

**Tran, Nancy (CPC)**

received at CPC Hearing 9/28/17  
N. Tran

**From:** Jenny Wang <leekinwoo@sbcglobal.net>  
**Sent:** Monday, September 25, 2017 11:15 AM  
**To:** Tran, Nancy (CPC)  
**Subject:** 711 Corbett Ave, S.F., CA 94131 - Planning Commissioner's Hearing Meeting on 9/28, 2017

Dear Ms. Nancy Tran  
Re: 711 Corbett Avenue, San Francisco, CA 94131  
Permit Application 2016.05.03.6398

Due to a previous engagement, I will not attend the Planning Commissioner's Hearing meeting. I like to express my opinion. I do not agree that 711 Corbett Ave. should be allowed to build the 5th floor on the top of their remodeled building. It will look odd, like a watchtower, watching over all of the neighbors both on the Romain Street and surrounding neighbors. Thank you for your kind consideration.

From,  
Jenny Wang



**Tran, Nancy (CPC)**

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**From:** Mike <sfo.mike@gmail.com>  
**Sent:** Monday, September 25, 2017 11:26 AM  
**To:** Tran, Nancy (CPC)  
**Subject:** Planning Commission Mtg Sep 28th RE 711 Corbett Ave.

**Item 24a 711 Corbett Ave.** Building Permit Application No. 2016.05.03.6398

I want to thank the Commissioners for giving us the one month continuance. As a result seventeen neighbors attended a meeting with the owner and architect. I also want to give the owner credit for solutions to two of the three major neighborhood concerns.

At the meeting when we did a walk-thru we found out there was a 25' wide by 14' deep "Storage Room" behind and part of the ground floor unit. They pulled the ground floor unit and above deck 6 feet back into this 14' deep storage room. This was a win-win. The rear yard still does not meet code but now we have NO objections to the revised plans rear set-back.

Everyone is now OK with the quantity of floor to ceiling windows. The revised window design still does not relate to other buildings in the neighborhood but at least approaches the planning guidelines of void vs. solid. We no longer object to the revised plans number of floor to ceiling windows on three sides.

The final item where unfortunately there was no movement at all is the 5th floor extra bedroom in a glass box sitting on top. Last month the Commissioners questioned their use of the uphill neighbor's Windscreens as being the adjacent roof line. They indicated this is counter to normal practice to indicate building height. Even though a 40' height in front is allowed it is not required and Planning Dept Guidelines say the height is supposed to be compatible with the height of surrounding

buildings. There is not one single building on the entire 700 block of Corbett Ave. that is 40' high.

The only access to this 5th floor 3rd bedroom is from inside the 4th floor owner's unit. This unit on the 4th floor already has two full size bedrooms and 2 full size bathrooms. Removing the 5th floor extra 3rd bedroom would make the building no higher than any other bldg on the 700 block of Corbett Ave. The proposed new building would still have 3 decent size legal living units.

We do not object to the four variances but he is Overreaching to max out the building wanting it all with 4 variances plus 5 floors, whereas 4 floors would be compatible with the existing surrounding building scale.

We recommend you take DR and approve the revised drawings as submitted without the 5th floor. Thank you.

Mike Shaughnessy - 707 Corbett Ave.  
San Francisco, CA 94131-1332  
Mobile iPhone: 415-694-1771

Received at CPC Hearing 9/28/17  
H. Kwiatkowski

**ONE HILLS PLAZA RESIDENTIAL OWNERS ASSOCIATION**  
75 Folsom Street, San Francisco, CA 94105

Date: September 27, 2017  
To: SF Planning Commission  
Re: Case# 2017-006420CUA, permit ap# 2017.0308.0996

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Dear Commissioners,

Our Board has reviewed the application materials provided by Ernie Selander-Architect and fully supports Mr. Obershaw's request to merge his two units.

Thank you for your immediate attention to this notice.

Sincerely,



Karol K. Denniston, President

One Hills Plaza Residential Owners Association



Received at CPC Hearing 9/28/17  
N. Tran

Re: 711 Corbett Av. Permit Application 2016.05.03.6398

As owners of the condominium at 672C Corbett Avenue, we remain extremely concerned about the proposed addition of a 5<sup>th</sup> floor to the building at 711 Corbett Avenue.

While not ideal, we are fine with the revised rear yard setback and the revised window design. We do object, however, to the 5th floor extra bedroom in a glass box sitting on top of the structure as it is not compatible with the height of surrounding buildings. There is not one single building on the entire 700 block of Corbett that is 40' high and it would be completely out of character relative to the neighborhood. A 5<sup>th</sup> floor would benefit 1 owner only while disadvantaging several neighbors (whose solar panels would be impacted and/or views might be obstructed).

Based on the plans we saw, it appears that the only access to this proposed 5th floor is from inside the 4th floor owner's unit. It's essentially an expansion of the owner's unit on the 4th floor which already has two full size bedrooms and 2 full size bathrooms. Without the 5th floor the building will be no higher than any other structure on the 700 block of Corbett Avenue, bringing it into compliance with the Planning Department's height guidelines, and the proposed new building would still have 3 decent size legal living units.

In our opinion, the proposed plan is overreaching, with 4 variances plus 5 floors. 4 floors would be compatible with the existing surrounding building scale.

We ask that you approve the revised drawings as submitted **without the 5th floor**. Thank you.

Betsy & Stefan Muhle

672C Corbett Avenue, San Francisco CA 94114





www.sfccc.org

2720 Taylor Street, Suite 430 | San Francisco, CA 94133 | P: 415.355.2222

Received at CPC Hearing

9/28/17  
A Penn

September 26, 2017

Rich Hillis  
Commission President  
San Francisco Planning Commission  
Via email [richhillissf@gmail.com](mailto:richhillissf@gmail.com)

**Subject: Case No. 2017-001598CUA: NEMS imaging project 580 Green Street**

Dear President Hillis,

I am writing on behalf of the San Francisco Community Clinic Consortium to support the North East Medical Services (NEMS) request for a Conditional Use Authorization at 580 Green Street.

SFCCC and its member clinics, including NEMS, serve a primarily low-income population, providing critical access to primary and specialist services in a culturally and language appropriate environment. We urge the planning commission to consider the service of NEMS and other community health centers to the neighborhoods in which they reside.

This particular project is critical because it will reduce waiting times for NEMS patients who need specific imaging services. NEMS patients referred for imaging by their doctors are not taking part in an elective service: the doctors have determined that they need a specific image to diagnose or treat a serious illness. Most NEMS patients do not have an option to go elsewhere for this service, particularly because NEMS offers unduplicated language access.

In consideration of this project, as well as future projects that may come before you, we urge you to understand that critical health services cannot be re located outside of the neighborhood they serve. Federally Qualified Health Centers and other health centers bring millions of dollars into San Francisco, while using very few local resources. We serve over 10% of San Francisco's population, regardless of ability to pay. We urge you to consider this particular request in the context of the need for health services for San Francisco's most vulnerable populations.

Sincerely,

Deena Lahn  
Vice President, Policy and Advocacy  
San Francisco Community Clinic Consortium

Cc: [Nicholas.foster@sfgov.org](mailto:Nicholas.foster@sfgov.org)  
[Dennis.richards@sfgov.org](mailto:Dennis.richards@sfgov.org)  
[planning@rodneymfong.com](mailto:planning@rodneymfong.com)  
[Christine.d.johnson@sfgov.org](mailto:Christine.d.johnson@sfgov.org)  
[Joel.koppel@sfgov.org](mailto:Joel.koppel@sfgov.org)  
[Myrna.melgar@sfgov.org](mailto:Myrna.melgar@sfgov.org)  
[Kathrin.moore@sfgov.org](mailto:Kathrin.moore@sfgov.org)



September 25, 2017

San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: Opposition to the Proposed Development of the Moxy Hotel at 1196  
Columbus Street.

Dear Planning Commission Members,

On behalf of Kai Ming Head Start Board of Directors and, Parent Policy Council, we would like to voice our opposition and concerns regarding the proposed development of the Moxy Hotel at 1196 Columbus Street, San Francisco.

Kai Ming, Inc. is a non-profit agency established in 1975. We provide comprehensive services to the most at risk children and their families. We serve 341 children: infant, toddler and preschoolers. We have eight (8) centers throughout the City and County of San Francisco. Our service areas include Chinatown, North Beach, Nob Hill, Financial District, Richmond District, and Sunset District.

Our Kai Ming North Beach Center is located at 1170 Columbus Street in close proximity to the proposed Moxy Hotel. This center has been serving this neighborhood since 2005. We receive funding from the Federal, State and City to serve the most vulnerable families with young children, which include low-income families, homeless families and children with disabilities. We provide comprehensive services that include education, health and nutrition, special needs, and parent education to these families. This center is the only facility in the North Beach neighborhood that provides this level of comprehensive services. It serves as learning hub of the neighborhood. It is a dual-language demonstration site that is sponsored by the First 5 San Francisco. It also has partnership with Asian Art Museum to provide aesthetic education. Additionally, it also hosts a library donated by Capital One Bank.

This center is valuable, one-of-a-kind resource for the North Beach community. The proposed Moxy Hotel presents several concerns for Kai Ming. They are as follows:

- (1) the potential atmosphere changes for this resident-dominated block and
- (2) the interruption to Kai Ming services due to the construction

Concerns on the Potential Atmosphere Change

This block always has had a calm atmosphere. With its current design, residents, children and families have resided on one side of the block, with some very small businesses and a Cable Car station on the other side. This design, creates a balanced ecology to protect the health and safety of our families while business are still able to provide services to tourists.



Page 2.

Our major concern about the Moxy Hotel proposal is that it might create a tension to impact the ecology in a negative way. **Children and parents will be exposed to hotel customers who have a different life style, which will adversely affect the children's development.** We certainly embrace the diversity of the City, including different business models in the immediate environment. However, we are concerned the incredible resources Kai Ming brings to this community will be negatively impacted. From the overall community development perspective, there are many other locations that the Hotel can provide services to their target customers. However, there is very limited space available in the City that have the capacity to provide quality early childhood education services for families in this community.

Furthermore, the drop in and off for 40 families will be impacted by the Hotel traffic. The impact is not just on the traffic, but also the exposure for our young children to the Hotel guests' lifestyle, particularly in the children's early learning phases of their lives.

Interruption Due To The Construction

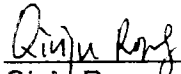
One of the most important aspect of early care and education for the most vulnerable families is to provide a healthy and safe learning environment with a consistent schedule. Our North Beach Center serves these families from 8:00 am to 4:00 pm. With the foreseen noise and dust from the construction, it will bring hardship to our indoor and outdoor instruction time. It will also impact our children's ability to take a nap during the day.

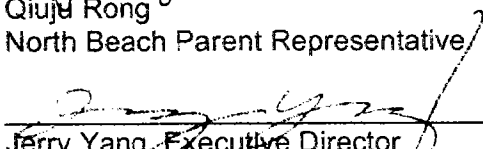
In order to keep the Federal, State and City funding for our services, we are mandated to keep the quality of our services at a high standard. The hardship caused by the construction will definitely jeopardize not only the learning opportunity for the children and parents, but also the funding from all public funders.

**We believe community building is a shared responsibility of all stakeholders. We respect and embrace the diverse nature of San Francisco. At the same time, we need to advocate for a positive learning environment for our children and their parents. We urge the investor of this proposed project to consider the community needs and to mitigate the adverse effect on our children or consider different types of investment that can be profitable and in the best interest of the community.**


Sincerely,

  
\_\_\_\_\_  
Karen Chin  
Board of Directors Chairperson

  
\_\_\_\_\_  
Qiuji Rong  
North Beach Parent Representative

  
\_\_\_\_\_  
Jerry Yang, Executive Director

  
\_\_\_\_\_  
Mimi Yan  
Policy Council Chairperson

  
\_\_\_\_\_  
Mei Ying Lin  
North Beach Parent Representative



Wai Hu  
Tie Hua Tang  
Kang yu

Shuen Au  
Wing Sun & Cheong  
Ting Yan Zhen

Aicko Lin  
~~Al~~  
~~Al~~  
~~Al~~

W Kong Zhou  
Jing Shien Zhao  
Yue Yee Wu  
De Guang Mei  
Hong Hehe

~~Handwritten signature~~  
Sandy

Long Luong  
Loan Ly  
Li Hong Chen  
Ru Yang Liu  
Clay 222

Mei Juan  
Chen Yan Yu  
~~Jess~~

Esther Tang  
Elaine ~~Chen~~  
Nui Faw Ma  
Garry Shi



9/27/2017

# 北岸區擬建娛樂酒店 周邊社區拒接受

一座四層高、標榜以千禧新世代年輕人為主要服務對象的娛樂性質酒店Moxy Hotel，將落戶北岸區。雖然這類酒店能夠吸引不同的消費族群並創造工作機會，但是啟明啟蒙學校以及許多鄰近的社區住戶對區內該項目表達反對意見。

在Columbus與Bay街交叉口興建的Moxy Hotel，不同於一般酒店，它講究新潮的設計與豐富的夜生活，是標榜面向千禧新世代年輕人的娛樂性酒店。啟明校長楊承達(Jerry Yang)表示，Moxy Hotel的興建，將會影響啟明北岸分校的服務質量。

在Moxy Hotel旁邊的啟明啟蒙幼兒園，接受來自聯邦、州、以及市等各級政府經費、向低收入家庭提供全方位服務的幼兒園，同時也提供家庭教育服務，是三藩市First 5中英雙語教學示範學校；附近的300餘住戶，80%是華裔耆老，有許多低收入、或是行動不便的新移民，附近還有一個青少年中心為高風險的青少年族群提供課後服務。

Moxy Hotel的落成「將影響該區整體的生態」，楊校長指出，該酒店帶來的顧客有特殊的生活方式，與幼兒教育所講求的安全、不受污染、良好的學習環境大相徑庭。「我們擔心孩子與家長暴露在這種環境當中，將會有負面的影響。」尤其在加州娛樂性大麻合法化，沒有人能保證接踵而來的年輕顧客在酒精、大麻與豐富的夜生活的催化之下，會對該區的治安、生活環境帶來哪些負面影響。

施工期間，幼兒

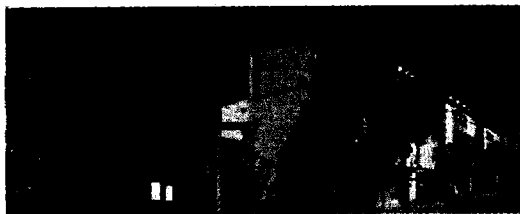
的活動與午休睡眠將受噪音與粉塵的嚴重影響。楊校長表示，許多家長來自華埠，他們非常感謝啟明北岸分校提供給孩子一個受到良好庇護的學習環境，尤其華埠地區這幾年因持續有工程進行而深受噪音與粉塵所苦。對許多來自華埠的孩子而言，上學是一個愉悅的過程，因為不但能有一個學習的機會，更能有一個安靜的午休機會。

啟明家長Ivy Rong和Mei Ying表示，三藩市尚有許多商業區可以提供類似Moxy Hotel的服務，但是在華埠周遭地區，由於托兒執照要求嚴格，幾乎很難再找到能夠提供幼兒教育的場地。因此，家長們希望能夠保留這區的人文與住屋環境特色，希望社區居民瞭解他們不贊成該提案的理由。

當地居民Chris Darst抗議Moxy酒店入駐北岸區。她指出，若這家娛樂性質為主要服務內容的度假酒店落成，將極大影響當地社區生活，大大加劇青少年、長者、殘疾人和低收入家庭之間的矛盾與對立。當地許多居民不諳英文，無法瞭解他們的生活將面臨危險，不瞭解這個酒店對本地社區的重大影響，所以強烈希望華人社區能參加公聽會，表達自己的心聲。

社區行動組織Community Activist代表表示，三藩市計劃委員會公聽會將於9月28日從下午1時起在市政廳400室舉辦。議程代號是#20 (1196 Columbus Avenue)，估計涉及Moxy Hotel的公聽會，將不會早於當天下午2時30分。希望社區各界、居民、家長一起去表達反對意見。

本報記者黃偉江三藩市報道



■照片中綠色建築部份即是Moxy Hotel提案所在地。 圖片由當地居民提供

Sing Tao Metro  
星島美西

星島日報  
Sing Tao Daily

B2

9/27/2017 Wed.



OPPOSITION EMAIL to Christopher Espiritu 7/5

in:sent

Move to Inbox

More

155 of 830

Inbox (53)  
Starred  
Important

marla

See Bastien Ruiz, Delino  
Unread video call

RE 1860 Columbus ~~1860 Columbus~~ Case #  
2014-002849 ~~1860~~ CUA

christopher.es  
christopher.espiri

marla bastien knight <marlabastienknight@gmail.com> Jul 5  
to Christopher.Espiritu@sf.gov.org

Dear Mr. Espiritu,

The North beach Tenants Committee just became aware this afternoon of the proposed boutique hotel at 1860 Columbus hence this breach of appeal procedure. We feel that this project will have a definite adverse effect on the environment. In addition to the fact that this hotel is next to both senior housing ( roof decks plus tourists means high decibel noise ) and a preschool, there is no allowance for parking in an already highly impacted area. We feel that if residents are to put up with a year and a half of demolition and building that the property should be used for much needed affordable housing rather than lodging for visitors.

We appreciate your attention to our concerns. North Beach is primarily a residential area that is struggling to keep its community in tact. We need more permanent housing for those who are being evicted, not more hotels for visitors.



Received at CPC Hearing 9/28/17  
C. G. G.

# **MOXY PHILOSPHY**

**(taken from their website)**

**"#atthemoxy we don't make any excuses. Because we don't make any rules"**

**"A free spirited place where you can do all that crazy stuff you wouldn't do at home."**

**"...but more importantly the bar is always open and the crew is always on."**

**"Our lobbies are like living rooms with bartenders."**

**"When the clock strikes club, we'll kickstart your night with crazy cocktails."**

**"There will be twerking, wiener games, booze and it'll get awkward - we promise."**

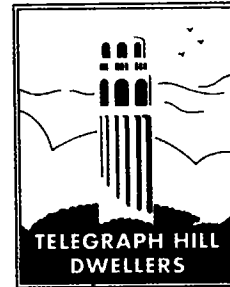
**"a bar that never closes"**

**"Where the crew runs amok and duels are decided by whoever hangs onto the chandeliers the longest."**

**"With a lounge that comes alive after dark, 24/7 food and drinks...you'll be blown out of your kilt soon enough!"**



Received at CPC Hearing 9/20/17  
C. Grob



September 22, 2017  
(Via email: [Ross@lh-pa.com](mailto:Ross@lh-pa.com))

Ross Guehring  
Lighthouse Public Affairs, LLC  
857 Montgomery Street  
San Francisco, CA 94133

RE: **THD Board Comments – Moxy Hotel (1196 Columbus Avenue), Case No. 2014-002849CUAENVTD**

Dear Ross,

On behalf of the Board of the Telegraph Hill Dwellers (THD), I want to thank you and your colleagues again for your presentation at our board meeting last week, this despite the logistical challenges of our venue. We appreciate each of you taking the time to meet with us to provide additional information regarding Marriott's proposed Moxy Hotel project.

Board members regard the site of the proposed hotel as an especially important one, located as it is at a gateway intersection travelled by millions of residents and visitors each year. Because of its prominence, we strongly believe that this location warrants a treatment that takes full advantage of this unique opportunity to upgrade that site.

We appreciate your efforts to address our earlier feedback. However, to better realize the promise of that site, if it is to be used for a hotel (see later comment), we recommend that you further revise the design to be less generic (and perhaps less corporate) in appearance, more compatible with the size and exterior treatment of buildings in the adjacent area, and less urban and hard-edged in your choice of exterior materials.

During the meeting and in our later discussion, board members have offered a number of comments, among which are the following:

- **Hotel use.** Board members continue to be concerned that the proposed hotel use, even as revised, remains a missed opportunity for housing, particularly given the residential nature of buildings throughout that entire block.

- **Building size and shape.** Board members expressed concern that the proposed hotel appears “boxy,” and that it is taller than adjacent buildings. For reference, we understand that the proposed hotel would be on the order of 50 feet in height or more at the corner of Jones and Bay, with a large rooftop structure extending an additional nearly 7 feet above the roof edge. This is taller than the roof edges of immediately adjacent buildings on Bay (35 feet) and Columbus (40 feet).

*We recommend that you further revise the shape, articulation, and height of the hotel, and in particular, reduce or eliminate the rooftop structure to minimize the apparent height of the building.*

- **Color.** We prefer your revised exterior color palette to the originally proposed purple-and-black one.

*We recommend that you consider still-warmer façade colors, ones that are more fully compatible with those used in the adjacent area.*

- **Materials.** Despite the color palette revision, we continue to be concerned about your proposed exterior materials. To us, they still seem hard-edged and metallic, a characterization that matches their description as “shiny” during the board meeting.

*We recommend that you use an exterior treatment that is more closely compatible with those on buildings in the adjacent area.*

- **Roof deck.** We appreciate your efforts to move the roof deck further from affected residents in adjacent buildings, as well as your use of rooftop vegetation to help preserve that increased buffer separation. We also understand that you do not propose to serve food or alcohol on that deck, nor will you have music, amplified or otherwise. However, we remain concerned that the buffer separation still is not enough, and that, in any event, the roof deck inevitably will attract guests, whose voices and other noise-generating activity will carry to, and likely disturb, nearby residents.

*We recommend that you eliminate the roof deck, which should also have as an additional benefit reduction in the size of the large rooftop structure.*

- **Parking.** We continue to be concerned about the hotel’s reliance (over-reliance in the view of some board members) on ridesharing services (e.g., Lyft and Uber), as a result you do not provide any permanent parking arrangements, either for guests of employees. This is particularly a concern in light of the large traffic volume and street parking demand that area.

*We recommend that you implement means to provide fixed parking at least for employees (e.g., through an agreement with adjacent hotels) and that you consider hiring a valet parking company if needed for guests (as you mentioned in your presentation to our board).*

September 22, 2017

Page 3

- **Street activation.** We strongly encourage street activation. We want to be certain that ground-level windows and their treatment are sufficient to ensure visual activation, and without blockage.

*We recommend that you continue to develop and implement means to further activate ground floor activity.*

\*

\*

\*

Again, thank you for coming to our board meeting. We much appreciate your presentation. And, we look forward to discussing these matters further with you, if you would like.

Sincerely,



Co-Chair, Planning & Zoning Committee  
Immediate Past President  
Telegraph Hill Dwellers

cc: Carly Grob [carly.grob@sfgov.org](mailto:carly.grob@sfgov.org)  
Jonas P. Ionin [Commissions.Secretary@sfgov.org](mailto:Commissions.Secretary@sfgov.org)  
Supervisor Aaron Peskin, District 3 [aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)



Received at CPC Hearing 9/28/17  
C. Grob.

September 28, 2017

S. F. Planning Commission

RE: Agenda item #20. 2014-002849CUA --- 1196 COLUMBUS AVENUE

Dear Commissioners,

A tourist hotel, Moxy Hotel, is not an appropriate use of the site.

There are negative impacts on nearby residential sites, a senior center and a youth center.

A tourist hotel, especially one from a 'chain' (Marriott hotels) is not appropriate for the site.

I oppose granting a Conditional Use (CU) permit for Moxy Hotel or any such hotels.

There is a need for housing --- not 'chain' tourist hotels --- at that location in the city, which is predominantly residential.

Respectfully submitted,



Lance Carnes  
SF property owner



Received at QPC Hearing 9/28/17

# SPRINKLER FITTERS AND APPRENTICES

## LOCAL 483

OF THE UNITED ASSOCIATION OF PLUMBERS,  
PIPEFITTERS AND SPRINKLER FITTERS OF THE  
UNITED STATES AND CANADA AFL-CIO



Stanley M. Smith  
Business Manager

Dylan M. Boldt  
Tony Rodriguez  
Dan Torres  
Business Agents

Jeffrey M. Dixon  
John Medina  
Organizers

Bill Bourgeois  
Market Development  
Representative

September 25, 2017

Ms. Carly Grob  
San Francisco Planning Department  
1650 Mission Street, Ste 400  
San Francisco, CA 94103

RE: 1196 Columbus Avenue, San Francisco (Case #2014.002849CUA)

Dear Ms. Grob,

Sprinkler Fitters, UA Local 483 supports Urban Communities/Presidio Development Partner's proposed project at 1196 Columbus Avenue, San Francisco. We believe this project will be a benefit to the local community and the City of San Francisco for the following reasons:

- Stimulate the local economy by providing Union construction jobs for San Francisco residents
- Employ state of California certified building trades apprentices during construction, ensuring middle-class career pathways for our local youth
- Developer was open to discuss our concerns and has committed to partner with our local union construction community

For all of the aforementioned reasons, we urge the Planning Commission to approve this Project as proposed.

Respectfully,

~~SPRINKLER FITTERS APPRENTICES~~  
*Stanley M. Smith*

STANLEY M. SMITH  
Business Manager/Financial Secretary

SMS/dk  
OPEIU-29-AFL-CIO



September 25, 2017

San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: Opposition to the Proposed Development of the Moxy Hotel at 1196  
Columbus Street.

Dear Planning Commission Members,

On behalf of Kai Ming Head Start Board of Directors and, Parent Policy Council, we would like to voice our opposition and concerns regarding the proposed development of the Moxy Hotel at 1196 Columbus Street, San Francisco.

Kai Ming, Inc. is a non-profit agency established in 1975. We provide comprehensive services to the most at risk children and their families. We serve 341 children: infant, toddler and preschoolers. We have eight (8) centers throughout the City and County of San Francisco. Our service areas include Chinatown, North Beach, Nob Hill, Financial District, Richmond District, and Sunset District.

Our Kai Ming North Beach Center is located at 1170 Columbus Street in close proximity to the proposed Moxy Hotel. This center has been serving this neighborhood since 2005. We receive funding from the Federal, State and City to serve the most vulnerable families with young children, which include low-income families, homeless families and children with disabilities. We provide comprehensive services that include education, health and nutrition, special needs, and parent education to these families. This center is the only facility in the North Beach neighborhood that provides this level of comprehensive services. It serves as learning hub of the neighborhood. It is a dual-language demonstration site that is sponsored by the First 5 San Francisco. It also has partnership with Asian Art Museum to provide aesthetic education. Additionally, it also hosts a library donated by Capital One Bank.

This center is valuable, one-of-a-kind resource for the North Beach community. The proposed Moxy Hotel presents several concerns for Kai Ming. They are as follows:

- (1) the potential atmosphere changes for this resident-dominated block and
- (2) the interruption to Kai Ming services due to the construction

Concerns on the Potential Atmosphere Change

This block always has had a calm atmosphere. With its current design, residents, children and families have resided on one side of the block, with some very small businesses and a Cable Car station on the other side. This design, creates a balanced ecology to protect the health and safety of our families while business are still able to provide services to tourists.

Page 2.

Our major concern about the Moxy Hotel proposal is that it might create a tension to impact the ecology in a negative way. **Children and parents will be exposed to hotel customers who have a different life style, which will adversely affect the children's development.** We certainly embrace the diversity of the City, including different business models in the immediate environment. However, we are concerned the incredible resources Kai Ming brings to this community will be negatively impacted. From the overall community development perspective, there are many other locations that the Hotel can provide services to their target customers. However, there is very limited space available in the City that have the capacity to provide quality early childhood education services for families in this community.

Furthermore, the drop in and off for 40 families will be impacted by the Hotel traffic. The impact is not just on the traffic, but also the exposure for our young children to the Hotel guests' lifestyle, particularly in the children's early learning phases of their lives.

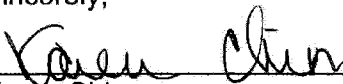
Interruption Due To The Construction

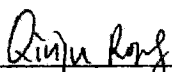
One of the most important aspect of early care and education for the most vulnerable families is to provide a healthy and safe learning environment with a consistent schedule. Our North Beach Center serves these families from 8:00 am to 4:00 pm. With the foreseen noise and dust from the construction, it will bring hardship to our indoor and outdoor instruction time. It will also impact our children's ability to take a nap during the day.

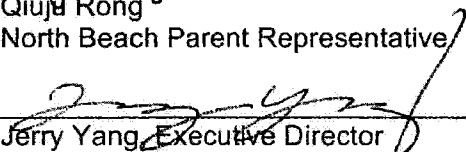
In order to keep the Federal, State and City funding for our services, we are mandated to keep the quality of our services at a high standard. The hardship caused by the construction will definitely jeopardize not only the learning opportunity for the children and parents, but also the funding from all public funders.

**We believe community building is a shared responsibility of all stakeholders. We respect and embrace the diverse nature of San Francisco. At the same time, we need to advocate for a positive learning environment for our children and their parents. We urge the investor of this proposed project to consider the community needs and to mitigate the adverse effect on our children or consider different types of investment that can be profitable and in the best interest of the community.**

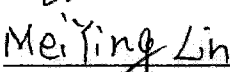
Sincerely,

  
\_\_\_\_\_  
Karen Chin  
Board of Directors Chairperson

  
\_\_\_\_\_  
Qiuju Rong  
North Beach Parent Representative

  
\_\_\_\_\_  
Jerry Yang, Executive Director

  
\_\_\_\_\_  
Mimi Yan  
Policy Council Chairperson

  
\_\_\_\_\_  
Mei Ying Lin  
North Beach Parent Representative

cc: Supervisor Aaron Peskin

Wick Hu

Jiehua Tang

Ying yu

Shuren An

Wiao sun zhang

Tao Tian zhen

Aichen Lin

~~Ally~~  
~~Peter~~  
~~W~~

Wenqiang Zhou

Jing shun zhao

Yue ting Wu

De Guang mei

Hong shen

~~Sandy~~

Long Luong

Loan Lu

Li Hong Chen

Qu Yang Liu

Chang zhen

MEI JUN

Chen Yan Yu

~~Jess~~

Esther Tang

Elaine ~~Chen~~

Rui Faw ma

Georg Shi



26 September 2017

Jerry Yang  
Executive Director  
Kai Ming Head Start  
900 Kearny Street, Suite 600  
San Francisco, CA 94133

Re: Moxy Hotel (1196 Columbus Avenue), Case No. 2014-002849CUAENVTD

Dear Jerry,

Let me start by thanking you and your staff for taking the time to meet with Mark Loper, Ross Guehring, and me yesterday to discuss the hotel proposed to be built at 1196 Columbus Avenue. We found the conversation very useful and informative. The purpose of this letter is to summarize my understanding of the issues discussed and the four concerns raised by Kai Ming Head Start.

**Issues of circulation and arrivals** – We discussed potential conflicts between the arrivals to the hotel and the daily functioning of the Kai Ming Head Start program. In response to comments raised by Kai Ming Head Start in its 06 July 2017 letter to the Planning Department concerning the environmental evaluation, the proposed changes to the roads adjacent to 1196 Columbus Avenue have been modified. The current design for the new hotel calls for no changes to the parking or loading areas on Columbus Avenue. All arrivals and deliveries to the hotel will take place on Bay Street. No changes are proposed in the vicinity of the entry to the Kai Ming Head Start facility.

One change that is proposed is the substantial reworking of the pedestrian circulation at the intersection of Bay, Jones, and Columbus. These modifications will significantly improve the pedestrian safety at this busy intersection to the benefit of all users, including parents walking their children to Kai Ming Head Start.

**Compatibility of the proposed land use** – The question of the compatibility of a hotel next to a specialized day care facility like Kai Ming Head Start was raised. As we discussed, it seems to me that there are compelling reasons to believe that a limited-service hotel will be an excellent neighbor to the Kai Ming Head Start facility. These include:

- Activity at the hotel will occur largely after the Kai Ming Head Start program is closed for the day. The day care is busy in the day while the hotel is most active in the later afternoon and evening. These are symbiotic uses.
- The hotel will improve neighborhood safety. The hotel will include enhanced lighting that will improve sidewalk visibility at night. The activity a hotel generates puts more eyes on the street. The hotel will be staffed 24 hours a day insuring a careful monitoring of the immediate area.
- Hotels generate employment opportunities for local residents including members of families using the Kai Ming Head Start facility.

**Potential play area impact** – At the request of the Planning Department, my office studied the shadows that the new hotel will cast. We shared the results of this study with your team yesterday. It shows that the existing Kai Ming Head Start play area will not receive any new shadowing for the future hotel. The only impact will be a small increase in shadows on the raised portion of your outdoor facilities where the storage shed is now located.

**Possible disruptions during construction** – As we discussed, it will likely take 14 or so months to build the new hotel. Of that time period, the first 8 or 9 months will be the period of most intense construction activity. Once the building has been framed and enclosed, noise and disruptions will drop off significantly, but during that initial time period, the construction of the hotel will be an inconvenience. As we discussed, there are typically two types of inconveniences associated with construction: dust and noise.

- **Dust** – The construction of this proposed hotel will generate less dust than similar projects because of the limited site excavation required and its use of prefinished exterior metal panels to clad the building. Still, dust will be produced. To address this, the City of San Francisco has strict laws controlling construction dust generation. In addition to these regulations, as Mark Loper related in our meeting, the Department of City Planning has added further mitigation measures to ensure that any dust from construction will be strictly limited.
- **Noise** – As stated in yesterday's conversation, the major noise concern that Kai Ming Head Start has relates to construction activities disrupting the nap time of your clients from 1:00 to 3:00 PM. Sandra Chow of my office visited your Columbus Avenue facility with the Kai Ming Head Start facility manager Susanna Leung earlier this afternoon. Based on the information Sandra gained from her visit, we believe that interior enhancements to the Kai Ming Head Start classrooms can be made that will not only address any increase in ambient exterior noise during construction but will also lead to a long-term improvement to your facility and more restful naps for your clients. We will have a specific suggestion on interior enhancements for your consideration shortly.

Summarizing, the team for the 1196 Columbus Avenue hotel appreciated your attention to our project and your thoughtful comments. We have made significant efforts to address your issues and will pledge to continue to work with you to ensure that there will be minimum disruption to the Kai Ming Head Start program during construction and long term benefits to your facility once the hotel is your neighbor.

Regards,

Michael Stanton, FAIA LEED AP

Cc: Carly Grob [carly.grob@sfgov.org](mailto:carly.grob@sfgov.org)  
Jonas P. Ionin [Commissions.secretary@sfgov.org](mailto:Commissions.secretary@sfgov.org)  
Supervisor Aaron Peskin, District 3 [aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)  
Mark Loper  
Ross Guehring  
Sandra Chow  
Suzanna Leung

September 22, 2017  
(Via email: [Ross@lh-pa.com](mailto:Ross@lh-pa.com))



Ross Guehring  
Lighthouse Public Affairs, LLC  
857 Montgomery Street  
San Francisco, CA 94133

RE: **THD Board Comments – Moxy Hotel (1196 Columbus Avenue), Case No. 2014-002849CUAENVTD**

Dear Ross,

On behalf of the Board of the Telegraph Hill Dwellers (THD), I want to thank you and your colleagues again for your presentation at our board meeting last week, this despite the logistical challenges of our venue. We appreciate each of you taking the time to meet with us to provide additional information regarding Marriott's proposed Moxy Hotel project.

Board members regard the site of the proposed hotel as an especially important one, located as it is at a gateway intersection travelled by millions of residents and visitors each year. Because of its prominence, we strongly believe that this location warrants a treatment that takes full advantage of this unique opportunity to upgrade that site.

We appreciate your efforts to address our earlier feedback. However, to better realize the promise of that site, if it is to be used for a hotel (see later comment), we recommend that you further revise the design to be less generic (and perhaps less corporate) in appearance, more compatible with the size and exterior treatment of buildings in the adjacent area, and less urban and hard-edged in your choice of exterior materials.

During the meeting and in our later discussion, board members have offered a number of comments, among which are the following:

- **Hotel use.** Board members continue to be concerned that the proposed hotel use, even as revised, remains a missed opportunity for housing, particularly given the residential nature of buildings throughout that entire block.

- **Building size and shape.** Board members expressed concern that the proposed hotel appears “boxy,” and that it is taller than adjacent buildings. For reference, we understand that the proposed hotel would be on the order of 50 feet in height or more at the corner of Jones and Bay, with a large rooftop structure extending an additional nearly 7 feet above the roof edge. This is taller than the roof edges of immediately adjacent buildings on Bay (35 feet) and Columbus (40 feet).

*We recommend that you further revise the shape, articulation, and height of the hotel, and in particular, reduce or eliminate the rooftop structure to minimize the apparent height of the building.*

- **Color.** We prefer your revised exterior color palette to the originally proposed purple-and-black one.

*We recommend that you consider still-warmer façade colors, ones that are more fully compatible with those used in the adjacent area.*

- **Materials.** Despite the color palette revision, we continue to be concerned about your proposed exterior materials. To us, they still seem hard-edged and metallic, a characterization that matches their description as “shiny” during the board meeting.

*We recommend that you use an exterior treatment that is more closely compatible with those on buildings in the adjacent area.*

- **Roof deck.** We appreciate your efforts to move the roof deck further from affected residents in adjacent buildings, as well as your use of rooftop vegetation to help preserve that increased buffer separation. We also understand that you do not propose to serve food or alcohol on that deck, nor will you have music, amplified or otherwise. However, we remain concerned that the buffer separation still is not enough, and that, in any event, the roof deck inevitably will attract guests, whose voices and other noise-generating activity will carry to, and likely disturb, nearby residents.

*We recommend that you eliminate the roof deck, which should also have as an additional benefit reduction in the size of the large rooftop structure.*

- **Parking.** We continue to be concerned about the hotel’s reliance (over-reliance in the view of some board members) on ridesharing services (e.g., Lyft and Uber), as a result you do not provide any permanent parking arrangements, either for guests of employees. This is particularly a concern in light of the large traffic volume and street parking demand that area.

*We recommend that you implement means to provide fixed parking at least for employees (e.g., through an agreement with adjacent hotels) and that you consider hiring a valet parking company if needed for guests (as you mentioned in your presentation to our board).*

September 22, 2017

Page 3

- **Street activation.** We strongly encourage street activation. We want to be certain that ground-level windows and their treatment are sufficient to ensure visual activation, and without blockage.

*We recommend that you continue to develop and implement means to further activate ground floor activity.*

\*

\*

\*

Again, thank you for coming to our board meeting. We much appreciate your presentation. And, we look forward to discussing these matters further with you, if you would like.

Sincerely,



Co-Chair, Planning & Zoning Committee  
Immediate Past President  
Telegraph Hill Dwellers

cc: Carly Grob [carly.grob@sfgov.org](mailto:carly.grob@sfgov.org)  
Jonas P. Ionin [Commissions.Secretary@sfgov.org](mailto:Commissions.Secretary@sfgov.org)  
Supervisor Aaron Peskin, District 3 [aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)



26 September 2017

Stan Hayes  
Telegraph Hill Dwellers  
P.O. Box 330159  
San Francisco, CA 94133

Re: Moxy Hotel (1196 Columbus Avenue), Case No. 2014-002849CUAENVTDM

Dear Stan,

First, thank you to the Telegraph Hill Dwellers Association (THD) for allowing us to present the proposed Moxy Hotel at Columbus and Bay to your organization. We enjoyed the conversation. In a similar spirit, we also appreciated your letter of 22 September 2017 that summarized thoughts and concerns THD has with the proposed development. It was also helpful. This letter is to respond to the seven comments and suggestions in the THD letter.

**Hotel Use** – As we discussed in our meeting, this current commercial building occupies a transitional location in the City between three neighborhoods (Russian Hill, Fisherman's Wharf, and North Beach). The immediate vicinity of the site includes a broad range of land uses. The site has residential development with a range of retail and institutional uses at the ground level on its immediate block. It is flanked to the south and west by a variety of commercial uses including office, retail, entertainment, and, primarily, hospitality. The property is located at a very active and noisy corner with a great deal of traffic. The sponsor has been working on this hotel proposal for over two years and is committed to pursuing a hospitality project. Both this development direction and the specific proposed design are supported by planning staff and by UNITE-HERE Local 2.

**Building Size and Shape** – It should be noted that the proposed design is fully compliant with all height and bulk requirements in the Planning Code. It requires no special design-related approvals or exceptions. This section of the THD letter offered three comments:

- The scale of the hotel relative to neighboring structures was brought up. Enclosed are elevations of Jones Street, Columbus Avenue, and Bay Street showing the hotel in context with (and substantially in scale with) neighboring structures.
- "Boxiness" was expressed as a concern. Significant attention has been paid to modulate the façades of the proposed hotel and to introduce different, but complementary, materials that break down the perceived size of the building and that add visual interest.
- Finally the "large rooftop structure" referred to in the THD letter is actually the penthouse necessary to house the elevators, exit stairs, and required mechanical. Its size complies with the Planning Code and other city agencies. Further the penthouse is centered on the lot so that it is set back a considerable distance from Bay, Jones, and Columbus and not visible to the pedestrian walking adjacent to the property.

**Color** - THD requested a still-warmer color palette for the building. We agree and will be proposing modified colors that respond to this concern at this week's Planning Commission hearing on the project.

**Materials** – Reference in the THD letter was made to selecting building materials compatible with those on adjacent buildings. We agree that in many parts of San Francisco a well-defined neighborhood context can inform the selection of exterior cladding for an infill project. We do not think that is the case at this location. The finishes on the structures in the immediate vicinity range significantly. There is painted concrete with a composition shingle mansard roof on the Pier 2620 Hotel, integral color cement plaster on the Marriott, painted horizontal wood siding and cement plaster on the structures to the west on Bay Street, prefinished plaster panels above painted cement plaster and painted CMU on the Walgreens, exposed precast concrete on the 1111 Columbus office building, full brick with vertical wood siding above on the Columbus Motor Inn, and horizontally scored plaster on the Bay Street housing to the east of the site. Given this wide range of materials, there was not a clear precedent to follow. Instead of choosing one approach out of the many in the vicinity to follow, we are proposing more expensive, higher quality finishes than found in the immediate neighborhood. The metal siding will stand up well in the gritty air of San Francisco and not fade to dirty drab (like the plaster finishes on the buildings to the north), and the transparent channel glass base seems a fine material to mitigate between the sidewalk and the public space of the hotel while fully energizing the street.

The last paragraph gives background on why we are proposing the suggested materials. They seem to make sense to us; but, after Commission approval, we will be working with planning staff as the design evolves to continue to study these kinds of choices so there will be an opportunity for THD to participate in this discussion if it is believed to be necessary.

**Roof deck** – Possible disruption from the future roof deck of the hotel has been carefully considered. For several reasons, I confident this will be an issue.

- As THD noted in its letter, the roof deck is programmed for passive recreational use with no permanent facilities (like a bar) that are sometimes associated with excess noise.
- In its relocated position and reduced size, the roof deck is only about 680 square feet. It is oriented north and west to the corner of Jones and Bay, placed as far as possible from the adjacent dwelling units. The nearest residential unit is approximately 75 feet away. The penthouse will further screen this roof deck from the adjacent apartments to the east and south.
- The ambient noise level at the corner of Jones and Bay is currently about 75 dBA which is characterized as a "Noisy Urban Area" (approximately equivalent to being in a room with a running vacuum cleaner nearby) so it seems to me unlikely that any noise from the roof deck will be heard above the existing noise of the adjacent busy streets.
- Most important, the success of this hotel depends on satisfied guests and on good relations with neighbors so the hotel management will carefully monitor noise levels to ensure that neither hotel guests nor nearby residents are disturbed.

**Parking** – The THD suggestion that providing parking for employees in nearby garages be explored seems sound and is a suggestion the sponsor is willing to consider. The Planning

Commission generally does not favor off-street parking so the sponsor does not think it is prudent at this time to commit to something that the Commission has consistently said conflicts with San Francisco's transit first policy. The sponsor has an existing relationship with LAZ parking and anticipates using LAZ to provide parking required by the hotel. There are plenty of parking opportunities in this portion of the city, and the sponsor will have parking options for employees in place before the hotel is open for business.

**Street Activation** - We agree with THD that street activation is very important. We will continue to work with planning staff to gain the maximum possible visual activation.

Again, we thank you for providing your feedback on the proposed Moxy hotel at 1196 Columbus Avenue. As we presented at the THD board meeting, we have made considerable design modifications in direct response to your organization and to the input from other community members. The result of this process is a project that is even better than originally proposed.

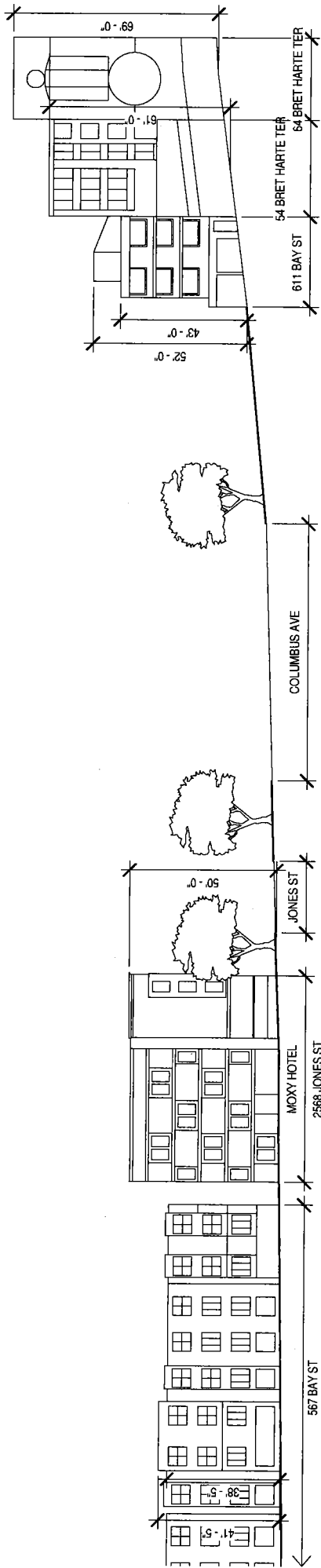
Sincerely,

A handwritten signature in black ink, appearing to read "Michael Stanton". The signature is fluid and cursive, with the first name "Michael" and last name "Stanton" clearly distinguishable.

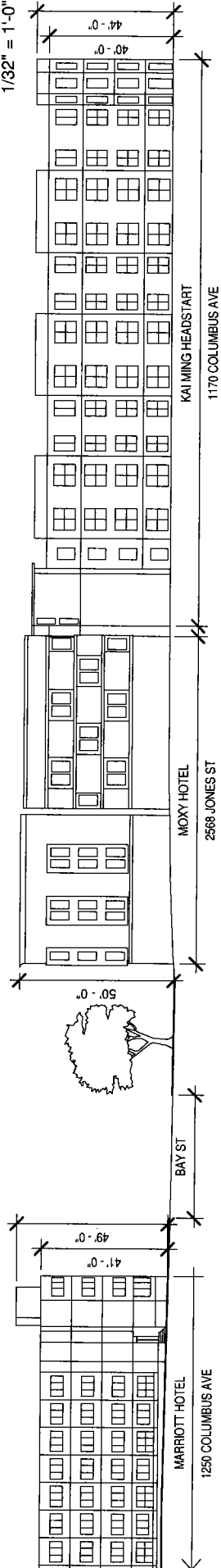
Michael Stanton, FAIA, LEED AP

Enc: Sheet A-914

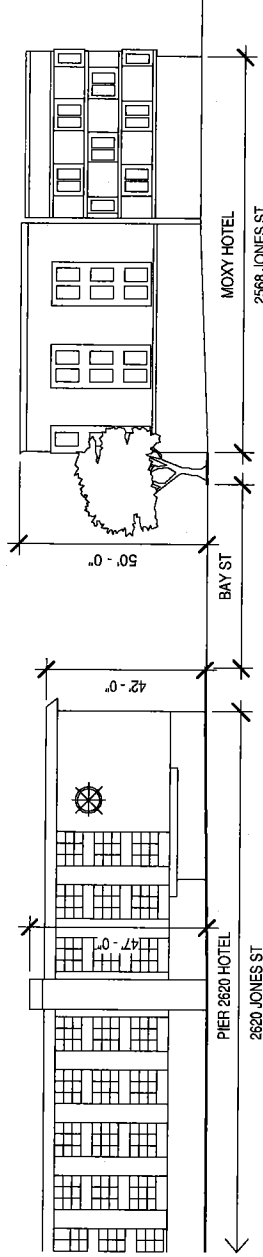
Cc: Carly Grob [carly.grob@sfgov.org](mailto:carly.grob@sfgov.org)  
Jonas P. Ionin [Commissions.secretary@sfgov.org](mailto:Commissions.secretary@sfgov.org)  
Supervisor Aaron Peskin, District 3 [aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)  
Mark Loper  
Ross Guehring



BAY ST LOOKING SOUTH ELEVATION  
1/32" = 1'-0"



COLUMBUS AVE LOOKING EAST ELEVATION  
1/32" = 1'-0"



JONES ST LOOKING EAST ELEVATION  
1/32" = 1'-0"

**SA** STANTON  
ARCHITECTURE

1501 MARINOSA STREET, SUITE 328  
SAN FRANCISCO, CA 94107

1196 COLUMBUS AVE, SAN  
FRANCISCO CA 94110

**THE MOXY SF**

SCALE: 1/32" = 1'-0"  
DATE 09/15/17

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**A914**  
SITE SURROUNDING ELEVATION



# SAN FRANCISCO PLANNING DEPARTMENT

Received at CPC Hearing 9/28/17  
*C. Alexander*

## Certificate of Determination INFILL PROJECT ENVIRONMENTAL REVIEW

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

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

Case No.: 2016-015092ENV  
 Project Address: 1990 Folsom Street  
 Zoning: PDR-1-G – Production, Distribution & Repair – 1 – General  
 58-X Height and Bulk District  
 Block/Lot: 3552/012  
 Lot Size: 29,028 square feet  
 Prior EIR: Eastern Neighborhoods Area Plan (Mission)  
 Project Sponsors: 1990 Folsom Housing Associates, L.P.  
 Feliciano Vera, Mission Economic Development Agency, (415) 282-3334  
 Staff Contact: Chris Thomas – (415) 575-9036, [christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)

### PROJECT DESCRIPTION

The project site consists of one parcel (Assessor's Block 3552, Lot 012) located on the northwest corner of 16<sup>th</sup> and Folsom streets in San Francisco's Mission neighborhood. The project site is located within a PDR-1-G zoning district and a 58-X Height and Bulk District. The proposed project would involve rezoning and height re-classification of the project site to an Urban Mixed Use (UMU) district and a 90-X height

(Continued on next page)

### CEQA DETERMINATION

The project is eligible for streamlined environmental review as an infill project per Section 15183.3 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21094.5.

### DETERMINATION

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

  
\_\_\_\_\_

LISA M. GIBSON

Environmental Review Officer

9/26/17  
\_\_\_\_\_

Date

cc: Dragana Monson, Project Sponsor  
Elaine Yee, Project Sponsor  
Christy Alexander, Current Planning Division

Virna Byrd, M.D.F  
Supervisor Hilary Ronen, District 9

**PROJECT DESCRIPTION (CONTINUED)**

and bulk district. The existing building (constituting about 8,850 square feet (sf) of Production, Distribution and Repair [PDR] space) and parking lots would be demolished and a 100 percent affordable mixed-use residential development with a total of 143 dwelling units would be constructed. The approximately 156,800 gross-square-foot (gsf) building would consist of a 17-foot-tall ground floor podium containing about 9,430 sf of PDR space (about 6,470 sf for studios and 2,960 sf for a gallery), 4,700 sf for a childcare facility with a 1,540 sf outdoor play area fronting on Shotwell Street, and additional space for an inner courtyard, a community room, a bicycle storage room, and various rooms for building utilities and maintenance functions. Rising on top of the ground-floor podium would be two separate residential structures: a seven-story residential structure containing 137 dwelling units (23 studio, 47 one-bedroom, 63 two-bedroom, and four three-bedroom units), and a three-story residential structure containing six three-bedroom townhomes. In total, the proposed project would range in height from eight-stories and 88-feet-tall (95-foot-tall with elevator penthouse) on the south side of the project site to four-stories (approximately 47-foot-tall) on the north side of the project site. The proposed residential structures would be separated by a 7,900 sf of open space (on the roof of the podium) for use by the project's residents. An approximately 3,160 sf roof deck would be provided on the southeast corner of the eight-story building, with additional roof space to the north allotted to mechanical equipment and future provision of photovoltaic panels.

The proposed childcare facility, open daily from 7:30 a.m. to 6 p.m., would have a staff of approximately four to five individuals and serve 15 to 25 children less than five years of age. The PDR space would provide for artist studio and light manufacturing uses, a gallery to showcase work, and a location for occasional art openings and events. The smaller, eastern PDR space would hold events with a lower number of attendees up to 30 times per month and the larger, western PDR space would hold events with a higher number of attendees up to five times per month.<sup>1</sup>

No vehicular parking is proposed. The proposed project would include 120 *class I* bicycle spaces located on the ground-floor level and 14 Class II bicycle spaces would be distributed around the project site on the Folsom (six spaces), 16<sup>th</sup> (six spaces) and Shotwell (two spaces) streets sidewalks.<sup>2</sup> Subject to approval by the Municipal Transportation Agency, the proposed project would establish 44- and 22-foot-long on-street passenger loading (white) zones on 16<sup>th</sup> Street and Shotwell streets, respectively. An off-street loading dock for the PDR spaces would be provided via an approximately 10-foot-wide curb cut on Shotwell Street located approximately 40 feet north of 16<sup>th</sup> Street.

Pursuant to Planning Code section 315, the proposed project at 1990 Folsom Street would be an affordable housing project, where the principal use is housing comprised solely of housing that is restricted for a minimum of 55 years as affordable for "persons and families of low or moderate income," as defined in California Health & Safety Code section 50093.

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<sup>1</sup> See the 1990 Folsom Street Initial Study (Attachment A) for a more thorough description of the size and frequency of the events proposed for the PDR spaces.

<sup>2</sup> Pursuant to planning code section 155.1, class 1 bicycle parking spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 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.

## PROJECT APPROVAL

The proposed project would require the following approvals:

### **Actions by the Board of Supervisors**

- Approval of a legislative amendment for proposed zoning change and height re-classification under section 302 of the planning code.

### **Actions by the Planning Department**

- Administrative approval by the planning department of an affordable housing project authorization pursuant to Planning Code Section 315.

### **Actions by City Departments**

- Approval of a site permit from the Department of Building Inspection for demolition and new construction.
- Approval of a dust control plan by the Department of Public Health.
- Department of Public Health review for compliance with the Maher Ordinance, Article 22A of the Health Code.

Approval of a legislative amendment for the proposed zoning change and height re-classification under section 302 of the planning code constitutes 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.

## PROJECT SETTING

The approximately 29,000 square-foot project site is located on the northwest corner of 16<sup>th</sup> and Folsom Streets in San Francisco's Mission neighborhood (see Figure 1, Project Location) with an additional frontage on Shotwell Street. The project site is currently occupied by an approximately 8,850 gsf, irregularly shaped one-story (20-foot-tall) light industrial building flanked by two surface parking lots (together about 20,200 gsf), a vehicle repair shed, and a loading dock. The existing building is currently vacant and was most recently occupied by a bakery/distribution center.

Land uses near the project site are characterized by various residential, warehouse, commercial and PDR activities. The San Francisco Municipal Transportation Agency Flynn Division bus repair and storage facility occupies the entire block immediately east of the project site, across Folsom Street. Adjoining the project site directly to the north, on Folsom Street, is an empty warehouse formerly occupied by a lumber retailer. To the south, across 16<sup>th</sup> Street, is a two-story building with various with PDR tenants and, to the southwest (16<sup>th</sup> Street between Shotwell Street and South Van Ness Avenue) are a parking lot and a gas service station. Immediately west of the project site, across Shotwell Street, is a used car sales lot. Southeast of the project site (at the southeast corner of 16<sup>th</sup> and Folsom streets) is a three-story residential hotel with ground-floor retail establishments.

The project site is about a half-mile from the U.S. Highway 101 (Central Freeway) on- and off-ramps at South Van Ness Avenue and about a mile southwest of the I-80 on- and off-ramps at 10<sup>th</sup> Street. The nearest schools to the project site are Marshall Elementary School at 15<sup>th</sup> and Capp Streets, about 1,000 feet to the west, and St. Charles School, about 1,200 feet to the south at Shotwell and 18<sup>th</sup> Street.

The project site is in an area well-served by local transit and regional transit service. Specifically, the project site is located at the intersection of two transit corridors carrying local transit service operated by the San Francisco Municipal Railway ("Muni"): 16th Street, a major Muni corridor (22-Fillmore, 33-Ashbury/18th, and 55-16th Street), and Folsom Street, a minor Muni corridor (12-Folsom/Pacific). The project site is also two blocks east of Mission Street, a major Muni corridor (14-Mission, 14R-Mission Rapid, and 49-Van Ness/Mission). Supplementary Muni service within a one-half mile radius of the project site is provided along Bryant Street (27-Bryant) and Potrero Avenue/11th Street (9-San Bruno, 9R-San Bruno Rapid, and 47-Van Ness). Regional transit connections with the rest of the Bay Area and fast local transit within San Francisco are provided by the San Francisco Bay Area Rapid Transit District ("BART") at 16th Street/Mission Station at the intersection of Mission Street and 16th Street. Supplementary regional transit service is provided by SamTrans Routes 292 and 397 along Potrero Avenue, or other regional transit services accessible through transfers with Muni service.

## STREAMLINING FOR INFILL PROJECTS OVERVIEW

California Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 provides a streamlined environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been previously addressed in a planning level decision<sup>3</sup> or by uniformly applicable development policies.<sup>4</sup> CEQA does not apply to the effects of an eligible infill project under two circumstances. First, if an effect was addressed as a significant effect in a prior Environmental Impact Report (EIR)<sup>5</sup> for a planning level decision, then that effect need not be analyzed again for an individual infill project even when that effect was not reduced to a less than significant level in the prior EIR. Second, an effect need not be analyzed, even if it was not analyzed in a prior EIR or is more significant than previously analyzed, if the lead agency makes a finding that uniformly applicable development policies or standards, adopted by the lead agency or a city or county, apply to the infill project and would substantially mitigate that effect. Depending on the effects addressed in the prior EIR and the availability of uniformly applicable development policies or standards that apply to the eligible infill project, the streamlined environmental review would range from a determination that no further environmental review is required to a narrowed, project-specific environmental document.

Pursuant to CEQA Guidelines Section 15183.3, an eligible infill project is examined in light of the prior EIR to determine whether the infill project will cause any effects that require additional review under CEQA. The evaluation of an eligible infill project must demonstrate the following:

- (1) the project satisfies the performance standards of Appendix M of the CEQA Guidelines;
- (2) the degree to which the effects of the infill project were analyzed in the prior EIR;

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<sup>3</sup> Planning level decision means the enactment of amendment of a general plan or any general plan element, community plan, specific plan, or zoning code.

<sup>4</sup> Uniformly applicable development policies are policies or standards adopted or enacted by a city or county, or by a lead agency, that reduce one or more adverse environmental effects.

<sup>5</sup> Prior EIR means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents.

- (3) an explanation of whether the infill project will cause new specific effects<sup>6</sup> not addressed in the prior EIR;
- (4) an explanation of whether substantial new information shows that the adverse effects of the infill project are substantially more severe than described in the prior EIR; and
- (5) if the infill project would cause new specific effects or more significant effects than disclosed in the prior EIR, the evaluation shall indicate whether uniformly applied development standards substantially mitigate<sup>7</sup> those effects.<sup>8</sup>

No additional environmental review is required if the infill project would not cause any new site-specific or project-specific effects or more significant effects, or if uniformly applied development standards would substantially mitigate such effects.

### INFILL PROJECT ELIGIBILITY

To be eligible for the streamlining procedures prescribed in Section 15183.3, an infill project must meet all of the criteria shown in italics below. As explained following each criterion, the proposed project meets the criteria for infill project streamlining.

- a) *The project site is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter.*<sup>9</sup>

The project site is located within an urban area and has been previously developed. According to the *phase I environmental site assessment*,<sup>10</sup> available historical records show that the project site had been developed with a residence as early as 1889 and, by the 1960s, was utilized as a truck service and sales department for various bakeries. The project site is currently occupied by an approximately 8,850 gsf, irregularly shaped one-story (20-foot-tall) light industrial building flanked by two surface parking lots (together about 20,200 gsf), a vehicle repair shed, and a loading dock. The existing building is currently vacant and was most recently occupied by a bakery/distribution center.

- b) *The proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines.*

<sup>6</sup> A new specific effect is an effect that was not addressed in the prior EIR and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

<sup>7</sup> More significant means an effect will be substantially more severe than described in the prior EIR. More significant effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR's analysis. An effect is also more significant if substantial new information shows that: (1) mitigation measures that were previously rejected as infeasible are in fact feasible, and such measures are not included in the project; (2) feasible mitigation measures considerably different than those previously analyzed could substantially reduce a significant effect described in the prior EIR, but such measures are not included in the project; or (3) an applicable mitigation measure was adopted in connection with a planning level decision, but the lead agency determines that it is not feasible for the infill project to implement that measure.

<sup>8</sup> Substantially mitigate means that the policy or standard will substantially lessen the effect, but not necessarily below the levels of significance.

<sup>9</sup> For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way. Qualified urban use means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.

<sup>10</sup> Gannett Fleming, Phase I Environmental Site Assessment, 1990 Folsom Street, San Francisco. June 2015. This document and others referenced in this certificate unless otherwise noted are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-015092ENV.

The proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines.<sup>11</sup> The Appendix M checklist, which is located within the project file, covers the following topics for mixed-use residential projects: hazardous materials, air quality, transportation, and affordable housing. The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code (i.e., the "Cortese" list), and is not located near a high-volume roadway or a stationary source of air pollution (i.e., project site is not within an Air Pollutant Exposure Zone). The project site is located within a low vehicle travel area, within a half mile of an existing major transit stop, and consists of less than 300 affordable housing units.

- c) *The proposed project is consistent with the general use designation, density, building intensity, and applicable policies specified in the Sustainable Communities Strategy.*

Plan Bay Area is the current Sustainable Communities Strategy and Regional Transportation Plan that was adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) in July 2013, in compliance with California's governing greenhouse gas reduction legislation, Senate Bill 375.<sup>12</sup> To be consistent with Plan Bay Area, a proposed project must be located within a Priority Development Area (PDA), or must meet all of the following criteria:

- Conform with the jurisdiction's General Plan and Housing Element;
- Be located within 0.5 miles of transit access;
- Be 100 percent affordable to low- and very-low income households for 55 years; and
- Be located within 0.5 miles of at least six neighborhood amenities.

The project site is located within the Eastern Neighborhoods PDA, and therefore the project is consistent with the general use designation, density, building intensity, and applicable policies specified in Plan Bay Area.<sup>13</sup> As discussed above, the proposed project at 1990 Folsom Street meets criteria a, b, and c, and is therefore considered an eligible infill project.

## PLAN-LEVEL ENVIRONMENTAL IMPACT REPORT

The 1990 Folsom Street project site is located within the Mission Plan Area of the Eastern Neighborhoods Area Plans which were evaluated in the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).<sup>14</sup> The Eastern Neighborhoods PEIR, which was certified in 2008, is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025).

This determination and the Infill Project Initial Study (Attachment A) concludes that the proposed project at 1990 Folsom Street: (1) is eligible for streamlined environmental review; (2) the effects of the infill project were analyzed in the Eastern Neighborhoods PEIR and applicable mitigation measures from the

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<sup>11</sup> San Francisco Planning Department, *Eligibility Checklist: CEQA Guidelines Appendix M Performance Standards for Streamlined Environmental Review, 1990 Folsom Street*, August 28, 2017.

<sup>12</sup> Metropolitan Transportation Commission and Association of Bay Area Governments, Plan Bay Area. Available: <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>. Accessed April 25, 2016

<sup>13</sup> Ibid.

<sup>14</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

PEIR have been incorporated into the proposed project; (3) the proposed project would not cause new specific effects that were not already analyzed and disclosed in the Eastern Neighborhoods PEIR; and (4) there is no substantial new information that shows that the adverse environmental effects of the infill project are substantially greater than those described in the prior EIR. Therefore, no further environmental review is required for the proposed 1990 Folsom Street project and this Certificate of Determination for the proposed project comprises the full and complete CEQA evaluation necessary for the proposed project.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR analyzed a range of rezoning options for the project site. The Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1990 Folsom Street project. As a result, the proposed infill project would not result in adverse environmental effects that are substantially greater than those identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. Regarding land use, the PEIR found a significant impact related to the cumulative loss of PDR. As discussed in the Project Description, the proposed project would involve the rezoning of the project site from PDR-1-G to UMU. Pursuant to section 843 of the planning code, the UMU district "is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area." The UMU district allows certain production, distribution and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. These are permitted uses in the PDR-1-G district, which also allows more intensive production, distribution and repair activities than would be allowed in the UMU district. As discussed in the Project Description, although development of the proposed project would result in the loss of about 8,850 gsf of PDR space, construction would result in about 9,430 gsf of new PDR space, a net gain of approximately 580 gsf of PDR space. Therefore, the proposed project would not contribute to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

The existing buildings at the project site, estimated to have been constructed in 1963, were reviewed by the Planning Department as part of the Showplace Square/Northeast Mission Historic Resource Survey<sup>15</sup> and given a rating of "6Z" and determined ineligible for national, state, or local listing or designation through local government review process. A historic resource evaluation prepared for the proposed project agreed with the existing structure's 6Z rating, stating that "the building at 1990 Folsom Street does not qualify as an historical resource under the criteria of the California Register of Historical Resources

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<sup>15</sup> The Showplace Square/Northeast Mission Historic Resource Survey was adopted by the Historic Preservation Commission in June 2011 and may be accessed here: <http://sf-planning.org/showplace-square-northeast-mission-historic-resource-survey>.

and is therefore not considered an historical resource under CEQA.”<sup>16</sup> Upon review, the San Francisco Planning Department preservation team concurred with this determination.<sup>17</sup> In addition, the project site is not located within a historic district or adjacent to a potential historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

Regarding transit, the PEIR found that the anticipated growth resulting from the zoning changes could result in significant impacts on transit ridership. The proposed project would be expected to generate 487 daily transit trips, including 88 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 88 p.m. peak hour transit trips would be accommodated by existing capacity. Thus, transit ridership generated by the project would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR. In addition, transit ridership associated with anticipated events would be concentrated during the pre- and post-event periods, but would generally be spread across multiple BART and Muni lines, as well as multiple trains or buses operating along each line (for each given arrival or departure).

Finally, regarding shadow impacts, the PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. The proposed project would consist of a ground-floor podium occupying the project site with eight- and four-story residential structures separated by open space (on the roof of the podium). The eight-story building would be 85 feet tall (95 feet tall with an elevator penthouse) and the four-story building would be about 47 feet tall (with no rooftop structures). The Planning Department prepared a shadow fan analysis that determined that the proposed project does not have the potential to cast new shadow on open space under the jurisdiction of the Recreation and Park Department.<sup>18</sup> Therefore, a more refined shadow study was not conducted. The proposed project would also shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historic resources, hazardous materials, and transportation. The Infill Initial Study (Attachment A) discusses the applicability of each mitigation measure from the Eastern Neighborhoods PEIR and identifies uniformly applicable development standards that would reduce environmental effects of the project.<sup>19</sup> Table 1 below lists the mitigation measures identified in the Eastern Neighborhoods PEIR that would apply to the proposed project.

**Table 1 –Eastern Neighborhoods PEIR Mitigation Measures**

Mitigation Measure	Applicability	Compliance
F. Noise		

<sup>16</sup> Architecture + History, llc, *Historical Resource Evaluation 1990 Folsom Street, San Francisco, CA*, June 6, 2017.

<sup>17</sup> San Francisco Planning Department *Preservation Team Review Form*, August 3, 2017.

<sup>18</sup> San Francisco Planning Department. *Shadow Fan – 1990 Folsom Street*. July 11, 2017.

<sup>19</sup> The Infill Project Initial Study is attached to this document as Attachment A.

Mitigation Measure	Applicability	Compliance
F-2: Construction Noise	Applicable: temporary construction noise from the use of heavy equipment would be generated	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
F-5: Siting of Noise-Generating Uses	Applicable: the project includes childcare, stationary equipment, PDR uses and events that could generate noise in excess of Noise Ordinance standards.	A noise study was prepared that determined that the project's noise-generating uses would not exceed applicable standards in the Noise Ordinance.
<b>J. Archeological Resources</b>		
J-3: Mission Dolores Archeological District	Applicable: project site is in the Mission Dolores Archeological District which requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.	The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to implement procedures related to archeological testing in compliance with this mitigation measure.
<b>L. Hazardous Materials</b>		
L-1: Hazardous Building Materials	Applicable: project would demolish an existing building	The project sponsor has agreed to dispose of demolition debris in accordance with applicable federal, state, and local laws

As discussed in the attached Infill Project Initial Study, the following mitigation measures identified in the Eastern Neighborhoods PEIR are not applicable to the proposed project: F-1: Construction Noise (Pile Driving), F-3: Interior Noise Levels, F-4: Siting of Noise-Sensitive Uses, F-5: Siting of Noise-Generating Uses, F-6: Open Space in Noisy Environments, G-2: Air Quality for Sensitive Land Uses, G-3: Siting of Uses that Emit DPM, G-4: Siting of Uses that Emit Other TACs, J-1: Properties with Previous Archeological Studies, J-2: Properties With No Previous Studies, K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area, K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District, K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District, E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Transportation Funding, E-4: Intelligent Traffic Management, E-5: Enhanced Transit Funding, E-6: Transit Corridor Improvements,

E-7: Transit Accessibility, E-8: Muni Storage and Maintenance, E-9: Rider Improvements, E-10: Transit Enhancement, and E-11: Transportation Demand Management.

Please see the attached Mitigation Monitoring and Reporting Program<sup>20</sup> (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures and uniformly applicable development standards, the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

## **PUBLIC NOTICE AND COMMENT**

A "Notification of Project Receiving Environmental Review" was mailed on May 12, 2017 to adjacent occupants and owners of properties within 300 feet of the project site. One comment was received by phone call that expressed general support for the project.

## **CONCLUSION**

As summarized above and further discussed in the Infill Project Initial Study,<sup>21</sup>

1. The proposed project is eligible for the streamlining procedures, as the project site has been previously developed and is located in an urban area, the proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines, and the project is consistent with the Sustainable Communities Strategy;
2. The effects of the proposed infill project were analyzed in a prior EIR, and no new information shows that the significant adverse environmental effects of the infill project are substantially greater than those described in the prior EIR;
3. The proposed infill project would not cause any significant effects on the environment that either have not already been analyzed in a prior EIR or that are substantially greater than previously analyzed and disclosed, or that uniformly applicable development policies would not substantially mitigate potential significant impacts; and
4. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review is required for the proposed project pursuant to Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3.

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<sup>20</sup> The MMRP is attached to this document as Attachment B.

<sup>21</sup> Ibid



# SAN FRANCISCO PLANNING DEPARTMENT

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## ATTACHMENT A

### Infill Project Initial Study

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

*Case No.:* 2016-015092ENV  
*Project Address:* 1990 Folsom Street  
*Zoning:* PDR-1-G – Production, Distribution & Repair – 1 – General  
58-X Height and Bulk District  
*Block/Lot:* 3552/012  
*Lot Size:* 29,028 square feet  
*Prior EIR:* Eastern Neighborhoods Area Plan (Mission)  
*Project Sponsors:* 1990 Folsom Housing Associates, L.P.  
Feliciano Vera, Mission Economic Development Agency, (415) 282-3334  
*Staff Contact:* Chris Thomas – (415) 575-9036, [christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)

## PROJECT DESCRIPTION

### Project Characteristics

The project site is located on the northwest corner of 16<sup>th</sup> and Folsom streets in San Francisco's Mission neighborhood. The project sponsor proposes the rezoning and height re-classification of the project site to an Urban Mixed Use (UMU) district and a 90-X height and bulk district. The proposed project involves demolition of the existing building (constituting about 8,850 square feet (sf) of Production, Distribution and Repair or PDR space), a loading dock and parking lots, and construction of a mixed-use residential development with a total of 143 units (see Figures 3 through 14). The approximately 156,800 gross-square-foot (gsf) building would consist of a 17-foot-tall ground floor podium containing about 9,430 square feet (sf) of PDR space (about 6,470 sf for studios and 2,960 sf for a gallery), 4,700 sf for a childcare facility with a 1,540 sf outdoor play area fronting on Shotwell Street, and additional space for an inner courtyard, a community room, a bicycle storage room, and various rooms for building utilities and maintenance functions. Rising on top of the ground-floor podium would be two separate residential structures: a seven-floor residential structure containing 137 dwelling units (23 studio, 47 one-bedroom, 63 two-bedroom, and 4 three-bedroom units) and a three-floor residential structure containing six three-bedroom townhomes. The eight-story, 88-foot-tall (95-foot-tall with elevator penthouse) residential structure would be separated from the four-story (approximately 47-foot-tall) townhome structure by 7,900 sf of open space (on the roof of the podium) for use by the project's residents. An approximately 3,160 sf roof deck would be provided on the southeast corner of the eight-story building, with additional roof space to the north allotted to mechanical equipment and future provision of photovoltaic panels.

The primary access to both residential structures would be through a recessed entry court and lobby on 16<sup>th</sup> Street, with secondary access via an internal passageway from Folsom Street. The PDR studios and gallery would have individual entrances on Shotwell, 16<sup>th</sup> and Folsom streets, and the childcare facility would be accessed via the open space patio on Shotwell Street. Building access for the proposed childcare facility and PDR spaces would be separate from building access for the residential uses. The current five curb cuts (two on 16<sup>th</sup>, one on Shotwell and two on Folsom), ranging from about 24 feet to 44 feet in

width, would be removed and a new, approximately 10-foot-wide curb cut would be provided on Shotwell Street about 40 feet north of the intersection of 16<sup>th</sup> Street to provide access to an off-street loading dock for the PDR spaces.

Subject to approval by the San Francisco Municipal Transportation Agency, the proposed project would also involve construction of a bulb-out at the northwest corner of the Folsom Street/16<sup>th</sup> Street intersection consistent with the standard improvements for Folsom Street recommended in the *Mission District Streetscape Plan*.<sup>1</sup> This bulb-out would connect to sidewalk changes already planned as part of the *22 Fillmore Transit Priority Project*,<sup>2</sup> including a sidewalk extension and bus bulb continuing west along the building's frontage along the north side of 16<sup>th</sup> Street to the building's main residential entry. Also subject to approval by the Municipal Transportation Agency, the proposed project would establish two on-street passenger loading (white) zones. One zone, measuring 44 feet in length, would be located along the 16<sup>th</sup> Street side of the building (just west of the sidewalk extension/bus bulb and main resident entry). The second zone, measuring about 22 feet in length, would be located along the Shotwell Street side of the building in front of the childcare facility. No vehicle parking or below-grade levels are proposed. A room for 120 *class 1* bicycle spaces and a bicycle repair area would be located on the ground-floor with primary access provided by building service corridors leading to and from the building's main resident entry (along 16<sup>th</sup> Street) and the building's egress (along Folsom Street), as shown in the ground floor plan included in Figure 3 – Proposed Site Plan. Fourteen *class 2* bicycle parking spaces would be distributed around the project site on the Folsom (six spaces), 16<sup>th</sup> (six spaces) and Shotwell (two spaces) street sidewalks.<sup>3</sup>

The proposed childcare facility, open daily from 7:30 a.m. to 6 p.m., would have a staff of approximately four to five individuals and serve 15 to 25 children less than five years of age. The two proposed PDR spaces (totaling 9,430 sf) would include an artist studio (screen-printing), light manufacturing uses, a gallery to showcase work, and locations for occasional art openings, and events. The proposed PDR spaces would also permit accessory events. The proposed PDR uses and accessory events are described in further detail below:

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<sup>1</sup> The Mission District Streetscape Plan is a community-based planning process to identify improvements to streets, sidewalks and public spaces in the city's Mission District. More information regarding the Mission District Streetscape Plan is available at: [http://208.121.200.84/ftp/CDG/CDG\\_mission\\_streetscape.htm](http://208.121.200.84/ftp/CDG/CDG_mission_streetscape.htm). Accessed August 9, 2017.

<sup>2</sup> The 22 Fillmore Transit Priority Project, sponsored by the San Francisco Municipal Transportation Agency and the Planning Department, consists of various transit priority and pedestrian safety improvements along the 22 Fillmore route on 16<sup>th</sup> Street. More information regarding the 22 Fillmore Transit Priority Project is available at: <http://sf-planning.org/22-fillmore-transit-priority-project-16th-street-streetscape>. Accessed September 11, 2017.

<sup>3</sup> Pursuant to planning code section 155.1, class 1 bicycle parking spaces are in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 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.

- The smaller PDR space (about 2,960 sf) fronting the Folsom Street/16th Street intersection is proposed to be used for screen-printing use, including both production and modest retail activities. The proposed PDR space would have an average staff of four to six people, and would host weekly events of approximately 20 to 25 people.
- The larger western PDR space (about 6,470 sf) fronting on Shotwell and 16th streets is proposed to be used for community arts space. The proposed PDR space would have a staff of approximately four to six people. The proposed community arts space would include accessory uses such as exhibitions with opening events and poetry readings which typically draw an audience of a hundred or more.

Given the size and frequency of potential events in the western PDR space, the prospective tenant provided a summary of representative events that could be held in this space, shown in Table 1. The tenant extrapolated estimated attendance levels based on the size of their current space and existing attendance levels.

**Table 1. Representative Events in Western PDR Space**

Representative Event	Event Characteristics			
	Potential Day(s) of Week	Potential Times of Day	Maximum Estimated Attendance	Maximum Expected Frequency
Public programs	Tuesday – Saturday	10:00 AM – 6:00 PM	Up to 75	30 / month
Rentals	Monday – Sunday	4:00 PM – 11:00 AM	Up to 200	Up to 10 / month
Public programs	Monday – Sunday	5:00 PM – 11:00 PM	Up to 300	Up to 5 / month
Rentals	Monday – Sunday	4:00 PM – 11:00 PM	Up to 300	Up to 5 / month
Public programs	Thursday – Saturday	6:00 PM – 2:00 AM	Up to 400	1 / month
Rentals	Thursday – Saturday	6:00 PM – 2:00 AM	Up to 400	2 / month
	Sunday – Wednesday	6:00 PM – 10:00 PM	Up to 400	1 / month

Source: Mission Economic Development Agency, 2017; Galería de la Raza, 2017.

Notes:

Public programs would be produced internally by the organization and would include general gallery operations (small events), larger public programs and community collaborations (medium-sized events), and other programs. Rentals would be external events (i.e., events produced outside of the organization) but held in the space.

Maximum attendance for large events is based on approximately 15 square feet per person, within the applicable building code limits.

As shown in Table 1, a range of events could be held in the space, with the majority taking place in the early and late evenings. Events related to general gallery operations would be the most frequent event type (taking place up to 30 times a month) and would generally have a maximum attendance of 75 people. Larger-sized events (up to 300 and 400 attendees) would be less frequent. Events with up to 300 attendees may occur up to five times a month, and events with up to 400 attendees may occur up to one to two times a month.

The estimated frequency of specific event types summarized in Table 1 are larger than expected by the project sponsor and provide the basis for a conservative analysis of their potential impacts regarding transportation and circulation and noise. Although the analyses conservatively assumes the event frequency and number of attendees provided in Table 1, the project sponsor expects that each PDR tenant would generally hold an event once weekly, with up to 10 events per month across both spaces. In a typical month, the project sponsor anticipates up to two to three overlapping events (i.e., events occurring simultaneously in both spaces) per month, or the equivalent of 425 total event attendees at the site under a conservative "worst-case" scenario of simultaneous maximum-attendance events in both PDR spaces (400 attendees in the western PDR space and 25 attendees in the eastern PDR space). This situation would, however, be rare, as it requires both PDR spaces to be holding events simultaneously and both events to be at maximum attendance levels.

Pursuant to Planning Code section 315, the proposed project would be an affordable housing project, where the principal use is housing comprised solely of housing that is restricted for a minimum of 55 years as affordable for "persons and families of low or moderate income," as defined in California Health & Safety Code section 50093. Construction of the proposed project is anticipated to take about 20 months and would require excavation of approximately 5,500 cubic yards of material to a depth of about four feet across the project site. The project construction would also include ground improvements to densify susceptible liquefiable soils, including conducting deep soil mixing. The proposed project would pursue *GreenPoint Platinum Rated certification*.<sup>4</sup>

The current building at the project site is not a historic resource; nor is the project site in a historic district or in an area proposed for either the California or National registers as historic districts.

### **Project Location**

The approximately 29,000 sf project site occupies the southern portion of Block 3552, with frontage on Shotwell, 16<sup>th</sup> and Folsom streets in San Francisco's Mission neighborhood (see Figure 1, Project Location). The project site is currently occupied by an approximately 8,850 gsf, irregularly shaped one-story (20-foot-tall) light industrial building flanked by two surface parking lots (together about 20,200

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<sup>4</sup> GreenPoint Platinum Certification refers to a program of Build It Green – a professional, non-profit membership organization whose mission is to promote energy- and resource-efficient buildings in California. Buildings are rated on a point-based system for energy efficiency, resource conservation, indoor air quality, water conservation and community. A platinum rating represents the highest level of certification.

gsf), a vehicle repair shed, and a loading dock (see Figure 2 – Existing Site). The existing building is currently vacant and was most recently occupied by a bakery/distribution center. Sidewalk widths (curb to property line) abutting the project site are approximately 11 feet along the west side of Folsom Street and approximately 15 feet along the north side of 16th Street and east side of Shotwell Street. However, the effective width of the sidewalks at certain points are reduced by several feet or more due to trash receptacles, fire hydrants, street lights, utility poles, bus stop shelters, traffic signal boxes, street trees, and other obstructions.

### PROJECT SETTING

Land uses near the project site are characterized by various residential, warehouse, commercial and PDR activities and the building range in height from mostly of two- to four-story buildings. The San Francisco Municipal Transportation Agency Flynn Division bus repair and storage facility occupies the entire block immediately east of the project site, across Folsom Street. Adjoining the project site directly to the north, on Folsom Street, is an empty warehouse formerly occupied by a lumber retailer. To the south, across 16<sup>th</sup> Street, is a two-story building with various with PDR tenants and, to the southwest (16<sup>th</sup> Street between Shotwell Street and South Van Ness Avenue) are a parking lot and a gas service station. Immediately west of the project site, across Shotwell Street, is a used car sales lot. Southeast of the project site (at the southeast corner of 16<sup>th</sup> and Folsom streets) is a three-story residential hotel with ground-floor retail establishments.

The project site is about a half-mile from the U.S. Highway 101 (Central Freeway) on- and off-ramps at South Van Ness Avenue and about a mile southwest of the I-80 on- and off-ramps at 10<sup>th</sup> Street. The nearest schools to the project site are Marshall Elementary School at 15<sup>th</sup> and Capp Streets, about 1,000 feet to the west, and St. Charles School, about 1,200 feet to the south at Shotwell and 18<sup>th</sup> Street.

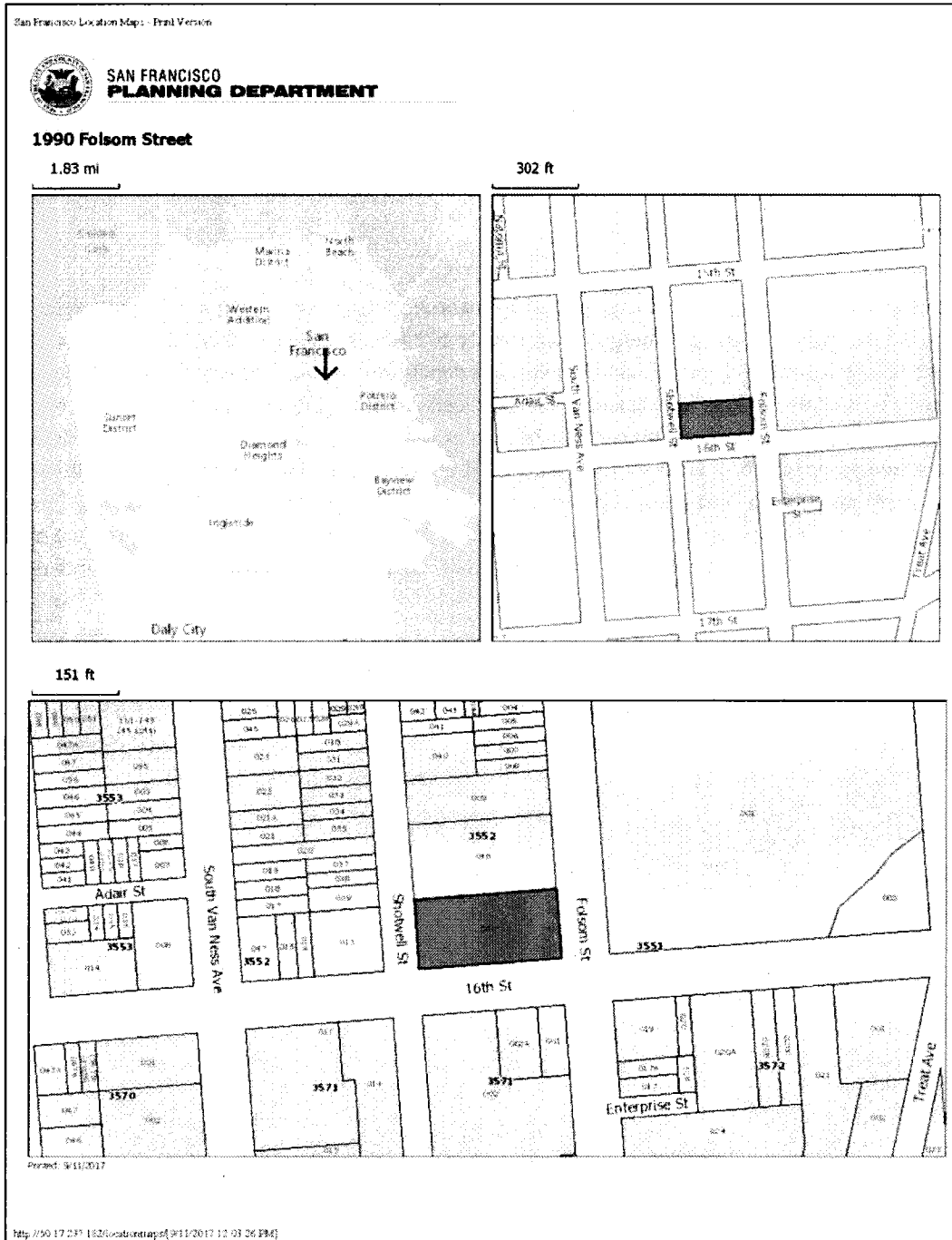
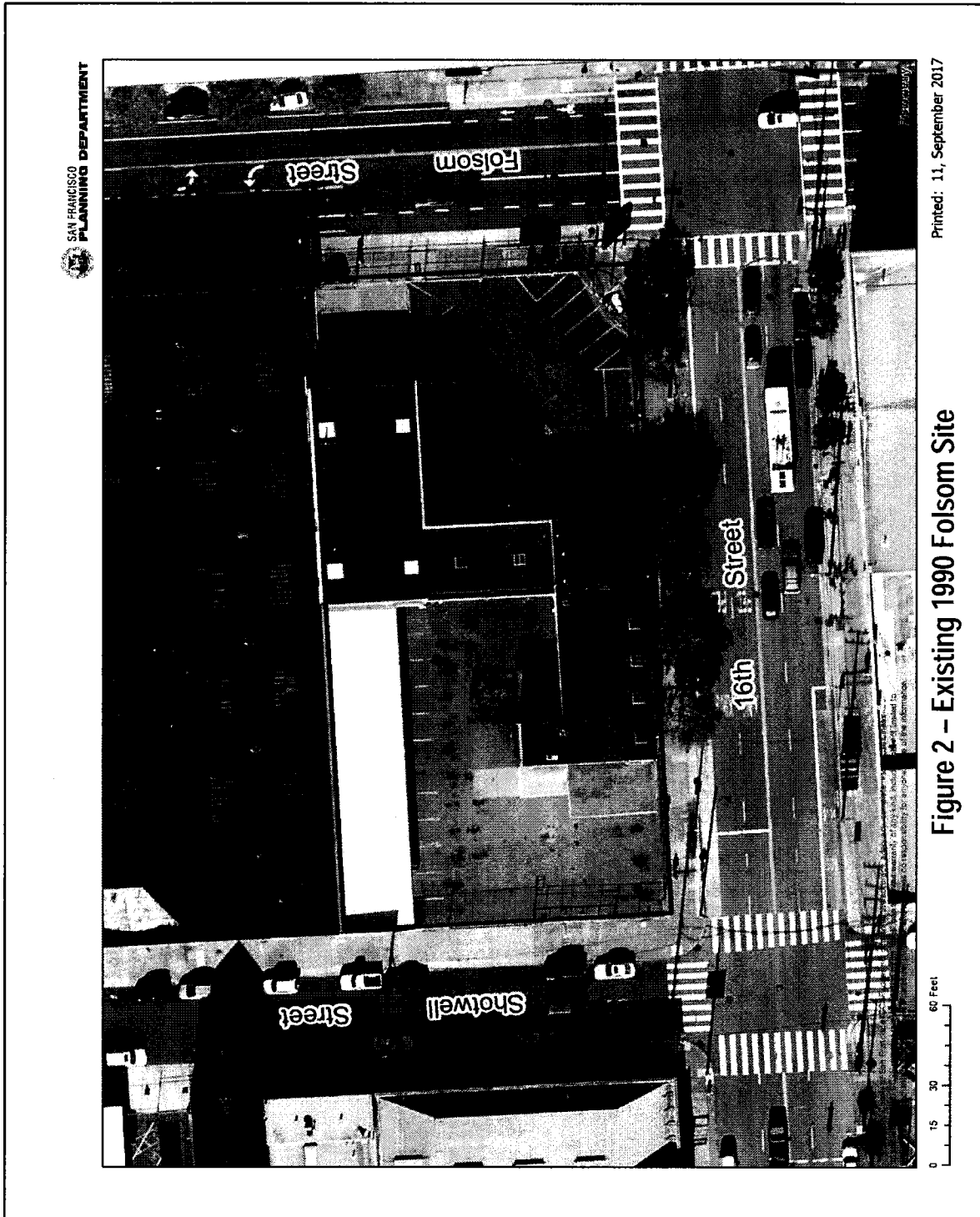


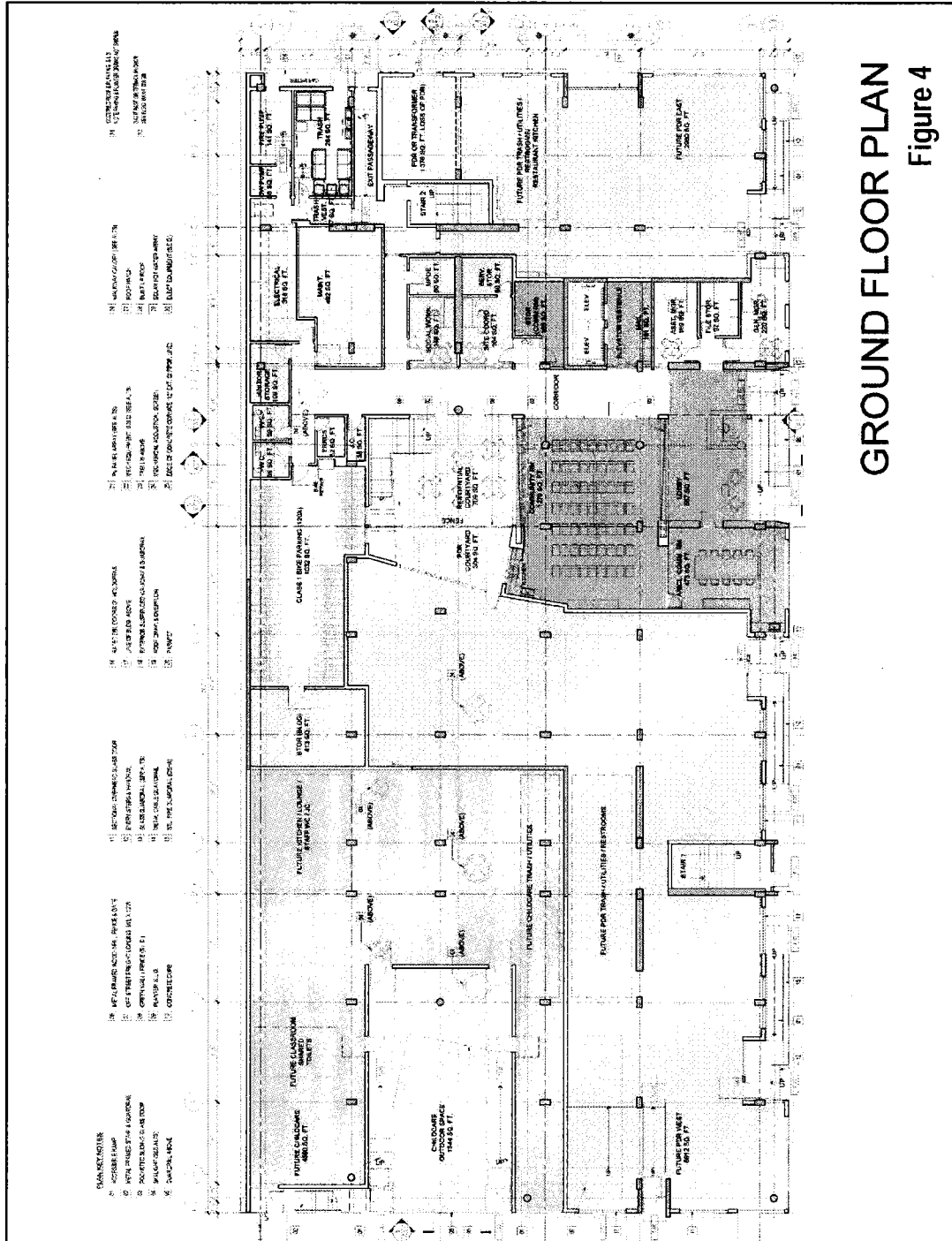
Figure 1: Project Location



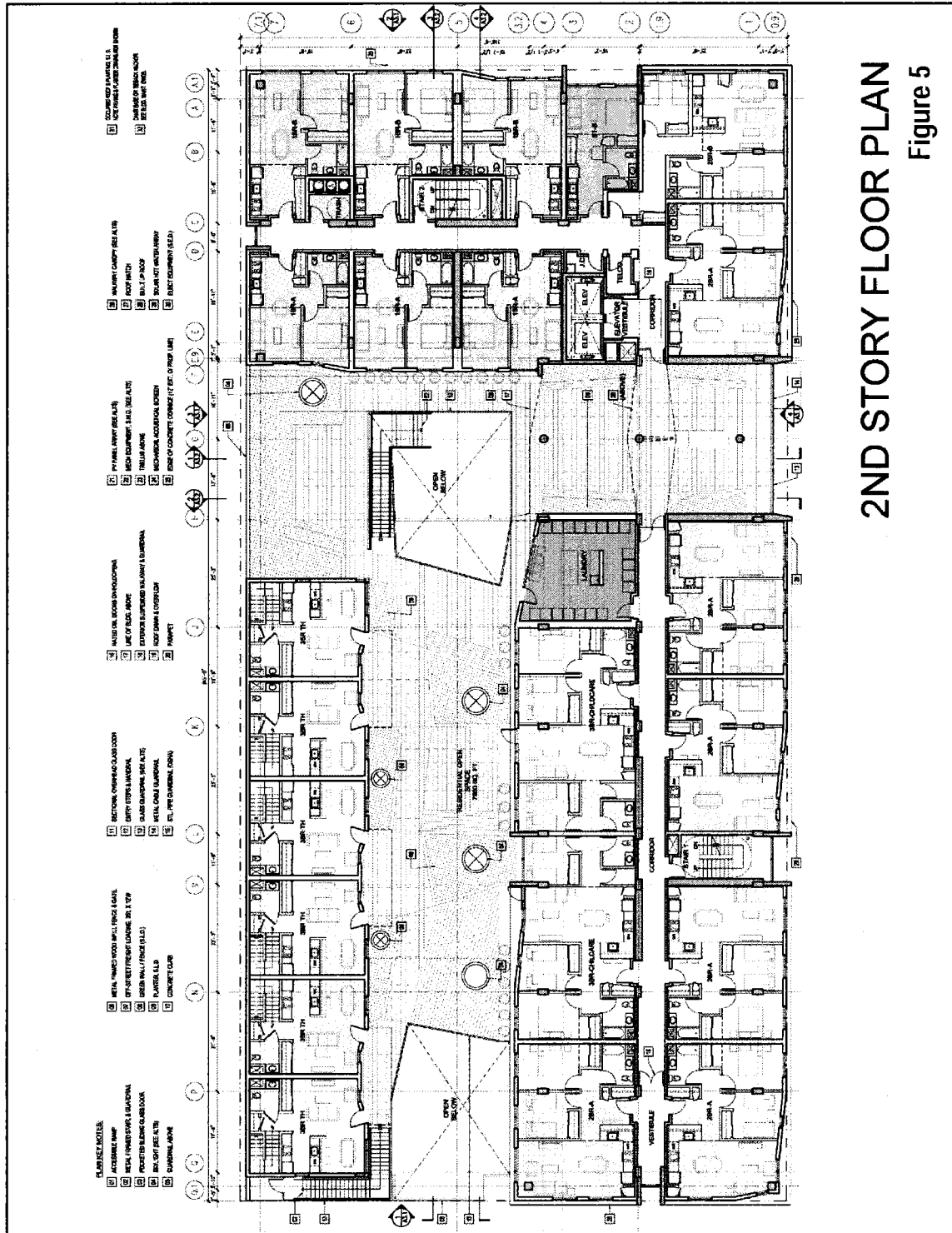
Printed: 11, September 2017

Figure 2 – Existing 1990 Folsom Site

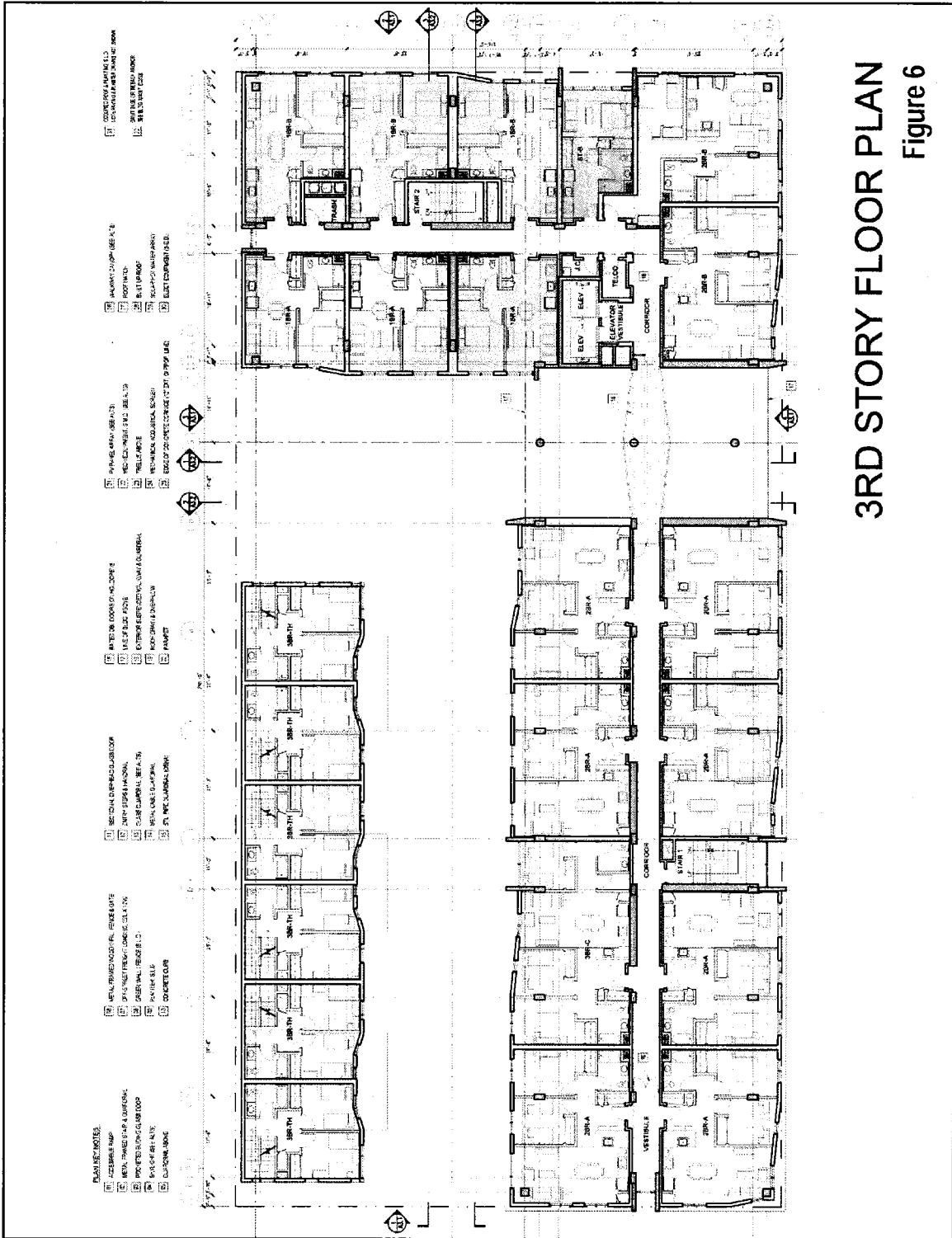




GROUND FLOOR PLAN  
Figure 4

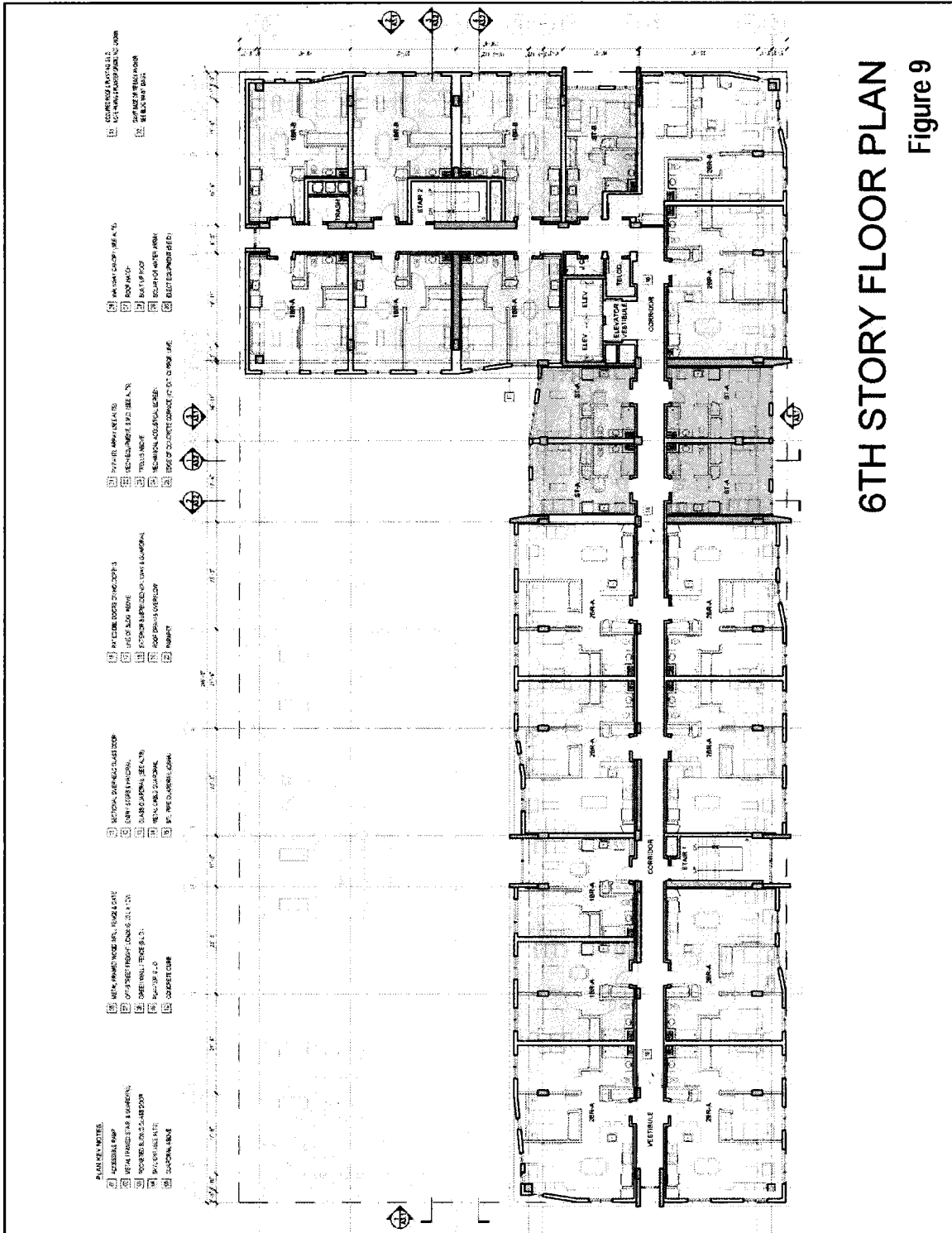


2ND STORY FLOOR PLAN  
Figure 5

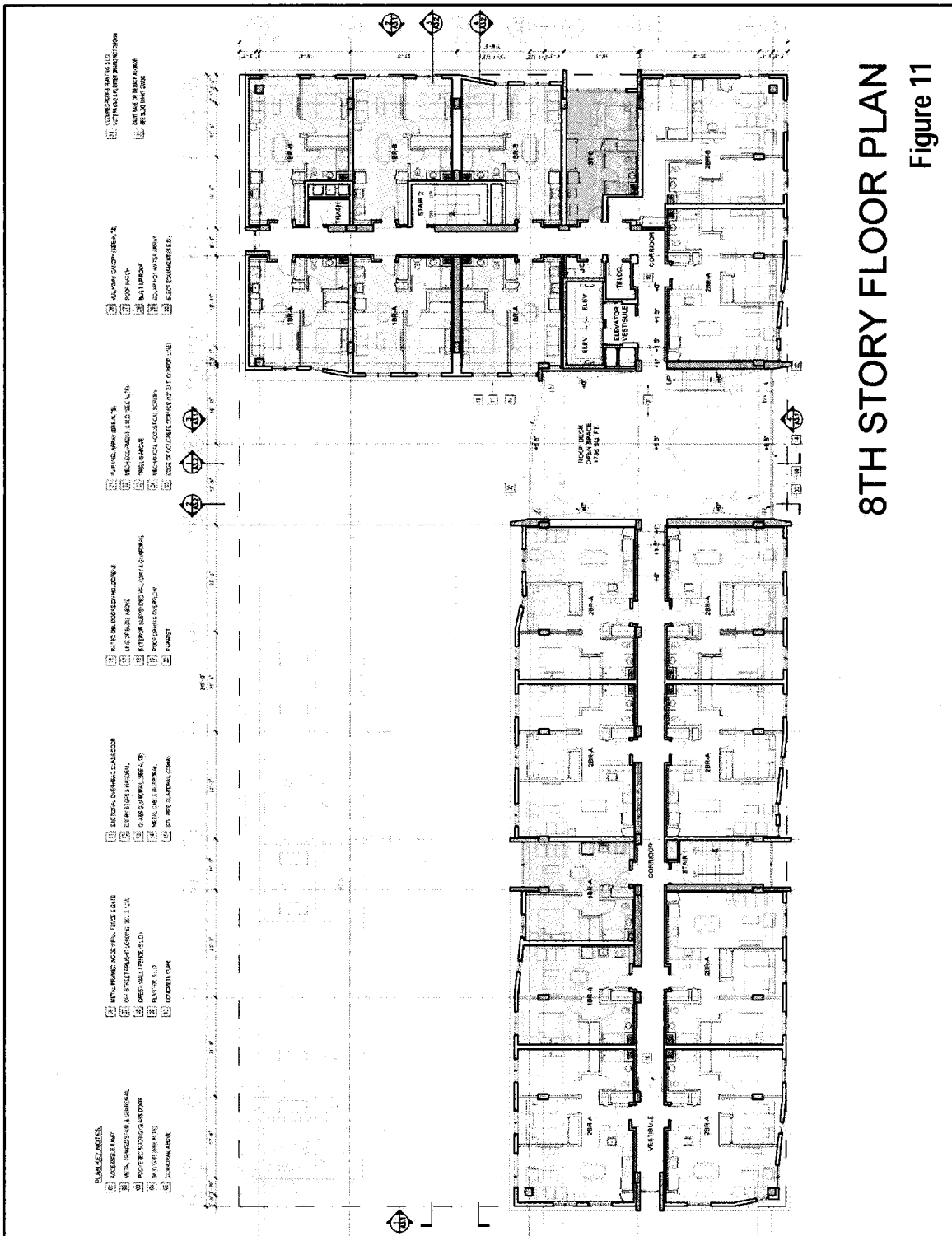


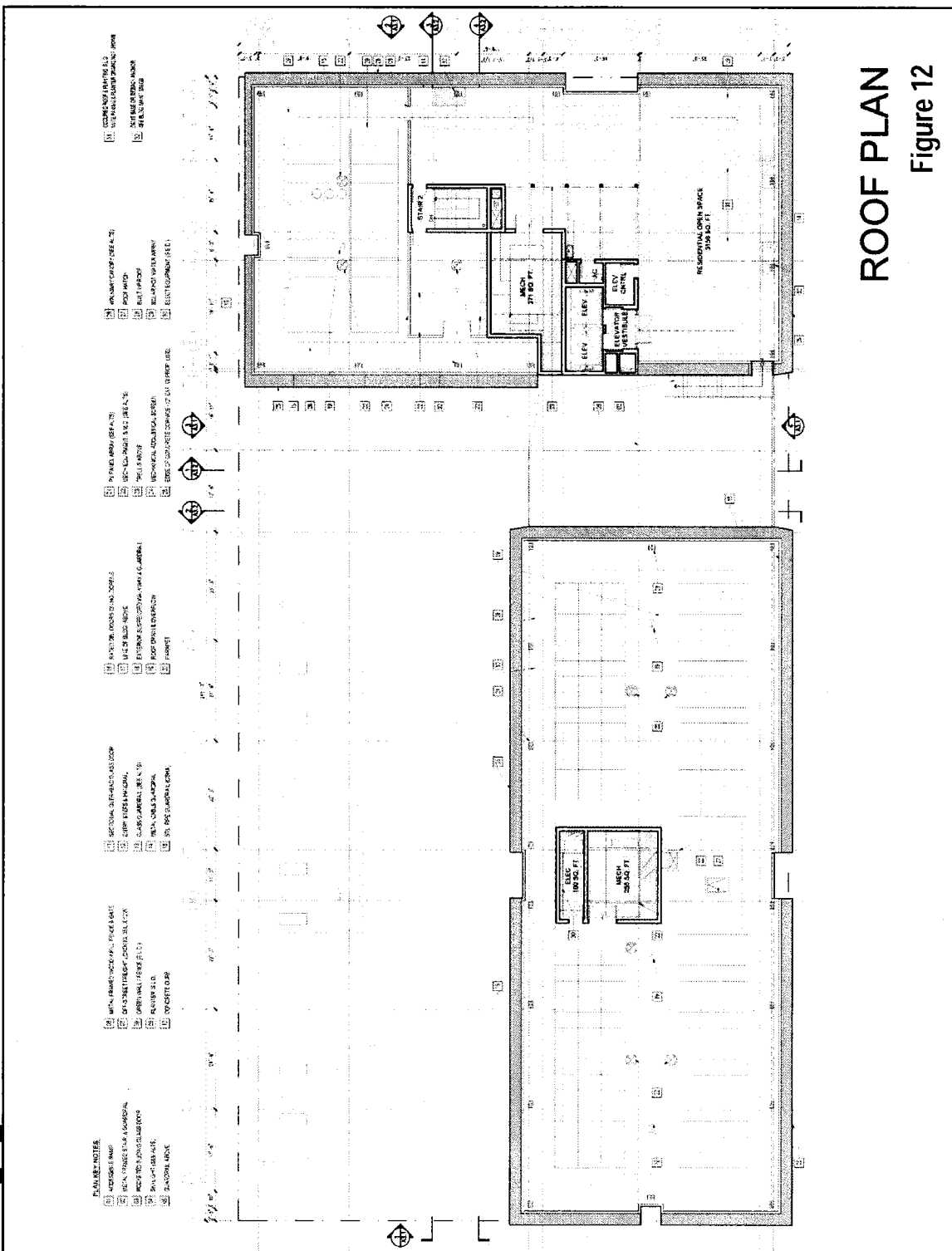






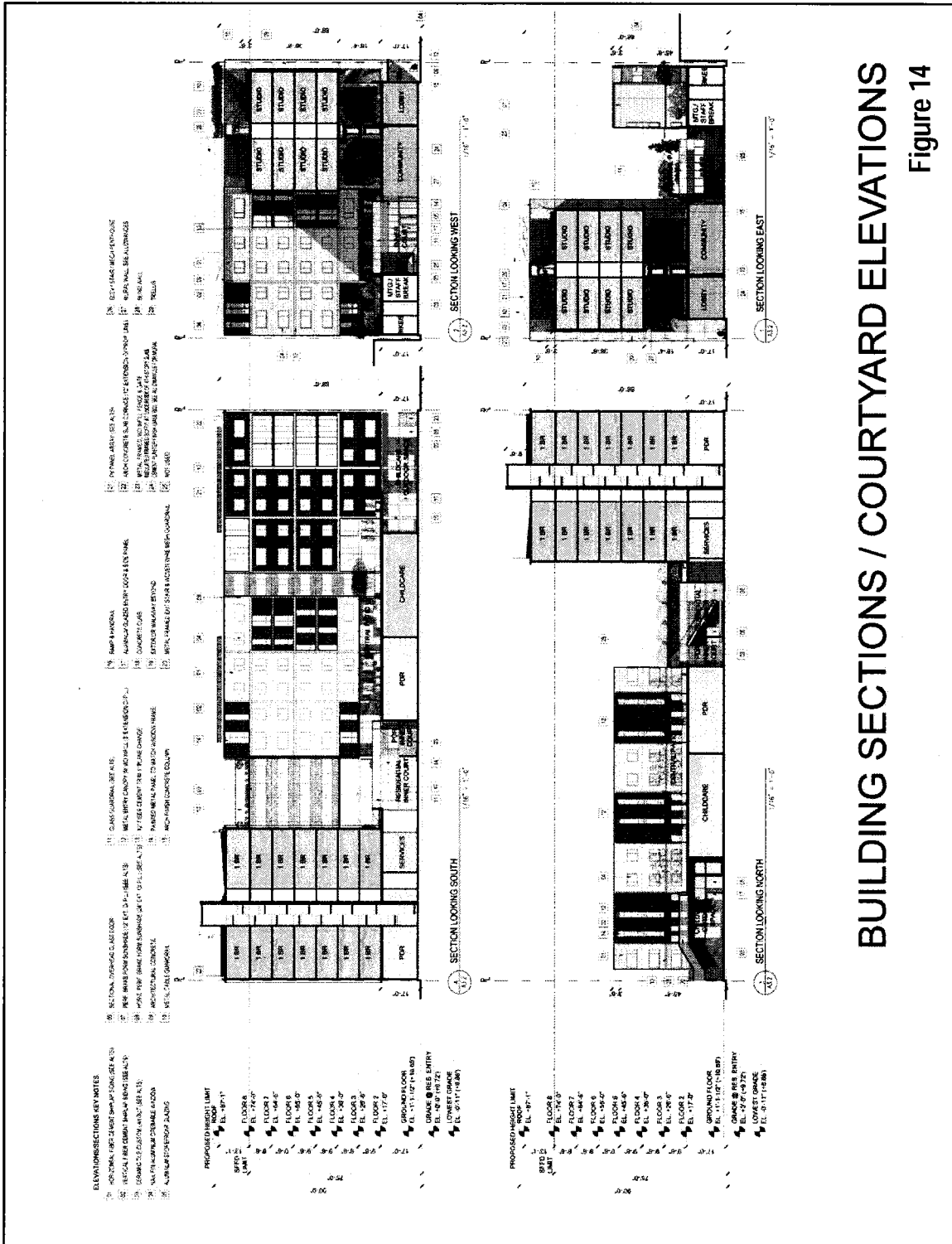






ROOF PLAN  
Figure 12





BUILDING SECTIONS / COURTYARD ELEVATIONS  
Figure 14

**PROJECT APPROVAL****Actions by the Board of Supervisors**

- Approval of a legislative amendment for proposed zoning change and height re-classification under section 302 of the planning code.

**Actions by the Planning Department**

- Administrative approval by the planning department of an affordable housing project authorization pursuant to planning code section 315.

**Actions by City Departments**

- Approval of a site permit from the Department of Building Inspection for demolition and new construction.
- Approval of a dust control plan by the Department of Public Health.
- Department of Public Health review for compliance with the Maher Ordinance, Article 22A of the Health Code.

Approval of a legislative amendment for the proposed zoning change and height re-classification under section 302 of the planning code constitutes 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.

**EVALUATION OF ENVIRONMENTAL EFFECTS**

This Infill Project Initial Study was prepared to examine the proposed project in light of a prior Environmental Impact Report (EIR) to determine whether the project would cause any effects that require additional review under CEQA. The Infill Project Initial Study indicates whether the effects of the proposed project were analyzed in a prior EIR, and identifies the prior EIR's mitigation measures that are applicable to the proposed project. The Infill Project Initial Study also determines if the proposed project would cause new specific effects<sup>5</sup> that were not already addressed in a prior EIR and if there is substantial new information that shows that the adverse environmental effects of the project would be more significant<sup>6</sup> than described in a prior EIR. Such impacts, if any, will be evaluated in a project-specific

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<sup>5</sup> A new specific effect is an effect that was not addressed in a prior environmental impact report (EIR) and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

<sup>6</sup> More significant means an effect will be substantially more severe than described in the prior EIR. More significant effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR's analysis. An effect is also more significant if substantial new information shows that: (1) mitigation measures that were previously rejected as infeasible are in fact feasible, and such measures are not included in the project; (2) feasible mitigation measures considerably different than those previously analyzed could substantially reduce a significant effect described in the prior EIR, but such measures are not included in the project; or (3) an applicable mitigation measure was adopted in connection with a planning level decision, but the lead agency determines that it is not feasible for the infill project to implement that measure.

Mitigated Negative Declaration or EIR. If no such impacts are identified, no further environmental review is required for the proposed project in accordance with CEQA section 21094.5 and CEQA Guidelines section 15183.3.

The prior EIR for the proposed 1990 Folsom Street project is the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).<sup>7</sup> The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks). Mitigation measures identified in the Eastern Neighborhoods PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

As noted, the project sponsor proposes the rezoning and height re-classification of the project site to a UMU district and a 90-X height and bulk district. The proposed project involves demolition of the existing building and parking lots (constituting about 8,850 sf of PDR space), and construction of an eight-story mixed-use residential development with a total of 143 units. The approximately 156,800 gsf building would consist of a ground floor podium containing about 9,430 gsf of PDR space (about 6,470 sf for studios and 2,960 sf for a gallery), 4,700 gsf for a childcare facility with an open space patio fronting on Shotwell Street, and additional space for an inner courtyard, a community room, and rooms for utilities and building maintenance functions. As discussed below in this checklist, the effects of the proposed infill project have already been analyzed and disclosed in the Eastern Neighborhoods PEIR and are not more significant than previously analyzed.

#### **CHANGES IN THE REGULATORY ENVIRONMENT**

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods Plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the Eastern Neighborhoods PEIR. These include:

- State statute regarding Aesthetics, Parking Impacts, effective January 2014, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled, effective March 2016 (see "CEQA Section 21099" heading below);

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<sup>7</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

- The adoption of 2016 interim controls in the Mission District requiring additional information and analysis regarding housing affordability, displacement, loss of PDR and other analyses, effective January 2016;
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section "Transportation and Circulation");
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Checklist section "Air Quality");
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section "Recreation");
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section "Utilities and Service Systems"); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section "Hazardous Materials").

### SENATE BILL 743

#### Aesthetics and Parking

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>8</sup>

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<sup>8</sup> San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1990 Folsom Street*, September 12, 2017. This document (and all other documents cited in this report, unless otherwise noted) is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-015092ENV.

**Automobile Delay and Vehicle Miles Traveled**

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

In January 2016, Planning and Research published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA<sup>9</sup> recommending that transportation impacts for projects be measured using a vehicle miles traveled metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the vehicle miles traveled metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the vehicle miles traveled metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) Instead, a vehicle miles traveled and induced automobile travel impact analysis is provided in the Transportation section.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
<b>1. LAND USE AND LAND USE PLANNING—Would the project:</b>					
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>9</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php). Accessed August 18, 2017.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on land use and land use planning under Chapter IV.A, on pages 35-82; Chapter V, on page 501; Chapter VI on pages 526-527; Chapter VIII on pages C&R-16 to C&R-19, C&R-50 to C&R-64, and C&R-131; and Chapter IX, Appendix A on page 24.<sup>10</sup>

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the plan area throughout the lifetime of the plan (through the year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the plan area under the No Project scenario. Within the Mission subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 3,370,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a *statement of overriding considerations*<sup>11</sup> with CEQA findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009. The project site was rezoned through the Eastern Neighborhoods Rezoning and Area Plans to the PDR – 1 – General District, which is intended to retain and encourage existing production, distribution, and repair activities and promoting new business formation.

As noted above under both Project Description and Project Approvals, the proposed project will require a rezoning of the project site from the PDR – 1 – General to UMU zoning district. Pursuant to section 843 of

<sup>10</sup> Page numbers to the Eastern Neighborhoods PEIR reference page numbers in the Eastern Neighborhoods Rezoning and Area Plans Final EIR. The PEIR is available for review at <http://www.sf-planning.org/index.aspx?page=1893>, accessed on August 18, 2017, or at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2004.0160E.

<sup>11</sup> A statement of overriding considerations represents a lead agency’s views on the ultimate balancing of the merits of approving a project despite its environmental impact(s).

the Planning Code, the UMU district is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Within the UMU, allowed uses include production, distribution, and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements. Development of the proposed project would result in the loss of about 8,850 gsf of PDR space and the construction of about 9,430 gsf of new PDR space, for a net gain of approximately 580 gsf of PDR space. Therefore, the project's proposed rezoning from PDR-1-G to UMU and construction of PDR and residential uses would not contribute at all to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

As noted, the project site is located within the boundary of the Mission Area Plan, which promotes a wide range of uses to create a livable and vibrant neighborhood. The Mission Area Plan includes the following community-driven goals that were developed especially for the Mission: increase the amount of affordable housing; preserve and enhance the unique character of the Mission's distinct commercial areas; promote alternative means of transportation to reduce traffic and auto use; improve and develop additional community facilities and open space; and minimize displacement.

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and area plans do not provide for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods. The proposed project would be developed within existing lot boundaries and would therefore not divide an established community.

Plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect are those that directly address environmental issues and/or contain targets or standards that must be met in order to maintain or improve characteristics of the City's physical environment. Examples of such plans, policies, or regulations include the Bay Area Air Quality Management District's Bay Area Air Quality Management District 2010 Clean Air Plan and the San Francisco Regional Water Quality Control Board's San Francisco Basin Plan. The proposed project would not obviously or substantially conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning. For these reasons, the proposed project would not result in significant impacts on land use and land use planning that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
<b>2. POPULATION AND HOUSING—</b>					
<b>Would the project:</b>					
a) Induce substantial 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on population and housing under Chapter IV.D, on pages 175-252; Chapter V, on pages 523-525; Chapter VIII on pages C&R-16 to C&R-19 and C&R-70 to C&R-84; and Chapter IX, Appendix A on page 25.

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR concluded that an increase in population in the plan areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to downtown and other employment generators, and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment related to population and housing. No mitigation measures were identified in the PEIR.

The project’s proposed 143 affordable residential units could result in an increase of about 326 residents.<sup>12</sup> The non-residential components of the project (i.e., child care facility and PDR space) are not anticipated

<sup>12</sup> Estimated number of new residents based on average household size (2.28) of occupied housing units in the Census Tract 177 per the 2011-2015 American Community Survey Five-Year Estimates and the proposed project’s 143 new dwelling units (143 \* 2.28 = 326 residents).

to create a substantial demand for increased housing as these uses would not be sufficient in size and scale to generate such demand.<sup>13</sup> Moreover, the proposed project would not displace any housing, as none currently exists on the project site. The increase in population facilitated by the project would be within the scope of the Eastern Neighborhoods PEIR analysis and would not be considered substantial. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to population and housing. As stated in the “Changes in the Physical Environment” section above, these direct effects of the proposed project on population and housing are within the scope of the population growth evaluated in the Eastern Neighborhoods PEIR.

For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
<b>3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>13</sup> Some of the tenants in the proposed PDR space and children attending the proposed childcare facility may be residents in the project’s proposed residential component.