



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization

HEARING DATE: SEPTEMBER 26, 2013

Date: September 19, 2013
Case No.: **2011.0187 X**
Project Address: **1001 17th Street (aka 140 Pennsylvania Avenue)**
Zoning: UMU (Urban Mixed Use) Zoning District
40-48-X Height and Bulk District
Block/Lot: 3987/009 & 010
Project Sponsor: 1001 17th Street Associates, LLC
c/o Bruce Baumann
1221 Harrison Street, Suite 22
San Francisco CA, 94103
Staff Contact: Corey Teague – (415) 575-9081
corey.teague@sfgov.org

Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposal is to demolish the existing industrial building and construct two adjacent residential buildings. The building at 1001 17th Street will be 4-stories, 48-feet tall, and will contain 26 dwelling units, 9 vehicle parking spaces, and 28 Class 1 bicycle parking spaces in a ground floor parking garage. The building at 140 Pennsylvania Street will be 4-stories, 40 to 48 feet tall, and will contain 11 dwelling units, 8 vehicle parking spaces, and 11 Class 1 bicycle parking spaces in a ground floor parking garage. Both buildings include ground floor dwelling units and inner courtyards in the rear. The project requests an exception for the rear yard requirement of the Planning Code.

SITE DESCRIPTION AND PRESENT USE

The project site consists of two adjacent parcels that are a combined 15,361 square feet. The generally flat site is located at the eastern terminus of 17th Street where it meets Interstate 280. The site has 86 feet of frontage on 17th Street and 178 feet of frontage on Pennsylvania Avenue. The site includes an approximately 11,500 square foot industrial building and associated surface parking lot and storage area that was most recently used by a warehousing company (d.b.a. Dorsett & Jackson, Inc.).

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project fronts on the southwest corner of 17th Street and Pennsylvania Avenue, and is within a large cluster of UMU zoning that runs from the Central Waterfront to the east side of Highway 101. The lot directly west of the project site is occupied by an approximately 50-foot tall loft building containing ten Live/Work units that was constructed in 1999. The lot directly south of the project site is a tall one-story

metal building occupied by a paint store (d.b.a. Benjamin Moore). The lots directly north of the project site include a surface parking lot and a three to four story loft building containing 19 Live/Work units that was constructed in 2002.

The vicinity generally includes a mix of industrial, retail, and residential uses. Buildings range in age and style, and generally vary from approximately 15 to 50 feet tall. Notable sites nearby include Interstate 280 to the immediate east and the recently approved Daggett Triangle development two blocks to the north.

ENVIRONMENTAL REVIEW

On November 16, 2000, the Commission held a duly noticed and advertised public hearing on the appeal of the Negative Declaration, at which testimony on the merits of the appeal, both in favor of and in opposition to, was received. The Commission found that the proposed Project could not have a significant effect on the environment, as shown in the analysis of the Negative Declaration, and affirmed the decision to issue a Negative Declaration, as prepared by the San Francisco Planning Department.

On September 19, 2013, the Planning Department reviewed and considered an Addendum to the Final Mitigated Negative Declaration (FMND) for a modified project and found that the contents of said report and the procedures through which the Addendum was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"): and

The Planning Department/Planning Commission found the FMND and Addendum were adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, [and that the summary of comments and responses contained no significant revisions to the MND] and approved the Addendum for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

HEARING NOTIFICATION

This project was scheduled and noticed for a public hearing on September 12, 2013. The project was subsequently continued to September 26, 2013.

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	August 23, 2013	August 21, 2013	22 days
Posted Notice	20 days	August 23, 2013	August 23, 2013	20 days
Mailed Notice	20 days	August 23, 2013	August 23, 2013	20 days

PUBLIC COMMENT

- The Department received one letter of opposition to the project.

ISSUES AND OTHER CONSIDERATIONS

- The proposed ground floor dwelling units along 17th Street and Pennsylvania Avenue are designed to meet the Draft Ground Floor Residential Guidelines by providing an approximately 10-foot setback and being slightly raised to allow for front porch areas that provide a transition space from the public realm of the sidewalk to the private realm of the dwellings.
- The building at 1001 17th Street proposes a 2,075 square foot rear yard, which represents approximately 22 percent of the lot area covered by the building (approximately 9,427 square feet). The building at 140 Pennsylvania Street proposes a 1,490 square foot rear yard, which represents approximately 25 percent of the lot area covered by the building (approximately 5,925 square feet). The proposed rear yards combined represent approximately 23.2 percent of the overall lot area of 15,361.4 square feet.

Both of the proposed buildings provide a rear yard within a second story interior courtyard. However, Section 134 requires the rear yard to be provided at the first story containing a dwelling unit. The project includes ground floor dwelling units that front 17th and Pennsylvania Streets that are consistent with the Draft Ground Floor Residential Design Guidelines. Therefore, the project requests an exception from the rear yard requirement of Section 134 to allow the rear yard be less than 25 percent of the lot area and to begin at the second story instead of the ground floor.

It is important to note that while an exception to the rear yard requirement is requested, both buildings meet the open space and dwelling unit exposure requirements of the Planning Code.

- The project is electing to meet its affordable housing requirement by providing on-site affordable units. The property is designated as a Tier A site for affordable housing within the UMU Zoning District. Therefore, the on-site requirement is 14.4 percent. As such, the project will provide 5 on-site affordable units (2 two-bedroom, 2 one-bedroom, and 1 studio).

REQUIRED COMMISSION ACTION

In order for the project to be approved, the Commission must grant Large Project Authorization to allow the construction of a new residential building larger than 25,000 square feet, with an exception for the rear yard at the second story and above that does not meet the minimum requirements of Planning Code Section 134, pursuant to Planning Code Sections 134(f) and 329.

BASIS FOR RECOMMENDATION

- The project is appropriate urban infill that will add needed housing, including 5 affordable housing units, in an area of UMU zoning that is transitioning towards more residential uses.
- The project will introduce well designed ground floor dwelling units along 17th Street and Pennsylvania Avenue and otherwise activate those frontages.

- The project will provide completely new streetscapes to an area that currently lacks sidewalks, street trees, and other streetscape features.
- The project proposes a high-quality design that is consistent with the Planning Code, Showplace Square/Potrero Area Plan, and the General Plan overall.

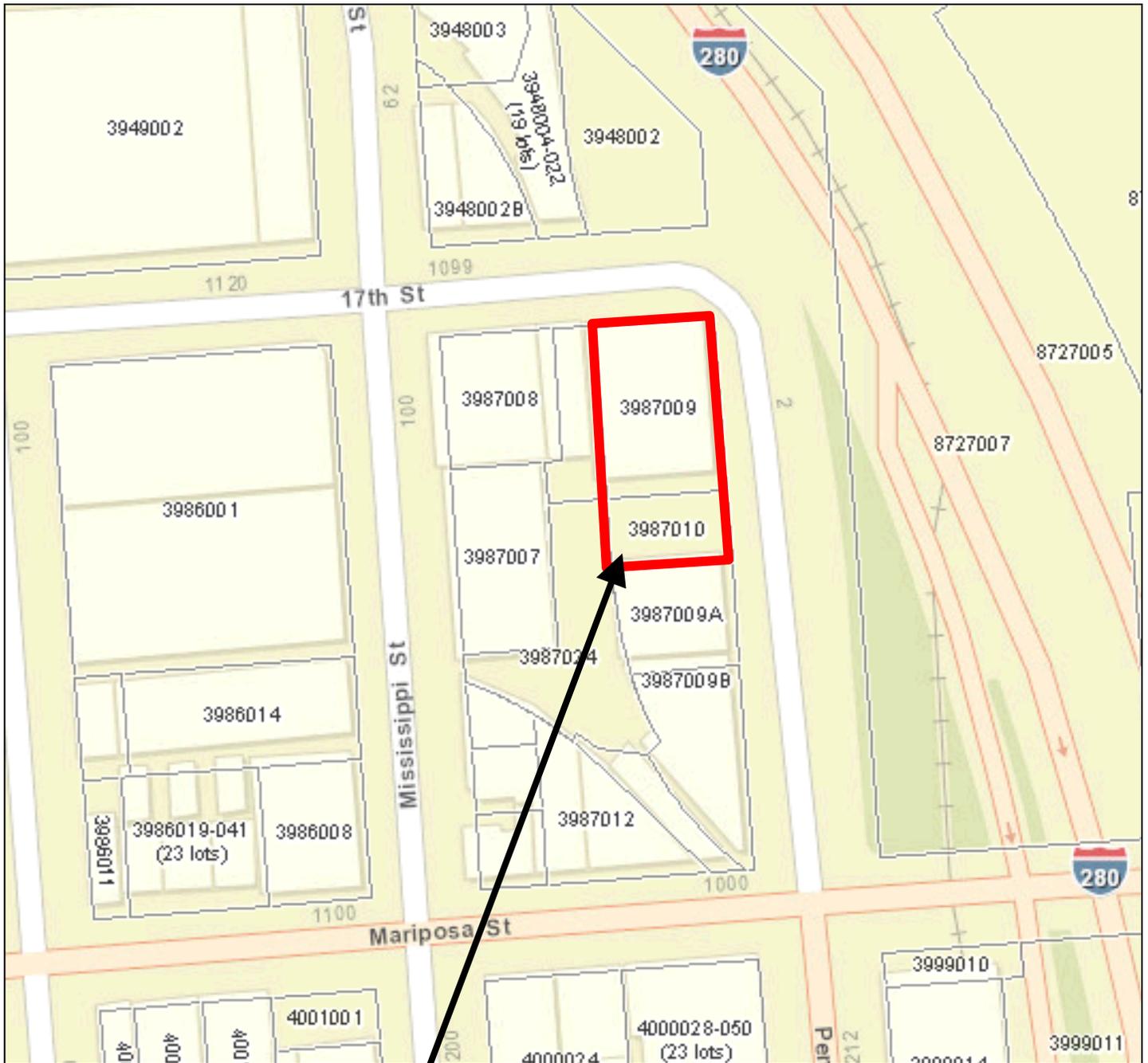
RECOMMENDATION: Approval with Conditions
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Attachments:

Parcel Map
Sanborn Map
Aerial Photographs
Site Photo
Zoning Map
Height Map
CEQA Document – Addendum to Negative Declaration
Affidavit for First Source Hiring
Affidavit for Compliance with the Inclusionary Housing Program
Residential Pipeline Form
Draft LPA Motion (Including MMRP)
Sponsor Submittal
 -Plans and Graphics Package

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Parcel Map

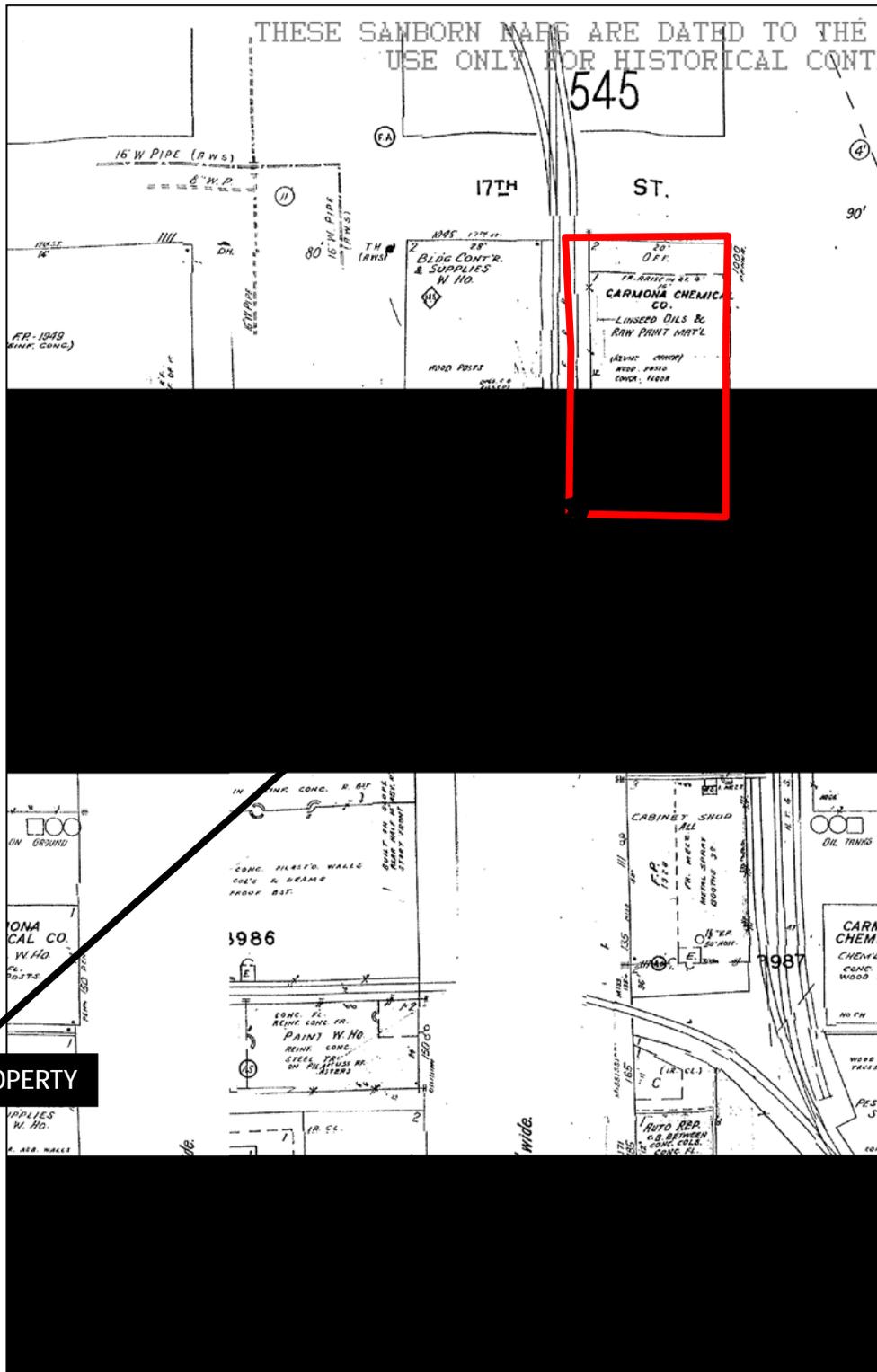


SUBJECT PROPERTY



Large Project Authorization
Case Number 2011.0187X
Residential Development
1001 17th Street (aka 140 Pennsylvania Ave)

Sanborn Map*

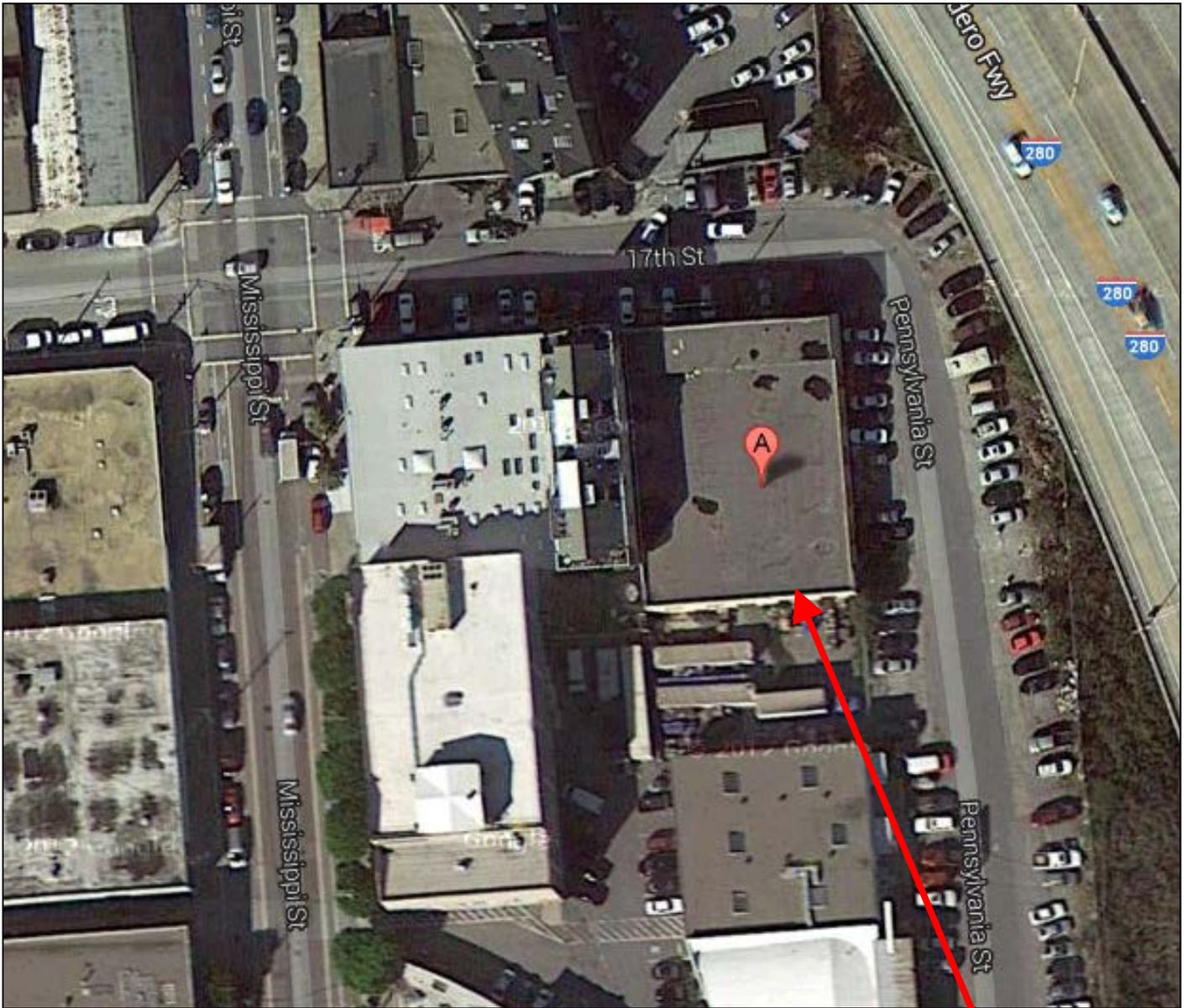


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Large Project Authorization
Case Number 2011.0187X
Residential Development
1001 17th Street (aka 140 Pennsylvania Ave)



Aerial Photo

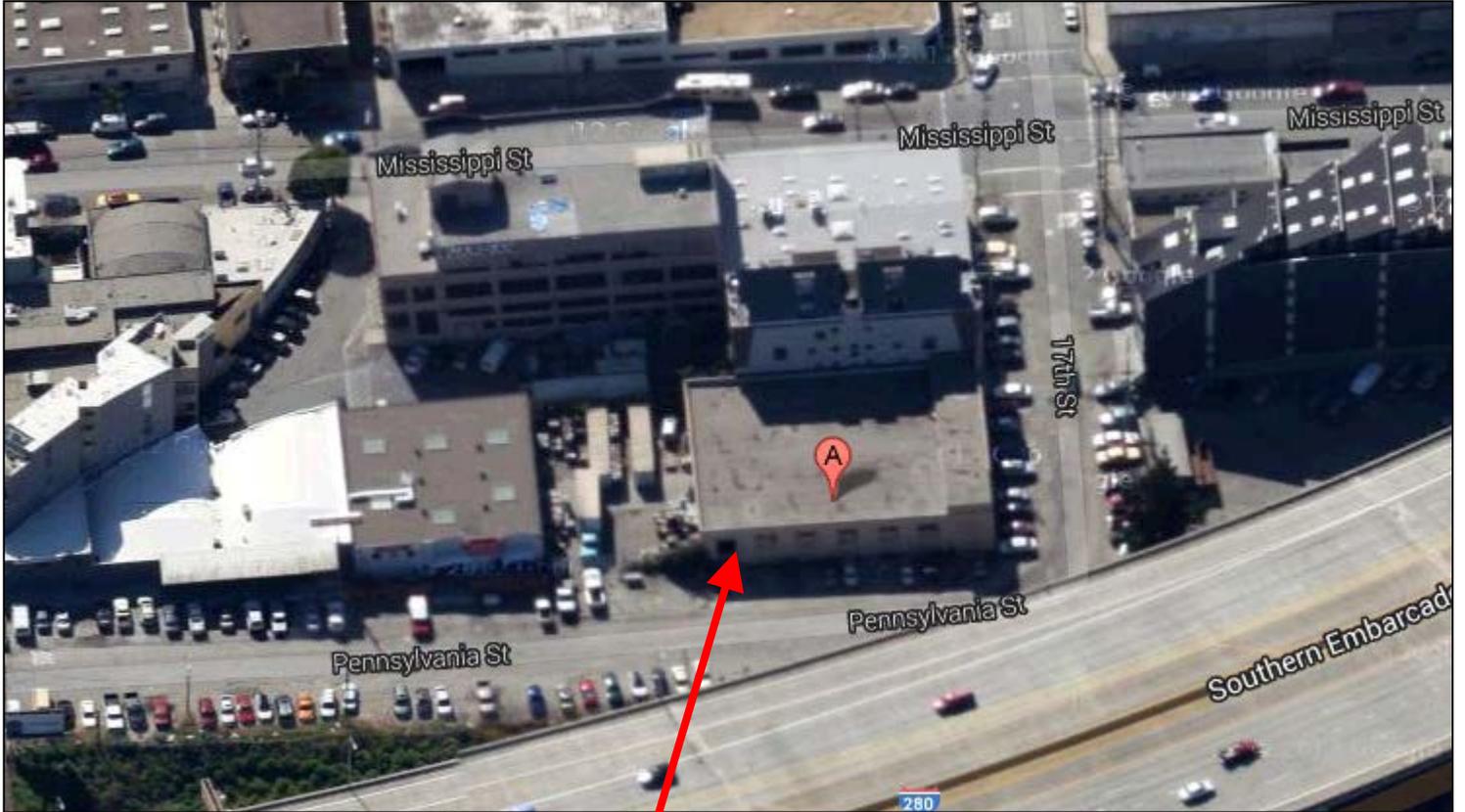


SUBJECT PROPERTY



Large Project Authorization
Case Number 2011.0187X
Residential Development
1001 17th Street (aka 140 Pennsylvania Ave)

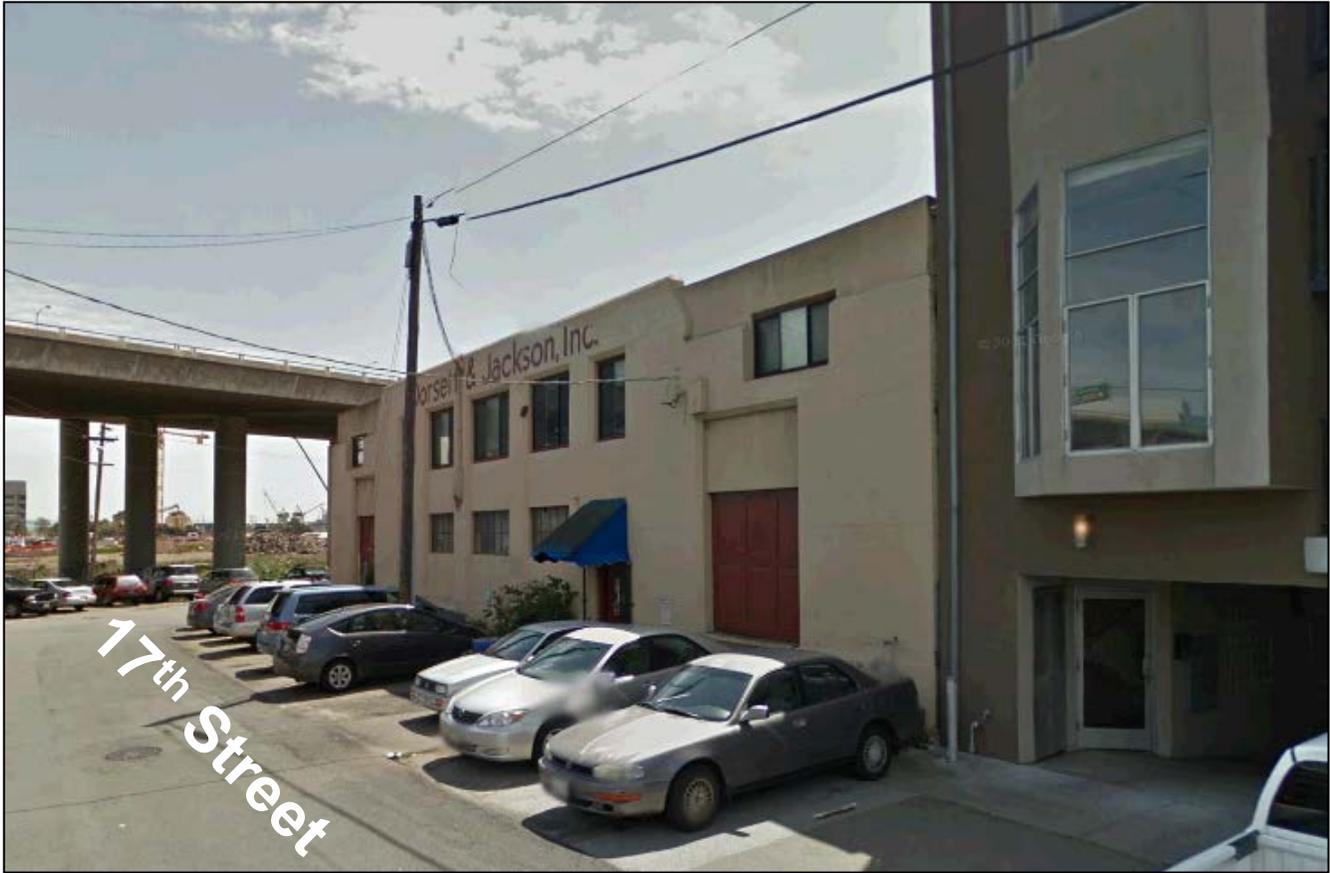
Aerial Photo



SUBJECT PROPERTY

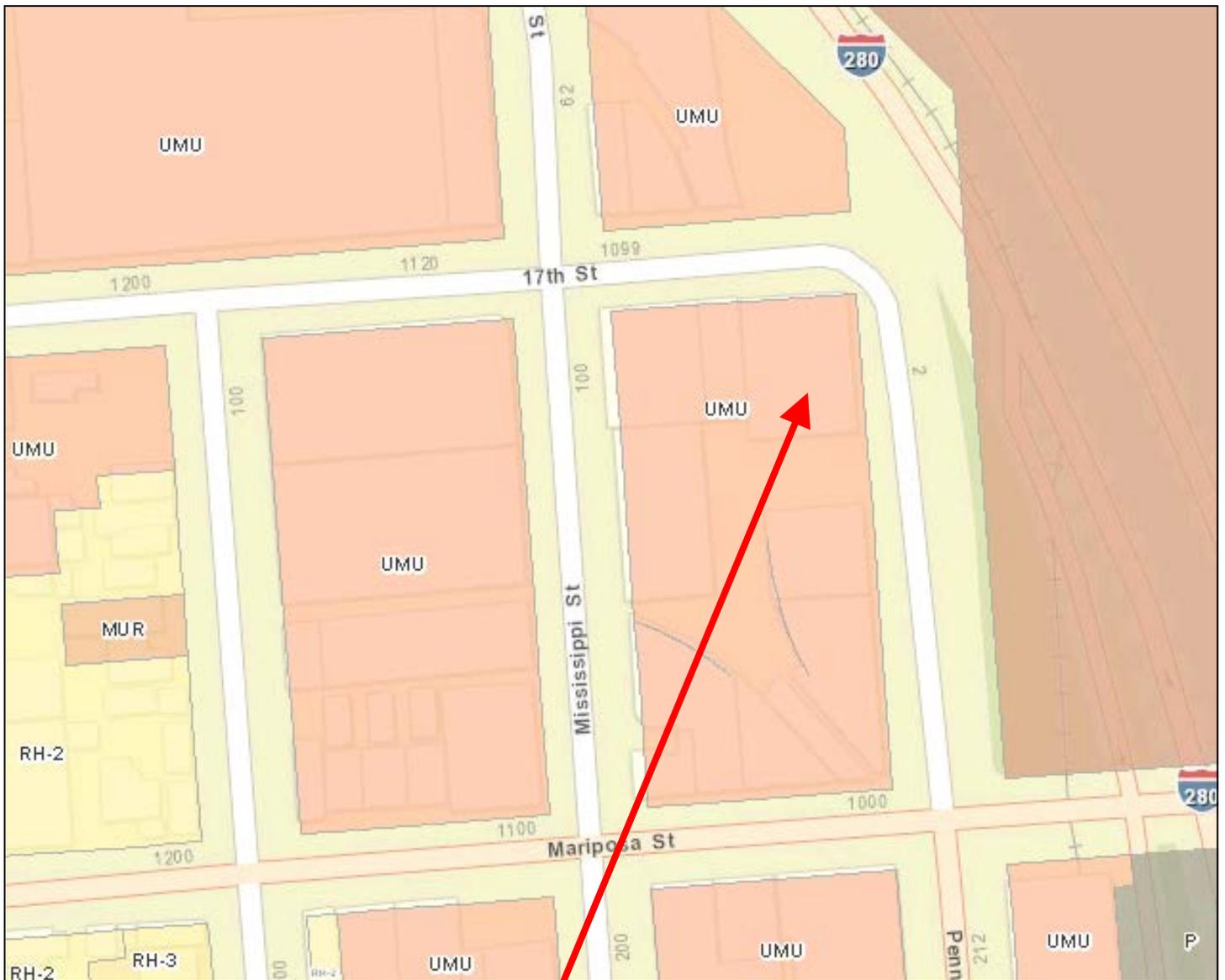


Site Photos



Large Project Authorization
Case Number 2011.0187X
Residential Development
1001 17th Street (aka 140 Pennsylvania Ave)

Zoning Map

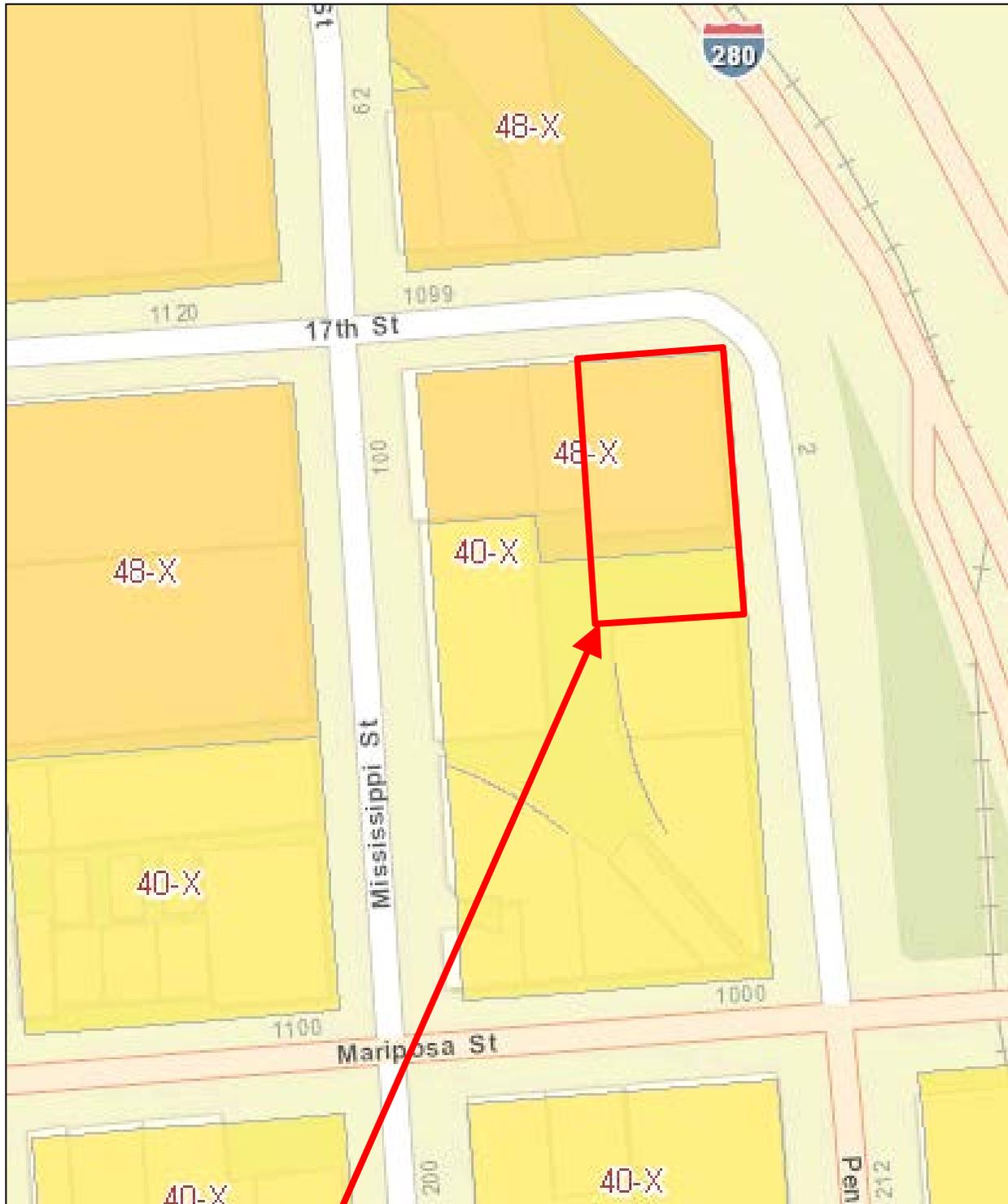


SUBJECT PROPERTY



Large Project Authorization
Case Number 2011.0187X
Residential Development
1001 17th Street (aka 140 Pennsylvania Ave)

Height Map



SUBJECT PROPERTY



Large Project Authorization
Case Number 2011.0187X
Residential Development
1001 17th Street (aka 140 Pennsylvania Ave)



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Negative Declaration

Date of Publication of Addendum: September 19, 2013
Date of Publication of Final ND: November 7, 2000
Case No.: 2011.0187E
Project Title: 1001 17th Street/140 Pennsylvania Avenue
Zoning: UMU (Urban Mixed Use) Zoning District
48-X/40-X Height and Bulk District
Block/Lot: Block 3987; Lots 9 & 10 (15,361 square feet)
Project Sponsor: Bruce D. Baumann
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Lead Agency: San Francisco Planning Department
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Background

A Final Mitigated Negative Declaration (FMND), Case Number 2000.474E, for the “original project” was adopted and issued on November 17, 2000.¹ Subsequent to the issuance of the final negative declaration, the proposed project design was revised. A Final Mitigated Negative Declaration Addendum, Case Number 2000.474E, for this “modified project” was published on December 5, 2005.² The project sponsor, 1001 17th Street Associates, LLC, now proposes to amend its previously-approved 1001 17th Street Commercial Project and “modified project” to 1001 17th Street/140 Pennsylvania Avenue Residential Project “current project.”

The current project differs from the original project analyzed in the mitigated negative declaration, as well as the modified project analyzed in the mitigated negative declaration addendum. A discussion of the project revisions is included below under ‘Proposed Project Revisions.’

The project site (Assessor’s Block 3987, Lots 9 & 10) is located on the southwest corner of 17th Street and Pennsylvania Avenue in the northern portion of the Potrero Hill Neighborhood on the block bounded by Pennsylvania and Mississippi Avenues, and 17th and Mariposa Streets.

The 15,361 square foot project site is partially covered with a one-story warehouse with an office mezzanine constructed in 1929. The current occupant of the building is Dorsett & Jackson, Inc., an industrial raw material supply distributor. The area surrounding the project site is composed of mixed

¹ 1001 17th Street and 140 Pennsylvania Avenue Negative Declaration, adopted November 17, 2000. This document is on file and is available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

² 1001 17th Street and 140 Pennsylvania Avenue Negative Declaration Addendum, published December 5, 2005. This document is on file and is available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

uses including industrial, wholesale, retail, and residential land uses. Adjacent to the west boundary of the project site is a four-story live/work building (1025 Seventeenth Street). To the north of the project site, across 17th Street, is a vacant lot that is adjacent to an approximately 4-story live/work building (1050 Seventeenth Street). Immediately east of the project site, the area is dominated by Interstate 280 (I-280), which is elevated at this point. Also located to the east, underneath the freeway, are the former Southern Pacific railroad tracks that are presently used by the Peninsula Commute rail service (Caltrain). The Mission Bay South Redevelopment Area is located to the east of the project site, on the opposite side of the I-280 freeway and the railroad tracks.

The Mission Bay South and Mission Bay North Redevelopment Areas would house approximately 303 acres of potential mixed-use development, including the new University of California, San Francisco campus, once buildout is complete. Industrial and commercial uses, housed primarily in one- to two-story structures, line 17th Street while primarily residential land uses can be found several blocks south and southwest of the project site. The residential land uses include a mix of single-family, as well as multi-family buildings that range in height from two to four stories.

Proposed Project Revisions

Original Project. The original project analyzed in the FMND would remove the existing single-story warehouse with office mezzanine and adjacent storage yard and would construct a new four-level over basement, 50-foot-tall commercial building of approximately 68,290 gross square feet (gsf) for business service use with retail on the ground floor. The original project included about 37,000 square feet (sf) of commercial/business service uses, 2,550 sf of retail space, and about 28,740 sf of parking/building service area.

The original project also included 57 parking spaces of which 50 were independently accessible and seven were tandem, on two off-street parking levels, the ground floor and the basement. Proposed pedestrian access and access to the ground-level parking was proposed from Pennsylvania Avenue. The loading dock and basement parking entrance was proposed from 17th Street. The original project was proposed to cover the entire project site which has an area of approximately 15,361 square feet.

Modified Project. The modified project differed from the original project analyzed in the FMND with respect to the type of land use, lot coverage, number of parking spaces, and number of floors. The modified project would result in the construction of two new five-story buildings, one on each of the project lots. The 1001 17th Street (Lot 9) building would include: 36 residential condominiums, totaling about 25,800 gsf; 1,582 gsf of ground-floor commercial space fronting Pennsylvania Avenue and 17th Street; 27 off-street parking spaces (22 standard, four compact, and one accessible) totaling about 6,167 gsf; and approximately 4,198 gsf of other space.³

The 140 Pennsylvania Avenue (Lot 10) building would include: 12 residential condominiums, totaling about 9,202 gsf; nine off-street parking spaces (seven standard, one compact, and one accessible) totaling

³ Other space includes areas such as lobby, stairs, halls, storage, trash, and walls.

about 2,623 gsf; and approximately 2,397 gsf of other space. Both buildings would be 50 feet high from grade to the parapet.

Overall, the modified project would result in approximately 51,969 (gsf) of development, about 16,321 gsf less than under the original project, which was 68,290 gsf. As under the original project the modified project would include demolition of the existing on-site structure.

Use (gsf)	Modified Project			Current Project			Change from Modified to Current
	(Lot 009) ¹	(Lot 010) ²	Total	(Lot 009) ⁵	(Lot 010) ⁵	Total	
Residential	25,800	9,202	35,002	24,995	10,468	35,463	461
Commercial	1,582	--	1,582	--	--	--	(1,582)
Parking, Mechanical/Service & Common Area	10,365 ³	5,020 ⁴	15,385	5,625	4,800	10,425	(4,960)
Total	37,747	14,222	51,969	30,620	15,268	45,888	(6,081)
Total Dwelling Units	36	12	48	26	11	37	(11)
Studio	0	0	0	3	1	4	4
1 - Bedroom	32	5	37	12	6	18	(19)
2 - Bedroom	4	7	11	11	4	15	4
Parking Spaces	27	9	36	9	8	17	(19)
Number of Buildings	1	1	2	1	1	2	No change
Height of Building(s) (feet)	50	50	--	48	48/40	--	Reduced 2'/10'
Number of Stories	5	5	--	4	4/3	--	Reduced 1/2 stories

¹ Lot 9: 1001 17th Street

² Lot 10: 140 Pennsylvania Avenue

³ Parking Area = 6,167 gsf and Mechanical/Service & Common Area = 4,198 gsf.

⁴ Parking Area = 2,623 gsf and Mechanical/Service & Common Area = 2,397 gsf.

⁵ The building at 1001 17th Street falls entirely on Lot 9 and the building at 140 Pennsylvania Street falls on both Lot 9 and Lot 10. To simplify Table 1 the 140 Pennsylvania Avenue building is said to fall entirely on Lot 10.

Current Project. The current project is the same as the modified project analyzed in the 2005 FMND Addendum with respect to the type of land use, lot coverage, and number of buildings. The current project differs from the modified project with respect to the square footage for residential and commercial uses, the mixture of unit type, the building heights, and the number of parking spaces (see Table 1). The

current project would result in the construction of two new buildings, one on each of the project lots. The 1001 17th Street (Lot 9) building would include: 26 residential condominiums, totaling about 35,463 gsf; 9 off-street parking spaces (8 standard and one accessible) totaling about 3,750 gsf; and approximately 1,875 gsf of other space.⁴

The 140 Pennsylvania Avenue (Lot 10) building would include: 11 residential condominiums, totaling about 10,468 gsf; eight off-street parking spaces (seven standard and one accessible) totaling about 3,750 gsf; and approximately 1,050 gsf of other space. The 1001 17th Street building would be 48 feet high from grade to parapet, and the 140 Pennsylvania Avenue building would be 48 feet tall at the south end (Lot 9), transitioning to 40 feet tall at the north end (Lot 10).

Overall, the current project would result in approximately 45,888 (gsf) of development, about 6,081 gsf less than under the modified project, which was 51,969 gsf. As under the original project and the modified project, the current project would include demolition of the existing on-site structure.

The current project is likely to require less excavation than under the original project, given that the original project proposed four stories over a basement level. The current project does not include a basement level and the proposed foundation would be a grid mat slab, 18 to 24 inches deep. Some excavation and off-haul or excavation and re-compaction of existing soils could occur either for site remediation, or to provide greater soil stability to accommodate the proposed buildings. However, it is anticipated that the finished site grade would be two to three feet higher than the existing grade.

Changes to Background Conditions

The following projects are proposed, or under construction in the vicinity of the proposed project site.

1150 16th Street. The project site is located on the east side of 8th Street between Irwin and 16th Streets, within the block bounded by 8th, Irwin, 7th, Hubbell, and 16th Streets, in the South of Market/Potrero Hill neighborhood. The site is occupied by a 2,660-square-foot (sf) single-story commercial building constructed in 1910 and occupied by a restaurant, and a contractor storage yard. The proposed project would demolish the existing building and construct two adjoined mixed-use buildings. The southern building (1150 16th St.) would be 58 feet tall and contain 15 residential units (20,720 sf) on four levels above ground-floor retail (3,340 sf). The northern building (1201 8th Street) would be 68 feet tall and contain ground floor retail with production, distribution, and repair (PDR) above.

The two buildings would share a basement level garage with 14 residential parking spaces and 8 commercial parking spaces. The southern portion of the building was initially proposed in 2004 when the site was zoned M-1 (light industrial), under which residential use was allowed with Conditional Use authorization.

A Preliminary Mitigated Negative Declaration was issued on February 29, 2012, on March 29, 2012 the Planning Commission approved the Final Mitigated Negative Declaration (FMND) for the proposed project. The Conditional Use authorization was approved by the Planning Commission on April 12, 2012.

⁴ Other space includes common areas such as lobby, stairs, halls, storage, trash, and walls.

A demolition permit was issued on July 9, 2013, no permits for grading or construction have been issued. Once construction begins it would continue for approximately 18 months.

1000 16th Street. The project site includes four parcels comprising a triangular site bounded by Hubbell, 7th and 16th Streets and bisected by Daggett Street (Assessor's Block 3833, Lots 001, 002, and 003 and Assessor's Block 3834, Lot 001). The proposed project involves construction of an approximately 556,000 gross square foot (gsf) mixed-use project in three buildings on a vacant, 3.15-acre triangular site bounded by Hubbell, 7th and 16th Streets, including approximately 418,500 square feet (sf) of residential use (approximately 450 dwelling units), approximately 1,250 sf of ground-floor commercial space, and approximately 15,964 sf of production, distribution and repair/small enterprise workspaces fronting Hubbell Street. The project could entail construction of publicly accessible open space within the Daggett Street right-of-way bisecting the site, as well as a landscaped plaza at the corner of Hubbell and 16th Streets, opposite the intersection of Connecticut and 16th Streets. A two-level parking garage would provide approximately 283 independently accessible parking spaces. The garage's lower-level entrance would be located on Hubbell Street and the entrance/exit to the upper garage would be on 7th Street. Pedestrian entrances would be provided along 16th, Hubbell, 7th and Daggett Streets. Building heights would be up to 68 feet. The project site is within an UMU (Urban Mixed Use) and PDR-1-G (Production, Distribution and Repair, General) Zoning District, a 68-X Height and Bulk District and within the Showplace Square/Potrero Hill Area Plan area.

This project was approved by the Planning Commission on July 28, 2011. A building permit was issued on September 7, 2012. Construction is anticipated to commence in the spring/summer of 2014 and take two years to complete.

901 16th Street/1200 17th Street. The project site consists of four adjacent parcels bounded by 16th Street, Mississippi Street, 17th Street and adjacent residential and industrial buildings (Assessor's Block 3949, Lots 001, 001A, and 002, and Assessor's Block 3950, Lot 001). The approximately 3.5 acre project site is currently occupied by three warehouses, a brick office building and a modular office building.

An Environmental Evaluation (EE) Application was submitted to the Planning Department in the spring of 2012 as a joint development proposal between Potrero Partners, LLC and Kaiser Foundation Health Plan, Inc. (Kaiser). The applicants' proposal was to merge the four lots into two lots, demolish the three warehouses and modular office building, and preserve the brick office building. The project proposed to construct a new five-story, approximately 189,600 square-foot outpatient medical services building (Kaiser building) on the northern lot, a new four-story residential building containing approximately 189 attached dwelling units on the southern lot, two new publicly accessible open spaces, and 576 off-street parking spaces.

In July 2013, Kaiser withdrew their name from the EE application. Potrero Partners, LLC is seeking a development at the project site, but has not submitted a revised EE Application. The Planning Department anticipates a revised EE Application, potentially for a mixed-use project including residential and commercial uses, sometime in late 2013.

High-Speed Rail Project. The California High-Speed Rail project involves electrically-powered high-speed trains and approximately 800 miles of tracks. Initially running from San Francisco to Los Angeles/Anaheim via the Central Valley, and later to Sacramento and San Diego, high-speed trains will travel between LA and San Francisco in under 2 hours and 40 minutes, at speeds of up to 220 mph, and will interconnect with other transportation alternatives, providing an environmentally friendly option to traveling by plane or car.

The San Francisco to San Jose section of California's high-speed train project is nearly 50 miles. Starting in downtown San Francisco, the high-speed train will travel along the Caltrain alignment into the Silicon Valley where it connects with the San Jose to Merced section at San Jose's Diridon Train Station. Stations are planned for San Francisco, Millbrae, and San Jose. There is also the potential for a midline station in Redwood City, Palo Alto or Mountain View. Travel time from San Francisco to San Jose is estimated at 30 minutes. The initial system projections include 24,000 daily boardings in San Francisco and about 7,600 in San Jose. The high-speed rail system is currently in the project-level environmental review process, which will lead to decisions establishing the specific track alignment. The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) has not yet been released.⁵

While it is likely that the high speed train will utilize the Caltrain tracks adjacent to the proposed project site to the east, the exact alignment has not yet been determined, therefore no further discussion of the High Speed Rail Project is included in this Addendum.

Mission Bay. San Francisco's new Mission Bay development covers 303 acres of land between the San Francisco Bay and Interstate-280. The Board of Supervisors established the Mission Bay North and South Redevelopment Project Areas in November 1998. Development is controlled through the Redevelopment Plans and Designs for Development, Owner Participation Agreements between the Redevelopment Agency and original master developer, Catellus Development Corporation (now held by FOCIL-MB LLC), and Interagency Cooperation Agreements, which commit all City departments to the Mission Bay Infrastructure Plans. Mission Bay is a mixed-use, transit-oriented development.

The maximum development program for Mission Bay includes: 6,000 housing units, with 1,700 (28%) affordable to moderate, low, and very low-income households, Redevelopment Agency sponsored non-profit developers will build 1,445 of the affordable units on 16 acres of land contributed by the master developer, the remaining 255 affordable units will be included in privately developed projects; 4.4 million square feet (sf) of office/life science/biotechnology commercial space; a new UCSF research campus containing 2.65 million sf of building space on 43 acres of land donated by the master developer and the City; a UCSF hospital complex serving children, women, and cancer patients; 500,000 sf of city and neighborhood-serving retail space; a 500-room hotel; 41 acres of new public open space, including parks along Mission Creek and along the bay, plus 8 acres of open space within the UCSF campus; a new 500-student public school; a new public library and new fire and police stations and other community facilities; and \$700 million in public infrastructure (right-of-way and utility improvements) which will, upon completion, be accepted for operation and maintenance by the City.

⁵ <http://www.hsr.ca.gov/>, accessed September 9, 2013.

Mission Bay is served by transit by Muni's new 3rd Street Light Rail system, bus lines and the regional-serving Caltrain. Mission Bay is expected to create more than 30,000 new permanent jobs, in addition to hundreds of ongoing construction jobs. Development began in 2000 and will take place over 20 to 30 years.

As of January 2010, 3,126 housing units, including 674 affordable units, have been constructed in Mission Bay. An additional 319 units are under construction. More than 1.7 million of commercial office and biotechnology lab space has been built, with five additional projects totaling 1.3 million square feet in predevelopment. Seven buildings have been constructed on the UCSF campus, including five research buildings, a campus community center, and a university housing development. More than 12 acres of new parks and open space have also been completed.⁶

The *Mission Bay Redevelopment Plan* also proposes changes to the transportation network. Intersection improvements would include modifications to Fourth Street, Owens Street, and the intersections of 16th Street at Third Street, 16th Street at Brannan Street, Mariposa Street at the I-280 northbound off-ramp, and Mariposa Street at the I-280 southbound on-ramp.

Fourth Street between 16th Street and Mariposa Street would be redesigned to prohibit through traffic to non-emergency vehicles. Instead, a public plaza would separate two segments of Fourth Street. One segment would serve as the southern portion of the intersection of 16th Street and Fourth Street while the second segment would serve as the northern portion of the intersection of Mariposa Street and Fourth Street. These two segments would serve as circulation and passenger loading zones for UCSF facilities with main entrances off of 16th Street or Mariposa Street.

Owens Street would be extended from its current terminus at 16th Street to Mariposa Street. Owens Street would be parallel to Third Street and Mississippi Street and provide a north-south connection between the intersections of Mariposa Street at the I-280 northbound off-ramp and 16th Street and Owens Street. This segment of Owens Street would be two-way with intersections to two connector roads and a proposed parking garage.

For the westbound approach at the intersection of 16th Street and Third Street, a through lane would be accommodated. Seventh Street and Brannan Street would be reconfigured to accommodate a dedicated northbound through lane.

At the intersection of Mariposa Street and the I-280 northbound off-ramp, the widening of the northbound approach off-ramp would provide an additional lane for traffic and result in a left-only lane, a through lane, and a through-right lane. The northbound approach off-ramp would also be aligned better with Owens Street. Mariposa Street would be restriped to accommodate a through-left lane and a through lane in the eastbound direction and two through lanes and a through-right lane in the westbound direction. With the Owens Street extension, the southbound approach would include two right-only lanes.

⁶ <http://www.sfredevelopment.org/index.aspx?page=61>, Accessed August 2, 2011.

At the intersection of Mariposa Street and the I-280 southbound on-ramp, an additional left turn lane in the westbound direction would be provided. The intersection would become signalized and would be coordinated with the signal at Mariposa Street and the I-280 northbound off-ramp.

A number of additional transportation network changes are proposed for the area surrounding the project site, as described below.

Eastern Neighborhoods Transportation Implementation Planning Study: The *Eastern Neighborhoods Transportation Implementation Planning Study* (ENTRIPS) is a planning document for the identification of circulation improvements for the area bounded by Market Street, Guerrero Street, Cesar Chavez Street, and the San Francisco Bay. The improvements identified in ENTRIPS will be implemented in conjunction with the Transit Effectiveness Project (TEP) and would include a number of transit, bicycle, and pedestrian improvements to accommodate the expected population and retail growth in the next 25 years. Many of the recommendations included in the ENTRIPS report will be incorporated as part of the TEP.

Transit Effectiveness Project (TEP): The SFMTA, in partnership with the San Francisco Office of the Controller, is proposing to implement the Transit Effectiveness Project (TEP) which represents the first holistic review of the Muni network and service delivery since the 1970s. The TEP objectives are to reduce transit travel time and improve transit customer experiences, service reliability, and transit service effectiveness and efficiency. The SFMTA has developed the Service Policy Framework, which sets forth transit service delivery objectives and actions to meet them and supports the SFMTA Strategic Plan goals. Implementation of the TEP would be guided by the Service Policy Framework which would help determine how investments should be made to the system.

The TEP includes Service Improvements, Service-related Capital Improvements, and transit Travel Time Reduction Proposals. Initial TEP planning documents and findings were presented in October 2008. A draft TEP Implementation Strategy was developed in 2011 and reflects an update to the findings from 2008 as some of the recommendations were implemented between December 2009 and September 2010. In January 2013, an Initial Study was published to provide more detail of the potential physical environmental impacts of the TEP Implementation Strategy. The Initial Study covered all environmental topics, except Transportation and Circulation, Noise, and Air Quality, topics which were subsequently covered in the Draft Environmental Impact Report (DEIR) which was published on July 10, 2013. All of the Muni transit routes near the project site and described herein are addressed in the TEP. The TEP would require a number of approvals, primarily from the SFMTA Board of Directors.

Under the TEP, the 10 Townsend bus route would be renamed the 10 Sansome and would be rerouted south of the Caltrain Depot Station to operate through the Mission Bay neighborhood rather than along Townsend Street, Rhode Island Street, and 17th Street near the project site. The route would be revised between 17th Street and Connecticut Street and Fourth Street and Townsend Street. Under the TEP, the route north of 17th Street and Connecticut Street would be located on Connecticut Street, 16th Street, Eighth Street, Irwin Street, Seventh Street, new street segments between Seventh Street and Fourth Street, and Fourth Street to Fourth Street and King Street. Changes to service frequency would also occur.

Under the TEP, the 19 Polk bus route would continue to operate between Van Ness Avenue/North Point Street but service to the south would be cut back to San Francisco General Hospital at 23rd Street and Potrero Avenue. The route segment south of 24th Street would be replaced with the rerouted 48 Quintara. With this change, passengers would be required to transfer to reach the Civic Center, but would have a more direct connection to Potrero Avenue, the Mission (including 24th Street BART Station), Noe Valley and the Sunset District. The 19 Polk Route would be modified in the Civic Center area to simplify route structure and reduce travel times in both directions. The line would run from Seventh and McAllister streets to Polk Street, and from Polk, McAllister, to Hyde Street. With these changes, the 19 Polk would no longer run on Market Street (between Seventh and Ninth streets), Larkin, Eddy or Hyde (between Eddy and McAllister) streets, or on Geary Boulevard (between Larkin and Polk streets). Further, southbound routing to San Francisco General Hospital would be from Rhode Island Street, right on to 23rd Street, left on Utah Street, right on 24th Street, right on Potrero Avenue, and right on 23rd Street. A new terminal would be located at the existing 10 Townsend terminal on 24th Street at Potrero Avenue.

For the T Third route, an increase in frequency would occur. The one car K Ingleside line would continue to be through-routed with the T Third route.

Under the TEP improvements, the 22 Fillmore bus route would continue along 16th Street to Third Street in the Mission Bay neighborhood. This route change would add transit to 16th Street between Kansas Street and Third Street, Mission Bay Boulevard between Fourth Street and Third Street, Fourth Street between Gene Friend Way and Mission Bay Boulevard, and along Gene Friend Way. The 22 Fillmore existing segment along Connecticut and 18th Streets would be replaced by a revised 33 Stanyan route. Service on Kansas Street and 17th Street would be eliminated. A Travel Time Reduction Project (TTRP.22_1, with Variants) is proposed for the corridor to reduce transit travel time. TTRP.22_1 Variants include evaluating motor coach service between Mission Bay and the 16th Street BART Station for the initial service phase prior to new overhead wire construction. Changes in frequency would occur and the route would be categorized in the rapid service tier.

Additionally as part of the TTRP.22_1 project, eliminating left turns and a center-running transit-only lane is being evaluated. Along 16th Street, implementing the TEP would eliminate left turns in the westbound direction at Potrero Avenue, in the eastbound direction at Vermont Street, in both directions at Rhode Island Street, and in the westbound direction at Missouri Street. The intersection of 16th Street and Missouri Street would become signalized. At the intersection of 16th Street and Mississippi Street the eastbound and westbound approaches would each be restriped to accommodate a left turn lane and a through-right lane. A bus-only lane, if implemented, would operate in each direction along 16th Street near the project site and the existing bike lane on 16th Street between Seventh Street and Kansas Street (Bicycle Route 40) would be removed and relocated to 17th Street. With the implementation of the TEP along 16th Street, a new bus stop for the 22 Fillmore bus route would be located at the intersection of 16th Street and Missouri Street.

San Francisco Bicycle Plan: The *San Francisco Bicycle Plan*, approved in June 2009, proposes minor changes to the existing facilities on Mariposa Street and Indiana Street near the project site. Minor improvements, including markings, signage, and facilities are considered treatments necessary to improve conditions for bicycle use, and are not specified in more detail by route in the Plan. The

Proposed Project would not preclude or conflict with any of the improvements detailed in the *San Francisco Bicycle Plan*.

Overall, the projects mentioned above were a reasonably foreseeable part of the future cumulative conditions analyzed in the November 17, 2000 Negative Declaration for the original project. In particular, the transportation impact analysis for the original project relied on the Transportation Study for the Mission Bay Redevelopment Project Area EIR (April 1998), which analyzed the full buildout of the Mission Bay Redevelopment Project in the year 2015. The 1000 16th Street and 1150 16th Street projects would result in a total of 465 dwelling units compared to the 6,000 units analyzed for Mission Bay. These 465 dwelling units are within the background growth assumed in the Mission Bay Redevelopment Project Area EIR.

Further, the planned transportation network improvements associated with the Bicycle Plan, Mission Bay, and the Transit Effectiveness Project (TEP) would serve to improve transportation for all modes of transportation in the vicinity of the proposed project. Therefore, for the purposes of this addendum there are no significant changes to the background conditions for the current project.

CEQA Status. The current project is eligible for a Community Plan Exemption based on the Eastern Neighborhoods Rezoning and Area Plans EIR (Eastern Neighborhoods EIR) which was certified on August 7, 2008. However, the Mitigated Negative Declaration for the original project contained more specific information about the project site. As a result, this Addendum to the 1001 17th Street and 140 Pennsylvania Avenue Negative Declaration⁷ adopted November 17, 2000, has been prepared to fulfill the requirements for CEQA compliance. However, the information contained in the Eastern Neighborhoods EIR is considered new background information per Section 15162(a)(3) of the CEQA Guidelines, and has been incorporated by reference in the following analysis.

Analysis of Potential Environmental Effects of Revised Project

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

The November 17, 2000 FMND for the original project analyzed the potential impacts of construction and operation of the project and found that, with implementation of mitigation measures, the original project would not have a significant effect on the environment. The December 5, 2005 FMND Addendum for the modified project confirmed that, with the incorporation of mitigation measures promulgated in the FMND, the modified project would not have a significant effect on the environment.

⁷ 1001 17th Street and 140 Pennsylvania Avenue Negative Declaration, adopted November 17, 2000. This document is on file and is available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

The proposed revisions to the original and modified projects, the changes to the background conditions, and the availability of new information, including information contained in the recently-adopted Eastern Neighborhoods Rezoning and Area Plans EIR would cause no changes to the analysis of the environmental effects related to development on the project site as set out in the FMND and FMND Addendum in the areas of Land Use, Visual Quality, Population, Transportation/Circulation, Noise, Air Quality/Climate Change, Utilities/Public Services, Biology, Geology, Water, Energy/Natural Resources, Hazards, and Cultural Resources. In these areas, the effects of the original, modified, and current proposed projects would be substantially the same. The substantiation for this determination is presented in the remainder of this document. Mitigation measures identified in the FMND for the original project, and the FMND Addendum for the modified project would continue to apply to the revised project. However, in response to regulatory changes subsequent to adoption of the FMND, this Addendum requires implementation of a revised version of Mitigation Measure No. 3, Cultural Resources – Archeology. The revised version of Mitigation Measure No. 3 was also presented in the 2005 Addendum. Mitigation measures are presented on page 33 of this document.

Compatibility with Zoning and Plans

The project site is located within the Showplace Square/Potrero Hill area of the Eastern Neighborhoods Area Plan, as adopted in 2008. Prior to the adoption of the Eastern Neighborhoods Area Plan the proposed project site was zoned M-2 (light industrial), and was in a 50-X Height and Bulk district. In the M-2 district, commercial uses are permitted by right, while residential uses require Conditional Use Authorization from the Planning Commission under *Planning Code* Section 215(a).

Based on the East SoMa Plan the project site is currently zoned UMU (Urban Mixed Use). The current height and bulk limits for these parcels are 48-X (Lot 9) and 40-X (Lot 10). Dwelling units are permitted as of right in the UMU Zoning District with no maximum density limit. Density is instead controlled by the physical constraints of the *Planning Code* like height, bulk, setbacks, open space, and dwelling unit exposure. The proposed project includes 37 dwelling units and would require an exception for rear yard requirements, as described further below.

Urban Mixed Use (UMU) Zoning District: Per *Planning Code* Section 843 “The Urban Mixed Use (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. Family-sized dwelling units are encouraged. Within the UMU, office uses are restricted to the upper floors of multiple story buildings. In considering any new land use not contemplated in this District, the Zoning Administrator shall take into account the intent of this District as expressed in this Section and in the General Plan.”

Per *Planning Code* Section 843, the proposed residential project is compatible with the UMU District. Affordability requirements are discussed further below.

Height and Bulk Limit: *Planning Code* Section 260 requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. The project site includes two separate properties on Block 3987, Lots 9 and 10. The proposed building at 1001 17th Street would fall entirely on Lot 9, which is within a 48-X Height and Bulk District; thus the roof height would be no greater than 48 feet. The proposed building at 140 Pennsylvania Street falls on both Lot 9 and Lot 10. The roof height of the portion of the proposed building located on Lot 9 would be no greater than 48 feet. The roof height of the portion of the building located on Lot 10 would be no greater than 40 feet, since Lot 10 is within a 40-X Height and Bulk District. Other features of the two buildings, such as stair penthouses, meet the height exemption requirements of Section 260(b).

Rear Yard: *Planning Code* Section 134 requires residential developments in the UMU Zoning District to provide a rear yard of at least 25 percent of the depth of the property at the lowest story containing a dwelling unit, and at each succeeding level or story of the building.

The proposed building at 1001 17th Street includes a 2,075 square foot rear yard, which represents approximately 22 percent of the lot area covered by the building (approximately 9,427 square feet). The proposed building at 140 Pennsylvania Avenue includes a 1,490 square foot rear yard, which represents approximately 25 percent of the lot area covered by the building (approximately 5,925 square feet). The proposed rear yards combined represent approximately 23.2 percent of the overall lot area of 15,361.4 square feet.

Both of the proposed buildings include a rear yard within a second story interior courtyard. However, Section 134 requires the rear yard to be provided at the first story containing a dwelling unit. The proposed project includes ground floor dwelling units that front 17th Street and Pennsylvania Avenue that are consistent with the Draft Ground Floor Residential Design Guidelines. Therefore, the proposed project would require an exception to the rear yard requirement of Section 134 to allow the rear yard be less than 25 percent of the lot area and to begin at the second story instead of the ground floor.

Residential Open Space: *Planning Code* Section 135 requires at least 80 square feet of private and/or common open space for each dwelling unit in the UMU Zoning District. The building at 1001 17th Street proposes a combination of six private decks and 2,075 square feet of common open space in the rear courtyard to meet the minimum amount of required open space. The rear courtyard meets the dimensional requirements of an "Inner Court" pursuant to *Planning Code* Section 135(g)(2).

The building at 140 Pennsylvania Avenue proposes a combination of two private decks and 1,490 square feet of common open space in the rear courtyard to meet the minimum amount of required open space. The rear courtyard meets the dimensional requirements of an "Inner Court" pursuant to *Planning Code* Section 135(g)(2).

Dwelling Unit Exposure: *Planning Code* Section 140 requires dwelling units to front either a public street, a public alley at least 25 feet in width, a side yard at least 25 feet in width, a code-complying rear yard, or a sufficient open area.

The building at 1001 17th Street would include six units that only front the rear interior courtyard. However, the rear interior courtyard meets the minimum dimensional requirements of *Planning Code* Section 140(a)(2) to ensure these units have adequate exposure to light and air.

The building at 140 Pennsylvania Avenue would include five units that only front the rear interior courtyard. However, the rear interior courtyard meets the minimum dimensional requirements of *Planning Code* Section 140(a)(2) to ensure these units have adequate exposure to light and air.

Dwelling Unit Mix: *Planning Code* Section 207.6 requires at least 40 percent of the total number of proposed dwelling units to contain two or more bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units. The 1001 17th Street building will provide 42 percent of the dwelling units as 2-bedroom units or larger (11 units), and the 140 Pennsylvania Street building will provide 36 percent of the dwelling units as 2-bedroom units or larger (4 units). Combined, the two buildings will provide 40.5 percent of the units as 2-bedroom units or larger (15 of 37 units), thus meeting the dwelling unit mix requirement under Section 207.6.

Streetscape Plan: *Planning Code* Section 138.1(c)(2) requires projects with a collective street frontage of more than 250 feet to provide a streetscape plan that meets the minimum requirements of the Better Streets Plan. The project site includes a combined street frontage of nearly 265 feet. The proposed streetscape plan includes the appropriate standard features required by the Better Streets Plan (i.e. sidewalk widening, street trees, planting strips, bicycle parking, etc.).

Shadow: *Planning Code* Section 147 requires reduction of substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under *Planning Code* Section 295. Section 295 restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. As described below, the Shadow Analysis conducted for the project indicates that the proposed project would not cast shadow upon Public, Publicly Accessible or Publicly Financed or Subsidized Open Space.

Parking: *Planning Code* Section 151.1 does not require any parking for projects in the UMU Zoning District. However, up to .75 parking spaces may be provided per dwelling unit. The building at 1001 17th Street proposes 26 dwelling units and could include up to 21 off-street parking spaces; however, only nine parking spaces are proposed. The building at 140 Pennsylvania Avenue proposes 11 dwelling units and could include up to 9 off-street parking spaces, only 8 parking spaces are proposed.

Bicycle Parking: *Planning Code* Section 155.2 requires projects with more than three dwelling units, but less than 100, to provide at least one Class 1 bicycle parking space for each dwelling unit, and one Class 2 bicycle parking space for every 20 dwelling units. The building at 1001 17th Street would include 28 Class 1 bicycle parking spaces for its 26 dwelling units, and one Class 2 bicycle parking space on the sidewalk. The Class 1 spaces would be located in two separate rooms within the ground floor garage that are accessible from the lobby. The building at 140 Pennsylvania Avenue would provide 11 Class 1 bicycle parking spaces for its 11 dwelling units, and one Class 2 bicycle parking space on the sidewalk. The Class 1 spaces would be located in a room just off the lobby.

Car Share: *Planning Code* Section 166 requires newly constructed buildings containing between 50 and 200 dwelling units to provide at least one car share space, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers. Since the proposed project includes fewer than 50 dwelling units, no car share space would be required.

Eastern Neighborhoods Infrastructure Impact Fee. *Planning Code* Section 423 et seq. establishes specific impact fees that are required for new developments within the Central Waterfront Plan Area. The proposed project is subject to the Eastern Neighborhoods Infrastructure Impact Fee. The calculation of this fee would be based on the approved rates at the time of issuance of the first construction document.

Inclusionary Affordable Housing Program: *Planning Code* Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Pursuant to *Planning Code* Section 419 (Tier A), the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 20% of the proposed dwelling units as affordable. Pursuant to San Francisco Charter Section 16.110 (g), adopted by the voters in November, 2012, beginning on January 1, 2013, the City shall reduce by 20% the on-site inclusionary housing obligation for all on-site projects subject to the Inclusionary Affordable Housing, but in no case below 12%. Thus, under Charter Section 16.110 (g) all the on-site requirements here are reduced by 3.6% (20% of 18%) to 14.4%.

In order for the project sponsor to be eligible for the On-Site Affordable Housing Alternative, the project sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: *Planning Code* Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The project sponsor submitted such Affidavit on August 8, 2013, demonstrating eligibility for the On-Site Affordable Housing Alternative under *Planning Code* Section 419.

Pursuant to San Francisco Charter Section 16.110 (g) the 18% on-site requirement stipulated in *Planning Code* Section 419 (Tier A), is reduced by 3.6% (20% of 18%) to 14.4%. Five units (2 two-bedroom, 2 one-bedroom, and 1 studio) of the 37 units proposed would be affordable units. If the project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

Production, Distribution, and Repair (PDR): The California Environmental Quality Act (CEQA) findings for the Eastern Neighborhoods approval action found that implementation of the Eastern Neighborhoods Rezoning and Area Plan could potentially result in significant and unavoidable land use impacts from the loss of land and building space available for PDR uses. Transitions between PDR zones and residential zones would be achieved by UMU zoning (Mixed-Use Urban) or MUR zoning (Mixed-use Residential). The project site is zoned Urban Mixed-Use (UMU), consistent with the Eastern Neighborhoods zoning Option B. UMU zoning districts are intended to encourage transitional development patterns between businesses and employment districts and predominately residential neighborhoods, and serve as a buffer between potentially incompatible land uses. UMU districts are intended to combine new housing with smaller scale retail and commercial use with those types of PDR activities that can coexist with housing. The proposed project is consistent with the intent of UMU zoning because it provides new residential use in an area between the Production, Distribution, and Repair: Design district (PDR-1-D) to the northwest,

the Mission Bay South Redevelopment Area (MB-RA) to the northeast, and the Residential, House districts (RH-2 and RH-3) to the south and southeast.

The existing building is an approximately 11,000 square foot (sf) one-story warehouse with an office mezzanine, and 4,315 storage yard occupied by an industrial raw material supply distributor. Therefore, the total existing PDR building space on the project lot is about 11,000 sf. The proposed project is not required to replace PDR space, and would result in a loss of 11,000 sf of PDR opportunity on the site. The Eastern Neighborhoods EIR found that under Option B, with the loss of 2.1 million square feet of PDR, the Eastern Neighborhoods Rezoning and Area Plans would not result in a significant land use impact. Given that the proposed project would account for about 0.1 percent of the overall PDR land and building space assumed to be converted to other uses, the proposed project's contribution to PDR loss citywide is not considerable in relation to existing and future industrial land supply.

The proposed project would meet the intent of the UMU zoning district to intermix PDR, commercial and residential uses, and would serve as a buffer between the PDR districts to the northwest and residential districts to the south and southeast. Therefore, the proposed project would not result in a cumulatively considerable loss of PDR space within the Eastern Neighborhoods and the proposed project's loss of about 11,000 sf of PDR space would be less than significant.

Land Use

As described in the FMND, page 7, the original project would result in a land use change but would not have a significant adverse impact on the existing character of the area or divide the neighborhood. The modified project would also result in a land use change by removing approximately 11,000 sf of warehouse/industrial supplies distribution and 4,315 sf of storage yard and replacing it with two residential buildings. Thus, the current project (as with the original project and the modified project) would result in an intensification of use on the site.

The original project and the modified project would result in a 50 foot high structure which was consistent with the zoning pre-Eastern Neighborhoods. The current project would result in a 48 foot high structure and a 48/40 foot high structure which would be within the allowable height limits, would be similar to the height of other buildings in the area, and would be consistent with the character of the area. As with the original and modified projects the proposed residential buildings would be constructed within the existing pattern of the block and, therefore, would not disrupt or divide the physical arrangement of an established community.

Additionally, and as discussed above, the project would not result in a cumulatively considerable loss of PDR. Accordingly, the conclusions reached in the FMND that the original project (and in the FMND Addendum for the modified project), in combination with other known projects in the area, would not disrupt or divide the existing pattern of uses, and would not substantially and adversely affect the existing neighborhood character would continue to apply to the current project.

Visual Quality

The FMND, page 9, states that views from/to residential and commercial structures in the immediate area would change with the construction of the original four-story (50-foot tall) project but that the change would be minor and would not result in a substantial demonstrable negative aesthetic effect. The FMND Addendum includes similar findings for the modified five-story (50-foot tall) project. The current project would include one four-story 48 foot-tall building, and one three- and four-story 40 and 48 foot tall building that would be similar in character and height to other buildings scattered throughout the larger Mission Bay/lower Potrero Hills area. The façade and materials of the two buildings would generally be compatible with the prevailing urbanized mixed-use character of the area. While the current project would changes views from/to the project site, the change would be minor in the context of the entire neighborhood. As such, the FMND determination that the original project would not have a demonstrable negative aesthetic effect (as well as the similar determination for the revised project made in the FMND Addendum) would also apply to the current project.

The FMND also states that the original project would not degrade or obstruct any scenic view or vista now observed from a public area due to the flat surrounding topography. The FMND Addendum for the modified project found that since the modified project the same height as the original project and occupied the same project site, the modified project would not block degrade or obstruct any scenic view or vista now observed from a public area. Given that the current project would occupy the same site as the original and modified projects, and is proposed to be less than 50 feet tall, the current project would also not block or obstruct any scenic view or vista now observed from a public area.

Population and Housing

As described in the FMND, the original proposed project would add about 130 new employees. The FMND, page 10, determined that while the increase in new employees could be noticeable to immediately adjacent neighbors, this increase would not substantially change the existing area-wide population, and the resulting density would not exceed levels which are common and accepted in urban areas.

Per the FMND Addendum, the modified project would increase the population on the project site. Based on a conservative assumption of two persons per dwelling unit, and one employee per 350 gsf of commercial use, the modified project would result in 96 new residents and about 5 new employees.⁸ The existing building presently houses a commercial warehouse business which employs approximately 5 people. Thus, the FMND Addendum found that the modified project would result in no net change in the number of employees and increase of 96 new residents. Using the same calculation methods and assumptions, the current project would result in 74 new residents and no net new employees.⁹

⁸ Calculations based on 1,582 gsf of general commercial uses. The ratio of employees per gross square foot was derived from the *Transportation Impact Analysis Guidelines for Environmental Review*, San Francisco Planning Department, October 2002. This document is on file and is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

⁹ There are 5 employees associated with the existing use. The Project Sponsor indicates that there would not be an on-site building manager, and that any repairs would be subcontracted out, therefore the proposed residential buildings would not require more than 5 employees.

This is not substantially different than the original or modified project and is within expected growth. Accordingly, population impacts resulting from the current project would be similar to those identified in the FMND for the original project, and the FMND Addendum for the modified project and no new significant impacts would occur.

Transportation/Circulation

Traffic. The FMND, page 11, states that the original project would generate about 1,073 daily person-trips, of which 92 trips would be during the peak hour. The original project would result in 381 daily vehicle trips, of which 44 would be during the PM peak hour. The FMND concluded that the traffic associated with the original project during the PM peak hour (44 trips) would not be a large enough increase to change the Level of Service (LOS) at project intersections to LOS E or below.

Based on the trip generation for residential and commercial uses from the *Planning Department's Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (Guidelines), the current project would be expected to generate about 315 daily person-trips spread among the various modes of transportation (private automobile, public transit, walking or other modes such as bicycling) with 54 trips being generated during the PM peak hour.¹⁰ Based on the mode split and average automobile occupancy for the current project there would be 193 daily vehicle trips, of which 33 would be during the PM peak hour.

The current project would generate fewer daily person-trips than the original project. The current project would also generate 38 fewer PM peak hour person-trips, 188 fewer daily vehicle trips, and 11 fewer PM peak hour vehicle trips than the original project analyzed in the FMND. The FMND, page 1, stated that the traffic impacts associated with the proposed project during the PM peak would not be a large enough increase to effect a significant increase relative to the existing capacity of the surrounding street system.

A Transportation Impact Study (TIS) was undertaken to support the preparation of the Eastern Neighborhoods Rezoning and Area Plan EIR, which was certified August 7, 2008.¹¹ The TIS evaluated Level of Service (LOS) at 40 intersections under baseline conditions as well as 2025 No Project and 2025 with Project conditions for the three development options identified in the Eastern Neighborhoods Rezoning and Area Plan. The nearest intersections to the project site were the Mariposa St/I-280 NB off-ramp and the Mariposa St/I-280 SB on-ramp. The Mariposa St/I-280 NB off-ramp operated at LOS C in the baseline condition and LOS D in the 2025 No Project and 2025 with Project conditions. The Mariposa St/I-280 SB on-ramp operated at LOS F in the baseline condition and LOS C and B in the 2025 No Project and with Project conditions, respectively. This increase in LOS is based on the reconfiguration of the on-ramp associated with the Mission Bay Project as described above, under 'Changes to Background Conditions.'

¹⁰ Rachel Schuett, San Francisco Planning Department, *Transportation Calculations*, September 6, 2013. These calculations are available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

¹¹ Eastern Neighborhoods Rezoning and Area Plan Environmental Impact Report, published August 7, 2008. This document is on file and is available for review as part of Case File No. 2004.0160E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

The current project would result in fewer daily and PM peak hour vehicle trips than under the original project. Moreover, the trips associated with the proposed project were included in the increase in trips associated with the build out under the Eastern Neighborhoods Rezoning and Area Plan. Based on the TIS for the Eastern Neighborhoods Rezoning and Area Plan EIR, critical intersections in proximity to the project site would continue to operate at an acceptable LOS. As such, the FMND conclusion that project intersections would continue to operate at acceptable LOS (LOS A through D) would continue to apply to the current project.

Transit. The FMND, page 11, states that the original project would generate about 207 daily public transit trips, of which 16 would occur during the PM peak hour. The FMND concluded that the relatively small number of PM peak hour riders would not contribute substantially to the deterioration of transit service and, therefore, would not result in a significant adverse environmental impact.

The current project would generate about 91 daily public transit trips, of which 16 would occur in the PM peak hour. Since the current project would generate fewer total daily public transit trips and the same number of PM peak hour public transit trips, the conclusions reached in the FMND would continue to apply to the current project.

Parking. The FMND, page 12, states that the original project would not result in a significant parking impact. Prior to the implementation of the Eastern Neighborhoods Rezoning and Area Plan, the project site was zoned M-2 (Heavy Industrial). *Planning Code* Section 151 requires that one off-street parking space be provided per each dwelling unit in an M-2 district. However, as discussed above, the site is now zoned UMU under the Eastern Neighborhoods zoning controls. The new zoning controls allow for up to 0.75 parking spaces for each one-bedroom unit and one space for each two-bedroom unit greater than 1,000 sf. The current project includes four studios, 18 one-bedroom units, and 15 two-bedroom units. Eight of the two-bedroom units are larger than 1,000 sf. Per *Planning Code* Section 151.1 up to 21 off-street parking spaces are allowed for the proposed building at 1001 17th Street and nine parking spaces are proposed. The building at 140 Pennsylvania Avenue proposes eight off-street parking spaces, and up to nine are allowed.

The parking demand for the new uses associated with the proposed project was determined based on the methodology presented in the *Transportation Guidelines*. On an average weekday the parking demand for the current project would be 47 spaces.¹² The proposed project would provide 17 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of 30 spaces. The original project fell short of the parking demand by 13 spaces, and the modified project fell short of the parking demand by 31 spaces.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

¹² Rachel Schuett, San Francisco Planning Department, *Transportation Calculations*, September 6, 2013. These calculations are available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions depends on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Polices, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

On-Street Parking Conditions. On-street parking in the vicinity of the project site primarily consists of time restricted and non-metered spaces. Informal (i.e. non-striped) perpendicular parking currently occurs along the project site frontage on Pennsylvania Avenue and 17th Street. Informal perpendicular parking also occurs on the far side of both 17th Street and Pennsylvania Avenue. This parking is not subject to time limits or Residential Parking Permit restrictions.

Off-Street Parking Conditions. Two off-street parking facilities are located within 0.25 mile from the project site: the Fourth Street Surface Lot and the 1625 Owens Street Garage. Both are located on UCSF Mission Bay's Campus. The Fourth Street Surface Lot has a capacity of 305 spaces, which are available for public use, and operates daily for 24 hours per day. The 1625 Owens Street Garage has a capacity of 587 spaces, which are available for public use, and operates daily for 24 hours a day.

The project site is surrounded by a mix of land uses including, residential, PDR, and institutional. As a result the parking demand is fairly balanced between midday demand (for employees) and evening/overnight demand (for residents). The project is surrounded with unrestricted on-street parking, and there are two parking garages (with a combined capacity of 892 spaces) within 0.25 miles of the project site. Therefore, at this location, the unmet parking demand of 30 spaces could be accommodated

within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays are created.

Further, the project site is located in the UMU where under Section *Planning Code* Section 151.1 of the *Planning Code*, the proposed project would not be required to provide any off-street parking spaces.

It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. The Planning Commission may not support the parking ratio proposed. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission may not support the provision of any off-street parking spaces. If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 47 spaces. As mentioned above, the unmet parking demand of 30 spaces could be accommodated by existing facilities, as could the unmet demand of 47 spaces that could occur if no off-street parking is approved by the Planning Commission. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

In conclusion, while the current project would result in a parking deficit, similar to the original project and the modified project, it would not result in a significant impact.

Loading. The current project would not require any off-street loading spaces as the residential space does not exceed 100,000 gsf, pursuant to Section 152.1 of the *Planning Code*. The calculated demand for loading space during both the average hour and the peak loading hour would be less than one loading space (0.05 and 0.07, respectively)¹³. This loading demand is negligible. As under the original project and the modified project, the current project would meet the *Planning Code* loading requirements.

Construction. Construction staging for the proposed project would occur largely on-site with typical encroachment into the street frontage. Once the proposed parking garage has been constructed, it will be used by site workers for the duration of the construction period. The FMND, page 12, determined that construction of the original project might temporarily affect traffic and parking conditions in the project site vicinity. However, construction-related traffic and parking demand would not substantially change the capacity of existing street system or permanently alter the existing parking conditions. Since the current project is similar in size and complexity to the original project and the modified project, the construction-related impacts would be comparable.

Cumulative. The FMND, page 13, states that the original project's contribution of about 44 vehicle trips during the PM peak hour was included in the projections-based employment and population growth that

¹³ Rachel Schuett, San Francisco Planning Department, *Transportation Calculations*, September 6, 2013. These calculations are available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

comprised the project cumulative traffic in the Subsequent Environmental Impact Report (SEIR) for the Mission Bay Redevelopment Plan Area, which is located one block northeast of the project site boundary. The SEIR identified a number of mitigation measures and transportation improvements (as discussed under 'Changes to Background Conditions') that would reduce the traffic impacts such that all intersections near the project site would operate at an acceptable LOS in the year 2015. Therefore, the FMND determined that no significant future cumulative transportation impacts would occur as a result of the original project.

The current project would result in 33 vehicle trips during the PM peak hour, 11 fewer vehicle trips than the original project and 17 fewer vehicle trips than the modified project. Based on the discussion above, it is anticipated that the current project would result in similar less-than-significant cumulative traffic impact as identified for the original project in the FMND, and the modified project in the FMND Addendum.

Noise

An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The original project would not cause a doubling in traffic volumes and, therefore, would not cause a noticeable increase in the ambient noise levels in the project vicinity. The current project would also not cause a doubling of traffic volumes. Therefore, the current project would not cause a noticeable increase in the ambient noise level in the project vicinity. Construction noise levels would be the same as described in the FMND (i.e. temporary, intermittent, and not significant). Thus, the current project would result in similar less-than-significant noise-generation impacts as identified in the FMND for the original project.

However, unlike the original project, which was commercial in nature, the current project is residential, making the proposed use noise-sensitive. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Typically, the Department of Building Inspection (DBI) would review the final building plans to insure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission. Compliance with Title 24 of the California Code of Regulations would ensure that existing noise levels would not substantially impact project residents.

Further, according to Figure 18 in the Eastern Neighborhoods Rezoning and Area Plans EIR the Pennsylvania frontage of the project site is subject to traffic noise levels of 60 – 65 dBA. The 17th Street frontage is subject to traffic noise levels of 65 – 70 dBA. The Eastern Neighborhoods Area Plan EIR promulgated the idea that Title 24 standards may not be attainable in areas with high background noise levels.

Given the residential nature of the current project and given the existing traffic noise levels, an acoustical analysis was prepared by the project sponsor in order to confirm the feasibility of meeting Title 24

standards onsite.¹⁴ The acoustical analysis included a site survey to identify potential noise-generating uses within 900 feet, and that have a direct line-of-site to the project site. The acoustical analysis also included continuous 24-hour noise measurements.

The major noise sources which affect the proposed project site were identified as: vehicular traffic on the adjacent I-280, train passbys on the Caltrain railway line (located beneath the elevated I-280), and nearby construction. Given the fluctuations in noise from the identified sources, an extended noise survey was conducted over an eight day period from Saturday (November 19, 2011) through Saturday (November 26, 2011). The survey period included Thursday and Friday (November 24-25, 2011) which comprise the Thanksgiving holiday. Given the fluctuation in traffic during a holiday, the noise data collected on these two days was not used in the evaluation and is not included in the summary of noise exposure levels, in Table 2, below.

Noise levels were collected at three locations on the project site; two along Pennsylvania Avenue and one on 17th Street. The monitoring equipment for the Pennsylvania measurements was located on the roof of the existing two-story building at the site. The monitoring equipment for the 17th Street measurements was mounted on a utility pole adjacent to the building.

The noise measurements collected on November 22, 2011 were used as the basis for the noise evaluation since traffic was likely the most typical that day.

The standard method used to quantify environmental noise involves evaluation of the sound with an adjustment to reflect the fact that human hearing is less sensitive to lower frequencies than to the mid- and high frequencies. This measurement is called "A" weighting and the data is reported as A-weighted sound levels (dBA). The A-weighting scale causes the measurement instrumentation to respond to noise in a manner closely correlated with the subjective response of the average person. Community noise is always measured in A-weighted decibels (dBA).

Environmental noise also fluctuates in levels over time. Therefore, time-averaged sound levels are used to quantify the noise levels and determine noise impacts. The most commonly used environmental noise exposure descriptor is the Day-Night Average Sound Level (L_{dn}). The noise exposure at a site, in terms of L_{dn} , represents the steady noise level that contains the same total sound energy as the fluctuating community noise levels for an entire 24-hour period, and is adjusted to account for the higher sensitivity of people to noise during the evening and nighttime periods.

¹⁴ Field Measurements and Evaluation of Exterior Noise Impact, Pennsylvania Residences, 1001 – 17th Street/140 Pennsylvania Avenue. Walsh Norris & Associates, Inc. February 14, 2012. This document is on file and is available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

TABLE 2 SUMMARY OF NOISE EXPOSURE LEVELS (L _{DN})			
	Pennsylvania (south)	Pennsylvania (north)	17 th Street
Minimum	70.3	69.8	70.6
Maximum	72.9	72.6	73.0
Average	71.1 dBA	70.9 dBA	71.5 dBA

Source: Walsh Norris & Associates, Inc. February 14, 2012.

The Department of Housing and Urban Development (HUD) standards for noise evaluation require an analysis of potential future noise increases. Here, a 10 percent increase in traffic over a 10 year period was employed. The resulting noise level exposure would be 74 dBA.

The long-term measurements at the project site were conducted either at the roof of the existing building (approximately 20 feet above grade), or along 17th Street (approximately 10 feet above grade). At these heights, the elevated structure of Highway 280 provides some shielding of the traffic noise. Additional short-term measurements were conducted to determine noise levels without shielding using a 40-foot extension pole. At 40 feet the noise levels were 15 dBA higher than at grade level. Therefore, the noise exposure on the 4th floor of the proposed project would be 89 dBA, while on the 3rd floor and below the exposure level would be 74 dBA.¹⁵

In order to meet Title 24 standards, the exterior building shell of the proposed project would incorporate minimum Sound Transmission Class (STC) ratings for all facades as summarized in Table 3, below.

TABLE 3 MINIMUM SOUND TRANSMISSION CLASS (STC) RATINGS	
Floor	STC Rating
Fourth Floor	STC 44
Third Floor (and below)	STC 34

Source: Walsh Norris & Associates, Inc. February 14, 2012.

The STC ratings are attained through building design. The specifications for wall design and window design is included in the acoustical analysis. For example, the windows installed on the 4th floor would need to be double glazed units with laminated glass and a deep airspace (3 inches minimum). The construction specifications will be reviewed by the Department of Building Inspection prior to issuance of a building permit.

¹⁵ The Walsh Norris & Associates, Inc. acoustical analysis (February 14, 2012) was conducted for a prior version of the proposed project which included five floors of residential development. The results of that analysis have been adapted to the current proposal.

Given the high level of traffic noise the required exterior-to-interior noise reduction could only be attained with closed windows. Therefore the proposed project includes a supplemental ventilation system serving all habitable areas of the dwelling units. The final design of the supplemental ventilation system is not yet complete, but would include either a forced air system or a passive air transfer such as an acoustically lined "z" duct. The final design would be reviewed by the acoustical engineer.

The proposed project includes one private roof deck on the 140 Pennsylvania Avenue building. This roof deck is in addition to the open space required under the *Planning Code* and is shielded on the north side by the building itself, and on the east side by a screen to help attenuate noise from the I-280 freeway.

Based on the findings of the acoustical analysis, the building design, as proposed, would reduce the high exterior noise level at the site to an acceptable interior noise level by meeting the appropriate STC ratings at the appropriate floors. Therefore, the current project would result in a less-than-significant noise impact.

Air Quality/Climate Change

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects that the BAAQMD considers capable of producing air quality problems due to vehicular traffic associated with the operation of the proposed project. The BAAQMD considers residential projects greater than 510 apartment units, office projects greater than 346,000 gsf, and retail development (other than supermarkets) greater than 76,000 gsf to result in potentially significant vehicular emission impacts.¹⁶ As with the original project, the current project would not exceed the above minimum standards, and, therefore, no significant operational air quality impact would be generated.

Since the current project would be located on the same project site and be of similar size as the original project, and the modified project, air quality impacts associated with construction would be the same as discussed in the FMND on page 14. In the FMND, Mitigation Measure No. 1, Construction Air Quality, was included to address dust control. Mitigation Measure No. 1 requires the project sponsor's contractor to water the site, and sweep the surrounding streets during demolition, excavation, and construction activities.

Since the time of the FMND publication, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

¹⁶ Bay Area Air Quality Management District CEQA Guidelines, updated May 2011, Table 3-1. Accessed on line on August 2, 2011 at: <http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines%20May%202011.ashx?la=en>.

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The project sponsor and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance. As a result, Mitigation Measure No. 1 is no longer required.

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.¹⁷ Consistent with the ARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM_{2.5}. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM_{2.5} from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).¹⁸ If this standard is exceeded, the project sponsor must

¹⁷ San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, http://dphwww.sfdph.org/phes/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed September 8, 2009.

¹⁸ According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8 – 10 percent of the range of ambient PM_{2.5} concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased

install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM_{2.5} from habitable areas of residential units.

The project site, at 1001 Seventeenth Street/140 Pennsylvania Avenue is located within the Potential Roadway Exposure Zone, as mapped by DPH. In consultation with DPH, an Air Quality Assessment was prepared. The proposed project was evaluated with the Environmental Protection Agency (EPA) approved dispersion model, AERMOD, using the 2008 meteorological data provided by BAAQMD, and collected at the Mission Bay monitoring site in San Francisco. Vehicle counts were taken from the 2010 SF CHAMP traffic model maintained by the San Francisco County Transportation Agency and processed by the Department of Public Health. Emission levels were determined using EMFAC 2010, the California Air Resources Board's emission model, for the County of San Francisco.

Results of the assessment indicate that the project site does not exceed a PM_{2.5} concentration greater than 0.2 micrograms per cubic meter.¹⁹ Thus, the proposed project is not expected to result in a significant impact from exposure of sensitive receptors to high concentrations of roadway-related pollutants.

Shadows/Wind

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height (unless the Planning Commission finds the impact to be insignificant). The FMND, page 14, states that the original project would not shade public areas subject to Section 295 of the *Planning Code*. While the original project would add shadows to the streets and the surrounding properties, it would not result in a significant adverse impact on the environment.

A shadow fan was developed by the Planning Department for the modified project to determine the shadow impact on properties protected by Section 295.²⁰ The shadow fan analysis concluded that the modified project would not cast shadow on any property protected by Section 295.

mortality at a rate of approximately 20 "excess deaths" per year per one million population in San Francisco. "Excess deaths" (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM_{2.5}. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, "Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco's non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco's population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

¹⁹ Mr. Thomas Rivard, San Francisco City and County Department of Public Health, letter to Mr. Bruce D. Baumann, Bruce D. Baumann & Associates, June 28, 2011.

²⁰ Ben Fu, San Francisco Planning Department, 1001 17th Street, Case No. 2005.0544K, March 25, 2005. A copy of this letter is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2000.474E.

A shadow fan was developed by the Planning Department for the current project to re-evaluate potential shadow impacts on properties protected by Section 295.²¹ Given that the current project has reduced height (48 feet on the north side and 40 feet on the south side) compared to the modified project (50 feet) and the original project (50 feet), the shadow fan analysis conducted on the modified project is still valid, however, given the elapsed time since the prior two studies an updated shadow fan was prepared to identify any changes to background conditions. The updated shadow fan identified a "future Mission Bay open space" along Mariposa Street east of the elevated I-280 freeway, between I-280 and Minnesota Street. The proposed project could cast shadow on this future open space, however, the shadow would fall within the shadow cast by the elevated I-280 freeway, and thus the project would not result in new shading of this future open space. Therefore, the current project would not result in a significant shadow impact.

As with the original project and the modified project, the proposed building is not of sufficient height to result in wind impacts.

Utilities/Public Services

The FMND, page 15, concluded that the original project would increase the demand for and use of utilities and public services, but not in excess of amounts expected and provided for in the project area. The current project would also increase demand for and use of utilities and public services on the project site. However, this increase in demand would be similar to the original project and would not exceed expected and provided for demand within the project area. Therefore, the current project would result in similar less-than-significant utilities and public services impacts as identified in the FMND for the original project.

Biology

The FMND, page 15, concluded that the original project would not have any effect on any threatened, rare or endangered plant life because the project site is currently completely covered with either building or asphalt (the storage yard). Since the current project would occur on the same project site, and the conditions on the project site have not changed, the conclusions regarding biological impacts in the FMND would continue to apply to the current project.

Geology/Topography

A foundation investigation/geology report was prepared for the original project.²² An update to the March 30, 2000 report was completed on June 21, 2011.²³ Both reports found the site suitable for

²¹ Rachel Schuett, San Francisco Planning Department, 1001 17th Street, Case No. 2000.474E, August 2, 2011. A copy of this shadow fan is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2000.474E.

²² Foundation Investigation Proposed Commercial Building, 1001 – 17th Street. Harold Lewis & Associates. March 30, 2000. This document is on file and is available for review as part of Case File No. 2000.474E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

development providing that the recommendations included in the report were incorporated into the design and construction of the development, in particular use of a grid or alternative mat foundation. Since the current project would be constructed on the same project site, recommendations contained in the report would continue to apply. This was confirmed in the June 21, 2011 report update. The project sponsor has agreed to implement the recommendations of the report in construction of the proposed project. Therefore, the revised project would result in similar less-than-significant geology/topography impacts as identified in the FMND. Both reports would be available for use by the DBI during its review of building permits for the site.

Hydrology/Water Quality

The FMND, page 17, concluded that water-related impacts would not be significant because there would be no increase in site coverage with impervious materials. The conclusions of the FMND would continue to apply to the current project because it would not increase the amount of land covered by impervious materials.

Energy/Natural Resources

The FMND, page 17, concluded that the original project would not cause a wasteful use of energy because it would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation, enforced by the DBI. The current project would likewise meet current state and local codes and as such, would result in the same less-than-significant energy and natural resources impacts as the original project.

Hazards/Hazardous Materials

Building Asbestos. Asbestos-containing materials may be found within the existing structure on site, which is proposed for demolition. The FMND, page 18, describes the existing regulatory procedures governing removal of asbestos-containing material. Existing regulations and procedures already established as part of the permit review process would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance. The current project would be subject to the existing regulations and procedures and as such, would result in the same less-than-significant building asbestos impacts as the original project.

Serpentine Asbestos. The FMND, page 18, found that the original project would result in a less-than-significant asbestos impact with the implementation of Mitigation Measure No. 2, Hazardous Materials – Asbestos. The original project included excavation of about 8,000 cubic yards (cy) of serpentine soils due to a proposed basement level. The modified project included excavation of approximately 1,100 cy of serpentine rock. Given that the current project does not include a basement level excavation associated with the current project would likely be less than 1,100 cy of serpentine rock. However, serpentine rock

²³ Post Report Geotechnical Engineering Services Proposed Commercial Building, 1001 – 17th Street. Harold Lewis & Associates. June 21, 2011. This document is on file and is available for review as part of Case File No. 2011.0187E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

contains a naturally occurring form of asbestos. Since asbestos poses a hazard when it is in a friable (crushed) condition and becomes airborne, the project sponsor would be required to implement Mitigation Measure No. 2, as set forth in the FMND. Implementation of Mitigation Measure No. 2 would ensure that the current project would result in the same less-than-significant asbestos impact as the original project.

Contaminated Soil. The project site is within the Maher area. The FMND, page 19, describes the steps necessary to comply with Ordinance 253-86, which required analyzing soils for hazardous wastes within the Maher areas. Two investigations for hazardous materials have been undertaken for the project site. A Phase I Environmental Site Assessment (ESA) was completed on March 15, 2000; and a Phase II ESA was completed on March 28, 2000. Given the prior uses of the site, the Phase I ESA recommended that soil samples be collected and analyzed for metals, petroleum hydrocarbon constituents, volatile organic compounds, cyanide, sulfide, and pH. The Phase II ESA concluded that remediation activities may be required for the thallium-affected soil at the northern portion of the storage yard (Lot 10) prior to construction.

The FMND concluded that complying with the requirements of the Maher Ordinance would avoid any potential significant impacts due to hazardous wastes in the soil. Since the current project would be located on the same project site, it would be subject to the existing procedures and regulations governing sites within the Maher area. As such, it would result in similar less-than-significant soil impacts to the original project. However, there have been procedural revisions since publication of the FMND. Therefore, Department of Public Health (DPH) coordination was undertaken as part of the preparation of this Addendum.

In accordance with Article 22A of the San Francisco Health Code and Section 106.3.2.4 Hazardous Waste of the Building Code, the San Francisco Department of Public Health, Environmental Health Section-Site Assessment and Mitigation Program (EHS-SAM) reviewed the Phase I and Phase II ESAs²⁴ to determine remediation requirements. The Department of Public Health (DPH) requested that the project sponsor submit an update to the prior studies and a Work Plan for an additional Phase II ESA. DPH approved the Work Plan on December 22, 2011.²⁵

However, the scope of the proposed project changed subsequent to the submittal of the Work Plan. In particular, the current proposal includes raising the finished site grade by two to three feet. Prior to increasing the finished site grade, some excavation and re-compaction and/or excavation, disposal, and replacement of existing soils with contamination constituents above the Environment Screening Levels (ESLs) for residential land uses may occur. DPH has been apprised of this change and has issued

²⁴ Dr. Rajiv Bhatia, San Francisco City and County Department of Public Health, letter to Mr. Bruce D. Baumann, Bruce D. Baumann & Associates, November 10, 2011.

²⁵ Dr. Rajiv Bhatia, San Francisco City and County Department of Public Health, letter to Mr. Bruce D. Baumann, Bruce D. Baumann & Associates, December 22, 2011.

guidance on EHS-SAM compliance.²⁶ The project sponsor's next steps are to conduct additional soil and soil vapor sampling and testing; prepare a site mitigation report (SMR) to address elevated ESL soils, contingency response actions, worker health and safety, and a dust control plan for construction and demolition per Article 22B of the San Francisco Public Health Code. All of these steps would be completed prior to issuance of a grading permit.

Once the grading is completed and the foundation is set, the project sponsor would prepare a cap maintenance plan (including a plan for annual inspections) and deed restriction and submit to DPH for review and approval. These regulations and procedures in the *San Francisco Building Code* would ensure that potential impacts of hazardous soils would be less than significant.

Lead-based Paint. Lead paint may be found in the existing building, constructed in 1929 and proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identified prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to the commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill

²⁶ Scott J. Nakamura, REHS, San Francisco City and County Department of Public Health, letter to Mr. Richie Hart, 1001 17th Street

any tenant or adjacent property notification requirements; and the name, address, telephone number and pager number of the party who will perform the work. (Further notice requirements include Sign When Contaminant is Required, Notice by Landlord, required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by Department of Building Inspection, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures in the *San Francisco Building Code* would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

Cultural Resources

Archeological. The FMND, page 20, states that it is not known if archeological resources exist on the site. Therefore, if evidence of archeological resources of potential significance would be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and implement Mitigation Measure No.3, Cultural Resources – Archeology. Since the current project would occur on the same project site as the original project and the exact depth of excavation is not known (although it would likely be less than under the original project which included a basement level), it could result in similar archeological impacts and require implementation of a mitigation measure. This was also the case with the modified project.

The archeological mitigation measure set forth in the FMND, page 22, required notification of the ERO in the event of the accidental discovery of an archeological resource and the implementation of actions required by the ERO to avoid adversely affecting the archeological resource. This Addendum concludes that in accordance with the findings of the FMND, implementation of an accidental discovery archeological mitigation measure is required to reduce potential project effects to CEQA-significant archeological resources to a less-than-significant level. As mentioned in the 2005 Addendum, the CEQA Guidelines were amended in 1998 to require that if a project may affect an archeological resource, that is shall first be determined if the archeological resource is a “historical resource”, that is, if the archeological resource meets the criteria for listing in the California Register of Historical Resources (CRHR). An archeological resource that qualifies as a “historic resource” under CEQA, generally, qualifies for listing under Criterion “D”, of the CRHR (CEQA Guidelines, Section 15064.5(a)(1) and (3) and (c)(1) and (2)). To be eligible under Criterion “D”, an archeological deposit need only show the potential to yield significant information. An archeological resource may qualify for listing under Criterion “D” when it can be demonstrated that the resource has the potential to significantly contribute to questions of scientific/historical importance as articulated in an archeological research design.

The Planning Department's Standard Archeological Mitigation Measures were revised in 2002 to reflect these changes. In response to the regulatory changes subsequent to the FMND, the 2005 Addendum requires implementation of a revised version of the project archeological mitigation measure than the one set forth in the FMND. The 2002 revised archeological mitigation measure requires distribution of an "ALERT" sheet. The revised archeological mitigation measure is more specific in addressing the criteria for determination of archeological significance and the form and distribution of a final report, in the event of the discovery of an archeological resource.

It should be noted that the current archeological mitigation measure regarding accidental discovery, included on page 34 of this document, is updated from the mitigation measure included in the 2005 Addendum. However, the updates are administrative and relate only to the selection process for an archeological consultant and the number of copies of the FARR required by the City.

Historic. The Planning Department has recently completed the Showplace Square – Northeast Mission Historic Resource Survey which includes the project site. The project site received a California Historical Resource Status Code rating of 6Z meaning the property was found (through survey evaluation) to be ineligible for listing on the National Register, the California Register, or Local designation. The block on which the project site is located contains two properties that are either individually significant, or eligible for the California Register of Historic Places, or are Local Landmarks. However, no eligible historic district has been identified, thus these buildings do not contribute to a historic district.

The Showplace Square Survey was focused on the primarily industrial area of two adjacent planning efforts: the Northeast Mission portion of the Mission Area Plan and the Showplace Square / Lower Potrero Hill Area Plan. This area contains thematically connected industrial and warehouse buildings, which are proposed for rezoning under the Eastern Neighborhoods Area Plan as one of the following: Production, Distribution, Repair (PDR), Urban Mixed Use, Design and Showroom District, and Arts and Technology District. A reconnaissance survey produced 610 DPR 523A forms.

Survey and evaluation will determine whether the area contains one or more eligible historic district(s) and/or individually significant historic resources. To that end, several DPR 523B forms are being drafted for individual property evaluation, and at least two DPR 523D records are planned to document and evaluate potential historic districts. However the potential historic districts do not include the project site. Determinations of eligibility for both districts and individual resources are based on National Register, California Register, and local significance criteria. A draft historic context statement is available for review. The expectation is that Showplace Square and the Northeast Mission comprise a single contextual unit with a shared development history and contain primarily similar office, commercial, and industrial building stock.²⁷

²⁷ <http://www.sf-planning.org/index.aspx?page=1826>, Accessed September 10, 2013.

The FMND concluded that the original project would not be expected to have a significant adverse impact on the architectural, historic, or cultural significance of buildings in the area.

The current project would be located on the same project site as the original project and, therefore, would result in similar less-than-significant historic resources impacts as described in the FMND. Further, the recent completion of the Showplace Square – Northeast Mission Historic Survey has provided more information about historic resources and districts in the vicinity of the proposed project site. However, the supplemental information has served to re-confirm the absence of historic resources on, or adjacent to, the project site. Therefore, impacts related to historic resources would be less than significant.

Mitigation Measures

Implementation of the following mitigation measures would ensure that the impacts of the revised project would remain less-than-significant and similar to the impacts of the original project analyzed in the FMND. Mitigation Measure No. 1 is no longer required given the adoption of the Construction Dust Control Ordinance. Mitigation Measure No. 2 remains the same as set forth in the FMND. Mitigation Measure No. 3 has been revised to reflect changes in the law since the publication of the FMND, and changes in Departmental policies since publication of the 2005 Addendum (please refer to the cultural resources discussion above).

Mitigation Measure No. 2 – Hazardous Materials – Asbestos

As discussed above, the Construction Dust Control Ordinance, requires that the project sponsor require the contractor(s) to spray the site with water during demolition, excavation, grading and site preparation activities to limit dust as an air pollutant. Mitigation Measure No. 2 expands on that requirement beyond the minimum spraying for “at least twice a day” to include spraying water to prevent dust more frequently, if necessary, to prohibit visible dust emissions (which might indicate emission of non-visible dust), and take other steps to minimize dust generation during excavation, storage, and transport.

Excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and Federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

Mitigation Measure No. 3 – Cultural Resources - Archeology

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

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

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

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

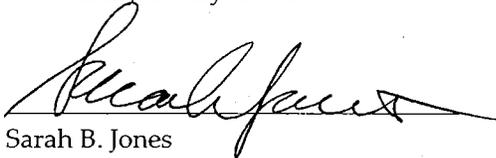
Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Conclusion

The analyses conducted and the conclusions reached in the FMND adopted and issued on November 17, 2000, and the FMND Addendum, issued December 5, 2005 remain valid and that no supplemental or subsequent environmental review is required. The proposed revisions to the project would not cause new significant impacts not identified in the final negative declaration, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Determination:

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



Sarah B. Jones
Environmental Review Officer

September 19, 2013
Date

- cc: Bruce D. Baumann, Project Sponsor
Julian Banales, Planning Department
Distribution List
Virna Byrd, Master Decision File/Bulletin Board



Edwin M. Lee, Mayor

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into as of _____, by and between the City and County of San Francisco (the "City") through its First Source Hiring Administration ("FSHA") and _____ ("Project Sponsor").

WHEREAS, Project Sponsor, as developer, proposes to construct _____ new dwelling units, with up to _____ square feet of commercial space and _____ accessory, off-street parking spaces ("Project") at _____, Lots _____ in Assessor's Block _____, San Francisco California ("Site"); and

WHEREAS, the Administrative Code of the City provides at Chapter 83 for a "First Source Hiring Program" which has as its purpose the creation of employment opportunities for qualified Economically Disadvantaged Individuals (as defined in Exhibit A); and

WHEREAS, the Project requires a building permit for a commercial activity of greater than 25,000 square feet and/or is a residential project greater than ten (10) units and therefore falls within the scope of the Chapter 83 of the Administrative Code; and

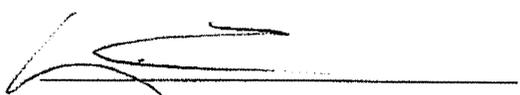
WHEREAS, Project Sponsor wishes to make a good faith effort to comply with the City's First Source Hiring Program.

Therefore, the parties to this Memorandum of Understanding agree as follows:

- A. Project Sponsor, upon entering into a contract for the construction of the Project with Prime Contractor after the date of this MOU, will include in that contract a provision in the form attached hereto as Exhibit A and Exhibit A-1. It is the Project Sponsor's responsibility to provide a signed copy of Exhibit A to First Source Hiring program and CityBuild within 10 business days of execution.
- B. Project Sponsor, as the developer of the Project, will comply with the requirements of Chapter 83 and upon entering into leases for the commercial space at the Project that are subject to Chapter 83, will include in that contract a provision in the form attached hereto as Exhibit B and Exhibit B-1. Project Sponsor will inform the FSHA when leases or occupancy contracts have been negotiated and provide a signed copy of Exhibit B and Exhibit B-1.
- C. Any lessee(s) or operator(s) of commercial space within the Project shall have the same obligations under this MOU as the Project Sponsor.
- D. CityBuild shall represent the First Source Hiring Administration and will provide referrals of Qualified economically disadvantaged individuals for employment on the construction phase of the Project as required under Chapter 83. The First Source

Hiring Program will provide referrals of Qualified economically disadvantaged individuals for the permanent jobs located within the commercial space of the Project.

- E. The owners or residents of the residential units within the Project shall have no obligations under this MOU, or the attached First Source Hiring Agreement.
- F. FSHA shall advise Project Sponsor, in writing, of any alleged breach on the part of the Project's contractor and/or tenant(s) with regard to participation in the First Source Hiring Program at the Project prior to seeking an assessment of liquidated damages pursuant to Section 83.12 of the Administrative Code.
- G. As stated in Section 83.10(d) of the Administrative Code, if Project Sponsor fulfills its obligations as set forth in Chapter 83, it shall not be held responsible for the failure of a contractor or commercial tenant to comply with the requirements of Chapter 83.
- H. This MOU is an approved "First Source Hiring Agreement" as referenced in Section 83.11 of the Administrative Code. The parties agree that this MOU shall be recorded and that it may be executed in counterparts, each of which shall be considered an original and all of which taken together shall constitute one and the same instrument.
- J. Except as set forth in Section E, above: (1) this MOU shall be binding on and inure to the benefit of all successors and assigns of Project Sponsor having an interest in the Project and (2) Project Sponsor shall require that its obligations under this MOU shall be assumed in writing by its successors and assigns. Upon Project Sponsor's sale, assignment or transfer of title to the Project, it shall be relieved of all further obligations or liabilities under this MOU.

Signature: 

Date: 8/5/13

Name of Authorized Signer: RICHIE HART

Email: RHARTRWA@ComAi.com

Company: 1001 17TH STREET LLC

Phone: 415 740-4748

Address: 322 DUNLAP HI SF CA 94134

Project Sponsor: 1001 17TH STREET LLC

Contact: RICHIE HART

Phone: 415 740 4748

Address: 322 DUNLAP HI SF CA 94134

Email: RHARTRWA@ComAi.com



Date: 8/5/13

First Source Hiring Administration

OEWD, 1 South Van Ness 5th Fl. San Francisco, CA 94103

Attn: Ken Nim, Compliance Manager,



8/21/13



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: January 11, 2013

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

To: Applicants subject to Planning Code Section 415: Inclusionary
Affordable Housing Program
From: San Francisco Planning Department
Re: Compliance with the Inclusionary Affordable Housing Program

All projects that involve five or more new dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Section 415 of the Planning Code. Every project subject to Section 415 must pay an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20% of the total number of units proposed (or the applicable percentage if subject to different area plan controls or requirements).

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an alternative to the Affordable Housing Fee must provide the necessary documentation to the Planning Department and the Mayor's Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program's requirements through an alternative.

Before the Planning Department and/or Planning Commission can act on the project, this *Affidavit for Compliance with the Inclusionary Affordable Housing Program* must be completed.

¹ California Civil Code Section 1954.50 et.al.

Affidavit for Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415

August 5, 2013

Date

I, Richard Hart, do hereby declare as follows:

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

1001 17th Street & 140 Pennsylvania

Address

3987 / 9 & 10

Block / Lot

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

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

2011-0187E

Planning Case Number

2004/08/04/0563 & 0564 & 0566

Building Permit Number

This project requires the following approval:

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

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

Corey Teague

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- Yes (if yes, please indicate Tier) A
- No

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

- This project uses California Debt Limit Allocation Committee (CDLAC) funding.
- This project is 100% affordable.

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

- Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).
- On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).

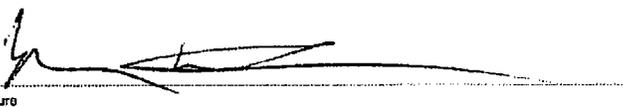
Affidavit for **Compliance with the Inclusionary Affordable Housing Program**

- d. If the project will comply with the Inclusionary Affordable Housing Program through an **On-site or Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.
- Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
 - Rental.** Exemption from Costa Hawkins Rental Housing Act.² The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
 - Direct financial contribution from a public entity.
 - Development or density bonus or other public form of assistance.
 - Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.
- e. The Project Sponsor acknowledges that failure to sell the affordable units as ownership units or to eliminate the on-site or off-site affordable ownership-only units at any time will require the Project Sponsor to:
- (1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;
 - (2) Record a new Notice of Special Restrictions; and
 - (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.
- f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.
- g. I am a duly authorized officer or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.
Executed on this day in:

San Francisco, California
Location

August 5, 2013
Date


Signature

Richard Hart, Owner
Name (Print), Title

(415) 665-5882
Contact Phone Number

cc: Mayor's Office of Housing
Planning Department Case Docket
Historic File, if applicable
Assessor's Office, if applicable

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
37	0	4	18	15	0

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below:

- On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at 12% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
5	0	1	2	2	0

- Off-site Affordable Housing Alternative (Planning Code Section 415.7): calculated at 20% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)	Number of Market-Rate Units in the Off-site Project			

- Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:
Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee _____ % of affordable housing requirement.

2. On-Site _____ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

3. Off-Site _____ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)	Number of Market-Rate Units in the Off-site Project			

Affidavit for Compliance with the Inclusionary Affordable Housing Program

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name 1001 17th Street LLC	Company Name
Print Name of Contact Person Richie Hart	Print Name of Contact Person
Address 322 Duncan St # 1	Address
City, State, Zip San Francisco CA 94131	City, State, Zip
Phone, Fax (415) 665-5882	Phone, Fax
Email rhartwa@gmail.com	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
	Signature
Name (Print), Title Richie Hart, Owner	Name (Print), Title

1001 17th Street & 140 Pennsylvania

1001 17th Street					
Floor	Unit #	BMR	Square Footage	Bedrooms	Bath
1	101		935	1	1
1	102		940	2	1
1	103		840	1 + Den	1
2	201		650	1	1
2	202		575	1	1
2	203		575	1	1
2	204		1,050	2	2
2	205	BMR	590	1	1
2	206	BMR	525	Studio	1
2	207		1,135	2	2
2	208	BMR	880	2	1.5
3	301		695	1	1
3	302		575	1	1
3	303		575	1	1
3	304		1,050	2	2
3	305	BMR	540	1	1
3	306		525	Studio	1
3	307		1,135	2	2
2	308	BMR	925	2	2
4	401		695	1	1
4	402		1,190	2	2
4	403		1,050	2	2
4	404		540	1	1
4	405		525	Studio	1
4	406		1,135	2	2
4	407		925	2	2
Totals	26		20,775		
140 Pennsylvania					
Floor	Unit #		Square Footage	Bedrooms	Bath
1	101		715	1	1
2	201		875	2	1.5
2	202		1,120	2	2
2	203		790	1	1
2	204		730	1	1
3	301		925	2	2
3	302		875	1 + Loft	2
3	303		450	Studio	1
3	304		800	1	1
3	305		760	1	1
4	401		925	2	2
Totals	11		8,965		



SAN FRANCISCO PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Residential Pipeline

ENTITLED HOUSING UNITS 2007 TO Q1 2012

State law requires each city and county to adopt a Housing Element as a part of its general plan. The State Department of Housing and Community Development (HCD) determines a Regional Housing Need Allocation (RHNA) that the Housing Element must address. The need is the minimum number of housing units that a region must plan for in each RHNA period.

This table represents all development projects adding residential units that have been entitled since January 2007. The total number of entitled units is tracked by the San Francisco Planning Department, and is updated quarterly in coordination with the Pipeline Report. Subsidized housing units, including moderate and low income units, are tracked by the Mayor's Office of Housing, and are also updated quarterly.

2012 - QUARTER 1	RHNA Allocation 2007-2014	Units Entitled To Date	Percent Entitled
Total Units Entitled¹	31,193	11,130	35.7%
Above Moderate (> 120% AMI)	12,315	7,457	60.6%
Moderate Income (80-120% AMI)	6,754	360	5.3%
Low Income (< 80% AMI)	12,124	3,313	27.3%

¹ Total does not include entitled major development projects such as Treasure Island,, Candlestick, and Park Merced. While entitled, these projects are not projected to be completed within the current RHNA reporting period (through June 2014).



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Other (EN – Sec. 423) |

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

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion

HEARING DATE: SEPTEMBER 26, 2013

Date: September 19, 2013
Case No.: **2011.0187 X**
Project Address: **1001 17th Street (aka 140 Pennsylvania Avenue)**
Zoning: UMU (Urban Mixed Use) Zoning District
40-48-X Height and Bulk District
Block/Lot: 3987/009 & 010
Project Sponsor: 1001 17th Street Associates, LLC
c/o Bruce Baumann
1221 Harrison Street, Suite 22
San Francisco CA, 94103
Staff Contact: Corey Teague – (415) 575-9081
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 TO ALLOW THE DEMOLITION OF THE EXISTING INDUSTRIAL BUILDING AND CONSTRUCT TWO ADJACENT RESIDENTIAL BUILDINGS. THE BUILDING AT 1001 17TH STREET WOULD BE 4-STORIES, 48-FEET TALL, AND CONTAIN 26 DWELLING UNITS AND 9 PARKING SPACES IN A GROUND FLOOR PARKING GARAGE. THE BUILDING AT 140 PENNSYLVANIA AVENUE WOULD BE 4-STORIES, 40-FEET TALL, AND CONTAIN 11 DWELLING UNITS AND 8 PARKING SPACES IN A GROUND FLOOR PARKING GARAGE. THE PROJECT REQUESTS AN EXCEPTION FOR THE REAR YARD REQUIREMENT OF PLANNING CODE SECTION 134, WITHIN A UMU ZONING DISTRICT AND A 40/48-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On March 29, 2013, Bruce Baumann, on behalf of 1001 17th Street Associates, LLC (hereinafter “Project Sponsor”), filed an application with the Planning Department (hereinafter “Department”) for a Large Project Authorization under Planning Code Section 329 to allow the demolition of the existing industrial building and construct two adjacent residential buildings. The building at 1001 17th street would be 4-stories, 48-feet tall, and contain 26 dwelling units and 9 parking spaces in a ground floor parking garage.

The building at 140 Pennsylvania Avenue would be 4-stories, 40-feet tall, and contain 11 dwelling units and 8 parking spaces in a ground floor parking garage. The project requests an exception for the rear yard requirement of Planning Code Section 134, within a UMU Zoning District and a 40/48-x Height and Bulk District.

On September 9, 2000, the Draft Mitigated Negative Declaration (MND) for the Project was prepared and published for public review.

On September 19 and September 29, 2000, appeals of the decision to issue a Negative Declaration were timely filed.

On November 16, 2000, the Commission held a duly noticed and advertised public hearing on the appeal of the Negative Declaration, at which testimony on the merits of the appeal, both in favor of and in opposition to, was received.

On November 16, 2000, the Commission found that the proposed Project could not have a significant effect on the environment, as shown in the analysis of the Negative Declaration, and affirmed the decision to issue a Negative Declaration, as prepared by the San Francisco Planning Department.

On September 19, 2013, the Planning Department reviewed and considered an Addendum to the Final Mitigated Negative Declaration (FMND) for a modified project and found that the contents of said report and the procedures through which the Addendum was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"): and

The Planning Department/Planning Commission found the FMND and Addendum were adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, [and that the summary of comments and responses contained no significant revisions to the MND,] and approved the Addendum for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Commission Secretary is the custodian of records, located in the File for Case No. 2000.474E and 2011.0187E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

On September 26, 2013, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2011.0187X.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2011.0187X, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site consists of two adjacent parcels that are a combined 15,361 square feet. The generally flat site is located at the eastern terminus of 17th Street where it meets Interstate 280. The site has 86 feet of frontage on 17th Street and 178 feet of frontage on Pennsylvania Avenue. The site includes an approximately 11,500 square foot industrial building and associated surface parking lot and storage area that was most recently used by a warehousing company (d.b.a. Dorsett & Jackson, Inc.).
3. **Surrounding Properties and Neighborhood.** The project fronts on the southwest corner of 17th Street and Pennsylvania Avenue, and is within a large cluster of UMU zoning that runs from the Central Waterfront to the east side of Highway 101. The lot directly west of the project site is occupied by an approximately 50-foot tall loft building containing ten Live/Work units that was constructed in 1999. The lot directly south of the project site is a tall one-story metal building occupied by a paint store (d.b.a. Benjamin Moore). The lots directly north of the project site include a surface parking lot and a three to four story loft building containing 19 Live/Work units that was constructed in 2002.

The vicinity generally includes a mix of industrial, retail, and residential uses. Buildings range in age and style, and generally vary from approximately 15 to 50 feet tall. Notable sites nearby include Interstate 280 to the immediate east and the recently approved Daggett Triangle development two blocks to the north.

4. **Project Description.** The proposal is to demolish the existing industrial building and construct two adjacent residential buildings. The building at 1001 17th Street will be 4-stories, 48-feet tall, and will contain 26 dwelling units, 9 vehicle parking spaces, and 28 Class 1 bicycle parking spaces in a ground floor parking garage. The building at 140 Pennsylvania Avenue will be 4-stories, 40 to 48 feet tall, and will contain 11 dwelling units, 8 vehicle parking spaces, and 11 Class 1 bicycle parking spaces in a ground floor parking garage. Both building include ground floor dwelling units and inner courtyards in the rear. The project requests an exception for the rear yard requirement of the Planning Code.

5. **Public Comment.** The Department received one letter of opposition to the project.
6. **Planning Code Compliance:** The Commission finds that the project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Land Uses and Density.** Dwelling units are permitted as of right in the UMU Zoning District with no maximum density limit. Density is instead controlled by the physical constraints of the Planning Code like height, bulk, setbacks, open space, and dwelling unit exposure.

The project includes 37 dwelling units. The project requests an exception for rear yard, as detailed in Section 9 below.

- B. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 419 (Tier A), the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 20% of the proposed dwelling units as affordable. Pursuant to San Francisco Charter Section 16.110 (g), adopted by the voters in November, 2012, beginning on January 1, 2013, the City shall reduce by 20% the on-site inclusionary housing obligation for all on-site projects subject to the Inclusionary Affordable Housing, but in no case below 12%. Thus, under Charter Section 16.110 (g) all the on-site requirements here are reduced by 3.6% (20% of 18%) to 14.4%.

In order for the project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The project Sponsor submitted such Affidavit on August 8, 2013 that demonstrates it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 419. The EE application was submitted on February 24, 2011. Pursuant to San Francisco Charter Section 16.110 (g) the 18% on-site requirement stipulated in Planning Code Section 419 (Tier A), is reduced by 3.6% (20% of 18%) to 14.4%. Five units (2 two-bedroom, 2 one-bedroom, and 1 studio) of the 37 units provided will be affordable units. If the project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

- C. **Rear Yard.** Planning Code Section 134 requires residential developments in the UMU Zoning District to provide a rear yard of at least 25 percent of the depth of the property at the lowest story containing a dwelling unit, and at each succeeding level or story of the building.

The building at 1001 17th Street proposes a 2,075 square foot rear yard, which represents approximately 22 percent of the lot area covered by the building (approximately 9,427 square feet). The building at 140 Pennsylvania Avenue proposes a 1,490 square foot rear yard, which represents

approximately 25 percent of the lot area covered by the building (approximately 5,925 square feet). The proposed rear yards combined represent approximately 23.2 percent of the overall lot area of 15,361.4 square feet.

Both of the proposed buildings provide a rear yard within a second story interior courtyard. However, Section 134 requires the rear yard to be provided at the first story containing a dwelling unit. The project includes ground floor dwelling units that front 17th and Pennsylvania Avenues that are consistent with the Draft Ground Floor Residential Design Guidelines. Therefore, the project requests an exception from the rear yard requirement of Section 134 to allow the rear yard be less than 25 percent of the lot area and to begin at the second story instead of the ground floor.

- D. Residential Open Space.** Planning Code Section 135 requires at least 80 square feet of private and/or common open space for each dwelling unit in the UMU Zoning District. The proposed building at 1001 17th Street includes 26 dwelling units, resulting in a requirement of at least 2,080 square feet of useable open space. The proposed building at 140 Pennsylvania Avenue includes 11 dwelling units, resulting in a requirement of at least 880 square feet of useable open space.

The building at 1001 17th Street proposes a combination of six private decks and 2,075 square feet of common open space in the rear courtyard to meet the minimum amount of required open space. The rear courtyard meets the dimensional requirements of an "Inner Court" pursuant to Planning Code Section 135(g)(2).

The building at 140 Pennsylvania Avenue proposes a combination of two private decks and 1,490 square feet of common open space in the rear courtyard to meet the minimum amount of required open space. The rear courtyard meets the dimensional requirements of an "Inner Court" pursuant to Planning Code Section 135(g)(2).

- E. Dwelling Unit Exposure.** Planning Code Section 140 requires dwelling units to front a public street, public alley at least 25 feet in width, side yard at least 25 feet in width, a code-complying rear yard, or a sufficient open area.

The building at 1001 17th Street includes six units that only front the rear interior courtyard. However, the rear interior courtyard meets the minimum dimensional requirements of Planning Code Section 140(a)(2) to ensure these units have adequate exposure to light and air. The remaining units front on a public street and therefore meet exposure requirements.

The building at 140 Pennsylvania Avenue includes five units that only front the rear interior courtyard. However, the rear interior courtyard meets the minimum dimensional requirements of Planning Code Section 140(a)(2) to ensure these units have adequate exposure to light and air. The remaining units front on a public street and therefore meet exposure requirements.

- F. **Dwelling Unit Mix.** Planning Code Section 207.6 requires at least 40 percent of the total number of proposed dwelling units to contain two or more bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units.

The 1001 17th Street building will provide 42 percent of the dwelling units as 2-bedroom units or larger (11 units). The 40 Pennsylvania Avenue building will provide 36 percent of the dwelling units as 2-bedroom units or larger (4 units). Combined, the two buildings will provide 40.5 percent of the units as 2-bedroom units or larger (15 of 37 units).

- G. **Height Limit.** Planning Code Section 260 requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. The project site includes two separate properties on Block 3987. Lot 9 is within a 48-X Height and Bulk District. Lot 10 is within a 40-X Height and Bulk District.

The building at 1001 17th Street falls entirely on Lot 9, which has a maximum height of 48 feet. The roof height will be no greater than 48 feet high. The building at 140 Pennsylvania Avenue falls on both Lot 9 and 10. The roof height of the portion of the building located on Lot 9 will be no greater than 48 feet. The roof height of the portion of the building located on Lot 10 will be no greater than 40 feet. Other features of the two buildings, such as stair penthouses, meet the height exemption requirements of Section 260(b).

- H. **Streetscape Plan.** Planning Code Section 138.1(c)(2) requires projects with a collective street frontage of more than 250 feet to provide a streetscape plan that meets the minimum requirements of the Better Streets Plan.

The project includes a combined street frontage of nearly 265 feet. A streetscape plan is included as part of the proposal and it includes the appropriate standard features required by the Better Streets Plan (i.e. sidewalk widening, street trees, planting strips, bicycle parking, etc.).

- I. **Shadow.** Planning Code Section 147 requires reduction of substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Planning Code Section 295. Section 295 restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission.

The Shadow Analysis conducted for the project indicates that the project will not cast shadow upon public, publicly accessible or publicly financed or subsidized open space.

- J. **Vehicle Parking.** Planning Section 151.1 does not require any parking for projects in the UMU Zoning District. However, up to .75 parking spaces may be provided per dwelling unit.

The building at 1001 17th Street includes 26 dwelling units and could include up to 21 off-street parking spaces. However, the project only includes up to 9 parking spaces. The building at 140 Pennsylvania Avenue includes 11 dwelling units and could include up to 9 off-street parking spaces. However, the project only includes up to 8 parking spaces.

- K. **Car Share.** Planning Code Section 166 requires newly constructed buildings containing between 50 and 200 dwelling units to provide at least one car share space, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers.

The project includes fewer than 50 dwelling units. Therefore, no car share space is required.

- L. **Bicycle parking.** Planning Code Section 155.2 requires projects with more than three dwelling units, but less than 100, to provide at least one Class 1 bicycle parking space for each dwelling unit, and one Class 2 bicycle parking space for every 20 dwelling units.

The building at 1001 17th Street will provide 28 Class 1 bicycle parking spaces for its 26 dwelling units, and 1 Class 2 bicycle parking space on the sidewalk. The Class 1 spaces are located in two separate rooms within the ground floor garage that are accessible from the lobby. The building at 140 Pennsylvania Avenue will provide 11 Class 1 bicycle parking spaces for its 11 dwelling units, and 1 Class 2 bicycle parking space on the sidewalk. The Class 1 spaces are located in a room just off the lobby.

- M. **Eastern Neighborhoods Infrastructure Impact Fee.** Planning Code Section 423 et seq. establishes specific impact fees that are required for new developments within the Central Waterfront Plan Area.

The project is subject to the Eastern Neighborhoods Infrastructure Impact Fee. The calculation of this fee is based on the approved rates at the time of issuance of the first construction document.

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

- A. Overall building massing and scale;

The project conforms to the applicable 40/48-X height and bulk requirements, which are low compared to other areas zoned UMU. The surrounding neighborhood includes a wide variety of building heights and massing, ranging from single-story industrial buildings to five-story live-work, warehouse, and office buildings. Additionally, the project site is located between the Interstate 280 elevated freeway, which rises to a similar height as that proposed for the project, and the adjacent building to the west, which is a five story live work building.

The 1001 17th Street will rise to the height limit of 48 feet. The building at 140 Pennsylvania Avenue will rise to that height at its northern edge, and then step down to 40 feet to meet the height limit for that property. The entrances to both buildings are marked by taller, tower-like elements for emphasis and to accommodate the fire-code required stair to the roof.

A defining trend in the area is the redevelopment and adaptive reuse of underutilized parcels to meet the increased demand for housing. This site is one block from the new UCSF hospital currently under construction and only one and two blocks from the UCSF Medical Campus across 16th Street. This project is very near to the rapidly developing 16th Street corridor, and the building massing and scale is consistent with new residential buildings being developed in the area including Daggett Place. The project falls within this trend and will be compatible with this evolving neighborhood.

B. Architectural treatments, facade design and building materials;

The building form is rectilinear and mostly set at the property line to define the street wall on this corner. The façade is modulated with a rhythm of smaller elements of twin, three-story high bays, with each floor differentiated into one-story units. A pattern of projecting planer elements further breaks down the mass into smaller vertical units of approximately 30 feet. The ground floor of the building is set back in varying amounts to provide stoops and porches with open space for the residential units and to further break down the massing horizontally.

The building materials are a mix of concrete and glass at the ground floor and stucco and stained wood siding on the upper floors. The scale on the upper floors is more residential with a pattern of square windows and bays which are designed to appear to be a one-story element. Each bay window features a screen of horizontal fins to create a more fine-grained texture at the oversized windows.

C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access;

The entire ground floor of the two buildings is setback from the property line, varying between 3 feet 6 inches and 9 feet. The setback area is filled with planters, raised porches for the four residential units and raised areas at the building lobbies creating a transitional space between the public and private realm. With a ceiling height of 14'-6" at the corner, the entire mass of the building above is lifted on a series of concrete columns. A significant portion of the setback area is tall window wall with an infill of concrete walls to keep this ground floor visually lightweight.

As per the Draft Ground Floor Residential Design Guidelines, the porches are raised above the sidewalk by an average of three steps and are separated from the sidewalk with either planters or a low horizontal wood screen. With living space and the building lobbies along almost 70 percent of the street facades, there is good transparency and there will always be active uses on the street in this rapidly changing neighborhood.

The parking is completely hidden from the street behind the residential units and building lobbies. The garage doors are located at the far ends of the building and are setback so that they are visually shaded and considered a secondary element on the facades.

D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site;

The project provides adequate open space, all of which is on site. The open spaces are provided in the form of private porches and decks and large common courtyards. The majority of this space is located

in the rear courtyards, which are shielded from the noise of the elevated portion of Interstate 280 immediately to the east.

- E. The provision of mid-block alleys and pathways on frontages as required by the criteria set forth in Section 270.1, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2;

The project is not subject to the mid-block controls of Sections 270.1 and 270.2.

- F. Streetscape and other public improvements, including tree planting, street furniture, and lighting;

The project proposes the installation of new sidewalk, 11 street trees where none now exist, 3 feet by 12 feet planting strips at each tree, and Class 2 bicycle parking along both frontages in accordance with the Better Streets Plan.

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

This site currently has no sidewalks or defined pedestrian paths. The project provides 178 feet of sidewalk and curb on Pennsylvania Avenue and 86 feet on 17th Street. There will be one 10-foot curb cut on 17th Street and one on Pennsylvania Avenue, each located at the extremity of the building furthest from the corner. This allows for uninterrupted sidewalk space along the majority of the street frontages of the building. There is no public transit along either of these streets, but the garage doors are setback 6 feet from the property line allowing one car to queue while waiting to enter the garage completely out of the traffic circulation.

- H. Bulk limits;

The project site is located in an "X" Bulk District, which provides no bulk restrictions.

- I. Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.

The project generally meets the Objectives and Policies of the General Plan and is compliant with the Showplace Square/Potrero Area Plan.

9. **Exceptions.** Proposed Planning Code Section 329 allows exceptions for Large Projects in the Eastern Neighborhoods Mixed Use Districts.

- A. Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth beginning at the lowest story containing a dwelling unit. Planning Code Section 329(d) allows an exception for the rear yard requirement pursuant to requirements of Planning Code Section 134(f).

1. Residential uses are included in the new or expanding development and a comparable amount of readily accessible usable open space is provided elsewhere on the lot:

The project is a residential building. The proposed rear yard for the building at 140 Pennsylvania Avenue meets the code requirement of 25 percent of the lot. However, the rear yard in the UMU Zoning District is required to be provided at the lowest story containing a dwelling unit. Ground floor dwelling units are proposed along Pennsylvania Avenue, but the rear yard is provided at the second story and above. The open space provided for this building is through private decks, a small roof deck, and a rear interior courtyard that meets all Planning Code requirements.

The proposed rear yard for the building at 1001 17th Street represents approximately 22 percent of the lot, which is comparable to the required 25 percent. Additionally, the rear yard in the UMU Zoning District is required to be provided at the lowest story containing a dwelling unit. Ground floor dwelling units are proposed along Pennsylvania Avenue and 17th Street, but the rear yard is provided at the second story and above. The open space provided for this building is through private decks and a rear interior courtyard that meets all Planning Code requirements.

2. The proposed new or expanding structure will not significantly impede the access to light and air from adjacent properties:

At less than 50 feet, the heights of the proposed buildings are relatively low for mixed-use districts, and the project site is on the northeastern corner of the block. Therefore, there will be minimal impact on any adjacent properties' access to light and air. Both proposed buildings include interior rear courtyards that will also allow additional light and air to flow to the adjacent properties to the west.

3. The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of adjacent properties:

The existing block is primarily commercial and industrial, and the existing mid-block open space is small and mostly used for parking. The proposal will not reduce the size of, or be inconsistent with the existing mid-block open space.

8. **General Plan Compliance.** The project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.8:

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

The project will develop an underused parcel and provide much needed housing, including five on-site affordable housing units. The area around the project site was recently rezoned to UMU as part of a long range planning goal to create a cohesive, higher density residential and mixed-use neighborhood. The project includes eleven on-site affordable housing units, which complies with the UMU Zoning District's goal to provide a higher level of affordability.

TRANSPORTATION

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

The project site currently has no public sidewalks. The project will install new sidewalks and street trees at approximately 20-foot intervals along frontages on 17th Street and Pennsylvania Avenue. Other street features, including planting strips and Class 2 bicycle parking spaces, will be provided pursuant to the Better Streets Plan. Both frontages are designed with active spaces oriented at the pedestrian level.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The project includes one Class 1 bicycle parking spaces for each dwelling unit, which will be located in secure rooms located near the residential lobbies.

OBJECTIVE 34:

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

Policy 34.1:

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:

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

Policy 34.5:

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

The project has a parking to dwelling unit ratio of .46 space per unit, which is less than the permitted maximum of .75 space per unit (or up to 1 space per unit for two-bedroom units greater than 1,000 square feet). The project will provide only one curb cut per building, and both curb cuts will be located as far from the intersection as possible.

SHOWPLACE SQUARE/POTRERO AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.2:

IN AREAS OF SHOWPLACE/POTRERO WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1:

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

The project responds to its surrounding context, continues the transition of the area into a mixed-use character, and provides active uses at the street level.

Built Form

OBJECTIVE 3.1:

PROMOTE AN URBAN FORM THAT REFLECTS SHOWPLACE SQUARE AND POTRERO HILL'S DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Policy 3.1.6:

New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.

Policy 3.1.8:

New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard open space does not exist, new development on mixed-use-zoned parcels should have greater flexibility as to where open space can be located.

The project provides contemporary architecture with heights and materials that respect the surrounding context. It also provides a rear yard open space pattern that is compatible with the subject block.

OBJECTIVE 3.2:

PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

Policy 3.2.1:

Require high quality design of street-facing building exteriors.

Policy 3.2.3:

Minimize the visual impact of parking.

Policy 3.2.4:

Strengthen the relationship between a building and its fronting sidewalk.

Policy 3.2.5:

Building form should celebrate corner locations.

The project will provide new sidewalks where none currently exist, and other streetscape elements as required by the Better Streets Plan. Parking access is inset to reduce its visibility. The ground floor dwelling units are raised and set back in accordance with the Draft Ground Floor Residential Design Guidelines.

Transportation

OBJECTIVE 4.6:

SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN SHOWPLACE SQUARE/POTRERO HILL AND TO OTHER PARTS OF THE CITY.

Policy 4.6.1:

Use established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips.

Policy 4.6.5:

Facilitate completion of the sidewalk network in Showplace Square / Potrero Hill, especially where new development is planned to occur.

The project will provide new sidewalks where none currently exist, and other streetscape elements as required by the Better Streets Plan.

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

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

No neighborhood-serving retail uses will be removed or added by the proposed project. The project will replace the approximately 11,500 square foot industrial building that provides no transparency with a residential building with ground floor residential units and a community room.

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

The subject property currently contains an approximately 11,500 square-foot building and surface parking lot. The proposed project will provide much needed housing, including five on-site affordable housing units in a building of high quality modern design and materials that also relates to the surrounding context of the existing neighborhood.

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

The subject property currently contains no housing. The project will include 37 dwelling units, five of which will be on-site affordable units.

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

The Planning Code does not require parking or loading for the project, but it is providing a total of 17 off-street parking spaces and 39 Class 1 bicycle parking spaces. No MUNI lines directly serve the subject block. However, the project site is approximately 1,000 feet away from stops on the 10 and 22 MUNI bus lines, and approximately 1,700 feet away from the T-Third light rail line station at the intersection of Mariposa and 3rd Streets. Additionally, the existing neighborhood and typical commuting areas towards downtown are relatively flat, and the project site is close to bike lanes on Mississippi, 16th, 7th, and 4th Streets, making bicycling a more viable option.

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

The project will not displace any service or industry establishment with commercial office. The project will increase the mixed use nature of the vicinity by converting an underused industrial site into a completely residential development.

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

The project will comply with all seismic requirements of the San Francisco Building Code.

- G. That landmarks and historic buildings be preserved.

The subject building was determined to not be a historic resource by the Showplace Square/Northeast Mission Historic Survey.

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

The project will have no impact on existing parks and open spaces.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2011.0187X** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated August 1, 2013, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the Addendum to the FMND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the Addendum.

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

The Planning Commission further finds that the proposed revisions to the project since adoption of the FMND would not cause new significant impacts not identified in the FMND, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant impacts. Therefore, no supplemental environmental review is required beyond the Addendum.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at 1650 Mission Street, 3rd Floor (Room 304), San Francisco, CA 94103, or call 575-6880.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 26, 2013.

Jonas P. Ionin
Acting Commission Secretary

Draft Motion
September 26, 2013

CASE NO. 2011.0187 X
1001 17th Street

AYES:

NAYS:

ABSENT:

ADOPTED: September 26, 2013

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow the demolition of the existing industrial building and construct two adjacent residential buildings. The building at 1001 17th street would be 4-stories, 48-feet tall, and contain 26 dwelling units and 9 parking spaces in a ground floor parking garage. The building at 140 Pennsylvania Avenue would be 4-stories, 40-feet tall, and contain 11 dwelling units and 8 parking spaces in a ground floor parking garage. The project requests an exception for the rear yard requirement of Planning Code Section 134, on Block 3987, Lots 009 and 010, pursuant to Planning Code **Sections 134(f) and 329** within the **UMU** District and a 40/48-X Height and Bulk District; in general conformance with plans, dated **August 1, 2013**, and stamped "EXHIBIT B" included in the docket for Case No. **2011.0187X** and subject to conditions of approval reviewed and approved by the Commission on **September 26, 2013** under Motion No. **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **September 26, 2013** under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXXX** shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Large Project Authorization and any subsequent amendments or modifications.

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
3. **Diligent pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
6. **Final Materials.** The project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be

subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

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

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

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

DESIGN – COMPLIANCE AT PLAN STAGE

8. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:
 - a. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
 - b. On-site, in a driveway, underground;
 - c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
 - d. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
 - e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
 - f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
 - g. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>.

PARKING AND TRAFFIC

9. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with

any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

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

10. **Bicycle Parking.** The project shall provide no fewer than **26** Class 1 bicycle parking spaces and **1** Class 2 bicycle parking space at the 1001 17th Street building as required by Planning Code Sections 155.1 and 155.2. The project shall provide no fewer than **11** Class 1 bicycle parking spaces and **1** Class 2 bicycle parking space at the 140 Pennsylvania Avenue building as required by Planning Code Sections 155.1 and 155.2.

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

PROVISIONS

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

For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org.

12. **Eastern Neighborhoods Infrastructure Impact Fee.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.

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

Affordable Units

13. **Number of Required Units.** Pursuant to Planning Code Section 419 (Tier A), the project is required to provide 18% of the proposed dwelling units as affordable to qualifying households. Pursuant San Francisco Charter Section 16.110(g) the 18% on-site requirement stipulated in Planning Code Section 419 (Tier A) is reduced by 3.6% (20% of 18%) to 14.4%. The project contains 37 total units; therefore, 5 affordable units are required. The project Sponsor will fulfill this requirement by providing the 5 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written

approval from Planning Department staff in consultation with the Mayor's Office of Housing ("MOH").

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

14. **Unit Mix.** The project contains 4 studios, 18 one-bedroom, and 15 two-bedroom units; therefore, the required affordable unit mix is 1 studio, 2 one-bedroom, and 2 two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.

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

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

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

16. **Phasing.** If any building permit is issued for partial phasing of the Project, the project Sponsor shall have designated not less than 14.4% percent of the each phase's total number of dwelling units as on-site affordable units.

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

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

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

18. **Other Conditions.** The project is subject to the requirements of the Inclusionary Affordable Housing Program under Sections 415 et seq. and 419 of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

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

- a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection (“DBI”). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.
- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first-time home buyer households, as defined in the Procedures Manual. The units shall be priced to be affordable to households whose gross annual income, adjusted for household size, does not exceed ninety (90) percent of Area Median Income under the income table called “Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco.” The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- c. The project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- e. Prior to the issuance of the first construction permit by DBI for the Project, the project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
- f. The project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.

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

If the project becomes ineligible at any time for the On-site Affordable Housing Alternative, the project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit. If the project becomes ineligible after issuance of its first construction permit, the project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.

MONITORING

20. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.*
21. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.*

OPERATION

22. **Sidewalk Maintenance.** The project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>.*
23. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The project

Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the project Sponsor.

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

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring / Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
From the Initial Study and FMND issued November 17, 2000 (as amended September 19, 2013):					
<i>HAZARDS AND HAZARDOUS MATERIALS</i>					
Mitigation Measure No. 2 Hazardous Materials - Asbestos:					
As discussed above, the Construction Dust Control Ordinance, requires that the project sponsor require the contractor(s) to spray the site with water during demolition, excavation, grading and site preparation activities to limit dust as an air pollutant. Mitigation Measure No. 2 expands on that requirement beyond the minimum spraying for “at least twice a day” to include spraying water to prevent dust more frequently, if necessary, to prohibit visible dust emissions (which might indicate emission of non-visible dust), and take other steps to minimize dust generation during excavation, storage, and transport.	Project sponsor team/contractor.	Ongoing during construction.	Spray the site with water at least twice a day and take other dust control measures as needed during demolition, excavation, grading and site preparation, as well as storage and transport activities to prohibit visible dust emissions.	Project sponsor team/contractor.	Considered complete at completion of building construction.
Excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with	Project sponsor team/contractor.	As needed during	Treat materials containing over	Project sponsor team/contractor.	Considered complete at completion of

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring / Reporting Responsibility	Monitoring Schedule
applicable State and Federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.		construction.	one percent friable asbestos as hazardous waste, and transport and dispose of in accordance with applicable State and Federal regulations.		building construction.

CULTURAL AND PALEONTOLOGICAL RESOURCES

Mitigation Measure No. 3: Cultural Resources - Archeology

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional

Project sponsor team/contractor.	Prior to soil-disturbing activities.	Distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor, circulate to all field personnel.	Project sponsor team, contractor and the ERO.	Complete when project sponsor provides the ERO with a signed affidavit from the responsible parties.
Project sponsor team/contractor.	As needed during construction.	Suspend work and notify ERO.	Project sponsor team/contractor.	Complete when ERO is notified.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p>	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Upon discovery, if needed.	Retain a qualified Archeological Consultant.	Project sponsor, Archeological consultant and the ERO.	Complete when project sponsor retains qualified archeological consultant.
<p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Upon discovery, if needed.	Develop monitoring or testing program.	Project sponsor, Archeological consultant and the ERO.	Complete when project sponsor implements Archeological consultant and ERO recommendations.
<p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p>	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	As needed, upon discovery.	Submit a Final Archeological Resources Report (FARR).	Project sponsor, Archeological consultant and the ERO.	Complete when ERO receives and approves FARR.



1001 17TH STREET / 140 PENNSYLVANIA AVENUE

ELEVATIONarchitects • 1099 23rd Street, Suite 18 • San Francisco, CA • 94107 • 415.537.1125 • elevationarchitects.com

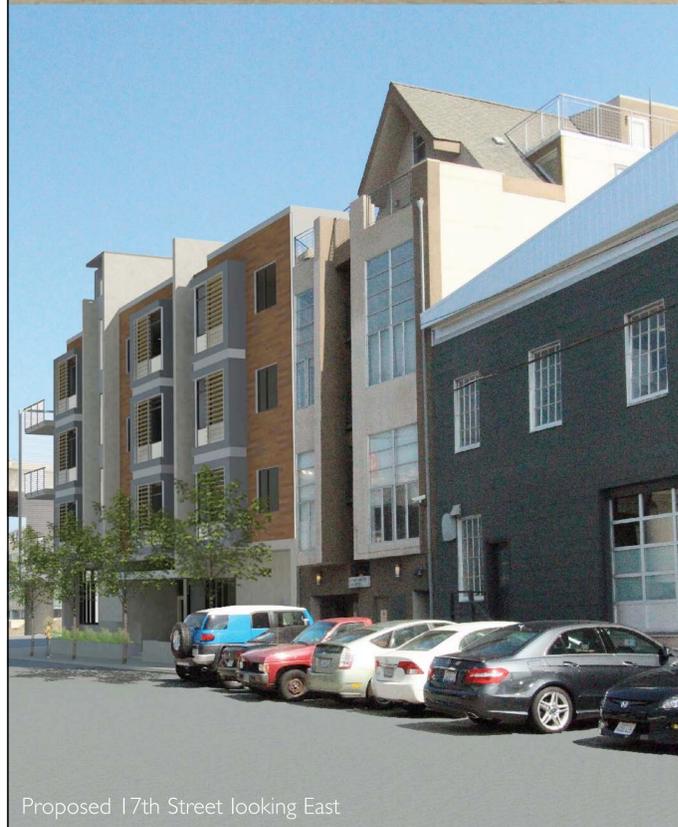
PLANNING COMMISSION HEARING
September 12, 2013



Existing 17th Street looking East



Existing Pennsylvania Avenue / 17th Street



Proposed 17th Street looking East



Proposed Pennsylvania Avenue / 17th Street

PROJECT TEAM

Building Owner:
 1001 17th Street Associates, LLC
 c/o Bruce Baumann and Associates
 1221 Harrison Street, Suite 22
 San Francisco, CA 94103
 Contact: Bruce Baumann
 415.551.7884
 bruce@baumannassociates.com

Architect:
 Elevation Architects
 1099-23rd Street, Suite 18
 San Francisco, CA 94107
 Contact: Jonathan Pearlman
 415.537.1125
 jonathan@elevationarchitects.com

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**TOTAL PROJECT:
1001 17TH / 140 PENNSYLVANIA**

ZONING: UMU 37 UNITS PROPOSED
 LOT SIZE: 15,361.3 SQ FT
 HEIGHT: 48'-0" AND 40'-0"
 REQ. REAR YARD: 25% OF LOT AREA
 REAR YARD AREA: 3,840 SF REQUIRED
 3,870 SF PROVIDED ON PODIUM LEVEL

RESIDENTIAL LIVING AREA

1ST FLOOR: 3 UNITS 3,091 SQ FT
 2ND FLOOR: 8 UNITS 9,864 SQ FT
 3RD FLOOR: 8 UNITS 10,170 SQ FT
 4TH FLOOR: 7 UNITS 7,634 SQ FT

TOTAL LIVING AREA 30,759 SQ.FT.

UNIT TYPES

STUDIO 4
 1 BEDROOM, 1 BATH 16
 1 BEDROOM, 1 BATH, 1 DEN 2
 2 BEDROOM, 1 BATH 1
 2 BEDROOM, 1.5 BATH 1
 2 BEDROOM, 2 BATH 13
 TOTAL 37 UNITS

OPEN SPACE REQUIREMENTS

80 SQ. FT. (PRIVATE)
 54 SQ. FT. (PUBLIC)

TOTAL OPEN SPACE REQUIRED:
 PRIVATE: 37 UNITS X 80 SQ. FT.: 2,960 SQ. FT.

7 UNITS INCLUDE OPEN SPACE:
 560 SQ FT REQUIRED
 645 SQ FT PROVIDED
 30 UNITS SHARE COMMON OPEN SPACE IN COURTYARD:
 2,400 SQ FT REQUIRED
 3,520 SQ FT PROVIDED

PARKING GARAGE: 7,933 SQ FT
 17 CARS INCLUDING 2 HC

TOTAL PROJECT: 37 RESIDENTIAL CONDOMINIUMS:
 14.4% B.M.R. REQUIRED: 5 UNITS
 PROVIDED IN 1001 17TH STREET

1001 17TH STREET

ZONING: UMU 26 UNITS PROPOSED
 LOT SIZE: 9,428.3 SQ FT
 HEIGHT: 48'-0"
 REQ. REAR YARD: 25% OF LOT AREA
 REAR YARD AREA: 2,357 SF REQUIRED
 2,380 SF PROVIDED ON 2ND LEVEL

RESIDENTIAL LIVING AREA

1ST FLOOR: 3 UNITS 2,376 SQ FT
 2ND FLOOR: 8 UNITS 6,210 SQ FT
 3RD FLOOR: 8 UNITS 6,364 SQ FT
 4TH FLOOR: 7 UNITS 6,364 SQ FT

TOTAL LIVING AREA 21,314 SQ.FT.

UNIT TYPES

STUDIO 3
 1 BEDROOM, 1 BATH 11
 1 BEDROOM, 1 BATH, 1 DEN 1
 2 BEDROOM, 1 BATH 1
 2 BEDROOM, 1.5 BATH 1
 2 BEDROOM, 2 BATH 9
 TOTAL 26 UNITS

OPEN SPACE REQUIREMENTS

80 SQ. FT. (PRIVATE)
 54 SQ. FT. (PUBLIC)

TOTAL OPEN SPACE REQUIRED:
 PRIVATE: 26 UNITS X 80 SQ. FT.: 2,080 SQ. FT.

6 UNITS INCLUDE OPEN SPACE:
 480 SQ FT REQUIRED
 530 SQ FT PROVIDED
 20 UNITS SHARE COMMON OPEN SPACE IN COURTYARD:
 1,600 SQ FT REQUIRED
 2,060 SQ FT PROVIDED

PARKING GARAGE: 4,102 SQ FT
 9 CARS INCLUDING 1 HC



View of ground floor porches on Pennsylvania Avenue

140 PENNSYLVANIA AVENUE

ZONING: UMU 11 UNITS PROPOSED
 LOT SIZE: 5,933 SQ FT
 HEIGHT: 48'-0" AND 40'-0"
 REQ. REAR YARD: 25% OF LOT AREA
 REAR YARD AREA: 1,483 SF REQUIRED
 1,490 SF PROVIDED ON 2ND LEVEL

RESIDENTIAL LIVING AREA

1ST FLOOR: 1 UNITS 715 SQ FT
 2ND FLOOR: 8 UNITS 3,654 SQ FT
 3RD FLOOR: 8 UNITS 3,806 SQ FT
 4TH FLOOR: 7 UNITS 1,270 SQ FT

TOTAL LIVING AREA 9,445 SQ.FT.

UNIT TYPES

STUDIO 1
 1 BEDROOM, 1 BATH 5
 1 BEDROOM, 1 BATH, 1 DEN 1
 2 BEDROOM, 2 BATH 4
 TOTAL 11 UNITS

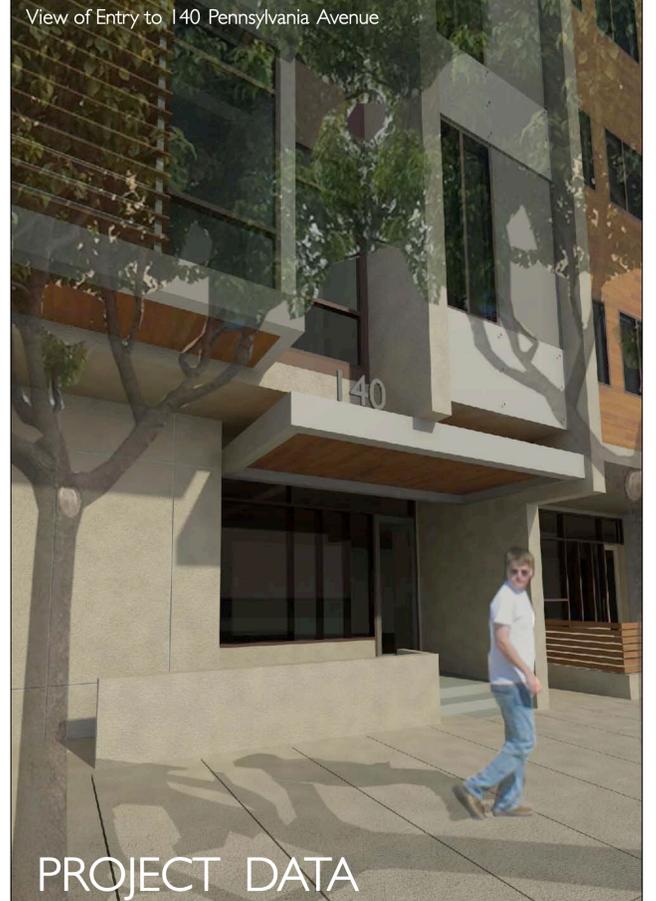
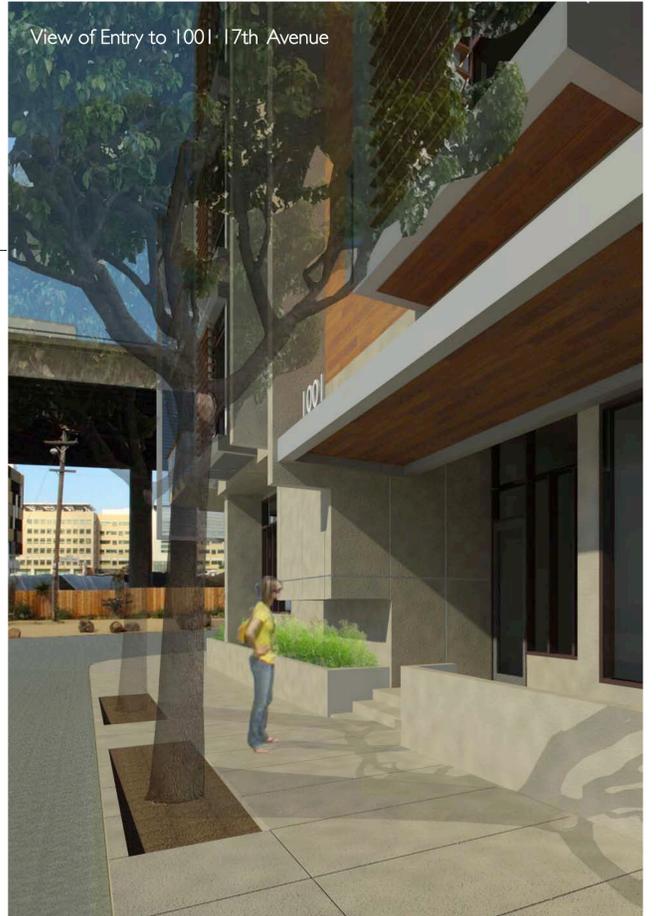
OPEN SPACE REQUIREMENTS

80 SQ. FT. (PRIVATE)
 54 SQ. FT. (PUBLIC)

TOTAL OPEN SPACE REQUIRED:
 PRIVATE: 11 UNITS X 80 SQ. FT.: 880 SQ. FT.

1 UNITS INCLUDES OPEN SPACE:
 80 SQ FT REQUIRED
 115 SQ FT PROVIDED
 10 UNITS SHARE COMMON OPEN SPACE IN COURTYARD:
 800 SQ FT REQUIRED
 1,490 SQ FT PROVIDED

PARKING GARAGE: 3,831 SQ FT
 8 CARS INCLUDING 1 HC



PROJECT DATA

Site Location

The site for this project is located at the southwest corner of the intersection of 17th Street and Pennsylvania Avenue. This area has a mix of 1 and 2-story industrial buildings as well as tall, 4-story live/work loft buildings built in the 1990's. The predominant built feature is elevated viaduct of I-280 directly across Pennsylvania Avenue to the east. Further to the east is development of the new UCSF Benioff Hospital, slated to open in February 2015.

This area is changing quickly. The Daggett Place development is one block away at the corner of 7th and 16th Streets. Directly north of the project site, plans are being prepared for new housing on the taxi parking lot. The continuing development of the UCSF Mission Bay campus will further fill the site to the east. Currently, there are plans to bring the I-280 viaduct down to street level at the 7th and 16th Street intersection and burying the Caltrain line below a new boulevard that would lead to 4th and King Streets.



View of North side of 17th Street opposite site



View of East side of Pennsylvania Avenue opposite site



View of site from Mariposa Street



View of site from 17th Street



View of site from corner of 17th and Pennsylvania



View of site from corner of 17th and Mississippi Streets

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PLANNING COMMISSION HEARING

September 12, 2013



SHOWPLACE SQUARE

CCA

UCSF MISSION BAY MEDICAL CAMPUS

UCSF MEDICAL CENTER MISSION BAY

CRANE COVE PARK

ESPIRIT PARK

PIER 70

SHOWPLACE SQUARE

CCA

UCSF MISSION BAY MEDICAL CAMPUS

UCSF MEDICAL CENTER MISSION BAY

CRANE COVE PARK

ESPIRIT PARK

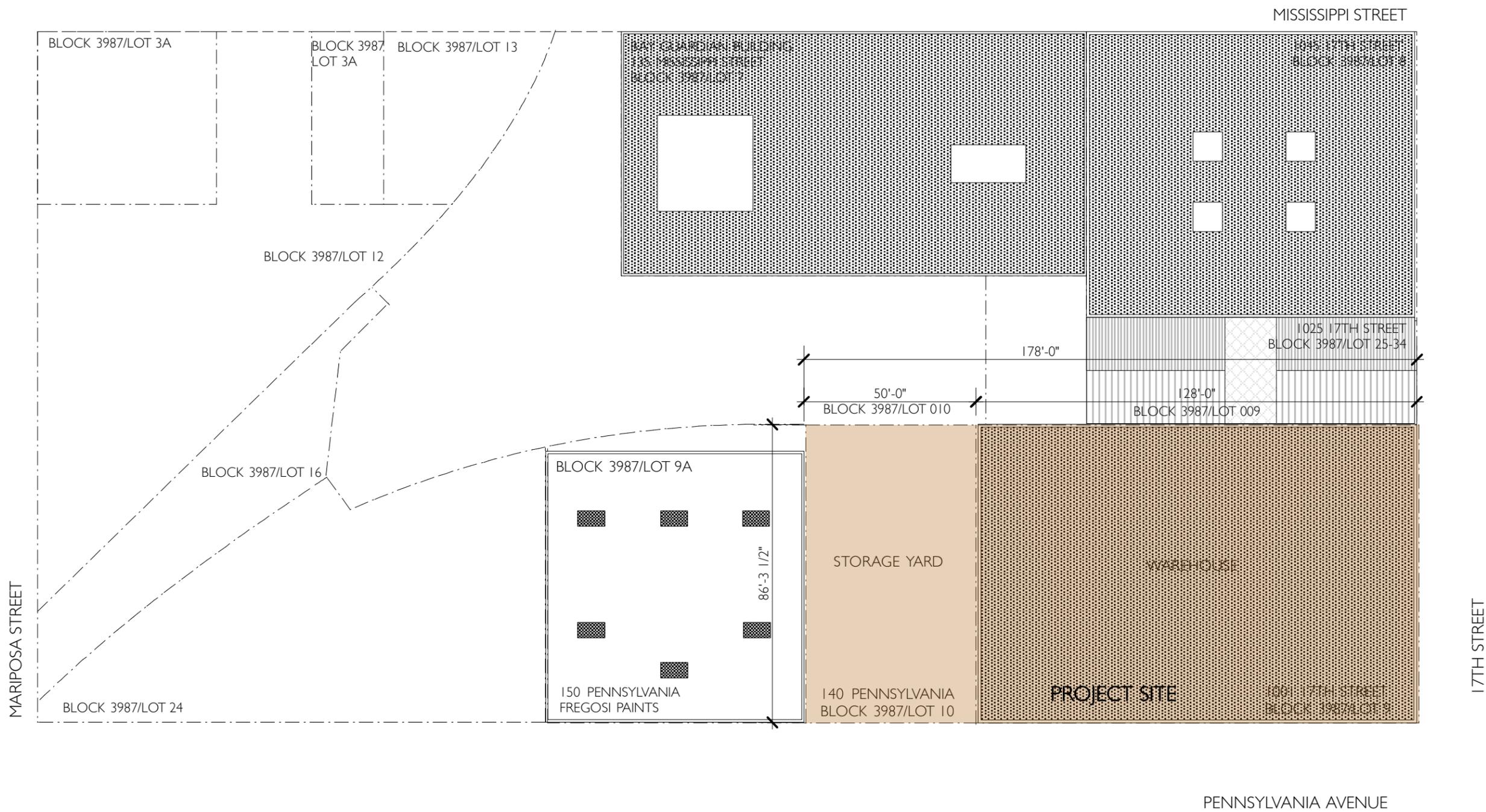
PIER 70

PROJECT SITE

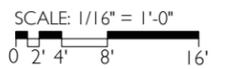
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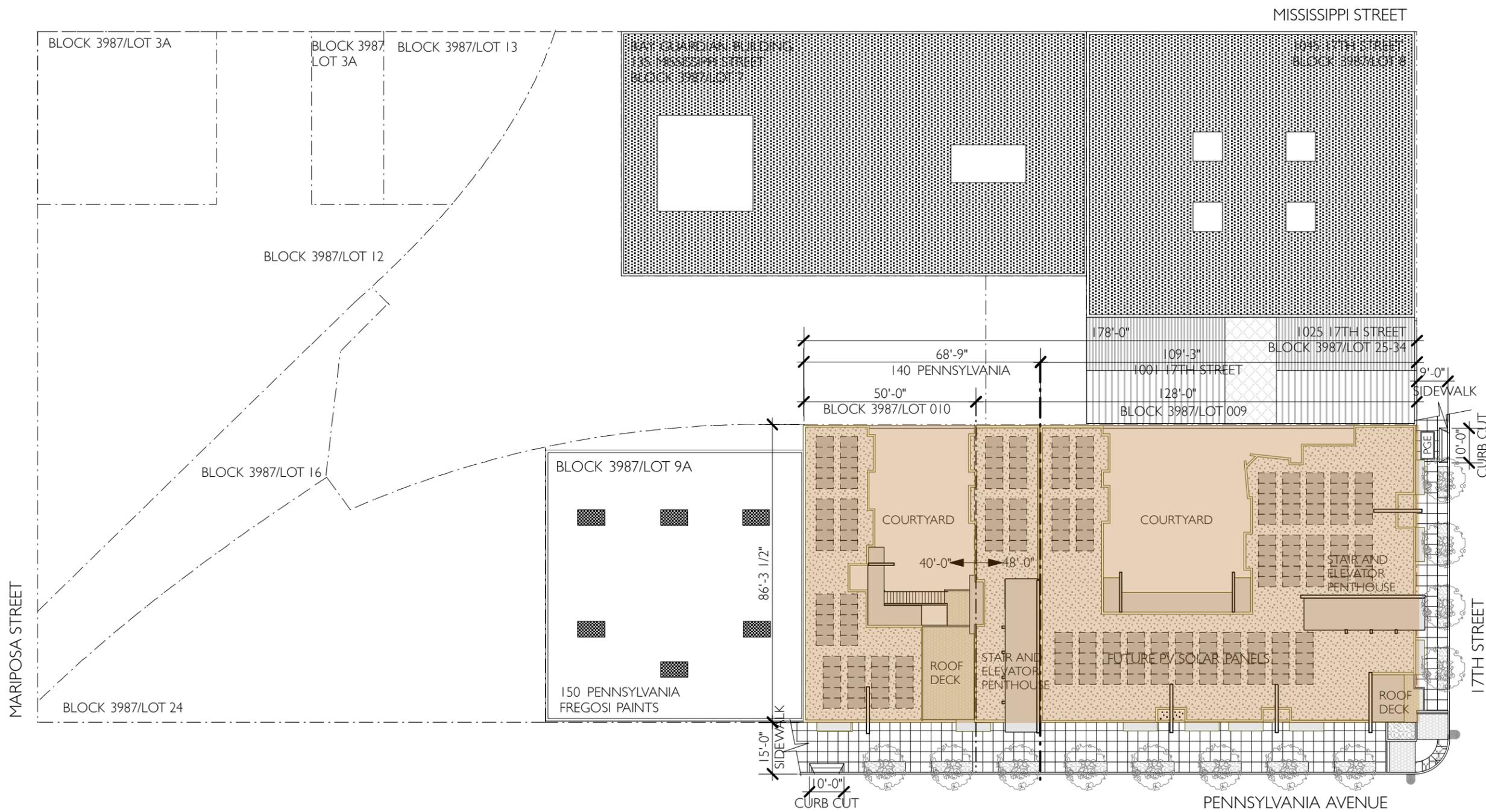
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Planning Commission Hearing
September 12, 2013

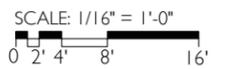


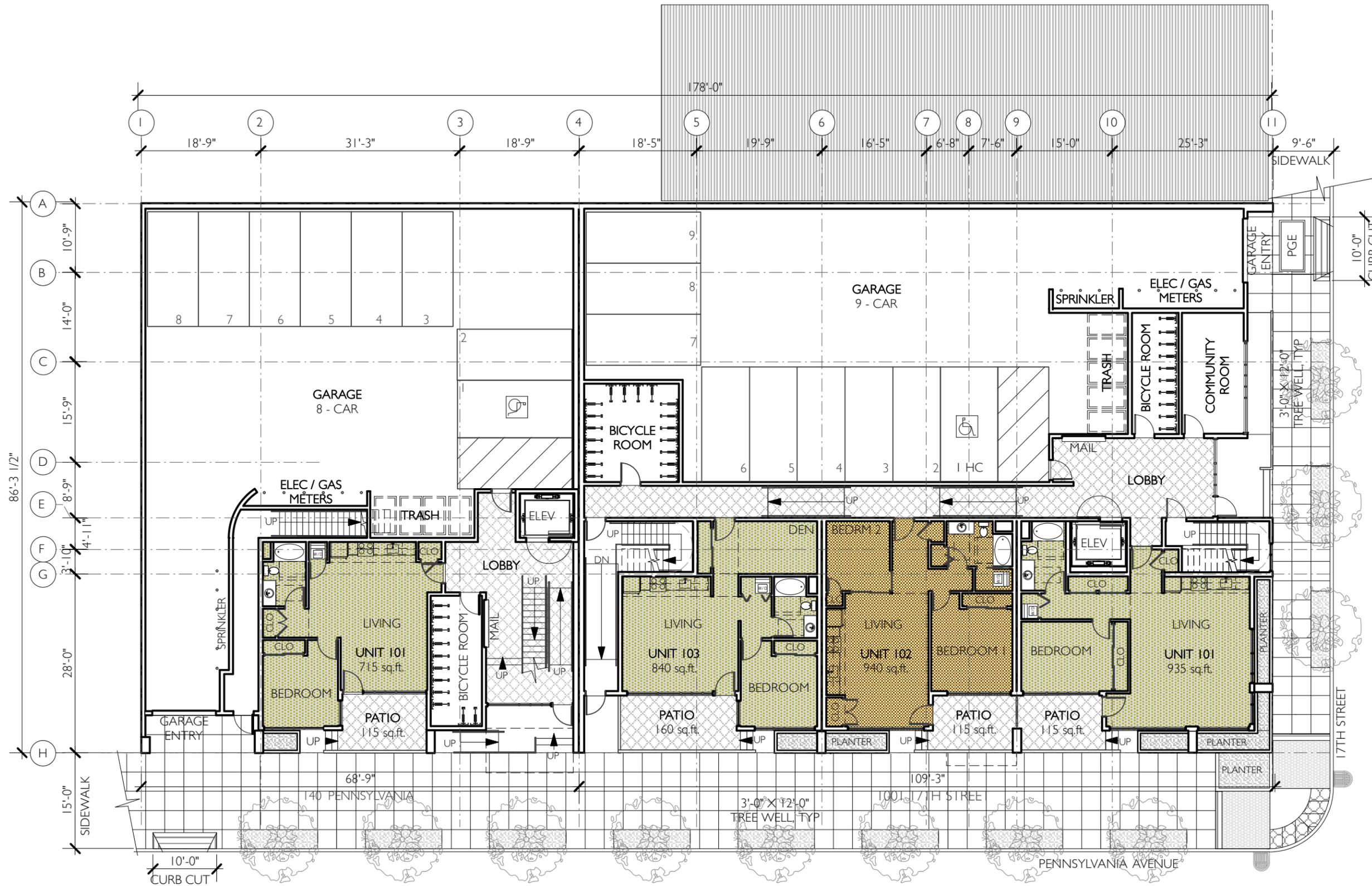
EXISTING SITE PLAN





PROPOSED SITE PLAN





UNIT TYPES

- STUDIO
- 1 BEDROOM
- 2 BEDROOM

1001 17TH STREET UNITS
 1 - 1 BEDROOM, 1 BATH
 1 - 1 BEDROOM + DEN, 1 BATH
 1 - 2 BEDROOM, 1 BATH

140 PENNSYLVANIA UNITS
 1 - 1 BEDROOM, 1 BATH

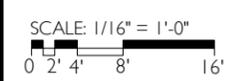
1001 17TH STREET PROPOSED AREAS

RESIDENTIAL	2,736 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	1,870 SQ. FT.
PARKING	4,102 SQ. FT.
PRIVATE OPEN SPACE	390 SQ. FT.
TOTAL	9,098 SQ. FT.

140 PENNSYLVANIA AVENUE PROPOSED AREAS

RESIDENTIAL	715 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	1,014 SQ. FT.
PARKING	3,831 SQ. FT.
PRIVATE OPEN SPACE	115 SQ. FT.
TOTAL	5,675 SQ. FT.

Proposed 1st Floor Plan





COMMON OPEN SPACE KEY

- PERENNIAL AND ANNUAL PLANTING BED
- BOARDWALK DECK
- CONCRETE WALKWAY
- DROUGHT-TOLERANT NATIVE GRASS

UNIT TYPES

- STUDIO
- 1 BEDROOM
- 2 BEDROOM

1001 17TH STREET UNITS
 2 - 2 BEDROOM, 2 BATH
 1 - 2 BEDROOM, 1.5 BATH
 4 - 1 BEDROOM, 1 BATH
 1 - STUDIO, 1 BATH

140 PENNSYLVANIA UNITS
 1 - 2 BEDROOM, 2 BATH
 1 - 2 BEDROOM, 1.5 BATH
 2 - 1 BEDROOM, 1 BATH

1001 17TH STREET PROPOSED AREAS

RESIDENTIAL	6,210 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	1,012 SQ. FT.
COMMON OPEN SPACE	2,075 SQ. FT.
TOTAL	9,297 SQ. FT.

140 PENNSYLVANIA AVENUE PROPOSED AREAS

RESIDENTIAL	3,654 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	780 SQ. FT.
COMMON OPEN SPACE	1,490 SQ. FT.
TOTAL	5,924 SQ. FT.

Proposed 2nd Floor Plan



SCALE: 1/16" = 1'-0"
 0 2' 4' 8' 16'



UNIT TYPES	
	STUDIO
	1 BEDROOM
	2 BEDROOM

1001 17TH STREET UNITS
 3 - 2 BEDROOM, 2 BATH
 4 - 1 BEDROOM, 1 BATH
 1 - STUDIO, 1 BATH

140 PENNSYLVANIA UNITS
 1 - 2 BEDROOM, 2 BATH
 2 - 1 BEDROOM, 1 BATH
 1 - 1 BEDROOM + LOFT, 2 BATH
 1 - STUDIO, 1 BATH

1001 17TH STREET PROPOSED AREAS	
RESIDENTIAL	6,364 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	945 SQ. FT.
PRIVATE OPEN SPACE	80 SQ. FT.
TOTAL	7,389 SQ. FT.

140 PENNSYLVANIA AVENUE PROPOSED AREAS	
RESIDENTIAL	3,806 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	854 SQ. FT.
TOTAL	4,660 SQ. FT.

Proposed 3rd Floor Plan





UNIT TYPES	
	STUDIO
	1 BEDROOM
	2 BEDROOM

1001 17TH STREET UNITS
 4 - 2 BEDROOM, 2 BATH
 2 - 1 BEDROOM, 1 BATH
 1 - STUDIO, 1 BATH

140 PENNSYLVANIA UNITS
 1 - 2 BEDROOM, 2 BATH

1001 17TH STREET PROPOSED AREAS

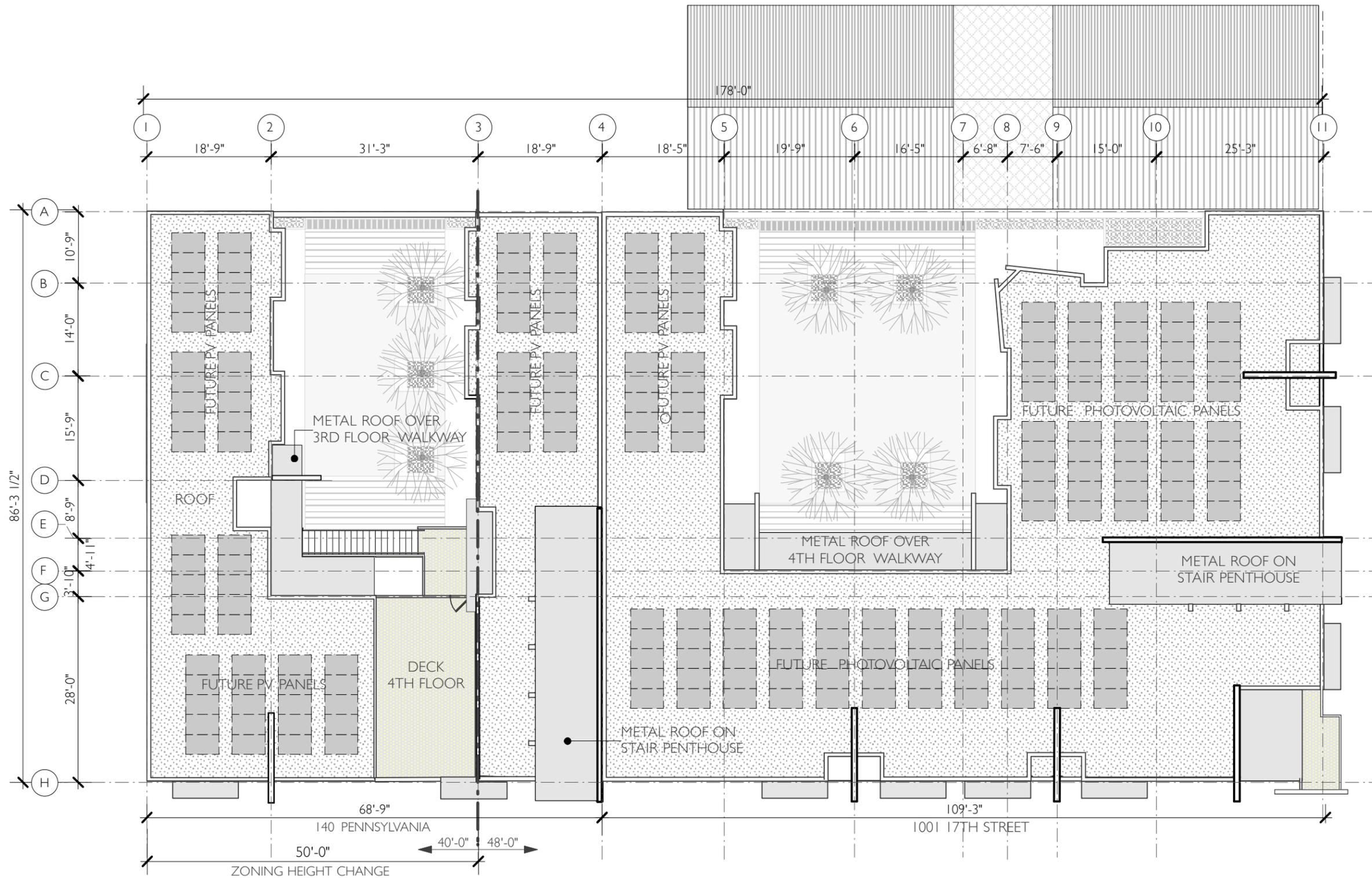
RESIDENTIAL	6,364 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	945 SQ. FT.
PRIVATE OPEN SPACE	80 SQ. FT.
TOTAL	7,389 SQ. FT.

140 PENNSYLVANIA AVENUE PROPOSED AREAS

RESIDENTIAL	1,270 SQ. FT.
LOBBIES, STAIRS & CORRIDORS	510 SQ. FT.
PRIVATE OPEN SPACE	435 SQ. FT.
TOTAL	2,215 SQ. FT.

Proposed 4th Floor Plan





Proposed Roof Plan





Proposed 17th Street Elevation



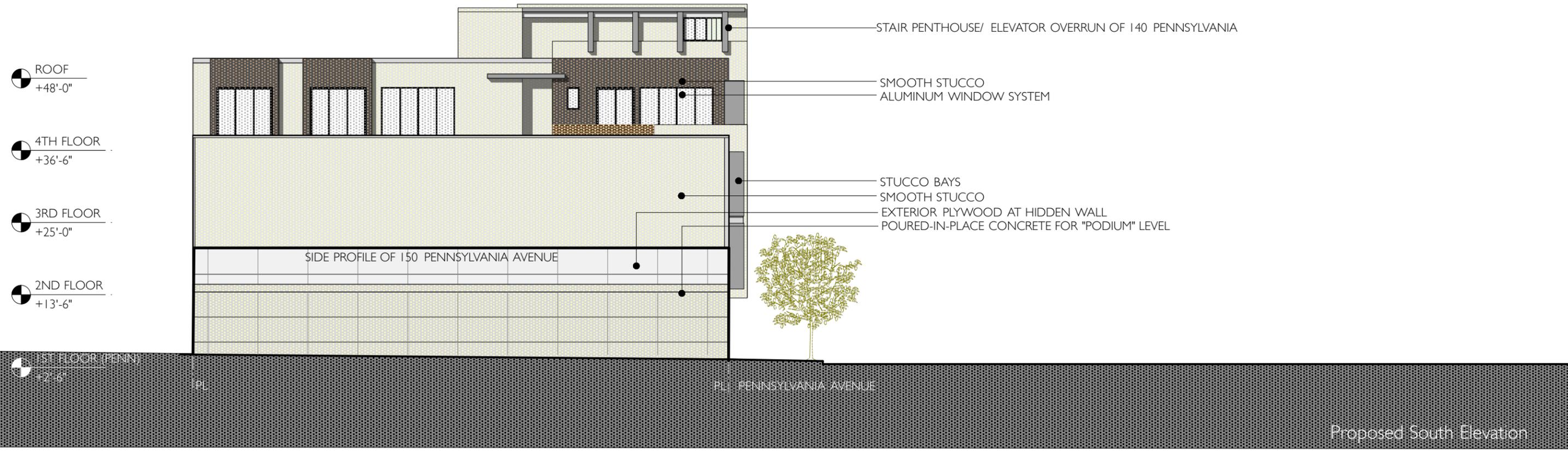
Proposed Pennsylvania Avenue Elevation

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SCALE: 1/16" = 1'-0"
 0 2' 4' 8' 16'

PLANS DATED AUGUST 21, 2013



Proposed South Elevation

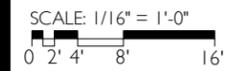


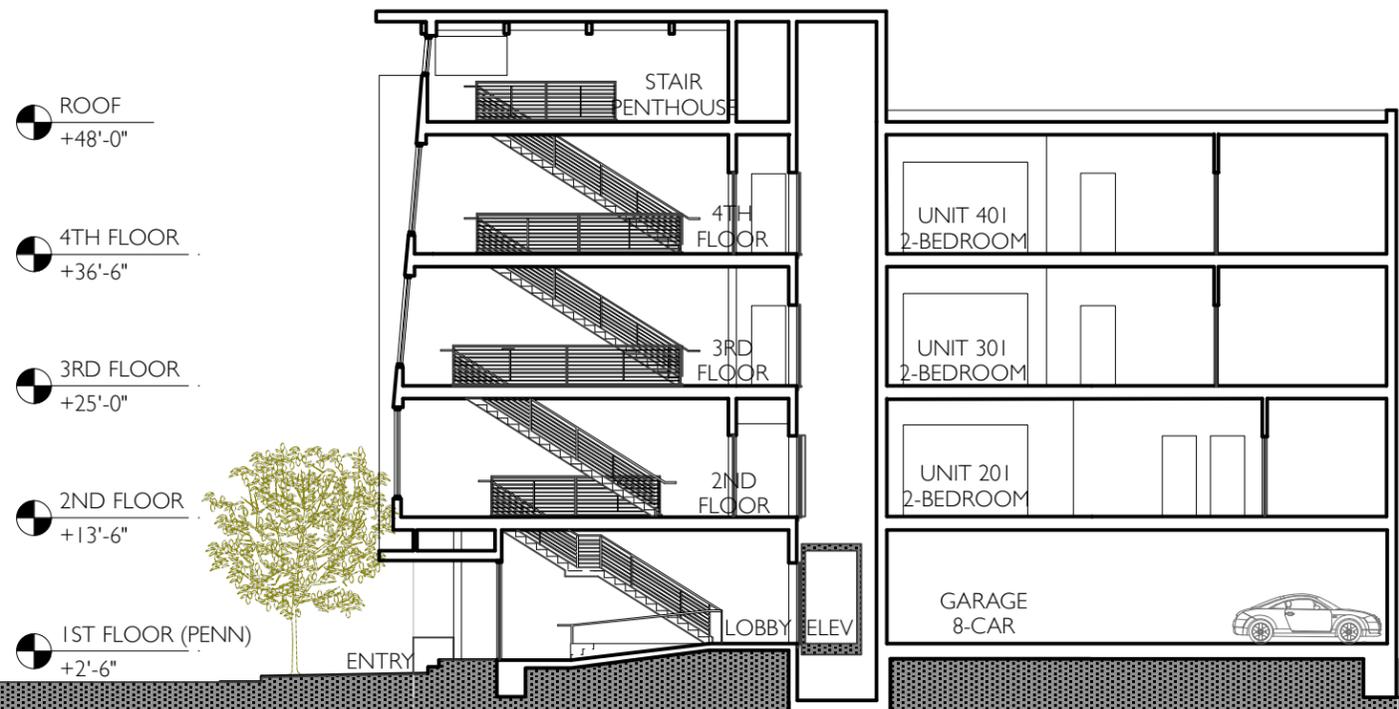
Proposed West Elevation

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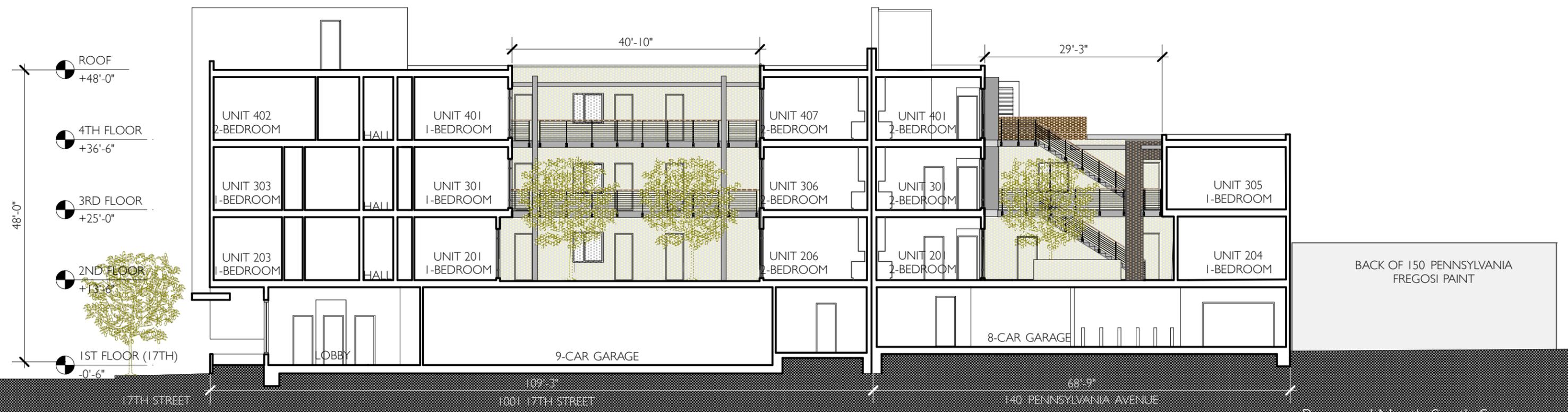
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PLANS DATED AUGUST 21, 2013





Proposed East-West Section



Proposed North-South Section

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PLANS DATED AUGUST 21, 2013

SCALE: 1/16" = 1'-0"
0 2' 4' 8' 16'