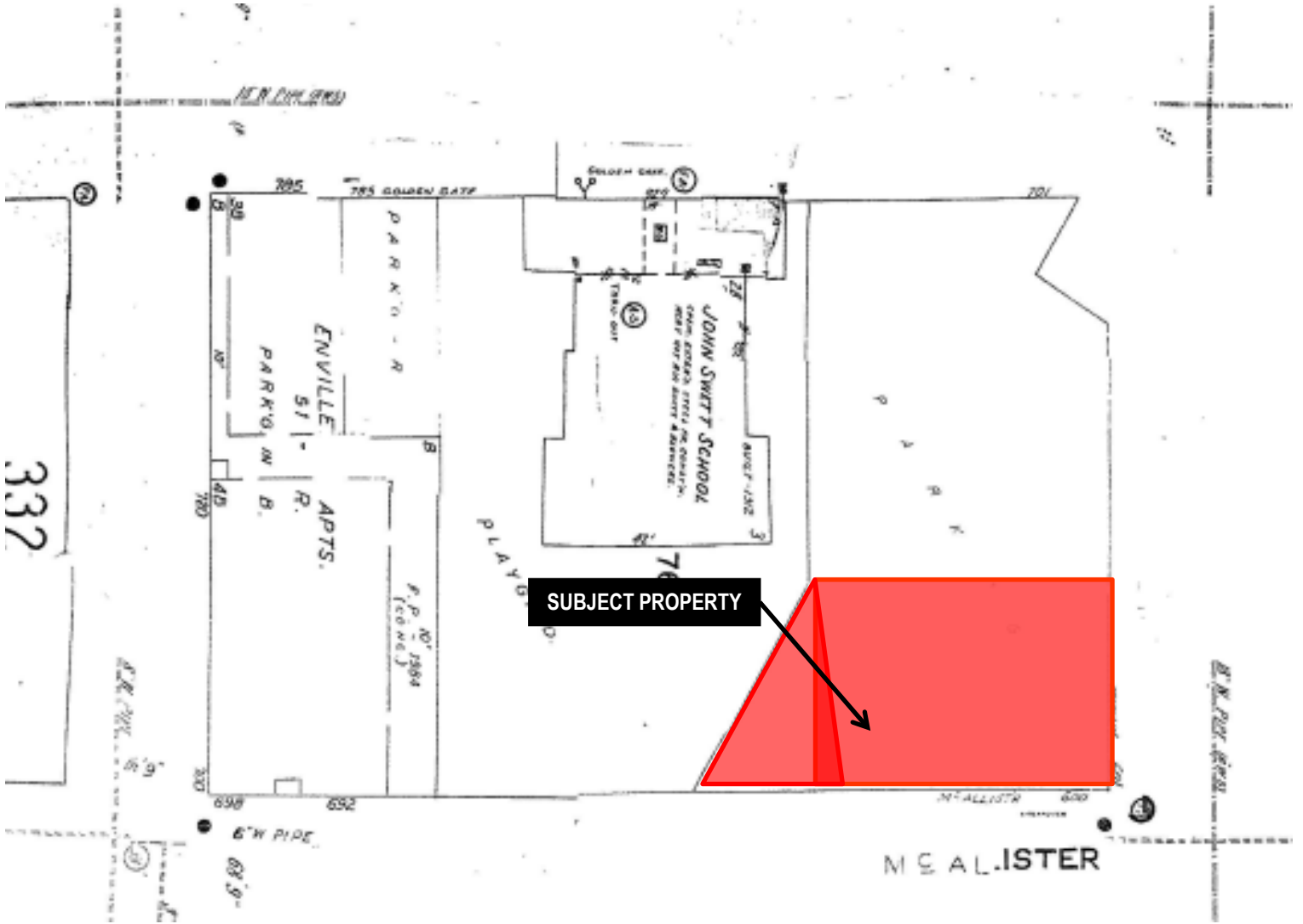
EXHIBIT
E



Conditional Use Authorization
Case Number 2019-014735CUA
600 McAllister Street



Sanborn Map*

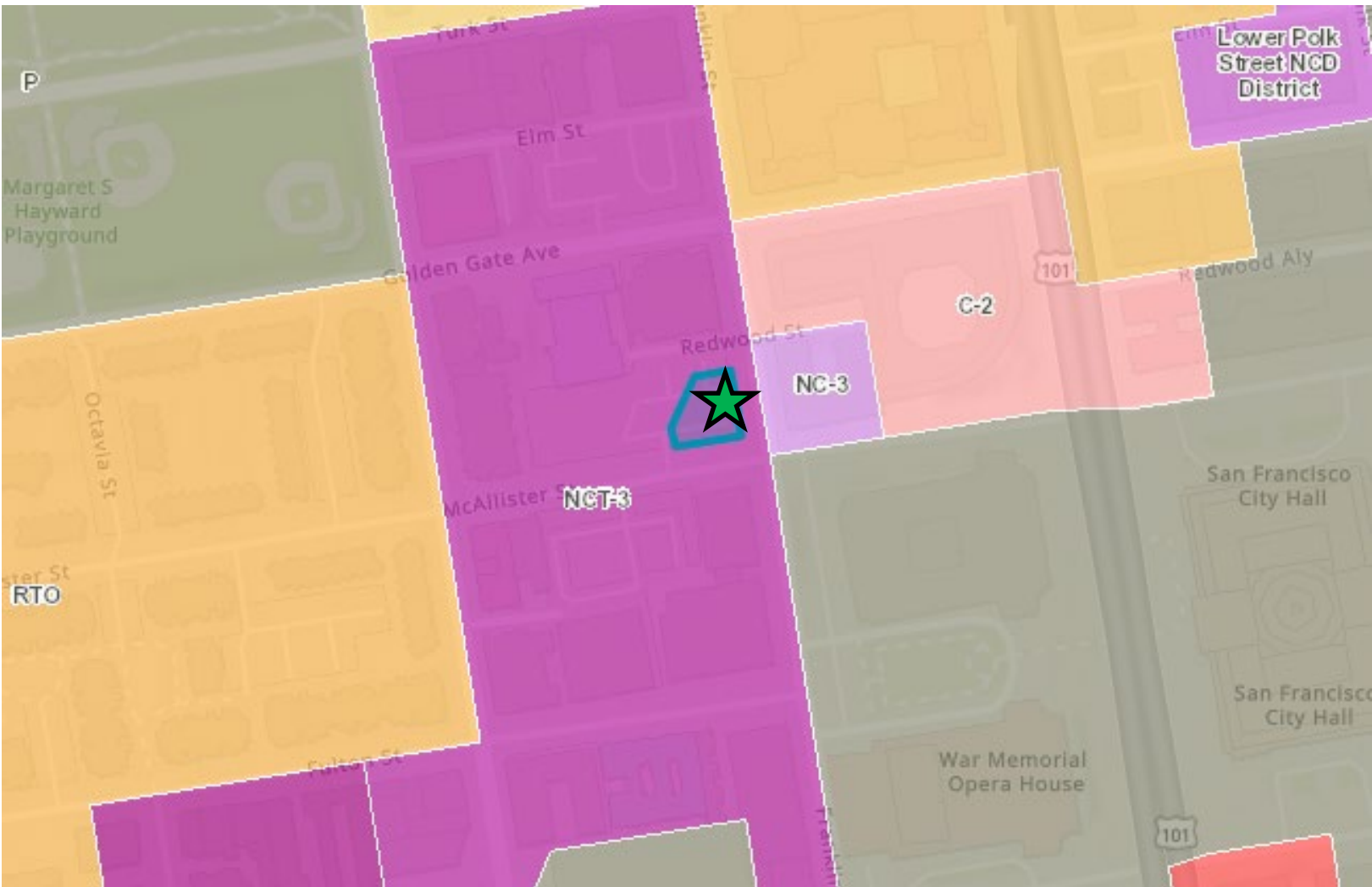


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

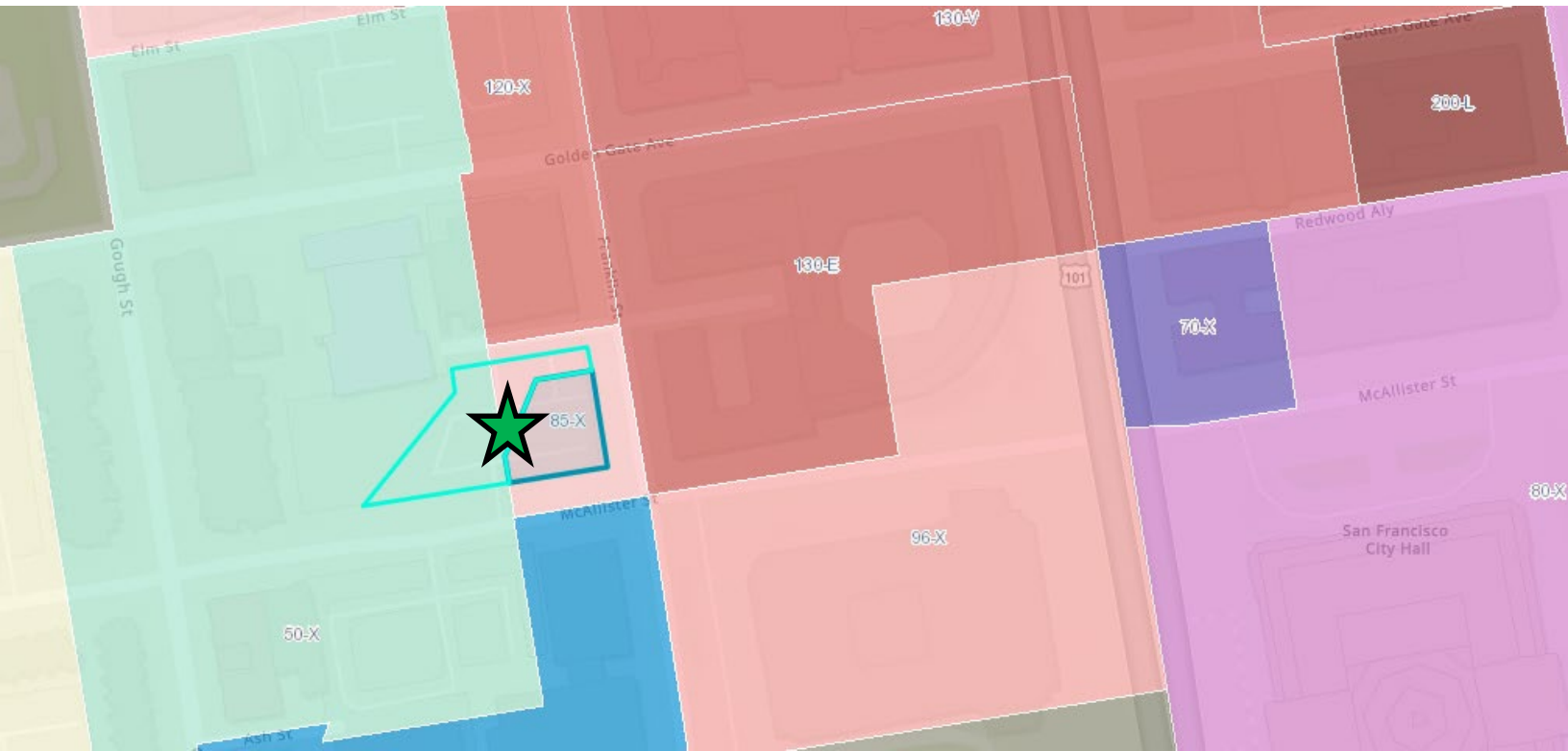


Conditional Use Authorization
Case Number 2019-014735CUA
600 McAllister Street

Zoning Map



Height and Bulk Map



Aerial Photo



Aerial Photo



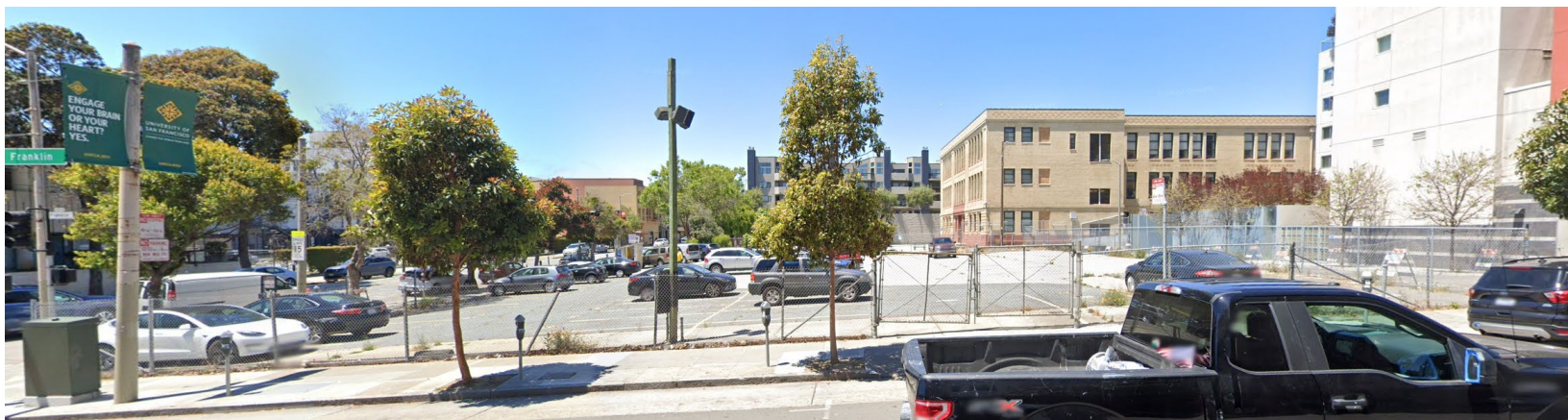
Conditional Use Authorization
Case Number 2019-014735CUA
600 McAllister Street

Context Photos

SUBJECT PROPERTY ON MCALLISTER STREET



SUBJECT PROPERTY ON FRANKLIN STREET



SUBJECT PROPERTY ON REDWOOD STREET



Conditional Use Authorization
Case Number 2019-014735CUA
600 McAllister Street

Site Photo

PORTION OF BLOCK ON MCALLISTER STREET



SUBJECT PROPERTY

PORTION OF OPPOSITE SIDE OF SUBJECT BLOCK ON MCALLISTER



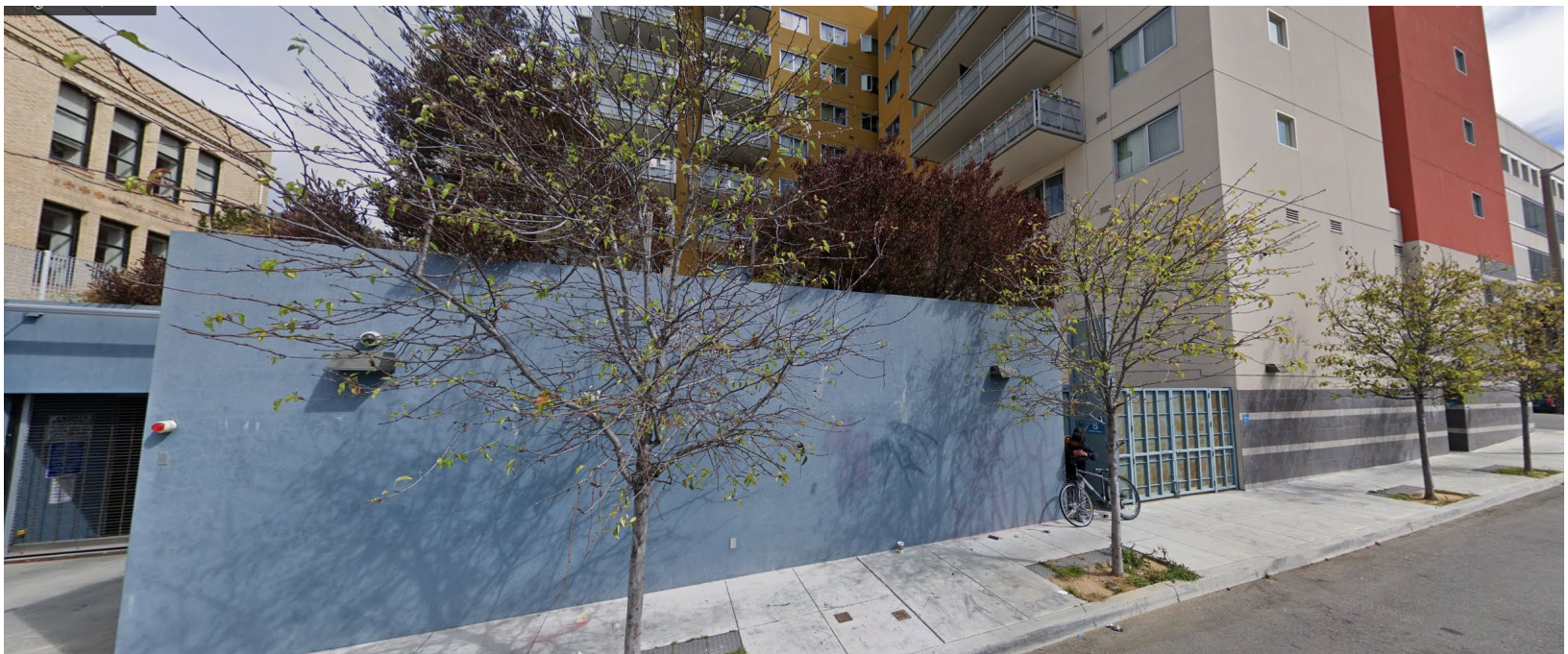
Conditional Use Authorization
Case Number 2019-014735CUA
600 McAllister Street

Site Photo

PORTION OF OPPOSITE SIDE OF SUBJECT BLOCK ON FRANKLIN



PORTION OF OPPOSITE SIDE OF SUBJECT BLOCK ON REDWOOD



Conditional Use Authorization
Case Number 2019-014735CUA
600 McAllister Street

Melinda A. Sarjapur
msarjapur@reubenlaw.com

February 1, 2022

Delivered Via Email (linda.ajellohoagland@sfgov.org)

Rachael Tanner, Commission President
San Francisco Planning Commission
49 South Van Ness Ave., Suite 1400
San Francisco, CA 94103

**Re: 600 McAllister Street
Planning Case No. 2019-014735CUA
Hearing Date: February 10, 2022
Our File No.: 7107.10**

Dear President Tanner and Commissioners:

This office represents S. Hekemian Group, the sponsor of the proposed mixed-use residential project at 600 McAllister Street (“Project”) in the Downtown/Civic Center neighborhood.

The Project will replace a surface parking lot with a mixed-use residential building containing 196 new homes (including 29 below-market rate homes) and around 8,000 square feet of ground-floor commercial and arts activity space, on a site close to regional job centers and well-served by public transit.

The Project requires Conditional Use Authorization to develop a lot larger than 10,000 square feet in the NCT-3 Zoning District, and for a new curb cut along McAllister Street. The Project also utilizes state density bonus law to achieve a 35% residential density bonus, and is requesting waivers and concessions from development controls necessary to achieve the permitted density, including height, rear yard, open space, loading, dwelling unit exposure and ground-floor active use requirements.

The Project is the result of a multi-year design-review process, and will advance numerous City policies and goals of both the General Plan and Market and Octavia Community Plan, which encourage development of new housing on urban infill sites throughout the City, and particularly call for mixed-use residential development on former Central Freeway parcels.

We look forward to presenting this Project to the Commission on February 10th.

A. Project Description

The Project would replace a surface parking lot located on the northwest corner of McAllister and Franklin Streets in the Hayes Valley neighborhood with a 14-story mixed-use residential building containing 196 new rental homes (81 two-bedroom and 115 studio), and 8,031 sq. ft. of ground floor commercial and arts activity spaces. The Project would provide 29 on-site below market rate homes.



(Aerial view of Project)

The Project will provide 6,746 sq. ft. of code-compliant open space through 25 private balconies and 4,507 sq. ft. of attractively-landscaped and commonly-accessible terraces at the building's roof, second and eight floors. The Project will also provide an additional 7,000 square feet of open space via private balconies and a central courtyard that, while not meeting the strict dimensional standards of the City's Planning Code, will still provide residents with ample open space, light, and air.

The Project will re-vitalize the pedestrian environment by lining McAllister, Franklin, and Redwood Streets with neighborhood-serving commercial and arts activity spaces, and installing numerous streetscape improvements including landscaping, bicycle parking, lighting, and new street trees.



(View of residential entry along McAllister Street)



(Street view at Franklin & McAllister)

A below-grade garage, accessed from a single curb cut along McAllister Street, will contain 43 off-street parking spaces to serve its residential use (including 1 car share space); 160 Class 1 bicycle parking spaces; 10 Class 2 bicycle parking spaces; and one charging station for cargo bicycles.

The Project has undergone a multi-year design review and has incorporated suggestions and comments regarding massing, façade treatment, and other project features to ensure that it will be compatible with the scale and character of the surrounding area while maximizing residential density and the benefits offered to future residents and community members.

B. Project Benefits

The Project will provide significant net benefits to the City and future residents, including:

- **Urban Infill Development.** The Project will replace an underutilized parking lot on a former Central Freeway parcel with an attractive new mixed-use residential building, lined with ground floor active uses.
- **Affordable Housing.** The Project will contain 29 on-site below market rate rental homes in a desirable, transit-friendly neighborhood, increasing the availability of affordable housing options in the City.
- **Housing Availability and Variety.** The Project will add 196 total new homes to the City's housing stock, in a mix of 2-bedrooms, providing a variety of housing options for residents of differing needs and family sizes.
- **Neighborhood-Serving Retail.** The Project's ground floor along Franklin and McAllister Streets will be lined with neighborhood-serving retail uses that will enliven the street frontage and provide goods and services to building residents and surrounding community.
- **Arts Activity Space.** The Project includes new arts activity spaces located along Redwood Street which will activate what is currently a dead-end alley and provide new opportunities for local arts uses in close proximity to Civic Center and downtown core.
- **Streetscape Enhancements.** The Project will include sidewalk repairs and street improvements that enliven the pedestrian environment along McAllister, Franklin, and Redwood Streets, including new landscaping, lighting, bicycle parking and planting of street trees.
- **Development Impact Fees.** A robust package of development impact fees will be provided that will be used to fund Market & Octavia Plan area and citywide improvements.

C. Community and Neighborhood Outreach

The Project hosted a noticed pre-application meeting in May 2019; a design presentation to the Hayes Valley Neighborhood Association in June 2019; and design presentation to the Housing Action Coalition in January 2022. Community feedback received through these outreach activities led to refinement of the building design; modeling of the massing to minimize shadow impacts on public parks and respond to existing neighborhood form; and planning increased activation and streetscape improvements along the Redwood Street Alley.

The Project team is pleased to have earned the endorsement of the Housing Action Coalition's Design Review Committee.

D. Conclusion

The Project is the result of a multi-year planning and design review process and advances numerous City planning policies and goals. It proposes a thoughtful design that will replace an underutilized infill parking lot on a former Central Freeway parcel with new housing (including on-site affordable housing), neighborhood-serving retail and arts activity uses in close proximity to the regional job centers and in an area extremely well-served by public transit. For these reasons, we urge you to approve the requested Conditional Use Authorization and state density bonus Project.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Melinda Sarjapur

Enclosures:

cc: Kathrin Moore, Commission Vice-President
Deland Chan, Commissioner
Sue Diamond, Commissioner
Frank S. Fung, Commissioner
Theresa Imperial, Commissioner
Joel Koppel, Commissioner
Linda Ajello Hoagland, Project Planner



COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419

Date 11/22/21

I, S Hekemian Group do hereby declare as follows:

A The subject property is located at (address and block/lot): 600 McAllister Street 0768 / 072 & 073

The subject property is located within the following Zoning District: NCT-3

85-X Height and Bulk District N/A Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan? 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: 2019-014735CUA

This project requires the following approval:

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

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

A complete Environmental Evaluation Application or Project Application was accepted on: 9/13/2019

The project contains 196 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? No

Is this project a HOME-SF Project? No

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 units for the life of the project. The applicable fee rate 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 **please see note below* (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

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.

total residential gsf: 160,662

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.

** 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. The project sponsor reserves all rights to challenge the legality of this requirement.*

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 notify the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

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: 196	SRO / Group Housing: 0	Studios: 115	One-Bedroom Units: 0	Two-Bedroom Units: 81	Three (or more) Bedroom Units: 0
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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:
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Area of Dwellings in Principal Project (in sq. feet):	Off-Site Project Address:	
Area of Dwellings in Off-Site Project (in sq. feet):		
Off-Site Block/Lot(s):	Motion No. for Off-Site Project (if applicable):	Number of Market-Rate Units in the Off-site Project:

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

UNIT MIX TABLES: CONTINUED

Combination of payment of a **fee, on-site affordable units, or off-site affordable units** with the following distribution:
 Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. On-Site % of affordable housing requirement.

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

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
2	0	1	0	1	0
9		7		2	

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
	1	1	55
	7	2	%
	6	4	80%
	6	4	110%

3. Fee % of affordable housing requirement.

***For base project**

Is this Project a State Density Bonus Project? Yes No

If yes, please indicate the bonus percentage, up to 35% 35, and the number of bonus units and the bonus amount of residential gross floor area (if applicable) 50 bonus units; total

residential gsf = 160,662

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.

** 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. The project sponsor reserves all rights to challenge the legality of this requirement.*

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

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

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

- On-site Affordable Housing Alternative
- Payment of the Affordable Housing Fee prior to the first construction document issuance
- Off-site Affordable Housing Alternative (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

S. Hekemian Group

Company Name

Peter Hekemian

Name (Print) of Contact Person

157 Throckmorton Ave

Address

(415)

888-8622

Mill Valley, CA 94941

City, State, Zip

ph@shg.us.com

Email

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature



Name (Print), Title:

Peter Hekemian, Authorized
Agent

Executed on this day in:

Location:

Mill Valley, CA

Date:

12/3/21

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (If Different)

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

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

Sign Here

Signature:

Name (Print), Title:

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
Gianinni Properties No. 1 (c/o S. Hekemian Group, Attn: Peter Hekemian)	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
157 Throckmorton Ave Mill Valley, CA 94941	(415) 888-8662
	EMAIL:
	ph@shg.us.com

APPLICANT'S NAME:	
S. Hekemian Group	Same as Above
APPLICANT'S ADDRESS:	TELEPHONE:
	()
	EMAIL:

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:
600 McAllister Street		94102
CROSS STREETS:		
Franklin & McAllister Streets		
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
0768 / 072 & 073	NCT-3	85-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	0	196	196
<input type="checkbox"/> Demolition			
<input type="checkbox"/> Alteration			
<input type="checkbox"/> Other: _____			

Compliance with the Anti-Discriminatory Housing Policy

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

1a. If yes, in which States? New Jersey

- 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: 

Date: 4/27/2021

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

 Agent
Owner / Authorized Agent (circle one)



AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM - ADMINISTRATIVE CODE CHAPTER 83 APPLICATION

**EXHIBIT
I**

Project Sponsor's Information

Name: S Hekemian Group (Attn: Peter Hekemian)

Address: 157 Throckmorton Ave Mill Valley, CA 94942
Email Address: ph@shg.us.com
Telephone: (415) 888-8662

Property Information and Related Applications

Project Address: 600 McAllister Street

Block/Lot(s): 0768/ 072 & 073

Building Permit Application No(s): N/A

Estimated Residential Units: 196

Estimated SQ FT Commercial Space: 8,031

Estimated Height/Floors: 14 stories

Estimated Construction Cost: \$90,000,000

Anticipated Start Date:

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	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer				Laborer	58.44	1	10
Boilermaker				Operating Engineer	81.63	0	1
Bricklayer				Painter	74.65	1	10
Carpenter	83.76	2	30	Pile Driver			
Cement Mason	65.86	0	5	Plasterer	77.09	0	5
Drywall/Latherer	84.92	2	20	Plumber and Pipefitter	121.05	1	10
Electrician	116.89	2	20	Roofer/Water proofer	64.87	0	6
Elevator Constructor	112.79	0	6	Sheet Metal Worker	101.21	1	6
Floor Coverer	82.32	1	10	Sprinkler Fitter	102.64	1	8
Glazier	84.55	1	15	Taper			
Heat & Frost Insulator				Tile Layer/ Finisher	48.71	0	6
Ironworker				Other:			
TOTAL:				TOTAL:			

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

DECLARATION OF SPONSOR OF PRINCIPAL PROJECT

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Authorized member	PH@SHG.us.com	415 7175100

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.

Peeter

4/27/2021

(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