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December 30, 2016

2016 DEC 30 PM 12:15

BY u

Clerk, San Francisco Board of Supervisors
Environmental Review Officer, Lisa Gibson
#1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

**Re: Case No. 2015-018056AHB-1296 Shotwell St
Appeal of the December 1, 2016 Planning Commission
Decisions**

Dear Members of the Board of Supervisors and Lisa Gibson:

The Inner Mission Neighbors Association appeals the following decisions of the Planning Commission made on December 1, 2016 regarding the project proposed for 1296 Shotwell Street ("Proposed Project" hereafter) proposed by Project Sponsor, Bre Jones, Martinez Consulting, Inc.

- 1) Adoption of an exemption under CEQA for streamlined environmental review for an infill project and CEQA findings under Section 15183.3 of the CEQA Guidelines and Public Resources Code Section 21094.5 ("CEQA Exemption")

The Final Motion for the relevant appeals is attached as **Exhibit A**. Evidence in support of the appeals is attached as **Exhibits B-C** and is also contained in the letters submitted to the Planning Department objecting to the approval of the Project and the CEQA Exemption, incorporated here by reference. **Exhibit D** contains the \$578 appeal fee for the CEQA appeal.

Appeal of the adoption of the CEQA Exemption and CEQA Findings

The appeal of the adoption of the CEQA Exemption and CEQA Findings are filed on the following bases.

- The Proposed Project does not qualify for a Streamlined Environmental Review under Section 15183.3 of the CEQA Guidelines and Public Resources Code Section 21094.5 because the approval is based upon an out of date 2008 EIR prepared for the Eastern Neighborhoods Area Plan and the EIR's analysis and determination can no longer be relied upon to support the claimed exemption in the areas of, inter alia, direct, indirect, and

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cumulative impacts to: land use, consistency with area plans and policies, land use, recreation and open space, traffic and circulation, transit and transportation, health and safety.

- The Project is proposing a 90-foot building in a 65-foot height district and is not consistent with the allowable height under the Planning Code and is not consistent with the general plan or zoning and therefore does not qualify for CEQA streamlining.
- The Project exceeds the height and density analyzed under the Eastern Neighborhoods EIR and the impacts of a nine-story building, without parking, were not analyzed under the Eastern Neighborhoods EIR, thus CEQA streamlining is not appropriate.
- The PEIR's (Programmatic Environmental Impact Report) projections for housing, including this project and those in the pipeline, have been exceeded when cumulative impacts are considered, i.e., "past, present, and reasonably foreseeable probable future projects." (Guidelines, § 15355)
- The claimed community benefits of the Eastern Neighborhoods Area Plan, outlined in the 2008 PEIR, its approvals and the Statement of Overriding Considerations have not been fully funded, implemented, or are underperforming and the determinations and findings for the proposed Project that rely on the claimed benefits to override impacts outlined in the PEIR are not supported. The City should have conducted Project level review based upon up to date data and the actual community benefits that have accrued since the adoption of the 2008 plan and did not.
- Substantial changes in circumstances require major revisions to the Eastern Neighborhoods Area Plan EIR due to the involvement of new significant environmental effects and an increase in the severity of previously identified significant impacts; there is new information of substantial importance that would change the conclusions set forth in said EIR and the requirements of the Mitigation Monitoring and Reporting Report.
- The CEQA analysis prepared did not analyze or consider the potential physical impacts to the neighborhood and community from the concentration of low income housing in a particular

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neighborhood and the potential of that development to create physical impacts on the environment from increased vagrancy, blight and vandalism as well as crime or the potential physical impact of these changes on cultural and historic resources in the area surrounding the Proposed Project.

- The Project is within the recently established Latino Cultural District and is not consistent with the Latino Cultural District. While the Project develops affordable housing, it does not meet the specifically enumerated goals of creating jobs and protecting commercial uses, and its height and architectural design conflicts with the Latino Cultural District historical buildings on Shotwell Street, which is composed of two and three story Victorian and Edwardian style homes and apartment buildings. It also eliminates a Production, Distribution and Repair use on the site and does not replace it.
- The Project does not include an evaluation of the socio-economic impacts of the Project under CEQA as determined by the Board of Supervisors on November 15, 2016 is required for developments in the Eastern Neighborhoods Plan Area, the Latino Cultural District and the Mission and as is required for another project on the same block (1515 South Van Ness).
- The email correspondence (Exhibit E) between SF Planning Department environmental review officer and the Project sponsor suggests that the decision involving the Certificate of Determination for Infill Project Environmental Review was not made with an objective, impartial review, but rather, the environmental officer collaborated with the Sponsor to find an exemption instead of recognizing that a higher level of CEQA review was needed.
- The CEQA findings are inadequate and incomplete and are not supported by substantial evidence.

As has been noted in other appeals filed against developments under the Eastern Neighborhoods Area Plan, the City is engaging in a pattern and practice of approving residential projects in the Mission based upon a Community Plan Exemption that improperly tiers off of an out of date Eastern Neighborhoods Area Plan EIR instead of conducting project level environmental review. This results in the approval of projects with unexamined environmental affects to the detriment of Mission residents.

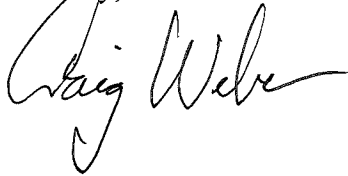
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In sum, there are extremely likely to be significant environmental impacts that have not been considered by either the Planning Commission or the outdated Eastern Neighborhoods EIR. Given the points raised above, and the Board of Supervisors recent recognition of the environmental impacts of the 1515 South Van Ness project, the Planning Commission cannot rely on the CEQA analysis prepared.

Exhibits (Attached)

- Exhibit A:** Planning Commission Motion No. 19804, Certificate of Determination Infil Project Environmental Review
- Exhibit B:** Link to Eastern Neighborhoods Plan EIR, Motion 17661 of the Planning Commission, which adopted CEQA findings for the Plan EIR, and the Mitigation Monitoring Report
- Exhibit C:** Evidence in support of the Appeal
- Exhibit D:** CEQA Fee
- Exhibit E:** Email correspondence between the SF Planning environmental review officer and the Project sponsor.

Sincerely,



Craig Weber, CPA
Inner Mission Neighbors Association

Exhibit A:

Planning Commission Motion No. 19804



SAN FRANCISCO PLANNING DEPARTMENT

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Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414)
- Other (EN Impact Fees)

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Planning Commission Motion No. 19804

HEARING DATE: DECEMBER 1, 2016

Case No.: 2015-018056AHB
 Project Address: 1296 SHOTWELL STREET
 Zoning: Mission Street NCT (Neighborhood Commercial Transit) Zoning District
 65-X Height and Bulk District
 Block/Lot: 6751/051
 Project Sponsor: Bre Jones
 PO Box 6076
 San Rafael, CA 94903
 Staff Contact: Christy Alexander – (415) 575-8724
Christy.alexander@sfgov.org

ADOPTING FINDINGS RELATING TO A 100% AFFORDABLE HOUSING BONUS PROGRAM AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 206 AND 328, TO ALLOW FOR THE DEMOLITION OF AN EXISTING ONE-STORY BUILDING AND CONSTRUCTION OF A NEW NINE-STORY 100% AFFORDABLE RESIDENTIAL BUILDING FOR SENIORS AND FORMERLY HOMELESS SENIORS WITH 94 UNITS. THE PROJECT REQUESTS DEVELOPMENT BONUSES FOR 1) INCREASED HEIGHT ABOVE THAT WHICH IS PRINCIPALLY PERMITTED BY THE ZONING DISTRICT AND 2) REDUCED DWELLING UNIT EXPOSURE PURSUANT TO PLANNING CODE SECTION 140. THE PROJECT ALSO REQUESTS AN EXCEPTION FOR THE REAR YARD REQUIREMENT PURSUANT TO PLANNING CODE SECTION 134, LOCATED AT 1296 SHOTWELL STREET, LOT 051 IN ASSESSOR'S BLOCK 6751, WITHIN THE MISSION STREET NCT (NEIGHBORHOOD COMMERCIAL TRANSIT-ORIENTED) ZONING DISTRICT, AND A 65-X HEIGHT AND BULK DISTRICT. THE PROJECT IS ALSO LOCATED IN THE MISSION STREET FORMULA RETAIL RESTAURANT SUBDISTRICT AND THE MISSION ALCOHOL RESTRICTED SPECIAL USE DISTRICTS.

PREAMBLE

On August 19 2016, Bre Jones, Martinez Services, Inc. (hereinafter "Project Sponsor") filed Application No. 2015-018056AHB (hereinafter "Application") with the Planning Department (hereinafter "Department") for a 100% Affordable Housing Bonus Program Authorization to construct a nine-story residential building with 94 dwelling units at 1296 Shotwell St Street (Block 6751 Lot 051) in San Francisco, California.

The Project was determined to be statutorily exempt from the California Environmental Quality Act ("CEQA") under California Public Resources Code Section 21094.5 and Section 15183.3 of the CEQA Guidelines, as described in the Certificate of Determination contained in the Planning Department files for this Project.

On December 1, 2016, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on 100% Affordable Housing Bonus Program Authorization Application Case No. 2015-018056AHB.

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 100% Affordable Housing Bonus Program Authorization requested in Application No. 2015-018056AHB, 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 is located on an approximately 11,664 square foot site that is comprised of one lot: 1296 Shotwell Street (Lot 051). The lot is located on the block bounded by Shotwell Street to the east, 26th Street to the north, South Van Ness Avenue to the west, and Cesar Chavez Street to the south in the Mission (Eastern Neighborhoods (EN)) neighborhood. Lot 051 is developed with an approximately 20-foot-tall, one-story industrial building constructed in 1948 that is currently an automotive service and repair shop. Access to the site is via a rolled curb cut off of Shotwell Street. The existing building provides approximately 10,700 gsf of industrial and community spaces.
3. **Surrounding Properties and Neighborhood.** The Project Site is located in the Mission Street NCT (Neighborhood Commercial Transit) Zoning District to the north of Cesar Chavez Street which is along a mixed-use corridor within the Mission (EN) Area Plan. The Mission Street NCT District is intended to promote neighborhood serving commercial uses on lower floors and housing above. It is also intended to be well served by public transit and aim to maximize residential and commercial opportunities on or near major transit services. Within the Mission Street NCT District, allowed uses include retail sales and services, institutions, light manufacturing, and home and business services. Additional permitted uses include neighborhood agriculture, educational facilities, and nighttime

entertainment. Housing is also permitted, and is not subject to density limits by lot area. Family-sized dwelling units are encouraged.

4. The immediate neighborhood includes: four-story residential buildings to the east across Shotwell Street; specialist automotive repair use to the south of the Project Site and along the northern side of Cesar Chavez Street; and, a proposal for a mixed-use project six-stories tall, commercial and residential properties to the north at 1515 Van Ness Avenue along 26th Street and Shotwell Street. The subject lot is located within two blocks of the Shotwell Street Historic District, which is located two blocks north and west of the Project Site. The subject lot is also located within three blocks of the Bernal Heights North Historic District, which is located two blocks south and one block east of the Project Site. Other zoning districts in the vicinity of the Project Site include: RH-2 (Residential, House, Two-Family); RH-3 (Residential, House, Three-Family); RM-1 (Residential-Mixed, Low Density), and, RTO-M (Residential Transit Oriented-Mission).
5. **Project Description.** The Project Site is located in San Francisco's Mission neighborhood, on the block bounded by Shotwell Street to the east, Cesar Chavez Street to the south, South Van Ness Avenue to the west and 26th Street to the north. The proposal is to demolish the existing 10,700-square-foot (sf), one-story industrial/PDR building and construct a new nine-story, 85-foot-tall multi-unit affordable senior housing building with 94 units, including units for formerly homeless seniors. The proposed dwelling units would include 24 studios, 69 one-bedroom units, and one two-bedroom manager unit. Six of the studios and 14 of the one-bedroom units will be allocated for formerly homeless seniors at or below the 20% Average Median Income (AMI). 18 of the studios and 55 of the one-bedroom units will be allocated for seniors at or below the 50% AMI level. The existing building on the 11,666 sf subject lot was constructed in 1948. The proposed new building would include 66,322 sf of residential uses, office space for six on-site property management, clerical, case management and maintenance staff, and indoor community spaces including the community room, mail room, restrooms and laundry room. The Project would include no off-street parking and no curb cuts except for the loading zone in front of the lobby doors along Shotwell Street and 28 bicycle parking spaces. The lobby is accessed from the street via a private entry. The Project would include 5,151 sf of common outdoor usable open spaces located on the ground floor, second floor, 8th and 9th floor roof terraces. Excavation would reach a depth of up to 3 feet and would include approximately 1,100 cubic yards of soil disturbance for remediation and foundation excavation. The Project requests development bonuses through the 100% Affordable Housing Bonus Program Authorization for 1) increased height above that which is principally permitted by the zoning district and 2) reduced dwelling unit exposure pursuant to Planning Code Section 140. The Project also requests an exception for the rear yard requirement pursuant to Planning Code Section 134.
6. **Land Dedication Site.** On January 10, 2013, the Planning Commission approved Motion No. 18775 for the Conditional Use Authorization for a Planned Unit Development at 2554-2558 Mission Street for the New Mission Theater. With that approval the project sponsor of the New Mission Theater elected to pursue a land dedication at 1296 Shotwell Street to meet the inclusionary affordable

housing program requirements. The project sponsor of the New Mission Theater conveyed the Project Site to Mayor's Office of Housing and Community Development (MOHCD) and demonstrated that up to 46 dwelling units may be constructed on the dedicated land. The proposed Project is utilizing the 100% Affordable Housing Bonus Program Authorization to achieve the higher density at the Project Site.

7. **Public Comment.** As of the publication date of this packet, the Department has received from the Project Sponsor an online petition of support signed by 169 residents and nearby businesses, 349 support letters from 325 residents and 24 organizations, all attached herein. Since February 2016, the Community Outreach team for the Project has conducted two general community meetings with 81 total attendees and 22 focus groups with community-based organizations and stakeholders, and community events in the Mission District with 256 total attendees. The team has also made personal visits in the vicinity of the Project Site to inform business owners and residents about the proposed development and to ask for their support. The Department has also separately received 12 letters of support for the Project and zero letters in opposition to the Project.
8. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in NCT Zoning Districts.** Planning Code Section 736.90 states that residential use is principally permitted use within the Mission Street NCT Zoning District.

The Project would construct a new residential development within the Mission Street NCT Zoning District with a ground floor neighborhood serving use; therefore, the Project complies with Planning Code Section 736.

- B. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at every residential level. The lot depth is irregular at 64.83 feet on the northern side and 101.32 at the southern side. The required rear yard depth varies between 16 feet and 26 feet. The lot size is 11,666 sf; therefore, 25% of the lot area measures approximately 2,916 sf.

The Project contains dwellings, community space, offices and mechanical rooms at the ground floor and contains rear yard located along the western property line. The provided rear yard meets the required rear yard depths in most cases except for the northwest corner where there is a proposed one-story mechanical room. The mechanical room is approximately 135 sf in size. The provided rear yard totals 2,724 sf in area which is 192 sf less than 25 % of the lot area.

Since the Project does not provide the required 25% rear yard completely against the rear lot line, the Project is seeking an exception for the rear yard requirement as part of the 100% AHBP Project (See #12 Below).

A conforming rear yard would displace the mechanical room and if placed inside the building the mechanical room would displace an affordable unit. By providing an exception for the rear yard requirement, the Project appropriately holds the number of affordable units as proposed and results in a more favorable design.

- C. **Useable Open Space.** Planning Code Sections 135(d)(3) and 736.93 require a minimum of 50 sf of usable open space per residential dwelling unit if common. For dwellings designed for and occupied by senior citizens the minimum amount of usable open space to be provided for use by each dwelling unit shall be one-half the amount required for each dwelling unit. In the Mission Street NCT zoning district, generally 80 sf is required if private and 100 sf is required if common, making one-half of the common open space requirement to be 50 sf.

For the proposed 94 dwelling units, the Project is required to provide 4,700 sf of usable open space. The Project includes a combination of patios, porches, rear yard, and roof decks to meet the open space requirements. The Project contains a 342 sf entry court, a 161 sf porch, and a 2,724 sf rear yard at the ground floor. There is a 502 sf patio at the 2nd floor and 401 sf and 1,523 sf roof decks on the 8th and 9th floors respectively. The entry court and porch do not meet the 15'x15' dimensional requirements of usable open space. The Project includes a total open space of 5,654 sf and total usable open space of 5,151 sf to comply with the Planning Code requirement.

- D. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan, which includes elements from the Better Streets Plan.

The Project includes the new construction of a nine-story residential building on a lot with approximately 141 feet of frontage along Shotwell Street. The Project will include a streetscape plan that will comply with the City's Better Streets Plan and includes streetscape elements, including bicycle parking racks, sidewalk planters, street trees, site furnishings, and 15 feet wide sidewalks on Shotwell Street to incorporate a planting strip and sidewalk furnishings.

Therefore, the Project complies with Planning Code Section 138.1.

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

The subject lot is not located in close proximity to an Urban Bird Refuge. The Project meets the requirements of feature-related standards and does not include any unbroken glazed segments 24- sf and larger in size; therefore, the Project complies with Planning Code Section 139. Any unbroken glazed segments that meet these requirements would have to be treated appropriately.

- F. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley, side yard or rear yard must be at least 25 feet in width, or an open area (inner court) must be no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit is located.

The Project fronts on Shotwell Street. Units facing this street meet exposure requirements. The, units facing the rear would meet the exposure requirements if they faced a required Code-complying rear yard; however the rear yard does not comply and the Project is seeking an exception for the required rear yard. Because the provided rear yard does not meet the 25% requirement, none of the units facing the rear yard meet the exposure requirement as the rear yard is only approximately 16 feet deep at its shallowest location and approximately 25 feet deep at its deepest location. All of the units facing the rear yard will require a development bonus from the exposure requirement. Therefore, the Project is seeking a development bonus for the dwelling unit exposure requirements for 47 dwelling units as part of the 100% Affordable Housing Bonus Program Authorization (See #11 Below).

- G. **Street Frontage.** Planning Code Section 145.1 outlines requirements for street frontages in Neighborhood Commercial Districts to ensure that they are pedestrian-oriented, fine-grained, and are appropriate and compatible with buildings. Ground floor non-residential uses in NCT Districts shall have a minimum floor-to-floor height of 14 feet, as measured from grade.

The Project meets the requirements of Planning Code Section 145.1. The Project features the appropriate amount of active use with the ground floor walk-up dwelling unit, which provides direct, individual pedestrian access to a public sidewalk. Finally, the Project features appropriate street-facing ground level spaces, as well as the ground level transparency and fenestration requirements. The building lobby is well below the 40-foot maximum frontage. The ground floor space has a ceiling height of at least 14 feet, thereby meeting this requirement.

- H. **Off-Street Parking.** Planning Section 151.1 of the Planning Code allows off-street parking at a maximum ratio of .5 per dwelling unit. For dwelling units in the Mission Street NCT Zoning District off-street parking is not required per the criteria under 151.1(g).

The Project includes 94 dwelling units, 93 of which are for seniors and one for the resident manager; therefore, the Project is not required to provide any parking spaces for the dwelling units. The Project is required to provide one car share space.

Currently, the Project does not provide off-street parking spaces as it is in close proximity to various transit corridors. There will be on-street parking provided as well as one car-share parking space along the curb and a loading zone will be provided near the lobby door for vehicle drop-offs. Therefore, the Project complies with Planning Code Section 151.1.

- I. **Off-Street Freight Loading.** Planning Section 152.1 of the Planning Code requires zero off-street freight loading spaces for apartment use between below 100,000 gsf.

The Project includes approximately 66,322 square feet of apartment use, thus no off-street freight loading spaces are required. The Project does not possess any off-street freight loading parking spaces.

- J. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires at least 1 Class 1 bicycle parking spaces for every 10 dwelling units and two Class 2 bicycle parking spaces for every 50 dwelling units.

The Project includes 94 dwelling units; therefore, the Project is required to provide 9 Class 1 bicycle parking spaces and 2 Class 2 bicycle parking spaces to satisfy the residential requirement. The Project will provide 26 Class 1 spaces indoors and outdoors and 2 Class 2 spaces outdoors for the residential component; therefore the Project is exceeding the requirement and complies with Planning Code Section 155.2.

- K. **Car Share Requirements.** Planning Code Section 166 requires one car-share parking space for every residential project with 50-200 dwelling units.

Since the Project includes 94 dwelling units, it is required to provide a minimum of one car-share parking space. The Project will provide one car-share parking space along the street. Therefore, the proposed Project complies with Planning Code Section 166.

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

Based upon a detail shadow analysis, the Project would not cast new shadow upon Precita Park and Garfield Square. Therefore, the Project complies with Planning Code Section 295.

- M. **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 ten or more units.

As currently proposed, the Project will be 100 percent affordable, with 93 affordable dwelling units for seniors and one manager's unit. In the event that the Project changes and some or all of the units become market-rate, the Project shall comply with the inclusionary housing requirements set forth in Section 415 of the Code. 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 the Project is exempt from the requirements of Planning Code Section 415 because it is a 100% affordable project.

9. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to

construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

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

10. **100% Affordable Housing Bonus Program Authorization.** Planning Code Section 206 lists eight requirements for applicability for 100% Affordable Housing Bonus Projects.

- A. The Project contains three or more Residential Units, not including any additional units permitted through this Section 206 through a density bonus.

The Project contains 94 residential units.

- B. The Project is located in a zoning district that allows residential uses with the exception of the RH-1, RH-1(D), or RH-2 Zoning District.

The Project is located in the Mission Street NCT zoning district that allows residential uses as a permitted use.

- C. The Project is not seeking and receiving a density or development bonus under the provisions of California Government Code Sections 65915 et seq., Planning Code Sections 207, 124(f), 304, 803.8 or any other state or local program that provides development bonuses;

The Project is not seeking any other density or development bonus outside of the City's 100% Affordable Housing Bonus Program Authorization.

- D. The Project meets the definition of a "100 Percent Affordable Housing Project" in Section 206.2;

A "100 Percent Affordable Housing Project" shall be a project where all of the dwelling units with the exception of the manager's unit are "Affordable Units" as that term is defined in Section 406(b). The Project provides 94 dwelling units which will be 93 affordable housing units for seniors and one unit for the residential manager.

- E. The Project demonstrates to the satisfaction of the Environmental Review Officer that the Project does not cause a substantial adverse change in the significance of an historic resource as defined by California Code of Regulations, Title 14, Section 15064.5; create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas; and alter wind in a manner that substantially affects public areas;

The Project is not considered a historical resource, will not cast shadow on any public areas and will not alter wind patterns surrounding nearby public areas.

- F. The Project does not demolish, remove, or convert any residential units and does not include any other parcel that has any residential units that would be demolished, removed, or converted as part of the Project;

The Project Site does not contain any residential units nor does it include any other parcel that has residential units that will be demolished, removed or converted as part of the Project. MOHCD has discovered that a person has been sleeping at the site without the owner's permission and is working to remedy that situation.

- G. The Project includes, at the ground floor, neighborhood serving uses, including but not limited to general and specialty grocery, health service, institutional, and public facilities, all as defined in Section 102;

Similar to service programs provided in their other senior buildings, Chinatown CDC will work with outside social service providers and community focused organizations to bring in on-site services to residents and the general public only on specific terms. The community room at 1296 Shotwell may be used as a neighborhood service use. Non-profit organizations and/or entities providing a service to the broader community will be eligible to use the community room for that purpose. The service may be free or provided with a charge to participants to cover operating expenses for the service with the understanding that the service is intended for residents and/or the general public and not based on a closed membership process. The services provided are intended to have a positive impact on participants (i.e. health and wellness, educational, or other types of enrichment activities). To ensure that this space is used solely for neighborhood service use, a Memorandum of Understanding will be signed between Chinatown CDC and any interested outside social service provider and/or community focused organization. Currently, Chinatown CDC operates the I-Hotel and has an existing partnership with a neighborhood service provider that offers Nutrition Classes at the property for the residents and the general public.

- H. The Project is not located within the boundaries of the Northeastern Waterfront Area Plan south of the centerline of Broadway;

The Project is within the Mission (EN) area plan.

11. **100% Affordable Housing Bonus Program Development Bonuses and Zoning Modifications.** Pursuant to Planning Code Section 328 certain development bonus and zoning modifications are permitted for 100% Affordable Housing Bonus Program projects.

- A. Height. Additional 30 feet beyond the district limit, additional height may only be used to provide up to three additional 10-foot stories for residential use.

The Project extends 20 feet beyond the district limit which includes two additional 10-foot stories for residential use. The Project Sponsor requests this development bonus to increase the height allowed by the Mission Street NCT zoning district.

- B. Dwelling Unit Exposure. The dwelling unit exposure requirements of Section 140 (a)(2) may be satisfied through qualifying windows facing an unobstructed open area that is no less than 15 feet in every horizontal dimension, and such open area is not required to expand in every horizontal dimension at each subsequent floor.

The Project does not impede access to light and air for the adjacent properties. The Project is not located adjacent to any residential use. The subject block does not possess a pattern of mid-block open space. The Project Sponsor requests this development bonus to reduce the amount of required exposure due to the Project not meeting the 25% required rear yard calculations. Each unit faces an unobstructed area of no less than 15 feet in every horizontal direction.

12. **100% Affordable Housing Bonus Program Exceptions.** As a component of the review process under Planning Code Section 328, the Planning Commission may grant minor exceptions to the provisions of the Planning Code as provided for below, in addition to the development bonuses granted to the project in Section 206.3(c). Such exceptions, however, should only be granted to allow building mass to appropriately shift to respond to surrounding context, and only when the Planning Commission finds that such modifications do not substantially reduce or increase the overall building envelope permitted by the Program under Section 206.3, and also are consistent with the 100% Affordable Housing Bonus Design Guidelines.

- A. Rear Yard. Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at every residential level. The lot depth is irregular at 64.83 feet on the northern side and 101.32 feet at the southern side. The required rear yard depth varies between 16 feet and 26 feet. The lot size is 11,666 sf; therefore, 25% of the lot area measures approximately 2,916 sf.

The Project contains dwellings, community space, offices and mechanical rooms at the ground floor and contains rear yard located along the western property line. The provided rear yard meets the required rear yard depths in most cases except for the northwest corner where there is a proposed one-story mechanical room. The mechanical room is approximately 135 sf in size. The provided rear yard totals 2,724 sf in area which is 192 sf deficient of 25 % of the lot area. Since the Project does not provide the required 25% rear yard completely against the rear lot line, the Project is seeking an exception for the rear yard requirement as part of the 100% AHBP Project.

A conforming rear yard would displace the mechanical room and if placed inside the building the mechanical room would displace an affordable unit. By providing an exception for the rear yard requirement, the Project appropriately holds the number of affordable units as proposed and results in

a more favorable design. The approximately 135 sf mechanical room does not substantially increase the overall building envelope. Considering that the Project has requested only two additional stories when the development bonuses listed in Planning Code Section 328 would have permitted three stories, this minor exception may be considered a shift in allowable mass. In addition this minor exception does not result in additional Planning Code inconsistencies.

13. Affordable Housing Bonus Program Planning Commission Findings. In its review of any project pursuant to this Section 328, the Planning Commission shall make the following findings:

- A. The use as proposed will comply with the applicable provisions of this Code and is consistent with the General Plan;

The Project is consistent with the General Plan and conforms to all provisions of the Planning Code except for height, required rear yard and exposure, for which the Project Sponsor is seeking development bonuses and an exception.

- B. The use as proposed will provide development that is in conformity with the stated purpose of the applicable Use District; and,

The Project is providing quality 100% affordable housing that is much needed within the Mission Street NCT zoning district.

- C. The use as proposed will contribute to the City's affordable housing goals as stated in the General Plan;

The Project is providing 94 units of quality 100% affordable housing that is much needed within the Mission Street NCT zoning district to meet the goals of the General Plan.

- D. If an 100% AHBP requires a conditional use authorization due only to (1) a specific land use, (2) use size limit, or (3) requirement adopted by the voters, the Planning Commission shall make all findings and consider all criteria required by this Code for such use or use size as part of the 100% AHBP Authorization.

The Project is not seeking a conditional use authorization for any of the above listed reasons.

14. Affordable Housing Bonus Program Planning Commission Design Considerations. Review shall be limited to Design Issues including the following:

- A. Whether the bulk and massing of the building is consistent with the 100% AHBP Design Guidelines;

The Project's mass and scale are appropriate for a large lot and the surrounding context, which includes small to medium industrial buildings, four-story residential buildings and a future development project adjacent to the Project at 1515 Van Ness Ave that will create varied context along Shotwell Street. The Project expresses one distinct mass along Shotwell Street, which is articulated by different architectural designs. The Project is consistent with the mass and scale of nearby existing and future developed properties and falls at the low end of the grade change along the street. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood given the extra two stories. The top of the building contributes to the neighborhood quality, the sidewalls are appropriately articulated, and the architecture expresses complementary design and includes three-dimensional detailing.

- B. Whether the building design elements including but not limited to architectural treatments, façade design, and building materials, are consistent with the 100% AHBP Design Guidelines and any other applicable design guidelines,

The Project includes quality materials that are architecturally consistent with the adjacent neighborhood. The Project's architectural treatments, façade design and building materials include cement plaster, glass veneer, exposed concrete, fiber cement panels, painted aluminum railings, metal sunshades, and aluminum windows and doors which reference the predominantly industrial character of the neighborhood. Overall, the Project offers a high quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding industrial and residential character found in the neighborhood.

The top two bonus floors have been integrated with the architecture below and the Project expresses significant façade depth through the use of projections. A strong roof termination has been provided to appropriately complement the surrounding neighborhood context. Along the ground floor, the Project provides a walk-up dwelling unit with individual pedestrian access. This dwelling unit provides activity along the street. The ground floor is further enhanced by the lobby and publically-accessible community room space on Shotwell Street and streetscape improvements along Shotwell Street.

- C. Whether the design of lower floors, including building setback areas, commercial space, residential units, entries, utilities, and parking and loading access is consistent with the 100% AHBP Design Guidelines, and any other applicable design guidelines; and

The Project conforms to the AHBP Design Guidelines as determined by the Urban Design Advisory Team in that it creates a gracious well defined ground floor that promotes active uses at the street front. The residential unit is accessed by an individual stoop accessible from the street front. The utilities are placed within the building and rear yard. No off-street parking or freight loading is required or provided and bicycle parking is maximized. The street wall is held to a minimum of 4 stories along Shotwell St with no setback until the higher floors.

- D. Whether the required streetscape and other public improvements such as tree planting, street furniture, and lighting are consistent with the Better Streets Plan, and any other applicable design guidelines.

The Project conforms to the Better Streets Plan as determined by the Streetscape Design Advisory Team in that it is providing new street trees, planters, lighting, amenities, on-street parking, a loading zone, and 15 feet wide sidewalks.

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

HOUSING ELEMENT

OBJECTIVES AND POLICIES

OBJECTIVE 1

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

Policy 1.1

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

The Project is a higher density residential development in an underutilized, transitioning industrial and residential area. The Project Site is an ideal infill site that is currently occupied by an industrial use. The surrounding neighborhood features a wide variety of zoning, including: RH-2 (Residential, House, Two-Family); RH-3 (Residential, House, Three-Family); RM-1 (Residential-Mixed, Low Density), and, RTO-M (Residential Transit Oriented-Mission). The Project will provide 94 affordable units on-site, which will provide immediate opportunities for affordable housing in this area.

OBJECTIVE 4

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

Policy 4.4

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

The Project meets the affordable housing requirements for the 100% Affordable Housing Bonus Program by providing 94 affordable units on-site. The Project will provide 100% of the units as affordable.

OBJECTIVE 11

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4

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

Policy 11.6

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

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

The architecture of this Project responds to the site's location as a transition between industrial zones and the contemporary and traditional architecture of residential zones. The Project's facades provide a unique expression not commonly found within the surrounding area, while providing for a material palette that draws from the surrounding industrial context. The exterior is designed with modern materials including cement plaster, glass veneer, exposed concrete, fiber cement panels, painted aluminum railings, metal sunshades, and aluminum windows and doors.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVES AND POLICIES

OBJECTIVE 1:

ENSURE A WELL-MAINTAINED HIGHLY UTILIZED AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.11:

Encourage private recreational facilities on private land that provide a community benefit, particularly to low and moderate-income residents.

The Project provides a rear yard with a walking path, exercise equipment and labyrinth, patio off the laundry facilities to encourage resident engagement and a community room and kitchen on the ground floor that will be accessible to the public.

OBJECTIVE 2:

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

Policy 2.3:

Provide recreational programs that are responsive to community needs and changing demographics.

Policy 2.8

Consider repurposing underutilized City-owned properties as open space and recreational facilities.

Policy 2.11:

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

The Project will create common open space areas in a new residential development through porches, patios, rear yard, and roof decks.

TRANSPORTATION ELEMENT

OBJECTIVES AND POLICIES

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

The Project will install new street trees along Shotwell Street. Further, the Project will provide new site furnishings, amenities, and planting strips on the frontage. 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 28 bicycle parking spaces in secure, convenient locations, which meets the requirements specified in the Planning Code.

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 provides zero off-street parking spaces as it is in close proximity to Cesar Chavez Street which is well served by transit. Curb cuts are minimized to solely providing for a loading zone in order to retain a maximum amount of on-street parking spaces.

URBAN DESIGN ELEMENT

OBJECTIVES AND POLICIES

OBJECTIVE 2:

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

Policy 2.6:

Respect the character of older development nearby in the design of new buildings.

The Project is located within the Mission neighborhood, which is characterized by the mix of residential, commercial, and industrial uses. As such, the Project provides expressive street façades, which respond to the form, scale and material palette of the existing neighborhood, while also providing a new contemporary architectural vocabulary.

OBJECTIVE 4:

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

Policy 4.5:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Project Site does not provide any vehicular access points for the entire Project, limiting conflicts with pedestrians and bicyclists. Numerous street trees will be planted on Shotwell Street. Ample frontage, common and private open spaces, and a ground floor dwelling unit with direct access to the street will be provided. Along the Project Site, the pedestrian experience will be greatly improved.

The Project includes streetscape elements, bicycle parking racks, sidewalk planters, street trees, site furnishings, and 15 feet wide sidewalks along Shotwell Street to incorporate street lighting and planters.

MISSION (EN) AREA PLAN

OBJECTIVES AND POLICIES

Land Use

OBJECTIVE 1.2

IN AREAS OF THE MISSION 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.

Policy 1.2.3

In general, where residential development is permitted, control residential density through building height and bulk guidelines and bedroom mix requirements.

The Project is located within the Mission neighborhood, which is characterized by the mix of residential, commercial, and industrial uses. As such, the Project provides expressive street façades, which respond to the form, scale and material palette of the existing neighborhood, while also providing a new contemporary architectural vocabulary.

Housing

OBJECTIVE 2.1

ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE MISSION IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES.

Policy 2.1.1

Require developers in some formally industrial areas to contribute towards the City's very low, low, moderate and middle income needs as identified in the Housing Element of the General Plan.

OBJECTIVE 2.3

REQUIRE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES.

Policy 2.3.2

Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.

Policy 2.3.3

Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments unless all Below Market Rate units are two or more bedrooms.

OBJECTIVE 2.5

PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION

Policy 2.5.3

Require new development to meet minimum levels of "green" construction.

The Project serves senior residents and formerly homeless seniors in below market rate housing that is an 100% affordable project. The building will contain a mix of studios, one bedroom and two bedroom units.

Built Form

OBJECTIVE 3.1

PROMOTE AN URBAN FORM THAT REINFORCES THE MISSION'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.

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.

The Project is a new larger-scale residential development. The Project provides the appropriate use encouraged by the Area Plan for this location. In addition, the Project is located within the prescribed height and bulk guidelines. The Project introduces a contemporary architectural vocabulary, which is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high quality designed exterior, which features a variety of materials, colors and textures, including cement plaster, glass veneer, exposed concrete, fiber cement panels, painted aluminum railings, metal sunshades, and aluminum windows and doors.

Transportation

OBJECTIVE 4.8

ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS.

Policy 4.8.1

Continue to require car-sharing arrangements in new residential and commercial developments, as well as any new parking garages.

The Project does not include any off-street parking spaces as it is in close proximity to various transit corridors. The Project will include one car sharing space at the front curb.

Streets and Open Space

OBJECTIVE 5.2

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY, PRIVATE OPEN SPACE.

Policy 5.2.3

Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

The Project will create common open space areas in a new residential development through porches, patios, rear yard, and roof decks.

MISSION ACTION PLAN 2020

The subject property falls within the area of the ongoing Mission Action Plan 2020 (MAP2020). MAP 2020 is collaboration, initiated by the community, between community organizations and the City of San Francisco, to create and preserve affordable housing and bring economic stability to the Mission. The goal is to retain and attract low to moderate income residents and community-serving businesses, artists, and nonprofits in order to strengthen and preserve the socioeconomic and cultural diversity of the Mission neighborhood.

Community organizations initiated the plan given the loss and displacement trends of low to moderate income residents, community-serving businesses, artists, and nonprofits affecting the neighborhood due to the affordability crisis.

A draft Action Plan will be available in summer 2016, with potential recommendations for pipeline projects and zoning changes. For more information on the neighborhood trends and the MAP2020 process can be found on:

<http://sf-planning.org/mission-action-plan-2020>

This 100% Affordable housing project advances the goals of MAP2020 by providing 94 affordable units for seniors and formerly homeless seniors.

16. **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.

The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses.

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

No housing exists on the Project Site. The Project will provide up to 94 new dwelling units, thus resulting in a significant increase in the neighborhood housing stock. The Project is expressive in design, and relates to the scale and form of the surrounding neighborhood by providing relationships to the mid-to-large-scale industrial, residential, and commercial properties. For these reasons, the proposed Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's 100% Affordable Housing Bonus Program by providing 94 affordable units on-site.

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

The Project Site is well-served by public transportation. The Project is located within ¼ mile of the 12, 14, 14R, 27, 36, 49, and 67 bus lines. In addition the Project is within half mile of the 24th Street and Mission

BART Station. Future residents would be afforded close proximity to bus or rail transit. The Project also provides sufficient on-street parking and sufficient bicycle parking for residents and their guests.

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

The Project is consistent with the Mission (EN) Area Plan, which provides for a balance between commercial, industrial, retail, residential, and other development. The Project does not include commercial office development, and provides new opportunities for housing, which is a top priority for the City.

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

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This Project will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

There are no landmarks or historic buildings on the Project Site. The Project would not impact the nearby Shotwell Street Historic District or the Bernal Heights North Historic District.

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

The Project will not cast additional shadow on the nearby Precita Park and Garfield Square.

17. 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.
18. The Commission hereby finds that approval of the 100% Affordable Housing Bonus Program 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 A 100% Affordable Housing Bonus Project Application No. 2015-018056AHB** under Planning Code Sections 206 and 328 to allow for the demolition of an existing one-story building and construction of a new nine-story 100% affordable residential building for seniors and formerly homeless seniors with 94 units. The Project requests development bonuses for 1) increased height above that which is principally permitted by the zoning district and 2) reduced dwelling unit exposure pursuant to Planning Code Section 140. The Project also requests an exception for the rear yard requirement pursuant to Planning Code Section 134. This Project is within the Mission Street NCT (Neighborhood Commercial Transit) Zoning District and 65-X Height and Bulk District. The Project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated November 1, 2016, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 328 100% Affordable Housing Bonus Program Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Clerk of the Board of Supervisors at (415) 554-5184, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102.


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

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

Motion No. 19804
December 1, 2016

CASE NO. 2015-018056AHB
1296 Shotwell Street

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on December 1, 2016.


Jonas P. Ionin
Commission Secretary

AYES: Richards, Hillis, Johnson, Koppel, Melgar, Moore

NAYES: None

ABSENT: Fong

ADOPTED: December 1, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a 100% Affordable Housing Bonus Program Authorization to allow for the demolition of an existing 1-story building and construction of a new nine-story 100% affordable residential building for seniors and formerly homeless seniors with 94 units, pursuant to Planning Code Sections 206 and 328. The Project requests development bonuses for 1) increased height above that which is principally permitted by the zoning district and 2) reduced dwelling unit exposure pursuant to Planning Code Section 140. The Project also requests an exception for the rear yard requirement pursuant to Planning Code Section 134. This Project is within the Mission Street NCT (Neighborhood Commercial Transit) Zoning District and 65-X Height and Bulk District; in general conformance with plans, dated November 1, 2016, and stamped "EXHIBIT B" included in the docket for Case No. 2015-018056AHB and subject to conditions of approval reviewed and approved by the Commission on December 1, 2016 under Motion No. 19804. 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 December 1, 2016 under Motion No. 19804.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 19804 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 the 100% Affordable Housing Bonus Program 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 authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for ten (10) 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 ten-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 ten (10) 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 ten (10) 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

DESIGN – COMPLIANCE AT PLAN STAGE

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. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
8. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application for each building. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
9. **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

PARKING AND TRAFFIC

10. **Car Share.** Pursuant to Planning Code Section 166, no fewer than one (1) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
11. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.2, and 155.3, the Project shall provide no fewer than 9 Class 1 bicycle parking spaces and 2 Class 2 bicycle parking spaces.

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

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

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

PROVISIONS

13. **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

MONITORING

14. **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

15. **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

16. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

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

17. **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>

18. **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

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

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

AFFORDABLE UNITS

20. **100% Affordable Project.** As currently proposed, the Project will be 100% affordable, with 94 dwelling units. In the event that the Project changes and some or all of the units become market-rate, the Project shall comply with the inclusionary housing requirements set forth in Section 415 of the Code. This condition of approval shall constitute the written determination and notice of the inclusionary housing requirement pursuant to the procedures set forth in Code Section 415.

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, <http://sf-moh.org/index.aspx?page=321>



SAN FRANCISCO PLANNING DEPARTMENT

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2016 DEC 30 PM 12:16

BY u

Certificate of Determination INFILL PROJECT ENVIRONMENTAL REVIEW

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

Case No.: 2015-018056ENV
 Project Address: 1296 Shotwell Street
 Zoning: NCT – Mission Street Neighborhood Commercial Transit
 Mission Street Formula Retail Restaurant Sub-district
 Mission Alcohol Restricted Use District
 Fringe Financial Restricted Use District
 65-X Height and Bulk District

Block/Lot: 6571/051
 Lot Size: 11,664 square feet
 Prior EIR: Eastern Neighborhoods Area Plan (Mission)
 Project Sponsors: Dragana Monson, HCL Architecture, (415) 495-1776
 Elaine Yee, Mission Economic Development Agency, (415) 282-3334
 Joyce Slen, Chinatown Community Development Center, (415) 984-1450
 Staff Contact: Alana Callagy – (415) 575-8734, alana.callagy@sfgov.org

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is located on a block bound by Shotwell Street to the east, 26th Street to the north, South Van Ness Avenue to the west, and Cesar Chavez Street to the south, in San Francisco's Mission neighborhood. The project site, Block 6571, Lot 051, is irregular in shape and has frontage only on Shotwell Street. The parcel measures approximately 11,700 square feet. The proposed project would demolish the existing one-story industrial building on the site and construct a 100 percent Affordable Senior Housing project, encompassing a total of approximately 69,500 gross square feet (gsf) with 94 dwelling units (93 affordable units plus one unit for the onsite property manager), including 20 units for formerly homeless seniors.

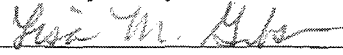
(Continued on next page.)

CEQA DETERMINATION

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

DETERMINATION

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


LISA M. GIBSON
Acting Environmental Review Officer

11/21/16
Date

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

Vima Byrd, M.D.F.
Supervisor David Campos, District 9

PROJECT DESCRIPTION (continued)

The proposed building would be roughly rectangular in shape, with an internal courtyard. The nine-story building would have a height of 84 feet (96 feet to the top of elevator penthouse). The proposed building would front and be accessible via Shotwell Street and would be stepped back on the eighth and ninth floors in an effort to diminish the building's massing and bulk, as viewed from the surrounding neighborhoods. The step back would create roof terraces with approximately 1,500 gsf of common open space. Other common space areas would be placed in the rear yard (approximately 3,000 gsf), front entry court (430 gsf), and a second floor terrace overlooking Shotwell Street (approximately 325 gsf).

No vehicular parking is proposed. The proposed project would include Class I bicycle spaces at the ground-floor level and two Class II bicycle spaces would be located on the sidewalk in front of the project site on Shotwell Street. The proposed project would install a 55-foot-long dropoff/loading zone on Shotwell Street. An existing two-foot-deep "concrete ramp" along the length of the project site on Shotwell Street would be removed and the 15 foot concrete sidewalk would remain with a six inch curb added.

During the approximately 18-month construction period, the proposed project would include deep soil treatment, which would extend approximately 35 feet below ground surface. Additional foundation work may include drilled piers to depths of approximately 45 feet, but would not involve impact pile driving activities. The project site is located within the Mission Plan Area of the Eastern Neighborhoods Area Plans.

PROJECT APPROVAL

The proposed project at 1296 Shotwell Street would require the following approvals:

Actions by the Planning Commission

- Approval of 100 percent Affordable Housing Bonus Project under Section 328 of the Planning Code for up to an additional 30 feet above the height district limit. The Planning Commission's approval of the 100 percent Affordable Housing Bonus Project would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for the Planning Commission's determination that the proposed project is eligible for streamlined environmental review for infill projects under CEQA Guidelines Section 15183.3 under CEQA pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Actions by the Planning Department

- Approval of a Large Project Authorization for development of a building greater than 25,000 gross square feet, if the proposed legislative amendment is approved. Per Planning Code Section 315, a Large Project Authorization for 100 percent Affordable Housing Projects may be approved by the Planning Department.

Actions by City Departments

- Approval of a Site Permit from the Department of Building Inspection (DBI) for demolition and new construction.

PROJECT SETTING

The project site is located on a block bound by Shotwell Street to the east, 26th Street to the north, South Van Ness Avenue to the west, and Cesar Chavez Street to the south, in San Francisco's Mission neighborhood. The parcel measures approximately 11,700 square feet and contains a one-story industrial

building constructed in 1948 that covers the entire parcel. The building houses an automotive repair shop and a storage facility for a local market.

It is currently zoned NCT (Mission Street Neighborhood Commercial Transit), Mission Street Formula Retail Restaurant Sub-district, Mission Alcohol Restricted Use District, Fringe Financial Restricted Use District, and is within a 65-X height and bulk district.

The project vicinity is characterized by a mix of residential, retail, office, and Production, Distribution, and Repair (PDR) uses. To the north of the project site (i.e., along 26th Street between South Van Ness Avenue and Shotwell Street) sits a commercial building housing an electric contractor, to the east and across Shotwell Street are residential complexes, to the west of the site is an auto parts shop and adjacent parking lot, accessed at Cesar Chavez Street. The 24th Street-Mission BART station, a major regional transit station, is located five blocks northwest of the project site. There is one San Francisco Municipal Railway (Muni) stop approximately 250 feet southwest near the intersection of South Van Ness Avenue and Cesar Chavez Street, one 370 feet northwest at the intersection of South Van Ness Avenue and 26th Street, and one 380 feet northeast of the project site near the intersection of Folsom and 26th streets. Within a quarter mile of the project site, Muni operates the following bus lines: the 12-Folsom/Pacific, 14-Mission, 14R-Mission Rapid, 27-Bryant, 36-Teresita, 49-Van Ness/Mission, and 67-Bernal Heights. The following bicycle facilities are located near the project site: Cesar Chavez Street has east-west bike lanes and Harrison Street has a north-south bike route and lane. Buildings in the project vicinity range from 15 to 40 feet in height. Surrounding parcels on the same block (to the north and west) are zoned NCT-1 (Mission Street Neighborhood Commercial Transit), parcels across Shotwell Street to the east are zoned RM-1 (Residential-Mixed, Low Density), to the southeast across the Shotwell and Cesar Chavez streets intersection are zoned RH-3 (Residential-House, Three Family), and south across Cesar Chavez Street are zoned RH-2 (Residential-House, Two Family). Height and bulk districts in the project vicinity are 40-X, 55-X, and 65-X.

Adjacent to the project site is 1515 South Van Ness Avenue, which to the north and west of the project site contains two parking lots and an associated two-story building. The parcel recently received Planning Commission approval to construct a mixed-use (residential with retail on the first floor) five and six-story building with frontage on South Van Ness Avenue, 26th Street, and Shotwell Street (Case No. 2014.1020ENV). Southwest of the project site is 1575 South Van Ness Avenue, a two story, commercial building that currently contains an auto parts retailer and its associated parking lot on Cesar Chavez. South and adjacent to the project site is 1298 Shotwell Street (also called 3250 Cesar Chavez Street), a two story building that contains an auto repair shop.

Across Shotwell Street to the east of the project is a four-story, 130-unit apartment complex, composed of multiple buildings. Across Cesar Chavez Street to the south of the project site are two- to three-story residential buildings. To the north, across 26th Street between South Van Ness Avenue and Shotwell Street, is a residential apartment complex with buildings varying from one to three stories and a one-story auto repair shop.

One block west of the project site, west of the intersection of South Van Ness Avenue and Cesar Chavez Street, is 3314 Cesar Chavez Street, which is under review by the Planning Department for demolition of the one-story industrial structure on the site and construction of a six-story, 65-foot-tall mixed-use building with 52 dwelling units, off street parking, and commercial space on the ground floor (Case No. 2014-003160ENV).

STREAMLINING FOR INFILL PROJECTS OVERVIEW

California Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 provides a streamlined environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been previously addressed in a planning level decision¹ or by uniformly applicable development policies.² CEQA does not apply to the effects of an eligible infill project under two circumstances. First, if an effect was addressed as a significant effect in a prior Environmental Impact Report (EIR)³ for a planning level decision, then that effect need not be analyzed again for an individual infill project even when that effect was not reduced to a less than significant level in the prior EIR. Second, an effect need not be analyzed, even if it was not analyzed in a prior EIR or is more significant than previously analyzed, if the lead agency makes a finding that uniformly applicable development policies or standards, adopted by the lead agency or a city or county, apply to the infill project and would substantially mitigate that effect. Depending on the effects addressed in the prior EIR and the availability of uniformly applicable development policies or standards that apply to the eligible infill project, the streamlined environmental review would range from a determination that no further environmental review is required to a narrowed, project-specific environmental document.

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

- (1) the project satisfies the performance standards of Appendix M of the CEQA Guidelines;
- (2) the degree to which the effects of the infill project were analyzed in the prior EIR;
- (3) an explanation of whether the infill project will cause new specific effects⁴ not addressed in the prior EIR;
- (4) an explanation of whether substantial new information shows that the adverse effects of the infill project are substantially more severe than described in the prior EIR; and
- (5) if the infill project would cause new specific effects or more significant effects than disclosed in the prior EIR, the evaluation shall indicate whether uniformly applied development standards substantially mitigate⁵ those effects.⁶

¹ Planning level decision means the enactment of amendment of a general plan or any general plan element, community plan, specific plan, or zoning code.

² Uniformly applicable development policies are policies or standards adopted or enacted by a city or county, or by a lead agency, that reduce one or more adverse environmental effects.

³ Prior EIR means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents.

⁴ A new specific effect is an effect that was not addressed in the prior EIR and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

⁵ More significant means an effect will be substantially more severe than described in the prior EIR. More significant effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR's analysis. An effect is also more significant if substantial new information shows that: (1) mitigation measures that were previously rejected as infeasible are in fact feasible, and such measures are not included in the project; (2) feasible mitigation measures considerably different than those previously analyzed could substantially reduce a significant effect described in the prior EIR, but such measures are not included in the project; or (3) an applicable mitigation measure was adopted in connection with a planning level decision, but the lead agency determines that it is not feasible for the infill project to implement that measure.

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

INFILL PROJECT ELIGIBILITY

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

- a) *The project site is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter.*⁷

The project site is located within an urban area and has been previously developed. According to the Phase I Environmental Site Assessment,⁸ available historical records show that the site was occupied by a tannery in the late 1800s, was vacant (except for a private residence) in 1900, and has been occupied by large warehouses from at least 1914 through the present. The warehouses apparently were used for storage from 1914 to 1999. Currently the site contains an auto repair shop and a storage facility for a local market.

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

The proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines.⁹ The Appendix M checklist, which is located within the project file, covers the following topics for mixed-use residential projects: hazardous materials, air quality, transportation, and affordable housing. The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code (i.e., the "Cortese" list), and is not located near a high-volume roadway or a stationary source of air pollution (i.e., project site is not within an Air Pollutant Exposure Zone). The project site is located within a low vehicle travel area, within a half mile of an existing major transit stop, and consists of less than 300 affordable housing units.

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

Plan Bay Area is the current Sustainable Communities Strategy and Regional Transportation Plan that was adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) in July 2013, in compliance with California's governing greenhouse gas

⁶ Substantially mitigate means that the policy or standard will substantially lessen the effect, but not necessarily below the levels of significance.

⁷ For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way. Qualified urban use means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.

⁸ ESSEL. *Phase I Environmental Site Assessment Property at 1296/1298 Shotwell Street, San Francisco, CA, 94110*. October 5, 2016. This document and others referenced in this certificate unless otherwise noted are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-018056ENV.

⁹ San Francisco Planning Department, *Eligibility Checklist: CEQA Guidelines Appendix M Performance Standards for Streamlined Environmental Review, 1296 Shotwell Street*, November 1, 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-018056ENV.

reduction legislation, Senate Bill 375.¹⁰ To be consistent with Plan Bay Area, a proposed project must be located within a Priority Development Area (PDA), or must meet all of the following criteria:

- Conform with the jurisdiction's General Plan and Housing Element;
- Be located within 0.5 miles of transit access;
- Be 100 percent affordable to low- and very-low income households for 55 years; and
- Be located within 0.5 miles of at least six neighborhood amenities.¹¹

The project site is located within the Eastern Neighborhoods PDA, and therefore the project is consistent with the general use designation, density, building intensity, and applicable policies specified in Plan Bay Area.¹² As discussed above, the proposed project at 1296 Shotwell Street meets criteria a, b, and c, and is therefore considered an eligible infill project.

PLAN-LEVEL ENVIRONMENTAL IMPACT REPORT

The 1296 Shotwell Street project site is located within the Mission Plan Area of the Eastern Neighborhoods Area Plans which were evaluated in the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).¹³ The Eastern Neighborhoods PEIR, which was certified in 2008, is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025).

This determination and the Infill Project Initial Study (Attachment A) concludes that the proposed project at 1296 Shotwell Street: (1) is eligible for streamlined environmental review; (2) the effects of the infill project were analyzed in the Eastern Neighborhoods PEIR and applicable mitigation measures from the PEIR have been incorporated into the proposed project; (3) the proposed project would not cause new specific effects that were not already analyzed and disclosed in the Eastern Neighborhoods PEIR; and (4) there is no substantial new information that shows that the adverse environmental effects of the infill project are substantially greater than those described in the prior EIR. Therefore, no further environmental review is required for the proposed 1296 Shotwell Street project and this Certificate of Determination for the proposed project comprises the full and complete CEQA evaluation necessary for the proposed project.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1296 Shotwell Street project. As

¹⁰ Metropolitan Transportation Commission and Association of Bay Area Governments, Plan Bay Area. Available: <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>. Accessed April 25, 2016

¹¹ Chion, Miriam, Association of Bay Area Governments (ABAG) Planning & Research Director, letter to Alana Callagy, Environmental Planner, San Francisco Planning Department, October 17, 2016, *Re: 1296 Shotwell Street Project SCS Consistency*.

¹² Ibid.

¹³ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

a result, the proposed infill project would not result in adverse environmental effects that are substantially greater than those identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. Regarding land use, the PEIR found a significant impact related to the cumulative loss of PDR. The approximately 11,700-square-foot project site at 1296 Shotwell Street houses a one-story building with an automotive repair shop and a storage facility for a local market.

As of July 2016, projects containing the removal of 1,268,219 net square feet of PDR space have been completed or are anticipated to complete environmental review within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (654,016 square feet of PDR space loss) and foreseeable projects, including the proposed project (614,203 square feet of PDR space loss). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. As of July 2016, projects containing the removal of approximately 237,073 net square feet of PDR space have completed or are anticipated to complete environmental review within the Mission subarea. These estimates include projects that have completed environmental review (440 square feet of PDR space loss) and foreseeable projects, including the proposed project (261,995 square feet of PDR space loss).

Development of the proposed project would result in the net loss of approximately 11,664 square feet of PDR building space and this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site is located in the NCT Use District, which has a mixed pattern of larger and smaller lots and businesses, as well as a sizable number of upper-story residential units and zoning controls designed to permit moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. The proposed project is consistent with the land use envisioned for the site under the Eastern Neighborhoods PEIR. The proposed loss of 11,664 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in significant impacts that were previously not identified or a more severe adverse impact than analyzed in the PEIR. The proposed project's bulk and density are consistent with that permitted under the NCT in combination with the density bonus requested by the sponsor under the City's 100 Percent Affordable Housing Bonus (Planning Code 328).

The project site, which is an existing one-story industrial building, is not considered a historic resource.¹⁴ In addition, the project site is not located within a historic district or adjacent to a potential historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR.

Regarding transit, the PEIR found that the anticipated growth resulting from the zoning changes could result in significant impacts on transit ridership. The proposed project would be expected to generate 715 daily transit trips, including 124 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 124 p.m. peak hour transit trips would be accommodated by existing capacity. Thus, transit ridership generated by the project would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR.

¹⁴ San Francisco Planning Department. *Eastern Neighborhoods Mission Area Plan South Mission Historic Resources Survey*. Updated November 9, 2010. Available at <http://sf-planning.org/south-mission-historic-resource-survey-map>

Finally, regarding shadow impacts, the PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. The proposed project would remove the existing one-story PDR building and construct a new 84-foot-tall (92-foot-tall with elevator penthouse) building. The Planning Department prepared a shadow fan analysis that determined that the proposed project does not have the potential to cast new shadow on open space under the jurisdiction of the Recreation and Park Department.¹⁵ Therefore, a more refined shadow study was not conducted. The proposed project would also shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historic resources, hazardous materials, and transportation. The Infill Initial Study (Attachment A) discusses the applicability of each mitigation measure from the Eastern Neighborhoods PEIR and identifies uniformly applicable development standards that would reduce environmental effects of the project.¹⁶ Table 1 below lists the mitigation measures identified in the Eastern Neighborhoods PEIR that would apply to the proposed project.

Table 1 – Applicable Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F-2: Construction Noise	Applicable: temporary construction noise from the use of heavy equipment would be generated	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
J-2: Properties with no Previous Studies	Applicable: project site is located in an area with no previous archaeological studies	The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to implement procedures related to archeological testing in compliance with this mitigation measure.
L-1: Hazardous Building Materials	Applicable: project would demolish an existing building	The project sponsor shall ensure that any hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws

¹⁵ San Francisco Planning Department. *Shadow Fan – 1296 Shotwell Street*. February 23, 2016.

¹⁶ The Infill Project Initial Study is attached to this document as Attachment A.

As discussed in the attached Infill Project Initial Study, the following mitigation measures identified in the Eastern Neighborhoods PEIR are not applicable to the proposed project: F-1: Construction Noise (Pile Driving), F-3: Interior Noise Levels, F-4: Siting of Noise-Sensitive Uses, F-5: Siting of Noise-Generating Uses, F-6: Open Space in Noisy Environments, G-2: Air Quality for Sensitive Land Uses, G-3: Siting of Uses that Emit DPM, G-4: Siting of Uses that Emit Other TACs, J-1: Properties with Previous Archeological Studies, J-3: Mission Dolores Archeological District, K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area, K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District, K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District, E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Transportation Funding, E-4: Intelligent Traffic Management, E-5: Enhanced Transit Funding, E-6: Transit Corridor Improvements, E-7: Transit Accessibility, E-8: Muni Storage and Maintenance, E-9: Rider Improvements, E-10: Transit Enhancement, and E-11: Transportation Demand Management.

Please see the attached Mitigation Monitoring and Reporting Program¹⁷ (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures and uniformly applicable development standards, the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on July 1, 2016 to adjacent occupants and owners of properties within 300 feet of the project site. Comments were received via letter, email, and phone. One letter stated concern that wind velocity would be increased by the project, an email stated that the project is not consistent with the existing skyline or current massing, and one call requested that the project have a massing that fits with the existing residential scale and was concerned about parking. Six additional emails were received that supported the project as proposed.

CONCLUSION

As summarized above and further discussed in the Infill Project Initial Study.¹⁸

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

¹⁷ The MMRP is attached to this document as Attachment B.

¹⁸ Ibid

4. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

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



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT A

Infill Project Initial Study

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

<i>Case No.:</i>	2015-018056ENV	Reception:	415.558.6378
<i>Project Address:</i>	1296 Shotwell Street	Fax:	415.558.6409
<i>Zoning:</i>	NCT – Mission Street Neighborhood Commercial Transit Mission Street Formula Retail Restaurant Sub-district Mission Alcohol Restricted Use District Fringe Financial Restricted Use District 65-X Height and Bulk District	Planning Information:	415.558.6377
<i>Block/Lot:</i>	6571/051		
<i>Lot Size:</i>	11,664 square feet		
<i>Prior EIR:</i>	Eastern Neighborhoods Area Plan (Mission)		
<i>Project Sponsors:</i>	Dragana Monson, HCL Architecture, (415) 495-1776 Elaine Yee, Mission Economic Development Agency, (415) 282-3334 Joyce Slen, Chinatown Community Development Center, (415) 984-1450		
<i>Staff Contact:</i>	Alana Callagy – (415) 575-8734, alana.callagy@sfgov.org		

PROJECT DESCRIPTION

Project Location

The project site is located on a block bound by Shotwell Street to the east, 26th Street to the north, South Van Ness Avenue to the west, and Cesar Chavez Street to the south, in San Francisco’s Mission neighborhood (see Figure 1, Project Location). The project site, Block 6571, Lot 051, is irregular in shape and has frontage only on Shotwell Street, roughly 141 feet long. The parcel measures approximately 11,700 square feet and contains a one-story industrial building constructed in 1948 that covers the entire parcel. The building currently houses an automotive repair shop and a storage facility for a local market.

The existing sidewalk along Shotwell Street is 15 feet wide and does not contain any curb cuts instead, there is an approximately two foot deep “concrete ramp” along the length of the project site, which creates a transition between the sidewalk and street levels and accommodates cars associated with the auto repair shop currently on site.

The project site does not contain trees or landscaping on site, nor are street trees currently adjacent to the site.

The project site is zoned NCT – Mission Street Neighborhood Commercial Transit, Mission Street Formula Retail Restaurant Sub-district, Mission Alcohol Restricted Use District, and Fringe Financial Restricted Use District, and is within a 65-X height and bulk district.

Project Characteristics

The proposed project would demolish the existing one-story industrial building and construct a 100 Percent Affordable Senior Housing project, encompassing a total of approximately 69,500 gross square feet (gsf) with 94 dwelling units (93 affordable units plus one unit for the on-site property manager), including 20 units for formerly homeless seniors, approximately 2,700 gsf of indoor

community space, 1,150 gsf of office space, approximately 11,650 gsf of circulation and mechanical spaces (e.g., mechanical, electrical, maintenance, and trash rooms), and 5,900 gsf of outdoor open space. The proposed building would be roughly rectangular in shape, with an internal courtyard (see Figure 2, Site Plan). The nine-story building would have a height of 84 feet plus an additional eight feet to the top of elevator penthouse. The project sponsor is requesting a City of San Francisco 100 Percent Affordable Housing Bonus on the project site to allow for an additional three stories of building height over the existing zoning. The proposed building would front and be accessible via Shotwell Street. The proposed building would contain 94 apartments in the following sizes: 24 studio units, 69 one-bedroom units, and one two-bedroom unit. The one two-bedroom unit would be for the resident manager. The project sponsor anticipates that the configuration of units would allow for approximately 150 to 170 residents.

The proposed building would be stepped back on the eighth and ninth floors in an effort to reduce the building's massing and bulk, as viewed from the surrounding neighborhoods. The setback would create roof terraces with approximately 1,500 gsf of common open space. Other common space areas would be placed in the rear yard (approximately 3,000 gsf), front entry court (430 gsf), and a second floor terrace overlooking Shotwell Street (approximately 325 gsf).

A transformer for the proposed project would be placed in a vault under the sidewalk on Shotwell Street.

The mechanical room, which would be on the roof and not visible by pedestrians on the street, would include a solar hot water tank, service hot water storage tanks, and boilers. Additionally, the project would contain roof-mounted exhaust and filtered supply air to meet Article 38 requirements.

The proposed project would install a 55-foot-long dropoff/loading zone in front of the main entrance on Shotwell Street.

The proposed project does not include vehicle parking. Class I bicycle parking would be provided in the lobby and the secured entry courtyard. The proposed project would also add two new Class II bicycle parking spots on Shotwell Street, south of the main entrance to the building.

The ground-floor level would include the following: a community room; two bicycle storage areas that would contain the Class I bicycle spaces; a meeting room; offices, the manager unit; two one-bedroom units; and an open space area (see Figure 3, Proposed Ground Floor Plan). The second floor would contain a laundry room, eight one-bedroom units, and three studio units (see Figure 4, Proposed 2nd Floor Plan). Floors three through seven would each contain approximately nine one-bedroom units and three studio units (see Figure 5, Proposed 3rd through 7th Floor Plan). Floor eight would contain eight one-bedroom units and three studio units (see Figure 6, Proposed 8th Floor Plan). Floor nine would contain six one-bedroom units, three studio units, and two roof gardens (see Figure 7, Proposed 9th Floor Plan).

The roof-top would include building-related mechanical systems and the solar hot water tank. The proposed project would pursue GreenPoint Rated certification. Project elevations are provided as Figures 8 through 11.

Figure 1: Project Location

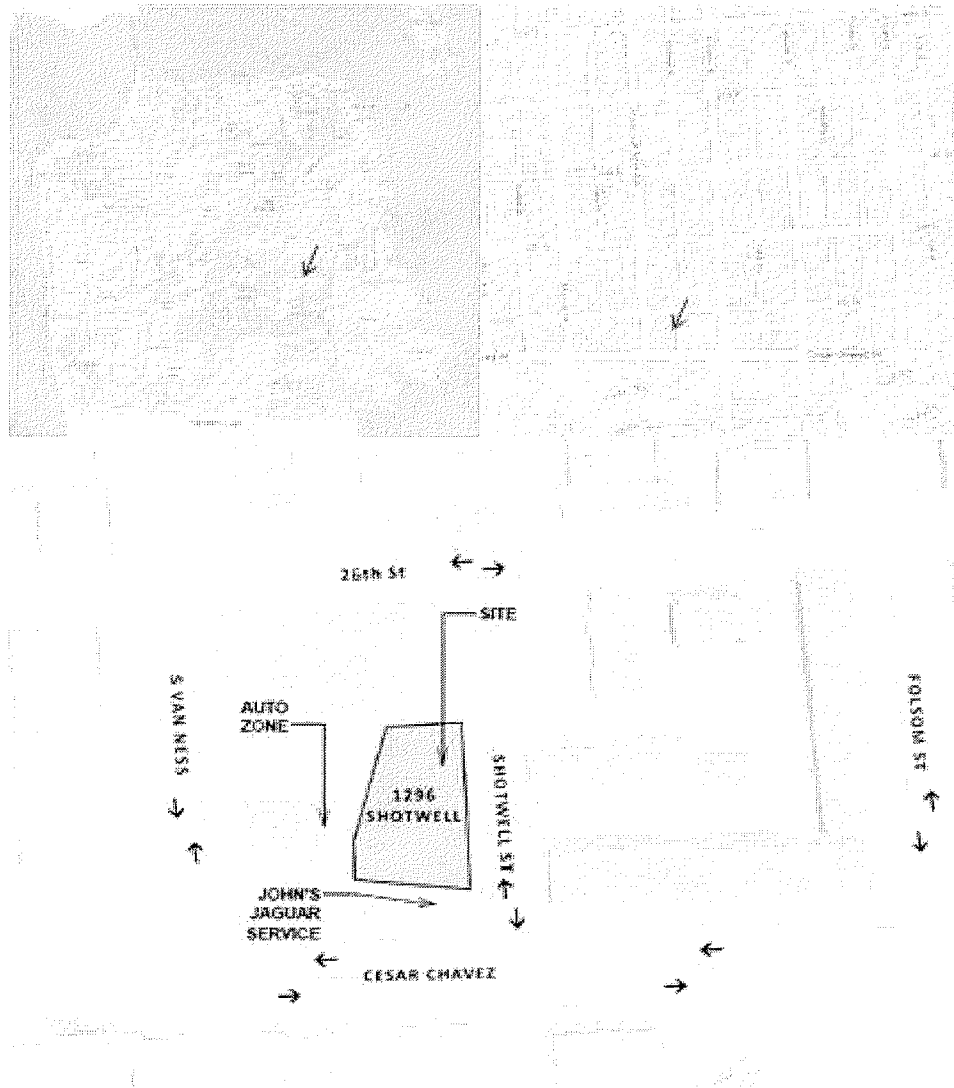


Figure 2: Site Plan

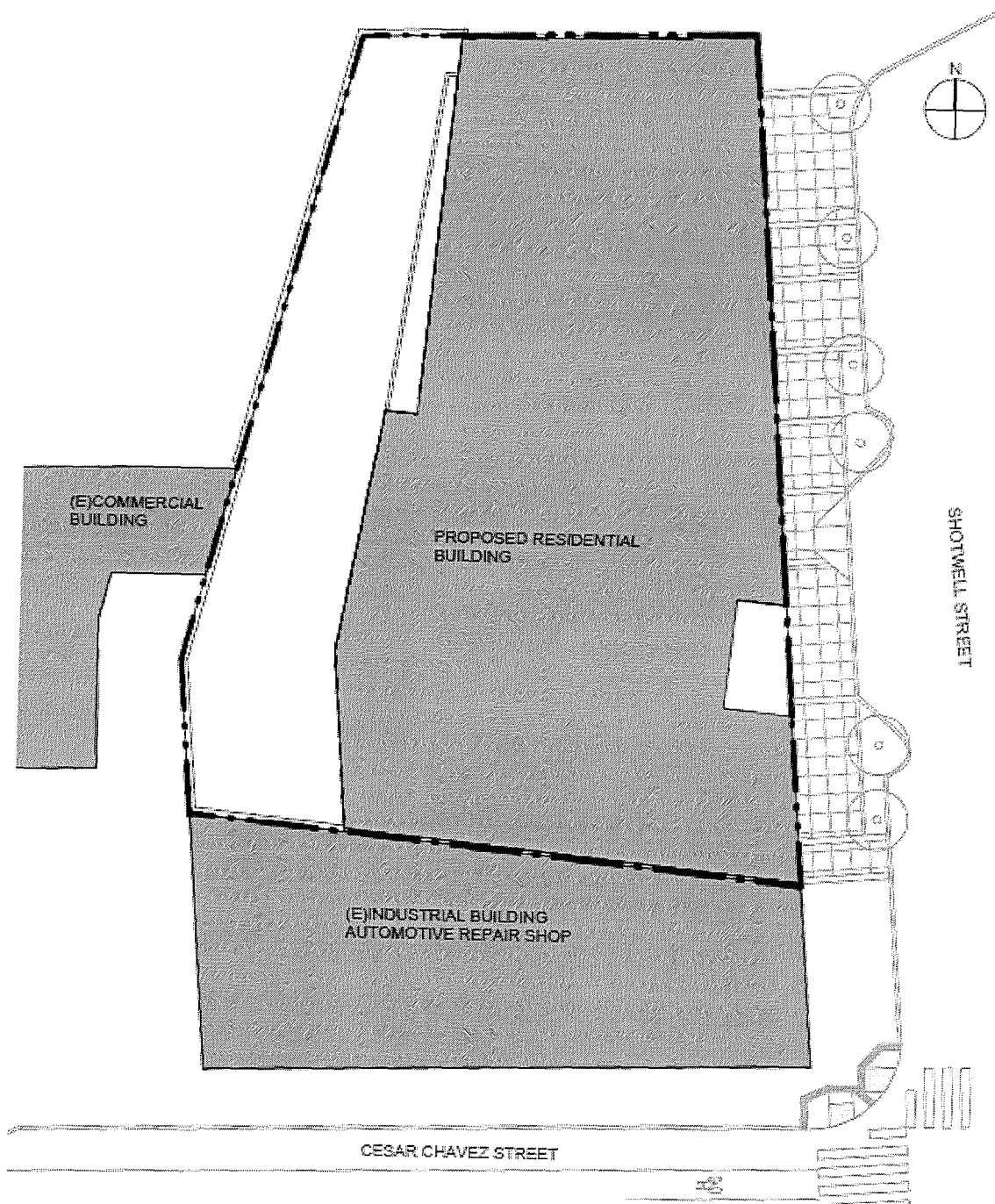


Figure 3: Proposed Ground Floor Plan

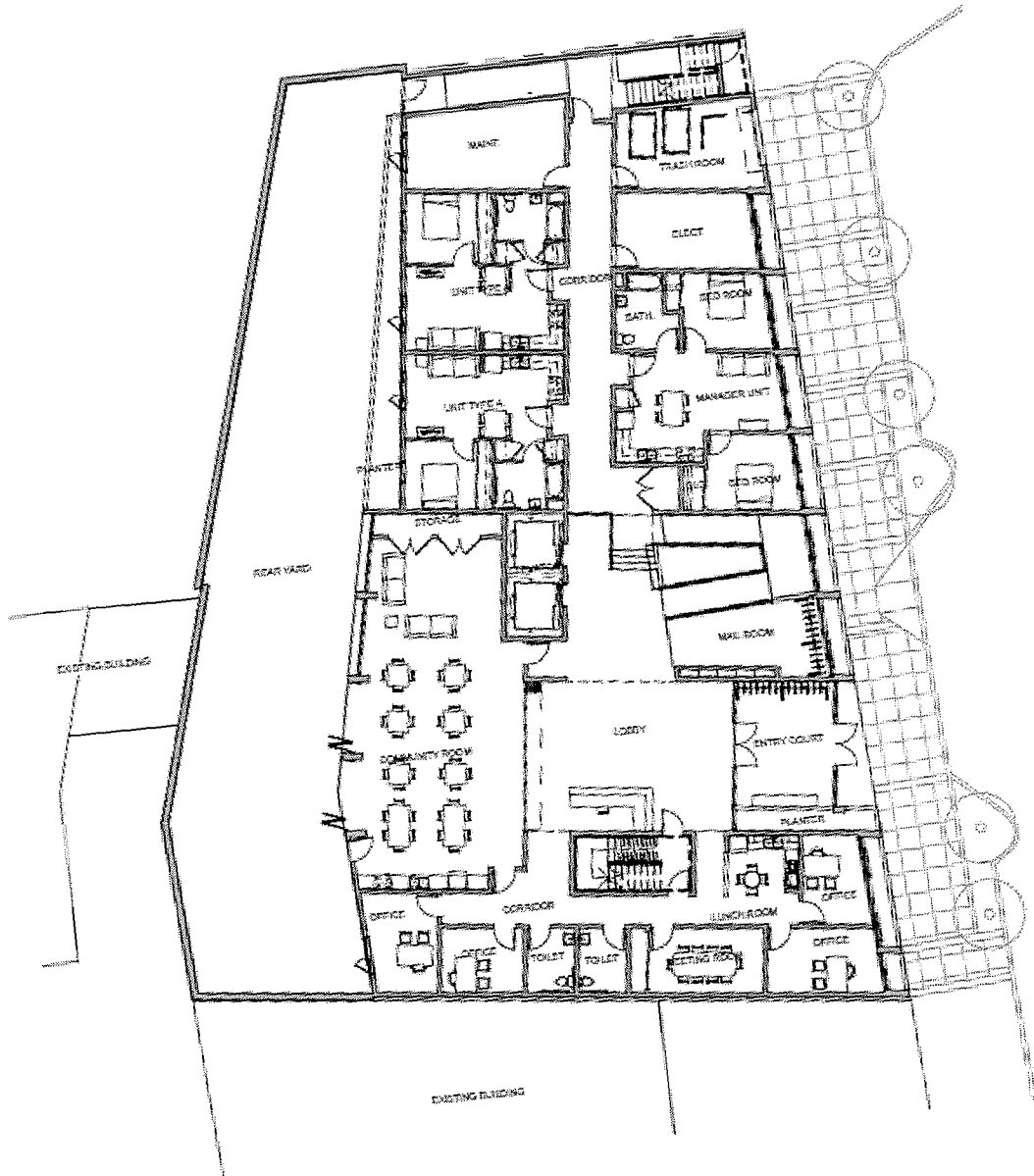


Figure 4, Proposed 2nd Floor Plan

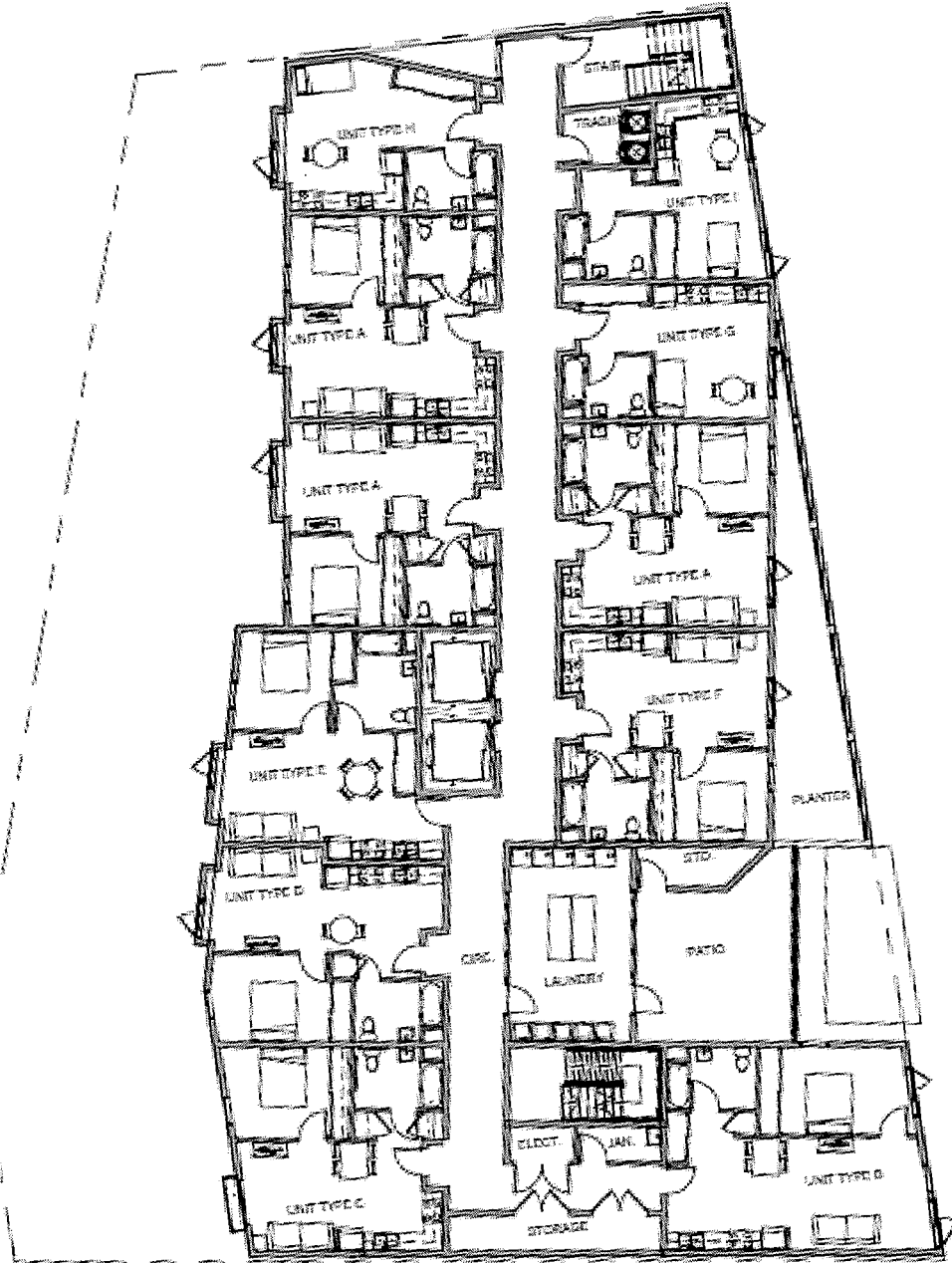


Figure 5, Proposed 3rd through 7th Floor Plan

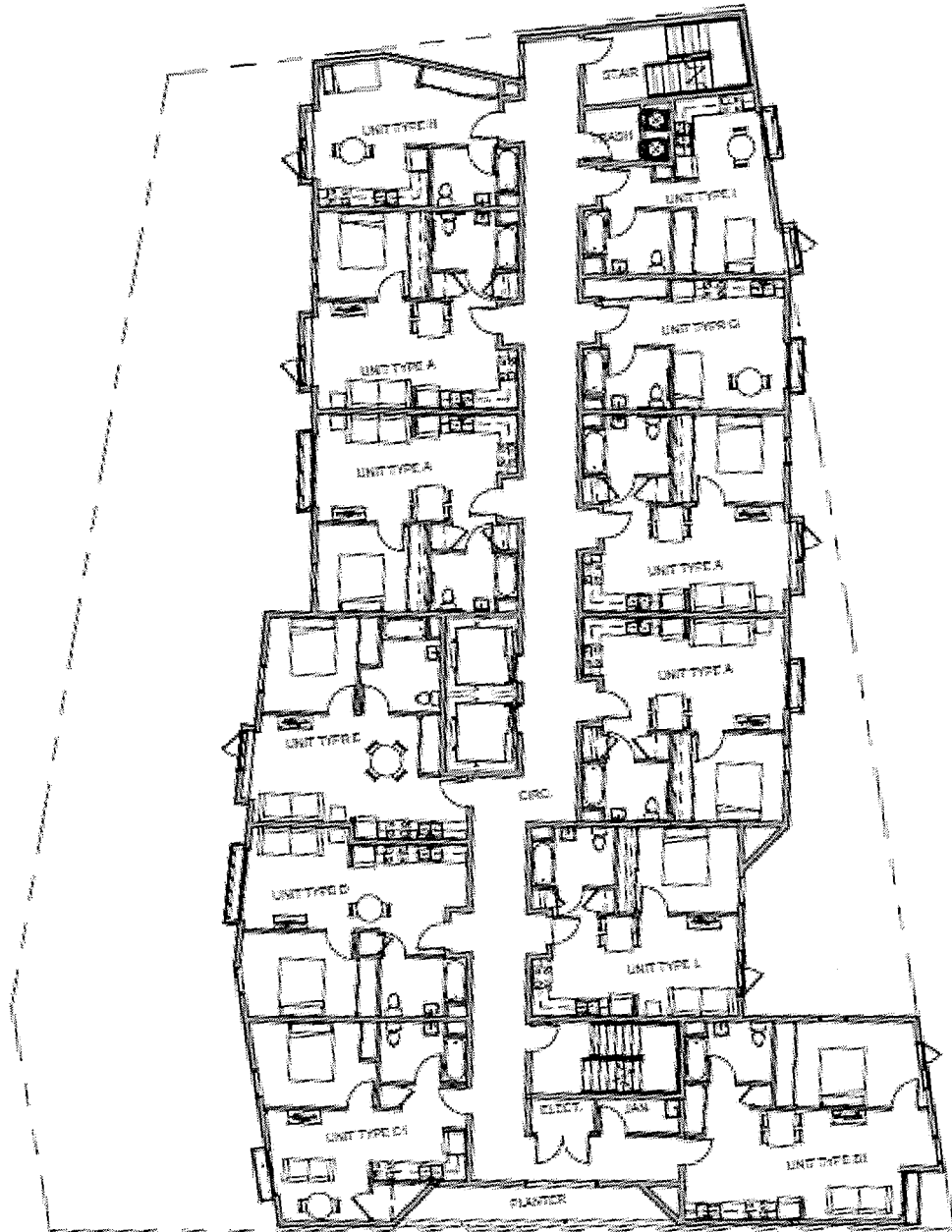


Figure 6, Proposed 8th Floor Plan

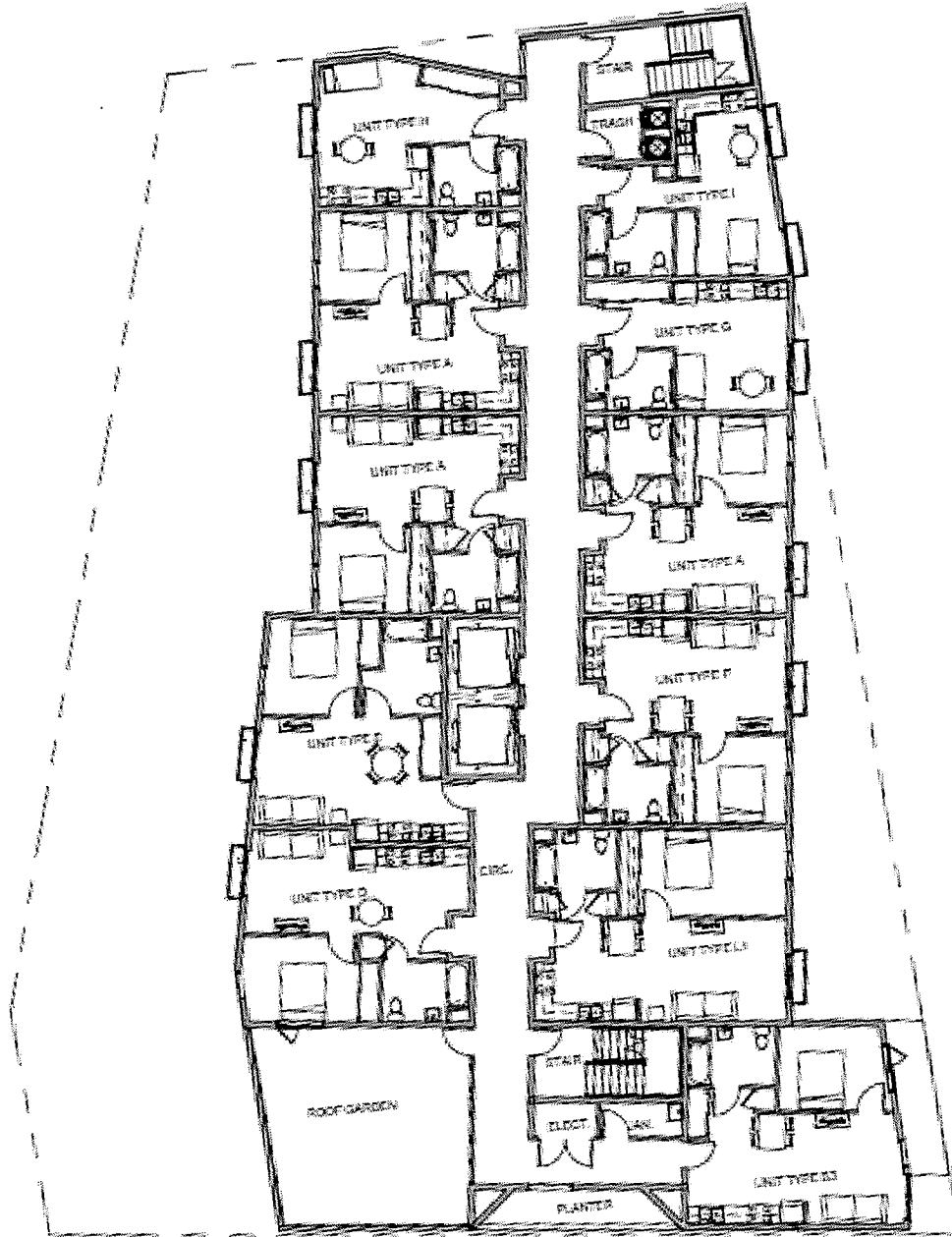


Figure 7, Proposed 9th Floor Plan

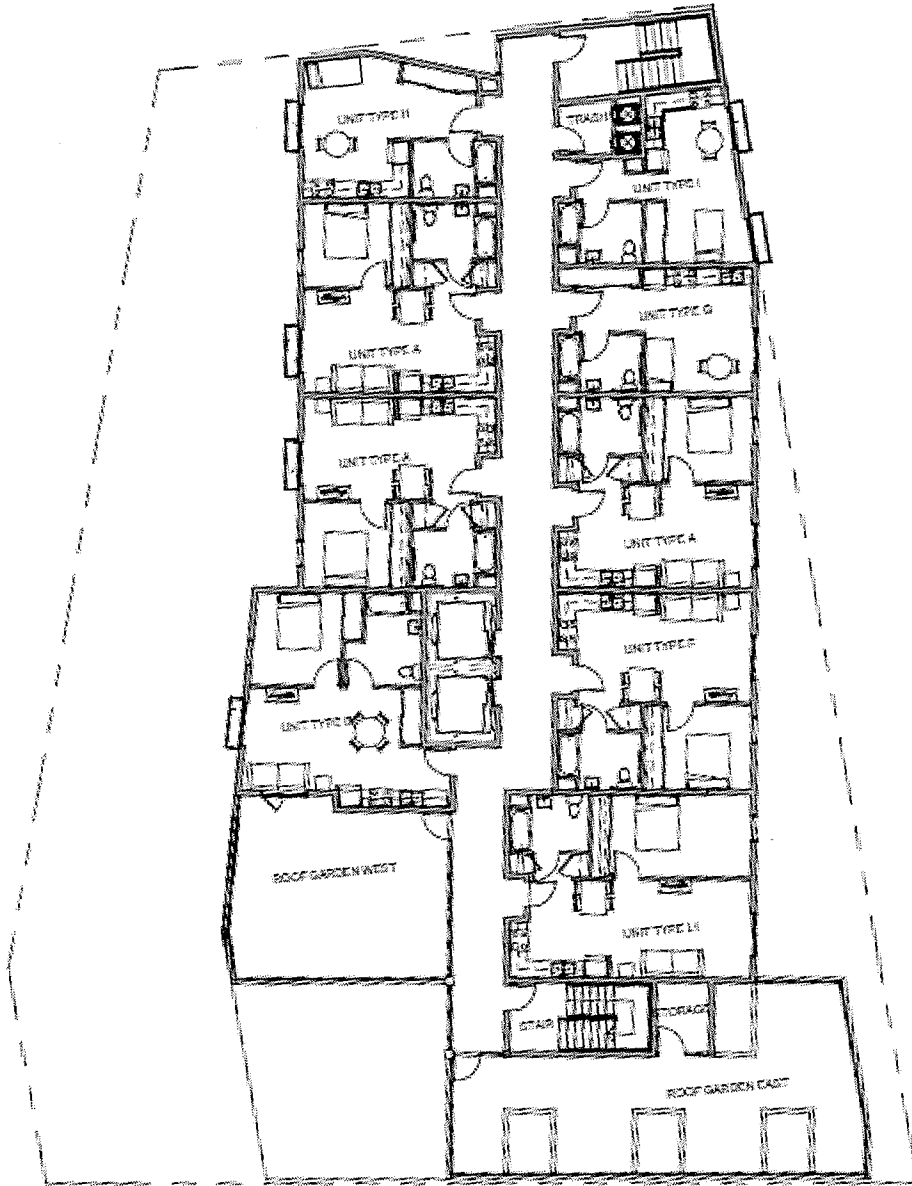


Figure 8, Proposed Project Elevation – East



Figure 9, Proposed Project Elevation – South

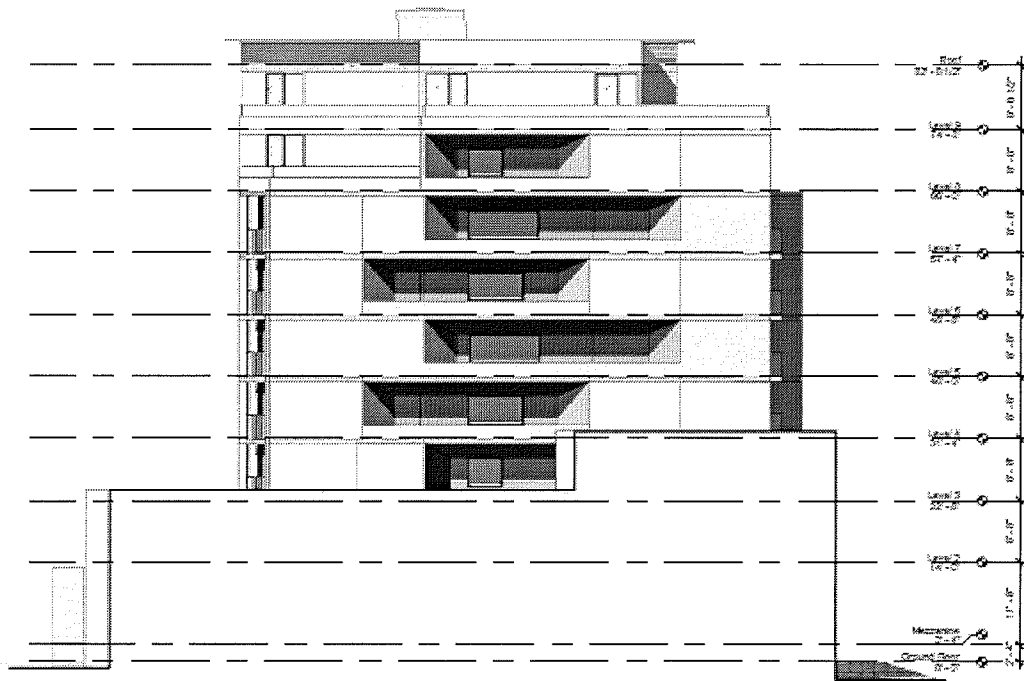
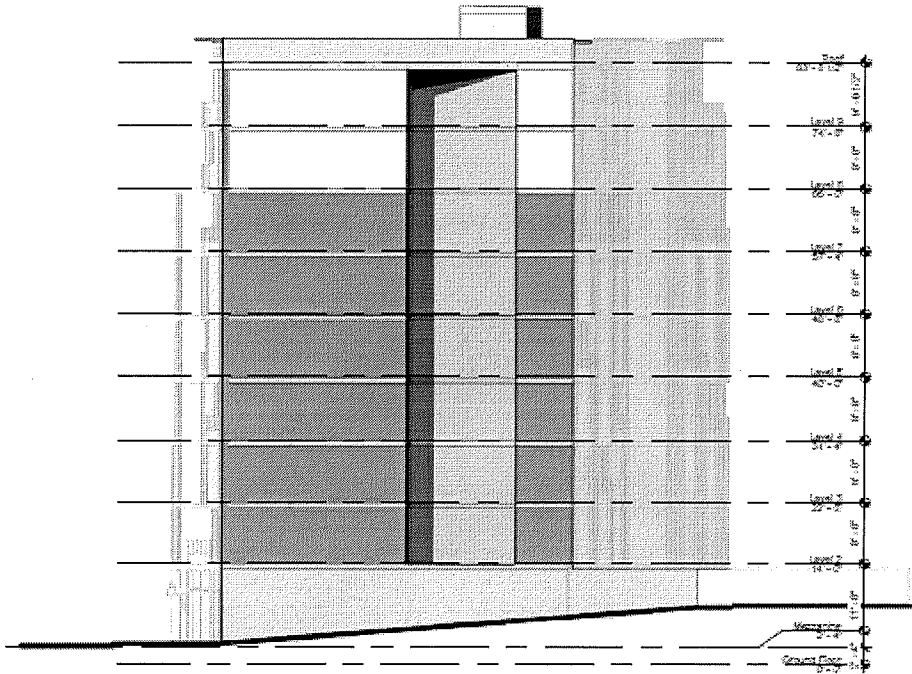


Figure 10, Proposed Project Elevation – West



Figure 11, Proposed Project Elevation – North



Project Construction

During the approximately 18-month construction period, anticipated to begin in October 2017, demolition of the existing structure and construction of the new building would occur. Demolition of the existing structure, including foundations, is anticipated to last approximately four weeks. Next grading, excavation, and foundation work is anticipated to last approximately two months. Construction equipment anticipated for used during this phase of construction would include a drilling rig for shoring, excavators/earth moving equipment, and possibly hoe-ram equipment for removal of existing foundations. Following site prep and foundation work, building superstructure construction would occur over seven to eight months and typical construction equipment would include a tower crane, man-lift, concrete boom pumps, and concrete/rebar and framing delivery trucks. Finally, finishes to the structure would be added over a remaining seven to eight month period.

Proposed foundation work would include deep soil treatment to preclude liquefaction and lateral spreading and would extend approximately 35 feet below ground surface. Foundation work would involve either auger cast piles and compacted aggregate piers or cemented soils with piers only for uplift resistance. Work may include drilled piers, but would not involve impact pile driving activities. Piers would be to depths of approximately 45 feet. The propose project would result in approximately 1,900 cubic yards of soil excavation and removal.

PROJECT APPROVAL

The proposed project at 1296 Shotwell Street would require the following approvals:

Actions by the Planning Commission

- Approval of 100 percent Affordable Housing Bonus Project under Section 328 of the Planning Code for up to an additional height above the district limit. The Planning Commission's approval of the 100 percent Affordable Housing Bonus Project would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for the Planning Commission's determination that the proposed project is eligible for streamlined environmental review for infill projects under CEQA Guidelines section 15183.3 pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Actions by the Planning Department

- Approval of a Large Project Authorization for development of a building greater than 25,000 gsf. Per Planning Code Section 315, a Large Project Authorization for 100 percent Affordable Housing Projects may be approved by the Planning Department.

Actions by City Departments

- Approval of a Site Permit from the Department of Building Inspection (DBI) for demolition and new construction.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Infill Project Initial Study was prepared to examine the proposed project in light of a prior Environmental Impact Report (EIR) to determine whether the project would cause any effects that require additional review under CEQA. The Infill Project Initial Study indicates whether the effects of the proposed project were analyzed in a prior EIR, and identifies the prior EIR's mitigation measures that are

applicable to the proposed project. The Infill Project Initial Study also determines if the proposed project would cause new specific effects¹ that were not already addressed in a prior EIR and if there is substantial new information that shows that the adverse environmental effects of the project would be more significant² than described in a prior EIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or EIR. If no such impacts are identified, no further environmental review is required for the proposed project in accordance with Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3.

The prior EIR for the proposed 1296 Shotwell Street project is the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).³ The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair [PDR] use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks). Mitigation measures identified in the Eastern Neighborhoods PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

The project sponsor requests using the San Francisco 100 Percent Affordable Housing Bonus Program, as codified in Section 328 of the Planning Code, to allow for the additional height up to 84 feet (96 feet with the elevator penthouse) for the nine-story building.

The proposed project would include the removal of the existing one-story industrial building, and construction of a nine-story, approximately 69,500 gsf building. The proposed building would contain up to 93 affordable residential units for seniors (plus one unit for the on-site property manager). As discussed below in this initial study, the effects of the proposed infill project have already been analyzed and disclosed in the Eastern Neighborhoods PEIR and are not substantially greater than previously analyzed.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical

¹ A new specific effect is an effect that was not addressed in a prior environmental impact report (EIR) and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

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

³ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State statute regarding Aesthetics, Parking Impacts, effective January 2014, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled (VMT), effective March 2016 (see "CEQA Section 21099" heading below);
- The adoption of 2016 interim controls in the Mission District requiring additional information and analysis regarding housing affordability, displacement, loss of PDR and other analyses, effective January 2016;
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section "Transportation and Circulation");
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Checklist section "Air Quality");
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section "Recreation");
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section "Utilities and Service Systems"); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section "Hazardous Materials").

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Aesthetics and Parking

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁴ See Figures 9 through 11 for project elevations.

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA⁵ recommending that transportation impacts for projects be measured using a VMT metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
1. LAND USE AND LAND USE PLANNING—Would the project:					
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴ San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1296 Shotwell Street*, September 2, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-018056ENV.

⁵ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on land use and land use planning under Chapter IV.A, on pages 35-82; Chapter V, on page 501; Chapter VI on pages 526-527; Chapter VIII on pages C&R-16 to C&R-19, C&R-50 to C&R-64, and C&R-131; and Chapter IX, Appendix A on page 24.⁶

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the plan area throughout the lifetime of the plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the plan area under the No Project scenario. Within the Mission subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 3,370,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a *statement of overriding considerations* with CEQA findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

The project site is located within the boundary of the Mission Area Plan. The Mission Area Plan promotes a wide range of uses to create a livable and vibrant neighborhood. The Area Plan includes the following community-driven goals that were developed specially for the Mission: increase the amount of affordable housing; preserve and enhance the unique character of the Mission’s distinct commercial areas; promote alternative means of transportation to reduce traffic and auto use; improve and develop additional community facilities and open space; and minimize displacement. Development of the proposed project would result in the net loss of approximately 11,664 square feet of PDR building space and this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site was rezoned through the Eastern Neighborhoods Rezoning and Area Plans to the NCT District, which has a mixed pattern of larger and smaller lots and businesses, as well as a sizable number of upper-story residential units and zoning controls designed to permit moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. Thus, the loss of PDR use at the site was envisioned at the time that the Board of Supervisors adopted the Eastern Neighborhoods Rezoning and Area Plans, and the land use impacts resulting from this rezoning were disclosed in the Eastern Neighborhoods PEIR. The proposed project is consistent with the land uses envisioned for the site under the Eastern Neighborhoods PEIR. The proposed loss of 11,664 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in

⁶ Page numbers to the Eastern Neighborhoods PEIR reference page numbers in the Eastern Neighborhoods Rezoning and Area Plans Final EIR. The PEIR is available for review at <http://www.sf-planning.org/index.aspx?page=1893>, accessed on May 25, 2016, or at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2004.0160E.

significant impacts that were previously not identified or a more severe adverse impact than analyzed in the PEIR.

The proposed project’s bulk and density are consistent with that permitted under the NCT District in combination with the density bonus requested by the sponsor under the City’s 100 Percent Affordable Housing Bonus (Planning Code 328).

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

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

Implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning. The Eastern Neighborhoods PEIR found no feasible project-level mitigation measures to address significant impacts associated with the loss of PDR. The measures identified in the Eastern Neighborhoods EIR are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies.

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
2. POPULATION AND HOUSING—					
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The proposed building would contain up to 93 affordable residential units for seniors and one manager unit. Implementation of the proposed project would result in approximately 150 to 170 residents and six on-site staff on the project site. The non-residential components of the project (i.e., six staff members to support the residential building and the community room) are not anticipated to create a substantial demand for increased housing as these uses would not be sufficient in size and scale to generate such demand. Moreover, the proposed project would not displace any housing, as none currently exists on the project site. The increase in population facilitated by the project would be within the scope of the Eastern Neighborhoods PEIR analysis and would not be considered substantial. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to population and housing. As stated in the “Changes in the Physical Environment” section above, these direct effects of the proposed project on population and housing are within the scope of the population growth evaluated in the Eastern Neighborhoods PEIR.

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

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on cultural resources under Chapter IV.J, on pages 419-440; Chapter IV.K, on pages 441-474; Chapter V, on pages 512-522; Chapter VI on page 529; Chapter VIII on pages C&R-27 to C&R-29, C&R-120 to C&R-129, and C&R-139 to C&R-143; and Chapter IX, Appendix A on page 68.

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historic resources and on historic districts within the plan areas. The PEIR determined that approximately 32 percent of the known or potential historic resources in the plan areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The project site, which is an existing one-story industrial building, is not considered a historic resource.⁷ The project site is located within the Calle 24 Latino Cultural District (LCD), which was established by Board of Supervisors Resolution, File No. 140421 in May 2014. The purpose of the Calle 24 LCD is to recognize, promote, and preserve cultural assets of the LCD. However, the Calle 24 LCD is not a historic district and, as such, is not a historic resource as defined by CEQA. Unlike historic districts that are locally designated or listed on the national or state registers, the LCD was not established through a formal survey by a consultant or Planning Department staff member meeting the Secretary of the Interior’s Professional Standards. Furthermore, the Calle 24 Latino Cultural District Report on the Community Planning Process Report does not include a statement of significance addressing eligibility for listing on either the California or National registers, nor was the LCD adopted as a historic district by the Historic Preservation Commission. While there may be properties within the LCD that may qualify as

⁷ San Francisco Planning Department. *Eastern Neighborhoods Mission Area Plan South Mission Historic Resources Survey*. Updated November 9, 2010. Available at <http://sf-planning.org/south-mission-historic-resource-survey-map>

historic resources, either individually or as part of smaller potential historic districts, under CEQA the Calle 24 LCD is not a historic district under CEQA.

In addition, the project site is not located within a historic district or adjacent to a potential historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less than significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The proposed project at 1296 Shotwell Street would include deep soil treatment to preclude liquefaction and lateral spreading, which would extend approximately 35 feet below ground surface. Foundation work would involve either auger cast piles and compacted aggregate piers or cemented soils with piers only for uplift resistance. Work may include drilled piers but would not involve impact pile driving activities. Piers would be to depths of approximately 45 feet. The proposed project would result in approximately 1,900 cubic yards of soil excavation and removal. As such, the proposed project would be subject to Mitigation Measure J-2 in the Eastern Neighborhoods PEIR (Project Mitigation Measure 1). In accordance with Mitigation Measure J-2, a Preliminary Archaeological Review (PAR) was conducted by Planning Department staff archeologists, which determined that the proposed project has the potential to adversely affect CEQA-significant archeological resources. The PAR determined that the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level.⁸ The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure J-2, as Project Mitigation Measure 1 (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

For these reasons, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

⁸ San Francisco Planning Department, 2016. Randall Dean, Staff Archeologist. Archeological Review Log. October 27, 2016.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
4. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on transportation and circulation under Chapter IV.E, on pages 253-302; Chapter V, on pages 502-506 and page 525; Chapter VI on pages 527-528; Chapter VIII on pages C&R-23 to C&R-27, C&R-84 to C&R-96, and C&R-131 to C&R-134; and Chapter IX, Appendix A on page 26.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction.

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described further below in the Transit subsection. Even with mitigation, however, it

was anticipated that the significant adverse cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

As discussed above under “SB 743,” in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this initial study.

The Eastern Neighborhoods PEIR did not evaluate VMT or the potential for induced automobile travel. The VMT Analysis and Induced Automobile Travel Analysis presented below evaluate the proposed project’s transportation effects using the VMT metric.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Infill Initial Study topic 4c is not applicable.

Vehicle Miles Traveled Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZ). Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail

projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{9,10}

A project would have a significant effect on the environment if it would cause substantial additional VMT. OPR’s Proposed Transportation Impact Guidelines recommend screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT;¹¹ Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

For residential development, the existing regional average daily VMT per capita is 17.2.¹² Average daily VMT for residential land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the TAZ in which the project site is located, 133.

As shown in Table 1, the proposed project’s residential uses would be located in a TAZ where existing VMT for residential uses are more than 15 percent below regional averages.¹³ The existing average daily household VMT per capita is 7.0 for TAZ 133, which is 59 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily household VMT per capita is 6.2 for TAZ 133, which is 61 percent below the future 2040 regional average daily VMT per capita of 16.1.

Table 1: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 133	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 133
Households (Residential)	17.2	14.6	7.0	16.1	13.7	6.2

⁹ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

¹⁰ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

¹¹ A project would cause substantial additional VMT if it exceeds both the existing City household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City’s average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis.

¹² Includes the VMT generated by the households in the development.

¹³ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1296 Shotwell Street*, September 2, 2016.

Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential use would not result in substantial additional VMT, and the proposed project would not result in a significant impact related to VMT. Furthermore, the project site meets the Proximity to Transit Stations screening criteria, which also indicates that the proposed project's residential, office and retail uses would not cause substantial additional VMT.¹⁴

Induced Automobile Travel Analysis

A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's Proposed Transportation Impact Guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. The proposed project would install a 55-foot-long dropoff/loading zone on Shotwell Street. The existing two-foot-deep "concrete ramp" along the length of the project site on Shotwell Street would be removed, the 15 foot concrete sidewalk would remain, and a six inch curb would be added. The sidewalk in the area of the dropoff/loading zone would be 10.5 feet wide. Additionally the proposed project would add two new Class II bicycle parking spots on Shotwell Street. These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.¹⁵

Trip Generation

The proposed building would contain up to 93 affordable residential units and one manager unit. No off-street vehicular parking is proposed. The proposed project would include 26 Class I bicycle spaces at the ground-floor level in the lobby and in the secured entry courtyard.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the *2002 Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁶ The proposed project would generate an estimated 715 person trips (inbound and outbound) on a weekday daily basis, consisting of 236 person trips by auto (219 vehicle trips accounting for vehicle occupancy data for this Census Tract), 283 transit trips, 55 walk trips, and 141 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 124 person trips, consisting of 41 person trips by auto (38 vehicle trips accounting for vehicle occupancy data), 49 transit trips, 9 walk trips, and 24 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ San Francisco Planning Department, *Transportation Calculations for 1296 Shotwell Street*, September 7, 2016.

the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).¹⁷ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.¹⁸ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the San Francisco Municipal Transportation Authority (SFMTA) is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project. In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods Plan area.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from Fourth to Sixth streets.

The project site is located within a quarter mile of several local transit lines including Muni lines 12, 14, 14R, 27, 36, 49, and 67. In addition, the 24th Street-Mission BART station, a major regional transit station, is five blocks northwest of the project site. The proposed project would be expected to generate 715 daily transit trips, including 124 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 124 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the

¹⁷ Two additional files were created at the Board of Supervisors for Transportation Sustainability Fee regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

¹⁸ <http://tsp.sfplanning.org>

proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 27 and 49. The proposed project would not contribute considerably to these conditions as its minor contribution of 124 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

Pedestrians

Trips generated by the proposed project would include walk trips to and from the proposed residential use, plus walk trips to and from transit stops. The proposed project would add up to 179 pedestrian trips to the surrounding streets during the weekday p.m. peak hour (this includes 124 transit trips and 55 walk trips). The new pedestrian trips could be accommodated on sidewalks and crosswalks adjacent to the project site and would not substantially overcrowd the sidewalks along Shotwell Street.¹⁹ Implementation of the proposed project would improve pedestrian circulation at the project site by removing the concrete “ramp” on Shotwell Street and by providing no off-street vehicle parking spaces. The project-generated 117 pedestrian trips during the weekday p.m. peak hour would be dispersed throughout the project vicinity and would not substantially affect pedestrian conditions.

Bicycles

The following bicycle facilities are located near the project site: Cesar Chavez Street has east-west bike lanes and Harrison Street has a north-south bike route and lane. The proposed project would include 26 Class I bicycle spaces at the ground-floor level and two Class II bicycle spaces on Shotwell Street. As previously discussed, the proposed project would remove the existing “concrete ramp” on Shotwell Street and would not provide off-street vehicle parking spaces. Implementation of the proposed project would not substantially affect bicycle travel in the area.

Loading

The proposed project would install a 55-foot-long dropoff/loading zone on Shotwell Street. The proposed loading demand would be accommodated within the proposed loading zone and the proposed project would not create potentially hazardous traffic conditions involving traffic, transit, bicycles, or pedestrians.

Conclusion

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transportation and circulation and would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Eastern Neighborhoods PEIR.

¹⁹ The Shotwell Street sidewalk in front of the project site is 15 feet wide.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
5. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects related to noise under Chapter IV.F, on pages 303-322; Chapter V, on pages 507-509 and page 525-525a; Chapter VIII on pages C&R-96 to C&R-100 and C&R-134 to C&R-136; and Chapter IX, Appendix A on pages 26-29.

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent

development projects.²⁰ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). Construction of the proposed project would include soil treatment and involve either auger cast piles and compacted aggregate piers or cemented soils with piers only for uplift resistance. Work may include drilled piers but would not involve impact pile driving activities, and therefore Mitigation Measure F-1 is not applicable. Since construction of the proposed project would require heavy construction equipment, Mitigation Measure F-2 is applicable. Mitigation Measure F-2 would require the project sponsor to develop and implement a set of noise attenuation measures during construction. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure F-2 as Project Mitigation Measure 2 (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

In addition, all construction activities for the proposed project (approximately 18 months) would be subject to and required to comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works (PW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if noise from the construction work would exceed the ambient noise levels at the site property line by five dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of PW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be

²⁰ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measure F-2, which would reduce construction noise impacts to a less-than-significant level.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed building would contain up to 94 residential units. The proposed uses would not substantially increase the ambient noise environment. Therefore, Eastern Neighborhoods PEIR Mitigation Measure F-5 is not applicable.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into Section 1207 of the San Francisco Building Code and requires that new residential structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, Infill Project Initial Study topics 12e and f from the CEQA Guidelines are not applicable.

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
6. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on air quality under Chapter IV.G, on pages 323-362; Chapter V, on pages 509-512; Chapter VIII on pages C&R-100 to C&R-107 and C&R-137 to C&R-138; and Chapter IX, Appendix A on pages 29-31.

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²¹ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TAC). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²²

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public

²¹ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults, or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

²² The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and Area Plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."²³ The BAAQMD's *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria²⁴ for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. The proposed affordable housing development involves the construction of up to 94 dwelling units, which would meet the Air Quality Guidelines criteria air pollutant screening levels for operation and construction.²⁵ The proposed use would meet the criteria air pollutant screening levels. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risks

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, amended December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer

²³ San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

²⁴ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

²⁵ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011. Table 3-1. Criteria air pollutant screening sizes for an Apartment, Mid-Rise Building is 494 dwelling units for operational and 240 dwelling units for construction.

risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project’s activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3, siting of uses that emit DPM, is not applicable. In addition, the proposed project would not include a backup diesel generator, or other sources that would emit DPM, or TACs. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4, siting of uses that emit TACs, is not applicable.

Conclusion

For the above reasons, the proposed project would not result in significant air quality impacts that were not identified in the PEIR. None of the air quality mitigation measures identified in the Eastern Neighborhoods PEIR are applicable to the proposed project.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
7. GREENHOUSE GAS EMISSIONS—Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects related to greenhouse gas emissions under Chapter IV.G, on pages 323-362; and Chapter VIII on pages C&R-105 to C&R-106.

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3, and 4.5

metric tons of CO₂E²⁶ per service population,²⁷ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*²⁸ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,²⁹ exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*,³⁰ Executive Order S-3-05,³¹ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{32,33} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05³⁴ and B-30-15.^{35,36} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the project site by removing a one-story PDR use with a building that contains up to 94 residential units. Therefore, the proposed project would

²⁶ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

²⁷ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

²⁸ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

²⁹ ICF International, Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco, January 21, 2015.

³⁰ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

³¹ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

³² California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

³³ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

³⁴ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

³⁵ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

³⁶ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources), and residential operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the City's Commuter Benefits Program, transportation management programs, and bicycle parking requirements would reduce the proposed project's transportation-related emissions. Additionally, the proposed project does not provide any off-street vehicle parking. These regulations and project components reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and Water Conservation and Irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.³⁷ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy³⁸ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOC).³⁹ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁴⁰

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

³⁷ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

³⁸ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

³⁹ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁴⁰ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 1296 Shotwell Street, August 11, 2016.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on wind and shadow under Chapter IV.I, on pages 380-418; Chapter VI on pages 529-530; Chapter VIII on pages C&R-118 to C&R-119; and Chapter IX, Appendix A on pages 31-32.

The Eastern Neighborhoods PEIR assessed the impacts from wind and shadow that could result from rezoning of the Mission Area Plan under the three rezoning options.

The Initial Study to the Eastern Neighborhoods PEIR found that wind impacts would not be significant because the proposed rezoning and community plans would not allow for structures tall enough to create significant impacts on ground-level winds and that the Planning Department would review specific future projects such that, if deemed necessary, wind-tunnel testing would occur to ensure that project-level wind impacts are mitigated to a less-than-significant level. As such, the Initial Study to the Eastern Neighborhoods PEIR found that wind impacts would not be significant and no further analysis in the EIR necessary.

The Eastern Neighborhoods PEIR focused on the potential impact of new shadow on parks and open spaces and found that six parks in the Mission subarea would have no increase in surrounding height limits and that projects would not adversely affect those open spaces. The PEIR found six parks in the Mission subarea would potentially be affected by the increase in height limits and those effects would be significant and unavoidable. The Eastern Neighborhoods PEIR also found that the extent and duration of shadow on public sidewalks could increase along street corridors where the project includes an increase in building height but that the new shadow would not be in excess of that which would be expected in a highly urban area.

Wind

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. In general, projects less than approximately 80 to 100 feet in height are unlikely to result in substantial adverse effects on ground-level winds such that pedestrians would be uncomfortable.

Based on the height and location of the proposed building, which would be approximately 84 feet tall (92 feet tall with elevator penthouse), the Planning Department requested a pedestrian wind assessment (“wind memo”) be prepared by a qualified wind consultant for the proposed project.⁴¹ The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development, which provides a screening-level estimation of the potential wind impacts of the project. The results of the wind assessment are summarized below.

North of the project site, at the corner of Shotwell and 26th streets, is a parking lot. With the exception of the parking lot, both sides of 26th Street between Shotwell and Capp streets are occupied by two-story or taller buildings that form solid north and south street walls. Buildings that line both sides of South Van Ness Avenue form a similar street wall that extends from 25th Street to about a third of the block south of 26th Street. A two-story industrial building, 1575 South Van Ness Avenue, on the southern two-thirds of the block along the eastern frontage of South Van Ness Avenue, stands between two parking lots, with a gas station centered on a paved site extending south to Cesar Chavez Street occupies the western frontage of South Van Ness Avenue. As a result of the alignment of the paved areas on South Van Ness Avenue, there is a clear, ground-level opening that extends from east to west for a distance of roughly 300 feet from the nearest two- and three-story buildings on Capp Street and those on Cesar Chavez Street to the northern half of the project site. This ground-level opening exposes the northern half of the project site to the approaching west wind. Immediately south of the project site, at the corner of Shotwell and Cesar Chavez streets, is a one- to two-story auto repair shop. An adjacent parking lot fronts Cesar Chavez Street and extends westward to South Van Ness Avenue. South of the proposed project, across Cesar Chavez Street, is a block with two- to three-story buildings and little open space.

For purposes of evaluating wind impacts under CEQA, the Planning Department uses the hazard criterion, which is defined as wind speeds that reach or exceed 26 miles per hour for a single hour of the year (Planning Code 148). The wind memo determined it unlikely that wind hazards occur near the project site, and that the proposed project is unlikely to cause a new wind hazard or aggravate an existing hazard. For informational purposes this discussion also includes pedestrian comfort criteria. Considering the available information from wind tests and assessing the comparisons between street grids, street widths, and the height and density of surrounding development, the wind memo concluded that wind speeds at the project site would be at or above 11 miles per hour (a ten percent exceedance of pedestrian comfort wind speed criterion), especially when considering the vacant land north and west of the site. It is anticipated that development of the proposed building would likely result in an approximately two mile per hour (or less) change in ten percent exceeded wind speeds on nearby sidewalks, and such changes are generally considered to be insubstantial. In conclusion, the wind memo found that implementation of the proposed project would not substantially affect the pedestrian wind environment.

For the above reasons, the proposed project would not result in significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park

⁴¹ Environmental Science Associates, Potential Wind Effects of Residential Project, 1296 Shotwell Street Development, San Francisco, CA, August 25, 2016.

Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would remove the existing one-story PDR building and construct a new 84-foot-tall (92-foot-tall with elevator penthouse) building. The Planning Department prepared a shadow fan analysis that determined that the proposed project does not have the potential to cast new shadow on open space under the jurisdiction of the Recreation and Park Department.⁴² Therefore, a more refined shadow study was not conducted.

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

For the above reasons, the proposed project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴² San Francisco Planning Department. *Shadow Fan – 1296 Shotwell Street*. February 23, 2016.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Physically degrade existing recreational resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on recreation under Chapter IV.H, on pages 363-379; Chapter V, on page 525a; Chapter VIII on page C&R-34 and pages C&R-107 to C&R 118; and Chapter IX, Appendix A on page 43.

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade, and adequately maintain park and recreation facilities to ensure the safety of users.

As part of the Eastern Neighborhoods Plan adoption, the City adopted impact fees for development in Eastern Neighborhoods that go towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the Recreation and Parks Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation and Circulation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

Furthermore, the Planning Code requires a specified amount of new usable open space (either private or common) for each new residential unit. Some developments are also required to provide privately owned, publicly accessible open spaces. The Planning Code open space requirements would help offset some of the additional open space needs generated by increased residential population to the project area. It is anticipated that the residents of the proposed project would use the on-site open space (e.g., rear yard, front entry court, terrace, and roof top areas) provided, and their uses of nearby parks and recreational areas would not be so substantial such that substantial deterioration of parks would occur.

As the proposed project would not degrade or lead to substantial deterioration of recreational facilities and is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on utilities and service systems under Chapter IX, Appendix A on pages 32-43.

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

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes city-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20 percent reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
11. PUBLIC SERVICES—Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on public services under Chapter IX, Appendix A on pages 32-43.

The Eastern Neighborhoods PEIR determined that the anticipated increase in population from Area Plans implementation would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
12. BIOLOGICAL RESOURCES—					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on biological resources under Chapter IV.M, on page 500; and Chapter IX, Appendix A on page 44.

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

The project site is located within Mission Plan area of the Eastern Neighborhoods Area Plans and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
13. GEOLOGY AND SOILS—Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on geology and soils under Chapter IX, Appendix A on pages 44-54.

The Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

A geotechnical investigation was prepared for the proposed project.⁴³ The southern portion of project site is underlain by the confluence of two former stream channels associated with a former marsh that was

⁴³ Langan Treadwell Rollo, Geotechnical Investigation Report, 1296 Shotwell Street, October 24, 2016.

present in the 1850s. The subsurface conditions at the site generally consist of fill, stream channel deposits, and interbedded sands and clays over bedrock. The site is generally blanketed by approximately 10 to 20 feet of fill with thicker fill in the southern portion of the site, likely corresponding to the location of the former stream channels. The fill generally consists of mixtures of clay and sand with variable amounts of gravel, brick, wood, and concrete debris. The fill is generally soft to very stiff clay and the sand is generally loose to medium dense. Groundwater was identified at 4.5 and 7.5 feet below the ground surface (bgs) and is expected to fluctuate several feet due to seasonal rainfall. Liquefaction and lateral spreading are predicted to occur in the fill and stream channel deposits during a large earthquake, but implementation of ground improvements would reduce the potential liquefaction and resulting settlement and mitigate the lateral spreading hazard at the site. Consistent with the recommendations of the geotechnical investigation, the proposed project would either auger cast piles and use compacted aggregate piers, or use cemented soils and piers. Impact piling driving is not proposed as part of the project.

The project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
14. HYDROLOGY AND WATER QUALITY—Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on hydrology and water quality under Chapter IV.M, on page 500; and Chapter IX, Appendix A on pages 54-67.

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

The project site, which is currently a one-story building, is a completely covered by impervious surface, and thus implementation of the proposed project would not increase impervious surface cover. As a result, the proposed project would not increase stormwater runoff.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on hazards and hazardous materials under Chapter IV.L, on pages 475-499; Chapter V, on page 523; Chapter VIII on page 34 and pages C&R-129 to C&R-130; and Chapter IX, Appendix A on page 67.

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project's rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 would apply to the proposed project. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure L-1 as Project Mitigation Measure 3, which would require proper removal and disposal of hazardous building materials per applicable federal, state, and local laws (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

Soil and Groundwater Contamination

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or USTs. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

The proposed project would require soil mixing up to 35 feet bgs and piers would extend to a depth of 45 feet for the proposed foundation, and would result in approximately 1,900 cubic yards of soil excavation. The project site has been developed with light industrial structures. Therefore, the project is subject to

Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I Environmental Site Assessment (2016) has been prepared to assess the potential for site contamination.⁴⁴

Discrete soil samples were analyzed for total petroleum hydrocarbons as gasoline (TPH-g), TPH-diesel (TPH-d), TPH-motor oil (TPH-mo), VOC, semi-volatile organic compounds (SVOC), LUFT 5 metals, and total lead. No TPHg, VOCs, or SVOCs were detected at or above their method reporting limits in any of the soil samples analyzed. TPHd was detected in both samples in concentrations ranging from 2.0 milligrams per kilograms (mg/kg) to 3.1 mg/kg and TPHmo was detected in both samples in concentrations ranging from 19 mg/kg to 25 mg/kg. The metal concentrations were within normal background ranges found in the western United States.⁴⁵

The Phase I found that based on the analytical results of soil samples collected from beneath the project site, no elevated concentrations of petroleum hydrocarbons or heavy metals are indicated to be present and that any soil excavated and removed from the project site during any construction activities, should be disposed of as unregulated waste.⁴⁶

In light of this information as well as the oversight of the proposed project pursuant to the Maher Ordinance, the proposed project would not have any significant hazardous materials impacts and would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴⁴ ESSEL. Phase I Environmental Site Assessment Property at 1296/1298 Shotwell Street, San Francisco, CA, 94110. October 5, 2016.
⁴⁵ Treadwell&Rollo A Langan Company. Phase I Environmental Site Assessment 1294-1298 Shotwell Street, San Francisco, CA. December 8, 2011.
⁴⁶ Ibid.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on mineral and energy resources under Chapter IV.M, page 500; and Chapter IX, Appendix A on page 67.

The Eastern Neighborhoods PEIR determined that the Area Plans would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on agricultural resources under Chapter IV.M, on page 500.

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plans; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture beyond those analyzed in the Eastern Neighborhoods PEIR. The project site is located in a built up urban environment and no forest resources exist on the project site.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. For these reasons, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory.

The proposed project would not combine with past, present, or reasonably foreseeable future projects to create significant cumulative impacts related to any of the topics discussed in this Infill Environmental Checklist. There would be no significant cumulative impacts to which the proposed project would make cumulatively considerable contributions.

Since construction of the proposed project would generate temporary noise from the use of heavy construction equipment that could affect nearby residents and other sensitive receptors, the project sponsor is required to develop and implement a set of noise attenuation measures during construction. In addition, all construction activities would be subject to and required to comply with the San Francisco Noise Ordinance. The proposed project would also be required to comply with the Construction Dust Control Ordinance, which would reduce the quantity of fugitive dust generated during project-related construction activities. The project site is not located within the Air Pollutant Exposure Zone; therefore,

the ambient health risk to sensitive receptors from air pollutants is not considered substantial. For these reasons, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings.

MITIGATION MEASURES

ARCHEOLOGICAL RESOURCES

Project Mitigation Measure 1 – Archeological Testing (Eastern Neighborhoods Mitigation Measure J-2)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site⁴⁷ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁴⁸ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

⁴⁷ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁴⁸ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO, in consultation with the archeological consultant, determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/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.

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

NOISE

Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods Mitigation Measure F-2)

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements;

Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

HAZARDS AND HAZARDOUS MATERIALS

Project Mitigation Measure 3 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

DETERMINATION

On the basis of this evaluation:

- I find that the proposed infill project would not have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.
- I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects would not be significant and a Negative Declaration, or if the project is a Transit Priority Project a Sustainable Communities Environmental Assessment, will be prepared.
- I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration, or if the project is a Transit Priority Project a Sustainable Communities Environmental Assessment, will be prepared.
- I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects would be significant, and an infill EIR is required to analyze those effects that are subject to CEQA.

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
CULTURAL AND PALEONTOLOGICAL RESOURCES					
<i>Project Mitigation Measure 1 – Archeological Testing Program (Eastern Neighborhoods PEIR Mitigation Measure J-2)</i>					
Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).	Project sponsor	Prior to issuance of grading or building permits	Project Sponsor to retain archaeological consultant to undertake archaeological monitoring program in consultation with ERO.	Project sponsor, archaeologist and Environmental Review Officer (ERO)	Complete when Project Sponsor retains qualified archaeological consultant.
<i>Consultation with Descendant Communities:</i> On discovery of an archeological site ¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative ² of the descendant group	Project sponsor.	Discovery of an archeological site associated with	Consultation with descendant communities	Project sponsor, descendant group representative(s), and ERO	After production of the Final Archaeological
¹ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.					
² An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in					

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.		descendant group/communities			Resources Report.
<i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor and archeological consultant, at the direction of the ERO	Prior to any soils disturbance	Consultation with ERO on scope of ATP	Project sponsor, archaeologist and ERO	After consultation with and approval by ERO of AMP.
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:	Project sponsor and archeological consultant, at the direction of the ERO	After completion of the Archeological Testing Program	Submit report to ERO of the findings of the Archeological Testing Program.	Archaeological consultant and ERO	Considered complete on submittal to ERO of report on ATP findings.
A) The proposed project shall be re-designed so as to avoid any					

the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. 	<p>Project Sponsor/ Archeological Consultant/ Archeological Monitor/ Contractor(s), at the direction of the ERO</p>	<p>ERO and Archeological Consultant meet prior to commencement of soil-disturbing activity. If ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soil-disturbing activities.</p>	<p>Consultation with ERO on scope of AMP</p>	<p>Archaeological consultant and ERO</p>	<p>Considered complete on finding by ERO that AMP implemented.</p>

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected 	Archaeological consultant in consultation with ERO	After determination by ERO that an archaeological data recovery program is required	Consultation with ERO on scope of ADRP	Archaeological consultant and ERO	Considered complete upon approval of ADRP by ERO.

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>cataloguing system and artifact analysis procedures.</p> <ul style="list-style-type: none"> • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 					
<p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native</p>	<p>Project Sponsor/Archeological Consultant in consultation with the San Francisco Coroner, NAHC and MLD.</p>	<p>Discovery of human remains and/or funerary objects.</p>	<p>Notify San Francisco coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects.</p>	<p>Project sponsor, archaeologist and ERO</p>	<p>Considered complete on notification of the San Francisco County Coroner. and NAHC, if necessary..</p>

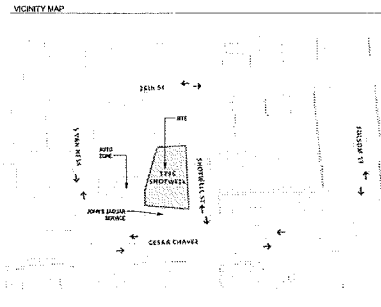
MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.					
<i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/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.	Project sponsor and archeological consultant at the direction of the ERO	Completion of archeological data recovery, inventoring, analysis and interpretation.	Prepare and submit FARR.	Archaeological consultant and ERO	Considered complete on submittal of FARR.
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 Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.	Archeological Consultant at the direction of the ERO	Written certification submitted to ERO that required FARR distribution has been completed	Distribute FARR	Archaeological consultant and Environmental Review Officer (ERO)	Considered complete on distribution of FARR.
<i>Project Mitigation Measure 2 - Construction Noise (from Initial Study) (Eastern Neighborhoods PEIR Mitigation Measure F-2)</i> Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:	Project sponsor and construction contractor.	During construction activities.	Prepare and submit monthly noise reports during construction.	Project sponsor.	During construction activities.

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 					
<p><i>Project Mitigation Measure 3 - Hazardous Building Materials (Eastern Neighborhoods PEIR Mitigation Measure L-1)</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>					
	Project sponsor and construction contractor.	Prior to approval.	Submit a monitoring report to DPH, with a copy to Planning Department and DBI..	Project Sponsor or contractor.	Completion of construction

1296 SHOTWELL ST SENIOR AFFORDABLE HOUSING

1296 SHOTWELL ST, SAN FRANCISCO, CA 94110

100% AFFORDABLE HOUSING DENSITY BONUS PROJECT SUBMITTAL



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 - A12 SITE PLAN
 - W11 GROUNDWATER MONITORING
- ARCHITECTURAL**
- A12 SITE PLAN
 - A11 GROUND FLOOR PLAN
 - A12 LEVEL 1 THROUGH PLAN
 - A13 LEVEL 2 THROUGH PLAN
 - A14 LEVEL 3 THROUGH PLAN
 - A15 LEVEL 4 THROUGH PLAN
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 - A21 ELEVATIONS
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- L11 LEVEL LANDSCAPE PLAN
 - L12 LEVEL LANDSCAPE PLAN
 - L13 LEVEL LANDSCAPE PLAN
 - L14 LEVEL LANDSCAPE PLAN

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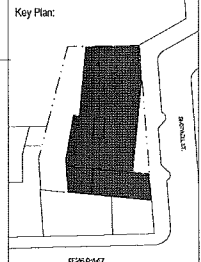
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General Next Legend:
PHASE

Contact:
Stamp:

Rev. No.	Reason	Date
PROCESS SET		03/20/16
100% SCHEMATIC DESIGN SET		07/09/16
SUBMITTAL FOR 100% ARLS/BP		05/12/16

Project Number: 1504
Project Title: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
1296 Shotwell St.
San Francisco, CA 94110
APP: _____
Date Title: _____

COVER SHEET

Scale: _____

norman collier lucas
423 Fulton Street San Francisco, California 94103
P: 415.429.1778 F: 415.429.1779 E: norman@normanclucas.com

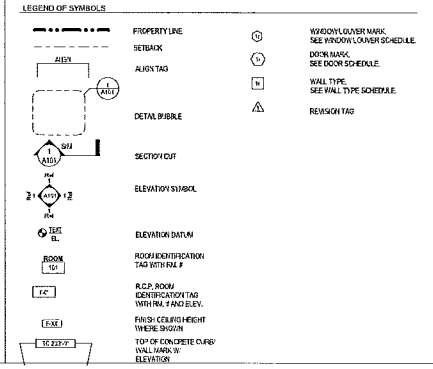
Drawn By: _____ Acted: _____ Sheet Number: _____
Checked: _____ Date: 2/24/2016

A0.1

PROJECT DATA	USABLE OPEN SPACE:	50 SF PER 100 SF SEC. 151.2	HOUSING SUMMARY	BUILDING ENCLOSED AREA:
ADDRESS: 1296 SHOTWELL STREET	REQUIRED: 84 X 5.5 = 462 SF <td>PROVIDED: 635.5 SF <td>TYPE: 2 STUDIOS, 21 1 BEDROOM, 2 BEDROOM, 1</td> <td>FLOOR AREA</td> </td>	PROVIDED: 635.5 SF <td>TYPE: 2 STUDIOS, 21 1 BEDROOM, 2 BEDROOM, 1</td> <td>FLOOR AREA</td>	TYPE: 2 STUDIOS, 21 1 BEDROOM, 2 BEDROOM, 1	FLOOR AREA
BLOCK/LOT: 587-401			TOTAL UNITS: 24	
ZONING: HCT-1 (HAYDEN STREET HEIGHT-30-WOOD COMMERCIAL, TRANSIT)			1 BEDROOM AVERAGE: 1,152 SF	
HEIGHT/BULK: 65'2" (DENSITY BONUS INCREASE OR ZONING MAP AMENDMENT REQUIRED)			STUDIO AVERAGE: 1,158 SF	
PARCEL AREA: 11,563 SF			UNITS WITH MOBILITY FEATURES: PROVIDED: 15%	
REAR YARD: 23% OF THE LOT DEPTH PER SEC. 154, PROVIDED 2,739 SF			PROVIDED: 3 1 BEDROOM UNITS, 4 STUDIOS	
OFF-STREET PARKING: NOT REQUIRED PER SEC. 151				
BIKE/PEDALING: PER SEC. 151.2, MAX. 3 CLASS 1 & 2, 20 SPACES PROVIDED (20 CLASS 1 INSIDE, 14 CLASS 1 OUTSIDE, 6 CLASS 2 OUTSIDE)				
TYPE OF CONSTRUCTION: 1A				

LIST OF ABBREVIATIONS

AT	AT	F.E.C.	FIRE EXTINGUISHER CABINET	PNT.	PAINT
AW	AW	F.F.	FLOOR	PT.	POINT
A.F.F.	ABOVE FINISH FLOOR	F.O.C.	FACE OF CONCRETE	R.	RISER(S)
AL	ALUMINUM	F.O.F.	FACE OF FINISH	R.L.	RAIN WATER LEADER
B.F.F.	BELOW FINISH FLOOR	F.O.S.	FACE OF STUD	RL	RESILENT
BD.	BOARD	FR.	FRESH	RVL	RIDGE
BLDG.	BUILDING	FR.	FRONT	S.D.	STOVE/HEAT
B.M.K.	BLOCKING	FRCL.	FOUNDATION	S.A.L.	SEE ARCHITECTURAL DRAWINGS
B.W.	BELLY	FRCL.	FOOTPRINT	S.A.M.	SEE ARCHITECTURAL DRAWINGS
B.H.	BOTTOM	S.L.	GROUND FLOOR INTERRUPTER	S.C.D.	SEE CIVIL DRAWINGS
B.V.	BEAM	S.V.	GALVANIZED SHEET METAL	S.E.L.	SEE ELECTRICAL DRAWINGS
B.L.R.	BUILT-UP ROOFING	GA.	GALVANIZED SHEET METAL	S.L.D.	SEE LANDSCAPE DRAWINGS
CA.	SECURITY CAMERA	GA.V.	GALVANIZED	S.W.D.	SEE MECHANICAL DRAWINGS
C.	CENTRING	GR.	GRAVEL	S.P.L.	SEE PLUMBING DRAWINGS
C.L.	CONTROL JOINT	OP. BD.	OPPOSITE BOARD	S.S.	SEE STRUCTURAL DRAWINGS
CA.	CABINET	HT.	HIGH POINT	SHEET	SHEET
CLD.	CEILING	INS.	INSULATION	SW.	SWIMMER
CX.	CELEBRITY	JF.	JOINT	STD.	STANDARD
CL.	CLEAR	IS.	ISOLATION	ST.	STREET
COL.	COLUMN	MAX.	MAXIMUM	STL.	STEEL
CONC.	CONCRETE	MAX.	MAXIMUM	STR.	STRUCTURE
CONT.	CONTINUOUS	M.A.	MATERIAL	T.C.	TOP OF CURB
CP.	CAPIT	M.L.	MATERIAL	T.O.	TOP OF
DET.	DETAIL	N.	NEW	T.O.C.	TOP OF CONCRETE
DA.	DAMPER	N.A.	NOT APPLICABLE	T.O.S.	TOP OF SLAB
DN.	DOWN	N.L.C.	NOT IN CONTRACT	T.S.TL.	TOP OF STEEL
DWG.	DRAWING	N.T.S.	NOT TO SCALE	T.P.	TOILET PAPER
EL.	ELEVATION	NS.	NOT SPECIFIED	TR.	TRUSS
ELEC.	ELECTRICAL	OH.	OPPOSITE HAND	TR.	TRUSS
ENGR.	ENGINEERING	OP.	OPPOSITE	TR.	TRUSS
EQ.	EQUIPMENT	P.L.	PROPERTY LINE	TR.	TRUSS
E.Q.P.	EQUIPMENT	P.L.V.	PLASTIC LINENATE	TR.	TRUSS
F.C.	FIBER CEMENT	P.P.F.	PRESSURE TREATED	TR.	TRUSS
F.S.	FLOOR FINISH	P.W.D.	PLYWOOD	TR.	TRUSS



IF THIS SHEET IS SMALLER THAN 30" X 42" THEN IT HAS BEEN REDUCED

LOT 8
 K176 O.R. 0005
 JUNE 30, 2010
 1515 SOVANNES LLC
 1515 SOUTH VAN NESS AVENUE

JUNE 30, 2010
 1515 SOVANNES LLC
 1515 SOUTH VAN NESS AVENUE

LOT 51
 LOT AREA=11,872.2 SQ. FT.

ONE STORY
 COMMERCIAL BUILDING
 ROOF ELEV = 58.0±
 BUILDING AREA = 11,664± SQ. FT.

LOT 27
 H577 O.R. 0273
 FEBRUARY 18, 2000
 ALLEN INVESTMENT CO.

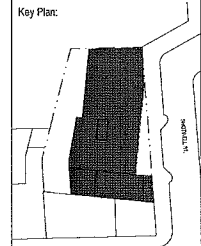
LOT 52
 48 PM 130
 APRIL 24, 2013

MULTI STORY
 COMMERCIAL BUILDING
 ROOF ELEV = 68.2
 BUILDING AREA = 3,609± SQ. FT.

TWO STORY PORTION
 ROOF ELEV = 65.0±

CESAR CHAVEZ STREET (100.00' WIDE)

IF THIS SHEET IS SMALLER THAN 30"X42" THEN IT HAS BEEN REDUCED



General Notes/Phase:

Phase:

Consult:

Stamp:

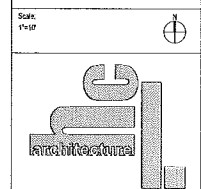
Rev. No.	Revision	Date
1	PROGRESS SET	05/20/16
2	10% SCHEMATIC DESIGN SET	05/20/16
3	PERMITAL FOR 15% A&E/B.P	05/12/16

Project Number: 1504

Project Title:
 1298 SHOTWELL ST. SENIOR
 AFFORDABLE HOUSING

1298 Shotwell St.
 San Francisco, CA 94103
 APN: [REDACTED]

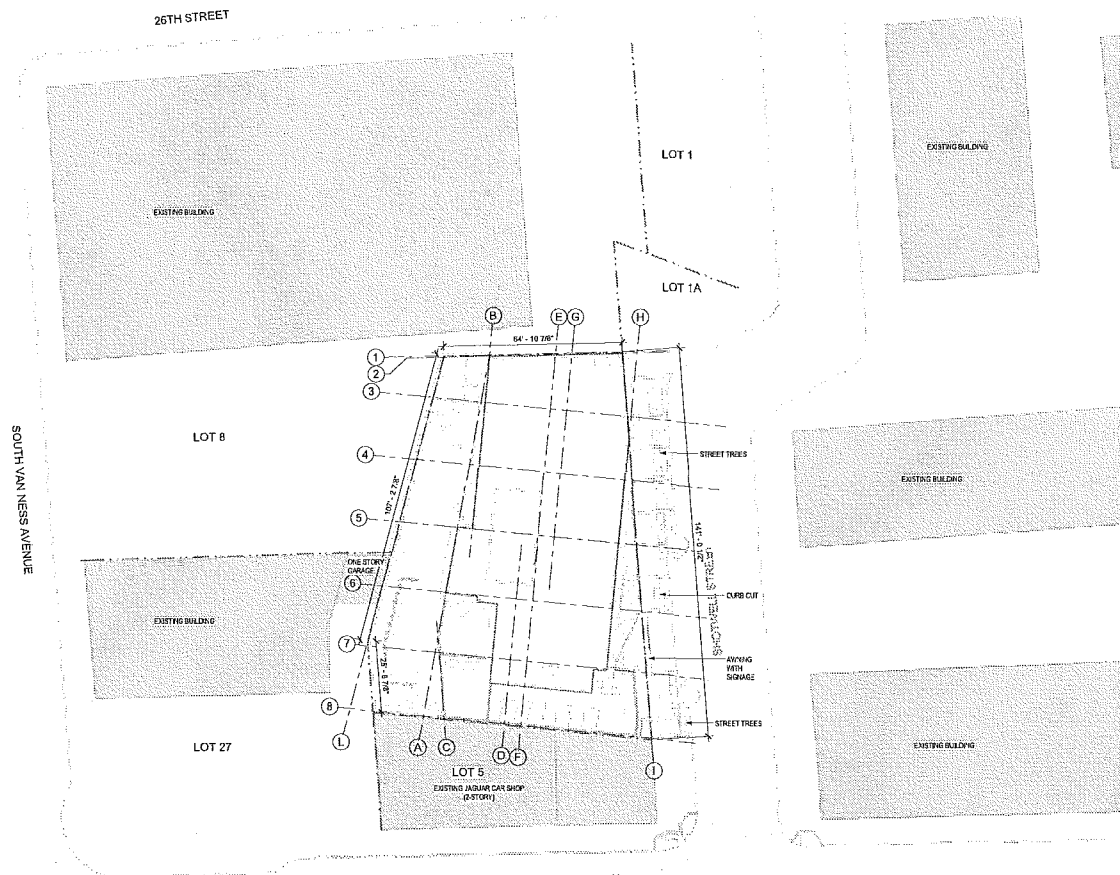
Sheet Title:
SURVEY



herman colliver locus
 423 FORTUNA STREET, SAN FRANCISCO, CALIFORNIA 94103
 TEL: 415.440.1100 FAX: 415.440.1101
 WWW.HCOLLIVERLOCUS.COM

Drawn By: [REDACTED] Acted: [REDACTED] Sheet Number:
 Checked: [REDACTED] Date: 02/24/2016


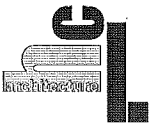
A0.2

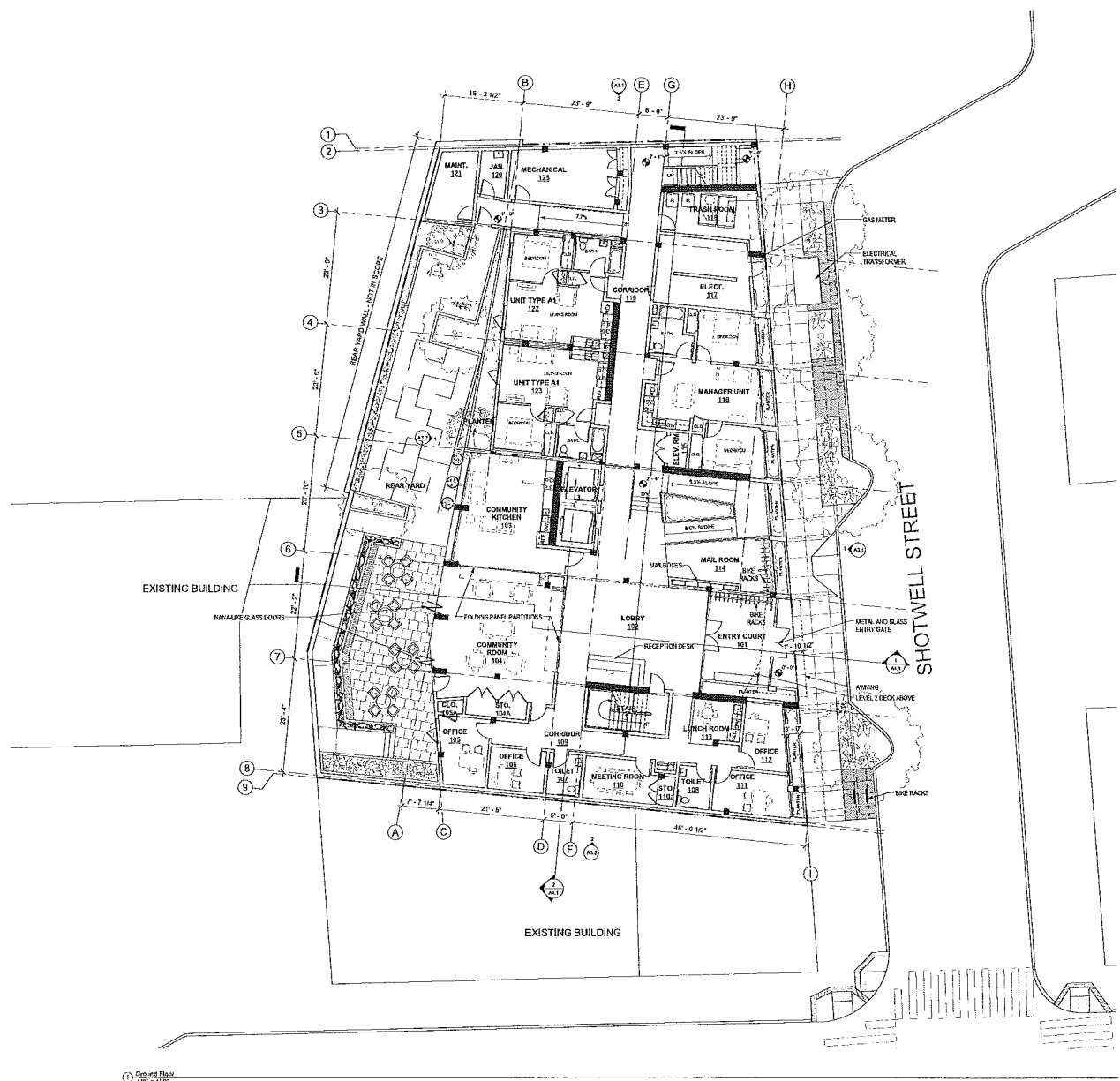


① Site Plan
 1/16" = 1'-0"

SEE C2 FOR ADDITIONAL INFORMATION ABOUT SITE

IF THIS SHEET IS SMALLER THAN 37 1/2" THEN IT HAS BEEN REDUCED

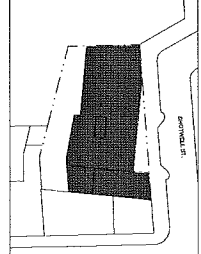
<p>DATE: 09/20/16 PROJECT: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING SHEET: 1/16" = 1'-0"</p>		
<p>General Notes Legend</p>		
<p>Consultant</p>		
<p>Design</p>		
<p>Rev. No.</p>	<p>Reason</p>	<p>Date</p>
<p>PROCESSED SET</p>	<p>09/20/16</p>	<p>09/20/16</p>
<p>100% SUBMITTAL DESIGN SET</p>	<p>09/20/16</p>	<p>09/20/16</p>
<p>SUBMITTAL FOR 100% A-H-D-B-P</p>	<p>09/20/16</p>	<p>09/20/16</p>
<p>Project Number: 1504</p>		
<p>Project Title: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING 1296 Shotwell St. San Francisco, CA 94110 APN: 009 090090999</p>		
<p>Sheet Title: SITE PLAN</p>		
<p>Scale: 1/16" = 1'-0"</p>		
<p>REF. NORTH</p> 		
		
<p>herman collier locus 433 Folsom Street, San Francisco, California 94103 T: 415.475.1100 F: 415.475.1101 E: info@hermancollier.com</p>		
<p>Drawn By: Austin</p>	<p>Sheet Number:</p>	<p>Check No:</p>
<p>Date: 09/20/16</p>	<p>A1.0</p>	



1 Ground Floor
1/8" = 1'-0"

IF THIS SHEET IS SMALLER THAN 30" x 42" THEN IT HAS BEEN REDUCED

DATE: 2/24/2016
 DRAWN BY: MB
 CHECKED BY: MB
 DATE: 2/24/2016



General Notes Legend

Consultant:

Stamp:

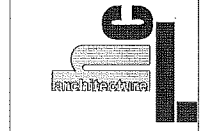
Rev. No.	Revised	Date
PROGRESS SET		02/22/16
12% DEVELOPMENT DESIGN SET		07/22/16
SUBMITTAL FOR PERMITS AND ZONING		08/12/16

Project Number: 1504

Project Title:
**1296 SHOTWELL ST.
 SENIOR AFFORDABLE
 HOUSING**
 1296 Shotwell St.,
 San Francisco, CA 94110
 APN: 005 090000209

Sheet Title:
GROUND FLOOR PLAN

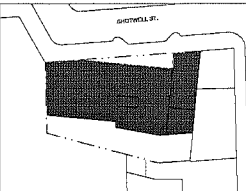
Scale:
 As indicated



herman colliver focus
 433 Marina Drive, San Francisco, California 94133
 T: 415.774.8100 F: 415.774.8101 E: info@hermancolliver.com

Drawn By: MB
 Checked: MB
 Date: 2/24/2016
 Sheet Number:
A2.1

DATE: 01/11/16
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 PROJECT NO: 1504



General Notes Legend
 01.00 GENERAL NOTES

Comments

DATE: 01/11/16

PROJECT NO: 1504

Rev. No.	Reason	Date
01	PROGRESS SET	09/26/16
02	15% GROUNDWORK SET	07/26/16
03	30% CIVIL/MECHANICAL/PLUMBING	06/22/16

Project Number: 1504
 Project Title: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
 1296 Shotwell St.,
 San Francisco, CA 94119
 Sheet Size: 22x36 (20'x28')

Level: LEVEL 2 FLOOR PLAN

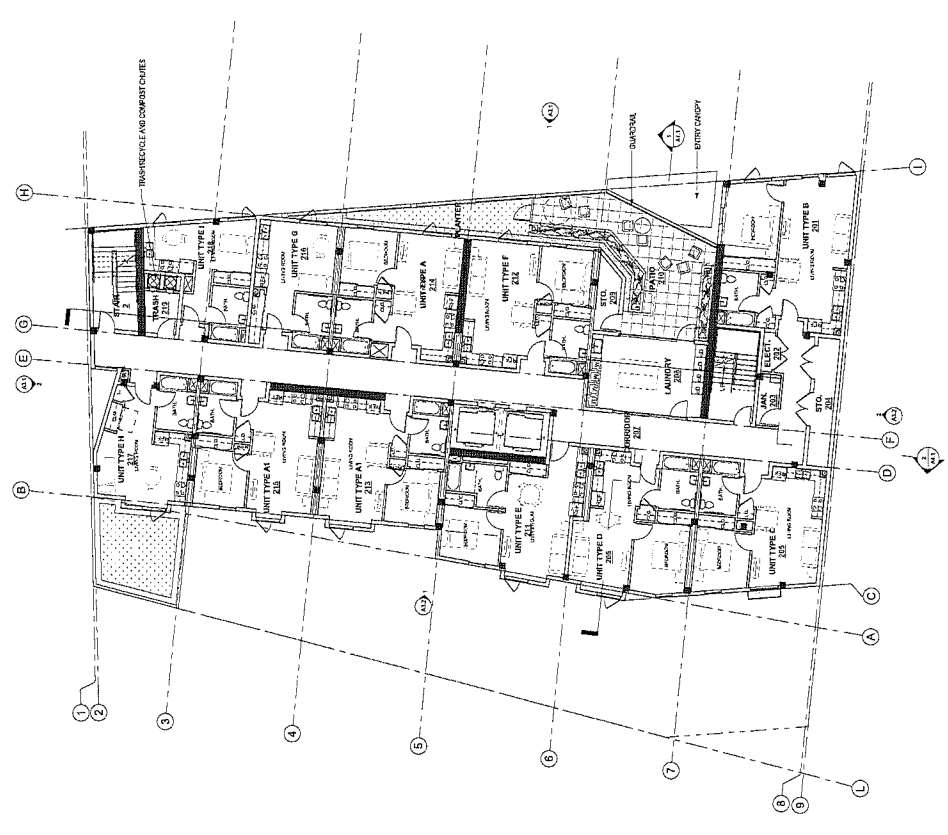
Scale: As indicated

REC. NORTH



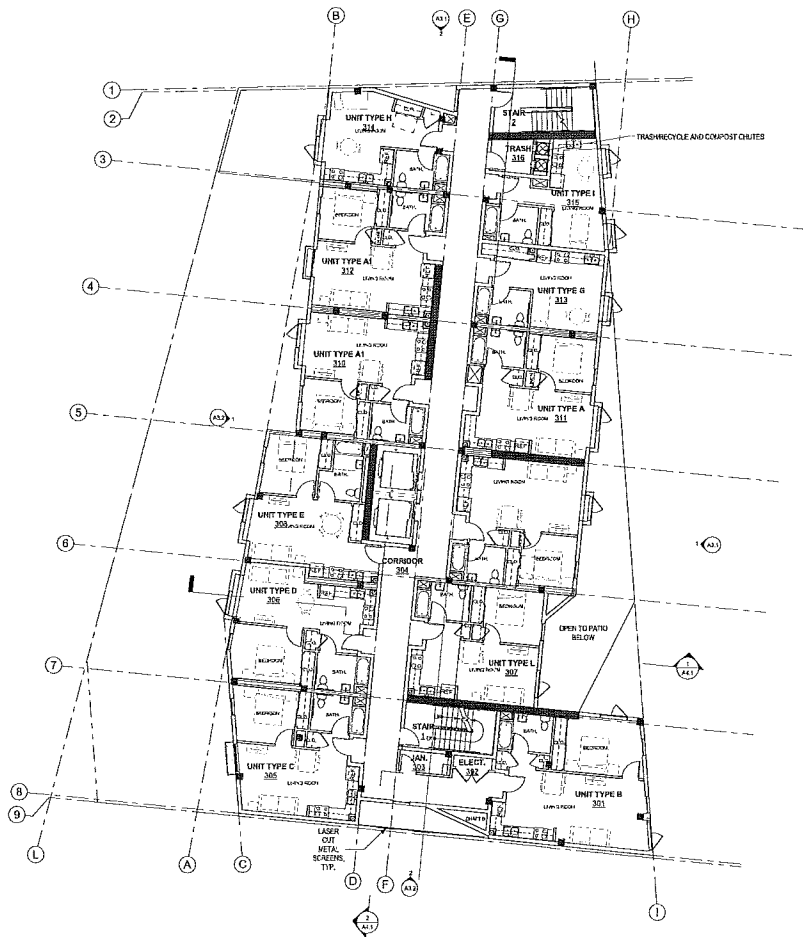
Human Capital Focus
 475 Market Street, Suite 2000, San Francisco, CA 94102
 (415) 774-2000
 Check By: J. B. BROWN
 Date: 01/11/16
 Project No: 1504

A2.2
 Date: 01/11/16



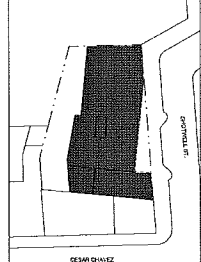
1.00 UNIT UP

IF THIS SHEET IS SMALLER THAN 17" X 11" IT HAS BEEN REDUCED



Level 3
1/8" = 1'-0"

DATE: 02/22/16
 TITLE: 100% Schematic Design Set
 SUBMITTAL FOR 10% AND 50%
 PROJECT: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING



General Site Legend

Consultor

Stamp

Rev. No.	Reason	Date
PROGRESS SET		02/22/16
100% SCHEMATIC DESIGN SET		07/23/16
SUBMITTAL FOR 10% AND 50%		02/22/16

Project Number: 1504

Project Title:
**1296 SHOTWELL ST.
 SENIOR AFFORDABLE
 HOUSING**
 1296 Shotwell St.
 San Francisco, CA 94110
 (415) 398-0909/0950

Sheet Title:
LEVEL 3 FLOOR PLAN

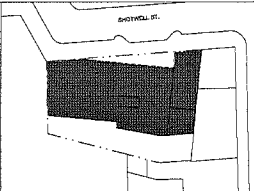
Scale:
 As indicated



herman colvill locus
 427 Market Street, San Francisco, California 94103
 T: 415.398.0909 F: 415.398.0950 E: info@hermancolvill.com

Drawn By: MB Sheet Number:
 Checked: A2.3
 Date: 2/22/2016

IF THIS SHEET IS SMALLER THAN 37" X 47" THEN IT HAS BEEN REDUCED



General Nathan's Legate

Shotwell St.

Shotwell St.

General Nathan's Legate

Shotwell St.

General Nathan's Legate

Shotwell St.

General Nathan's Legate

Project Number
1504

Project Name
1296 SHOTWELL ST.
SENIOR AFFORDABLE
HOUSING

Address
1296 Shotwell St.,
San Francisco, CA 94119

Architect
Henman Collier Lewis
3211 Broadway, Suite 300, San Francisco, CA 94115
Tel: (415) 774-1100
Fax: (415) 774-1101
www.henmancollierlewis.com

Level 4 FLOOR PLAN

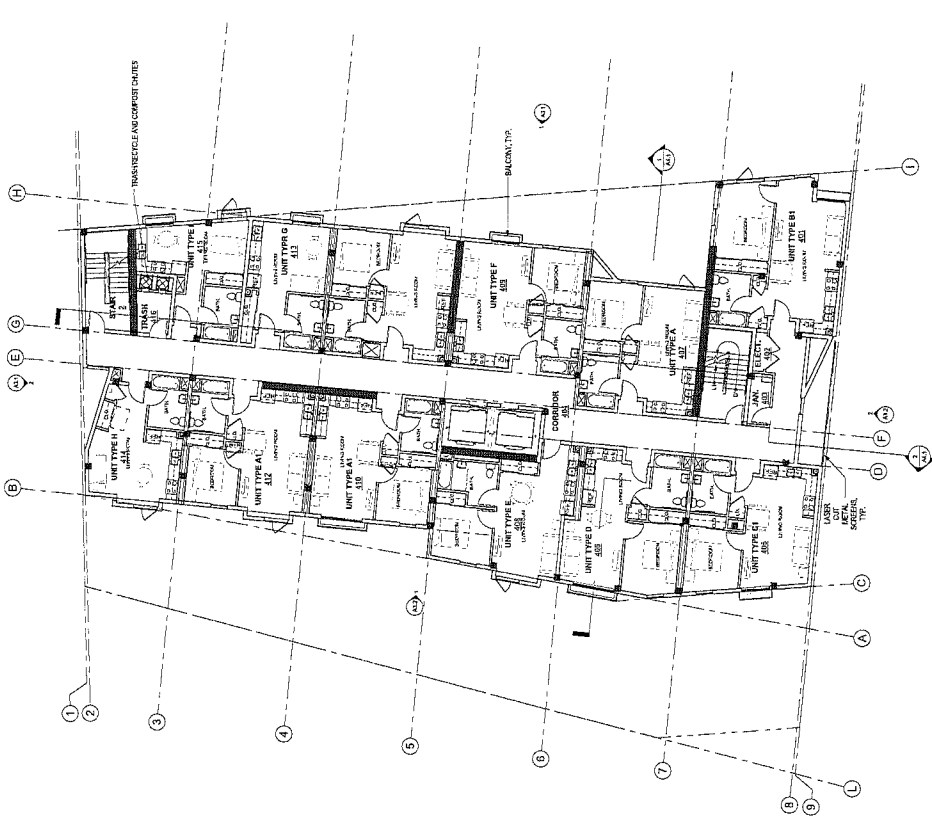
Scale
As Indicated

REC. NORTH



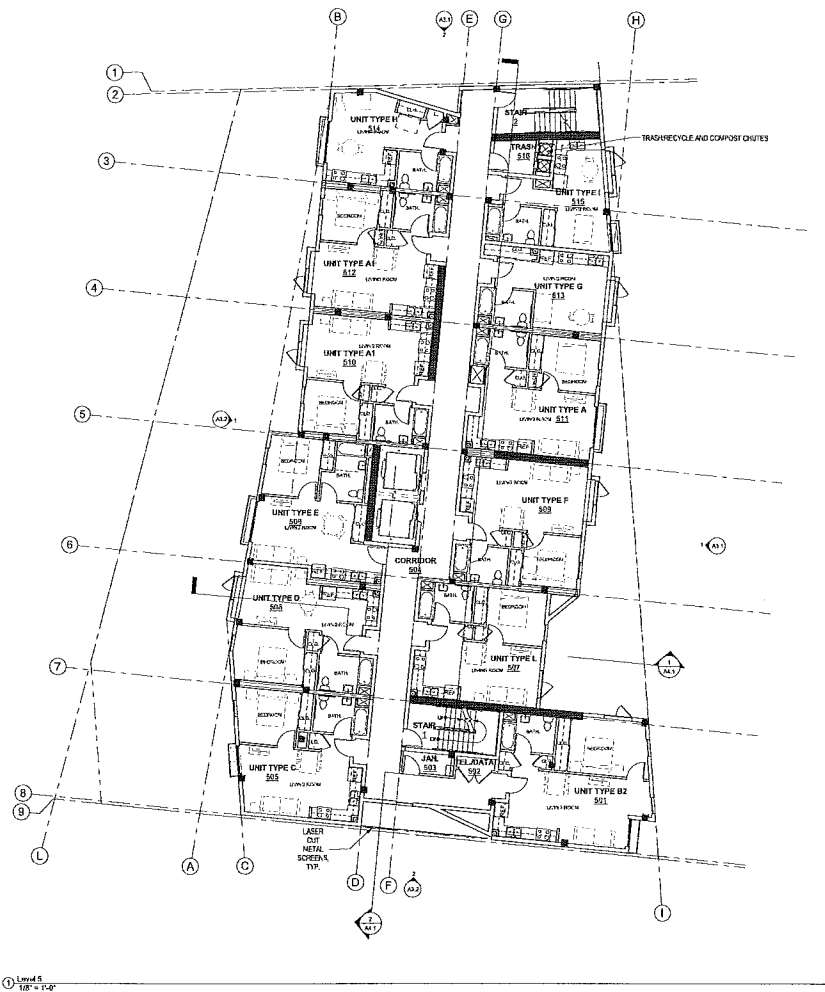
Henman Collier Lewis
Architects
3211 Broadway, Suite 300, San Francisco, CA 94115
Tel: (415) 774-1100
Fax: (415) 774-1101
www.henmancollierlewis.com

Sheet No. 2745216
A2.4



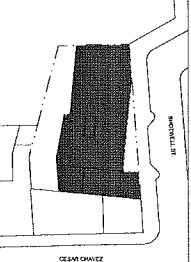
1/8" = 10'

IF THIS SHEET IS SMALLER THAN 34" X 44" PRINT MARKED REDUCED



1/8" = 1'-0"

Scale:
 1/8" = 1'-0"
 1/4" = 1'-0"
 1/2" = 1'-0"
 3/4" = 1'-0"
 1" = 1'-0"



General Notes Legend

Consultant

Stamp

Rev. No.	Revision	Date
PROGRESS SET		06/20/16
10% SCHEMATIC DESIGN SET		07/09/2016
SUBMITTAL FOR PERMITS		08/10/2016

Project Number: 1504
 Project Title:
**1296 SHOTWELL ST.
 SENIOR AFFORDABLE
 HOUSING**
 1296 Shotwell St.,
 San Francisco, CA 94116
 APN: 092 050090000

Sheet Title:
LEVEL 5 FLOOR PLAN

Scale:
 As indicated



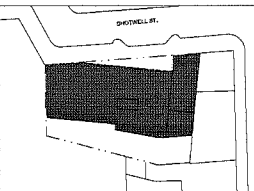
herman collier focus
 433 FAY AVENUE, SAN FRANCISCO, CALIFORNIA 94103
 TEL: 415.774.1100 FAX: 415.774.1101 E: info@hermancollierfocus.com

Drawn By: ALPBY
 Checked:
 Date: 2/24/2016

Sheet Title:
A2.5

IF THIS SHEET IS SMALLER THAN 37x47 THEN IT HAS BEEN REDUCED

NOTES:
 1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 2. REFER TO ARCHITECTURAL SPECIFICATIONS FOR MATERIALS AND FINISHES.
 3. SEE MECHANICAL AND ELECTRICAL PLANS FOR DETAILS.
 4. SEE STRUCTURAL PLANS FOR COLUMN LOCATIONS AND LOADS.
 5. SEE CIVIL PLANS FOR UTILITY LOCATIONS AND ELEVATIONS.
 6. SEE EXTERIOR FINISHES FOR CURB AND WALKWAY DETAILS.
 7. SEE INTERIOR FINISHES FOR WALL, FLOOR, AND CEILING DETAILS.
 8. SEE MECHANICAL PLANS FOR HVAC SYSTEMS AND VENTILATION.
 9. SEE ELECTRICAL PLANS FOR LIGHTING AND POWER DISTRIBUTION.
 10. SEE PLUMBING AND SANITARY PLANS FOR TOILETS, SINKS, AND SHOWER DETAILS.
 11. SEE FIRE PROTECTION PLANS FOR SMOKE EXHAUST AND FIRE ALARMS.
 12. SEE ACCESSIBILITY PLANS FOR COMPLIANCE WITH ADA REQUIREMENTS.
 13. SEE GENERAL NOTES FOR CONSTRUCTION AND INSTALLATION REQUIREMENTS.
 14. SEE SITE PLAN FOR BUILDING ORIENTATION AND ADJACENT PROPERTIES.
 15. SEE ELEVATIONS FOR EXTERIOR AND INTERIOR FINISHES.
 16. SEE SECTION CUTS FOR BUILDING HEIGHTS AND FOUNDATION DETAILS.
 17. SEE SCHEDULES FOR MATERIALS AND FINISHES.
 18. SEE SPECIFICATIONS FOR EQUIPMENT AND FIXTURES.
 19. SEE CONTRACT DOCUMENTS FOR GENERAL CONDITIONS AND SPECIAL CONDITIONS.
 20. SEE PERMITS AND REGULATIONS FOR LOCAL AND STATE REQUIREMENTS.



General Notes:
 1. General Notes apply to all drawings.
 2. See Schedule for materials and finishes.
 3. See Specifications for equipment and fixtures.
 4. See Contract Documents for general conditions and special conditions.
 5. See Permits and Regulations for local and state requirements.

REV.	REASON	DATE
1	ISSUE FOR PERMIT	06/20/16
2	REVISIONS TO PERMIT	06/20/16
3	REVISIONS TO PERMIT	06/20/16

Project Number: 1504
 Project Title: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
 1296 Shotwell St.
 San Francisco, CA 94110
 Site Area: 0.02500000
 Level: 6 FLOOR PLAN

Scale: As indicated
 REF: JORDA

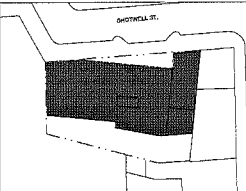
HumanCollaborative
 1150 Broadway, Suite 1100
 San Francisco, CA 94133
 Phone: 415.774.4444
 Email: info@humancollaborative.com
 Designer: Adam Schallert
 Checker: Adam Schallert
 Date: 07/16/16

A2.6



① Level 6
 1/8" = 1'-0"

1296 SHOTWELL ST.
 SENIOR AFFORDABLE HOUSING
 LEVEL 7 FLOOR PLAN



General Notes Legend

Comments

Drawn By: [Blank]

Checked By: [Blank]

Date: [Blank]

Project No: 1504

Project Name: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1296 Shotwell St., San Francisco, CA 94110

Scale: As indicated

REF. NORTH

Human Collaboration

Human Collaboration Inc.

1296 Shotwell St., San Francisco, CA 94110

Drawn By: [Blank]

Checked By: [Blank]

Date: 2/24/2015

Scale: As indicated

REF. NORTH

Human Collaboration

Human Collaboration Inc.

1296 Shotwell St., San Francisco, CA 94110

Drawn By: [Blank]

Checked By: [Blank]

Date: 2/24/2015

Scale: As indicated

REF. NORTH

Human Collaboration

Human Collaboration Inc.

1296 Shotwell St., San Francisco, CA 94110

Drawn By: [Blank]

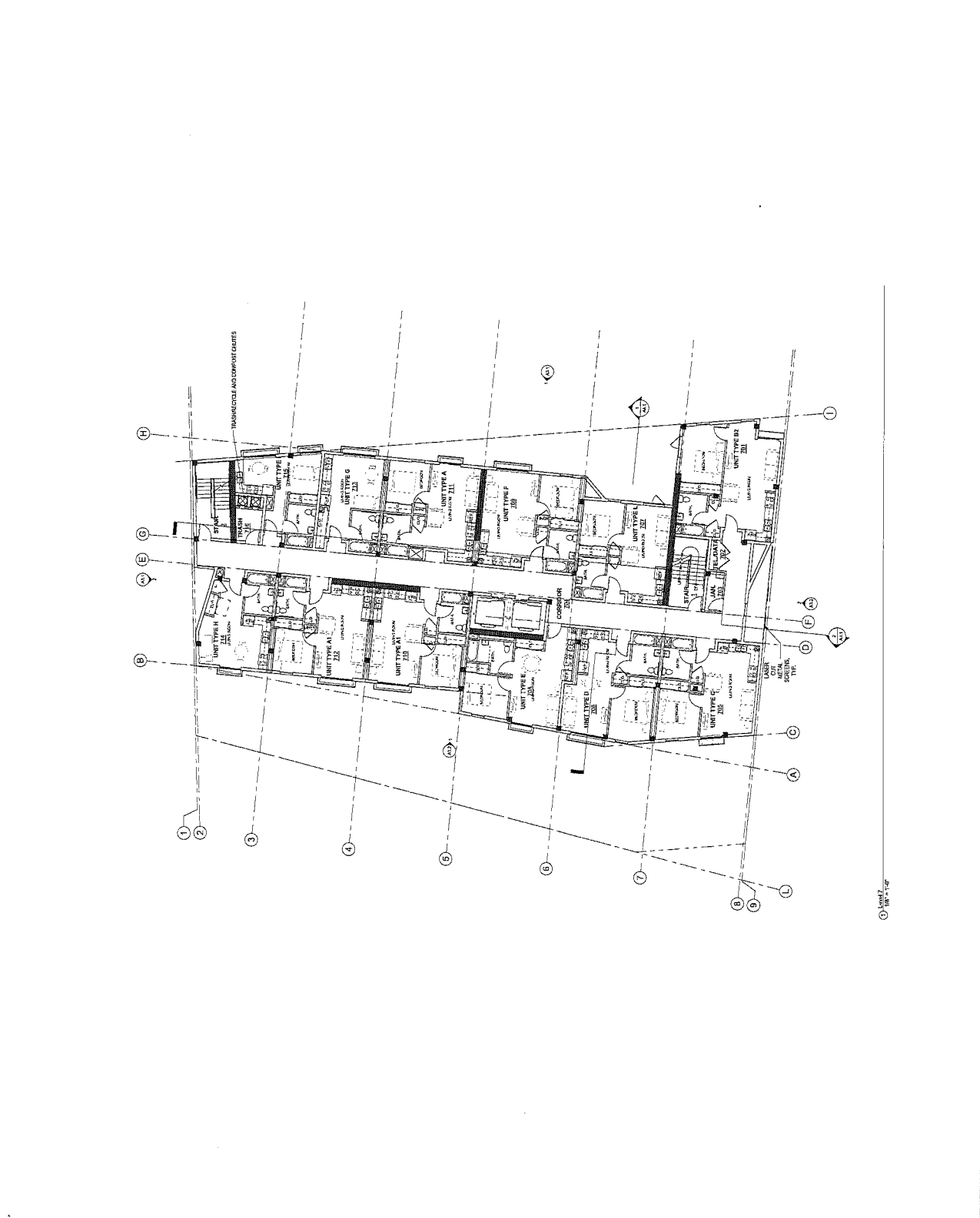
Checked By: [Blank]

Date: 2/24/2015

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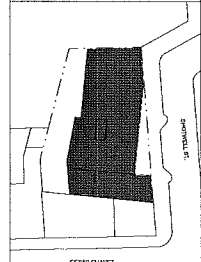
REF. NORTH

Human Collaboration



IF THIS SHEET IS SMALLER THAN 3'x4' THEN IT HAS BEEN REDUCED

Sheet No. _____
 Date: _____
 Project: _____



General Site Layout

Consultant: _____

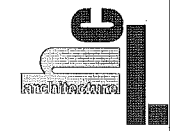
Scale: _____

Rev. No.	Reason	Date
PROGRESS SET		04/20/2016
100% SCHEMATIC DESIGN SET		07/09/2016
SUBMITTAL FOR 100% A.N.D.B.P.		09/12/2016

Project Number: 1504
 Project Title:
**1296 SHOTWELL ST.
 SENIOR AFFORDABLE
 HOUSING**
 1296 Shotwell St.
 San Francisco, CA 94110
 APN: 005 000000050

LEVEL 8 FLOOR PLAN

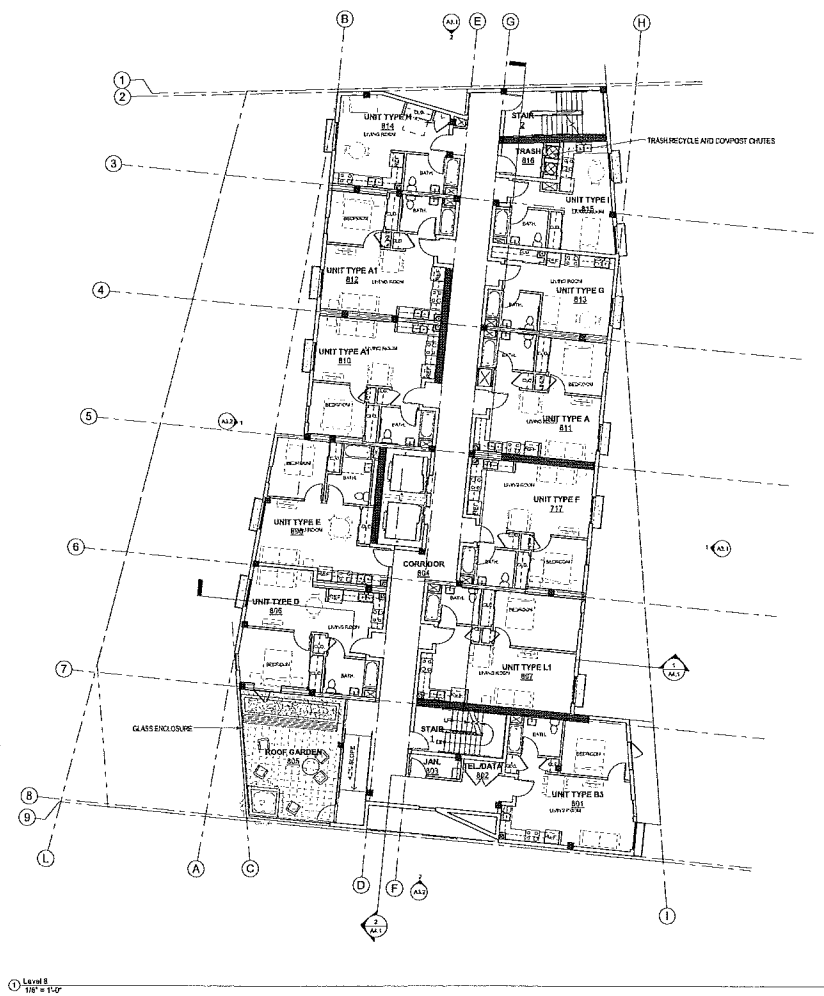
Scale: As indicated
 REF. NORTH



herman collier inc.
 4215 Marina Street, San Francisco, California 94133
 T: 415.333.2474 F: 415.333.2411 E: info@hermancollier.com

Drawn By:	Author:	Sheet Number:
Checked:		
Date:	2/24/2016	

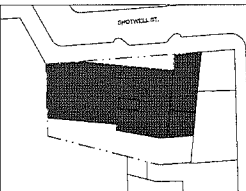
A2.8



Level 8
 1/8" = 1'-0"

IF THIS SHEET IS SMALLER THAN 30" X 42" THEN IT HAS BEEN REDUCED

DATE: 08/11/10
 DRAWN BY: [unintelligible]
 CHECKED BY: [unintelligible]
 PROJECT NO: [unintelligible]



General Washburn Blvd.	
Credit	
SWP	
REV.	DATE
1	08/09/10
2	08/10/10

Project No: 1504
 Project Name: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
 1296 Shotwell St.
 San Francisco, CA 94116
 Start Date: 03/20/09

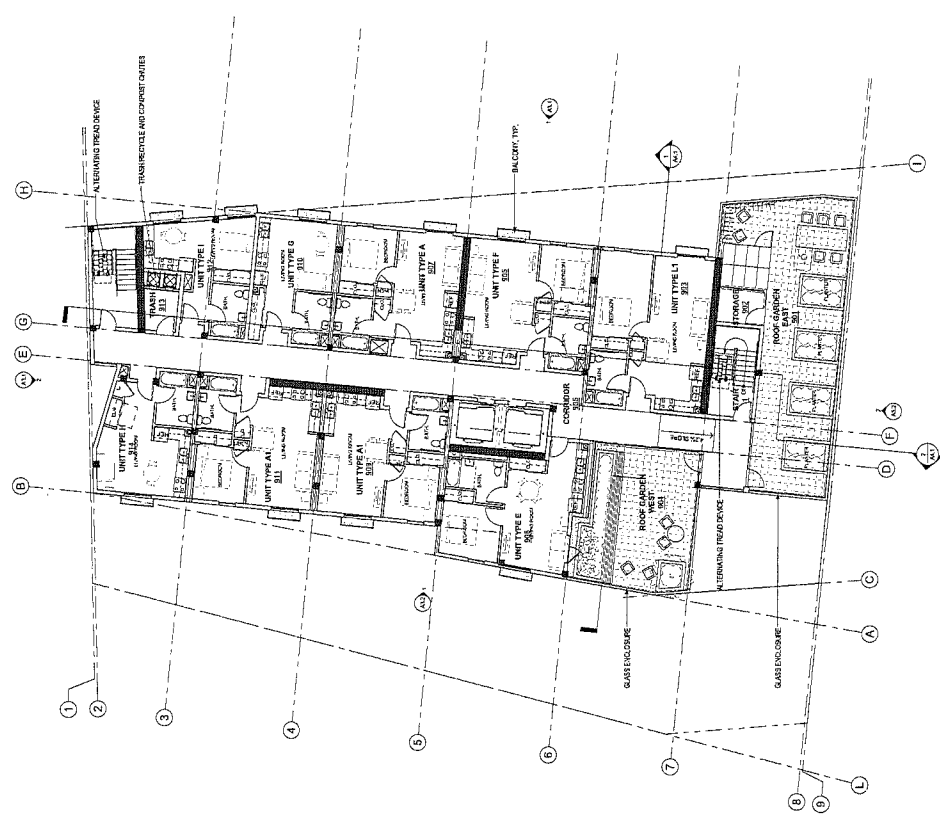
Project No: 1504
 Project Name: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
 1296 Shotwell St.
 San Francisco, CA 94116
 Start Date: 03/20/09

Scale: As indicated
 REF: AS0811



HumanCollaborative
 1117 Broadway, San Francisco, CA 94133
 415.774.7400
 www.humancollaborative.com
 Designer: [unintelligible]
 Architect: [unintelligible]
 Checker: [unintelligible]
 Date: 08/11/10

A2.9



1/8" = 1'-0"

IF THIS SHEET IS SMALLER THAN 30" X 42" IT MAY NOT BE REDUCED

1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 2. REFER TO ALL OTHER SHEETS FOR COMPLETE INFORMATION.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
 5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 6. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES.
 7. THE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE AND EROSION CONTROL MEASURES.
 8. THE CONTRACTOR SHALL MAINTAIN SAFE WORKING CONDITIONS AT ALL TIMES.
 9. THE CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL WORK.
 10. THE CONTRACTOR SHALL MAINTAIN COMMUNICATION WITH THE ARCHITECT AT ALL TIMES.

General Notes

Complete

Drawn

Revised

DATE

PROJECT SET

100% SCHEDULING DESIGN SET

75% PERMITTING PERMITS AND EDP

08/03/2018

08/04/2018

08/10/2018

Project Number: 1504

Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

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

REV. NORTH

Project Number: 1504

Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

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

REV. NORTH

Project Number: 1504

Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

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

REV. NORTH

Project Number: 1504

Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

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

REV. NORTH

Project Number: 1504

Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

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

REV. NORTH

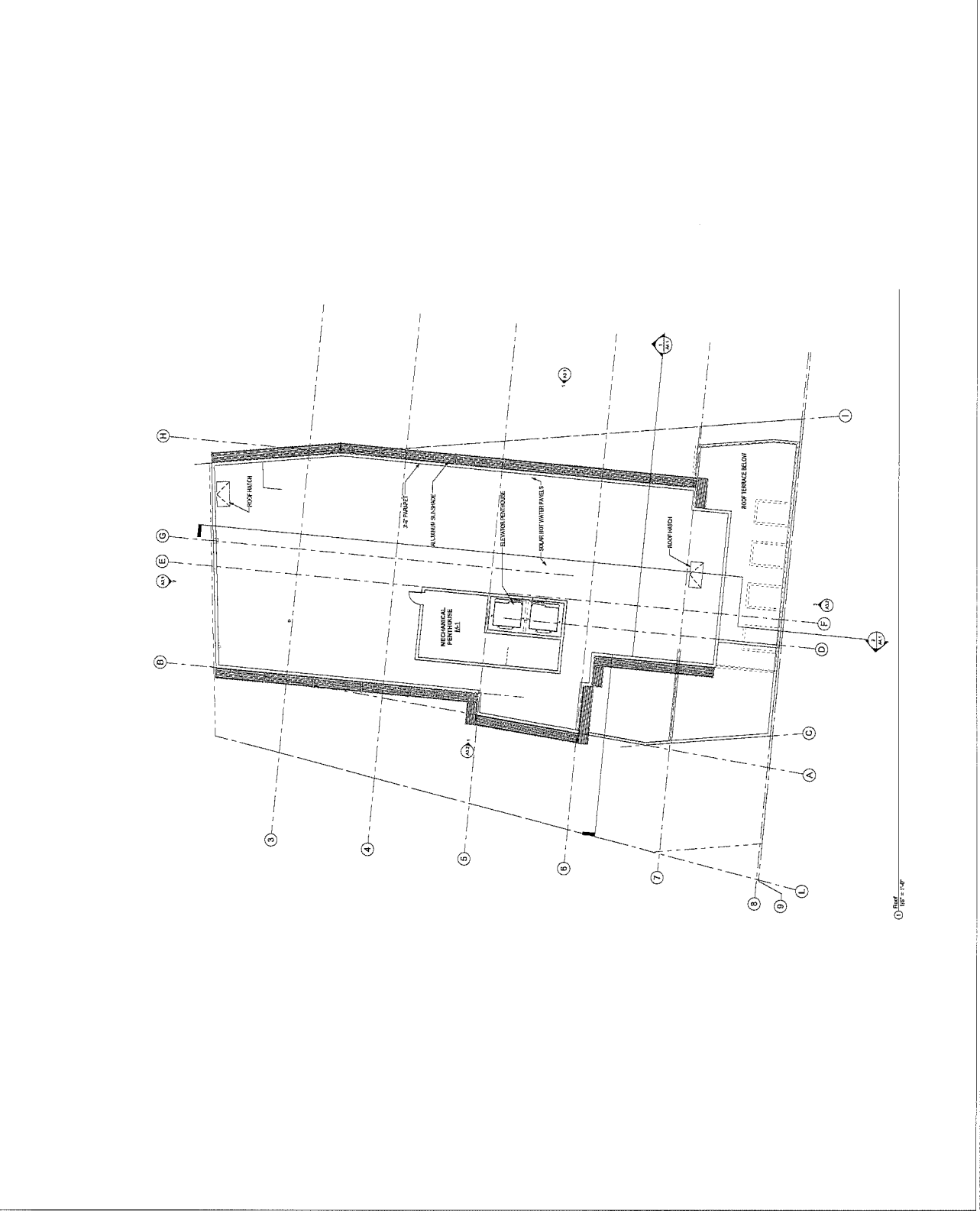
Project Number: 1504

Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

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

REV. NORTH



Project Number: 1504

Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

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

REV. NORTH

Project Number: 1504

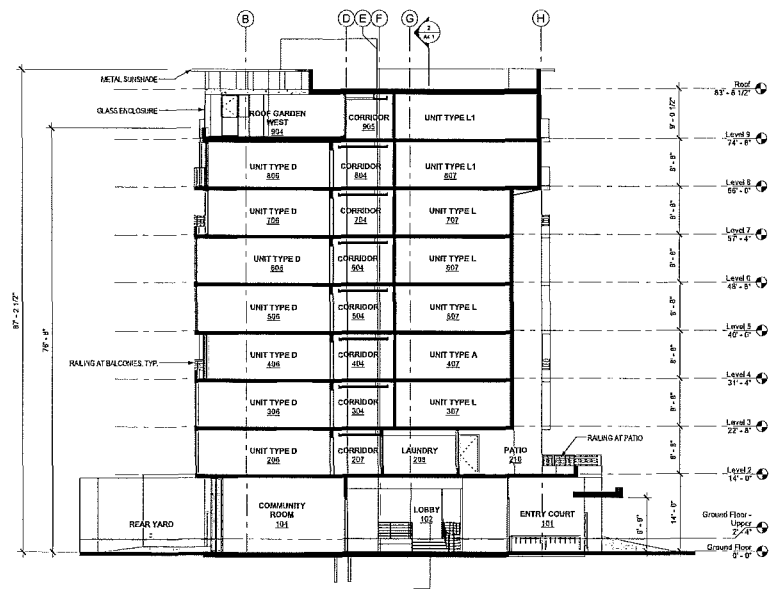
Project Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING

1236 Shotwell St.
 San Francisco, CA 94110
 Phone: 415.224.0000

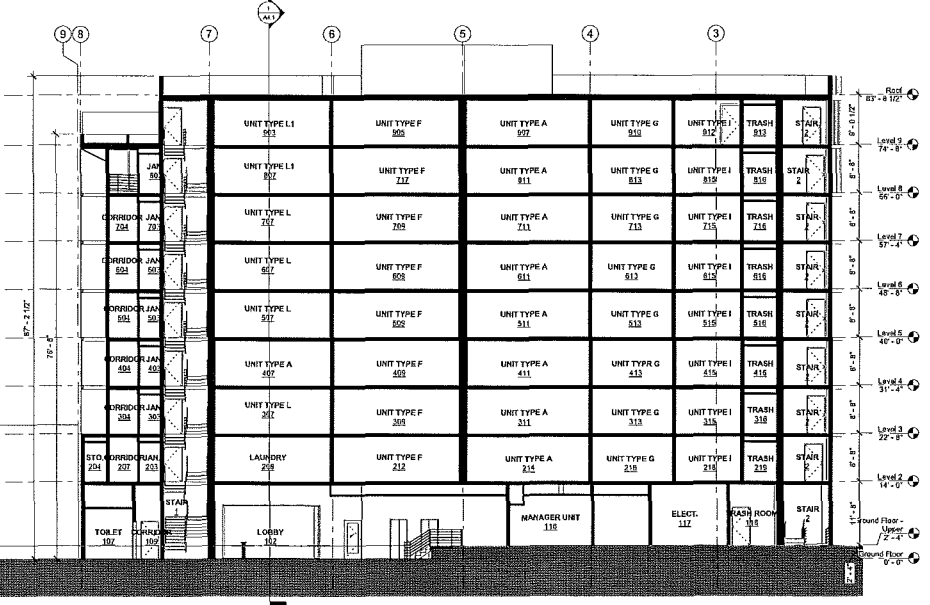
Scale: 1/8" = 1'-0"

REV. NORTH

IF THIS SHEET IS SMALLER THAN 32" X 44" THEN IT HAS BEEN REDUCED.



Section 1
1/8" = 1'-0"

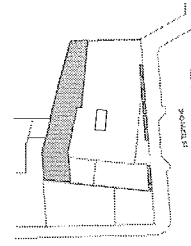


Section 2
1/8" = 1'-0"

IF THIS SHEET IS SMALLER THAN 30" x 42" THEN IT HAS BEEN REDUCED

Title Block PROJECT TITLE PROJECT NUMBER SHEET NUMBER SHEET TOTAL		
General Notes/Typed		
Consultant		
Stamp		
Rev. No.	Reason	Date
PROGRESS SET		06/29/16
100% SCHEMATIC DESIGN SET		08/18/16
50% PERMIT FOR 100% A.M.D.B.P.		09/12/16
Project Number 1504 Project Title 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING 1296 Shotwell St. San Francisco, CA 94110 APN: 060 090000006 Sheet Title BUILDING SECTIONS		
Scale: 1/8" = 1'-0"		
REF. NORTH		
herman collier locus 425 Market Street, San Francisco, California 94102 P: 415.774.1970 F: 415.774.1971 E: info@hermancollier.com		
Drawn By:	Author	Sheet Number:
Checked:		A4.1
Date:	2/24/2016	

DATE: 03/24/2016
 PROJECT: 1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
 SHEET: L1.01
 SCALE: 1/8" = 1'-0"



General site location map

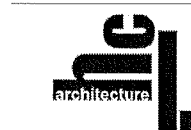
Consult: **MILLER COMPANY**
 landscape architects
 1883 FOLSOM ST. SAN FRANCISCO, CA 94103
 415.232.7288 www.millercomp.com

Rev. No.	Description	Date
PROGRESS SET		03/22/16
10% SCHEMATIC DESIGN SET		07/02/15
SUBMITTAL FOR 15% A.H.D.P.		03/22/16

Project Name:
**1296 SHOTWELL ST.
 SENIOR AFFORDABLE
 HOUSING**
 1296 Shotwell St.
 San Francisco, CA 94110
 APN: 005 000000000

Sheet Title:
**LEVEL 1
 LANDSCAPE PLAN**

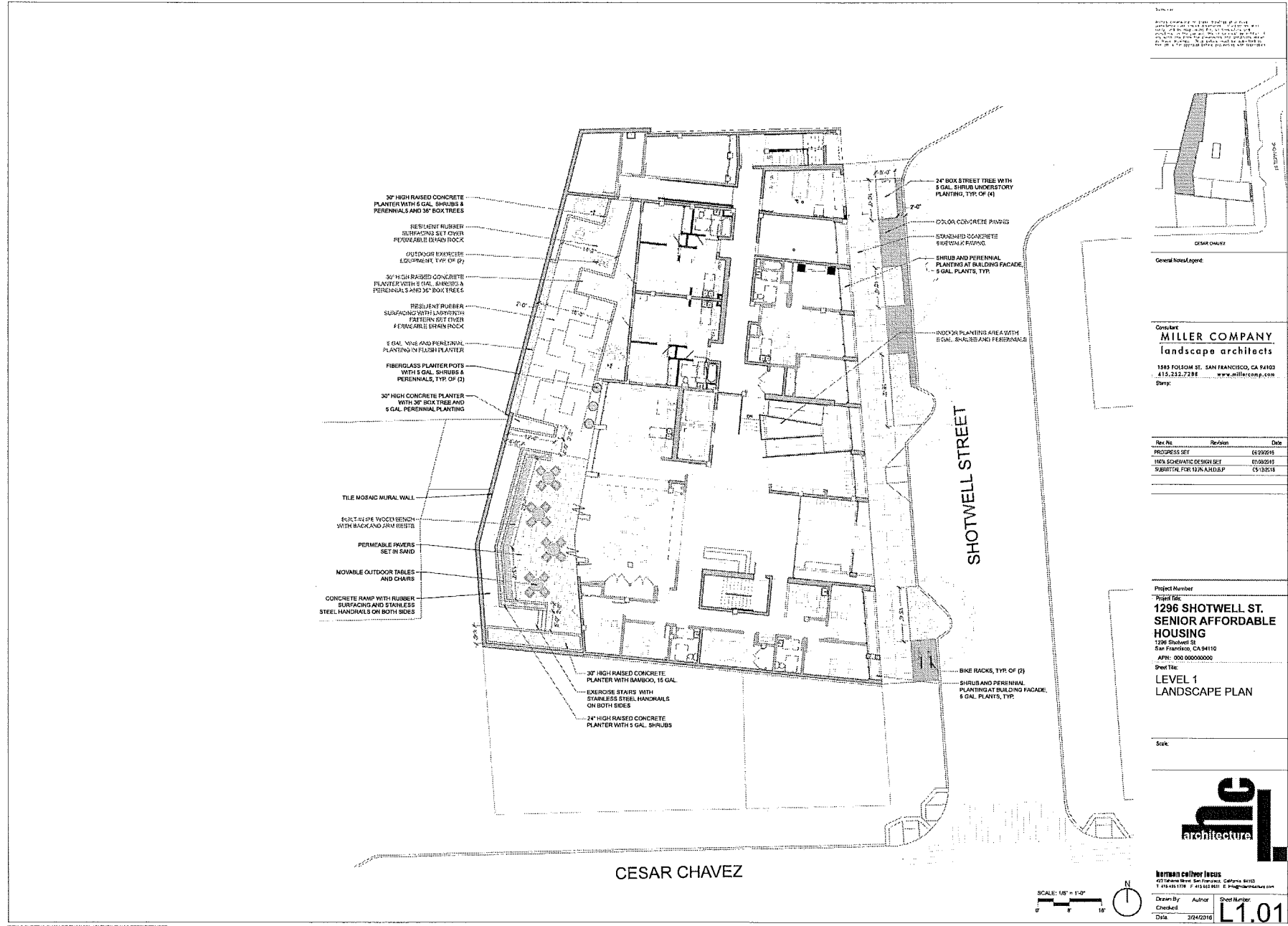
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NOTMAN COLLIER INCUS
 425 Market Street, San Francisco, California 94102
 T: 415.441.1178 F: 415.441.1111 E: info@notmancollier.com

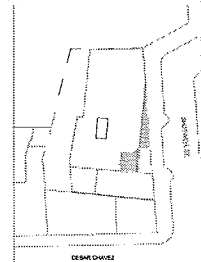
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 Date: 3/24/2016

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General Site Location

Consultant
MILLER COMPANY
 landscape architects
 1382 FOLSOM ST. SAN FRANCISCO, CA 94103
 415.232.7288 www.millercomp.com
 Sany

Rev. No.	Revision	Date
1	PROGRESS SET	02/20/16
2	10% SCHEDULE/FESD SET	02/22/16
3	SUBMITTAL FOR ION AND DP	04/12/16

Project Number
 1296 SHOTWELL ST.
SENIOR AFFORDABLE HOUSING
 1296 Shotwell St.
 San Francisco, CA 94110
 A/N/P: 000 000000000

Sheet Title
LEVEL 2 LANDSCAPE PLAN

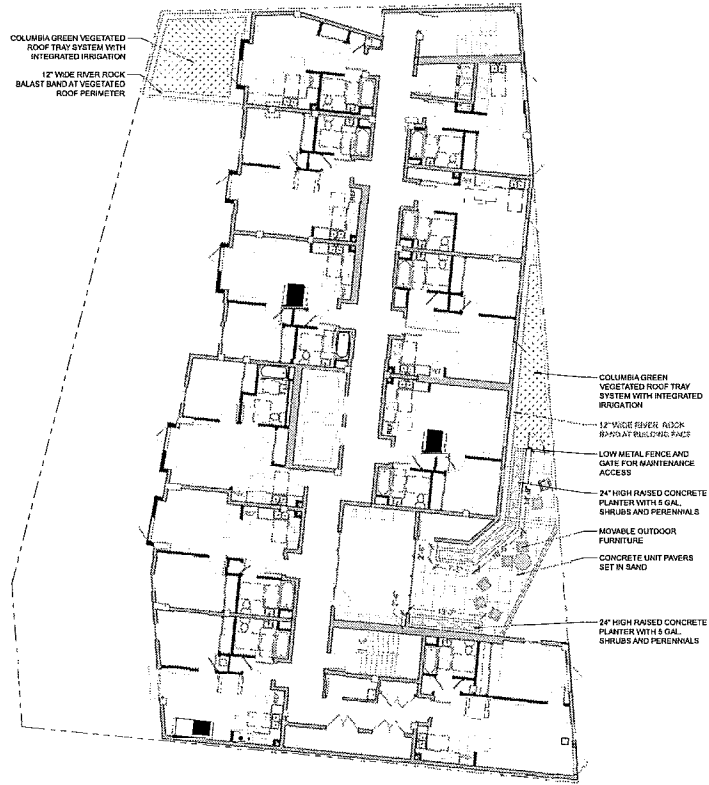
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MILLER COMPANY
 427 Howard Street, San Francisco, California 94103
 T 415.232.7288 F 415.232.7289 E info@mlr.com

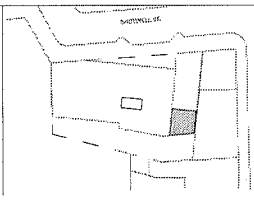
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 Date: 2/24/2016

Sheet Number
L2.01



IF THIS SHEET IS SMALLER THAN 30"X42" THEN IT WAS BEING REDUCED

DATE PLOTTED: 01/28/2015 10:58:15 AM
 PLOT SCALE: 1/8" = 1'-0"
 PLOT SIZE: 11.0000 x 17.0000
 PLOT ORIGIN: 0.0000, 0.0000
 PLOT UNIT: INCHES



General Notes:
 1. See attached site plan for location of building.

Client: **MILLER COMPANY.**
 Landscape architects
 1485 FOLSOM ST. SAN FRANCISCO, CA 94103
 415.332.2788
 www.millercomp.com

Arch. No.	1296
Project No.	1296
Progress Set	05/2015
Submitted	05/2015
Submitted for Review	05/2015

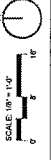
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**1296 SHOTWELL ST
 SENIOR AFFORDABLE
 HOUSING**
 1296 SHOTWELL ST
 SAN FRANCISCO, CA 94110
 APRIL 08, 2005 00000000

**LEVEL 8
 LANDSCAPE PLANS**

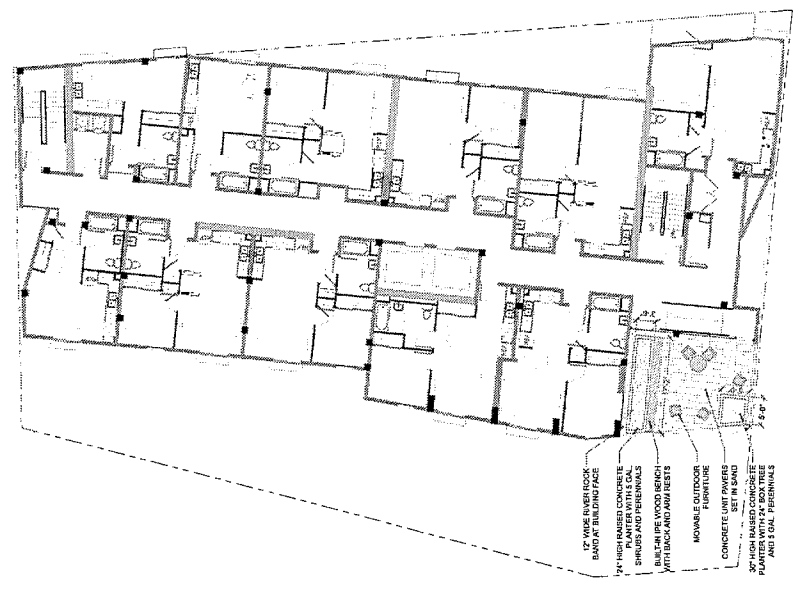
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MILLER COMPANY
 1485 FOLSOM ST. SAN FRANCISCO, CA 94103
 415.332.2788
 www.millercomp.com
 Created By: **ALB**
 Date: **05/20/15**



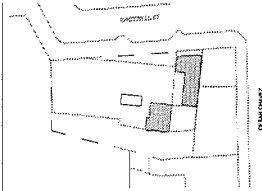
L3.01



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12/26/11

12/26/11



Overall Street Elevation
Overall Street Elevation

Consulted
MILLER COMPANY
landscape architects
1850 FOGG ST. SAN FRANCISCO, CA 94109
415.337.2788 www.millercompany.com

No.	DATE	REVISION
1	08/20/11	RESPONSE SET
2	11/03/11	REVISED PER COMMENTS
3	11/03/11	REVISION FOR VENDOR
4	11/03/11	REVISION

Project Name
**1296 SHOTWELL ST
SENIOR AFFORDABLE
HOUSING**
1296 Shotwell St.
San Francisco, CA 94116
JOHN: 502.00000000
JL

**LEVEL 9
LANDSCAPE PLAN**

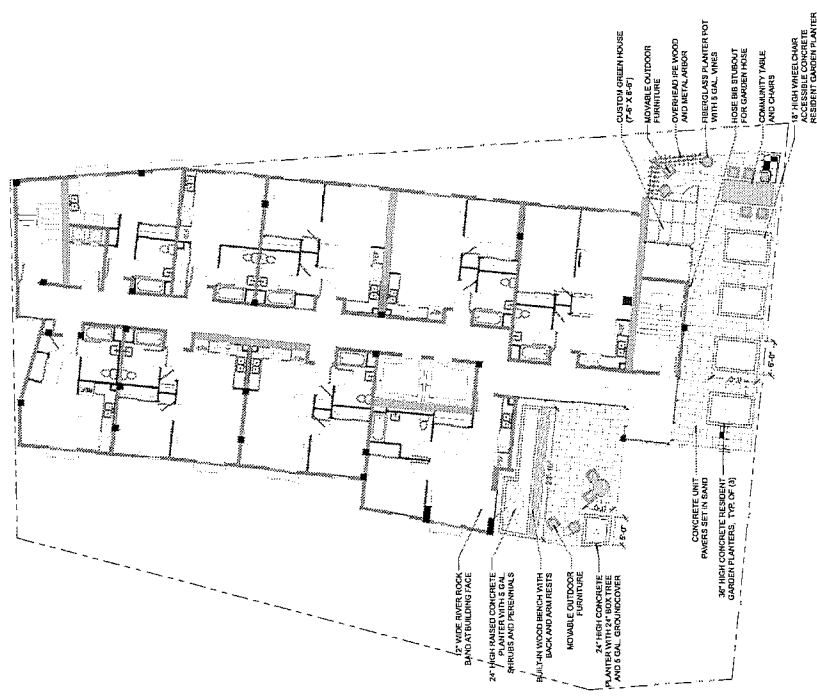
Scale



MILLER COMPANY ARCHITECTURE
1234 Market Street, San Francisco, California 94102
Tel: 415.337.2788 Fax: 415.337.2789
www.millercompany.com

Drawn By: Author
Checked By: Designer
Date: 2/24/2015

L4.01



IF THIS SHEET IS SMALLER THAN 24X36, TWENTY HAS BEEN REDUCED

1504
 1236 SHOTWELL ST.
 SENIOR AFFORDABLE HOUSING
 1236 SHOTWELL ST.
 SAN FRANCISCO, CA 94110
 PROJECT NO. 202002096

Project Number: 1504
 Title: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
 Date: 04/20/15

Professional Seal
 REGISTERED ARCHITECT
 STATE OF CALIFORNIA
 No. 12345

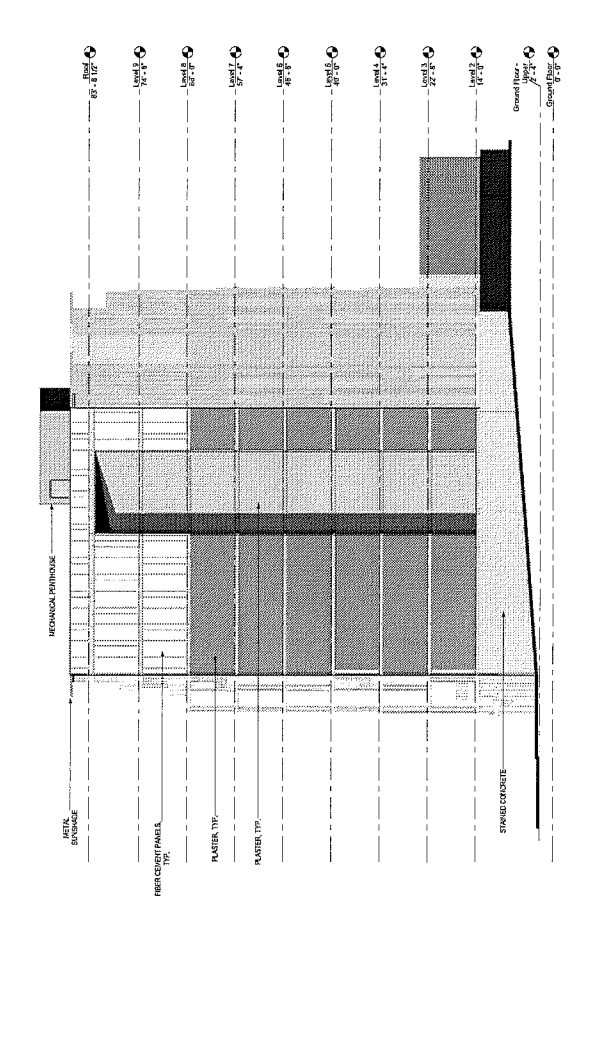
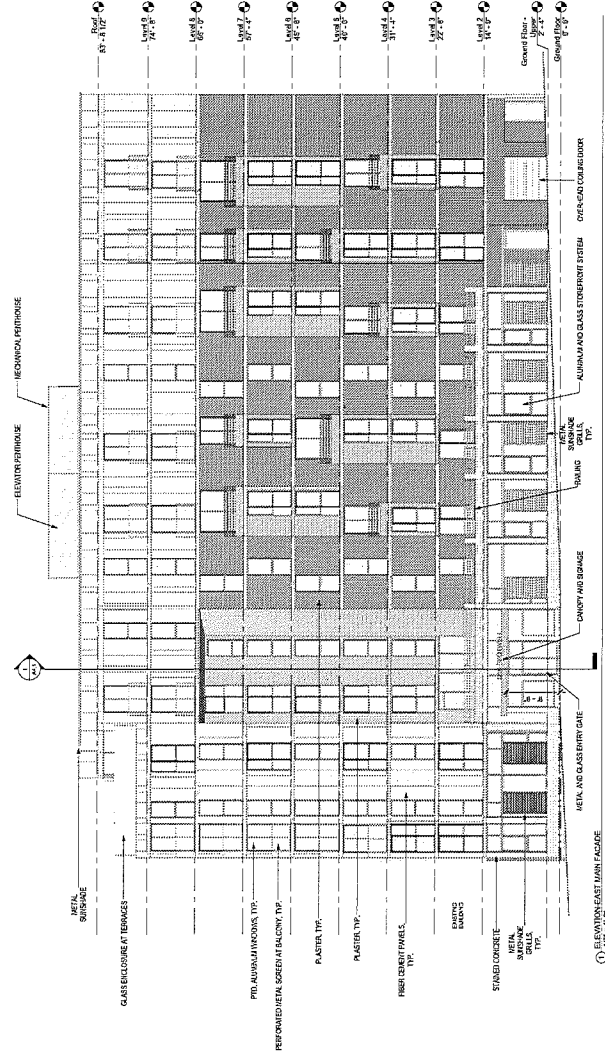
Project Name: 1236 SHOTWELL ST. SENIOR AFFORDABLE HOUSING
 Address: 1236 SHOTWELL ST. SAN FRANCISCO, CA 94110
 Project No.: 202002096

Scale: 1/8" = 1'-0"
 Orientation: REC_NORTH

Human Collaboratives
 111 FAYETTE ST. SUITE 200
 SAN FRANCISCO, CA 94102
 Phone: 415.774.1111
 Website: www.human-collaboratives.com

Author: [Name]
 Designer: [Name]
 Checker: [Name]
 Date: 2/24/2016

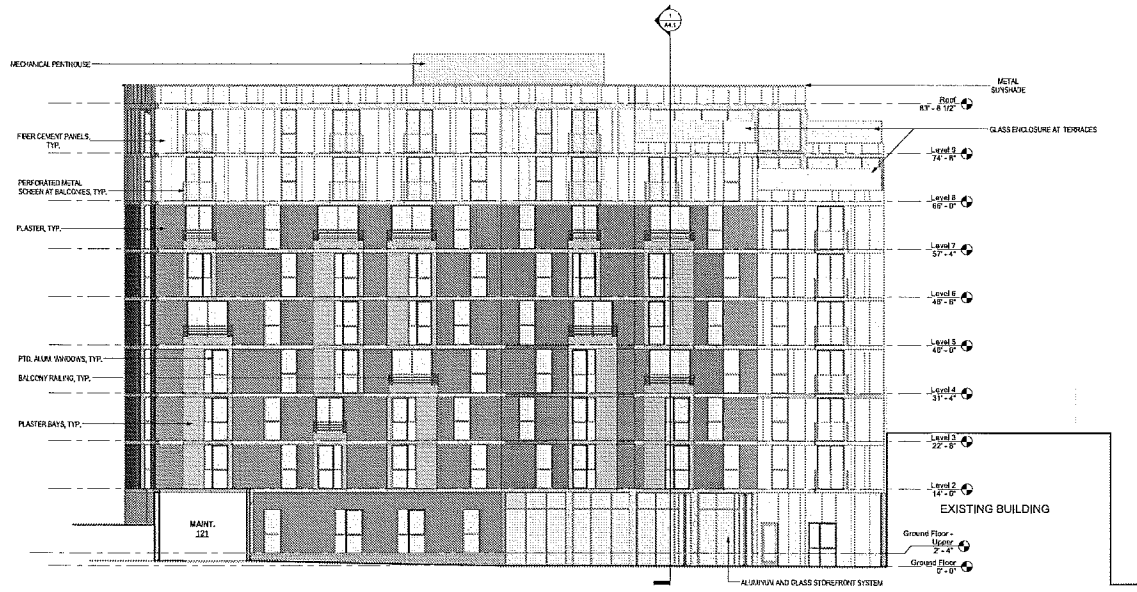
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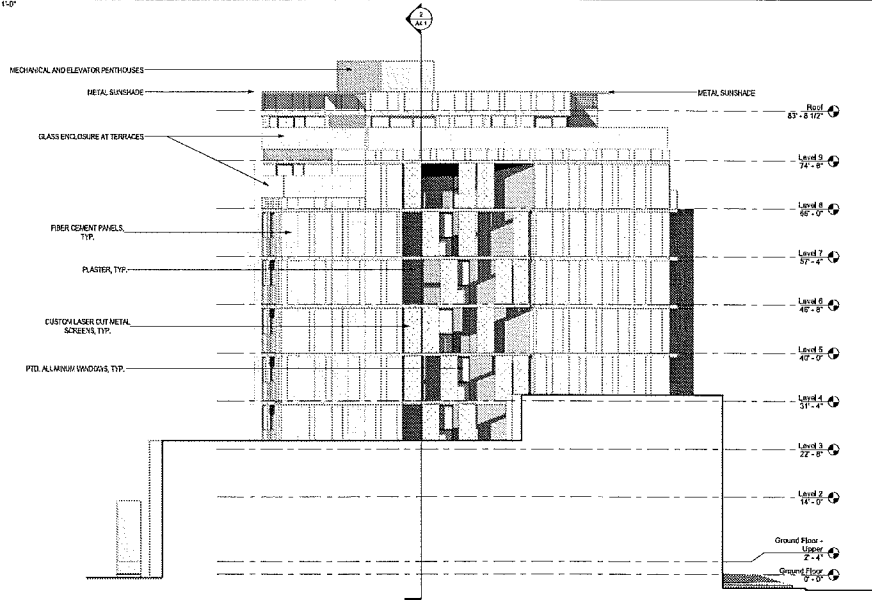
① ELEVATION EAST MAIN FACADE
 1/8" = 1'-0"

② ELEVATION NORTH
 1/8" = 1'-0"

IF THIS SHEET IS SMALLER THAN 30" X 42" THEN IT HAS BEEN REDUCED



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



2 ELEVATION SOUTH
1/8" = 1'-0"

Arch. No.
Title
Date
Scale
Project No.

General Notes Legend

Consultant

Drawn By

Rev. No.	Reason	Date
PROGRESS SET		03/20/16
10% SCHEMATIC DESIGN SET		07/30/16
SUBMITAL FOR 10% A.I.D.B.P.		08/19/16

Project Number 1504
Project Title
**1296 SHOTWELL ST.
SENIOR AFFORDABLE
HOUSING**
1296 Shotwell St.
San Francisco, CA 94110
APN: 060 050000200

Sheet Title
EXTERIOR ELEVATIONS

Scale
1/8" = 1'-0"



Herman colvill focus
433 Folsom Street, San Francisco, California 94103
415.441.4100 | 415.441.4101 | hcf@hermancolvill.com
Drawn By: Author
Checked: [Signature]
Date: 2/24/2016

A3.2

IF THIS SHEET IS SMALLER THAN 34" X 42" THEN IT HAS BEEN REDUCED



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination INFILL PROJECT ENVIRONMENTAL REVIEW

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: 2015-018056ENV
Project Address: 1296 Shotwell Street
Zoning: NCT – Mission Street Neighborhood Commercial Transit
Mission Street Formula Retail Restaurant Sub-district
Mission Alcohol Restricted Use District
Fringe Financial Restricted Use District
65-X Height and Bulk District

Block/Lot: 6571/051
Lot Size: 11,664 square feet
Prior EIR: Eastern Neighborhoods Area Plan (Mission)
Project Sponsors: Dragana Monson, HCL Architecture, (415) 495-1776
Elaine Yee, Mission Economic Development Agency, (415) 282-3334
Joyce Slen, Chinatown Community Development Center, (415) 984-1450

Staff Contact: Alana Callagy – (415) 575-8734, alana.callagy@sfgov.org

PROJECT DESCRIPTION

The project site is located on a block bound by Shotwell Street to the east, 26th Street to the north, South Van Ness Avenue to the west, and Cesar Chavez Street to the south, in San Francisco's Mission neighborhood. The project site, Block 6571, Lot 051, is irregular in shape and has frontage only on Shotwell Street. The parcel measures approximately 11,700 square feet. The proposed project would demolish the existing one-story industrial building on the site and construct a 100 percent Affordable Senior Housing project, encompassing a total of approximately 69,500 gross square feet (gsf) with 94 dwelling units (93 affordable units plus one unit for the onsite property manager), including 20 units for formerly homeless seniors.

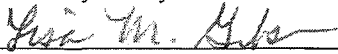
(Continued on next page.)

CEQA DETERMINATION

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

DETERMINATION

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


LISA M. GIBSON
Acting Environmental Review Officer

11/21/16
Date

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

Virna Byrd, M.D.F
Supervisor David Campos, District 9

PROJECT DESCRIPTION (continued)

The proposed building would be roughly rectangular in shape, with an internal courtyard. The nine-story building would have a height of 84 feet (96 feet to the top of elevator penthouse). The proposed building would front and be accessible via Shotwell Street and would be stepped back on the eighth and ninth floors in an effort to diminish the building's massing and bulk, as viewed from the surrounding neighborhoods. The step back would create roof terraces with approximately 1,500 gsf of common open space. Other common space areas would be placed in the rear yard (approximately 3,000 gsf), front entry court (430 gsf), and a second floor terrace overlooking Shotwell Street (approximately 325 gsf).

No vehicular parking is proposed. The proposed project would include Class I bicycle spaces at the ground-floor level and two Class II bicycle spaces would be located on the sidewalk in front of the project site on Shotwell Street. The proposed project would install a 55-foot-long dropoff/loading zone on Shotwell Street. An existing two-foot-deep "concrete ramp" along the length of the project site on Shotwell Street would be removed and the 15 foot concrete sidewalk would remain with a six inch curb added.

During the approximately 18-month construction period, the proposed project would include deep soil treatment, which would extend approximately 35 feet below ground surface. Additional foundation work may include drilled piers to depths of approximately 45 feet, but would not involve impact pile driving activities. The project site is located within the Mission Plan Area of the Eastern Neighborhoods Area Plans.

PROJECT APPROVAL

The proposed project at 1296 Shotwell Street would require the following approvals:

Actions by the Planning Commission

- Approval of 100 percent Affordable Housing Bonus Project under Section 328 of the Planning Code for up to an additional 30 feet above the height district limit. The Planning Commission's approval of the 100 percent Affordable Housing Bonus Project would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for the Planning Commission's determination that the proposed project is eligible for streamlined environmental review for infill projects under CEQA Guidelines Section 15183.3 under CEQA pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Actions by the Planning Department

- Approval of a Large Project Authorization for development of a building greater than 25,000 gross square feet, if the proposed legislative amendment is approved. Per Planning Code Section 315, a Large Project Authorization for 100 percent Affordable Housing Projects may be approved by the Planning Department.

Actions by City Departments

- Approval of a Site Permit from the Department of Building Inspection (DBI) for demolition and new construction.

PROJECT SETTING

The project site is located on a block bound by Shotwell Street to the east, 26th Street to the north, South Van Ness Avenue to the west, and Cesar Chavez Street to the south, in San Francisco's Mission neighborhood. The parcel measures approximately 11,700 square feet and contains a one-story industrial

building constructed in 1948 that covers the entire parcel. The building houses an automotive repair shop and a storage facility for a local market.

It is currently zoned NCT (Mission Street Neighborhood Commercial Transit), Mission Street Formula Retail Restaurant Sub-district, Mission Alcohol Restricted Use District, Fringe Financial Restricted Use District, and is within a 65-X height and bulk district.

The project vicinity is characterized by a mix of residential, retail, office, and Production, Distribution, and Repair (PDR) uses. To the north of the project site (i.e., along 26th Street between South Van Ness Avenue and Shotwell Street) sits a commercial building housing an electric contractor, to the east and across Shotwell Street are residential complexes, to the west of the site is an auto parts shop and adjacent parking lot, accessed at Cesar Chavez Street. The 24th Street-Mission BART station, a major regional transit station, is located five blocks northwest of the project site. There is one San Francisco Municipal Railway (Muni) stop approximately 250 feet southwest near the intersection of South Van Ness Avenue and Cesar Chavez Street, one 370 feet northwest at the intersection of South Van Ness Avenue and 26th Street, and one 380 feet northeast of the project site near the intersection of Folsom and 26th streets. Within a quarter mile of the project site, Muni operates the following bus lines: the 12-Folsom/Pacific, 14-Mission, 14R-Mission Rapid, 27-Bryant, 36-Teresita, 49-Van Ness/Mission, and 67-Bernal Heights. The following bicycle facilities are located near the project site: Cesar Chavez Street has east-west bike lanes and Harrison Street has a north-south bike route and lane. Buildings in the project vicinity range from 15 to 40 feet in height. Surrounding parcels on the same block (to the north and west) are zoned NCT-1 (Mission Street Neighborhood Commercial Transit), parcels across Shotwell Street to the east are zoned RM-1 (Residential-Mixed, Low Density), to the southeast across the Shotwell and Cesar Chavez streets intersection are zoned RH-3 (Residential-House, Three Family), and south across Cesar Chavez Street are zoned RH-2 (Residential-House, Two Family). Height and bulk districts in the project vicinity are 40-X, 55-X, and 65-X.

Adjacent to the project site is 1515 South Van Ness Avenue, which to the north and west of the project site contains two parking lots and an associated two-story building. The parcel recently received Planning Commission approval to construct a mixed-use (residential with retail on the first floor) five and six-story building with frontage on South Van Ness Avenue, 26th Street, and Shotwell Street (Case No. 2014.1020ENV). Southwest of the project site is 1575 South Van Ness Avenue, a two story, commercial building that currently contains an auto parts retailer and its associated parking lot on Cesar Chavez. South and adjacent to the project site is 1298 Shotwell Street (also called 3250 Cesar Chavez Street), a two story building that contains an auto repair shop.

Across Shotwell Street to the east of the project is a four-story, 130-unit apartment complex, composed of multiple buildings. Across Cesar Chavez Street to the south of the project site are two- to three-story residential buildings. To the north, across 26th Street between South Van Ness Avenue and Shotwell Street, is a residential apartment complex with buildings varying from one to three stories and a one-story auto repair shop.

One block west of the project site, west of the intersection of South Van Ness Avenue and Cesar Chavez Street, is 3314 Cesar Chavez Street, which is under review by the Planning Department for demolition of the one-story industrial structure on the site and construction of a six-story, 65-foot-tall mixed-use building with 52 dwelling units, off street parking, and commercial space on the ground floor (Case No. 2014-003160ENV).

STREAMLINING FOR INFILL PROJECTS OVERVIEW

California Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 provides a streamlined environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been previously addressed in a planning level decision¹ or by uniformly applicable development policies.² CEQA does not apply to the effects of an eligible infill project under two circumstances. First, if an effect was addressed as a significant effect in a prior Environmental Impact Report (EIR)³ for a planning level decision, then that effect need not be analyzed again for an individual infill project even when that effect was not reduced to a less than significant level in the prior EIR. Second, an effect need not be analyzed, even if it was not analyzed in a prior EIR or is more significant than previously analyzed, if the lead agency makes a finding that uniformly applicable development policies or standards, adopted by the lead agency or a city or county, apply to the infill project and would substantially mitigate that effect. Depending on the effects addressed in the prior EIR and the availability of uniformly applicable development policies or standards that apply to the eligible infill project, the streamlined environmental review would range from a determination that no further environmental review is required to a narrowed, project-specific environmental document.

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

- (1) the project satisfies the performance standards of Appendix M of the CEQA Guidelines;
- (2) the degree to which the effects of the infill project were analyzed in the prior EIR;
- (3) an explanation of whether the infill project will cause new specific effects⁴ not addressed in the prior EIR;
- (4) an explanation of whether substantial new information shows that the adverse effects of the infill project are substantially more severe than described in the prior EIR; and
- (5) if the infill project would cause new specific effects or more significant effects than disclosed in the prior EIR, the evaluation shall indicate whether uniformly applied development standards substantially mitigate⁵ those effects.⁶

¹ Planning level decision means the enactment of amendment of a general plan or any general plan element, community plan, specific plan, or zoning code.

² Uniformly applicable development policies are policies or standards adopted or enacted by a city or county, or by a lead agency, that reduce one or more adverse environmental effects.

³ Prior EIR means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents.

⁴ A new specific effect is an effect that was not addressed in the prior EIR and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

⁵ More significant means an effect will be substantially more severe than described in the prior EIR. More significant effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR's analysis. An effect is also more significant if substantial new information shows that: (1) mitigation measures that were previously rejected as infeasible are in fact feasible, and such measures are not included in the project; (2) feasible mitigation measures considerably different than those previously analyzed could substantially reduce a significant effect described in the prior EIR, but such measures are not included in the project; or (3) an applicable mitigation measure was adopted in connection with a planning level decision, but the lead agency determines that it is not feasible for the infill project to implement that measure.

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

INFILL PROJECT ELIGIBILITY

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

- a) *The project site is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter.*⁷

The project site is located within an urban area and has been previously developed. According to the Phase I Environmental Site Assessment,⁸ available historical records show that the site was occupied by a tannery in the late 1800s, was vacant (except for a private residence) in 1900, and has been occupied by large warehouses from at least 1914 through the present. The warehouses apparently were used for storage from 1914 to 1999. Currently the site contains an auto repair shop and a storage facility for a local market.

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

The proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines.⁹ The Appendix M checklist, which is located within the project file, covers the following topics for mixed-use residential projects: hazardous materials, air quality, transportation, and affordable housing. The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code (i.e., the "Cortese" list), and is not located near a high-volume roadway or a stationary source of air pollution (i.e., project site is not within an Air Pollutant Exposure Zone). The project site is located within a low vehicle travel area, within a half mile of an existing major transit stop, and consists of less than 300 affordable housing units.

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

Plan Bay Area is the current Sustainable Communities Strategy and Regional Transportation Plan that was adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) in July 2013, in compliance with California's governing greenhouse gas

⁶ Substantially mitigate means that the policy or standard will substantially lessen the effect, but not necessarily below the levels of significance.

⁷ For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way. Qualified urban use means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.

⁸ ESSEL. *Phase I Environmental Site Assessment Property at 1296/1298 Shotwell Street, San Francisco, CA, 94110*. October 5, 2016. This document and others referenced in this certificate unless otherwise noted are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-018056ENV.

⁹ San Francisco Planning Department, *Eligibility Checklist: CEQA Guidelines Appendix M Performance Standards for Streamlined Environmental Review, 1296 Shotwell Street*, November 1, 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-018056ENV.

reduction legislation, Senate Bill 375.¹⁰ To be consistent with Plan Bay Area, a proposed project must be located within a Priority Development Area (PDA), or must meet all of the following criteria:

- Conform with the jurisdiction's General Plan and Housing Element;
- Be located within 0.5 miles of transit access;
- Be 100 percent affordable to low- and very-low income households for 55 years; and
- Be located within 0.5 miles of at least six neighborhood amenities.¹¹

The project site is located within the Eastern Neighborhoods PDA, and therefore the project is consistent with the general use designation, density, building intensity, and applicable policies specified in Plan Bay Area.¹² As discussed above, the proposed project at 1296 Shotwell Street meets criteria a, b, and c, and is therefore considered an eligible infill project.

PLAN-LEVEL ENVIRONMENTAL IMPACT REPORT

The 1296 Shotwell Street project site is located within the Mission Plan Area of the Eastern Neighborhoods Area Plans which were evaluated in the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).¹³ The Eastern Neighborhoods PEIR, which was certified in 2008, is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025).

This determination and the Infill Project Initial Study (Attachment A) concludes that the proposed project at 1296 Shotwell Street: (1) is eligible for streamlined environmental review; (2) the effects of the infill project were analyzed in the Eastern Neighborhoods PEIR and applicable mitigation measures from the PEIR have been incorporated into the proposed project; (3) the proposed project would not cause new specific effects that were not already analyzed and disclosed in the Eastern Neighborhoods PEIR; and (4) there is no substantial new information that shows that the adverse environmental effects of the infill project are substantially greater than those described in the prior EIR. Therefore, no further environmental review is required for the proposed 1296 Shotwell Street project and this Certificate of Determination for the proposed project comprises the full and complete CEQA evaluation necessary for the proposed project.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1296 Shotwell Street project. As

¹⁰ Metropolitan Transportation Commission and Association of Bay Area Governments, Plan Bay Area. Available: <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>. Accessed April 25, 2016

¹¹ Chion, Miriam, Association of Bay Area Governments (ABAG) Planning & Research Director, letter to Alana Callagy, Environmental Planner, San Francisco Planning Department, October 17, 2016, *Re: 1296 Shotwell Street Project SCS Consistency*.

¹² Ibid.

¹³ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

a result, the proposed infill project would not result in adverse environmental effects that are substantially greater than those identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. Regarding land use, the PEIR found a significant impact related to the cumulative loss of PDR. The approximately 11,700-square-foot project site at 1296 Shotwell Street houses a one-story building with an automotive repair shop and a storage facility for a local market.

As of July 2016, projects containing the removal of 1,268,219 net square feet of PDR space have been completed or are anticipated to complete environmental review within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (654,016 square feet of PDR space loss) and foreseeable projects, including the proposed project (614,203 square feet of PDR space loss). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. As of July 2016, projects containing the removal of approximately 237,073 net square feet of PDR space have completed or are anticipated to complete environmental review within the Mission subarea. These estimates include projects that have completed environmental review (440 square feet of PDR space loss) and foreseeable projects, including the proposed project (261,995 square feet of PDR space loss).

Development of the proposed project would result in the net loss of approximately 11,664 square feet of PDR building space and this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site is located in the NCT Use District, which has a mixed pattern of larger and smaller lots and businesses, as well as a sizable number of upper-story residential units and zoning controls designed to permit moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. The proposed project is consistent with the land use envisioned for the site under the Eastern Neighborhoods PEIR. The proposed loss of 11,664 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in significant impacts that were previously not identified or a more severe adverse impact than analyzed in the PEIR. The proposed project's bulk and density are consistent with that permitted under the NCT in combination with the density bonus requested by the sponsor under the City's 100 Percent Affordable Housing Bonus (Planning Code 328).

The project site, which is an existing one-story industrial building, is not considered a historic resource.¹⁴ In addition, the project site is not located within a historic district or adjacent to a potential historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR.

Regarding transit, the PEIR found that the anticipated growth resulting from the zoning changes could result in significant impacts on transit ridership. The proposed project would be expected to generate 715 daily transit trips, including 124 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 124 p.m. peak hour transit trips would be accommodated by existing capacity. Thus, transit ridership generated by the project would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR.

¹⁴ San Francisco Planning Department. *Eastern Neighborhoods Mission Area Plan South Mission Historic Resources Survey*. Updated November 9, 2010. Available at <http://sf-planning.org/south-mission-historic-resource-survey-map>

Finally, regarding shadow impacts, the PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. The proposed project would remove the existing one-story PDR building and construct a new 84-foot-tall (92-foot-tall with elevator penthouse) building. The Planning Department prepared a shadow fan analysis that determined that the proposed project does not have the potential to cast new shadow on open space under the jurisdiction of the Recreation and Park Department.¹⁵ Therefore, a more refined shadow study was not conducted. The proposed project would also shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historic resources, hazardous materials, and transportation. The Infill Initial Study (Attachment A) discusses the applicability of each mitigation measure from the Eastern Neighborhoods PEIR and identifies uniformly applicable development standards that would reduce environmental effects of the project.¹⁶ **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR that would apply to the proposed project.

Table 1 – Applicable Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F-2: Construction Noise	Applicable: temporary construction noise from the use of heavy equipment would be generated	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
J-2: Properties with no Previous Studies	Applicable: project site is located in an area with no previous archaeological studies	The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to implement procedures related to archeological testing in compliance with this mitigation measure.
L-1: Hazardous Building Materials	Applicable: project would demolish an existing building	The project sponsor shall ensure that any hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws

¹⁵ San Francisco Planning Department. *Shadow Fan – 1296 Shotwell Street*. February 23, 2016.

¹⁶ The Infill Project Initial Study is attached to this document as Attachment A.

As discussed in the attached Infill Project Initial Study, the following mitigation measures identified in the Eastern Neighborhoods PEIR are not applicable to the proposed project: F-1: Construction Noise (Pile Driving), F-3: Interior Noise Levels, F-4: Siting of Noise-Sensitive Uses, F-5: Siting of Noise-Generating Uses, F-6: Open Space in Noisy Environments, G-2: Air Quality for Sensitive Land Uses, G-3: Siting of Uses that Emit DPM, G-4: Siting of Uses that Emit Other TACs, J-1: Properties with Previous Archeological Studies, J-3: Mission Dolores Archeological District, K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area, K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District, K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District, E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Transportation Funding, E-4: Intelligent Traffic Management, E-5: Enhanced Transit Funding, E-6: Transit Corridor Improvements, E-7: Transit Accessibility, E-8: Muni Storage and Maintenance, E-9: Rider Improvements, E-10: Transit Enhancement, and E-11: Transportation Demand Management.

Please see the attached Mitigation Monitoring and Reporting Program¹⁷ (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures and uniformly applicable development standards, the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on July 1, 2016 to adjacent occupants and owners of properties within 300 feet of the project site. Comments were received via letter, email, and phone. One letter stated concern that wind velocity would be increased by the project, an email stated that the project is not consistent with the existing skyline or current massing, and one call requested that the project have a massing that fits with the existing residential scale and was concerned about parking. Six additional emails were received that supported the project as proposed.

CONCLUSION

As summarized above and further discussed in the Infill Project Initial Study.¹⁸

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

¹⁷ The MMRP is attached to this document as Attachment B.

¹⁸ Ibid

4. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

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



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT A

Infill Project Initial Study

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

Case No.: 2015-018056ENV
Project Address: 1296 Shotwell Street
Zoning: NCT – Mission Street Neighborhood Commercial Transit
Mission Street Formula Retail Restaurant Sub-district
Mission Alcohol Restricted Use District
Fringe Financial Restricted Use District
65-X Height and Bulk District
Block/Lot: 6571/051
Lot Size: 11,664 square feet
Prior EIR: Eastern Neighborhoods Area Plan (Mission)
Project Sponsors: Dragana Monson, HCL Architecture, (415) 495-1776
Elaine Yee, Mission Economic Development Agency, (415) 282-3334
Joyce Slen, Chinatown Community Development Center, (415) 984-1450
Staff Contact: Alana Callagy – (415) 575-8734, alana.callagy@sfgov.org

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

Project Location

The project site is located on a block bound by Shotwell Street to the east, 26th Street to the north, South Van Ness Avenue to the west, and Cesar Chavez Street to the south, in San Francisco's Mission neighborhood (see Figure 1, Project Location). The project site, Block 6571, Lot 051, is irregular in shape and has frontage only on Shotwell Street, roughly 141 feet long. The parcel measures approximately 11,700 square feet and contains a one-story industrial building constructed in 1948 that covers the entire parcel. The building currently houses an automotive repair shop and a storage facility for a local market.

The existing sidewalk along Shotwell Street is 15 feet wide and does not contain any curb cuts instead, there is an approximately two foot deep "concrete ramp" along the length of the project site, which creates a transition between the sidewalk and street levels and accommodates cars associated with the auto repair shop currently on site.

The project site does not contain trees or landscaping on site, nor are street trees currently adjacent to the site.

The project site is zoned NCT – Mission Street Neighborhood Commercial Transit, Mission Street Formula Retail Restaurant Sub-district, Mission Alcohol Restricted Use District, and Fringe Financial Restricted Use District, and is within a 65-X height and bulk district.

Project Characteristics

The proposed project would demolish the existing one-story industrial building and construct a 100 Percent Affordable Senior Housing project, encompassing a total of approximately 69,500 gross square feet (gsf) with 94 dwelling units (93 affordable units plus one unit for the on-site property manager), including 20 units for formerly homeless seniors, approximately 2,700 gsf of indoor

community space, 1,150 gsf of office space, approximately 11,650 gsf of circulation and mechanical spaces (e.g., mechanical, electrical, maintenance, and trash rooms), and 5,900 gsf of outdoor open space. The proposed building would be roughly rectangular in shape, with an internal courtyard (see Figure 2, Site Plan). The nine-story building would have a height of 84 feet plus an additional eight feet to the top of elevator penthouse. The project sponsor is requesting a City of San Francisco 100 Percent Affordable Housing Bonus on the project site to allow for an additional three stories of building height over the existing zoning. The proposed building would front and be accessible via Shotwell Street. The proposed building would contain 94 apartments in the following sizes: 24 studio units, 69 one-bedroom units, and one two-bedroom unit. The one two-bedroom unit would be for the resident manager. The project sponsor anticipates that the configuration of units would allow for approximately 150 to 170 residents.

The proposed building would be stepped back on the eighth and ninth floors in an effort to reduce the building's massing and bulk, as viewed from the surrounding neighborhoods. The setback would create roof terraces with approximately 1,500 gsf of common open space. Other common space areas would be placed in the rear yard (approximately 3,000 gsf), front entry court (430 gsf), and a second floor terrace overlooking Shotwell Street (approximately 325 gsf).

A transformer for the proposed project would be placed in a vault under the sidewalk on Shotwell Street.

The mechanical room, which would be on the roof and not visible by pedestrians on the street, would include a solar hot water tank, service hot water storage tanks, and boilers. Additionally, the project would contain roof-mounted exhaust and filtered supply air to meet Article 38 requirements.

The proposed project would install a 55-foot-long dropoff/loading zone in front of the main entrance on Shotwell Street.

The proposed project does not include vehicle parking. Class I bicycle parking would be provided in the lobby and the secured entry courtyard. The proposed project would also add two new Class II bicycle parking spots on Shotwell Street, south of the main entrance to the building.

The ground-floor level would include the following: a community room; two bicycle storage areas that would contain the Class I bicycle spaces; a meeting room; offices, the manager unit; two one-bedroom units; and an open space area (see Figure 3, Proposed Ground Floor Plan). The second floor would contain a laundry room, eight one-bedroom units, and three studio units (see Figure 4, Proposed 2nd Floor Plan). Floors three through seven would each contain approximately nine one-bedroom units and three studio units (see Figure 5, Proposed 3rd through 7th Floor Plan). Floor eight would contain eight one-bedroom units and three studio units (see Figure 6, Proposed 8th Floor Plan). Floor nine would contain six one-bedroom units, three studio units, and two roof gardens (see Figure 7, Proposed 9th Floor Plan).

The roof-top would include building-related mechanical systems and the solar hot water tank. The proposed project would pursue GreenPoint Rated certification. Project elevations are provided as Figures 8 through 11.

Figure 1: Project Location

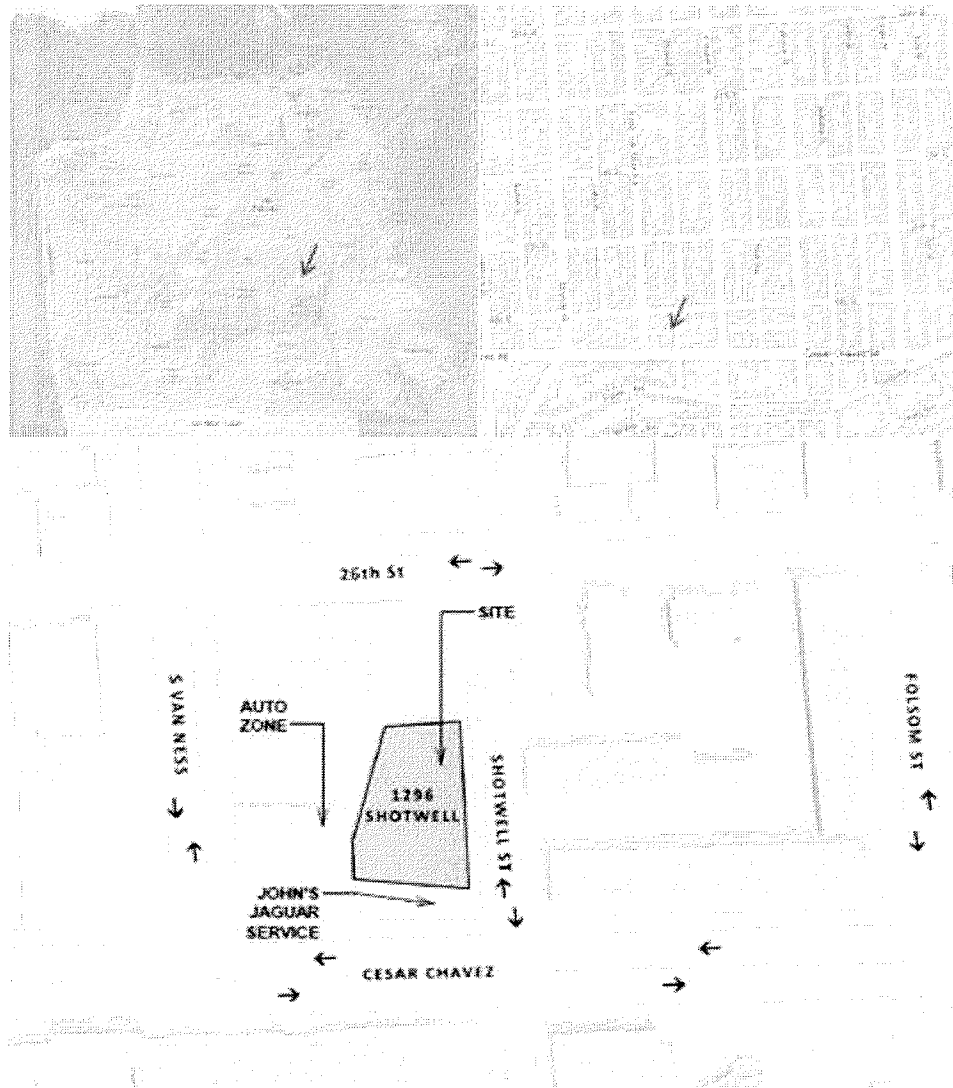


Figure 2: Site Plan

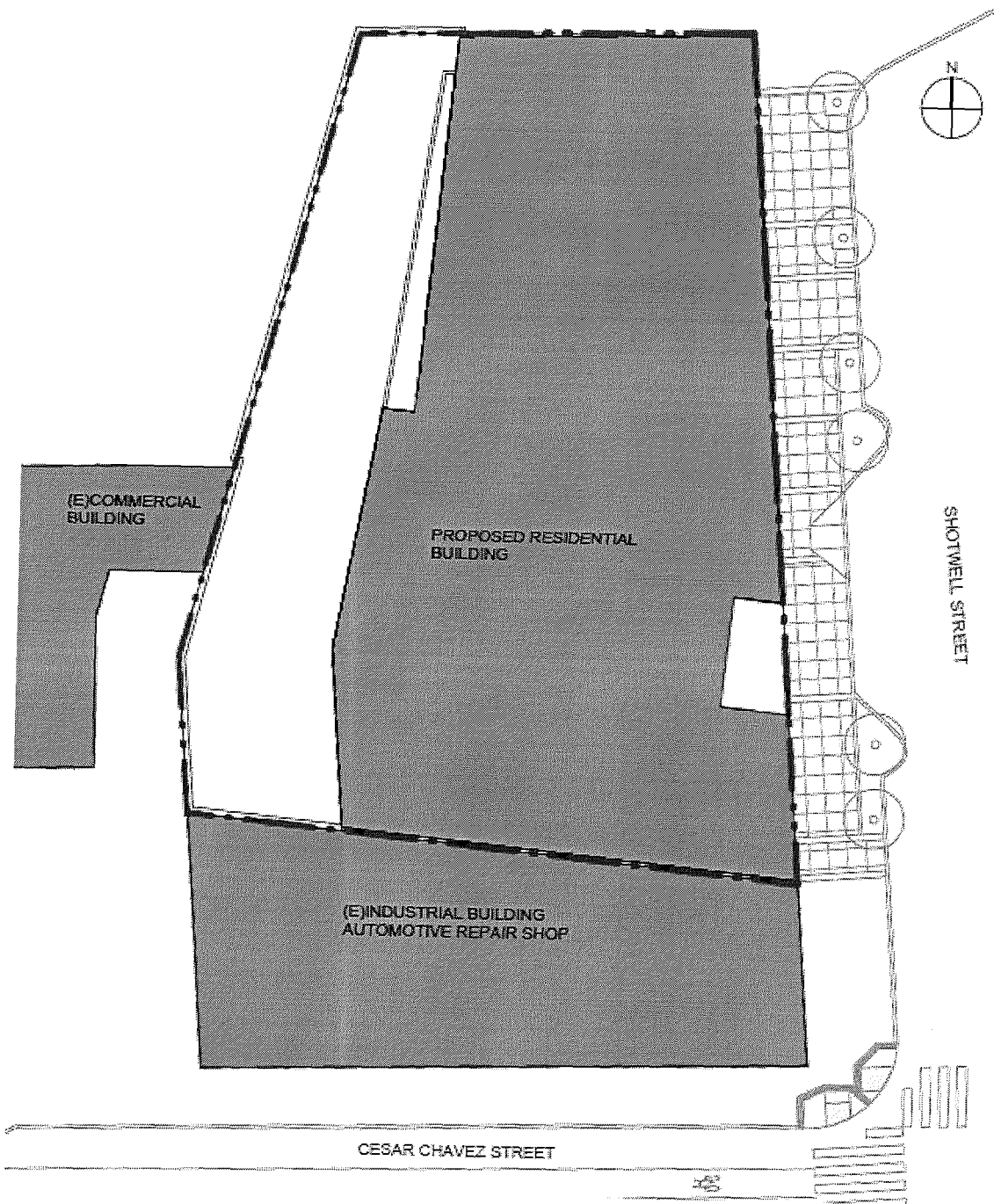


Figure 3: Proposed Ground Floor Plan

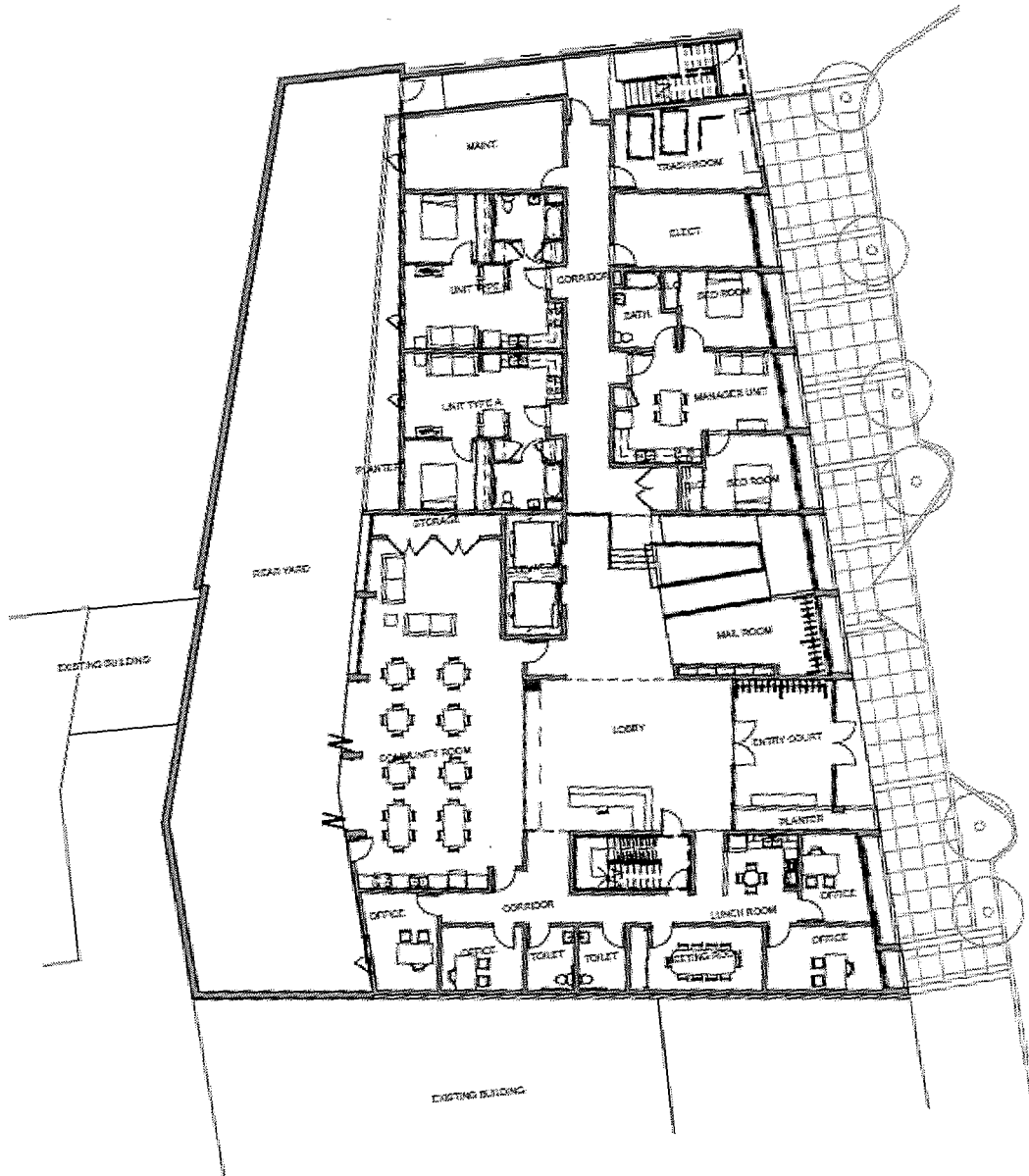


Figure 4, Proposed 2nd Floor Plan

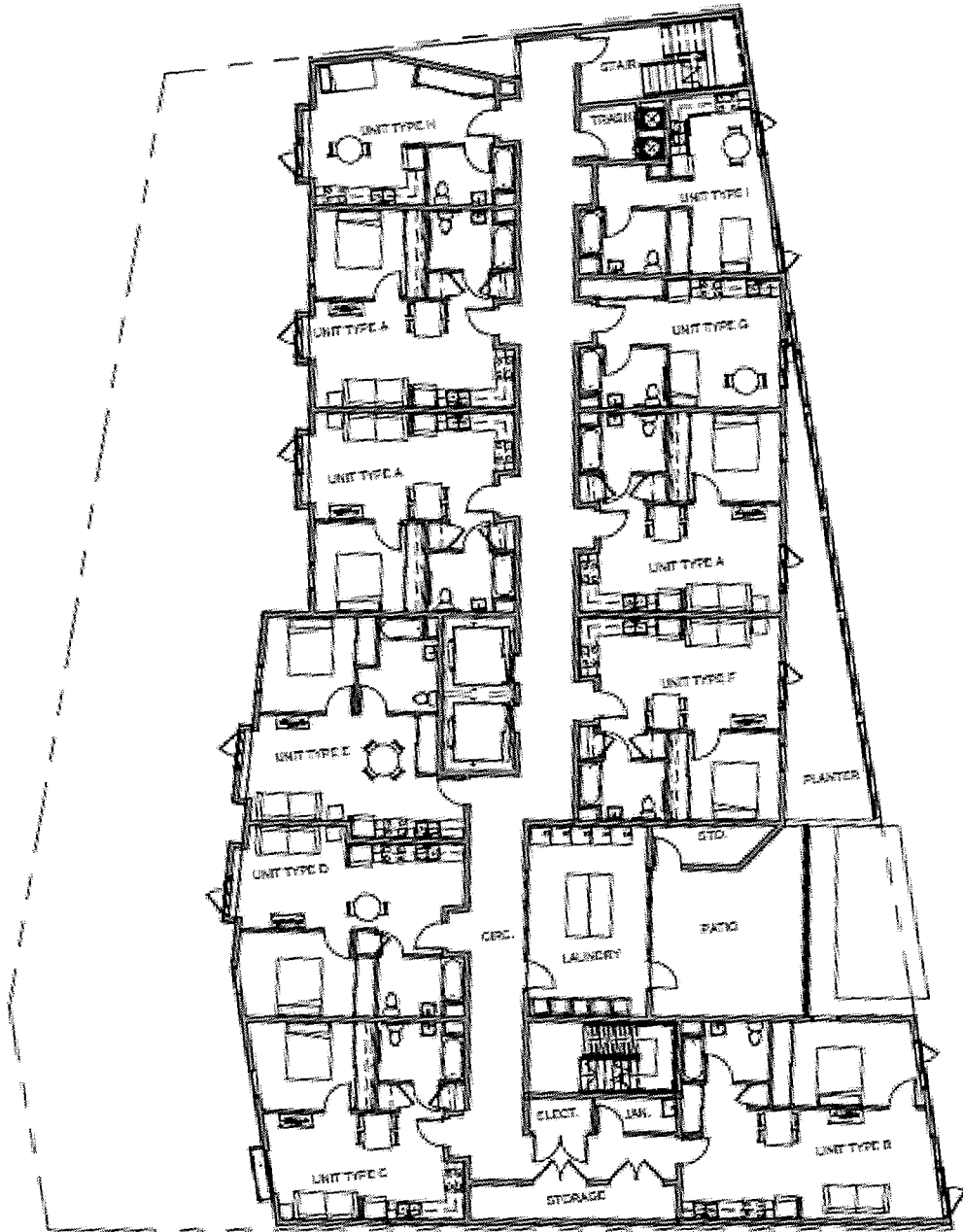


Figure 5, Proposed 3rd through 7th Floor Plan

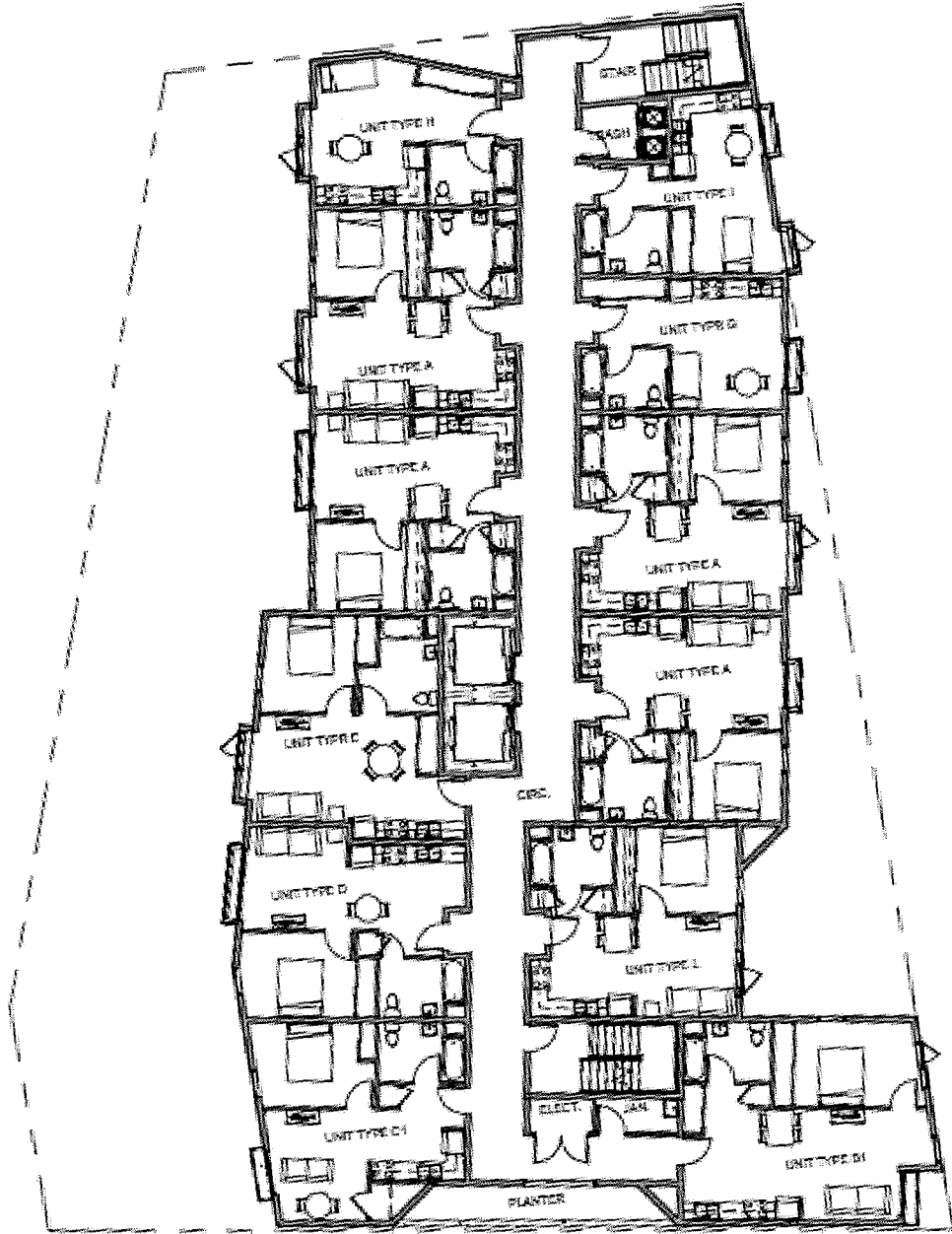


Figure 6, Proposed 8th Floor Plan

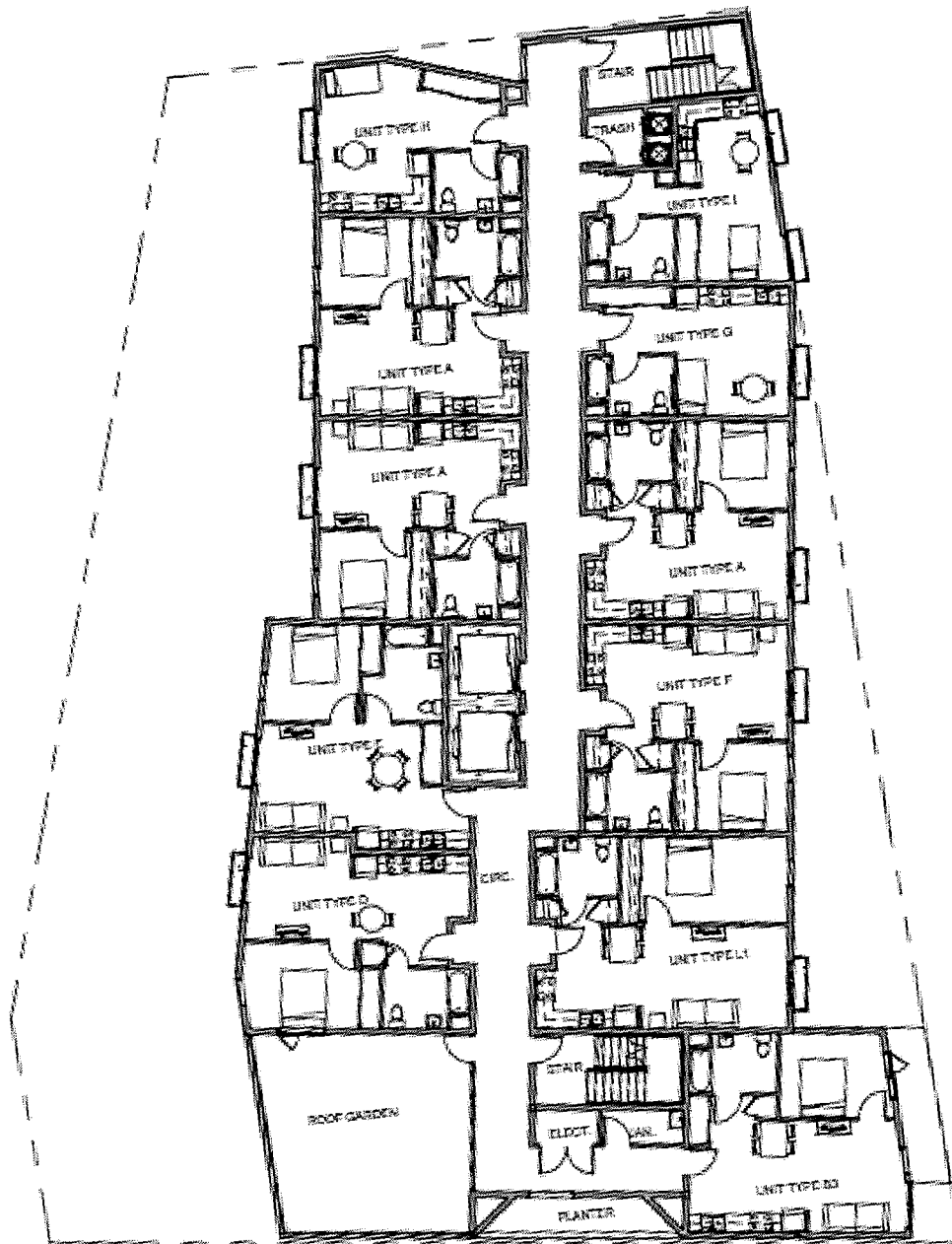


Figure 7, Proposed 9th Floor Plan

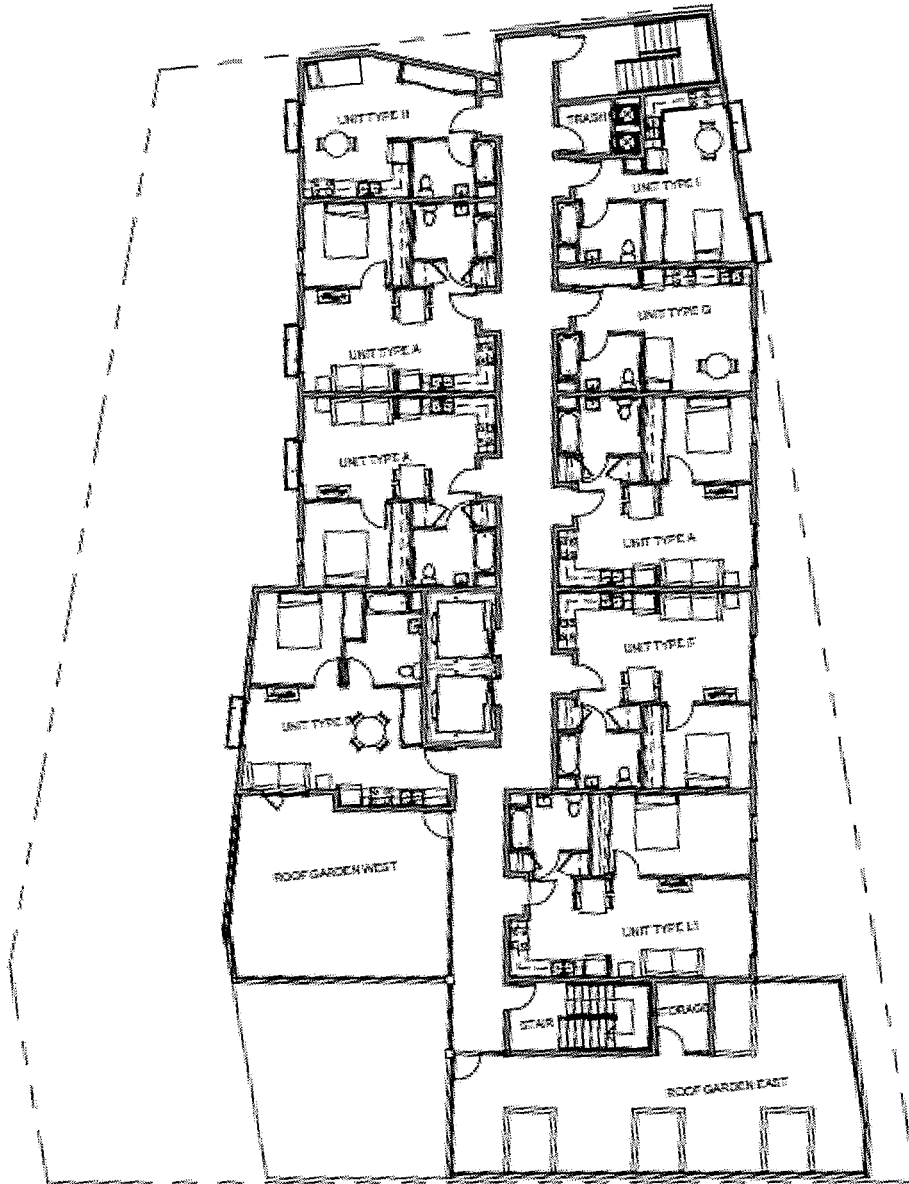


Figure 8, Proposed Project Elevation – East



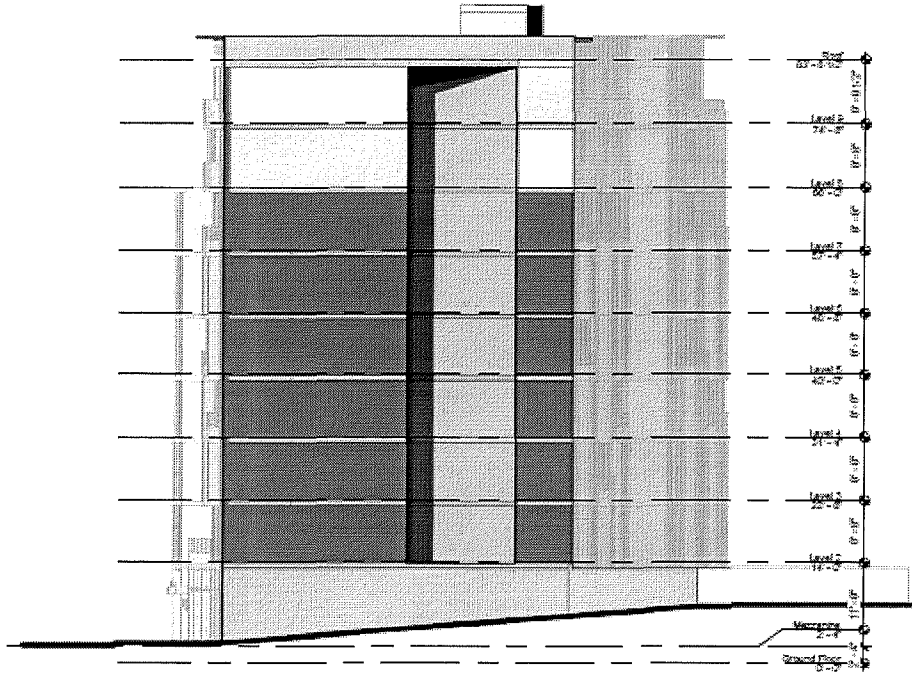
Figure 9, Proposed Project Elevation – South



Figure 10, Proposed Project Elevation – West



Figure 11, Proposed Project Elevation – North



Project Construction

During the approximately 18-month construction period, anticipated to begin in October 2017, demolition of the existing structure and construction of the new building would occur. Demolition of the existing structure, including foundations, is anticipated to last approximately four weeks. Next grading, excavation, and foundation work is anticipated to last approximately two months. Construction equipment anticipated for used during this phase of construction would include a drilling rig for shoring, excavators/earth moving equipment, and possibly hoe-ram equipment for removal of existing foundations. Following site prep and foundation work, building superstructure construction would occur over seven to eight months and typical construction equipment would include a tower crane, man-lift, concrete boom pumps, and concrete/rebar and framing delivery trucks. Finally, finishes to the structure would be added over a remaining seven to eight month period.

Proposed foundation work would include deep soil treatment to preclude liquefaction and lateral spreading and would extend approximately 35 feet below ground surface. Foundation work would involve either auger cast piles and compacted aggregate piers or cemented soils with piers only for uplift resistance. Work may include drilled piers, but would not involve impact pile driving activities. Piers would be to depths of approximately 45 feet. The propose project would result in approximately 1,900 cubic yards of soil excavation and removal.

PROJECT APPROVAL

The proposed project at 1296 Shotwell Street would require the following approvals:

Actions by the Planning Commission

- Approval of 100 percent Affordable Housing Bonus Project under Section 328 of the Planning Code for up to an additional height above the district limit. The Planning Commission's approval of the 100 percent Affordable Housing Bonus Project would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for the Planning Commission's determination that the proposed project is eligible for streamlined environmental review for infill projects under CEQA Guidelines section 15183.3 pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Actions by the Planning Department

- Approval of a Large Project Authorization for development of a building greater than 25,000 gsf. Per Planning Code Section 315, a Large Project Authorization for 100 percent Affordable Housing Projects may be approved by the Planning Department.

Actions by City Departments

- Approval of a Site Permit from the Department of Building Inspection (DBI) for demolition and new construction.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Infill Project Initial Study was prepared to examine the proposed project in light of a prior Environmental Impact Report (EIR) to determine whether the project would cause any effects that require additional review under CEQA. The Infill Project Initial Study indicates whether the effects of the proposed project were analyzed in a prior EIR, and identifies the prior EIR's mitigation measures that are

applicable to the proposed project. The Infill Project Initial Study also determines if the proposed project would cause new specific effects¹ that were not already addressed in a prior EIR and if there is substantial new information that shows that the adverse environmental effects of the project would be more significant² than described in a prior EIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or EIR. If no such impacts are identified, no further environmental review is required for the proposed project in accordance with Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3.

The prior EIR for the proposed 1296 Shotwell Street project is the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR).³ The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair [PDR] use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks). Mitigation measures identified in the Eastern Neighborhoods PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures Section at the end of this checklist.

The project sponsor requests using the San Francisco 100 Percent Affordable Housing Bonus Program, as codified in Section 328 of the Planning Code, to allow for the additional height up to 84 feet (96 feet with the elevator penthouse) for the nine-story building.

The proposed project would include the removal of the existing one-story industrial building, and construction of a nine-story, approximately 69,500 gsf building. The proposed building would contain up to 93 affordable residential units for seniors (plus one unit for the on-site property manager). As discussed below in this initial study, the effects of the proposed infill project have already been analyzed and disclosed in the Eastern Neighborhoods PEIR and are not substantially greater than previously analyzed.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical

¹ A new specific effect is an effect that was not addressed in a prior environmental impact report (EIR) and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

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

³ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State statute regarding Aesthetics, Parking Impacts, effective January 2014, and state statute and Planning Commission resolution regarding automobile delay, and vehicle miles traveled (VMT), effective March 2016 (see "CEQA Section 21099" heading below);
- The adoption of 2016 interim controls in the Mission District requiring additional information and analysis regarding housing affordability, displacement, loss of PDR and other analyses, effective January 2016;
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section "Transportation and Circulation");
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Checklist section "Air Quality");
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Checklist section "Recreation");
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see Checklist section "Utilities and Service Systems"); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section "Hazardous Materials").

SENATE BILL 743

Aesthetics and Parking

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁴ See Figures 9 through 11 for project elevations.

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA⁵ recommending that transportation impacts for projects be measured using a VMT metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
1. LAND USE AND LAND USE PLANNING—Would the project:					
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴ San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1296 Shotwell Street*, September 2, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-018056ENV.

⁵ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on land use and land use planning under Chapter IV.A, on pages 35-82; Chapter V, on page 501; Chapter VI on pages 526-527; Chapter VIII on pages C&R-16 to C&R-19, C&R-50 to C&R-64, and C&R-131; and Chapter IX, Appendix A on page 24.⁶

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the plan area throughout the lifetime of the plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the plan area under the No Project scenario. Within the Mission subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately 3,370,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a *statement of overriding considerations* with CEQA findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

The project site is located within the boundary of the Mission Area Plan. The Mission Area Plan promotes a wide range of uses to create a livable and vibrant neighborhood. The Area Plan includes the following community-driven goals that were developed specially for the Mission: increase the amount of affordable housing; preserve and enhance the unique character of the Mission’s distinct commercial areas; promote alternative means of transportation to reduce traffic and auto use; improve and develop additional community facilities and open space; and minimize displacement. Development of the proposed project would result in the net loss of approximately 11,664 square feet of PDR building space and this would contribute considerably to the significant cumulative land use impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site was rezoned through the Eastern Neighborhoods Rezoning and Area Plans to the NCT District, which has a mixed pattern of larger and smaller lots and businesses, as well as a sizable number of upper-story residential units and zoning controls designed to permit moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. Thus, the loss of PDR use at the site was envisioned at the time that the Board of Supervisors adopted the Eastern Neighborhoods Rezoning and Area Plans, and the land use impacts resulting from this rezoning were disclosed in the Eastern Neighborhoods PEIR. The proposed project is consistent with the land uses envisioned for the site under the Eastern Neighborhoods PEIR. The proposed loss of 11,664 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in

⁶ Page numbers to the Eastern Neighborhoods PEIR reference page numbers in the Eastern Neighborhoods Rezoning and Area Plans Final EIR. The PEIR is available for review at <http://www.sf-planning.org/index.aspx?page=1893>, accessed on May 25, 2016, or at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2004.0160E.

significant impacts that were previously not identified or a more severe adverse impact than analyzed in the PEIR.

The proposed project’s bulk and density are consistent with that permitted under the NCT District in combination with the density bonus requested by the sponsor under the City’s 100 Percent Affordable Housing Bonus (Planning Code 328).

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

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

Implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning. The Eastern Neighborhoods PEIR found no feasible project-level mitigation measures to address significant impacts associated with the loss of PDR. The measures identified in the Eastern Neighborhoods EIR are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies.

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
2. POPULATION AND HOUSING—					
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The proposed building would contain up to 93 affordable residential units for seniors and one manager unit. Implementation of the proposed project would result in approximately 150 to 170 residents and six on-site staff on the project site. The non-residential components of the project (i.e., six staff members to support the residential building and the community room) are not anticipated to create a substantial demand for increased housing as these uses would not be sufficient in size and scale to generate such demand. Moreover, the proposed project would not displace any housing, as none currently exists on the project site. The increase in population facilitated by the project would be within the scope of the Eastern Neighborhoods PEIR analysis and would not be considered substantial. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to population and housing. As stated in the “Changes in the Physical Environment” section above, these direct effects of the proposed project on population and housing are within the scope of the population growth evaluated in the Eastern Neighborhoods PEIR.

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on cultural resources under Chapter IV.J, on pages 419-440; Chapter IV.K, on pages 441-474; Chapter V, on pages 512-522; Chapter VI on page 529; Chapter VIII on pages C&R-27 to C&R-29, C&R-120 to C&R-129, and C&R-139 to C&R-143; and Chapter IX, Appendix A on page 68.

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historic resources and on historic districts within the plan areas. The PEIR determined that approximately 32 percent of the known or potential historic resources in the plan areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The project site, which is an existing one-story industrial building, is not considered a historic resource.⁷ The project site is located within the Calle 24 Latino Cultural District (LCD), which was established by Board of Supervisors Resolution, File No. 140421 in May 2014. The purpose of the Calle 24 LCD is to recognize, promote, and preserve cultural assets of the LCD. However, the Calle 24 LCD is not a historic district and, as such, is not a historic resource as defined by CEQA. Unlike historic districts that are locally designated or listed on the national or state registers, the LCD was not established through a formal survey by a consultant or Planning Department staff member meeting the Secretary of the Interior’s Professional Standards. Furthermore, the Calle 24 Latino Cultural District Report on the Community Planning Process Report does not include a statement of significance addressing eligibility for listing on either the California or National registers, nor was the LCD adopted as a historic district by the Historic Preservation Commission. While there may be properties within the LCD that may qualify as

⁷ San Francisco Planning Department. *Eastern Neighborhoods Mission Area Plan South Mission Historic Resources Survey*. Updated November 9, 2010. Available at <http://sf-planning.org/south-mission-historic-resource-survey-map>

historic resources, either individually or as part of smaller potential historic districts, under CEQA the Calle 24 LCD is not a historic district under CEQA.

In addition, the project site is not located within a historic district or adjacent to a potential historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less than significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The proposed project at 1296 Shotwell Street would include deep soil treatment to preclude liquefaction and lateral spreading, which would extend approximately 35 feet below ground surface. Foundation work would involve either auger cast piles and compacted aggregate piers or cemented soils with piers only for uplift resistance. Work may include drilled piers but would not involve impact pile driving activities. Piers would be to depths of approximately 45 feet. The proposed project would result in approximately 1,900 cubic yards of soil excavation and removal. As such, the proposed project would be subject to Mitigation Measure J-2 in the Eastern Neighborhoods PEIR (Project Mitigation Measure 1). In accordance with Mitigation Measure J-2, a Preliminary Archaeological Review (PAR) was conducted by Planning Department staff archeologists, which determined that the proposed project has the potential to adversely affect CEQA-significant archeological resources. The PAR determined that the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level.⁸ The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure J-2, as Project Mitigation Measure 1 (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

For these reasons, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

⁸ San Francisco Planning Department, 2016. Randall Dean, Staff Archeologist. Archeological Review Log. October 27, 2016.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
4. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on transportation and circulation under Chapter IV.E, on pages 253-302; Chapter V, on pages 502-506 and page 525; Chapter VI on pages 527-528; Chapter VIII on pages C&R-23 to C&R-27, C&R-84 to C&R-96, and C&R-131 to C&R-134; and Chapter IX, Appendix A on page 26.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction.

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described further below in the Transit subsection. Even with mitigation, however, it

was anticipated that the significant adverse cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

As discussed above under “SB 743,” in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this initial study.

The Eastern Neighborhoods PEIR did not evaluate VMT or the potential for induced automobile travel. The VMT Analysis and Induced Automobile Travel Analysis presented below evaluate the proposed project’s transportation effects using the VMT metric.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Infill Initial Study topic 4c is not applicable.

Vehicle Miles Traveled Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZ). Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail

projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{9,10}

A project would have a significant effect on the environment if it would cause substantial additional VMT. OPR’s Proposed Transportation Impact Guidelines recommend screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT;¹¹ Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

For residential development, the existing regional average daily VMT per capita is 17.2.¹² Average daily VMT for residential land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the TAZ in which the project site is located, 133.

As shown in Table 1, the proposed project’s residential uses would be located in a TAZ where existing VMT for residential uses are more than 15 percent below regional averages.¹³ The existing average daily household VMT per capita is 7.0 for TAZ 133, which is 59 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily household VMT per capita is 6.2 for TAZ 133, which is 61 percent below the future 2040 regional average daily VMT per capita of 16.1.

Table 1: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 133	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 133
Households (Residential)	17.2	14.6	7.0	16.1	13.7	6.2

⁹ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

¹⁰ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

¹¹ A project would cause substantial additional VMT if it exceeds both the existing City household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City’s average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis.

¹² Includes the VMT generated by the households in the development.

¹³ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1296 Shotwell Street*, September 2, 2016.

Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential use would not result in substantial additional VMT, and the proposed project would not result in a significant impact related to VMT. Furthermore, the project site meets the Proximity to Transit Stations screening criteria, which also indicates that the proposed project's residential, office and retail uses would not cause substantial additional VMT.¹⁴

Induced Automobile Travel Analysis

A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's Proposed Transportation Impact Guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. The proposed project would install a 55-foot-long dropoff/loading zone on Shotwell Street. The existing two-foot-deep "concrete ramp" along the length of the project site on Shotwell Street would be removed, the 15 foot concrete sidewalk would remain, and a six inch curb would be added. The sidewalk in the area of the dropoff/loading zone would be 10.5 feet wide. Additionally the proposed project would add two new Class II bicycle parking spots on Shotwell Street. These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.¹⁵

Trip Generation

The proposed building would contain up to 93 affordable residential units and one manager unit. No off-street vehicular parking is proposed. The proposed project would include 26 Class I bicycle spaces at the ground-floor level in the lobby and in the secured entry courtyard.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the *2002 Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁶ The proposed project would generate an estimated 715 person trips (inbound and outbound) on a weekday daily basis, consisting of 236 person trips by auto (219 vehicle trips accounting for vehicle occupancy data for this Census Tract), 283 transit trips, 55 walk trips, and 141 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 124 person trips, consisting of 41 person trips by auto (38 vehicle trips accounting for vehicle occupancy data), 49 transit trips, 9 walk trips, and 24 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ San Francisco Planning Department, *Transportation Calculations for 1296 Shotwell Street*, September 7, 2016.

the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).¹⁷ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. The proposed project would be subject to the fee. The City is also currently conducting outreach regarding Mitigation Measures E-5: Enhanced Transit Funding and Mitigation Measure E-11: Transportation Demand Management. Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.¹⁸ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the San Francisco Municipal Transportation Authority (SFMTA) is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project. In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods Plan area.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from Fourth to Sixth streets.

The project site is located within a quarter mile of several local transit lines including Muni lines 12, 14, 14R, 27, 36, 49, and 67. In addition, the 24th Street-Mission BART station, a major regional transit station, is five blocks northwest of the project site. The proposed project would be expected to generate 715 daily transit trips, including 124 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 124 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the

¹⁷ Two additional files were created at the Board of Supervisors for Transportation Sustainability Fee regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

¹⁸ <http://tsp.sfplanning.org>

proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 27 and 49. The proposed project would not contribute considerably to these conditions as its minor contribution of 124 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

Pedestrians

Trips generated by the proposed project would include walk trips to and from the proposed residential use, plus walk trips to and from transit stops. The proposed project would add up to 179 pedestrian trips to the surrounding streets during the weekday p.m. peak hour (this includes 124 transit trips and 55 walk trips). The new pedestrian trips could be accommodated on sidewalks and crosswalks adjacent to the project site and would not substantially overcrowd the sidewalks along Shotwell Street.¹⁹ Implementation of the proposed project would improve pedestrian circulation at the project site by removing the concrete “ramp” on Shotwell Street and by providing no off-street vehicle parking spaces. The project-generated 117 pedestrian trips during the weekday p.m. peak hour would be dispersed throughout the project vicinity and would not substantially affect pedestrian conditions.

Bicycles

The following bicycle facilities are located near the project site: Cesar Chavez Street has east-west bike lanes and Harrison Street has a north-south bike route and lane. The proposed project would include 26 Class I bicycle spaces at the ground-floor level and two Class II bicycle spaces on Shotwell Street. As previously discussed, the proposed project would remove the existing “concrete ramp” on Shotwell Street and would not provide off-street vehicle parking spaces. Implementation of the proposed project would not substantially affect bicycle travel in the area.

Loading

The proposed project would install a 55-foot-long dropoff/loading zone on Shotwell Street. The proposed loading demand would be accommodated within the proposed loading zone and the proposed project would not create potentially hazardous traffic conditions involving traffic, transit, bicycles, or pedestrians.

Conclusion

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transportation and circulation and would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Eastern Neighborhoods PEIR.

¹⁹ The Shotwell Street sidewalk in front of the project site is 15 feet wide.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
5. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects related to noise under Chapter IV.F, on pages 303-322; Chapter V, on pages 507-509 and page 525-525a; Chapter VIII on pages C&R-96 to C&R-100 and C&R-134 to C&R-136; and Chapter IX, Appendix A on pages 26-29.

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent

development projects.²⁰ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). Construction of the proposed project would include soil treatment and involve either auger cast piles and compacted aggregate piers or cemented soils with piers only for uplift resistance. Work may include drilled piers but would not involve impact pile driving activities, and therefore Mitigation Measure F-1 is not applicable. Since construction of the proposed project would require heavy construction equipment, Mitigation Measure F-2 is applicable. Mitigation Measure F-2 would require the project sponsor to develop and implement a set of noise attenuation measures during construction. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure F-2 as Project Mitigation Measure 2 (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

In addition, all construction activities for the proposed project (approximately 18 months) would be subject to and required to comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works (PW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if noise from the construction work would exceed the ambient noise levels at the site property line by five dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of PW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be

²⁰ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measure F-2, which would reduce construction noise impacts to a less-than-significant level.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed building would contain up to 94 residential units. The proposed uses would not substantially increase the ambient noise environment. Therefore, Eastern Neighborhoods PEIR Mitigation Measure F-5 is not applicable.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into Section 1207 of the San Francisco Building Code and requires that new residential structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, Infill Project Initial Study topics 12e and f from the CEQA Guidelines are not applicable.

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

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
6. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on air quality under Chapter IV.G, on pages 323-362; Chapter V, on pages 509-512; Chapter VIII on pages C&R-100 to C&R-107 and C&R-137 to C&R-138; and Chapter IX, Appendix A on pages 29-31.

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses²¹ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TAC). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.²²

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public

²¹ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults, or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

²² The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and Area Plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."²³ The BAAQMD's *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria²⁴ for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. The proposed affordable housing development involves the construction of up to 94 dwelling units, which would meet the Air Quality Guidelines criteria air pollutant screening levels for operation and construction.²⁵ The proposed use would the criteria air pollutant screening levels. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risks

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, amended December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer

²³ San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

²⁴ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

²⁵ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011. Table 3-1. Criteria air pollutant screening sizes for an Apartment, Mid-Rise Building is 494 dwelling units for operational and 240 dwelling units for construction.

risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project’s activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3, siting of uses that emit DPM, is not applicable. In addition, the proposed project would not include a backup diesel generator, or other sources that would emit DPM, or TACs. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4, siting of uses that emit TACs, is not applicable.

Conclusion

For the above reasons, the proposed project would not result in significant air quality impacts that were not identified in the PEIR. None of the air quality mitigation measures identified in the Eastern Neighborhoods PEIR are applicable to the proposed project.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
7. GREENHOUSE GAS EMISSIONS—Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects related to greenhouse gas emissions under Chapter IV.G, on pages 323-362; and Chapter VIII on pages C&R-105 to C&R-106.

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3, and 4.5

metric tons of CO₂E²⁶ per service population,²⁷ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*²⁸ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,²⁹ exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*,³⁰ Executive Order S-3-05,³¹ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{32,33} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05³⁴ and B-30-15.^{35,36} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would increase the intensity of use of the project site by removing a one-story PDR use with a building that contains up to 94 residential units. Therefore, the proposed project would

²⁶ CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

²⁷ Memorandum from Jessica Range to Environmental Planning staff, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

²⁸ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

²⁹ ICF International, *Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco*, January 21, 2015.

³⁰ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

³¹ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

³² California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

³³ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

³⁴ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

³⁵ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

³⁶ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources), and residential operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the City's Commuter Benefits Program, transportation management programs, and bicycle parking requirements would reduce the proposed project's transportation-related emissions. Additionally, the proposed project does not provide any off-street vehicle parking. These regulations and project components reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and Water Conservation and Irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.³⁷ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy³⁸ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOC).³⁹ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁴⁰

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

³⁷ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

³⁸ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

³⁹ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁴⁰ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 1296 Shotwell Street, August 11, 2016.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on wind and shadow under Chapter IV.I, on pages 380-418; Chapter VI on pages 529-530; Chapter VIII on pages C&R-118 to C&R-119; and Chapter IX, Appendix A on pages 31-32.

The Eastern Neighborhoods PEIR assessed the impacts from wind and shadow that could result from rezoning of the Mission Area Plan under the three rezoning options.

The Initial Study to the Eastern Neighborhoods PEIR found that wind impacts would not be significant because the proposed rezoning and community plans would not allow for structures tall enough to create significant impacts on ground-level winds and that the Planning Department would review specific future projects such that, if deemed necessary, wind-tunnel testing would occur to ensure that project-level wind impacts are mitigated to a less-than-significant level. As such, the Initial Study to the Eastern Neighborhoods PEIR found that wind impacts would not be significant and no further analysis in the EIR necessary.

The Eastern Neighborhoods PEIR focused on the potential impact of new shadow on parks and open spaces and found that six parks in the Mission subarea would have no increase in surrounding height limits and that projects would not adversely affect those open spaces. The PEIR found six parks in the Mission subarea would potentially be affected by the increase in height limits and those effects would be significant and unavoidable. The Eastern Neighborhoods PEIR also found that the extent and duration of shadow on public sidewalks could increase along street corridors where the project includes an increase in building height but that the new shadow would not be in excess of that which would be expected in a highly urban area.

Wind

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. In general, projects less than approximately 80 to 100 feet in height are unlikely to result in substantial adverse effects on ground-level winds such that pedestrians would be uncomfortable.

Based on the height and location of the proposed building, which would be approximately 84 feet tall (92 feet tall with elevator penthouse), the Planning Department requested a pedestrian wind assessment (“wind memo”) be prepared by a qualified wind consultant for the proposed project.⁴¹ The objective of the wind assessment was to provide a qualitative evaluation of the potential wind impacts of the proposed development, which provides a screening-level estimation of the potential wind impacts of the project. The results of the wind assessment are summarized below.

North of the project site, at the corner of Shotwell and 26th streets, is a parking lot. With the exception of the parking lot, both sides of 26th Street between Shotwell and Capp streets are occupied by two-story or taller buildings that form solid north and south street walls. Buildings that line both sides of South Van Ness Avenue form a similar street wall that extends from 25th Street to about a third of the block south of 26th Street. A two-story industrial building, 1575 South Van Ness Avenue, on the southern two-thirds of the block along the eastern frontage of South Van Ness Avenue, stands between two parking lots, with a gas station centered on a paved site extending south to Cesar Chavez Street occupies the western frontage of South Van Ness Avenue. As a result of the alignment of the paved areas on South Van Ness Avenue, there is a clear, ground-level opening that extends from east to west for a distance of roughly 300 feet from the nearest two- and three-story buildings on Capp Street and those on Cesar Chavez Street to the northern half of the project site. This ground-level opening exposes the northern half of the project site to the approaching west wind. Immediately south of the project site, at the corner of Shotwell and Cesar Chavez streets, is a one- to two-story auto repair shop. An adjacent parking lot fronts Cesar Chavez Street and extends westward to South Van Ness Avenue. South of the proposed project, across Cesar Chavez Street, is a block with two- to three-story buildings and little open space.

For purposes of evaluating wind impacts under CEQA, the Planning Department uses the hazard criterion, which is defined as wind speeds that reach or exceed 26 miles per hour for a single hour of the year (Planning Code 148). The wind memo determined it unlikely that wind hazards occur near the project site, and that the proposed project is unlikely to cause a new wind hazard or aggravate an existing hazard. For informational purposes this discussion also includes pedestrian comfort criteria. Considering the available information from wind tests and assessing the comparisons between street grids, street widths, and the height and density of surrounding development, the wind memo concluded that wind speeds at the project site would be at or above 11 miles per hour (a ten percent exceedance of pedestrian comfort wind speed criterion), especially when considering the vacant land north and west of the site. It is anticipated that development of the proposed building would likely result in an approximately two mile per hour (or less) change in ten percent exceeded wind speeds on nearby sidewalks, and such changes are generally considered to be insubstantial. In conclusion, the wind memo found that implementation of the proposed project would not substantially affect the pedestrian wind environment.

For the above reasons, the proposed project would not result in significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park

⁴¹ Environmental Science Associates, Potential Wind Effects of Residential Project, 1296 Shotwell Street Development, San Francisco, CA, August 25, 2016.

Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would remove the existing one-story PDR building and construct a new 84-foot-tall (92-foot-tall with elevator penthouse) building. The Planning Department prepared a shadow fan analysis that determined that the proposed project does not have the potential to cast new shadow on open space under the jurisdiction of the Recreation and Park Department.⁴² Therefore, a more refined shadow study was not conducted.

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

For the above reasons, the proposed project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴² San Francisco Planning Department. *Shadow Fan – 1296 Shotwell Street*. February 23, 2016.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Physically degrade existing recreational resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on recreation under Chapter IV.H, on pages 363-379; Chapter V, on page 525a; Chapter VIII on page C&R-34 and pages C&R-107 to C&R-118; and Chapter IX, Appendix A on page 43.

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade, and adequately maintain park and recreation facilities to ensure the safety of users.

As part of the Eastern Neighborhoods Plan adoption, the City adopted impact fees for development in Eastern Neighborhoods that go towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the Recreation and Parks Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation and Circulation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

Furthermore, the Planning Code requires a specified amount of new usable open space (either private or common) for each new residential unit. Some developments are also required to provide privately owned, publicly accessible open spaces. The Planning Code open space requirements would help offset some of the additional open space needs generated by increased residential population to the project area. It is anticipated that the residents of the proposed project would use the on-site open space (e.g., rear yard, front entry court, terrace, and roof top areas) provided, and their uses of nearby parks and recreational areas would not be so substantial such that substantial deterioration of parks would occur.

As the proposed project would not degrade or lead to substantial deterioration of recreational facilities and is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on utilities and service systems under Chapter IX, Appendix A on pages 32-43.

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

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes city-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20 percent reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
11. PUBLIC SERVICES—Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on public services under Chapter IX, Appendix A on pages 32-43.

The Eastern Neighborhoods PEIR determined that the anticipated increase in population from Area Plans implementation would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
12. BIOLOGICAL RESOURCES—					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on biological resources under Chapter IV.M, on page 500; and Chapter IX, Appendix A on page 44.

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

The project site is located within Mission Plan area of the Eastern Neighborhoods Area Plans and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
13. GEOLOGY AND SOILS—Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on geology and soils under Chapter IX, Appendix A on pages 44-54.

The Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

A geotechnical investigation was prepared for the proposed project.⁴³ The southern portion of project site is underlain by the confluence of two former stream channels associated with a former marsh that was

⁴³ Langan Treadwell Rollo, Geotechnical Investigation Report, 1296 Shotwell Street, October 24, 2016.

present in the 1850s. The subsurface conditions at the site generally consist of fill, stream channel deposits, and interbedded sands and clays over bedrock. The site is generally blanketed by approximately 10 to 20 feet of fill with thicker fill in the southern portion of the site, likely corresponding to the location of the former stream channels. The fill generally consists of mixtures of clay and sand with variable amounts of gravel, brick, wood, and concrete debris. The fill is generally soft to very stiff clay and the sand is generally loose to medium dense. Groundwater was identified at 4.5 and 7.5 feet below the ground surface (bgs) and is expected to fluctuate several feet due to seasonal rainfall. Liquefaction and lateral spreading are predicted to occur in the fill and stream channel deposits during a large earthquake, but implementation of ground improvements would reduce the potential liquefaction and resulting settlement and mitigate the lateral spreading hazard at the site. Consistent with the recommendations of the geotechnical investigation, the proposed project would either auger cast piles and use compacted aggregate piers, or use cemented soils and piers. Impact piling driving is not proposed as part of the project.

The project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
14. HYDROLOGY AND WATER QUALITY—Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on hydrology and water quality under Chapter IV.M, on page 500; and Chapter IX, Appendix A on pages 54-67.

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

The project site, which is currently a one-story building, is a completely covered by impervious surface, and thus implementation of the proposed project would not increase impervious surface cover. As a result, the proposed project would not increase stormwater runoff.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on hazards and hazardous materials under Chapter IV.L, on pages 475-499; Chapter V, on page 523; Chapter VIII on page 34 and pages C&R-129 to C&R-130; and Chapter IX, Appendix A on page 67.

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project's rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation Measure L-1 would apply to the proposed project. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure L-1 as Project Mitigation Measure 3, which would require proper removal and disposal of hazardous building materials per applicable federal, state, and local laws (full text provided in the "Mitigation Measures" section below and in the MMRP, which is attached herein as Attachment B).

Soil and Groundwater Contamination

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or USTs. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

The proposed project would require soil mixing up to 35 feet bgs and piers would extend to a depth of 45 feet for the proposed foundation, and would result in approximately 1,900 cubic yards of soil excavation. The project site has been developed with light industrial structures. Therefore, the project is subject to

Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I Environmental Site Assessment (2016) has been prepared to assess the potential for site contamination.⁴⁴

Discrete soil samples were analyzed for total petroleum hydrocarbons as gasoline (TPH-g), TPH-diesel (TPH-d), TPH-motor oil (TPH-mo), VOC, semi-volatile organic compounds (SVOC), LUFT 5 metals, and total lead. No TPHg, VOCs, or SVOCs were detected at or above their method reporting limits in any of the soil samples analyzed. TPHd was detected in both samples in concentrations ranging from 2.0 milligrams per kilograms (mg/kg) to 3.1 mg/kg and TPHmo was detected in both samples in concentrations ranging from 19 mg/kg to 25 mg/kg. The metal concentrations were within normal background ranges found in the western United States.⁴⁵

The Phase I found that based on the analytical results of soil samples collected from beneath the project site, no elevated concentrations of petroleum hydrocarbons or heavy metals are indicated to be present and that any soil excavated and removed from the project site during any construction activities, should be disposed of as unregulated waste.⁴⁶

In light of this information as well as the oversight of the proposed project pursuant to the Maher Ordinance, the proposed project would not have any significant hazardous materials impacts and would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴⁴ ESSEL. Phase I Environmental Site Assessment Property at 1296/1298 Shotwell Street, San Francisco, CA, 94110. October 5, 2016.

⁴⁵ Treadwell&Rollo A Langan Company. Phase I Environmental Site Assessment 1294-1298 Shotwell Street, San Francisco, CA. December 8, 2011.

⁴⁶ Ibid.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on mineral and energy resources under Chapter IV.M, page 500; and Chapter IX, Appendix A on page 67.

The Eastern Neighborhoods PEIR determined that the Area Plans would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plans would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods PEIR analyzes effects on agricultural resources under Chapter IV.M, on page 500.

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plans; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture beyond those analyzed in the Eastern Neighborhoods PEIR. The project site is located in a built up urban environment and no forest resources exist on the project site.

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less Than Significant or Less Than Significant with Mitigation Incorporated	Significant Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. For these reasons, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory.

The proposed project would not combine with past, present, or reasonably foreseeable future projects to create significant cumulative impacts related to any of the topics discussed in this Infill Environmental Checklist. There would be no significant cumulative impacts to which the proposed project would make cumulatively considerable contributions.

Since construction of the proposed project would generate temporary noise from the use of heavy construction equipment that could affect nearby residents and other sensitive receptors, the project sponsor is required to develop and implement a set of noise attenuation measures during construction. In addition, all construction activities would be subject to and required to comply with the San Francisco Noise Ordinance. The proposed project would also be required to comply with the Construction Dust Control Ordinance, which would reduce the quantity of fugitive dust generated during project-related construction activities. The project site is not located within the Air Pollutant Exposure Zone; therefore,

the ambient health risk to sensitive receptors from air pollutants is not considered substantial. For these reasons, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings.

MITIGATION MEASURES

ARCHEOLOGICAL RESOURCES

Project Mitigation Measure 1 – Archeological Testing (Eastern Neighborhoods Mitigation Measure J-2)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site⁴⁷ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁴⁸ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

⁴⁷ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁴⁸ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO, in consultation with the archeological consultant, determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/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.

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

NOISE

Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods Mitigation Measure F-2)

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements;

Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

HAZARDS AND HAZARDOUS MATERIALS

Project Mitigation Measure 3 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

DETERMINATION

On the basis of this evaluation:

- I find that the proposed infill project would not have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.
- I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects would not be significant and a Negative Declaration, or if the project is a Transit Priority Project a Sustainable Communities Environmental Assessment, will be prepared.
- I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration, or if the project is a Transit Priority Project a Sustainable Communities Environmental Assessment, will be prepared.
- I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects would be significant, and an infill EIR is required to analyze those effects that are subject to CEQA.

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
CULTURAL AND PALEONTOLOGICAL RESOURCES					
<i>Project Mitigation Measure 1 – Archeological Testing Program (Eastern Neighborhoods PEIR Mitigation Measure J-2)</i>					
Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).	Project sponsor	Prior to issuance of grading or building permits	Project Sponsor to retain archeological consultant to undertake archeological monitoring program in consultation with ERO.	Project sponsor, archeologist and Environmental Review Officer (ERO)	Complete when Project Sponsor retains qualified archeological consultant.
<i>Consultation with Descendant Communities:</i> On discovery of an archeological site ¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative ² of the descendant group	Project sponsor.	Discovery of an archeological site associated with	Consultation with descendant communities	Project sponsor, descendant group representative(s), and ERO	After production of the Final Archaeological
¹ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.					
² An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in					

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.		descendant group/communities			Resources Report.
<i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor and archaeological consultant, at the direction of the ERO	Prior to any soils disturbance	Consultation with ERO on scope of ATP	Project sponsor, archaeologist and ERO	After consultation with and approval by ERO of AMP.
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any	Project sponsor and archaeological consultant, at the direction of the ERO	After completion of the Archeological Testing Program	Submit report to ERO of the findings of the Archeological Testing Program.	Archaeological consultant and ERO	Considered complete on submittal to ERO of report on ATP findings.

the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. 	<p>Project Sponsor/ Archeological Consultant/ Archeological Monitor/ Contractor(s), at the direction of the ERO</p>	<p>ERO and Archeological Consultant meet prior to commencement of soil-disturbing activity. If ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soil-disturbing activities.</p>	<p>Consultation with ERO on scope of AMP</p>	<p>Archaeological consultant and ERO</p>	<p>Considered complete on finding by ERO that AMP implemented.</p>

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected 	<p>Archaeological consultant in consultation with ERO</p>	<p>After determination by ERO that an archaeological data recovery program is required</p>	<p>Consultation with ERO on scope of ADRP</p>	<p>Archaeological consultant and ERO</p>	<p>Considered complete upon approval of ADRP by ERO.</p>

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>cataloguing system and artifact analysis procedures.</p> <ul style="list-style-type: none"> • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 					
<p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native</p>	<p>Project Sponsor/Archeological Consultant in consultation with the San Francisco Coroner, NAHC and MLD.</p>	<p>Discovery of human remains and/or funerary objects.</p>	<p>Notify San Francisco coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects.</p>	<p>Project sponsor, archaeologist and ERO</p>	<p>Considered complete on notification of the San Francisco County Coroner. and NAHC, if necessary..</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.</p>					
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p>	<p>Project sponsor and archeological consultant at the direction of the ERO</p>	<p>Completion of archeological data recovery, inventoring, analysis and interpretation.</p>	<p>Prepare and submit FARR.</p>	<p>Archaeological consultant and ERO</p>	<p>Considered complete on submittal of FARR.</p>
<p>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 Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	<p>Archeological Consultant at the direction of the ERO</p>	<p>Written certification submitted to ERO that required FARR distribution has been completed</p>	<p>Distribute FARR</p>	<p>Archaeological consultant and Environmental Review Officer (ERO)</p>	<p>Considered complete on distribution of FARR.</p>
<p><i>Project Mitigation Measure 2 - Construction Noise (from Initial Study) (Eastern Neighborhoods PEIR Mitigation Measure F-2)</i> Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p>	<p>Project sponsor and construction contractor.</p>	<p>During construction activities.</p>	<p>Prepare and submit monthly noise reports during construction.</p>	<p>Project sponsor.</p>	<p>During construction activities.</p>

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 					
<p><i>Project Mitigation Measure 3 - Hazardous Building Materials (Eastern Neighborhoods PEIR Mitigation Measure L-1)</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>					
	Project sponsor and construction contractor.	Prior to approval.	Submit a monitoring report to DPH, with a copy to Planning Department and DBL.	Project Sponsor or contractor.	Completion of construction

Exhibit B:

Link to Eastern neighborhoods Plan EIR, Motion 17661 of the Planning Commission, which adopted CEQA findings for the Plan EIR, and the Mitigation Monitoring Report

<http://commissions.sfplanning.org/cpcpackets/2015-018056AHB.pdf>

<http://sf-planning.org/area-plan-eirs>

Exhibit C:

Evidence in support of Appeal

November 30, 2016

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

Re: 1296 Shotwell Street Project

Dear Mr. John Rahaim and Members of the Planning Commission:

We, the residents of the Inner Mission and Bernal Heights (“Residents”) write to express our opposition to the planned development of the nine-story development at 1296 Shotwell Street (the “Project”). We are writing in advance of the December 1, 2016 San Francisco Planning Department meeting.¹

We are an unincorporated association of residents, who believe that we may be adversely affected by the potential impacts associated with the Project as proposed. The association includes Mr. Craig Weber, President of Inner Mission Neighbors Association and its 50 members.

The Residents live, work and raise their families within blocks of this proposed development. We would be directly affected by the Project’s impacts on the neighborhood, including the major effects this Project will have on our local environment.

The Residents also have an interest in enforcing the City's planning and zoning laws and the State's environmental laws *in a uniform manner* that encourages sustainable development and ensures a safe working environment for its members. Environmentally detrimental projects can jeopardize the important historical architecture along Shotwell St, the flow of traffic on Ceasar Chavez St. and the aesthetics of an economically diverse neighborhood. The Residents are concerned about projects that present environmental and land use impacts without adequately analyzing countervailing economic and community benefits.

We are concerned that the Project is proceeding forward with no regard for the Residents’ extensive concerns voiced at the community focus group meetings held over the past few months. Further, we are concerned that the Project appears to be steamrolling forward based on an *outdated* Eastern Neighborhoods Environmental Impact Report (EIR). The EIR at issue was conducted in 2008, during a time of recession and prior to the influx of density in the Mission.

¹ We also note that there has been inadequate notice of the December 1, 2016 meeting. Many of our members, residents of the blocks just adjacent to the Project, have not seen the one notice of this proposed meeting on the wall of 1296.

Our specific concerns with the impacts of this Project and the Eastern Neighborhoods EIR are as follows:

1. The Project exceeds the height and density analyzed under the Eastern Neighborhoods EIR.
 - a. The impacts of a nine-story building, without parking, were not analyzed under the Eastern Neighborhoods EIR, thus CEQA streamlining is not appropriate.
2. The Project is proposing a 90-foot building *in a 65-foot height district*.
 - a. This Project is not consistent with the allowable height under the Planning Code *and* is not consistent with the general plan or zoning.
3. The Eastern Neighborhoods EIR evaluated the addition of a 65-foot building and does not cover the density or intensity of development assumed on the project site.
4. The increased density will result in increased transportation impacts, including public transit ridership and vehicles. These will have both air quality and noise impacts not considered by the Eastern Neighborhoods EIR.
5. As recently discussed at the November 15, 2016 Board of Supervisors meeting, the Eastern Neighborhoods EIR is outdated and cannot be relied upon.
6. The Project is within the recently established Latino Cultural District.
 - a. The Latino Cultural District was established with three goals: 1) to create high quality jobs, 2) develop affordable housing and 3) protect commercial uses. While the Project develops affordable housing, *it does not* meet the specifically enumerated goals of creating jobs and protecting commercial uses, thus, it is not consistent with the Latino Cultural District.
 - b. Further, the Project eliminates a Production Distribution and Repair use on the site and does not replace it.
 - c. The Project height and architectural design conflicts with the Latino Cultural District historical buildings on Shotwell Street, which is composed of two and three story Victorian and Edwardian style homes and apartment buildings.
7. The Board of Supervisors determined on November 15, 2016 that projects in the Eastern Neighborhoods Plan area require an evaluation of their socio-economic impacts as part of the review under CEQA, when considering a proposed project on the same block (1515 South Van Ness).

8. We are extremely concerned about density on transit, traffic and parking as the Project does not include any parking spaces.

In sum, there are extremely likely to be significant environmental impacts that have not been considered by either the Planning Commission or the outdated Eastern Neighborhoods EIR. Given the points raised above, *and the Board of Supervisors recent recognition of the environmental impacts of the 1515 South Van Ness project*, the Planning Commission cannot rely on the CEQA analysis prepared.

The project is taller and denser what is allowed under the Planning Code and Zoning Map. The Eastern Neighborhoods EIR does not consider the impacts associated with the increased height and density and thus, the document cannot be relied upon as the basis for preparing the CEQA analysis. Additional studies related to the potential impacts that this project may have on the traffic, air quality, shadows, etc. and the socio-economic impacts of the project need to be studied.

We respectfully request that you make the decision consistent with the Board of Supervisors' recent conclusion and grant a continuance of the decision concerning this nine-story development pending environmental review.

Sincerely,
Craig Weber

The Inner Mission Neighbors Association and Bernal Heights Neighbors

Exhibit C:

Francesca Pastine
1183 Shotwell Street
San Francisco, CA 94110
415 596 5543

Re:

Response to:

SAN FRANCISCO PLANNING COMMISSION Hearing and Agenda, Commission Chambers, Room 400, Thursday, December 1, 2016, 12:00 p.m.,

ITEM 16. 1296 SHOTWELL STREET

Dear Commissioners,

I attended the hearing at 400 City Hall on Thursday, December 1. Due to the fact I had to leave for work at around 3pm, I did not get a chance to speak. I am writing you what I would have said.

I live at 1183 Shotwell Street, four houses down on the southwest corner from 26th Street and Shotwell. I have lived there since 1994. Although I appreciate the sentiment of creating housing for low income residences and homeless seniors, I believe this project to be a boondoggle that fails to address critical needs of my neighborhood and incorporates failed attempts at social engineering.

A wonderful aspect of the living in the Mission is that it feels like it truly belongs to the population that lives here. Dotted with small single and two-family homes and locally owned business that reflect the culture and needs of the people who live here, there is a real spirit of community that has helped us long-term residents to endure a lot of the problems we have had in the past such as gang violence and homelessness.

The scale of this building in no way conforms to the visual fabric of my neighborhood that consists mainly of one and two-story buildings with the exception of the four story apartment complex opposite the proposed project. But even that apartment complex has a horizontal feel with courtyards, balconies and ample parking. Pasting trite "Mexican" motif designed panels on the exterior of the proposed huge institutional-like building out of context with anything around it does not solve the fact that the scale and design of the building is completely out of character with anything else around it. I would also like to note that the planners of this proposal like to show perspectives of the building facing Cesar Chavez because the size of that avenue is more in scale with the building. However, Shotwell Street is only 60 feet wide and 26th Street is not much wider causing this building to have a mammoth appearance from those vantage points.

The fact that it has no parking is complete folly. Let me go through the misplaced thinking of not providing necessary parking for the 150 residents or more who will occupy this building not to mention the employees and volunteers who are suppose to show up there everyday. This is not New York City. San Francisco does not have the public transportation infrastructure that supports not needing a car. The planners have some cockeyed notion that if there are no parking places these people will choose “healthy life styles” and ride bikes or walk. This is the kind of misplaced social engineering philosophy that always backfires. For one, this is supposedly a senior facility. People get old, things happen. Bicycling and walking aren’t always an option, especially for this demographic. These people, like most San Franciscans, are going to have cars if they expect to accomplish basic chores like getting to doctor appointments or shopping for groceries. I assume they will want to have an out of town guest once in a while as well. The planners say there will be volunteers and employees. Seriously, will all these people bike to this facility? I highly doubt it. The planners of this proposal are creating a utopian fantasy to avoid having to do the obvious and necessary—supply adequate parking.

Furthermore, there are businesses all up and down 24th Street that are flourishing because of the economic boom. This area of the Mission has become a destination.

Where are the people who are coming out of town and from other places in San Francisco going to park? Has there been a study to determine what impact a complete lack of parking is going to have on these business?

This Thanksgiving, I had guests for dinner who drove to my house from the peninsula and from Oakland. I also had a guest over who lives in San Francisco, but has Parkinson disease and so had to drive. It was so hard to find parking in the neighborhood that one of my guests, who was going to drop in for just a moment for a drink instead of dinner, decided to turn around and go back home. I can only assume that with 150 people, plus employees and volunteers, most of them having cars, I will no longer be able to park on my on block, least of all have out of town or ill guests over.

This building will create a wind tunnel despite whatever studies the planners paid for. I have lived here, as I said, since 1994. Because of are proximity to Bernal Heights and the narrowness of 26th Street, there is already a wind tunnel effect. Often, when I open my front door, which faces west, every loose item in my hallway blows east. Generally, I can never open my front windows because of strong wind. There is now way that a nine-story building is not going to exacerbate this problem. The people who live here have already experienced the wind-induced effects that a tall building can have because of the eight-story phone building at 25th and Cypress. I avoid walking by that building because the wind tunnel makes it very uncomfortable. I have had to literally hold on to on to one of the large cement public trashcans on that block to keep from being blow off my feet. I want to make this clear, when a frail elder gets knocked down by the wind tunnel effect that this building will certainly create, the city will be culpable for any injuries or death that will incur. Whether or not there will be legal grounds to hold the city responsible, the city will still have willfully put into place a situation harmful to older people.

Furthermore, why are we going back to failed policies of ghettoizing low-income people in high towers? When I moved into the Mission, there were two low-income towers on 26th Street between Treat and Harrison. The city failed to maintain these buildings and they were eyesores overrun with drugs, crime, and prostitution. At some point, they were torn down and replaced by two-story town houses that have functioned to integrate the residents into the larger neighborhood. But more importantly, it became mixed income residency. Having a variety of income levels is a proven formula for avoiding problems that high-density poverty creates. The destruction of the slum towers along with gang injunctions created a much safer neighborhood. I think it's the height of insult to now build another low-income institution in the form of a proven failed architectural formula right down the street from where that situation was remedied some years ago.

This is a huge step backward for my neighborhood that already carries the brunt of neglect and failed policies of San Francisco: First, there were the ghetto/slum conditions in the low-income projects at Harrison and Treat until that finally got resolved. Secondly, there were the gangs that raged until; finally, gang injunctions slowed the violence down. Thirdly, during the height of the first dot.com boom, as many as 20 to 30 day laborers loitered on the corner of Shotwell and 26th, often using the streets as a toilet and littering. The city did nothing to remedy this problem and the down turn in the economy thinned the laborers on the corner to a sustainable handful. Lastly, the Mission has the highest density of homeless populations so we are particularly burdened with all the resulting problems such as public defecation, needle use, alcoholism, and the very present danger that mentally deranged people without proper care can pose.

On top of all these issues that my neighborhood faces and has faced over the years, the 1296 Shotwell project will alter the visual context of the neighborhood, cause a negative environmental impact of a wind tunnel, parking and car traffic in the neighborhood will get substantial worse, and the obvious problems of the large-scale warehousing of economically under-privileged people living in an institutional-like tower similar to the failed and now defunct projects at Harrison 26th Street will certainly arise. To say that all the above will not negatively affect the quality of life in my neighborhood is a complete neglect of caring and concern for me, my family, and my neighbors.

I would like to point out that the Mission residences, like myself, are struggling middle to low-income workers just trying to have a decent life. We are treated like the toss-away population that does not have the political power to fend off this kind of assault. I have to question why this project is not slated for Pacific Heights, The Presidio, or Noe Valley? I think the answer is quite clear.

Sincerely,

Francesca Pastine

Exhibit C:

July 7, 2016

Albert and Francesca Pastine
1183 Shotwell Street
San Francisco, CA 94110

San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103-2479

Attn: Alana Callagy

Subject: Project Receiving Environmental Review, Case No. 2015-0180056ENV, 1296 Shotwell Street

Dear Alana Callagy,

Having lived within a half block of the proposed project for twenty years, and being an architect, I am keenly aware of the problematic environmental conditions that will affect this structure.

The proposed building is so situated that it will cause the adjacent pedestrian traveler to be severely buffeted by the wind that is amplified by its passage around Bernal Heights.

The proposed nine story building will severely increase the velocity of this wind adjacent to the surfaces of this building. This wind situation is not theoretical, as we have the phone company building on 25th between Cypress and Capp Streets of comparable size as a model. Just the other day, walking on 25th Street across from the telephone building, I very was close to having to back track to another route, as the wind was so fierce. To compound the problem, the proposal will put senior citizens entering and leaving this building at the mercy of the days magnified winds. These are the very citizens with the most stability problems. Again this is not theoretical, as my grandmother-in-law was swept off her feet in just such a situation in Eugene, Oregon. A singular tall building, of at least eight stories, surrounded by low residential housing was known to have a windy entrance. The broken hip with complications of her advanced years was the cause of her death.

This is not only an unsuitable location and building type for seniors, it is dangerous! I strongly suggest that the building be substantially reduced in height to no more than the existing adjacent properties.

Cordially,

Albert Pastine

cc: Mayor Edwin M. Lee
San Francisco Board of Supervisors
London Breed, President
David Campos, District 9
City Attorney's Office, Dennis J. Herrera
San Francisco Fire Department, Joanne Hayes-White, Chief
City Controller, Ben rosenfield, Controller
Craig Weber,

Exhibit D:

CEQA Fee

Exhibit E: Email correspondence between the SF Planning environmental review officer and the Project sponsor.

July 27, 2016

Alana Callagy, Staff

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

RE: Public Records Act Request Case No. 2015-018056ENV
Project Address: 1296 Shotwell St.

Dear Ms. Callagy:

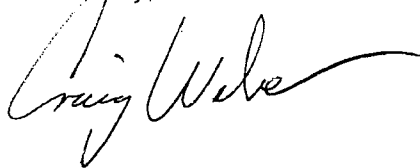
Pursuant to my rights under the California Public Records Act (Government Code Section 6250 et seq.) and the San Francisco Sunshine Ordinance, I ask to (inspect/obtain a copy of) the following, which I understand to be held by your agency:

All correspondence between SF Planning Department and the Mission Economic Development Agency and Chinatown Community Development Center.

I ask for a determination on this request within 10 days of your receipt of it, and an even prompter reply if you can make that determination without having to review the record[s] in question.

Thank you for your time and attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Craig Weber". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Craig Weber

1150 Shotwell St.
San Francisco, CA 94110
Telephone: 415 641-9900
Email: craig.weber@sbcglobal.net

Callagy, Alana (CPC)

From: Callagy, Alana (CPC)
Sent: Friday, July 01, 2016 10:28 AM
To: 'Bre Jones'
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Bre,

Great. I'll make that change and send the notice on to our admin staff to send out.

Have a great 4th of July weekend.

Kind regards,
Alana

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Friday, July 01, 2016 10:24 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Alana,

Our team has further refined the design of this building and the current square footage is 66,000 g.s.f. (this is without courtyard on the ground floor; courtyard is additional 2,600 g.s.f.). Everything else looks accurate.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Thursday, June 30, 2016 4:43 PM
To: Bre Jones
Cc: Cooper, Rick (CPC)
Subject: 1296 Shotwell - Draft Notice of Environmental Review

Hi Bre,

I received your package with the distribution list and associated items.

Would you please review the attached draft Notification of Project Receiving Environmental Review and advise us if anything is not correct?

Once your team concurs with the draft notice we will send it out for the two week notification period.

Kind regards,
Alana

Alana Callagy
Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-575-8734 **Fax:** 415-558-6409

Email: alana.callagy@sfgov.org

Web: www.sfplanning.org

Callagy, Alana (CPC)

From: Callagy, Alana (CPC)
Sent: Wednesday, July 13, 2016 4:00 PM
To: 'Bre Jones'
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Hi Bre,

When do you anticipate the agreement to be executed?

Also, additional studies,

1. Wind – we would like you to hire a wind consultant to review the project and issue a memo/letter stating if a wind tunnel analysis is necessary
2. Maher – have you submitted your application for enrollment in the Maher Program with DPH? If you have, please send me a copy of the application and check/proof of submission. If you have not yet, please do this (see hyperlink with DHP above) and make sure to send me a copy of the application and proof of payment. Electronic submittal is sufficient.
3. Greenhouse Gas Checklist. This is hosted here: <http://sf-planning.org/consultant-sponsor-resources>. Please complete and send to me.

Kind regards,
Alana

From: Bre Jones [mailto:bre.jones@martinezservicesinc.com]
Sent: Wednesday, July 13, 2016 11:59 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

I've contacted Rollo and Ridley several times with no luck. We now have Langan on board. We have not had access to the site because our agreement with MOHCD has not been executed so we can't complete a new Geo Tech yet. Let us know what you think we should do.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Wednesday, July 13, 2016 11:56 AM
To: Bre Jones
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Hi Bre,

The two week review period ends on Friday (7/15).

Re: studies, we will need an update to the Geotech Study – the version we have (Rollo and Ridley) is dated 12/5/2011 and the project description is for a 5 to 6 story building, approximately 40 units, with a potential below grade basement. If the consultant who worked on the study can issue a letter to the report that the current proposal is consistent with the findings or update the findings for the current design that would be sufficient (i.e., there's no need for a full rework of the report if the consultant can review and confirm that the changes are consistent with/or update previous conclusions and recommendations).

For us the next step is authoring the infill exemption and moving that forward for the Environmental Review Officer's signature.

Kind regards,
Alana

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Wednesday, July 13, 2016 11:24 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Alana,

Two weeks from the date of the notice will be next Tuesday. Do you know what our next steps are for the CEQA review. Do you need anything from us? Wind, Geo Tech, etc??

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Friday, July 01, 2016 10:28 AM
To: Bre Jones
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Bre,

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Alana

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Sent: Friday, July 01, 2016 10:24 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyeec (eyeec@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Alana,

Our team has further refined the design of this building and the current square footage is 66,000 g.s.f. (this is without courtyard on the ground floor; courtyard is additional 2,600 g.s.f.). Everything else looks accurate.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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Sent: Thursday, June 30, 2016 4:43 PM
To: Bre Jones
Cc: Cooper, Rick (CPC)
Subject: 1296 Shotwell - Draft Notice of Environmental Review

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Would you please review the attached draft Notification of Project Receiving Environmental Review and advise us if anything is not correct?

Once your team concurs with the draft notice we will send it out for the two week notification period.

Kind regards,
Alana

Alana Callagy

Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-8734 **Fax:** 415-558-6409
Email: alana.callagy@sfgov.org
Web: www.sfplanning.org

Callagy, Alana (CPC)

From: Thomas, Christopher (CPC)
Sent: Thursday, May 05, 2016 10:17 AM
To: Bre Jones
Cc: Callagy, Alana (CPC); Dragana Monson (DMonson@hclarchitecture.com); Susie Coliver (SColiver@hclarchitecture.com); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: 1296 Shotwell
Attachments: RE: SF GBO and Title 24 energy requirements

Hi Bre,

Please see the attached email from DBI. You may use Attachment D in order to demonstrate improvements on the project's energy efficiency. A qualified engineer would need to provide the appropriate calculations to show that use of solar hot water would provide a greater than 15% reduction.

Thanks,

Chris Thomas, AICP
Environmental Planner

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9036 | Fax: 415-558-6409
Email: Christopher.Thomas@sfgov.org
Web: www.sfplanning.org

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Thursday, May 05, 2016 9:38 AM
To: Thomas, Christopher (CPC)
Cc: Callagy, Alana (CPC); Dragana Monson (DMonson@hclarchitecture.com); Susie Coliver (SColiver@hclarchitecture.com); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: 1296 Shotwell

Chris,

Thanks for meeting with us yesterday. We've confirmed that we can beat the Title 24 code by 15% if we use solar hot water. This is only an option if the project uses Attachment D of the SF GBO to give us credit for that solar hot water. I think you were following up on that for us. Can you let us know?

Thanks!!

Bre M. Jones
Martinez Services Inc.
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Thomas, Christopher (CPC) [<mailto:christopher.thomas@sfgov.org>]

Sent: Monday, May 02, 2016 9:42 AM

To: Bre Jones

Subject: 1296 Shotwell

Good Morning,

As you may know, Environmental Planning is considering the potential to exempt the proposed 1296 Shotwell project under PRC Section 21155.1, which pertains to an exemption from further CEQA review for Transit Priority Projects (or TPPs). It appears that the proposed project meets the necessary exemption requirements of Section 21155.1(a), (b) and (c). However, Section 21155.1(a)(8) requires that the "the buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region." Do you have sufficient information available to demonstrate that the proposed structure (and any proposed landscaping) would meet this requirement?

Thank you,

Chris Thomas, AICP
Environmental Planner

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9036 | Fax: 415-558-6409
Email: Christopher.Thomas@sfgov.org
Web: www.sfplanning.org

Callagy, Alana (CPC)

From: Bre Jones <bre.jones@martinezservicesinc.com>
Sent: Friday, July 01, 2016 10:24 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Alana,

Our team has further refined the design of this building and the current square footage is 66,000 g.s.f. (this is without courtyard on the ground floor; courtyard is additional 2,600 g.s.f.). Everything else looks accurate.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Thursday, June 30, 2016 4:43 PM
To: Bre Jones
Cc: Cooper, Rick (CPC)
Subject: 1296 Shotwell - Draft Notice of Environmental Review

Hi Bre,

I received your package with the distribution list and associated items.

Would you please review the attached draft Notification of Project Receiving Environmental Review and advise us if anything is not correct?

Once your team concurs with the draft notice we will send it out for the two week notification period.

Kind regards,
Alana

Alana Callagy
Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-8734 **Fax:** 415-558-6409
Email: alana.callagy@sfgov.org
Web: www.sfplanning.org

Callagy, Alana (CPC)

From: Bre Jones <bre.jones@martinezservicesinc.com>
Sent: Thursday, July 14, 2016 1:57 PM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Just spoke to Sara.

I anticipate the agreement will be signed by early next week.

With regard to the additional studies,

1. We have the consultant on board. I reached out to them yesterday to see what the timing is for the letter, but I hope to have something from them in the next 15 days.
2. We have not submitted our Maher Application. I will work with CCDC/MEDA to get that submitted next week.
3. Will review the checklist ASAP and submit.

Bre M. Jones

Martinez Construction Services

Mobile: 415-260-5300

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www.martinezservicesinc.com

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From: Callagy, Alana (CPC) [mailto:alana.callagy@sfgov.org]
Sent: Wednesday, July 13, 2016 4:00 PM
To: Bre Jones
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyee (eyee@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Hi Bre,

When do you anticipate the agreement to be executed?

Also, additional studies,

1. Wind – we would like you to hire a wind consultant to review the project and issue a memo/letter stating if a wind tunnel analysis is necessary
2. Maher – have you submitted your application for enrollment in the Maher Program with DPH? If you have, please send me a copy of the application and check/proof of submission. If you have not yet, please do this (see hyperlink with DHP above) and make sure to send me a copy of the application and proof of payment. Electronic submittal is sufficient.

- Greenhouse Gas Checklist. This is hosted here: <http://sf-planning.org/consultant-sponsor-resources>. Please complete and send to me.

Kind regards,
Alana

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Wednesday, July 13, 2016 11:59 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyeeye (eyeeye@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

I've contacted Rollo and Ridley several times with no luck. We now have Langan on board. We have not had access to the site because our agreement with MOHCD has not been executed so we can't complete a new Geo Tech yet. Let us know what you think we should do.

Bre M. Jones
Martinez Construction Services
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Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Wednesday, July 13, 2016 11:56 AM
To: Bre Jones
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyeeye (eyeeye@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Hi Bre,

The two week review period ends on Friday (7/15).

Re: studies, we will need an update to the Geotech Study – the version we have (Rollo and Ridley) is dated 12/5/2011 and the project description is for a 5 to 6 story building, approximately 40 units, with a potential below grade basement. If the consultant who worked on the study can issue a letter to the report that the current proposal is consistent with the findings or update the findings for the current design that would be sufficient (i.e., there's no need for a full rework of the report if the consultant can review and confirm that the changes are consistent with/or update previous conclusions and recommendations).

For us the next step is authoring the infill exemption and moving that forward for the Environmental Review Officer's signature.

Kind regards,
Alana

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Wednesday, July 13, 2016 11:24 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyeeye (eyeeye@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Alana,

Two weeks from the date of the notice will be next Tuesday. Do you know what our next steps are for the CEQA review. Do you need anything from us? Wind, Geo Tech, etc??

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Friday, July 01, 2016 10:28 AM
To: Bre Jones
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyeeye (eyeeye@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Bre,

Great. I'll make that change and send the notice on to our admin staff to send out.

Have a great 4th of July weekend.

Kind regards,
Alana

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Friday, July 01, 2016 10:24 AM
To: Callagy, Alana (CPC)
Cc: Cooper, Rick (CPC); Joyce Slen (jslen@chinatowncdc.org); eyeeye (eyeeye@medasf.org); Dragana Monson (DMonson@hclarchitecture.com)
Subject: RE: 1296 Shotwell - Draft Notice of Environmental Review

Alana,

Our team has further refined the design of this building and the current square footage is 66,000 g.s.f. (this is without courtyard on the ground floor; courtyard is additional 2,600 g.s.f.). Everything else looks accurate.

Bre M. Jones

Martinez Construction Services

Mobile: 415-260-5300

Office: 415-444-0745

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From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Thursday, June 30, 2016 4:43 PM
To: Bre Jones
Cc: Cooper, Rick (CPC)
Subject: 1296 Shotwell - Draft Notice of Environmental Review

Hi Bre,

I received your package with the distribution list and associated items.

Would you please review the attached draft Notification of Project Receiving Environmental Review and advise us if anything is not correct?

Once your team concurs with the draft notice we will send it out for the two week notification period.

Kind regards,
Alana

Alana Callagy
Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-575-8734 **Fax:** 415-558-6409

Email: alana.callagy@sfgov.org

Web: www.sfplanning.org

Callagy, Alana (CPC)

From: Callagy, Alana (CPC)
Sent: Friday, May 27, 2016 4:49 PM
To: 'Bre Jones'
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell
Attachments: 1296 Shotwell Leg Amndmt 2016 05 27eCopy.pdf

Hi Bre,

We've drafted up some edits to the Map Amendment graphic. Please see attached. A couple things I want to call out:

1. This process assumes that you will have the supervisor introduce the ordinance
2. Let's delete the flow with the CEQA Appeal since it'd be more likely that the appeal would be heard at the same time the readings at the BOS and therefore not necessary to map separately. (The process has been designed to allow for the review to advance during the 30 day appeal period but the BOS won't make a finding before the 30 days is up.)

Have a great Memorial Day Weekend.

Kind regards,
Alana

From: Bre Jones [mailto:bre.jones@martinezservicesinc.com]
Sent: Thursday, May 26, 2016 5:35 PM
To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

Great! Thanks!!

Bre Jones
Martinez Services, Inc
415.260.5300

On May 26, 2016, at 5:29 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Hi Bre,

It's with our Legislative Affairs person and he told me he will have a response tomorrow. I will send on to you as soon as I have it.

Kind regards,
Alana

From: Bre Jones [mailto:bre.jones@martinezservicesinc.com]
Sent: Thursday, May 26, 2016 5:20 PM

To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

Alana,

Do you think you'll be able to get an update before the end of the day?

Bre Jones
Martinez Services, Inc
415.260.5300

On May 25, 2016, at 5:33 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Hi Bre,

I just checked the schedule, looks like there are meetings July 12, 19, 26 and only one in August (8/2) - they are off for the remainder of the month (August 9, 16, 23, 30 - Summer Recess).

Kind regards,
Alana

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Wednesday, May 25, 2016 5:25 PM
To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

I was thinking the land use committee might be later July and the BOS is off in August.

Bre Jones
Martinez Services, Inc
415.260.5300

On May 25, 2016, at 5:23 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Hi Bre,

We are still waiting to get some more information related to the Legislative Amendment process. But I do have some minor updates for the CEQA portion. Those are attached to this email. One thing, what drives the assumption of having the Land Use Committee hearing in July and the BOS Meeting in September - those could be as little as a week apart from each other.

Kind regards,
Alana

Alana Callagy
Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-575-8734 **Fax:** 415-558-6409

Email: alana.callagy@sfgov.org

Web: www.sfplanning.org

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]

Sent: Wednesday, May 25, 2016 6:55 AM

To: Callagy, Alana (CPC)

Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen
(jslen@chinatowncdc.org)

Subject: Re: Entitlement Process - Shotwell

Let me know if there were any updates from your meeting yesterday afternoon.

Thanks!!!

Bre Jones
Martinez Services, Inc
415.260.5300

On May 24, 2016, at 1:42 PM, Callagy, Alana (CPC)
<alana.callagy@sfgov.org> wrote:

Bre,

Lisa, Rick, and I are meeting at 4:30 and will review your revisions. I'll keep you posted on any updates.

Re: Project description – you do you have an estimate for when we should anticipate seeing that? I know the schedule shows June but an actual date or week would be helpful for us to anticipate when we'll have that information, as I am sure you know, the sooner the better since we may have follow up requests or questions.

Kind regards,
Alana

Alana Callagy
Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-575-8734 **Fax:** 415-558-6409

Email: alana.callagy@sfgov.org

Web: www.sfplanning.org

From: Alexander, Christy (CPC)
Sent: Monday, May 23, 2016 4:16 PM
To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

I wouldn't recommend it Bre, but we really just need the site permit application to process it. In this case I think it's best to get the exemption first.

Christy J. Alexander, AICP
Planner | Current Planning

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400 | San Francisco, CA 94103
Direct: 415-575-8724 | **Fax:** 415-558-6409
Email: christy.alexander@sfgov.org
Web: www.sfplanning.org

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From: Bre Jones
[<mailto:bre.jones@martinezservicesinc.com>]
Sent: Monday, May 23, 2016 4:08 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Attached is the update.

Is it a true statement to say that we can't do the 311 notification without the CEQA exemption complete? Otherwise we will submit the site permit in August and do the 311 notification for 30 days and then line up with the Planning commission in October.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
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www.martinezservicesinc.com

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From: Alexander, Christy (CPC)
[mailto:christy.alexander@sfgov.org]
Sent: Monday, May 23, 2016 4:01 PM
To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Ok just a couple more changes on the Height Re-class,
the State DBP looks good!

Christy J. Alexander, AICP
Planner | Current Planning

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400 | San Francisco, CA 94103
Direct: 415-575-8724 | **Fax:** 415-558-6409
Email: christy.alexander@sfgov.org
Web: www.sfplanning.org

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From: Bre Jones
[mailto:bre.jones@martinezservicesinc.com]
Sent: Monday, May 23, 2016 2:47 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC);
Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Enjoy! Let me know your thoughts. I didn't change the
date from Oct – Dec because I think we can do the 311
notice within the June 2016-Oct 2016 of the legislative
amendment.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Alexander, Christy (CPC)
[mailto:christy.alexander@sfgov.org]
Sent: Monday, May 23, 2016 2:04 PM
To: Bre Jones; Callagy, Alana (CPC); Elaine Yee

Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

We figured that you hadn't taken into account the 311 process going before that and if there is probability for a DR. I think the Environmental might be ok. They would like to see all these revisions incorporated for one final review though. Alana is out today but they can respond tomorrow.

Thanks!

Christy J. Alexander, AICP
Planner | Current Planning

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400 | San Francisco, CA 94103
Direct: 415-575-8724 | **Fax:** 415-558-6409
Email: christy.alexander@sfgov.org
Web: www.sfplanning.org

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From: Bre Jones
[<mailto:bre.jones@martinezservicesinc.com>]
Sent: Monday, May 23, 2016 1:59 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

One more question after reviewing the mark ups....
What is driving the change from Oct 2016 to Dec 2016 on the Height Re-class model?

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
www.martinezservicesinc.com

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From: Alexander, Christy (CPC)
[<mailto:christy.alexander@sfgov.org>]
Sent: Monday, May 23, 2016 12:33 PM

To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

All,

Ok I found some other mistakes, here's the most up to date copy of corrections. I'm still not sure if the CEQA appeal periods are in the correct space, I've checked with Kate and she thinks they look a little off so I will recheck with Alana and Lisa in Environmental and let you know.

Thanks,

Christy

Christy J. Alexander, AICP
Planner | Current Planning

Planning Department | City & County of San Francisco
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Email: christy.alexander@sfgov.org
Web: www.sfplanning.org

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From: Alexander, Christy (CPC)
Sent: Monday, May 23, 2016 12:14 PM
To: 'Bre Jones'; Callagy, Alana (CPC); 'Elaine Yee'
Cc: 'Joyce Slen (jslen@chinatowncdc.org)'
Subject: RE: Entitlement Process - Shotwell

Oops I also just noticed the last box in the top right corners should be the same, one says submit to DBI and one says submit to SF Planning. They should both say submit to DBI.

Thanks!

Christy J. Alexander, AICP
Planner | Current Planning

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400 | San Francisco, CA 94103
Direct: 415-575-8724 | **Fax:** 415-558-6409
Email: christy.alexander@sfgov.org
Web: www.sfplanning.org

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From: Alexander, Christy (CPC)
Sent: Monday, May 23, 2016 12:10 PM
To: 'Bre Jones'; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Hi Bre,

I have more changes for you, sorry, I'm sure this is confusing for everyone involved. With the Height Re-Classification there is still the 311 Neighborhood Notification that was left off that can run concurrent with newspaper notice before Planning Commission. I'm still confused with the CEQA Appeal Period so hopefully Alana has that down! There is no "Entitlement" just a site permit submitted. You are "entitled" under the state density program or with a height reclassification.

Let me know if you have any questions from these changes.

Thanks,

Christy

Christy J. Alexander, AICP
Planner | Current Planning

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400 | San Francisco, CA 94103
Direct: 415-575-8724 | **Fax:** 415-558-6409
Email: christy.alexander@sfgov.org
Web: www.sfplanning.org

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<image004.png> <image005.png> <image006.png>

From: Bre Jones
[\[mailto:bre.jones@martinezservicesinc.com\]](mailto:bre.jones@martinezservicesinc.com)
Sent: Sunday, May 22, 2016 2:08 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

The permit application is the "site permit" correct? And if so, in both the Density Bonus Program and the Height

Re-Classification the DBI appeal period exists after the issuance of the site permit, correct?

Attached are my updated charts. Can you review (hopefully one final time)? Also, in both of these scenarios at what point would the project receive it's entitlement. When looking at the chart for the height re-classification timeline would it be after the ordinance becomes effective or after the site permit is issued? And for the Density bonus timeline would it be after the CEQA appeal period is complete?

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
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www.martinezservicesinc.com

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From: Alexander, Christy (CPC)
[mailto:christy.alexander@sfgov.org]
Sent: Friday, May 20, 2016 4:41 PM
To: Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org); Bre Jones
Subject: RE: Entitlement Process - Shotwell

Hi all,

I think the terminology is just off with the submit permit for DBI /311 process under the State Density Bonus Program. I noticed Alana crossed off Complete-Planning approves and sends to DBI. In reality you first submit your permit application to DBI before the 311 notification process→Planning reviews→30 day 311 process→no DR filed→Planning signs the permit and forwards to DBI→ DBI reviews→DBI issues permit→DBI appeal period, etc.

Also just watch all your dates, the ones that should be 2017 say 2016 such as the Ordinance Becomes Effective on Height Re-Classification. Any other questions feel free to ask!

Have a great weekend!

Christy

Christy J. Alexander, AICP
Planner | Current Planning

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400 | San Francisco, CA 94103
Direct: 415-575-8724 | **Fax:** 415-558-6409
Email: christy.alexander@sfgov.org
Web: www.sfplanning.org

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From: Callagy, Alana (CPC)
Sent: Friday, May 20, 2016 11:02 AM
To: Alexander, Christy (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org); Bre Jones
Subject: RE: Entitlement Process - Shotwell

Please see the attached draft that we've worked through.

Kind regards,
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Sent: Thursday, May 19, 2016 6:04 PM
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From: Elaine Yee [<mailto:eyee@medasf.org>]
Sent: Thursday, May 19, 2016 5:40 PM
To: Bre Jones
Cc: Callagy, Alana (CPC); Alexander, Christy (CPC);
Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

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San Francisco, CA 94110

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medasf.org; missionpromise.org

Join us! ¡Acompañenos!



On Thu, May 19, 2016 at 12:22 PM, Bre Jones

<bre.jones@martinezservicesinc.com> wrote:

Great! Thank you all!

(And you can steal this for anyone else who needs it
on their projects :-))

Bre Jones

Martinez Services, Inc

415.260.5300

On May 19, 2016, at 12:21 PM, Callagy, Alana

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In Environmental Planning we just
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Alana

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Sent: Thursday, May 19, 2016 7:37 AM
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Bre M. Jones

Martinez Construction Services

Mobile: 415-260-5300

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<1296 shotwell May 25 2016eCopy.pdf>

Callagy, Alana (CPC)

From: Callagy, Alana (CPC)
Sent: Thursday, May 26, 2016 5:29 PM
To: 'Bre Jones'
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Hi Bre,

It's with our Legislative Affairs person and he told me he will have a response tomorrow. I will send on to you as soon as I have it.

Kind regards,
Alana

From: Bre Jones [mailto:bre.jones@martinezservicesinc.com]
Sent: Thursday, May 26, 2016 5:20 PM
To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

Alana,

Do you think you'll be able to get an update before the end of the day?

Bre Jones
Martinez Services, Inc
415.260.5300

On May 25, 2016, at 5:33 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Hi Bre,

I just checked the schedule, looks like there are meetings July 12, 19, 26 and only one in August (8/2) - they are off for the remainder of the month (August 9, 16, 23, 30 - Summer Recess).

Kind regards,
Alana

From: Bre Jones [mailto:bre.jones@martinezservicesinc.com]
Sent: Wednesday, May 25, 2016 5:25 PM
To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

I was thinking the land use committee might be later July and the BOS is off in August.

Bre Jones

Martinez Services, Inc
415.260.5300

On May 25, 2016, at 5:23 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Hi Bre,

We are still waiting to get some more information related to the Legislative Amendment process. But I do have some minor updates for the CEQA portion. Those are attached to this email. One thing, what drives the assumption of having the Land Use Committee hearing in July and the BOS Meeting in September - those could be as little as a week apart from each other.

Kind regards,
Alana

Alana Callagy
Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-8734 **Fax:** 415-558-6409
Email: alana.callagy@sfgov.org
Web: www.sfplanning.org

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Wednesday, May 25, 2016 6:55 AM
To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

Let me know if there were any updates from your meeting yesterday afternoon.

Thanks!!!

Bre Jones
Martinez Services, Inc
415.260.5300

On May 24, 2016, at 1:42 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Bre,

Lisa, Rick, and I are meeting at 4:30 and will review your revisions. I'll keep you posted on any updates.

Re: Project description – you do you have an estimate for when we should anticipate seeing that? I know the schedule shows June but an actual date or week would be helpful for us to anticipate when we'll have that information, as I am sure you know, the sooner the better since we may have follow up requests or questions.

Kind regards,
Alana

Alana Callagy
Environmental Planner

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From: Alexander, Christy (CPC)
Sent: Monday, May 23, 2016 4:16 PM
To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

I wouldn't recommend it Bre, but we really just need the site permit application to process it. In this case I think it's best to get the exemption first.

Christy J. Alexander, AICP
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Sent: Monday, May 23, 2016 4:08 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Attached is the update.

Is it a true statement to say that we can't do the 311 notification without the CEQA exemption complete? Otherwise we will submit the site permit in August and do the 311 notification for 30 days and then line up with the Planning commission in October.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com

www.martinezservicesinc.com

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Sent: Monday, May 23, 2016 4:01 PM
To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Ok just a couple more changes on the Height Re-class, the State DBP looks good!

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From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Monday, May 23, 2016 2:47 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Enjoy! Let me know your thoughts. I didn't change the date from Oct – Dec because I think we can do the 311 notice within the June 2016-Oct 2016 of the legislative amendment.

Bre M. Jones
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To: Bre Jones; Callagy, Alana (CPC); Elaine Yee

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Subject: RE: Entitlement Process - Shotwell

We figured that you hadn't taken into account the 311 process going before that and if there is probability for a DR. I think the Environmental might be ok. They would like to see all these revisions incorporated for one final review though. Alana is out today but they can respond tomorrow.

Thanks!

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Sent: Monday, May 23, 2016 1:59 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
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One more question after reviewing the mark ups.... What is driving the change from Oct 2016 to Dec 2016 on the Height Re-class model?

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To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

All,

Ok I found some other mistakes, here's the most up to date copy of corrections. I'm still not sure if the CEQA appeal periods are in the correct space, I've checked with Kate and she thinks they look a little off so I will recheck with Alana and Lisa in Environmental and let you know.

Thanks,

Christy

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Sent: Monday, May 23, 2016 12:14 PM
To: 'Bre Jones'; Callagy, Alana (CPC); 'Elaine Yee'
Cc: 'Joyce Slen (jslen@chinatowncdc.org)'
Subject: RE: Entitlement Process - Shotwell

Oops I also just noticed the last box in the top right corners should be the same, one says submit to DBI and one says submit to SF Planning. They should both say submit to DBI.

Thanks!

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Hi Bre,

I have more changes for you, sorry, I'm sure this is confusing for everyone involved. With the Height Re-Classification there is still the 311 Neighborhood Notification that was left off that can run concurrent with newspaper notice before Planning Commission. I'm still confused with the CEQA Appeal Period so hopefully Alana has that down! There is no "Entitlement" just a site permit submitted. You are "entitled" under the state density program or with a height reclassification.

Let me know if you have any questions from these changes.

Thanks,

Christy

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The permit application is the "site permit" correct? And if so, in both the Density Bonus Program and the Height Re-Classification the DBI appeal period exists after the issuance of the site permit, correct?

Attached are my updated charts. Can you review (hopefully one final time)? Also, in both of these scenarios at what point would the project receive it's entitlement. When looking at the chart for the height re-classification timeline would it be after the ordinance becomes effective or after the site permit is issued? And for the Density bonus timeline would it be after the CEQA appeal period is complete?

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(And you can steal this for anyone else who needs it on their projects :-))

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Martinez Construction Services

Mobile: [415-260-5300](tel:415-260-5300)

Office: [415-444-0745](tel:415-444-0745)

Email: bre.jones@martinezservicesinc.com

www.martinezservicesinc.com

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<1296 shotwell May 25 2016eCopy.pdf>

Callagy, Alana (CPC)

From: Callagy, Alana (CPC)
Sent: Friday, May 20, 2016 11:02 AM
To: Alexander, Christy (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org); Bre Jones
Subject: RE: Entitlement Process - Shotwell
Attachments: 1296 Shotwell Anticipated Timing.pdf

Please see the attached draft that we've worked through.

Kind regards,
Alana

From: Alexander, Christy (CPC)
Sent: Thursday, May 19, 2016 6:04 PM
To: Elaine Yee
Cc: Callagy, Alana (CPC); Joyce Slen (jslen@chinatowncdc.org); Bre Jones
Subject: RE: Entitlement Process - Shotwell

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Christy J. Alexander, AICP
Planner | Current Planning

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1650 Mission Street, Suite 400 | San Francisco, CA 94103
Direct: 415-575-8724 | Fax: 415-558-6409
Email: christy.alexander@sfgov.org
Web: www.sfplanning.org



From: Elaine Yee [<mailto:eyee@medasf.org>]
Sent: Thursday, May 19, 2016 5:40 PM
To: Bre Jones
Cc: Callagy, Alana (CPC); Alexander, Christy (CPC); Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

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Thanks!

Elaine



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Elaine Yee

Senior Project Manager, Community Real Estate

Mission Economic Development Agency (MEDA)

Main Office: Plaza Adelante

2301 Mission Street, Suite 301

San Francisco, CA 94110

P: 415.282.3334 ext. 138

F: 415.282.3320

medasf.org; missionpromise.org

Join us! ¡Acompañenos!



On Thu, May 19, 2016 at 12:22 PM, Bre Jones <bre.jones@martinezservicesinc.com> wrote:
Great! Thank you all!

(And you can steal this for anyone else who needs it on their projects :-))

Bre Jones
Martinez Services, Inc
[415.260.5300](tel:415.260.5300)

On May 19, 2016, at 12:21 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Bre,

In Environmental Planning we just went through the timeline and assumptions – our edits are consistent with Christy’s but in a bit I’ll send some additional edits that are more specific to the CEQA process.

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Alana

Alana Callagy

Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-8734 **Fax:** [415-558-6409](tel:415-558-6409)

Email: alana.callagy@sfgov.org

Web: www.sfplanning.org

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<image001.png> <image002.png> <image003.png> <image004.png> <image005.png>
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Callagy, Alana (CPC)

From: Bre Jones <bre.jones@martinezservicesinc.com>
Sent: Monday, May 23, 2016 4:03 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Oh dang... well that makes a big timing difference! Okay, got it!

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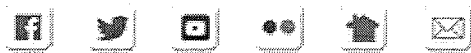
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To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Ok just a couple more changes on the Height Re-class, the State DBP looks good!

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From: Bre Jones [mailto:bre.jones@martinezservicesinc.com]
Sent: Monday, May 23, 2016 2:47 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Enjoy! Let me know your thoughts. I didn't change the date from Oct – Dec because I think we can do the 311 notice within the June 2016-Oct 2016 of the legislative amendment.

Bre M. Jones
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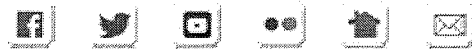
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Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

We figured that you hadn't taken into account the 311 process going before that and if there is probability for a DR. I think the Environmental might be ok. They would like to see all these revisions incorporated for one final review though. Alana is out today but they can respond tomorrow.

Thanks!

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Sent: Monday, May 23, 2016 1:59 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
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Subject: RE: Entitlement Process - Shotwell

One more question after reviewing the mark ups.... What is driving the change from Oct 2016 to Dec 2016 on the Height Re-class model?

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Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com
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To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
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Subject: RE: Entitlement Process - Shotwell

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Thanks,

Christy

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To: 'Bre Jones'; Callagy, Alana (CPC); Elaine Yee
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Have a great weekend!

Christy

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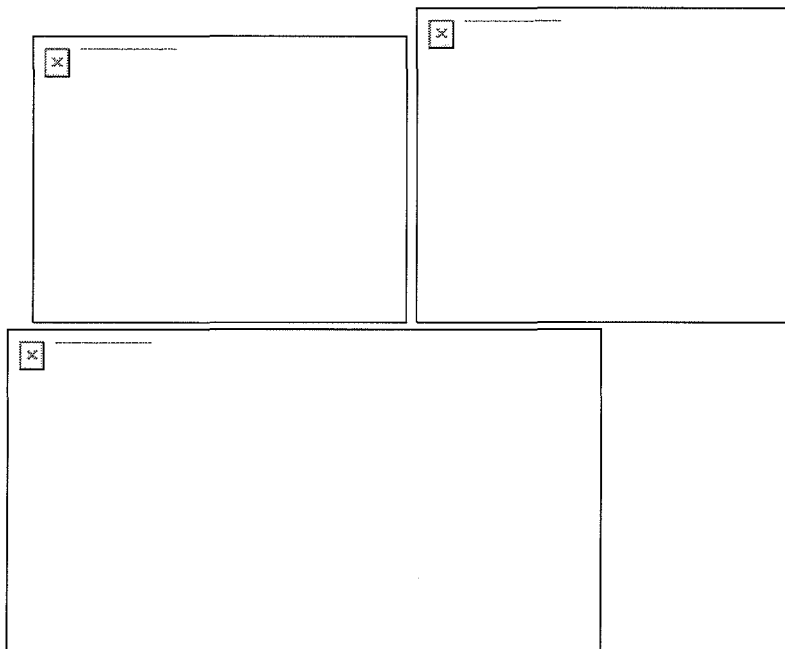


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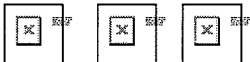
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Thank you for all your help with these!!!!!! We really appreciate it! Let us know what you here from the Environmental side.

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Web: www.sfplanning.org



From: Callagy, Alana (CPC)
Sent: Friday, May 20, 2016 11:02 AM
To: Alexander, Christy (CPC); Elaine Yee
Cc: Joyce Slén (jslen@chinatowncdc.org); Bre Jones
Subject: RE: Entitlement Process - Shotwell

Please see the attached draft that we've worked through.

Kind regards,
Alana

From: Alexander, Christy (CPC)
Sent: Thursday, May 19, 2016 6:04 PM
To: Elaine Yee
Cc: Callagy, Alana (CPC); Joyce Slén (jslen@chinatowncdc.org); Bre Jones
Subject: RE: Entitlement Process - Shotwell

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Planner | Current Planning

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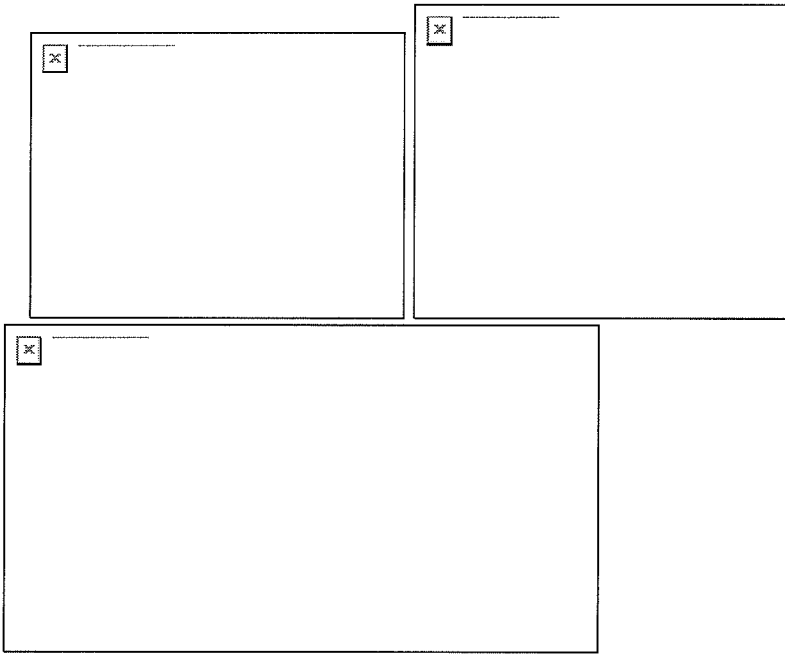


From: Elaine Yee [<mailto:eyee@medasf.org>]
Sent: Thursday, May 19, 2016 5:40 PM
To: Bre Jones
Cc: Callagy, Alana (CPC); Alexander, Christy (CPC); Joyce Slén (jslen@chinatowncdc.org)
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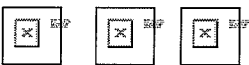


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F: [415.282.3320](tel:415.282.3320)
medasf.org; missionpromise.org

Join us! ¡Acompañenos!



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Great! Thank you all!

(And you can steal this for anyone else who needs it on their projects :-))

Bre Jones
Martinez Services, Inc
[415.260.5300](tel:415.260.5300)

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Alana Callagy

Environmental Planner

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1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-8734 **Fax:** [415-558-6409](tel:415-558-6409)

Email: alana.callagy@sfgov.org

Web: www.sfplanning.org

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Sent: Thursday, May 19, 2016 11:41 AM
To: Bre Jones; Callagy, Alana (CPC)
Cc: eyee@medasf.org; Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

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Sent: Thursday, May 19, 2016 7:37 AM
To: Alexander, Christy (CPC); Callagy, Alana (CPC)
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Bre M. Jones

Martinez Construction Services

Mobile: 415-260-5300

Office: 415-444-0745

Email: bre.jones@martinezservicesinc.com

www.martinezservicesinc.com

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Callagy, Alana (CPC)

From: Alexander, Christy (CPC)
Sent: Monday, May 23, 2016 12:33 PM
To: Bre Jones; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell
Attachments: 1296 Shotwell Timelines.1.pdf

All,

Ok I found some other mistakes, here's the most up to date copy of corrections. I'm still not sure if the CEQA appeal periods are in the correct space, I've checked with Kate and she thinks they look a little off so I will recheck with Alana and Lisa in Environmental and let you know.

Thanks,

Christy

Christy J. Alexander, AICP
Planner | Current Planning

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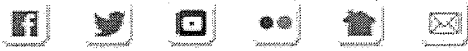
From: Alexander, Christy (CPC)
Sent: Monday, May 23, 2016 12:14 PM
To: 'Bre Jones'; Callagy, Alana (CPC); 'Elaine Yee'
Cc: 'Joyce Slen (jslen@chinatowncdc.org)'
Subject: RE: Entitlement Process - Shotwell

Oops I also just noticed the last box in the top right corners should be the same, one says submit to DBI and one says submit to SF Planning. They should both say submit to DBI.

Thanks!

Christy J. Alexander, AICP
Planner | Current Planning

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1650 Mission Street, Suite 400 | San Francisco, CA 94103
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From: Alexander, Christy (CPC)
Sent: Monday, May 23, 2016 12:10 PM
To: 'Bre Jones'; Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

Hi Bre,

I have more changes for you, sorry, I'm sure this is confusing for everyone involved. With the Height Re-Classification there is still the 311 Neighborhood Notification that was left off that can run concurrent with newspaper notice before Planning Commission. I'm still confused with the CEQA Appeal Period so hopefully Alana has that down! There is no "Entitlement" just a site permit submitted. You are "entitled" under the state density program or with a height reclassification.

Let me know if you have any questions from these changes.

Thanks,

Christy

Christy J. Alexander, AICP
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From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Sunday, May 22, 2016 2:08 PM
To: Alexander, Christy (CPC); Callagy, Alana (CPC); Elaine Yee
Cc: Joyce Slen (jslen@chinatowncdc.org)
Subject: RE: Entitlement Process - Shotwell

The permit application is the "site permit" correct? And if so, in both the Density Bonus Program and the Height Re-Classification the DBI appeal period exists after the issuance of the site permit, correct?

Attached are my updated charts. Can you review (hopefully one final time)? Also, in both of these scenarios at what point would the project receive it's entitlement. When looking at the chart for the height re-classification timeline would it be after the ordinance becomes effective or after the site permit is issued? And for the Density bonus timeline would it be after the CEQA appeal period is complete?

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745

Email: bre.jones@martinezservicesinc.com
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Also just watch all your dates, the ones that should be 2017 say 2016 such as the Ordinance Becomes Effective on Height Re-Classification. Any other questions feel free to ask!

Have a great weekend!

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Elaine Yee

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Callagy, Alana (CPC)

From: Bre Jones <bre.jones@martinezservicesinc.com>
Sent: Friday, May 20, 2016 4:42 PM
To: Alexander, Christy (CPC)
Cc: Callagy, Alana (CPC); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

Thanks so much for helping us! I'll forward you the final when I finish it and you can use it for other projects if you want :-)

Bre Jones
Martinez Services, Inc
415.260.5300

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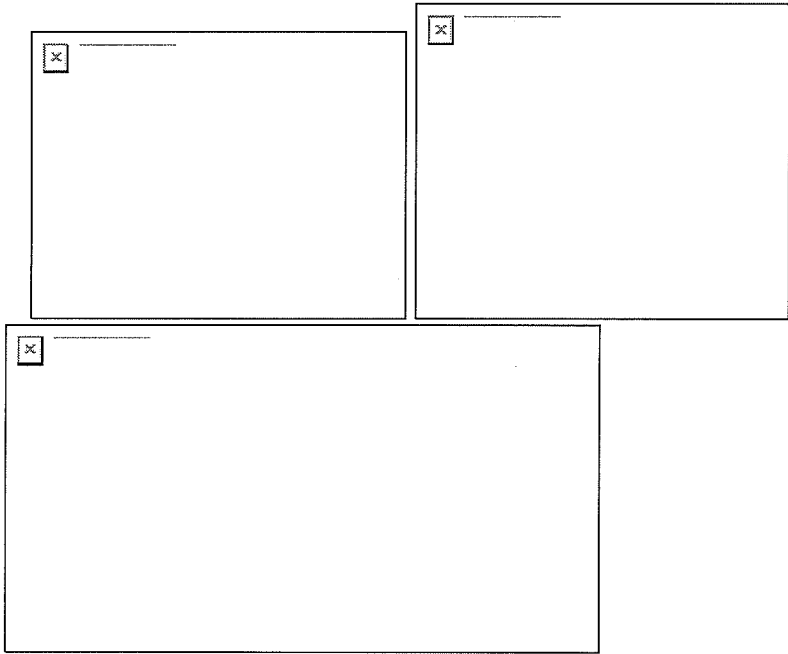
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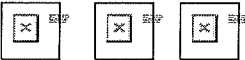


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To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); eye@medasf.org; Joyce Slen (jslen@chinatowncdc.org)
Subject: Re: Entitlement Process - Shotwell

2pm tomorrow would be great.

Bre Jones
Martinez Services, Inc
415.260.5300

On May 19, 2016, at 5:37 PM, Callagy, Alana (CPC) <alana.callagy@sfgov.org> wrote:

Hi Bre,

I am planning to meet with Lisa, who was at our meeting two weeks ago and is the Deputy Environmental Review officer for Environmental Planning, tomorrow morning and should be able to send on our edits after that. What time is your meeting/when do you need our edits by?

Kind regards,
Alana

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Thursday, May 19, 2016 5:32 PM
To: Callagy, Alana (CPC)
Cc: Alexander, Christy (CPC); eye@medasf.org; Joyce Slen (jslen@chinatowncdc.org)
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Alana,

We owe the city some schedule updates tomorrow. Will you be able to issue your comments by tomorrow?

Bre Jones
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Cc: eyee@medasf.org; Joyce Slen (jslen@chinatowncdc.org)
Subject: Entitlement Process - Shotwell

Christy and Alana,

MOH is asking for a timeline of both entitlement tracks for Shotwell so that they can compare month by month.

I've come up with the attached flow charts, but wanted to have you look at them to see if there are any glaring problems.

One question I do have is that if we use the map amendment process, can we still submit for our site permit after CEQA review is complete? Or do we need to wait until the map amendment process is complete?

Bre M. Jones

Martinez Construction Services

Mobile: 415-260-5300

Office: 415-444-0745

Email: bre.jones@martinezs-services.com

www.martinezs-services.com

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Callagy, Alana (CPC)

From: Callagy, Alana (CPC)
Sent: Tuesday, June 07, 2016 2:30 PM
To: 'Karoleen Feng'; Elaine Yee; Gibson, Lisa (CPC)
Cc: Dairo Romero
Subject: RE: TOD statutory exemption

Hi Karoleen,

Our interpretation is that it applies as an onsite legal commitment.

Kind regards,
Alana

From: Karoleen Feng [mailto:kfeng@medasf.org]
Sent: Tuesday, June 07, 2016 2:11 PM
To: Elaine Yee; Gibson, Lisa (CPC); Callagy, Alana (CPC)
Cc: Dairo Romero
Subject: Re: TOD statutory exemption

Hi Lisa and Alana,

Elaine forwarded me the language that you provided regarding a possible exemption for 1296 Shotwell. I'm wondering what the Planning Department's interpretation of the following requirement regarding the legal commitment for continued availability of very low, low- and moderate-income households is... Is this an onsite legal commitment (which MEDA would prefer) or a commitment to this availability in the City/Project Area/neighborhood?:

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

On Mon, Jun 6, 2016 at 4:07 PM, Elaine Yee <eyee@medasf.org> wrote:
Hi KF and DR,

Please see Lisa Gibson from Environmental Planning's response on TOD statutory exemption and affordability.

Best,
Elaine

Sent from my iPhone

Begin forwarded message:

From: "Gibson, Lisa (CPC)" <lisa.gibson@sfgov.org>
Date: June 6, 2016 at 3:55:09 PM PDT
To: Elaine Yee <eyee@medasf.org>
Cc: "Callagy, Alana (CPC)" <alana.callagy@sfgov.org>
Subject: RE: TOD statutory exemption

Hi Elaine,

The statute (attached) applies to less than 100% affordable projects. These are the eligibility criteria regarding affordability:

(c) The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

Lisa Gibson
Deputy Environmental Review Officer
Assistant Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: [415-575-9032](tel:415-575-9032) | Fax: [415-558-6409](tel:415-558-6409)
Email: lisa.gibson@sfgov.org
Web: www.sfplanning.org

-----Original Message-----

From: Elaine Yee [<mailto:eyee@medasf.org>]
Sent: Monday, June 06, 2016 3:37 PM

To: Callagy, Alana (CPC); Gibson, Lisa (CPC)
Subject: TOD statutory exemption

Hi Alana and Lisa,

Thank you for your guidance on the 1296 Shotwell project. I have a quick question for my own education: does the TOD statutory exemption apply to only 100% affordable housing projects? Or as long as project that has a percentage of affordable housing, the exemption can be applied?

Thank you.
Elaine

--



adelante  fund

Every Family Succeeds. Every Student Achieves.

Cada Familia Triunfa. Cada Estudiante Logra.

Karoleen Feng
Director, Community Real Estate

Mission Economic Development Agency (MEDA)
Main Office: Plaza Adelante
2301 Mission Street, Suite 301
San Francisco, CA 94110

P: 415.282.3334 ext. 148

F: 415.282.3320

medasf.org; missionpromise.org

Join us! ¡Acompañenos!



Callagy, Alana (CPC)

From: Bre Jones <bre.jones@martinezservicesinc.com>
Sent: Tuesday, June 07, 2016 10:26 AM
To: Callagy, Alana (CPC)
Cc: Dragana Monson (DMonson@hclarchitecture.com); Susie Coliver (SColiver@hclarchitecture.com); Micol Biagioni (MBiagioni@hclarchitecture.com); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org); nkaufman@cahill-sf.com; Jeremy Bordi (jbordi@cahill-sf.com)
Subject: RE: Shotwell
Attachments: 2016-0606-1296 SHOTWELL 8.5"X11".pdf

Alana,

Please see the attached for the exhibits to the project description for Shotwell. Let us know if you have questions or comments.

Bre M. Jones
Martinez Construction Services
Mobile: 415-260-5300
Office: 415-444-0745
Email: bre.jones@martinezservicesinc.com www.martinezservicesinc.com

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-----Original Message-----

From: Callagy, Alana (CPC) [<mailto:alana.callagy@sfgov.org>]
Sent: Monday, June 06, 2016 11:07 AM
To: Bre Jones
Subject: RE: Shotwell

Hi Bre,

I went over the flow chart with Lisa last week and she thought it looked correct the way it is mapped out. As we talked about (and believe I put as a note in a previous mark up), this is our currently anticipated process and there may be some edits as we move forward.

Also, thanks for sending the project description, we are reviewing now and will let you know if we have any questions. I'll look forward to seeing the attachments this week and hearing if the project will go for a MAP Amendment or State Density Bonus.

Kind regards,
Alana

Alana Callagy

Environmental Planner

City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-8734 Fax: 415-558-6409
Email: alana.callagy@sfgov.org
Web: www.sfplanning.org

-----Original Message-----

From: Bre Jones [<mailto:bre.jones@martinezservicesinc.com>]
Sent: Monday, June 06, 2016 10:44 AM
To: Callagy, Alana (CPC)
Subject: Shotwell

Alana,

Were you able to ask Lisa about how the CEQA exemption flows through the committee?

Bre Jones
Martinez Services, Inc
415.260.5300

Callagy, Alana (CPC)

From: Bre Jones <bre.jones@martinezservicesinc.com>
Sent: Friday, June 03, 2016 4:48 PM
To: Callagy, Alana (CPC); Alexander, Christy (CPC)
Cc: Dragana Monson (DMonson@hclarchitecture.com); Susie Coliver (SColiver@hclarchitecture.com); Elaine Yee; Joyce Slen (jslen@chinatowncdc.org)
Subject: Shotwell Project Description
Attachments: 1296 Shotwell Project Description.docx

Alana,

Please see the attached project description for Shotwell. The attachments will follow by Tuesday morning.

Thanks!! Have a great weekend!

Bre M. Jones

Martinez Construction Services

Mobile: 415-260-5300

Office: 415-444-0745

Email: bre.jones@martinezservicesinc.com


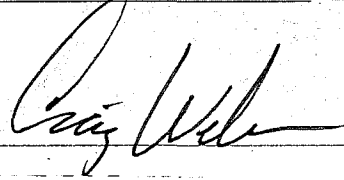
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RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2016 DEC 30 PM 12:17

BY ll

CRAIG WEBER		90-7162 3222 44823	213
SAN	022	DATE	12/30/16
PAY TO THE ORDER OF	Planning Department	\$	578. ⁰⁰
	Five hundred seventy eight and ⁰⁰ / ₁₀₀	DOLLARS	 Security Features Included Details on Back.
CHASE JPMorgan Chase Bank, N.A. www.Chase.com			
MEMO	Exemption Determination Appeals		MP

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

DEC 30 PM 12:17
**APPLICATION FOR
Board of Supervisors Appeal Fee Waiver**

1. Applicant and Project Information

APPLICANT NAME: CRAIG WEBER		
APPLICANT ADDRESS: 602 3rd Street San Francisco, CA 94107	TELEPHONE: (415) 641-9900	EMAIL: innermissionneighbors@gmail.com
NEIGHBORHOOD ORGANIZATION NAME: Inner Mission Neighbors Association		
NEIGHBORHOOD ORGANIZATION ADDRESS: 1150 SHOTWELL ST San Francisco, CA 94110	TELEPHONE: (415) 641-9900	EMAIL: innermissionneighbors@gmail.com
PROJECT ADDRESS: 1296 SHOTWELL ST. S.F. CA 94110		
PLANNING CASE NO.: 2015-018056 AHB-1296 Shotwell St	BUILDING PERMIT APPLICATION NO.:	DATE OF DECISION (IF ANY): Dec 1, 2016

2. Required Criteria for Granting Waiver

(All must be satisfied; please attach supporting materials)

- The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.
- The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.
- The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters.
- The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Submission Checklist:

- APPELLANT AUTHORIZATION
- CURRENT ORGANIZATION REGISTRATION
- MINIMUM ORGANIZATION AGE
- PROJECT IMPACT ON ORGANIZATION

- WAIVER APPROVED WAIVER DENIED



SAN FRANCISCO
PLANNING
DEPARTMENT

FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: 415.558.6378
FAX: 415.558.6409
WEB: <http://www.sfplanning.org>

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: 415.558.6377
*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*