File No. 190890 Committee Item No. _____
Board Item No. 25

COMMITTEE/BOARD OF SUPERVISORS

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Prepared by: Jocelyn Wong Date: October 4, 2019
Prepared by: _____ Date: _____

August 26, 2019

Clerk, San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

RE: Case No. 2014.0948ENX 344 14th Street
Appeal of the July 25, 2019 Planning Commission Decision

Dear Members of the Board Supervisors:

Our Mission No Eviction appeals the **environmental exemption** for the at **344 14th Street** (hereafter "Proposed Project"). Pages 2,3 of Planning Commission Motion 20492, adopted 7/25/19, sets out and incorporates the environmental exemption. We appeal Department's Community Plan Exemption Certificate determination that the proposed 344 14th St project did not require further environmental review under CEQA and is consistent with the analysis of the August 7, 2008 Eastern Neighborhoods PEIR.

The Final Motion for the relevant appeal is attached as **Exhibit A.**

The appeal of the adoption of the Community Plan Exemptions and CEQA Findings are filed on the following basis.

1. **Inadequate soils testing and geotechnical review was performed in a liquefaction zone with known tributaries running under the project site.** Soil samples were taken after an outlier period of extended drought and the remaining foundation of the College of Physicians and Surgeons of San Francisco building limited easy access for soils testing in several areas. Heavy rainfall during the 2017-2018 and 2018-2019 seasons has made the current soil conditions different from what was tested in the spring of 2016 when the geotechnical report was prepared.

2. **The footprint of this foundation could substantially alter existing drainage patterns for the area and the tributaries running under the proposed site.** In conjunction with the diversion already taking place as a result of the foundations of 380 Valencia Street and the Annunciation Cathedral at 245 Valencia Street, further diversion or a change in current diversion patterns could result in flooding of perimeter areas.

3. **The CEQA findings did not study or callout the capacity of the existing aging sewer system** adjacent to the project site. Existing pipes have been overloaded during large events at the SF Armory and these problems were identified in emails to environmental planners by neighbors adjacent to the Proposed Project.

4. **The CEQA findings did not address the potential impacts to the adjacent historic resources of the Woodward Street Historic District and the nationally registered San Francisco Armory historic landmark.** With the inadequate geotechnical investigation, the potential for undermining foundations, flooding, and substantial adverse change to these historical resources was not considered; nor were mitigating measures recommended.

5. **Substantial new information affecting environmental analysis has become available.** The Proposed Project does not qualify for a Community Plan Exemption under CEQA Guidelines Section 15183 because the approval is based on 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 direct, indirect, and cumulative impacts to: land use, consistency with area plans and policies, traffic and circulation, and transit and transportation.

    - Gentrification has caused unanticipated increases in traffic, automobile ownership and changed traffic patterns that have not yet been evaluated. The influx of high earners in the Mission has resulted and will continue to result in a substantial increase in the rate of automobile ownership and TNC use in the Mission. Although a traffic study was done for this project, it did not contain any cumulative analysis.

    - The cumulative impacts of development in the vicinity of the Proposed Project have altered traffic circulation patterns, risking pedestrian and bicycle safety. Vision Zero has identified this block of 14th street as a high injury corridor of the city.

    - The PEIR's projections for housing, including this project and those in the pipeline, have been exceeded when cumulative impacts are considered (Guidelines Section 15355).

    - San Francisco continues its disproportionate construction of market-rate units as compared with Affordable Units, while exceeding its RHNA housing production goals overall, and particularly exceeding its RHNA Goals for above moderate income housing (greater than 120% AMI). Low-income housing production remains well

below RHNA targets, even if one equates housing rehabilitation with housing production.

CEQA requires a cumulative environmental analysis based on current and reasonably anticipated circumstances. In this case,, San Francisco has fallen short of its CEQA obligation to inform of and recommend mitigation measures that would ease these impacts. The approval of the Proposed Project leaves many unexamined environmental effects and insufficient mitigation measures, to the detriment of Mission residents.

Sincerely,

Larisa Pedroncelli
Kelly Hill
Members, Our Mission No Eviction

Attachments: **Exhibit A** - Planning Commission Motion No 20492

cc: Environmental Review Officer, San Francisco Planning Department

August 23, 2019

To whom it may concern-

I, Roberto Hernandez working for Our Mission No Eviction, authorize Larisa Pedroncelli and Kelly Hill to file an appeal to the Board of Supervisors of the July 25, 2019 Planning Commission decision to the project at 344 14th Street, San Francisco, CA.

Sincerely,

Roberto Hernandez
Our Mission No Eviction

EXHIBIT A

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Motion No. 20492

HEARING DATE: JULY 25, 2019

1650 Mission St.
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San Francisco,
CA 94103-2479

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Record No.:	**2014.0948ENX**
Project Address:	**344 14TH STREET**
Zoning:	UMU (Urban Mixed Use) Zoning District; 58-X Height and Bulk District
Block/Lot:	3532/013
Project Sponsor:	MM Stevenson, LLC 2429 West Coast Highway, Suite 205 Newport Beach, CA 92625
Property Owner:	MM Stevenson, LLC 2429 West Coast Highway, Suite 205 Newport Beach, CA 92625
Staff Contact:	Esmeralda Jardines – (415) 575-9144 esmeralda.jardines@sfgov.org

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION, PURSUANT TO PLANNING CODE SECTION 329, FOR THE PROJECT PROPOSING NEW CONSTRUCTION OF A SEVEN-STORY, 78-FT TALL, MIXED-USE RESIDENTIAL BUILDING (MEASURING APPROXIMATELY 84,630 SQUARE FEET) WITH 5,890 SQUARE FEET OF GROUND FLOOR RETAIL USE AND 60 DWELLING UNITS (CONSISTING OF 4 STUDIO UNITS, 17 ONE-BEDROOM UNITS, 14 TWO-BEDROOM/1-BATHROOM, AND 25 TWO-BEDROOM/2-BATHROOM UNITS) WHICH WOULD UTILIZE THE STATE DENSITY BONUS LAW (CALIFORNIA GOVERNMENT CODE SECTIONS 65915-65918) AND INVOKE WAIVERS FROM THE DEVELOPMENTS STANDARDS FOR: 1) REAR YARD (PLANNING CODE SECTION 134), 2) USABLE OPEN SPACE (PLANNING CODE SECTION 135), AND 3) HEIGHT (PLANNING CODE SECTION 260), LOCATED AT 344 14TH STREET (RESIDENTIAL), LOT 013 IN ASSESSOR'S BLOCK 3532, WITHIN THE UMU (URBAN MIXED-USE) ZONING DISTRICT AND A 58-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 28, 2016, MM Stevenson, LLC (hereinafter "Project Sponsor") filed Application No. 2014.0948ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new seven-story, 78-ft tall, residential building with 60 dwelling units and ground floor commercial (hereinafter "Project") at 344 14th Street Block 3532 Lot 013 (hereinafter "Project Site").

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2014.0948ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

The Project Sponsor seeks to proceed under the State Density Bonus Law, Government Code Section 65915 et seq ("the State Law"). Under the State Law, a housing development that includes affordable housing is

entitled to additional density, concessions and incentives, and waivers from development standards that might otherwise preclude the construction of the project. In accordance with the Planning Department's policies regarding projects seeking to proceed under the State Law, the Project Sponsor has provided the Department with a 58,441 square foot "Base Project" that would include housing affordable to very-low income households. Because the Project Sponsor is providing 11% units of housing affordable to very-low income households, 4% to moderate-income households, and 4% to middle-income households pursuant to State Law, the Project seeks a density bonus of 35% and waivers of the following development standards: 1) Rear Yard (Planning Code Section 134), 2) Usable Open Space (Planning Code Section 135), and 3) Height (Planning Code Section 260). The Project Sponsor includes 8 affordable units on-site: five (11%) of the units shall be affordable to households earning less than 50% of area median income, one (4%) of the units shall be affordable to households earning less than 80% of area median income, and two (4%) of the units shall be affordable to households earning less than 110% of area median income.

On October 25, 2018, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014.0948ENX. At the public hearing on October 25, 2018, the Commission continued this Project to the public hearing on November 15, 2018. At the public hearing on November 29, 2018, the Commission continued this Project to the public hearing on November 29, 2018. At the public hearing on November 29, 2018, the Commission continued this Project to the public hearing on January 11, 2019. Subsequently, the Commission continued this Project to the public hearing on February 14, 2019 then continued this Project to the public hearing on April 4, 2019. On April 4, 2019, the Commission heard the item but continued this Project to the public hearing on June 6, 2019. On June 6, 2019, the Commission continued the item to June 27, 2019. On June 27, 2019, the Commission heard the item but continued this Project to the public hearing on July 11, 2019. On July 11, 2019, the Commission continued the item to July 25, 2019.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Eastern Neighborhoods Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on August 7, 2008, by Motion No. 17661, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter "CEQA"). The Commission has reviewed the Final EIR, which has been available for this Commissions review as well as public review.

The Eastern Neighborhoods EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Eastern Neighborhoods Plan, the Commission adopted CEQA Findings in its Motion No. 17661 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether

there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or(d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On May 30, 2019, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

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

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2014.0948ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.

2. **Project Description.** The Project includes new construction of a mixed-use building at 344 14th Street, proposing a seven-story, 78-ft tall, residential building with ground floor commercial

(approximately 84,630 square feet (sq. ft.)) with 60 dwelling units, including approximately 5,890 square feet of retail sales and service use, 61 Class 1 bicycle parking spaces, and 6 Class 2 bicycle parking spaces. The Project includes a dwelling-unit mix consisting of: 4 studio (JR) units, 17 one-bedroom units, 14 two-bedroom/one-bathroom, and 25 two-bedroom/two-bathroom units. Pursuant to California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law.

3. **Site Description and Present Use.** The Project is located on Assessor's Block 3532, Lot 013 (with a lot area of approximately 15,664 sq. ft.), which has approximately 130-ft of frontage along 14th Street, 120-ft of frontage along Stevenson Street, and 121-ft of frontage along Woodward Street. The Project Site contains a surface parking lot for 78 off-street parking spaces.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the UMU Zoning District (344 14th Street) in the Mission Area Plan. The immediate context is mixed in character with residential, commercial, industrial, and institutional uses. The immediate neighborhood includes two-to-four-story residential buildings to the north and east, the Armory to the south across 14th Street, and the Annunciation Cathedral to the west across Stevenson Street. Other zoning districts in the vicinity of the project site include: Valencia Street NCT (Neighborhood Commercial Transit), Mission Street NCT, RM-1 (Residential-Mixed, Low Density) and the NCT-3 (Neighborhood Commercial Transit-Moderate Scale) Zoning District.

5. **Public Outreach and Comments.** The Department has received several inquiries about the Project, some of whom have expressed opposition to the project. The recurring concern is the proposed building height. Subsequent to the Planning Commission direction encouraging additional public outreach, the Project Sponsor hosted a Community Outreach meeting on April 30, 2019 inviting more than 1,500 owners and occupants within a 500-ft radius of the project. Sixteen of the invitees attended the meeting including members of the United to Save the Mission and the Mission Economic Development Agency, seven neighbors from Woodward Street, two neighbors from 14th Street, and Amy Beinart, Legislative Aide to Supervisor Ronen. Subsequently, follow-up correspondence and meetings occurred with USM, MEDA, and the "Woodwardians".

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

   A. **Permitted Uses in UMU.** Per Planning Code Section 843.20 and 843.45, residential and retail sales and service uses are permitted within the UMU Zoning District.

   The Project would construct a new residential building with ground floor commercial uses within the UMU Zoning District. The Project is proposing 60 dwelling units in the UMU. Therefore, the Project complies with these requirements.

   B. **Floor Area Ratio.** Planning Code Section 124 establishes a FAR (Floor Area Ratio) of 4.0 to 1 for properties within the UMU Zoning District and a 50-, 55-, or 58-ft Height District.

The subject lot within the UMU Zoning District measures approximately 15,664 sq. ft.; thus, resulting in a maximum allowable floor area of 62,656 sq. ft. for non-residential uses. The Project would construct approximately 5,775 sq. ft of commercial use within the UMU Zoning District. Therefore, the Project would comply with Planning Code Section 124.

C. **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 Project includes a courtyard at the ground floor, which measures approximately 1,815 sq. ft., 30 feet in depth and 60 feet 6 in width. The required rear yard does not measure the entire length of the lot, nor the required 3,932.5 square feet.

Per California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law, and is seeking a waiver from the development standards for rear yard, as defined in Planning Code Section 134. This reduction in the rear yard requirements is necessary to enable the construction of the project with the increased density provided by as required under Government Code Section 65915(d). Though a code-complying rear yard is not provided, a comparable amount of usable open space is provided via a common courtyard, roof decks and private balconies/terraces as well.

D. **Usable Open Space.** Within the UMU Zoning District, Planning Code Section 843 requires a minimum of 80 sq. ft. of open space per dwelling unit if private or 54 sq. ft. if publicly accessible.

Per Planning Code Section 134(g), private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 sq ft if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 sq ft if located on open ground, a terrace or the surface of an inner or outer court. Common usable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum are of 300 sq. ft. Further, inner courts may be credited as common useable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 sq ft in area, and if the height of the walls and projections above the court on at least three sides is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

The Project includes 8 units with private open space meeting the size and dimensional requirements of the Planning Code. For the remaining 52 units, 4,160 sq. ft. of common open space is provided with roof decks on the fifth and seventh floors and a podium-level courtyard. However, the interior court does not meet the dimensional requirements for dwelling unit exposure; therefore, 1,815 square feet of the common usable open space is not code-complying. Per California Government Code Sections 65915-65918, the Project Sponsor has elected to utilize the State Density Bonus Law, and is seeking a waiver from the development standards for usable open space, as defined in Planning Code Section 135. This reduction in the usable open space requirements is necessary to enable the construction of the project

with the increased density provided by as required under Government Code Section 65915(d). Though code-complying usable open space is not provided in its entirety because of the dimensional requirements required at the upper floors, the required amount of usable open space is provided via a common courtyard, roof decks and private balconies/terraces.

E. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires a streetscape plan in compliance with the Better Streets Plan for new construction on a lot that is greater than one-half acre in area or with more than 250 feet of street frontage.

The Project is proposing new construction on a site with more than 150 feet of street frontage. The streetscape plan has been reviewed and approved by the Streetscape Design Advisory Team (SDAT); therefore, the Project complies with Planning Code Section 138.1.

F. **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 as defined in Section 139, and the Project meets the requirements for feature-related hazards.

G. **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 at least 20 feet wide, side yard or rear yard must be at least 25 feet in width, or an open area (either inner court or a space between separate buildings on the same lot) must be no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit is located.

The Project organizes the dwelling units to have exposure either on: 14th Street, Stevenson Street or Woodward Street. As proposed, all 60 dwelling units face a public street. Therefore, all dwelling units meet the dwelling unit exposure requirements of the Planning Code.

H. **Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; and that all uses have a minimum floor-to-floor height of 17 feet in the UMU Zoning District.

The subject commercial space has approximately 130-feet of frontage on 14th Street, 45-feet of frontage along Stevenson Street, and 45-feet of frontage along Woodward Street. All street frontages propose active uses and the windows are clear and unobstructed. Further, the proposed ground floor ceiling height in the UMU is 17 feet. Therefore, the project demonstrates compliance.

I. **Off-Street Parking.** Planning Code Section 151.1 allows off-street parking at a maximum ratio of .75 per dwelling unit in an UMU Zoning District. However, no off-street parking is required in the UMU Zoning District.

The Project includes 60 dwelling units; therefore, the Project is permitted to provide 45 off-street parking spaces for residential units. The Project will not provide any off-street parking. Therefore, the Project complies with Planning Code Section 151.1.

J. **Off-Street Freight Loading.** Planning Code Section 152.1 requires one off-street freight loading space for residential uses between 100,001 and 200,000 gsf within the Eastern Neighborhood Mixed Use Districts.

The Project includes approximately 78,740 square feet of residential use in the UMU Zoning District; thus, the Project is not required to provide an off-street freight loading space. Therefore, the Project demonstrates compliance with Planning Code Section 152.1.

K. **Bicycle Parking.** Planning Code Section 155.2 requires one Class 1 bicycle parking space per dwelling unit and one Class 2 bicycle parking spaces for every 20 dwelling units. For a retail sales and service use, at least two Class 2 spaces are required and one for every 2,500 square feet of occupied floor area.

The Project includes 60 dwelling units; therefore, the Project is required to provide 60 Class 1 bicycle parking spaces and three Class 2 bicycle parking spaces for residential uses and one Class 1 and two Class 2 for retail sales and service uses. The Project will provide sixty-one (60) Class 1 bicycle parking spaces and four (4) Class 2 bicycle parking spaces for residential uses and one Class 1 and two Class 2 for retail sales and service uses; for a total of 61 Class 1 spaces and 6 Class 2 spaces. Therefore, the Project complies with Planning Code Section 155.2.

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

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50% of the point target established in the TDM Program Standards, resulting in a required target of 5 points for the residential portion. As currently proposed, the Project will achieve its required points (16 points total) for residential through the following TDM measures:

Residential:

- *Parking Supply (Option K)*
- *Bicycle Parking (Option A)*

- *On-Site Affordable Housing*

M. **Dwelling Unit Mix.** Planning Code Section 207.6 requires that no less than 40 percent of the total number of proposed dwelling units contain at least two bedrooms, or no less than 30 percent of the total number of proposed dwelling units contain at least three bedrooms.

For the 60 dwelling units, the Project is required to provide 24 two-bedroom units or 18 three-bedroom units. The Project provides 4 studio (JR), 17 one-bedroom units, 14 two-bedroom/two-bathroom units, and 25 two-bedroom/two-bathroom units; therefore, the Project meets the requirements for dwelling unit mix.

N. **Narrow Streets.** Planning Code Section 261.1 outlines height and massing requirements for projects that front onto a "narrow street", which is defined as a public right of way less than or equal to 40-feet in width. Stevenson and Woodward Streets each measure approximately 40-feet wide and are considered narrow streets. For the subject frontage along a narrow street, a 10-foot setback is required above a height of 50 feet. Subject frontage is defined as any building frontage more than 60-ft from an intersection with a street wider than 40-feet.

Along both Stevenson and Woodward Streets, the Project is setback at least 10-feet from the property line where the height is above 50 feet; therefore, the Project complies with Planning Code Section 261.1.

O. **Shadow.** 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.

The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadows on any parks or open spaces under the jurisdiction of the San Francisco Recreation and Parks Commission at any time during the year.

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

The Project includes approximately 78,740 gsf of new residential use. This square footage shall be subject to the Transportation Sustainability Fee, as outlined in Planning Code Section 411A. The Project filed an environmental review application on or before July 21, 2015; thus, the residential use will be subject to 50 percent of the applicable TSF.

Q. **Residential Childcare Impact Fee.** Planning Code Section 414A is applicable to any residential development citywide that results in the addition of a residential unit.

The Project includes approximately 78,740 gsf of residential use. The proposed Project is subject to fees as outlined in Planning Code Section 414A.

R. **Inclusionary Affordable Housing Program in Urban Mixed-Use Zoning District.** 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 any housing project that consists of 10 or more units where an individual project or a phased project is to be undertaken and where the total undertaking comprises a project with 10 or more units, even if the development is on separate but adjacent lots. In the event the project has not been approved, which shall mean approval following any administrative appeal to the relevant City board, on or before December 7, 2018, the development project shall comply with the inclusionary affordable housing requirements set forth in Sections 415.5, 415.6, and 415.7, as applicable. For any rental housing project consisting of 25 or more rental units, the number of affordable units constructed on-site shall generally be 18% of all units constructed on the project site, with a minimum of 10% of the units affordable to low-income households, 4% of the units affordable to moderate-income households, and 4% of the units affordable to middle-income households. In no case shall the total number of affordable units required exceed the number required as determined by the application of the applicable on-site requirement rate to the total project units. Rental units for low-income households shall have an affordable rent set at 55% of Area Median Income or less, with households earning up to 65% of Area Median Income eligible to apply for low-incomes units. Rental Units for moderate-income households shall have an affordable rent set at 80% of Area Median Income or less, with households earning from 65% to 90% of Area Median Income eligible to apply for moderate-income units. Rental Units for middle-income households shall have an affordable rent set at 110% of Area Median Income or less, with households earning from 90% to 130% of Area Median Income eligible to apply for middle-income units. For any affordable units with rental rates set at 110% of Area Median Income, the units shall have a minimum occupancy of two persons. This unit requirement shall be outlined within the Mayor's Office of Housing Preferences and Lottery Procedures Manual no later than 6 months following the effective date of the Ordinance contained in Board of Supervisors File No. 161351. MOHCD may reduce Area Median Income pricing and the minimum income required for eligibility in each rental category. Per pending legislative (see Board No. 181154), the proposed Ordinance would require all projects, regardless of environmental evaluation application date, to pay the fee on the entire project, including additional units or square footage provided under the State Density Bonus Law.

The Project Sponsor seeks to develop under the State Density Bonus Law, and therefore must include on-site affordable units in order to construct the Project at the requested density and with the requested waivers of development standards. The Project Sponsor will use a portion of their required Inclusionary units to qualify for a Density Bonus under State Law. The Project Sponsor submitted a complete Environmental Evaluation on December 11, 2015 but did not receive an approval before December 7, 2018; thus, is required to provide affordable units in the amount of 18 percent of the number of units constructed on site. The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable

Housing Alternative under Planning Code Sections 415.5 and 415.6 and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing on-site affordable housing, in the amount of 19 percent, 1 percent above what is required. The Project Sponsor is providing 19 percent of the base project units as affordable to satisfy the Inclusionary Affordable Housing Program obligation, which includes 8 units (one studio (JR), two one-bedroom, and 5 two-bedroom) of the 60 units provided will be affordable units.

The Project Sponsor will satisfy the Inclusionary Housing requirements by providing eight units, or 19 percent of the total proposed dwelling units in the Base Project as affordable to low-, moderate-, and middle-income households (as defined in California Health and Safety Code section 50105) at the affordability levels specified in the City's Inclusionary Housing Program or any successor program applicable to on-site below-market rate units, totaling 19% of the proposed dwelling units in the Base Project. The Project is electing to provide 11 % of the total units as very low-income (50% AMI), 4% of the total units as moderate income (80% AMI), and 4% of the total units as middle-income (110% AMI). If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative prior to issuance of the first construction document, this Large Project Authorization approval shall be deemed null and void. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative after construction, the City shall pursue any and all available remedies at law.

S. **Childcare Impact Fee.** Planning Code Section 414A is applicable to any residential development citywide that results in the addition of a residential unit.

The Project includes approximately 78,740 square feet of new residential use. Therefore, the proposed Project is subject to fees as outlined in Planning Code Section 414A.

T. **Eastern Neighborhood Infrastructure Impact Fee.** Planning Code Section 423 is applicable to any development project within the UMU (Urban Mixed Use) Zoning District that results in new gross square feet of residential and non-residential space.

The Project includes approximately 78,740 gsf of new residential use and 5,890 gsf of retail sales and service use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.

7. **State Density Bonus Law:** Per California Government Code Section 65915-65918 and Planning Code Section 206.6, the Project Sponsor has elected to utilize the State Density Bonus Law. Pursuant to Planning Code Section 206.6, this project is an Individually Requested State Density Bonus Project and must meet applicable findings. The State Law permits a 35 percent density bonus if at least 11 percent of the "Base Project" units are affordable to very-low-income households (as defined in California Health and Safety Code section 50105). The "Base Project" includes the amount of residential development that could occur on the project site as of right without

modifications to the physical aspects of the Planning Code (ex: open space, dwelling unit exposure, etc.). Under the State Density Bonus Law, the Project Sponsor is entitled to a specified number of concessions or incentives, as well as waivers for any development standard that would physically preclude construction of the project at the proposed density and with the concessions or incentives.

The Project is providing 19 percent of units in the Base Project as affordable to very-low, moderate-income, and middle-income households (as defined in California Health and Safety Code section 50105) and is entitled to a 35 percent density bonus and three concessions or incentives under State Law. The Project also seeks waivers to the development standards for: 1) Rear Yard (Planning Code Section 134), 2) Usable Open Space (Planning Code Section 135), and 3) Height (Planning Code Section 260), which are necessary to construct the Project at the proposed density. The Project Sponsor has not requested any concessions or incentives under State Law.

8. **Planning Code Section 206.6** establishes criteria for the Planning Commission to consider when reviewing applications for State Density Bonus Program: Individually Requested. On balance, the project complies with said criteria in that:

(1) Before approving an application for a Density Bonus, Incentive, Concession, or waiver, for any Individually Requested Density Bonus Project, the Planning Commission shall make the following findings as applicable.

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

The Project is eligible for the Individually Requested Density Bonus Program in that it consists of five or more dwelling units; is subject to a recorded covenant that restricts rent levels to affordable levels for very low or low-income persons or families; and is not located in the RH-1 or RH-2 Zoning District.

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

The Project is not seeking any Concessions or Incentives.

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

In order to accommodate the additional 35% density conferred by the State Law, the Project is seeking waivers from rear yard, usable open space, and height requirements. Without these waivers, construction of the Project at the proposed density would be physically precluded by the City's Development Standards. A code-compliant project on the site would allow for 58,441 of residential square feet with a building height of 58 feet. Through the application of the State Density Bonus, an additional 20,454 square feet of residential can be provided on the site.

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

The Project does not include a donation of land.

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

The Project does not include a child care facility.

(F) If the Concession or Incentive includes mixed-use development, a finding that all the requirements included in Government Code Section 65915(k)(2) have been met.

The Project is a mixed-use development, but has not requested any concessions or incentives.

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

A. **Overall building mass and scale.** *At 344 14th Street, the Project is designed as a seven-story, 78-ft tall, residential building with ground floor residential units and ground floor commercial, which incorporate direct residential entryways along Woodward and Stevenson Street, as well as massing setbacks along those respective street frontages. This massing is appropriate given the larger neighborhood context, which includes two-and-five-story residential buildings, as well as the Armory, directly south of the subject site and the Annunciation Cathedral directly west of the subject site. The surrounding neighborhood is varied with many examples of smaller-and mid-scale residential properties along Mission and Valencia Street. The Project's overall mass and scale are further refined by the building modulation, which incorporates projecting bays. As required along alleys, 10-ft setbacks are provided along both Stevenson and Woodward Street for the portions of the residential building that are more than 60 feet from street intersections. This provides an appropriate mass break from the abutting alleys. Overall, these features provide variety in the building design and scale, while providing for features that strongly complement the neighborhood context. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.*

B. **Architectural treatments, facade design and building materials.** *The Project's architectural treatments, façade design and building materials include: cement plaster, brick veneer, tile, storefront window system, and aluminum windows. The Project is contemporary in its character and references the residential uses at 344 14th Street. The Project features clarity of form/organization, simple formal gestures, with a volumetric emphasis on the primary corner, regular modulation, façade texture of materials, durable materials at the base, a high solid-to-void ratio, and a scale of fenestration that is compatible with the neighborhood. The Project incorporates a simple, yet elegant, architectural language that is accentuated by contrasts in the exterior materials. 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 neighborhood.*

C. **The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.** *The Project incorporates a mid-lot courtyard, between the residential building and the contiguous surface parking lot. Along the lower floors, the Project provides for residential amenities (entry lobby, package room, bicycle parking), and ground floor dwelling units with individual pedestrian access along Stevenson and Woodward Street. These dwelling units and amenities will provide for activity on the street level. The residential building provides ground floor walk-in residential entries at Stevenson and Woodward Street. Lastly, the Project minimizes the impact to pedestrians by eliminating vehicular access at 344 14th Street; thus, no off-street parking is proposed.*

D. **The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site.** *The Project exceeds the open space requirement by constructing a ground floor courtyard, roof decks, and private balconies/terraces. However, because the courtyard does not meet dwelling unit exposure requirements, the Project is seeking a waiver under the State Density Bonus Program.*

E. **The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.** *No portion of the Project within the UMU Zoning District provides a frontage longer than 200 linear feet; therefore, it is not subject to Section 270.*

F. **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** *In compliance with Planning Code Section 138.1, the Project includes new streetscape elements, such as new sidewalks, linear planters along the street edge, and new street trees. These improvements would vastly improve the public realm and surrounding streetscape.*

G. **Circulation, including streets, alleys and mid-block pedestrian pathways.** *The Project provides ample circulation in and around the project site through the streetscape. The Project incorporates an interior courtyard, which is accessible to residents.*

H. **Bulk limits.** *The Project is within 'X' Bulk Districts, which do not restrict bulk.*

I. **Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.** *The Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1
Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.4
Ensure community-based planning processes are used to generate land use controls.

Policy 1.6
Consider greater flexibility in number and size of units within established building envelopes in community-based planning processes, especially if it can increase the number of affordable units in multi-family structures.

Policy 1.8
Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional, or other single use development projects.

Policy 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The Project is a higher density mixed-use development on an underutilized lot that is in between two commercial districts, Mission Street and Valencia Street NCTs. The Project site is an ideal infill site that is currently occupied by a surface parking lot with 78 off-street parking spaces. The Project would add 60 units of housing to the site with a dwelling unit mix of: 4 studio (JR) units, 17 one-bedroom units, 14 two-bedroom/one-bathroom, and 25 two-bedroom/two-bathroom units. The Project is consistent with the UMU Zoning District, which encourages a mix of uses including commercial and housing that is affordable to people with a wide range of incomes. The Project includes eight on-site affordable housing units, which complies with the Mission District's goal to provide a higher level of affordability, as required in the UMU Zoning District. The Project would satisfy its inclusionary affordable housing requirement by designating eight (8) on-site affordable housing units to satisfy the Inclusionary Affordable Housing obligation, and by paying the Inclusionary Fee on the bonus residential gross floor area conferred by the State Law.

OBJECTIVE 4:
FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1
Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4
Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5
Ensure that new permanently affordable housing is located in all of the City's neighbor-hoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

The Project will add 60 dwelling units to the City's housing stock, and meets the affordable housing requirements by providing for eight (8) on-site permanently affordable units for rental; thus, encouraging diversity among income levels within the new development.

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 Project responds to the site's location within a mixed-character neighborhood. The Project would construct a new seven-story mixed-use building on the north side of 14th Street between Stevenson and

Woodward Street. The scale of the Project is appropriate from an urban design perspective because it recognizes its immediate context with the Armory to the south and the Annunciation Cathedral to the west. Overall, the Project's massing also recognizes the existing block pattern as it relates to the street frontage along Stevenson and Woodward Street, which is where the building is setback as it relates to the smaller scale residential development to the north. The neighborhood is characterized by a wide variety of residential, commercial, retail and PDR uses. In addition, the Project includes projecting vertical and horizontal architectural elements, which provide vertical and horizontal modulation along the street facades and provides a high-quality material palate that invokes the residential use therein along each respective frontage.

OBJECTIVE 12:
BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2
Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

The Project is located in proximity to many neighborhood amenities. The Project is located on 14th Street between the Mission Street and Valencia commercial corridors which provide a variety of retail establishments, restaurants, small grocery stores, educational facilities and cafes. The Project is also located near the Armory, Annunciation Cathedral, and the 16th Street BART Station.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:
INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BY REGION

Policy 2.11:
Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.

The Project proposes landscaped open spaces via a mid-lot courtyard, roof decks, as well as private balconies and roof terraces.

OBJECTIVE 3:
IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

Policy 3.6:
Maintain, restore, expand and fund the urban forest.

The Project will add to the urban forest with the addition of street trees along all three project frontages: 14th Street, Stevenson Street, and Woodward Street.

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 24.4:
Preserve pedestrian-oriented building frontages.

The Project will install new street trees along all project frontages: 14th Street, Stevenson Street, and Woodward Street. Frontages are designed with transparent glass and intended for 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 61 Class 1 and 6 Class 2 bicycle parking spaces in secure, convenient locations.

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 34.3:
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 will not provide off-street vehicular parking. No off-street parking is required in the UMU Zoning District; therefore, the Project complies with Planning Code Section 151.1.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.7
Recognize the natural boundaries of districts, and promote connections between districts.

MISSION AREA PLAN

LAND USE

Objectives and Policies

OBJECTIVE 1.1:
STRENGTHEN THE MISSION'S EXISTING MIXED-USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK.

Policy 1.1.7
Permit and encourage greater retail uses on the ground floor on parcels that front 16th Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.

Policy 1.1.8
While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.

The Project will provide 5,890 square feet of retail space on the ground floor of the residential building while also providing new housing on a site where none currently exists. Therefore, strengthening the mixed-use character and maintaining the neighborhood as a place to live and work.

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.

Policy 1.2.4
Identify portions of the Mission where it would be appropriate to increase maximum heights for residential development.

The Project is a medium-density residential development, providing 60 new dwelling units in a mixed-use area. The Project includes 8 on-site affordable housing units for rent, which assist in meeting the City's affordable housing goals. The Project is also in proximity to ample public transportation.

The Project includes housing, including on-site BMR units as well as a diversity of housing types (from studio (JR) units, one-bedroom units, and two-bedroom units). Overall, the Project features an appropriate use encouraged by the Mission Area Plan for this location. The Project provides 60 new dwelling units, which will be available for rent. The Project introduces a contemporary architectural vocabulary that is sensitive and responsive 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, brick veneer, tile, storefront window system, and aluminum windows. The Project provides ample common open space and also improves the public rights-of-way with new streetscape improvements, street trees and landscaping. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

<u>Housing</u>

OBJECTIVE 2.3
ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES.

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.

Policy 2.3.5
Explore a range of revenue-generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.

Policy 2.3.6
Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to mitigate the impacts of new development on transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.

The Project includes: 4 studio (JR) units, 17 one-bedroom units, 14 two-bedroom/one-bathroom, and 25 two-bedroom/two-bathroom units, of which 8 will be Below Market Rate (BMR). Furthermore, the Project will be subject to the Eastern Neighborhood Impact Fee, Transportation Sustainability Fee, Residential Childcare Fee, and the Inclusionary Housing Fee.

OBJECTIVE 2.6
CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY.

Policy 2.6.1
Continue and strengthen innovative programs that help to make both rental and ownership housing more affordable and available.

The Project will create sixty residential units, eight of which are BMR units, on a site where no housing currently exists; thus, increasing affordable housing production and availability.

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.

The Project will replace a surface parking lot with a well-articulated, contemporary, mixed-use building. The Project will be constructed with high quality materials to respect the surrounding buildings.

OBJECTIVE 3.2
PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

Policy 3.2.1
Require high quality design of street-facing building exteriors.

Policy 3.2.2
Make ground floor retail and PDR uses as tall, roomy and permeable as possible.

Policy 3.2.3
Minimize the visual impact of parking.

Policy 3.2.4
Strengthen the relationship between a building and its fronting sidewalk.

At 344 14th Street, the Project is largely residential, but includes a sufficiently-sized ground floor retail component along 14th Street which wraps around both Woodward and Stevenson Streets, with a compliant ceiling height for the retail ceiling of 17 feet, as required in the UMU. The Project provides the mix of uses encouraged by the Mission Area Plan for this location. In addition, the Project includes the appropriate dwelling-unit mix, since 65% or 39 of the 60 units are two-bedroom dwelling units. The Mission is one of the City's most distinctive neighborhoods as identified in the City's General Plan. The new building's character ensures the best design of the times with high-quality building materials that relates to the surrounding structures that make-up the Mission's distinct character while acknowledging and respecting the positive attributes of the older buildings. It also provides an opportunity for an increased visual interest that enhances and creates a special identity with a unique image of its own in the neighborhood. Overall, the Project offers an architectural treatment that is contemporary, yet contextual, and that is consistent and compatible with the surrounding neighborhood. The Project will not provide off-street parking and will eliminate vehicular access by restoring the existing curb cuts at 344 14th Street.

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

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

The project site does not possess any neighborhood-serving retail uses; the site is currently occupied by a surface parking lot with 78 spaces. The Project provides 60 new dwelling units, which will enhance the nearby retail uses by providing new residents, who may patron and/or own these businesses. In

addition, the Project provides new ground floor retail units, which will increase the opportunity for business ownership and employment within the surrounding neighborhood.

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

The project site does not possess any existing housing. The Project would provide 60 new dwelling units; thus, resulting in an overall increase in the neighborhood housing stock. The Project is expressive in design, and relates well to the scale and form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project does not currently possess any existing affordable housing. The Project will comply with the City's Inclusionary Housing Program by providing 8 below-market rate dwelling units for rent. Therefore, the Project will increase the stock of affordable housing units in the City.

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

The Project Site is served by nearby public transportation options. The Project is located near Muni bus lines: 14-Mission, 14-R Mission Rapid, 49- Van Ness/Mission and is within walking distance of the BART Station at 16th and Mission Street. In addition, the Project is within a quarter mile from bus routes: 22-Fillmore, 33-Ashbury/18th Street, 55-16th Street, F-Market & Wharves, J-Church, KT-Ingleside/T Third Street, L-Taraval, M-Ocean View, and N-Judah. Future residents would be afforded proximity to several bus lines. The Project provides 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 does not include commercial office development and will not displace any industrial or service sectors. The Project would provide new housing, which is a top priority for the City. The new proposed mix of uses assist in diversifying the neighborhood character and are higher and better uses than a surface parking lot at 344 14th Street.

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

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

G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings.

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

The Project does not cast shadow on any adjacent public parks or property owned by the San Francisco Recreation and Park Department; thus, no additional study of shadow impacts was required per Planning Code Section 295.

12. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (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.

13. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

14. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2014.0948ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated May 30, 2019, and stamped "EXHIBIT D", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 25, 2019.

Christine L. Silva
Acting Commission Secretary

AYES:	Fung, Johnson, Koppel, Moore, Richards
NAYS:	Melgar
ABSENT:	Hillis
ADOPTED:	July 25, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow construction over 25,000 gross square feet for new construction of a seven-story mixed-use residential building with ground floor commercial and 60 dwelling units on Assessor's Block 3532, Lot 013, pursuant to Planning Code Sections 329, within the UMU Zoning District and a 58-X Height and Bulk District; in general conformance with plans, dated May 30, 2019, and stamped "EXHIBIT D" included in the docket for Record No. 2014.0948ENX and subject to conditions of approval reviewed and approved by the Commission on July 25, 2019 under Motion No. 20492. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on July 25, 2019 under Motion No. 20492.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 20492 shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Large Project Authorization and any subsequent amendments or modifications.

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2014.0948ENV) attached as Exhibit I are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

ENTERTAINMENT COMMISSION – NOISE ATTENUATION CONDITIONS

7. **Chapter 116 Residential Projects.** The Project Sponsor shall comply with the "Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects," which were recommended by the Entertainment Commission on August 15, 2017. These conditions state:

   A. **Community Outreach.** Project Sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.

   B. **Sound Study.** Project Sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.

   C. **Design Considerations.**
      i. During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.
      ii. In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE's operations and noise during all hours of the day and night.

   D. **Construction Impacts.** Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations. In addition, the Commission requires no construction vehicles on 14th Street during Armory events.

   E. **Communication.** Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

F. **New Sound Test.** The Commission shall require a new sound test be performed. Date agreed upon was September 29, 2017 from 10 PM – 2 AM in order to determine higher STC ratings for window treatments than the following: 14th Street side at 40 STC; Stevenson and Woodward sides at 38 STC; Duboce side at 34 STC.

G. **Design Modifications.** The Entertainment Commission requests the following design modifications, which shall be considered by the Planning Commission:

i. Bedrooms not located on 14th Street side of project.

ii. Entrance not on 14th Street side of project (original proposal was for Woodward).

iii. Parking garage entrance not on 14th Street (original proposal was for Stevenson).

iv. Recommend sidewalk lighting.

H. **Lease Disclosure.** The Entertainment Commission requests that the Project's Covenants, Conditions & Restrictions disclose in future leases that the Armory operates a 4,000 person, 40,000 square foot events directly across from the Project. The Armory operates a variety of events, including concerns and other music related events. Evening events, in many cases might not end until 2 AM; some might go as late as 4 AM.

DESIGN – COMPLIANCE AT PLAN STAGE

8. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **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

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

    Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.
    For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org

13. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.
For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

14. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

15. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans. Odor control ducting shall not be applied to the primary façade of the building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

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

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

    For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

17. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 61 bicycle parking spaces (60 Class 1 spaces for the residential portion of the Project, and 1 Class 1 space for the commercial portion of the Project). Further, the Project shall provide no fewer than 6 Class 2 spaces; 4 Class 2 spaces for the residential portion and 2 Class 2 for the commercial portion of the Project. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

18. **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

19. **Corporate Housing.** Corporate Housing is a prohibited use at 344 14th Street, Assessor's Block 3532 Lot 013.

20. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

21. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

22. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

23. **Child Care Fee - Residential.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

24. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

25. **Inclusionary Housing Impact Fee (Legislation Board File No. 181154).** Ordinance File No. 181154 was signed by the Board of Supervisors and will extend a requirement to pay the inclusionary housing fee on any additional units or square footage authorized under the State Density Bonus Law to apply to all projects regardless of when an Environmental Evaluation Application (EEA) was filed. Because this was passed, signed into law, and will became effective on June 18, 2019, the ordinance would have the effect of applying this fee to the Project pursuant to Planning Code Section 415.5. The amount of the fee that may be paid by the project sponsor subject to this Program shall be determined by MOHCD utilizing the factors pursuant to Planning Code Section 415.5 (b)(6)(g)(1)(A-D).
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

26. **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

27. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

28. **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

29. **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

30. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

INCLUSIONARY HOUSING

On-Site Affordable Units. The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.

31. **Number of Required Units.** Pursuant to Planning Code Section 415.3, the Project Sponsor has elected to satisfy the Inclusionary Affordable Housing obligation by providing on-site inclusionary units. The Project is required to provide 1% of the proposed dwelling units as affordable to qualifying households. The area represented by the allowable base density accounts for 74% of the total project, or 44 of the proposed 60 dwelling units; therefore, the Inclusionary rate is applied to 44 units, and 8 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 8 affordable units on-site. As required for the project to achieve a 35% density bonus under the State Density Bonus Law, 5 (11%) of the units shall be affordable for a term of 55 years to households earning less than 50% of area median income and, upon the expiration of the 55 year term, shall thereafter be rented at the rates specified in the inclusionary affordable housing program. The remaining 3 units must meet inclusionary requirements for rental on-site units; one unit will be provided at 80% of the area median income and the remaining two units will be provided at 110% of the area median income. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").
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 and Community Development at 415-701-5500, www.sf-moh.org.

32. **Unit Mix.** The Base Project contains 4 studio (JR) units, 17 one-bedroom units, 14 two-bedroom/one-bathroom units, and 25 two-bedroom/two-bathroom units; therefore, the required

affordable unit mix is one studio, two one-bedroom units, and 5 two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.
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 and Community Development at 415-701-5500, www.sf-moh.org.

33. **Income Levels for Affordable Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 18% of the proposed dwelling units as affordable to qualifying households at a rental rate of 55% of Area Median Income. As required for the project to achieve a 35% density bonus under the State Density Bonus Law, the project sponsor is providing 19% of the proposed dwelling units as affordable; five (11%) of the units shall be affordable for a term of 55 years to households earning less than 50% of area median income and, upon the expiration of the 55 year term, shall thereafter be affordable to qualifying households at a rental rate of 55% of Area Median Income. Of the remaining three units, one unit must be affordable to qualifying households at a rental rate of 80% of Area Median Income pursuant to City requirements, and the remaining two units must be affordable at a rental rate of 110 % of Area Median Income. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").
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 and Community Development at 415-701-5500, www.sf-moh.org.

34. **Minimum Unit Sizes.** Affordable units are not required to be the same size as the market rate units and may be 90% of the average size of the specified unit type. For buildings over 120 feet in height, as measured under the requirements set forth in the Planning Code, the average size of the unit type may be calculated for the lower 2/3 of the building as measured by the number of floors.
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 and Community Development at 415-701-5500, www.sf-moh.org.

35. **Conversion of Rental Units:** In the event one or more of the Rental Units are converted to Ownership units, the project sponsor shall either (A) reimburse the City the proportional amount of the inclusionary affordable housing fee, which would be equivalent to the then-current inclusionary affordable fee requirement for Owned Units, or (B) provide additional on-site or off-site affordable units equivalent to the difference between the on-site rate for rental units approved at the time of entitlement and the then-current inclusionary requirements for Owned Units. The additional units shall be apportioned among the required number of units at various income levels in compliance with the requirements in effect at the time of conversion. Should the project sponsor convert rental units to ownership units, a greater number of on-site affordable units may be required, as Inclusionary Affordable Housing Units in ownership projects are priced at higher income levels, and would not qualify for a 35% density bonus.

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 and Community Development at 415-701-5500, www.sf-moh.org.

36. **Notice of Special Restrictions.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to architectural addenda. The designation shall comply with the designation standards published by the Planning Department and updated periodically.
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 and Community Development at 415-701-5500, www.sf-moh.org.

37. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than 19 percent or the applicable percentage as discussed above, of each phase's total number of dwelling units as on-site affordable units.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

38. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

39. **Expiration of the Inclusionary Rate.** Pursuant to Planning Code Section 415.3, because the Project did not obtain a site or building permit by December 7, 2018, the Project is subject to an 19% on-site rental inclusionary housing requirement. Pursuant to Planning Code Section 415.6(a)(10), if the Project has not obtained a site or building permit within 30 months of Planning Commission Approval of this Motion No. 20492, then it is subject to the Inclusionary Affordable Housing Requirements in effect at the time of site or building permit issuance.
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 and Community Development at 415-701-5500, www.sf-moh.org.

40. **Reduction of On-Site Units after Project Approval.** Pursuant to Planning Code Section 415.5(g)(3), any changes by the project sponsor which result in the reduction of the number of on-site affordable units shall require public notice for hearing and approval from the Planning Commission.

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 and Community Development at 415-701-5500, www.sf-moh.org.

41. **Regulatory Agreement.** Pursuant to Planning Code Section 206.6(f), recipients of a density bonus must enter into a Regulatory Agreement with the City prior to the issuance of the first construction document.

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 and Community Development at 415-701-5500, www.sf-moh.org.

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

http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

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

a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

b. If the units in the building are offered for rent, the five (5) affordable unit(s) that satisfy both the Density Bonus Law and the Inclusionary Affordable Housing Program shall be rented to very low-income households, as defined as households earning 50% of AMI in the California Health and Safety Code Section 50105 and/or California Government Code Sections 65915-65918, the State Density Bonus Law. The income table used to determine the rent and income levels for the Density Bonus units shall be the table required by the State Density Bonus Law. If the resultant rent or income levels at 50% of AMI under the table required by the State

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

c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.

d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.

e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

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

EXHIBIT 1
MITIGATION MONITORING AND REPORTING PROGRAM

Project Title: 344 14th Street
File No.: 2014.0948ENV

Motion No.:
Page 1

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
MITIGATION MEASURE 1 **Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3)**				
Based on the presence of archeological properties or a high level or historical, ethnic, and scientific significance within the Mission Dolores Archeological District, the following measures shall be undertaken to avoid any significant adverse effect from soils disturbing activities on buried archeological resources. The project sponsor shall retain the services of a qualified archeological 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. At the direction of the Department archeologist, the archeological consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an archeological research design and treatment plan (ARD/TP). The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Prior to issuance of grading or building permits	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Archeological consultant shall be retained prior to any soil disturbing activities. Date Archeological consultant retained: _____

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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)(c).				
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	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils	Date ATP submitted to the ERO:_____ Date ATP approved by the ERO:_____

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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.			disturbing activities on the project site.	Date of initial soil disturbing activities:_____
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. 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/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Date archeological findings report submitted to the ERO:_____ ERO determination of significant archeological resource present? Y N Would resource be adversely affected? Y N Additional mitigation to be undertaken by project sponsor? Y N

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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 (AMP) 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, site remediation, etc., shall require	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.	ERO & archeological consultant shall meet prior to commencement of soil-disturbing activity. If the ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soil-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall implement the AMP, if required by the ERO.	AMP required? Y N Date:_____ Date AMP submitted to the ERO:_____ Date AMP approved by the ERO:_____ Date AMP implementation complete:_____

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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. The archeological monitor shall be empowered to				Date written report regarding findings of the AMP received:_____

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temporarily redirect demolition/ excavation/pile installation/construction activities and equipment until the deposit is evaluated. If in the case of pile installation activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the activity may affect an archeological resource, the pile installation 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	Archeological consultant at the direction of the ERO	If there is a determination that an ADRP program is required	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall	ADRP required? Y N Date:_____

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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			prepare an ADRP if required by the ERO.	Date of scoping meeting for ARDP:_____ Date Draft ARDP submitted to the ERO:_____ Date ARDP approved by the ERO:_____ Date ARDP implementation complete:_____

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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	Project sponsor / archeological consultant in consultation with the San Francisco	In the event human remains and/or funerary objects are found.	Project sponsor/ archeological consultant to monitor (throughout all soil disturbing activities) for human remains and associated or	Human remains and associated or unassociated funerary objects found? Y N Date:_____ Persons contacted:

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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 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 an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If	Coroner, NAHC, and MDL.		unassociated funerary objects and, if found, contact the San Francisco Coroner/ NAHC/ MDL.	Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____

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non-Native American human remains are encountered, the archeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archeological research value and would be eligible for the California Register of Historic Resources (CRHR).				
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 Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological data recovery, inventorying, analysis and interpretation.	Project sponsor/ archeological consultant	Following completion of soil disturbing activities. Considered complete upon distribution of final FARR. Date Draft FARR submitted to ERO:_____ Date FARR approved by ERO:_____ Date of distribution of Final FARR:_____

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transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest 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.				Date of submittal of Final FARR to information center:_____
MITIGATION MEASURE 2 Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-1)				
The project sponsor is required to 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;	Project sponsor/ contractor(s).	During construction.	Project sponsor/contractor(s) to provide monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.

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• 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 complain procedures and who to notify in the event of a problem, with telephone numbers listed.				
MITIGATION MEASURE 3 Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1)				
The project sponsor or the project sponsor's Contractor shall comply with the following: *A. Engine Requirements* 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor/contractor(s) and the ERO.	Considered complete on submittal of certification statement

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activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune				

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
equipment in accordance with manufacturer specifications.				
B. Waivers. 1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). 2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below. **Table – Off-Road Equipment Compliance Step-down Schedule**				

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<table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr></table> How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. ** Alternative fuels are not a VDECS.				
C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A. 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier	Project sponsor/ contractor(s).	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is complete.

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rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location				

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on each side of the construction site facing a public right-of-way.				
D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.	Project sponsor/ contractor(s).	Quarterly.	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is being/was implemented.

SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

1650 Mission St.
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Information:
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Case No.:	2014.0948ENV
Project Address:	344 14th Street
Zoning:	UMU (Urban Mixed Use) Use District 58-X Height and Bulk District
Block/Lot:	3532/013
Lot Size:	15,664 square feet (0.36 acres)
Plan Area:	Eastern Neighborhoods Area Plan, Mission Plan
Project Sponsor:	Chris Haegglund, BAR Architects 415-293-5700
Staff Contact:	Justin Horner 415-575-9023 Justin.horner@sfgov.org

PROJECT DESCRIPTION

The project site consists of a 15,664 square-foot (sf) surface parking lot located on the block bounded by 14th Street to the south, Stevenson Street to the west, Duboce Avenue to the north and Woodward Street to the east in San Francisco's Mission neighborhood.

The proposed project includes the construction of a 7-story, 78-foot-tall (83 feet tall with elevator penthouse) mixed-use residential building. The building would include 62 residential units, approximately 5,775 sf of ground floor retail space, and 63 Class I bicycle parking spaces. The proposed project includes no vehicle parking. The mixed-use residential building would include 1,800 sf of residential common open space on the ground floor, 3,210 sf of residential common open

(Continued on next page.)

CEQA DETERMINATION

The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

DETERMINATION

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

Lisa Gibson
Environmental Review Officer

May 30, 2019
Date

cc: Chris Haegglund, Project Sponsor; Supervisor Ronen, District 9; Esmerelda Jardines, Current Planning Division; Monica Huggins, Environmental Planning Division.

PROJECT DESCRIPTION (continued)

space on the seventh floor, and private residential open space on floors five and seven. As proposed, the project would require waivers, concessions, and/or incentives from Planning Code physical development limitations pursuant to California Government Code section 65915, commonly known as the state density bonus law, including for a proposed building height 20 feet above the 58-foot height limit on the project site.

The proposed project would remove both an existing 22-foot curb cut on 14th Street and an existing 18-foot curb cut on Stevenson Street. Construction is estimated to last 18 months and would include 2,320 cubic yards of excavation to a depth of up to 4 feet below grade. There would be no excavation, shoring or construction work for a below-grade foundation within ten feet of the project's interior property lines which abut properties to the north of the project site on Woodward Street (82/84 Woodward Street). The proposed project would include the removal of four trees on Lot 13 and the planting of 21 street trees on Stevenson, Woodward and 14th streets.

PROJECT APPROVAL

Pursuant to Planning Code section 329, the proposed project requires a Large Project Authorization from the City Planning Commission. Approval of the Large Project Authorization shall constitute the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 344 14th Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR).[1] Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

[1] Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future PDR employment and businesses.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.[2,3]

In December 2008, after further public hearings, the Board of Supervisors approved, and the Mayor signed, the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR 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 Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR.

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) Checklist, under Land Use. The 344 14th Street site, which is located in the Mission District of the Eastern Neighborhoods, consists of a parcels which permits buildings up to 58 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed

[2] San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed August 17, 2012.

[3] San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268, accessed August 17, 2012.

project at 344 14th Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 344 14th Street project and identified the mitigation measures applicable to the 344 14th Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site. Therefore, no further CEQA evaluation for the 344 14th Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site consists of a lot located on the block bounded by 14th Street to the south, Stevenson Street to the west, Duboce Avenue to the north and Woodward Street to the east in San Francisco's Mission neighborhood. The lot is a 15,664-sf lot that occupies the entire 14th Street frontage of the subject block and also has frontages on Stevenson and Woodward Streets. Immediately adjacent to the east of the project site are five three- and four-story residential buildings fronting Woodward Street (constructed between 1907 and 1912 and ranging in height from 35 feet to 40 feet tall), and immediately north of the project is a surface parking lot fronting Stevenson Street. At the northwest intersection of Stevenson and 14th streets, which is across the street to the west of the project site, is a 55-foot tall, five-story mixed-use residential building that contains 36 units with commercial uses at the ground floor (constructed in 2012). The Annunciation Greek Orthodox Cathedral backs onto Stevenson Street across from the project site, and the San Francisco Armory is located across 14th Street from the project site.

The project vicinity is primarily residential in character, and also includes a mix of warehouse, automotive, and commercial retail land uses. The project site is adjacent to the Woodward Street Romeo Flats Reconstruction State Historic District, which includes the existing residential buildings on both sides of Woodward Street from 14th Street to Duboce Avenue. The warehouse, commercial and automotive repair businesses in the project vicinity are mostly housed in one- and two-story structures. The residential buildings range from two to five stories in height, and many of the residential buildings contain ground floor retail space. Highway 101 is located one-half block north of the project site, and the nearest access ramp is the westbound on-ramp located on the southwest corner of South Van Ness and Duboce avenues approximately 900 feet east of the project site. The major arterial streets in the vicinity of the project site include 14th Street, Mission Street and Valencia Street.

The project site is served by transit lines (Muni lines 14, 14R, 22, 33, 49, 55 and streetcar and light rail lines F, J, KT, L, M and N) and bicycle facilities (there is a bike lane on 14th Street). Zoning districts in the vicinity of the project site are UMU, PDR-1-G, RM-1 (Residential-Mixed, Low Density), NCT-3 (Moderate Scale Neighborhood Commercial Transit District), Valencia Street NCT (Neighborhood Commercial Transit), and Mission Street NCT (Mission Street Neighborhood Commercial Transit). Height and bulk districts in the project vicinity include 40-X, 50-X, 55-X and 68-X.

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 proposed 344 14th Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 344 14th Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were 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. The proposed project would not include displacement of an existing PDR use and would therefore not contribute to the significant and unavoidable land use impact identified in the Eastern Neighborhoods PEIR. Additionally, as discussed in the CPE initial study checklist, the proposed project would not impact a historical resource, and therefore would not contribute to the significant and unavoidable historic architectural resources impact identified in the PEIR. The proposed project would not generate a cumulatively considerable number of new transit trips, and would therefore not contribute to the significant and unavoidable transportation impacts identified in the PEIR. As the shadow analysis contained in the CPE initial study checklist describes, the proposed project would not cast substantial new shadow that would negatively affect the use and enjoyment of any recreational resources and would therefore not contribute to the significant and unavoidable shadow impacts described in the Eastern Neighborhoods PEIR.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed	Not Applicable (N/A)
F-2: Construction Noise	Applicable: The proposed project includes construction in proximity to sensitive receptors.	Project Mitigation Measure 2: Construction Noise agreed to by the project sponsor.
F-3: Interior Noise Levels	Not Applicable: The proposed project would be required to meet the Interior Noise Standards of Title 24 of the California Building Code.	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: The proposed project would be required to	N/A

Mitigation Measure	Applicability	Compliance
	meet the Interior Noise Standards of Title 24 of the California Building Code.	
F-5: Siting of Noise-Generating Uses	Not Applicable: The proposed project does not include uses that could generate noises in excess of Noise Ordinance thresholds.	
F-6: Open Space in Noisy Environments	Not Applicable: CEQA no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents where that project would not exacerbate existing noise levels.	N/A.
G. Air Quality		
G-1: Construction Air Quality	Applicable. Project site is located in Air Pollutant Exposure Zone (APEZ)	Project Mitigation Measure 3: Construction Air Quality has been agreed to by project sponsor.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: superseded by applicable Article 38 requirements	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: the proposed uses are not expected to emit substantial levels of DPMs	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed project would not include a backup diesel generator or other use that emits TACs	N/A
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: Project site located in Mission Dolores Archeological Area and subject to measure J-3 below.	N/A
J-2: Properties with no Previous Studies	Not Applicable: Project site located in Mission Dolores	N/A

Mitigation Measure	Applicability	Compliance
	Archeological Area and subject to measure J-3 below.	
J-3: Mission Dolores Archeological District	Applicable: Project site is located in Mission Dolores Archeological District.	Project Mitigation Measure 1: Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3)
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
L. Hazardous Materials		
L-1: Hazardous Building Materials	Not Applicable: proposed project does not include demolition of an existing building.	N/A
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A

Mitigation Measure	Applicability	Compliance
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on May 23, 2016 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Comments included concerns about the project's design, height, and compatibility with the nearby Woodward Street Historic District, as well as shadow impacts on adjacent private properties, and concerns about construction-related impacts, including potential damage to nearby structures. Comments were also received about traffic, noise and the fact that the project site is in a liquefaction area, as well as concerns about the potential for the proposed project to exacerbate flooding at neighboring properties, particularly under the San Francisco Armory. Concerns regarding shadow, historical resource impacts, traffic, noise, hydrology and seismic concerns, both with respect to construction and operations were addressed in the Initial Study for the proposed project and were found to not result in new or more severe impacts than disclosed in the Eastern Neighborhoods EIR and the Initial Study itself. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Initial Study Checklist[4]:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

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

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

[4] The CPE Initial Study Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.0948ENV; on the website of the San Francisco Planning Department, at https://sf-planning.org/community-plan-evaluations; or online under the entry for 344 14th Street on the San Francisco Property Information Map (http://propertymap.sfplanning.org/).

EXHIBIT 1
MITIGATION MONITORING AND REPORTING PROGRAM

Project Title: 344 14th Street
File No.: 2014.0948ENV

Motion No.:

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
MITIGATION MEASURE 1 **Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3)**				
Based on the presence of archeological properties or a high level or historical, ethnic, and scientific significance within the Mission Dolores Archeological District, the following measures shall be undertaken to avoid any significant adverse effect from soils disturbing activities on buried archeological resources. The project sponsor shall retain the services of a qualified archeological 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. At the direction of the Department archeologist, the archeological consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an archeological research design and treatment plan (ARD/TP). The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Prior to issuance of grading or building permits	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Archeological consultant shall be retained prior to any soil disturbing activities. Date Archeological consultant retained: _____

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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)(c).				
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	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils	Date ATP submitted to the ERO:_____ Date ATP approved by the ERO:_____

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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.			disturbing activities on the project site.	Date of initial soil disturbing activities:_____
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. 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/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Date archeological findings report submitted to the ERO:_____ ERO determination of significant archeological resource present? Y N Would resource be adversely affected? Y N Additional mitigation to be undertaken by project sponsor? Y N

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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 (AMP) 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, site remediation, etc., shall require	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.	ERO & archeological consultant shall meet prior to commencement of soil-disturbing activity. If the ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soil-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall implement the AMP, if required by the ERO.	AMP required? Y N Date:_____ Date AMP submitted to the ERO:_____ Date AMP approved by the ERO:_____ Date AMP implementation complete:_____

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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. The archeological monitor shall be empowered to				Date written report regarding findings of the AMP received:_____

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
temporarily redirect demolition/ excavation/pile installation/construction activities and equipment until the deposit is evaluated. If in the case of pile installation activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the activity may affect an archeological resource, the pile installation 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	Archeological consultant at the direction of the ERO	If there is a determination that an ADRP program is required	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall	ADRP required? Y N Date:_____

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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			prepare an ADRP if required by the ERO.	Date of scoping meeting for ARDP:_____ Date Draft ARDP submitted to the ERO:_____ Date ARDP approved by the ERO:_____ Date ARDP implementation complete:_____

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
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	Project sponsor / archeological consultant in consultation with the San Francisco	In the event human remains and/or funerary objects are found.	Project sponsor/ archeological consultant to monitor (throughout all soil disturbing activities) for human remains and associated or	Human remains and associated or unassociated funerary objects found? Y N Date:_____ Persons contacted:

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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 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 an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If	Coroner, NAHC, and MDL.		unassociated funerary objects and, if found, contact the San Francisco Coroner/ NAHC/ MDL.	Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____

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non-Native American human remains are encountered, the archeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archeological research value and would be eligible for the California Register of Historic Resources (CRHR).				
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 Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological data recovery, inventorying, analysis and interpretation.	Project sponsor/ archeological consultant	Following completion of soil disturbing activities. Considered complete upon distribution of final FARR. Date Draft FARR submitted to ERO:_____ Date FARR approved by ERO:_____ Date of distribution of Final FARR:_____

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest 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.				Date of submittal of Final FARR to information center:_____
MITIGATION MEASURE 2 Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-1)				
The project sponsor is required to 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;	Project sponsor/ contractor(s).	During construction.	Project sponsor/contractor(s) to provide monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
• 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 complain procedures and who to notify in the event of a problem, with telephone numbers listed.				
MITIGATION MEASURE 3 Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1)				
The project sponsor or the project sponsor's Contractor shall comply with the following: *A. Engine Requirements* 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor/contractor(s) and the ERO.	Considered complete on submittal of certification statement

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activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune				

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equipment in accordance with manufacturer specifications.				
B. Waivers. 1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). 2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below. **Table – Off-Road Equipment Compliance Step-down Schedule**				

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr><tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr></table> How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. ** Alternative fuels are not a VDECS.				
C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A. 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier	Project sponsor/ contractor(s).	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is complete.

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location				

EXHIBIT 1
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
on each side of the construction site facing a public right-of-way.				
D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.	Project sponsor/ contractor(s).	Quarterly.	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is being/was implemented.

SAN FRANCISCO
PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

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Case No.:	2014.0948ENV
Project Address:	344 14th Street
Zoning:	UMU (Urban Mixed Use) Use District 58-X Height and Bulk District
Block/Lots:	3532/013
Lot Size:	15,664 square feet (0.36 acres)
Plan Area:	Eastern Neighborhoods Area Plan (Mission Area)
Project Sponsor:	Chris Haegglund, BAR Architects 415-293-5700
Staff Contact:	Justin Horner 415-575-9023 Justin.horner@sfgov.org

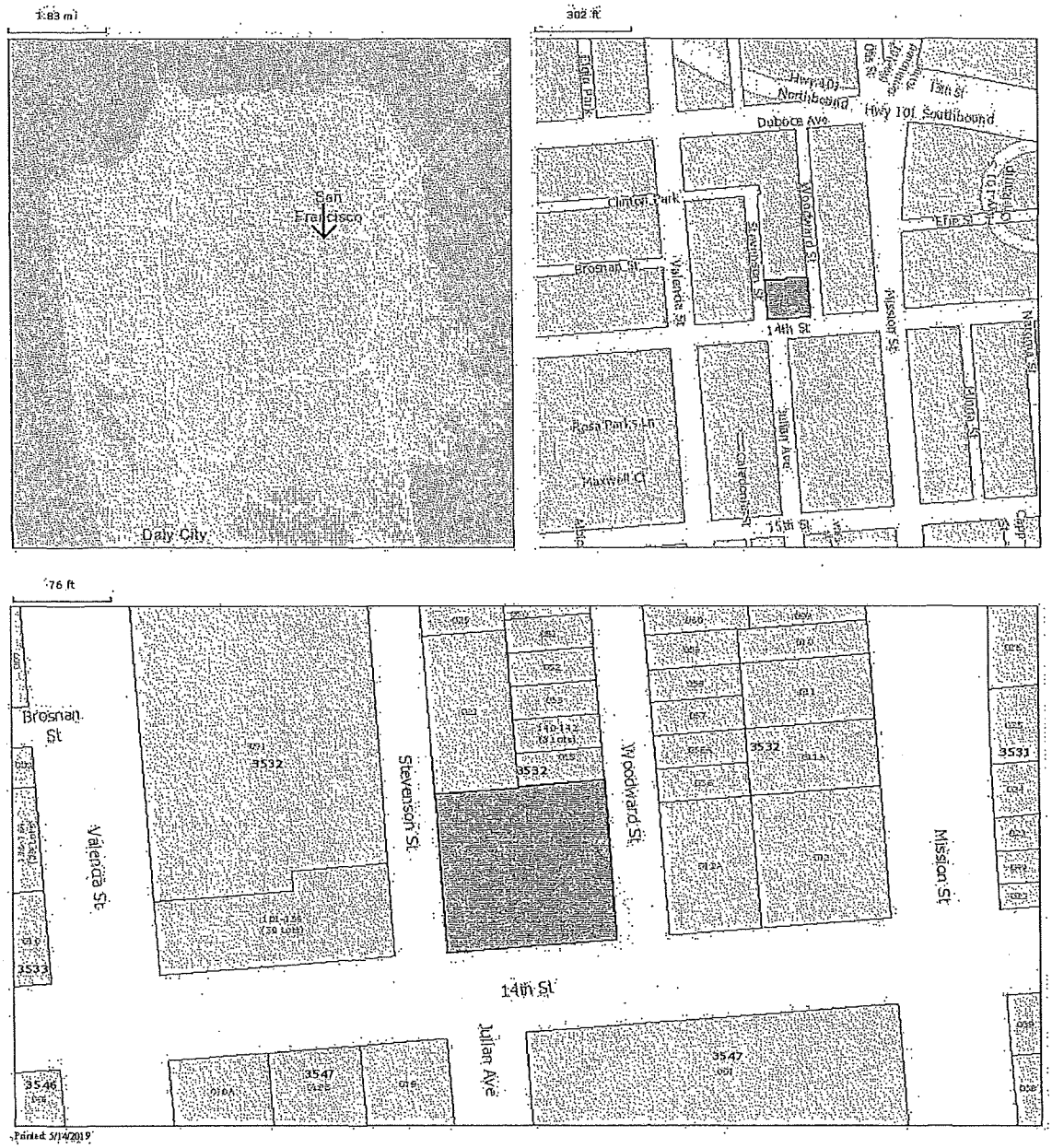
PROJECT DESCRIPTION

The project site consists of a 15,664 square foot (sf) surface parking lot located on the block bounded by 14th Street to the south, Stevenson Street to the west, Duboce Avenue to the north and Woodward Street to the east in San Francisco's Mission neighborhood.

The proposed project includes the construction of a 7-story, 78-foot-tall (83 feet tall with elevator penthouse) mixed-use residential building. The building would include 62 residential units, approximately 5,775 sf of ground floor retail space, and 63 Class I bicycle parking spaces. The proposed project includes no vehicle parking. The mixed-use residential building would include 1,800 sf of residential common open space on the ground floor, 3,210 sf of residential common open space on the seventh floor, and private residential open space on floors five and seven. As proposed, the project would require waivers, concessions, and/or incentives from Planning Code physical development limitations pursuant to California Government Code section 65915, commonly known as the state density bonus law, including for a proposed building height 20 feet above the 58-foot height limit on the project site.

The proposed project would remove both an existing 22-foot curb cut on 14th Street and an existing 18-foot curb cut on Stevenson Street. Construction is estimated to last 18 months and would include 2,320 cubic yards of excavation to a depth of up to 4 feet below grade. There would be no excavation, shoring or construction work for a below-grade foundation within ten feet of the project's interior property lines which abut properties to the north of the project site on Woodward Street (82/84 Woodward Street). The proposed project would include the removal of four trees on the project site and the planting of 21 street trees on Stevenson, Woodward and 14th streets.

Figure 1. Project Location



Source: San Francisco Planning Department

The proposed 344 14th Street project would require the following approvals:

- Pursuant to Planning Code section 329, the proposed project requires a Large Project Authorization for new construction over 25,000 sf from the Planning Commission.

The proposed project would also require the issuance of demolition and building permits by the Department of Building Inspection and approval of a lot merger from San Francisco Public Works.

CUMULATIVE SETTING

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

The proposed project is located within the area of the city addressed under the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR evaluated the physical environmental impacts resulting from the rezoning of this plan area, including impacts resulting from an increase of up to 9,858 housing units and 6.6 million square feet of non-residential uses and a reduction of up to 4.9 million square feet of production, distribution, and repair (PDR) uses. The cumulative impact analysis provided in this initial study uses updated analysis as needed to evaluate whether the proposed project could result in new or substantially more severe cumulative impacts than were anticipated in the Eastern Neighborhoods PEIR. For example, the cumulative transportation analysis in this initial study is based on projected 2040 cumulative conditions, whereas the Eastern Neighborhoods relied on 2025 cumulative transportation projections.

Additionally, the following is a list of reasonably foreseeable projects within one-quarter mile of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects).

- 1500-1528 15th Street (Case No. 2016-011827ENV) – The proposed project is a group housing project with two options, including a Code Compliant plan with 138 residential units and a State Density Bonus version with 184 residential units.

- 1601 Mission Street (Case No. 2015-009460ENV) – The proposed project would demolish an existing 4,429-square-foot gas station and car wash and construct a 120-foot-tall, 12-story mixed-use building containing 200 dwelling units; 6,756 square feet of retail space; and 102 below-grade parking spaces that would be accessed from South Van Ness Avenue.

- 1721 15th Street (Case No. 2016-008652ENV) – The project includes the demolition of the existing building and construction of a 55-foot-tall, five-story, mixed-use building approximately 35,100 square feet (sf) in size. The project would include 24 dwelling units.

- 1801 and 1863 Mission Street (Case No. 2015-012994ENV) – Construction of two new residential buildings in existing parking lots. The projects would include 17 dwelling units and retail space on site one, 37 residential units and retail on site two.

- 1900 Mission Street (Case No. 2013.1330ENV) – The proposed project would demolish the existing 1,690 sq. ft. automotive repair station and construct a 16,022 gross sq. ft., seven-story, 75-feet tall mixed-use building that includes 805 sq. ft. of ground-floor commercial space.

- 1924 Mission Street (Case No. 2014.0449ENV) -- The proposed project would demolish existing autobody shop and construct a new 13 unit apartment building with ground floor retail space.

- 1950 Mission Street (Case No. 2016-001514ENV) – The proposed project would demolish 11 modular wood framed buildings and construct 2 buildings with 157 units of affordable housing.

- 1965 Market Street (Case No. 2015-002825ENV) -- The proposed project would construct a mixed-use building with approximately 3,760 sf of ground-floor retail, below grade parking and 96 residential units. Along Market Street the proposed project would rise to a total height of 72 feet in seven levels. Immediately to the east on the site of a 9,000 sf parking lot on Duboce Avenue, new construction would rise to a total height of 83 feet in eight levels.

- 1979 Mission Street (Case No. 2013.1543ENV) -- The project proposes to demolish all existing improvements on the project site and to construct a 5 to 10 story up to 105' high, 345,013 sq.ft. building. The project would construct 351 residential units.

- 198 Valencia Street (Case No. 2013.1458ENV) – The proposed project includes the demolition of an existing 1 story commercial structure, and the construction of a 5-story building with 28 residential units and ground floor commercial space.

- 235 Valencia Street (Case No. 2016-007877ENV) -- The proposed project would include four residential stories above a commercial ground floor. The project proposes 50 residential units.

In addition, the project site is located approximately 500 feet south of the Central Freeway, which serves as the southern boundary of The Hub Plan. The proposed Hub Plan would amend the easternmost portions of 2008 Market and Octavia Area Plan of the San Francisco General Plan. The overarching objectives of the Hub Plan are to encourage housing, including affordable housing; create safer and more walkable streets, as well as welcoming and active public spaces; and create a neighborhood with a range of uses and services to meet neighborhood needs. This Plan would include changes to height and bulk districts for select parcels to allow more housing, including more affordable housing. The plan also calls for public realm improvements to streets and alleys within and adjacent to the Hub Plan area, such as sidewalk widening, streetlight upgrades, median realignment, road and vehicular parking reconfiguration, tree planting, and the addition of bulb-outs. As of May 2019, the Environmental Impact Report (EIR) for The Hub Plan is currently in development. In addition to analyzing the Hub Plan at a programmatic level, the Hub Plan EIR will evaluate two individual development projects within the Hub Plan area (the 30 Van Ness Avenue Project and 98 Franklin Street Project), neither of which are within 0.25 miles of the project site, and the designation of portions or all of the Hub Plan area as a housing sustainability district (HSD) at a project-specific level. A notice of preparation of an EIR for the Hub Plan EIR was released in May 2018 and a public scoping meeting was held in June 2018 to receive oral comments concerning the scope of the EIR. The draft EIR is expected to be published in early 2020. It is anticipated that if all 18 of the sites identified for upzoning in the Hub Plan were to be developed to the proposed maximum height and bulk limits, these changes would result in approximately 8,100 new residential units (over 15,700 new residents) in addition to new commercial and institutional space. Of these 18 sites, four are within 0.25 mile of the project site: 1695 Mission Street (0.15 miles northeast), 160 and 170 South Van Ness Avenue (0.2 miles northeast), and 170

Otis Street (0.1 miles). There are no specific project proposals currently on file for any of these sites. While The Hub Plan permits more intensive development than permitted under current zoning, specific projects on those parcels are not on-file with the department and are therefore not reasonably foreseeable for the purposes of CEQA.

EVALUATION OF ENVIRONMENTAL EFFECTS

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

Mitigation measures identified in the PEIR are discussed under each topic area as appropriate, and measures that are applicable to the proposed project are provided under the Mitigation Measures section at the end of this checklist.

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).

The proposed project would include construction of 62 dwelling units and approximately 5,775 sf of ground-floor retail. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

REGULATORY CHANGES

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

[1] San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed August 17, 2012.

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see "CEQA section 21099" heading below).
- 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.
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- 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 initial study Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

CEQA SECTION 21099

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

a) The project is in a transit priority area;

b) The project is on an infill site; and

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[2] Project elevations are included in the project description (see Figures 12 – 14, below). CEQA section 21099(b)(1) also 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

[2] San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 344 14th Street and 1463 Stevenson Street, May 14, 2019. 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. 2014.0948ENV.

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 CEQA*[3] recommending that transportation impacts for projects be measured using a vehicle miles traveled (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 transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

[Continued on the page 19.]

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

Figure 2: Proposed Site Plan

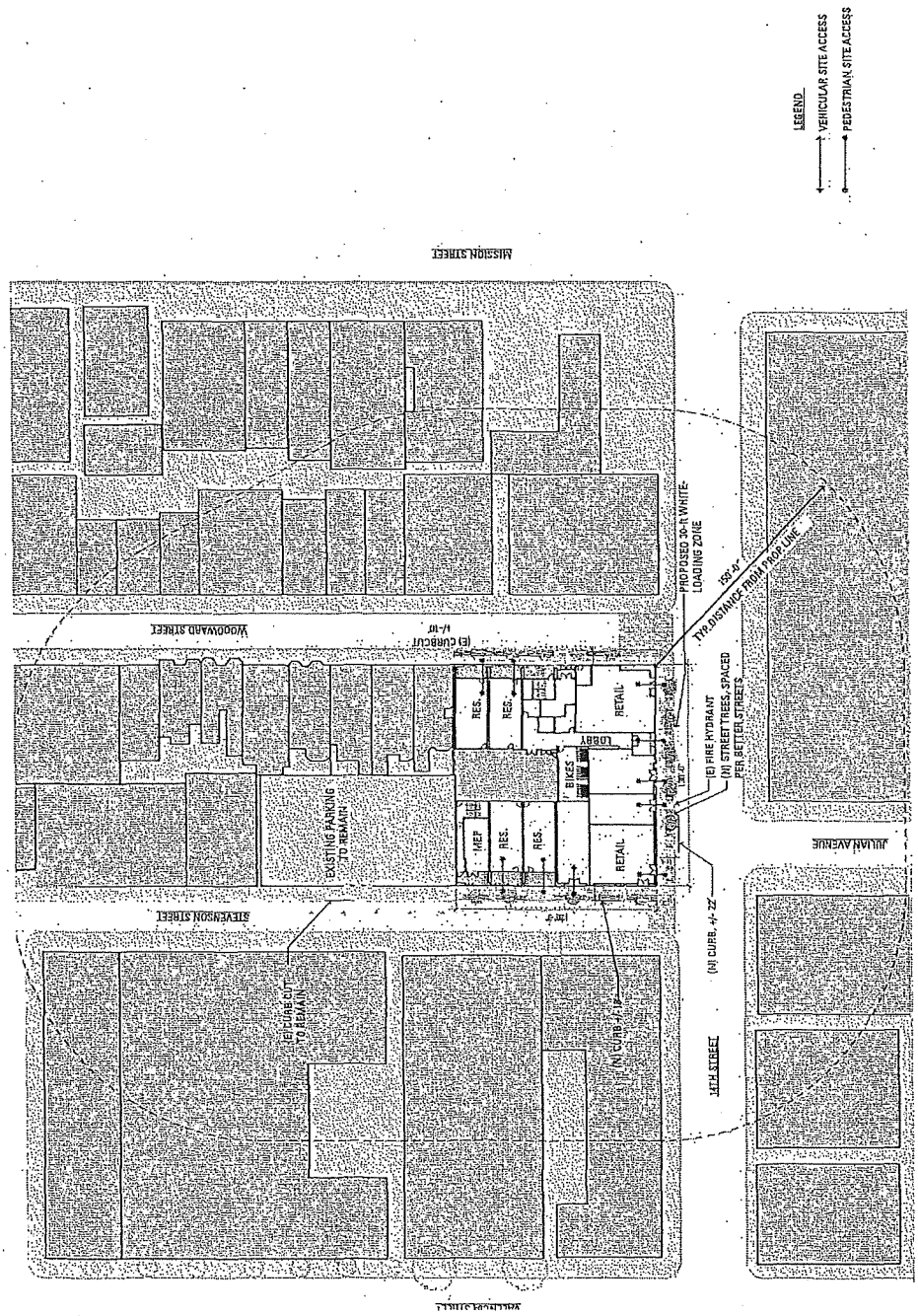


Figure 3. Proposed Ground Floor Plan

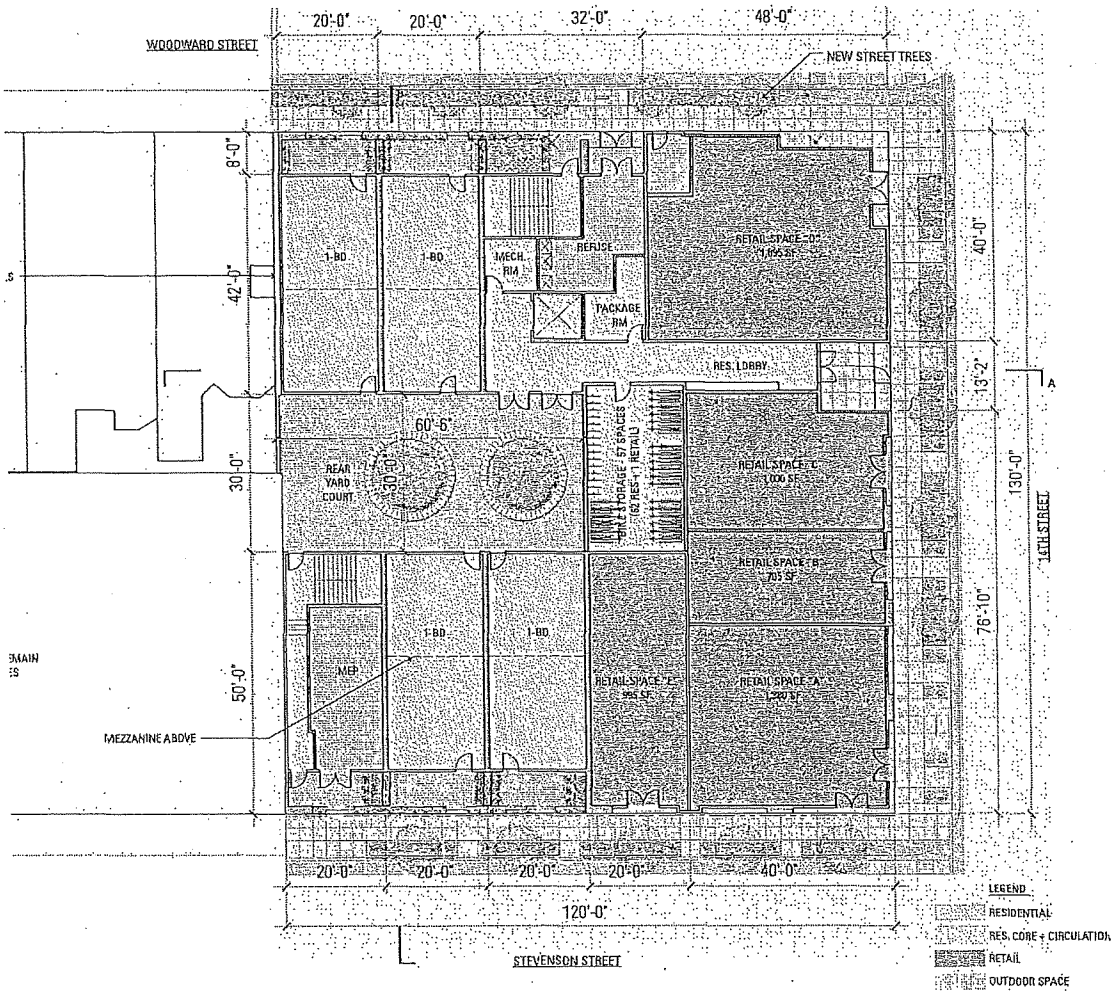


Figure 4. Proposed Second Floor Plan

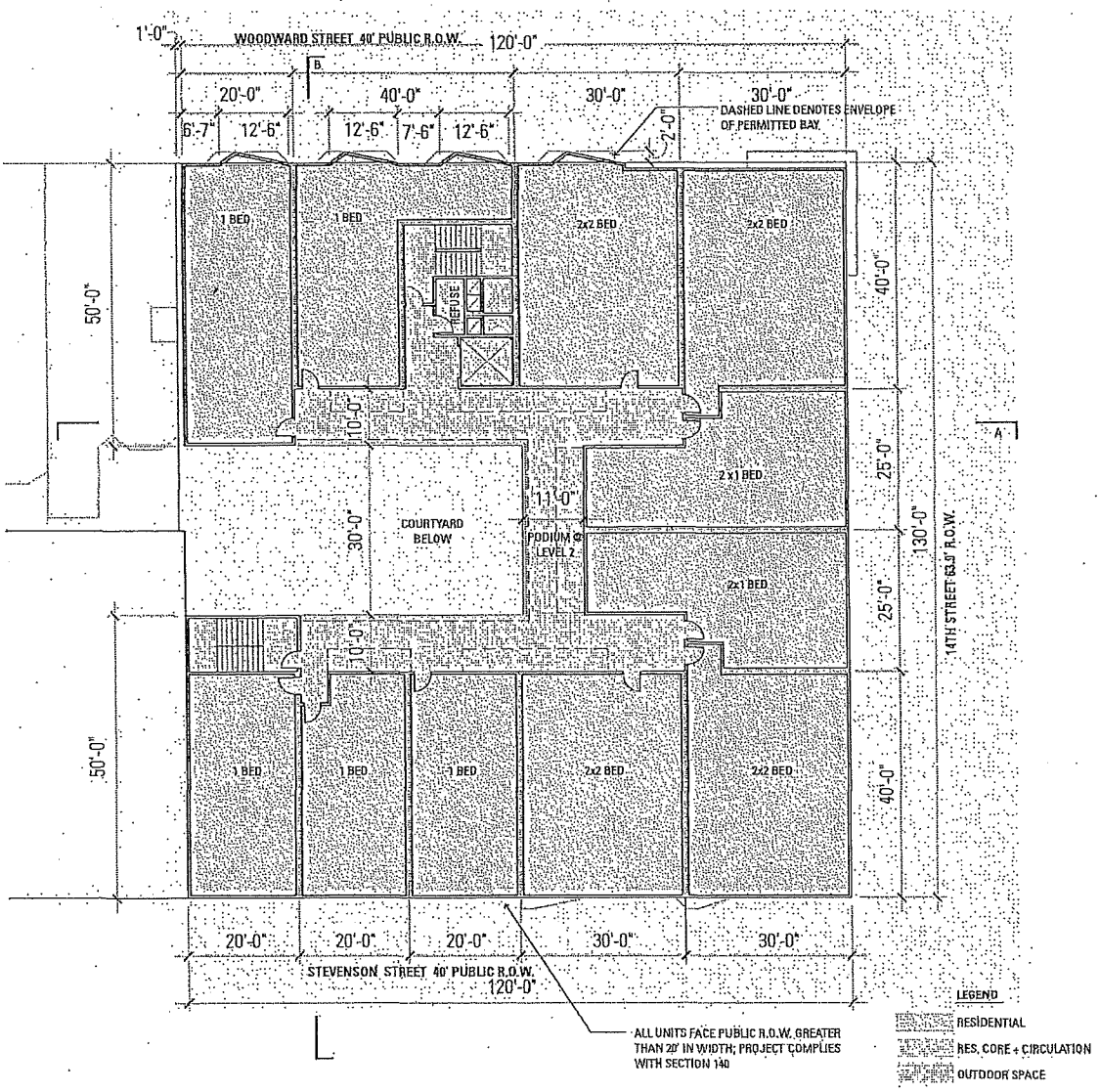


Figure 5. Proposed Third and Fourth Floor Plans

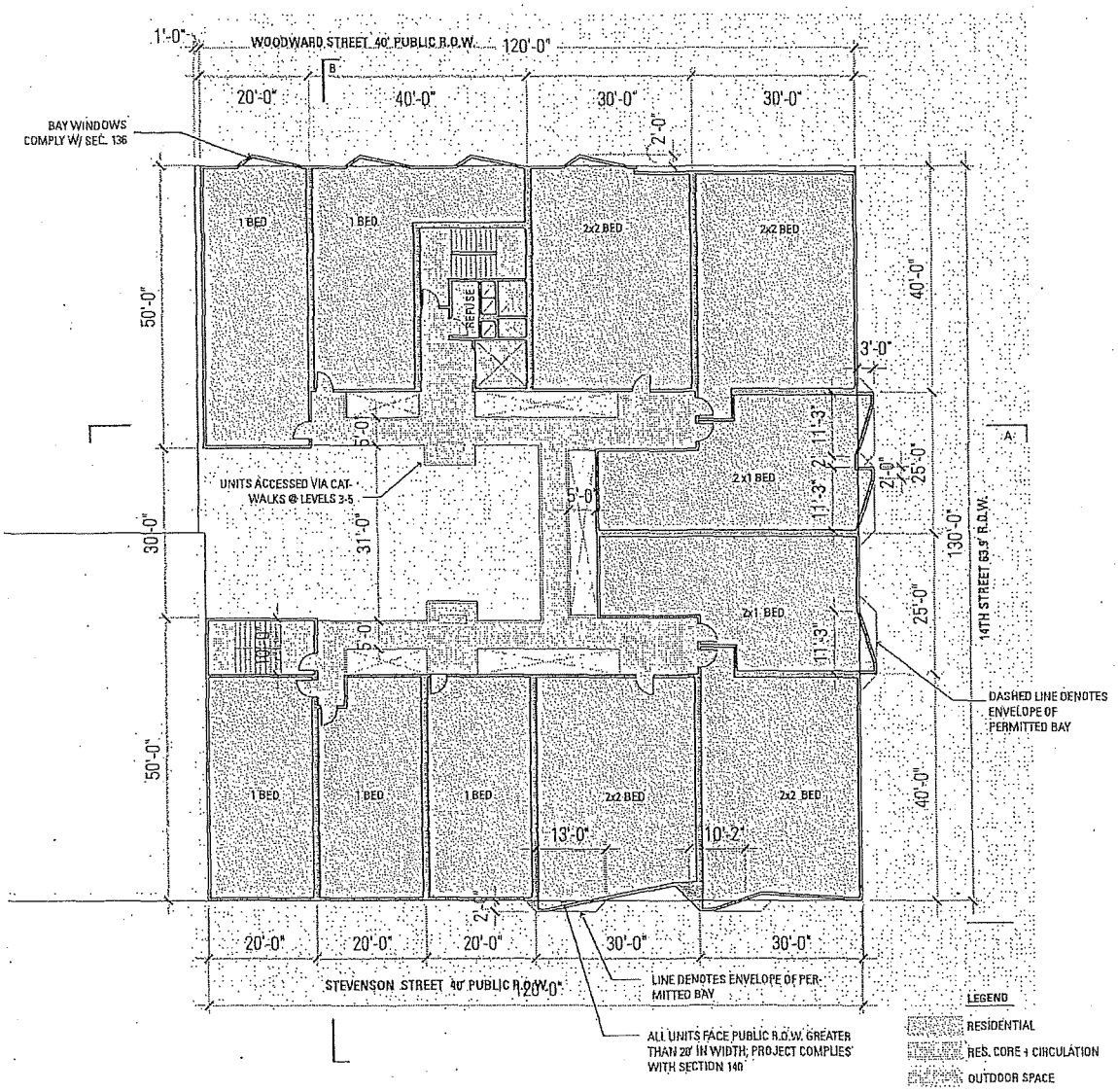


Figure 6. Proposed Fifth Floor Plan

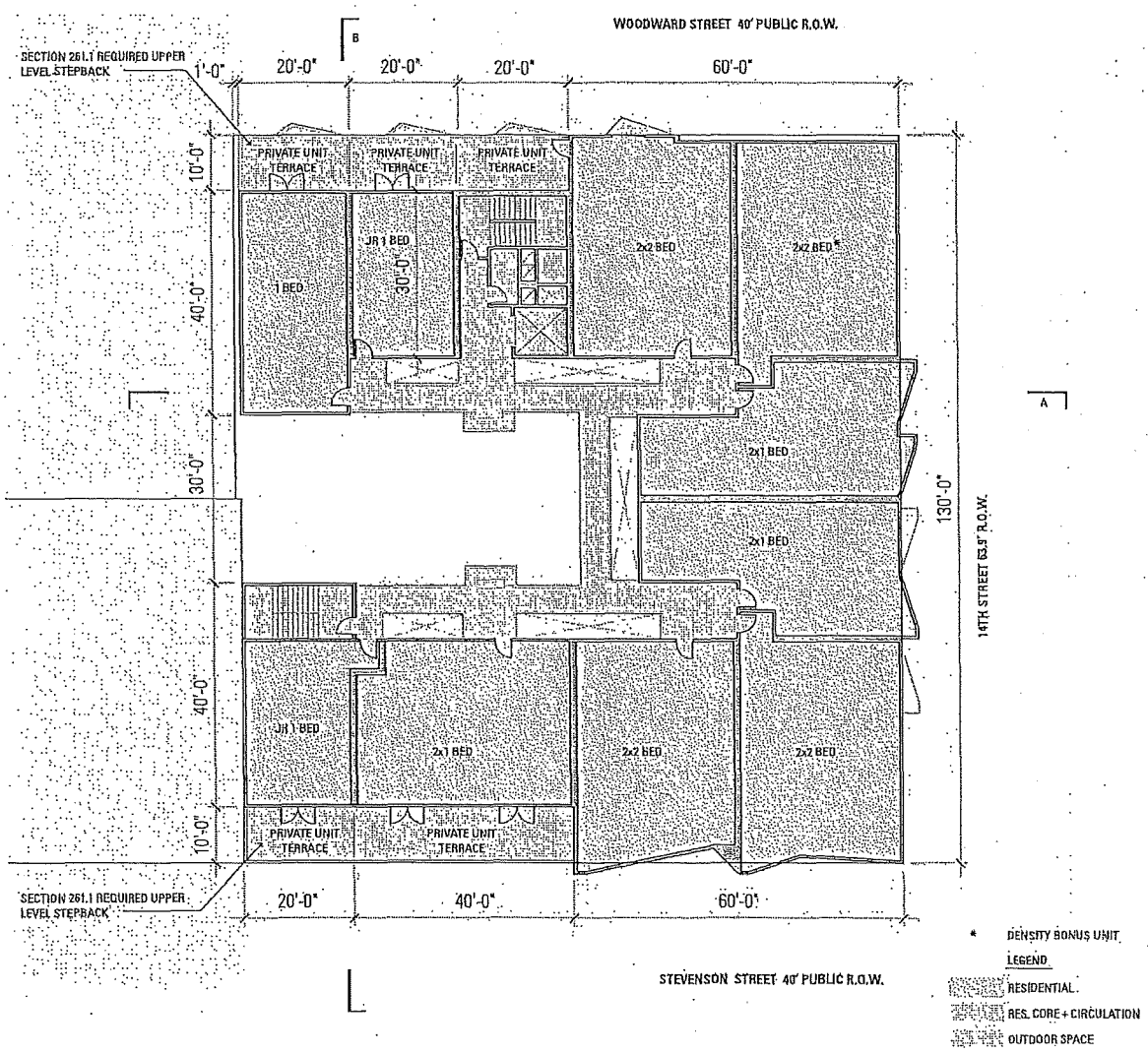


Figure 7. Proposed Sixth Floor Plan

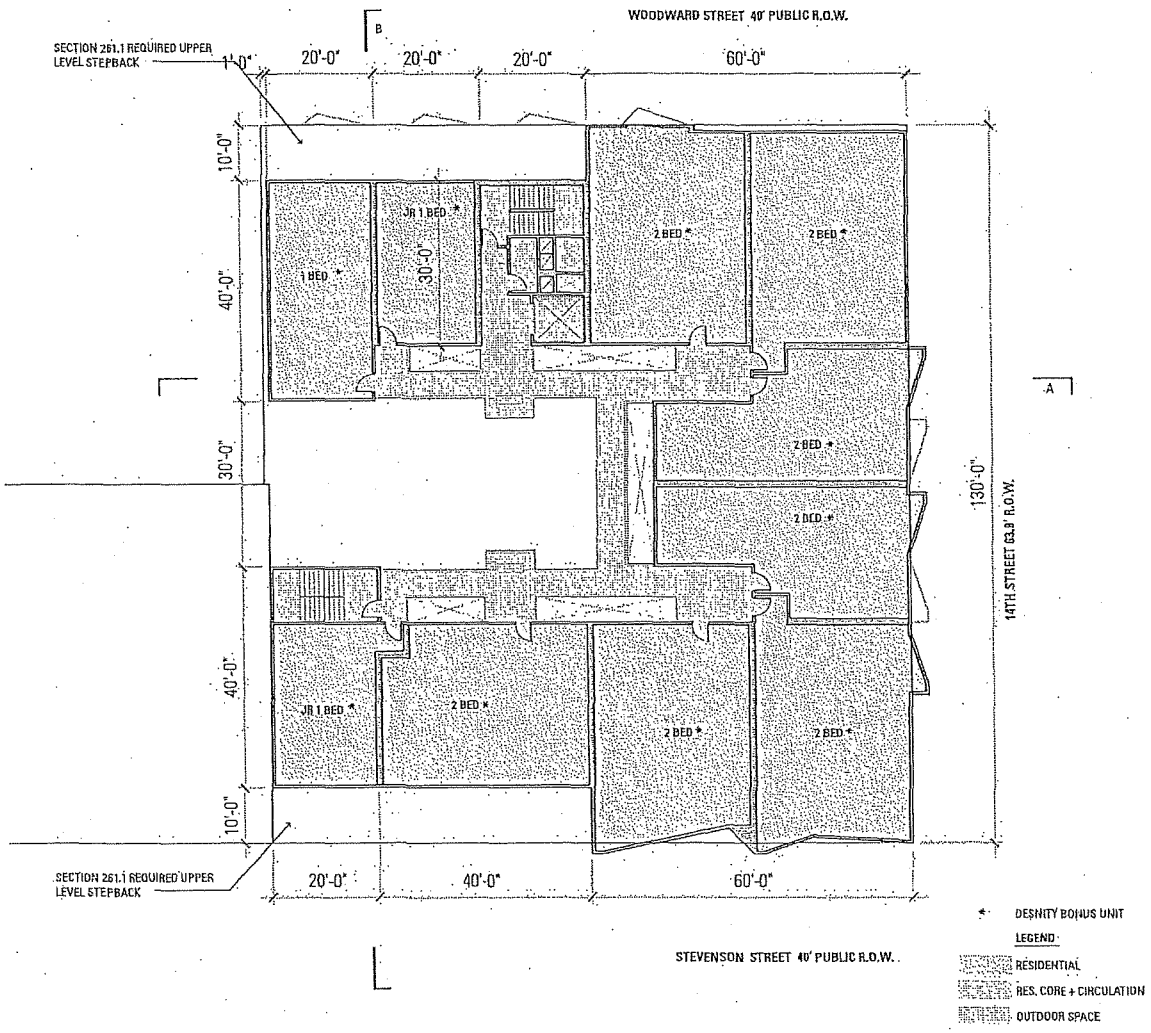


Figure 8. Proposed Seventh Floor Plan

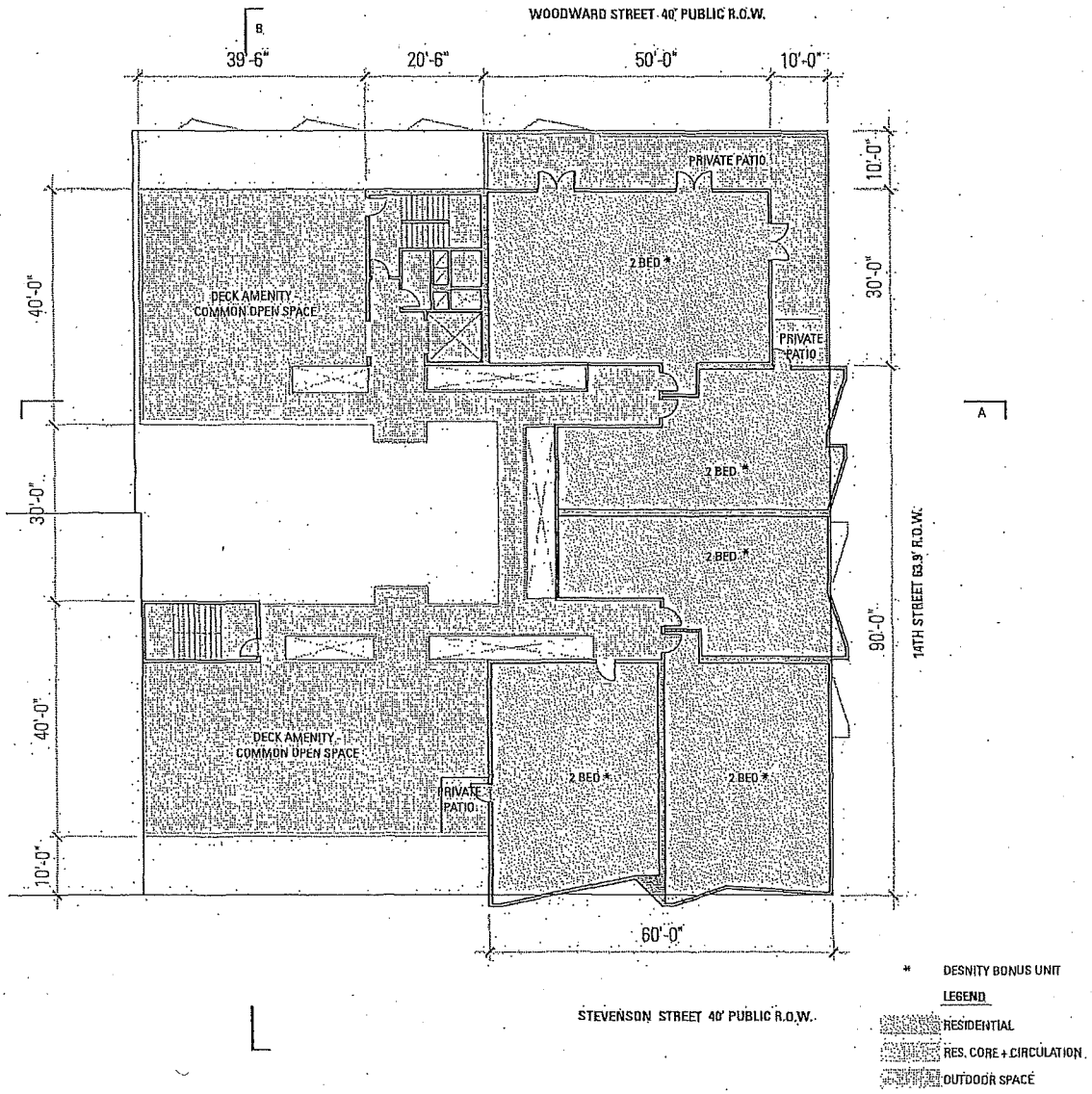


Figure 9. Proposed Roof Plan

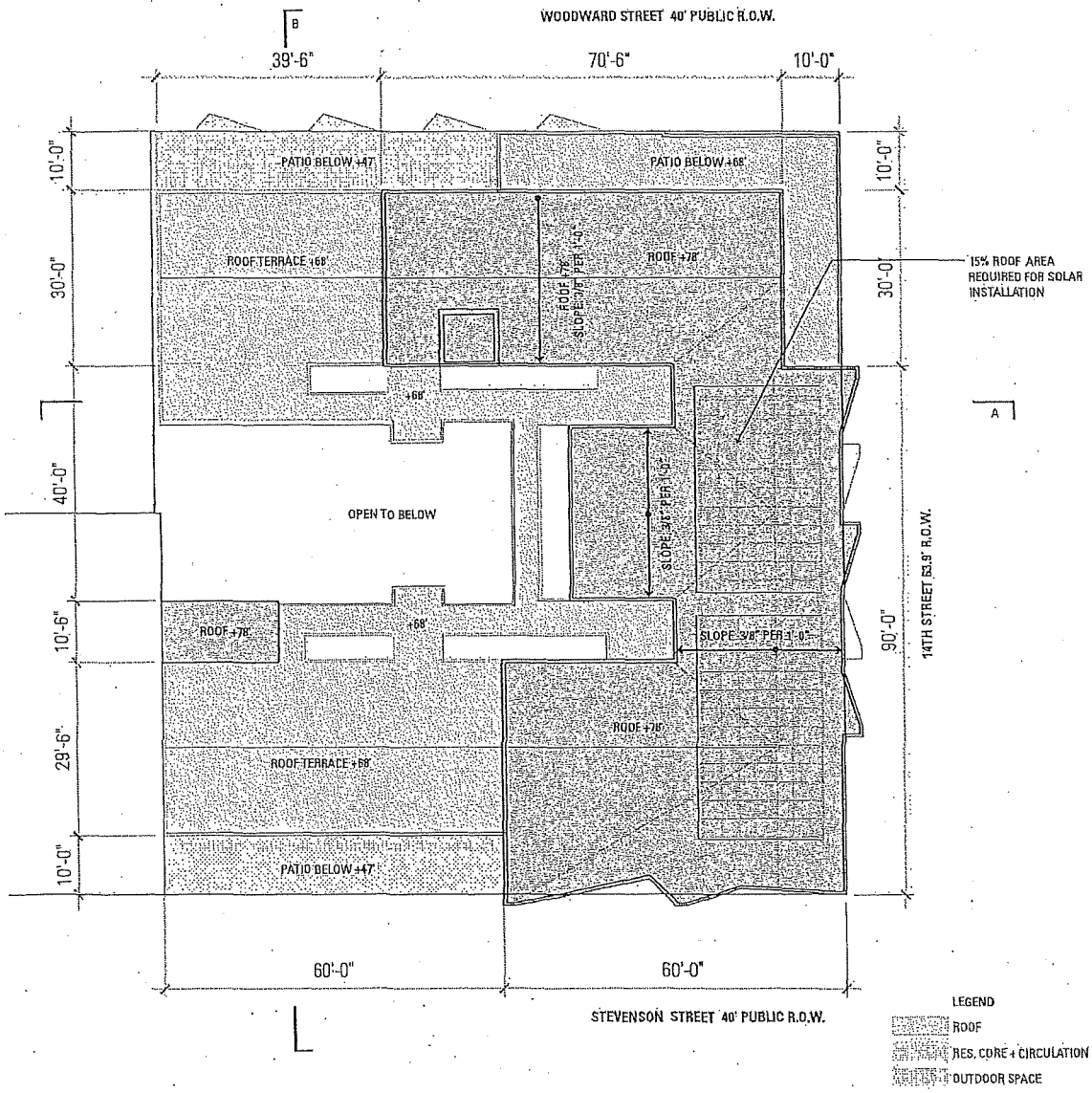


Figure 10. Proposed Woodward Street Elevation

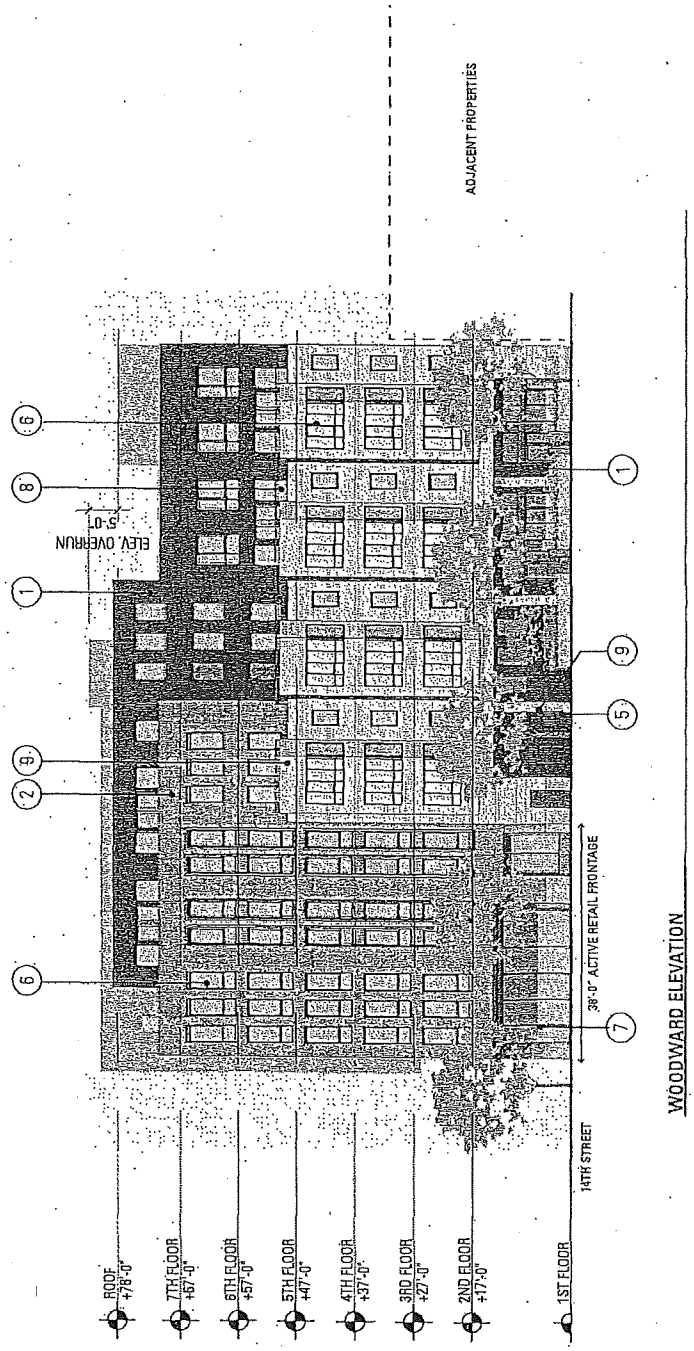


Figure 11. Proposed Stevenson Street Elevation

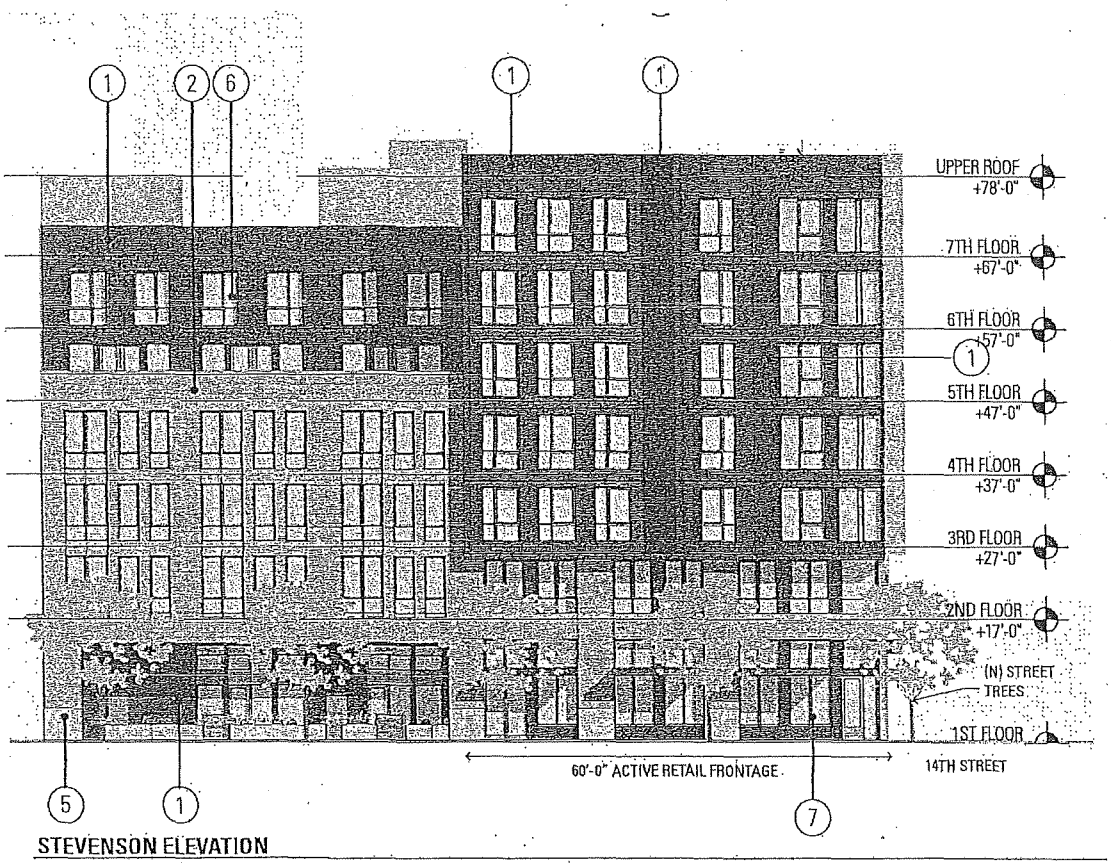
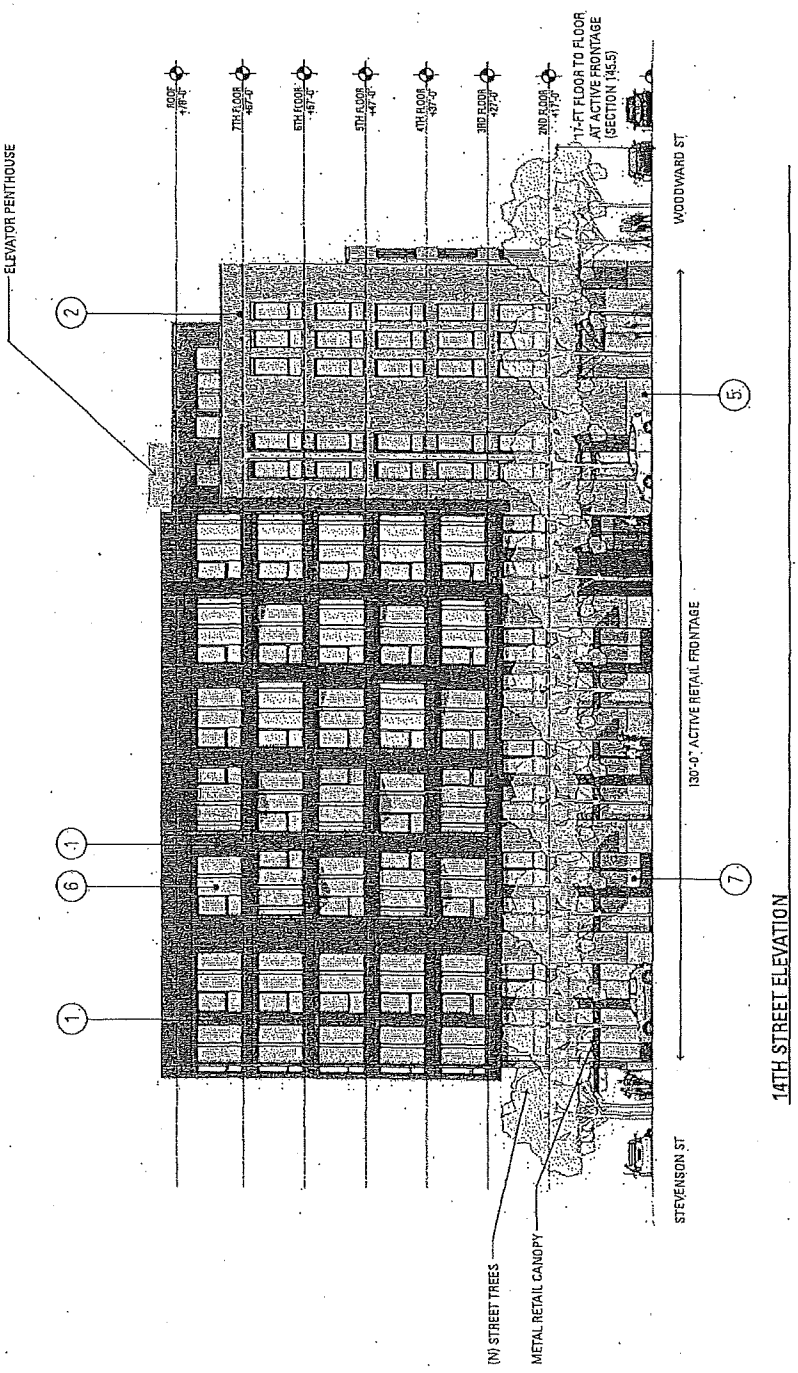


Figure 12. Proposed 14th Street Elevation



Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
1. LAND USE AND LAND USE PLANNING—Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods plan areas 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 or subareas. The Eastern Neighborhoods Rezoning and Area Plans is a regulatory program and the PEIR determined that the plan is consistent with various plans, policies, and regulations.

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. Subsequent CEQA case law since certification of the Eastern Neighborhoods PEIR has clarified that "community character" itself is not a physical environmental effect.[4] Therefore, consistent with Appendix G of the CEQA Guidelines, analysis concerning land use character has been removed from further evaluation in this project-specific initial study.

Regardless, the proposed project would not remove any existing PDR uses as the project site is currently used for surface parking and would therefore not contribute to a direct impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. The project site was zoned C-M (Heavy Commercial) prior to the rezoning of Eastern Neighborhoods, which did encourage development of PDR uses. Through the Eastern Neighborhoods rezoning process, the project site was rezoned to UMU (Urban Mixed Use). The UMU zoning district permits PDR uses, and therefore, rezoning the project site to permit PDR uses did not contribute to the significant impact identified in the PEIR. The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the UMU District and is consistent with the development density established for the project site in the Mission Area Plan, the UMU use requirements, as well as the height and bulk requirements of the 58-X height and bulk district. The project is seeking a height concession pursuant to the state density bonus law to exceed the applicable 58-X height limits. As proposed, with the allowable height concession pursuant to the state density bonus, the project is permitted in the UMU district and is consistent with the development density as envisioned in the Mission Area Plan. The proposed project is consistent with Mission Plan Objective 1.1, which calls for strengthening the mixed-use character of the neighborhood while maintaining the neighborhood as a place to live and work.

[4] Preserve Poway v. City of Poway, 245 Cal.App.4th 560.

The proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, and therefore would not conflict with applicable land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect.

Cumulative Analysis

The proposed project would have no impact with respect to physically dividing a community or conflicting with an applicable land use plan and therefore would not have the potential to contribute to a significant cumulative impact related to land use or land use planning.

Conclusion

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

Topics:		*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

One of the objectives of the Eastern Neighborhoods area plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and area plans: "would induce substantial growth and concentration of population in San Francisco." The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the

anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No-Project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects through gentrification that could displace some residents. The PEIR discloses that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that existing lower-income residents of the Eastern Neighborhoods, who also disproportionally live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change. The PEIR found, however, that gentrification and displacement that could occur under the Eastern Neighborhoods Rezoning and Area Plans would not result in increased physical environmental impacts beyond those disclosed in the PEIR.

The proposed project includes new construction of 62 residential units and approximately 5,775 sf of ground-floor retail and would not displace any existing housing units as the site is currently used for surface parking. The proposed uses would result in 145 new residents and 17 new employees.[5]

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco County anticipate an increase of 137,800 households and 295,700 jobs between 2010 and 2040.[6] Between 2010 and 2017, San Francisco's population grew by 22,816 households and 175,500 jobs, leaving approximately 114,984 households and 120,200 jobs projected for San Francisco through 2040.[7] Over the last several years, the supply of housing has not met the demand for housing within San Francisco. In July 2013, ABAG projected San Francisco's housing need in the Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022. The jurisdictional housing need of San Francisco for 2014–2022 is 28,869 dwelling units. As of the second quarter of 2018, approximately 16,600 housing units have been constructed.[8]

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[5] Estimate of residents based on San Francisco's average household size of 2.33 persons/household (https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia/PST045217). Estimate of employees based upon project trip generation calculation, per Department's *2002 Transportation Impacts Analysis Guidelines for Environmental Review.*

[6] *Plan Bay Area 2010 Final Supplemental Report: Land Use and Modeling Report.* Metropolitan Transportation Commission and Association of Bay Area Government. July 2017. This document is available online at: http://2040.planbayarea.org/reports. Accessed November 7, 2018.

[7] US Census, American Communities Survey for San Francisco County, CA, 2017 and 2010. Accessed at http://factfinder.census.gov, January 29, 2019. California Employment Development Department, Industry Employment—Official Monthly Estimates (Total Wage and Salary Employment) for San Francisco County, CA, 2017 and 2010. Accessed at https://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis/areaselection.asp?tablename=ces. January 29, 2019

[8] Residential Pipeline, Entitled Housing Units 2018 Q2, San Francisco Planning Department. This document is available online at: http://default.sfplanning.org/publications_reports/residential-pipeline-quarterly-dashboard/2018Q2_RHNA_Progress.pdf. Accessed November 1, 2018.

The project's 62 units and 5,775 sf of ground-floor retail space would contribute to meeting San Francisco's anticipated housing and employment needs. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods priority development area; thus, it would be implemented in an area where new population growth is anticipated.

The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. Therefore, the housing and employment growth generated by the project would not result in new or more severe impacts than were identified in the Eastern Neighborhoods PEIR. The physical environmental impacts resulting from housing and employment growth generated by the project are evaluated in the relevant resources topics in this initial study.

The proposed project would not displace any residents or housing units since no housing units currently exist on the project site. Therefore, the proposed project would have no direct impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects.

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. As discussed above, ABAG projects substantial growth for San Francisco through 2040. The proposed project would provide housing units and commercial space but would not result in growth that would exceed ABAG projections. Therefore, the proposed project would not contribute to any cumulative environmental effects associated with inducing population growth or displacing substantial numbers of people necessitating the construction of replacement housing elsewhere.

Conclusion

The proposed project would contribute a small portion of the growth anticipated within the Eastern Neighborhoods plan area under the Eastern Neighborhoods Rezoning and Area Plans as well as for San Francisco as a whole under Plan Bay Area. The project's incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact related to population and housing. Therefore, the proposed project would not result in significant physical environmental impacts related to population and housing that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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 historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical 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.

The project site is currently a parking lot located adjacent to, but outside of, the Woodward Street Romeo Flats Reconstruction Historic District, adopted on June 1, 2011 by the San Francisco Historic Preservation Commission (HPC). The district is listed in the California Register of Historic Resources under Criteria A (association with events that have made a significant contribution to the broad patterns of local history) and C (embodiment of distinctive characteristics of type, period, region and methods of construction and possesses high artistic values) due to its association with the post-1906 Earthquake and Fire reconstruction and as a distinctive example of San Francisco Edwardian architecture, specifically Romeo flat residential buildings. The period of significance is 1906-1912 and character-defining features consist of two- to three-story residential buildings, rhythmic bay windows, matching floor levels, minimal front and side yards with mostly unbroken streetscapes, primarily horizontal wood board and shingle cladding materials with brick or cast stone bases, wood doors and windows with wood surrounds, and wood cornices and trim.

In addition to the above historical district designation, there is currently a community-initiated effort to create a Woodward Street Landmark District, which would include the project site. As of March 16, 2016 the proposed Woodward Street Landmark District was added to the Article 10 Landmark Designation Work Program by the Historic Preservation Commission (HPC). The boundaries of the proposed landmark district are currently under review and will be brought to the HPC as part of the designation process.

Therefore, it is not currently known if the project site will be included as a non-contributor to the historic district or will remain outside of the historic district boundaries.

Due to the possibility that the project site may be included within the landmark district's boundaries in the future as a non-contributor, and the site is adjacent to a California Register of Historic Resources historic district, a preliminary compatibility review was undertaken by the preservation team. The planning department's preservation team recommended that the project sponsor take the historic context and character-defining features of the adjacent historic district into account, including utilizing wood cladding instead of cement plaster on the Woodward Street façade of the proposed project, having taller and wider entrances on the Woodward Street façade, and providing a landscape setback on Woodward Street to provide differentiation with the historic district. The preservation team's comments were incorporated into the design review of the project undertaken by Current Planning and the planning department's Urban Design Advisory Team, which ensures compatibility of new construction with existing neighborhood character, and the recommendations were subsequently included by the project sponsor in the project's final design.[9] Therefore, there would be no adverse impacts to nearby existing or potential historic resources or historic districts.

Construction of the proposed project would occur adjacent to buildings located within the Woodward Street Romeo Flats Reconstruction Historic District. The Department of Building Inspection (DBI) would be responsible for reviewing the building permit application to ensure that project construction documents conform to recommendations in the project's geotechnical report, including shoring and underpinning, would comply with all applicable procedures and requirements to ensure the protection of adjacent buildings as required by the building code. Please see additional discussion under Geology and Soils section of this initial study checklist.

In addition, the Department required analysis of the potential for adverse impacts to adjacent historical structures due to construction-related vibration.[10] The vibration analysis assessed the type of construction equipment that would be used to excavate and construct the proposed sub-grade basement and the equipment's proximity to neighboring structures. The analysis found that construction of the proposed project would not result in vibration at levels that could result in adverse impacts to adjacent historic structures. No excavation or shoring would occur within a ten-foot buffer area at the project site's northern interior property line. For additional discussion of this issue, please see the Construction Vibration discussion in the "Noise" section, below.

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 Plan 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

[9] SF Planning Preservation, Memorandum Re: 344 14th Street/1463 Stevenson Street, July 26, 2017. SF Planning, Email from Maia Small, Principal Urban Designer to Justin Horner, Environmental Planner, September 12, 2018.

[10] Charles M Salter and Associates, 344 14th St Construction Vibration Analysis, January 8, 2019.

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 that propose certain scopes of work, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The project site is located in the Mission Dolores Archeological District and includes excavation deeper than 2.5 feet below grade; therefore, Mitigation Measure J-3 (Mission Dolores Archeological District - Archeological testing) applies to the proposed project. The purpose of Mitigation Measure J-3 is to avoid any significant adverse effect from soils disturbing activities on buried archeological resources, based on the presence of archeological properties of a high level of historical, ethnic, and scientific significance within the Mission Dolores Archeological District. Mitigation Measure J-3 would be implemented as Project Mitigation Measure 1: Archeological Testing. The full text of **Project Mitigation Measure 1: Archeological Testing** appears in the "Mitigation Measure" section below.

With the implementation of **Project Mitigation Measure 1 (Archeological Testing)**, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

Paleontological Resources

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Construction activities are not anticipated to encounter any below-grade paleontological resources. The proposed project includes excavation to a depth of four feet below grade surface. The project site is underlain by fill to a depth of approximately 12 feet, which itself is underlain by silt and clay to a depth of 47 feet. Both soil types have low potential for paleontological resources. Therefore, the project would have no impact on paleontological resources.

Cumulative Analysis

As discussed above, the proposed project would have no effect on historic architectural resources and therefore would not have the potential to contribute to any cumulative historic resources impact.

The cumulative context for archeological resources, paleontological resources, and human remains are site specific and generally limited to the immediate construction area. For these reasons, the proposed project, in combination with reasonably foreseeable future projects, would not result in a cumulatively considerable impact on archeological resource, paleontological resources or human remains.

Conclusion

The proposed project would not result in significant impacts to historic resources and impacts to archeological resources would be mitigated to less than significant levels with implementation of mitigation measures identified in the Eastern Neighborhoods PEIRs. The project sponsor has agreed to implement Project Mitigation Measure 1 (Archeological Testing). Therefore, the proposed project would not result in significant impacts on cultural resources that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

Accordingly, the planning department conducted project-level analysis of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project. Based on this project-level review, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site.[11]

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 sub-section. Even with mitigation, however, it was anticipated

[11] San Francisco Planning Department, Transportation Study Determination Request 344 14th Street/1463 Stevenson Street, July 17, 2014. This Transportation Study Determination (TSDR) analyzed a larger project which was made up of the proposed project and an additional PDR building on an adjacent site at 1463 Stevenson Street. As the proposed project is smaller than the project considered in the TSDR, and as the TSDR found that the larger project would have no transportation impacts, the proposed project was determined to not have a transportation impact.

that the significant adverse cumulative impacts on transit lines could not be reduced to a less than significant level. Thus, these impacts were found to be significant and unavoidable.

As discussed above under "CEQA Section 21099", 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 checklist.

The Eastern Neighborhoods PEIR did not evaluate vehicle miles traveled or the potential for induced automobile travel. The VMT Analysis presented below evaluates the 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 initial study checklist topic 4c is not applicable.

Vehicle Miles Traveled (VMT) 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. 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. [12,13]

For residential development, the existing regional average daily VMT per capita is 17.2.[14] For retail development, the regional average daily retail VMT per employee is 14.9.[15] Average daily VMT for both land uses proposed at the site is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Average Daily Vehicle Miles Traveled, which includes data for the transportation analysis zone in which the project site is located, 236.

Table 1 Average Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15 percent	TAZ 236	Bay Area Regional Average	Bay Area Regional Average minus 15 percent	TAZ 236
Households (Residential)	17.2	14.6	4.3	16.1	13.7	3.6
Employment (Retail)	14.9	12.6	8.8	14.6	12.4	9

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends 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 transportation analysis zone that exhibits low levels of VMT; 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.

[12] 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.

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

[14] Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

[15] Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

The proposed project would include 62 dwelling units and ground-floor retail. Existing average daily VMT per capita is 4.3 for the transportation analysis zone the project site is located in, 236. This is 75 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily VMT per capita is 3.6 for transportation analysis zone 236. This is 78 percent below the future 2040 regional average daily VMT per capita of 16.1.

Existing average daily VMT per retail employee is 8.8 for transportation analysis zone 236. This is 40 percent below the existing regional average daily VMT per retail employee of 14.9. Future 2040 average daily VMT per retail employee is 9 for the transportation analysis zone 236. This is 38 percent below the future 2040 regional average daily work-related VMT per retail employee of 14.6. Therefore, because the project site is located in an area where existing VMT per capita or employee is more than 15 percent below the regional average, the proposed project would not cause substantial additional VMT and impacts would be less-than-significant impact.

In addition, the project site meets the Proximity to Transit Stations criteria, as it is located less than one block from a transit stop for the 14 Mission, 14R Mission Rapid, and 49 Van Ness-Mission bus routes and within a quarter mile of the 16th Street Mission BART Station (less than a half-mile).

Trip Generation

The proposed project includes 62 dwelling units and approximately 5,775 sf of ground-floor retail, as well as 63 bicycle parking spaces. The proposed project includes no vehicle parking.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the *2019 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.[16] The proposed project would generate an estimated 1,311 person trips (inbound and outbound) on a weekday daily basis, consisting of 432 person trips by auto, 187 transit trips, 652 walk trips and 42 walk trips. During the p.m. peak hour, the proposed project would generate an estimated 118 person trips, consisting of 39 person trips by auto (27 vehicle trips accounting for vehicle occupancy data for this census tract), 17 transit trips, 58 walk trips and 58 walk trips.

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 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. 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 SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board

[16] San Francisco Planning Department, Transportation Calculations for 344 14th Street, May 14, 2019.

[17] Two additional files were created at the Board of Supervisors for the 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

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, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods Plan area; for instance, implementation of Route 55 on 16th Street.

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 4th to 6th streets.

The project site is located within a quarter mile of several local transit lines including Muni lines 14-Mission, 14R-Mission Rapid, 22-Fillmore, 33-Ashbury/18th Street, 49-Van Ness/Mission, 55-16th Street, and the F-Market, J-Church, L-Taraval, M-Ocean View, and N-Judah light rail lines. In addition, the project site is within a quarter of a mile of the 16 Street Mission BART Station. The proposed project would be expected to generate 187 daily transit trips, including 17 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 17 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the 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.

Cumulative Analysis

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 22-Fillmore and 49-Van Ness/Mission. The proposed project would not contribute considerably to these conditions as its minor contribution of 17 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. For these reasons, the proposed project would not result in significant impacts related to transit beyond those identified in the Eastern Neighborhoods PEIR.

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.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☐	☒

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 development projects under

the plans.[19] 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 construction near sensitive receptors. As the proposed project does not include pile driving nor does it include particularly noisy construction methods, Mitigation Measure F-1 does not apply to the proposed project. As the proposed project includes construction adjacent, and in proximity to, sensitive receptors (i.e. residential uses), Mitigation Measure F-2 applies to the proposed project. See the full text of **Project Mitigation Measure 2: Construction Noise** in the "Mitigation Measures" section below.

In addition, all construction activities for the proposed project (approximately 18 months) would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (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 or the Director of the building department 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 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of public works authorizes a special permit for conducting the work during that period.

The building department 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 nearby 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 temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with Project Mitigation Measure 2: Construction Noise and the Noise Ordinance, 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 project includes residential uses and 5,775 sf of ground-floor retail space. Neither

[19] 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).

use would be anticipated to generate noises in excess of ambient noise levels. Therefore, Eastern Neighborhoods PEIR Mitigation Measure F-5 does not apply to the proposed project, and the proposed project would not substantially increase the ambient noise environment and noise impacts resulting from the proposed project would be less than significant.

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 these 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. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. 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.

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

Construction Vibration

Construction of the proposed project would involve demolition of the surface parking lot, site preparation and other construction activities. It would include the use of construction equipment that could result in groundborne vibration affecting properties adjacent to the project site. No pile driving or blasting are proposed.

Due to the proximity of the project site to existing and potential historic resources, a vibration study was prepared to analyze construction-related vibration impacts.[20] The study examined the construction of an earlier variation of the proposed project, which included an additional PDR building on an adjacent parcel at 1463 Stevenson Street and a sub-grade garage level shared by both buildings. The proposed project includes only one building (the mixed-use residential building with ground-floor retail) and does not include a sub-grade level. The study applied the methodology and thresholds utilized by the California Department of Transportation (Caltrans) in examining construction-related vibration impacts.[21] The study evaluated vibration impacts related to excavation of the site for the purpose of developing the subgrade

[20] Charles M Salter and Associates, 344 14th St Construction Vibration Analysis, January 8, 2019.

[21] California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, September 2013

garage level and developing a foundation for the buildings as recommended in the geotechnical investigation. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Several different methods are used to quantify vibration. The most frequently used method to describe vibration impacts is peak particle velocity (PPV). PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec).[22]

In order to estimate the vibration level at the adjacent properties resulting from project construction activities, the analysis utilized the following equation:

$$PPV_{equip} = PPV_{ref}(25/D)^n$$

where

PPV_{equip}: the Peak Particle Velocity (PPV) at the distance being measured
PPV_{ref}: the PPV at the reference distance of 25 feet
D: the distance being measured
n: a value determined by soil conditions, ranging from 1.5 to 1

The PPV_{ref} values for the equipment[23] to be used during project construction activities are summarized in Table 2.

Table 2: Peak Particle Velocities (PPVs) of Project Construction Equipment

Equipment	PPV_{ref} Reference Peak Particle Velocity at 25 feet (in/sec)
Caisson Drilling Rig	0.089 PPV
Loaded Truck	0.076 PPV

The D value would be ten feet, which is the distance closest to the adjacent properties along the north property line that excavation would occur. For the n-value in the equation above, the vibration study utilized a value of 1.1, which was based on Caltrans' guidance for the project site's soil type. Caltrans also recommended the use of the 1.1 value for work closer than 25 feet from adjacent structures (like that included in the proposed project)

Table 3, below, includes the PPV levels at which damage to particular types of buildings could result. Construction activity is considered a "continuous/frequent intermittent source;" a "transient source" would be considered single, distinct events, such as blasting or the driving of piles. As the neighboring properties to the north of the project site are considered existing or potential historic resources under CEQA, they are classified as "Historic and Some Old Buildings." Once the PPV_{equip} level is determined for each piece of construction equipment, it is compared to the values outlined in Table 3.

[22] Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006, pp. 8-1 to 8-3, Table 8-1. Available online at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed February 7, 2017.

[23] The construction equipment included in Table 2 are only those that have the potential to cause vibration. Other construction equipment would be used.

Table 3: Vibration Guidelines for Potential Damage to Structures		
Structure Type and Condition	Maximum PPV from Transient Sources	Maximum PPV from Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1.0	0.5
Modern Industrial/Commercial Buildings	2.0	0.5

The PPV_{equip} for the project's construction equipment was calculated using the equation above. Use of the Caisson Drilling Rig would result in the greatest PPV_{equip} for equipment to be used, 0.24 PPV. As 0.24 PPV from a "continuous/frequent intermittent source" is below the 0.25 PPV threshold for "Historic and Some Old Buildings," the proposed project would not result in levels of vibration that would result in an adverse impact to existing neighboring historic structures.

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, topics 12e and 12f from the initial study checklist are not applicable.

Cumulative Analysis

The cumulative context for traffic noise analyses are typically confined to the local roadways nearest the project site. As project-generated vehicle trips disperse along the local roadway network, the contribution of traffic noise along any given roadway segment would similarly be reduced. As discussed in the Transportation section above, the project would add 432 daily vehicle trips to the surrounding streets and not result in a perceptible increase in traffic noise. Therefore, the proposed project would not result in a considerable contribution to ambient noise levels from project traffic.

The cumulative context for point sources of noise, such as building heating, ventilation and air conditioning systems and construction noise are typically confined to nearby noise sources, usually not further than about 900 feet from the project site.[24] Based on the list of projects under the Cumulative Setting section above, there are no reasonably foreseeable projects within 900 feet of the project site that could combine with the proposed project's noise impacts to generate significant cumulative construction or operational noise. Furthermore, the noise ordinance establishes limits for both construction equipment and for operational noise sources. All projects within San Francisco are required to comply with the noise ordinance. Compliance with the noise ordinance would ensure that no significant cumulative noise impact would occur.

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

Conclusion

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. The proposed project would implement mitigation measures identified in the Eastern Neighborhoods PEIR to reduce construction noise, referred to as Project Mitigation Measure 2. With implementation of mitigation measures identified in the PEIR, the proposed project would not result in new or more severe noise impacts than were identified in the Eastern Neighborhoods PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses[25] from exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). 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, development under the area plans 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.[26]

[25] 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.

[26] 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.

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 the building department. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. San Francisco ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission. Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The San Francisco Public Utilities Commission operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

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

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (air basin) experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment[27] or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and PM_{10}, for which these pollutants are designated as non-attainment for either the state or federal standards.

[27] "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

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 Bay Area Air Quality Management District's (air district) quantitative thresholds for individual projects."[28] The air district prepared updated *2017 BAAQMD CEQA Air Quality Guidelines* (air quality guidelines),[29] which provided new methodologies for analyzing air quality impacts. The air quality guidelines also provide thresholds of significance for those criteria air pollutants that the air basin is in non-attainment. These thresholds of significance are used by the City.

Construction

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over approximately 381 working days (anticipated to be 16 to 18 months). Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within an Air Quality Technical Memorandum.[30] The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 381 working days. As shown in Table 4, unmitigated project construction emissions would not exceed thresholds of significance for ROG, NOx, PM_{10} or $PM_{2.5}$; therefore, the proposed project would have less-than-significant impacts with respect to construction-related criteria air pollutants.

Table 4: Average Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM_{10}	Exhaust $PM_{2.5}$
Unmitigated Project Emissions	3.53	10.08	0.52	0.49
Significance Threshold	54.0	54.0	82.0	54.0

Source: BAAQMD, 2017; San Francisco Planning Department, 2019.

Operations

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment) and energy usage. Operation-related criteria

[28] 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.

[29] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2017. See pp. 3-2 to 3-3.

[30] SF Planning Department, Air Quality Technical Memorandum, 344 14th Street, May 15, 2019.

air pollutants generated by the proposed project were also quantified using CalEEMod and provided within an Air Quality Technical Memorandum.[31] Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in Table 3. Table 5 also includes the thresholds of significance the City utilizes to determine significant air quality impacts.

Table 5: Summary of Operational Criteria Air Pollutant Emissions

	ROG	NOx	PM_{10}	$PM_{2.5}$
Project Average Daily Emissions (lbs/day)	2.65	3.37	2.6	0.81
Significance Threshold (lbs/day)	54	54	82	54
Project Maximum Annual Emissions (tpy)	0.48	0.61	0.50	0.15
Significance Threshold (tpy)	10.0	10.0	15.0	10.0

lbs/day = pounds per day tpy = tons per year
Source: BAAQMD, 2017; San Francisco Planning Department, 2018.

As shown in Table 5, the proposed project would not exceed the threshold of significance for operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Eastern Neighborhoods PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

Health Risk

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 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 risk, and incorporates health vulnerability factors and proximity to freeways. For sensitive use projects within the Air Pollutant Exposure Zone, such as the proposed project, the ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (health department) that achieves protection from $PM_{2.5}$ (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. The building department will not issue a building permit without written notification from the Director of the health department that the applicant has an approved Enhanced Ventilation Proposal. In compliance with article 38, the project sponsor has submitted an initial application to the health department.[32]

Construction

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the anticipated 18-month construction period.

[31] Ibid.

[32] Moshayedi Properties, *Application for Article 38 Compliance Assessment*, June 20, 2017 (receipt of application confirmed by Department of Public Health in Email, June 20, 2017).

Thus, **Project Mitigation Measure 3: Construction Air Quality** has been identified for the proposed project to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-1 related to emissions exhaust by requiring engines with higher emissions standards on construction equipment. Project Mitigation Measure 3 Construction Air Quality would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.[33] Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 3 Construction Air Quality. The full text of Project Mitigation Measure 3 Construction Air Quality is provided in the Mitigation Measures Section below.

Siting New Sources

The proposed project is not expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. The proposed project would also not include a backup diesel generator or any other sources that would emit substantial levels of toxic air contaminants (TACs). Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 related to siting of uses that emit TACs would not apply to the proposed project

Cumulative Analysis

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[34] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction and operational emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

Conclusion

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

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[33] PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

[34] BAAQMD, *CEQA Air Quality Guidelines*, May 2017, page 2-1.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Mission Area Plan under 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 carbon dioxide equivalent (CO_2E) per service population,[35] 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 following analysis of the proposed project's GHG impact focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on global climate, this analysis is in a cumulative context only, and the analysis of this resource topic does not include a separate cumulative impact discussion.

The air district 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*[36] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district and CEQA guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2012 compared to 1990 levels,[37] exceeding the year 2020 reduction goals outlined in the air district's *2017 Clean Air Plan*,[38] Executive Order S-3-05[39], and Assembly Bill 32 (also known as the Global Warming Solutions Act).[40,41] In addition, San Francisco's GHG

[35] 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.

[36] 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 July 27, 2017.

[37] SF Department of the Environment, *San Francisco's Carbon Footprint*, https://sfenvironment.org/carbon-footprint. Accessed July 27, 2017.

[38] Bay Area Air Quality Management District, *Clean Air Plan*, April 2017. Available at *http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans*, accessed July 27, 2017.

[39] 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.

[40] 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.

[41] 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.

reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,[42] B-30-15,[43,44] and Senate Bill (SB) 32.[45,46] 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 site by introducing residential and retail uses on a site that is currently used as a surface parking lot. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial 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 Sustainability Fee, , bicycle parking requirements, and Transportation Demand Management Ordinance would reduce the proposed project's transportation-related emissions. These regulations 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.[47]

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,

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[42] 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 $MTCO_2E$); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$).

[43] 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.

[44] 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.

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

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

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

reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[48] and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. The proposed project would remove four on-site trees and plant 21 street trees, for a net increase of 17 trees. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).[49] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[50]

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.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☒
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☐	☒

Wind

The Eastern Neighborhoods PEIR concluded that wind impacts resulting from the development under the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The proposed building on would be 78 feet tall (83 feet tall with elevator penthouse). Although the proposed 78-foot-tall building would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area. For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

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

[49] 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.

[50] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 344 14th Street/1463 Stevenson Street, May 14, 2019.

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 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 construct a 78-foot-tall building (83 feet with elevator penthouse) therefore, the Planning Department prepared a preliminary shadow fan analysis a shadow analysis to determine whether the project would have the potential to cast new shadow on nearby parks.[51] Based on that analysis, the proposed project would not result in shadow impacts on nearby recreational resources subject to Section 295 of the Planning Code, nor on any other public open spaces.

Within the project vicinity the proposed project would shade portions of nearby streets and sidewalks and private property at times. 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.

Cumulative Analysis

As discussed above, structures that are less than 80 feet in height typically do not result in wind impacts. Due to the fact that the proposed project would be under 80 feet in height, it would therefore not result in a significant wind impact. Cumulative projects that are greater than 80 feet in height would be located approximately 0.3 miles north of the project site. The 101 freeway is located between the project site and these taller cumulative projects and would serve as a barrier that would not affect the wind environment in the project vicinity. Other nearby proposed projects included in the cumulative projects list above are also under 80 feet in height, and none are located close enough to result in combined effects with the proposed project. Therefore, the proposed project would not likely combine with other projects to create, or contribute to, a cumulative wind impact.

As discussed above, the proposed project would not shadow any nearby parks or open spaces. Therefore, the proposed project would not contribute to any potential cumulative shadow impact on parks and open spaces. The sidewalks in the project vicinity are already shaded for periods of the day by the densely developed, multi-story buildings. Although implementation of the proposed project and nearby cumulative development projects would add net new shadow to the sidewalks in the project vicinity, these shadows would be transitory in nature, would not substantially affect the use of the sidewalks, and would not increase shadows above levels that are common and generally expected in a densely developed urban environment.

[51] San Francisco Planning Department, Preliminary Shadow Fan: 344 14th Street. May 14, 2019.

For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create significant cumulative wind or shadow impacts.

Conclusion

For the reasons stated above, the proposed project would not result in significant wind or shadow impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant impacts related to wind or shadow that were not identified in the Eastern Neighborhoods PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☐	☒

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 adoption, the City adopted impact fees for development in Eastern Neighborhoods that goes 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. Daggett Park opened on April 19, 2017 and Folsom Park at 17th and

Folsom opened on June 23, 2017. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation" 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 proposed project includes 3,210 sf of common open space on the ground level and seventh floor. 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.

As discussed in topic Population and Housing above, the proposed project would add new residential and/or employment space resulting in approximately 145 new residents and 17 new employees. The closest city parks to residents and employees of the proposed project are Mission Dolores Park (0.5 miles southwest of the project site) and Franklin Square Park (0.6 miles southeast of the project site). Additionally, the proposed project would provide passive recreational uses onsite for the residents, including 3,210 sf of common open space in three roof decks available to project residents and approximately private open space on the fifth and seven. Although the proposed project would introduce a new permanent population to the project site, the number of new residents and/or employees projected would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities, such that substantial physical deterioration would be expected.

The permanent residential population on the site and the incremental on-site daytime population growth that would result from the proposed retail use would not require the construction of new recreational facilities or the expansion of existing facilities.

Project-related construction activities would occur within the boundaries of the project site and could extend along public sidewalks and within nearby travel lanes. Neither the project site or immediately surrounding area includes any recreational resources. Therefore, the project would not physically degrade existing recreational resources.

Cumulative Analysis

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are several parks, open spaces, or other recreational facilities within a quarter-mile of the project site, and two new parks have recently been constructed within the Eastern Neighborhoods area plans area. It is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of those resources. For these reasons, the proposed project would not combine with reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on recreational resources or facilities.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact related to recreational resources. Therefore, the proposed project would not result in a significant recreational impact that was not disclosed in the Eastern Neighborhoods PEIR.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

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.

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project-related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The NPDES standards are set and regulated by the Regional Water Quality Control Board. Therefore, the proposed project would not exceed the wastewater treatment requirements of the water quality control board.

The San Francisco Public Utilities Commission is in the process of implementing the Sewer System Improvement Program, which is a 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 areas including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase impervious surfaces at the project site. Compliance with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would ensure that the design of the proposed project includes installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure.

Although the proposed project would add new residents and employees to the project site, the combined sewer system has capacity to serve projected growth through year 2040. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

The proposed project's 62 residential units and 5,775 sf of retail would add approximately 145 residents and 17 employees to the project site, which would increase water demand relative to existing uses, but not in excess of amounts provided and planned for in the project area as set forth in the SFPUC 's adopted Urban Water Management Plan (UWMP) for the City and County of San Francisco.[52] The proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. For these reasons, the proposed project would not result in the construction of new or expanded water supply facilities. Therefore, environmental impacts relating to water use and supply would be less than significant.

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

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

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[52] San Francisco Public Utilities Commission, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016, https://sfwater.org/modules/showdocument.aspx?documentid=9300, accessed June, 2018.

Cumulative Analysis

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

Conclusion

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒

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

Project residents and employees would be served by the San Francisco Police Department and Fire Departments. The closest police station to the project site is the Mission Station, located approximately 0.35 miles from the site. The closest fire station to the project site is Station 36, located approximately 0.4 miles from the project site. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

The San Francisco Unified School District (school district) maintains a property and building portfolio that has capacity for almost 64,000 students.[53] A decade-long decline in district enrollment ended in the 2008-2009 school year at 52,066 students, and total enrollment in the district increased to about 54,063 in the

[53] This analysis was informed, in part, by a Target Enrollment Survey the San Francisco Unified School District performed of all schools in 2010.

2017-2018 school year, an increase of approximately 1,997 students since 2008.[54,55] Thus, even with increasing enrollment, school district currently has more classrooms district-wide than needed.[56] However, the net effect of housing development across San Francisco is expected to increase enrollment by at least 7,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.[57]

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the (school district) that projected student enrollment through 2040.[58] This study is being updated as additional information becomes available. The study considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.[59] In addition, it developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are subsidized, whether subsidized units are in standalone buildings or in inclusionary buildings, and other site specific factors. For most developments, the study establishes a student generation rate of 0.80 Kindergarten through 12th grade students per unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing units, and 0.10 students per unit for market-rate housing.

The Leroy F. Greene School Facilities Act of 1998, or SB 50, restricts the ability of local agencies to deny land use approvals on the basis that public school facilities are inadequate. SB 50, however, permits the levying of developer fees to address local school facility needs resulting from new development. Local jurisdictions are precluded under state law from imposing school-enrollment-related mitigation beyond the school development fees. The school district collects these fees, which are used in conjunction with other school district funds, to support efforts to complete capital improvement projects within the city. The proposed project would be subject to the school impact fees.

The proposed project would be expected to generate eight school-aged children, some of whom may be served by the San Francisco Unified School District and others through private schools in the areas. The school district currently has capacity to accommodate this minor increase in demand without the need for new or physically altered schools, the construction of which may result in environmental impacts.

Impacts to parks and recreational facilities are addressed above in Topic 9, Recreation.

Cumulative Analysis

The proposed project combined with projected citywide growth through 2040 would increase demand for public services, including police and fire protection and public schooling. The fire department, the police department, the school district, and other city agencies have accounted for such growth in providing public services to the residents of San Francisco. For these reasons, the proposed project would not combine with

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[54] San Francisco Unified School District, Facts at a Glance, 20187, http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/sfusd-facts-at-a-glance.pdf, accessed September 13, 2018.

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

[56] San Francisco Unified School District, San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools, August 31, 2016, https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed October 5, 2018.

[57] Lapkoff & Gobalet Demographic Research, Inc., Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District, February 16, 2018, p. 2, http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analysesenrollment-forecast.pdf, accessed October 5, 2018.

[58] Ibid.

[59] Ibid.

reasonably foreseeable future projects to increase the demand for public services requiring new or expanded facilities, the construction of which could result in significant physical environmental impacts.

Conclusion

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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 Plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Area Plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is located within the Mission Area Plan of the Eastern Neighborhoods Area Plans, and the project site does not support habitat for any candidate, sensitive or special status species. Further, there are no riparian corridors, estuaries, marshes or wetlands on or adjacent to the project site, and there are no environmental conservation plans applicable to the project site. Additionally, the project would be required to comply with *Public Works Code* section 801 *et. seq.*, which requires a permit from Public Works to remove any protected trees (landmark, significant, and street trees). The proposed project involves the removal of existing trees. The proposed project would remove four existing trees on the project site and would plant five new street trees along the Woodward Street frontage, five new street trees along the 14th Street frontage and 11 new street trees along the Stevenson street frontage, for a net increase of seventeen trees.

For all the reasons provided above, the proposed project would not result in significant biological resource impacts.

Cumulative Analysis

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. All projects within San Francisco are required to comply with *Public Works Code* section 801 *et.seq.*, which would ensure that any cumulative impact resulting from tree removal would be less than significant.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to biological resources. Therefore, the proposed project would not result in a significant biological resources impact that was not disclosed in the Eastern Neighborhoods PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR concluded that implementation of the Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, 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 a prior variant of the proposed project, which included not only the proposed project, but an additional PDR building on an adjacent parcel at 1463 Stevenson Street and a sub-grade basement parking level to be shared by both buildings. The proposed project does not include the PDR building or a basement and includes excavation only to a depth of 4 feet below grade.[60] The investigation found that the project site is underlain by a relatively thick layer of undocumented fill generally consisting of loose to very dense sand and with varying gravel and fines content, to a depth of approximately 11 to 12 feet below grade, which subsequently is underlain by medium dense to very dense sand to a depth of approximately 47 feet below grade. The report recommends a design groundwater depth of 8 feet below grade. The project site is within a state identified liquefaction hazard zone. As the geotechnical report analyzed a version of the proposed project that included a basement level, the primary geotechnical issues laid out in the report include shallow groundwater relative to the depth of that proposed basement; the presence of potentially liquefiable soil layers that extend as far as 18 feet below the previously proposed, but no longer proposed, basement slab; and providing suitable lateral support and dewatering for any proposed excavation, while minimizing impacts to surrounding structures and other improvements. The report recommends a mat foundation on improved soil or a deep foundation system. The foundation is recommended to be designed to resist hydrostatic uplift pressure. The soil is recommended to be improved with either compaction grouting or drilled displacement sand-cement columns to address the potential for bearing capacity failure under seismic conditions and to a depth that would reduce differential settlement of the structure during seismic conditions. The report concludes that the site may be developed as proposed provided the geotechnical issues discussed above are addressed consistent with the geotechnical investigation's recommendations. As the proposed project does not include a basement level, and includes excavation only to a depth of 4 feet below grade, which is four feet above the recommended design groundwater depth of 8 feet below grade, following the recommendations

[60] Rockridge Geotechnical, Geotechnical Investigation Proposed Mixed Use Development 14th and Stevenson, May 6, 2016. Rockridge Geotechnical, Letter Regarding Project Modifications, November 2, 2018.

contained in the geotechnical report prepared for a project that included much deeper excavation and the construction of a sub-grade garage level would ensure the proposed project does not result in adverse geological impacts.

The mission of the building department is to oversee the effective, efficient, fair and safe enforcement of San Francisco's Building, Housing, Plumbing, Electrical, and Mechanical Codes, along with the Disability Access Regulations. To ensure that the potential for adverse geologic, soils, and seismic hazards is adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code (state building code, California Code of Regulations, Title 24); the San Francisco Building Code (local building code), which is the state building code plus local amendments that supplement the state code including Administrative Bulletins (AB); the building department's implementing procedures including Information Sheets (IS), and the State Seismic Hazards Mapping Act of 1990 (seismic hazards act, located in Public Resources Code section 2690 et seq.)

Building code Chapter 18, Soils and Foundations, provides the parameters for geotechnical investigations and structural considerations in the selection, design, and installation of foundation systems to support the loads from the structure above. Section 1803 (Geotechnical Investigations) sets forth the basis and scope of geotechnical investigations conducted. Section 1804 (Excavation, Grading and Fill) specifies considerations for excavation, grading, and fill to protect adjacent structures and to prevent destabilization of slopes due to erosion and/or drainage. In particular, Section 1804.1 (Excavation near foundations) requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 (Foundation Walls, Retaining Walls, and Embedded Posts and Poles) specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift, including seismic considerations. Sections 1808 through 1810 (Foundations) specify requirements for foundation systems based on the most unfavorable loads specified in Chapter 16, Structural, for the structure's seismic design category in combination with the soil classification at the project site. The building department would review the project plans for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project, and may require additional site-specific soils report(s) through the building permit application process, as needed.

The proposed project involves new construction in a seismic hazard zone for liquefaction hazard and is subject to the state seismic hazards mapping act (the act). The act requires that the geotechnical investigation assess the potential for liquefaction and recommend measures to address this hazard. In particular, the building department may not approve the building permit until liquefaction hazard has been addressed satisfactorily. In addition, new construction within a seismic hazard zone is subject to a mandatory interdepartmental project review prior to a public hearing before the planning commission or the issuance of the new construction building permit. The interdepartmental review meeting must include representatives from the planning, building, public works, and fire departments to ensure that the project design addresses seismic hazard issues.[61]

The project is required to comply with the state and local building code, which ensures the safety of all new construction in the City. The building department will review the project construction plans for conformance with recommendations in the project-specific geotechnical report during its review of the

[61] San Francisco Planning Department. *Interdepartmental Project Review*. Available at: http://forms.sfplanning.org/ProjectReview_ApplicationInterdepartmental.pdf

building permit for the project. In addition, the building department may require additional site-specific soils report(s) through the building permit application process, as needed. The review of the building permit application and plans pursuant to requirements of the seismic hazards mapping act, the building department's implementation of the building code, the building department's administrative bulletins and information sheets, would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

The project site is occupied by an existing surface parking lot and is entirely covered with impervious surfaces. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 4 feet below ground surface, creating the potential for windborne and waterborne soil erosion. Furthermore, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. For construction projects disturbing 5,000 sf or more, a project must also submit an erosion and sediment control plan that details the use, location and emplacement of sediment and control devices. These measures would reduce the potential for erosion during construction. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of top soil.

The project would connect to the City's existing sewer system. Therefore, septic tanks or alternative waste disposal systems would not be required and this topic is not applicable to the project.

As stated above, the project site is already developed with an existing surface parking lot and implementation of the proposed project would not substantially change the topography of the site.

Cumulative Analysis

The project would have no impact with regards to environmental effects of septic systems or alternative waste disposal systems or unique geologic features. Therefore, the proposed project would not have the potential to combine with effects of reasonably foreseeable projects to result in cumulative impacts to those resource topics.

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

Conclusion

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

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

The project site currently contains a surface parking lot. The proposed project includes the development of the entire project site. The proposed project would not result in a net increase to impervious surfaces. As a result, the proposed project would not increase stormwater runoff.

Water would be supplied to the proposed project from the SFPUC's Hetch-Hetchy regional water supply system. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[62] The proposed project does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1); therefore a water supply assessment has not been prepared for the project. However, the SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of PDR use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand anticipated for San Francisco in 2040 of 89.9 million gallons per day.[63] Because it would result in 62 dwelling units and 5,775 square feet of retail the proposed project would generate less than 0.011 percent of water demand for the city as a whole in 2040, which would constitute a negligible increase in anticipated water demand.

The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. As discussed in the Population and Housing Section above, the proposed project would be encompassed within planned growth in San Francisco and is therefore also accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the city's urban water management plan, sufficient water supplies would be available to serve the proposed project in normal, dry, and multiple dry years, and the project would not require or result in the relocation or construction of new or expanded water supply facilities the construction or relocation of which could cause significant environmental effects. This impact would be less than significant, and no mitigation measures are necessary.

Wastewater and stormwater from the project site would be accommodated by the city's sewer system and treated at the Southeast Water Pollution Control Plant to the standards contained in the city's NPDES permit. Furthermore, as discussed in Geology and Soils above, the project is required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. The city's compliance with the requirements of its NPDES permit and the project's compliance with Construction Site Runoff Ordinance would ensure that the project would not result in significant impacts to water quality.

Groundwater is relatively shallow throughout the project site, approximately 11 – 12.5 feet below grade. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater

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

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

Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Any dewatering wells needed for the proposed project would be subject to the requirements of the City's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the Department of Public Health prior to constructing a dewatering well. A permit may be issued only if the project sponsors use construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring.

The northern area of the Mission District includes sites that previously contained an historic lake, tidal marsh and slough that were filled to make way for development. The neighborhood topography, together with these historic watersheds, creates recurring flooding issues.[64] Additional geotechnical analysis was performed for the proposed project to consider potential impacts on the water table and potential flooding in the immediate area, particularly as it could affect the Armory building, located across 14th Street, approximately 50 feet to the south of the project site.[65] The Armory is a four-story structure with one basement level and a deeper sub-basement in the southwestern corner. The sub-basement is located approximately 200 to 250 feet south of the project site. Groundwater currently flows into the sub-basement through an opening in the basement wall and is continually pumped into the city's combined stormwater/sewer system. The proposed project would include excavation to a depth of 4 feet, which is four feet above the design water table of 8 feet below grade surface[66] and would not be as deep as the sub-basement of the Armory. Therefore, the proposed project would not result in the displacement of a volume of soil large enough to cause changes to the water table to an extent that could negatively impact the Armory's de-watering system and aggravate existing flood risk.[67]

Cumulative Analysis

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

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[64] San Francisco Planning Department, *Mission District Streetscape Plan*, October 2010, p. 20. http://www.sf-planning.org/ftp/CDG/docs/missionstreets/MDSP_FINAL_DRAFT_OCT2010.pdf

[65] Rockridge Geotechnical, Project Impacts on Groundwater (Mission Creek), November 13, 2017.

[66] Rockridge Geotechnical, Geotechnical Investigation Proposed Mixed Use Development 14th and Stevenson, May 6, 2016. While soil borings obtained for this study observed groundwater at depths between 11.2 and 12.5 feet below grade surface (bgs), the study recommended a "design" groundwater depth of 8 feet bgs.

[67] Rockridge Geotechnical, Project Impacts on Groundwater (Mission Creek), November 13, 2017.

Conclusion

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

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

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 Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. Because the proposed development does not include demolition of an existing building, Mitigation Measure L-1 would not apply to the proposed project.

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 underground storage tanks. 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 include construction of a mixed-use project, including 2,320 cubic yards of excavation on a site with an existing automotive parking use and the potential for hazardous materials to be present due to past uses as described below. 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 (health department). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code section 22.A.6.

The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the health department or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.[68] The Phase I ESA found the following potential Recognized Environmental Conditions (REC) associated with the site: apparent fill material of unknown origin, as well as debris from the 1906 earthquake that may contain hazardous materials; historic operations at the project site for at least 70 years that include vehicle painting,

[68] Rosso Environmental, Inc. Phase I Environmental Site Assessment 344 14th Street, 1463-1499 Stevenson Street and 86-98 Woodward Street, San Francisco, California, April 23, 2015.

medical/dental and black smith activities which may have included the use of hazardous materials; and the nearby presence of dry cleaners, automotive repair and a gasoline station which may have used hazardous materials since the early 1900s.

The proposed project is required to remediate potential soil contamination through the process described above in accordance with article 22A of the Health Code. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

Cumulative Analysis

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

Conclusion

As documented above, the proposed project would not result in significant hazards and hazardous materials impacts that were not identified in the Eastern Neighborhoods PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that development under the area plans and rezoning would not encourage the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. 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 and rezoning would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

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

Energy demand for the proposed project would be typical of residential mixed-use projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including

the Green Building Ordinance and Title 24 of the California Code of Regulations. As documented in the GHG compliance checklist for the proposed project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed in Transportation and Circulation, the project site is located in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the project would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

Cumulative

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

All development projects within San Francisco would be required to comply with applicable regulations in the City's Green Building Ordinance and Title 24 of the California Code of Regulations that reduce both energy use and potable water use. The majority of San Francisco is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to mineral and energy resources. Therefore, the proposed project would not result in new or more severe impacts on mineral and energy resources not identified in the Eastern Neighborhoods PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

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 plan's effects on forest resources.

The project site is within an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Topics 17 a-e are not applicable to the proposed project, and the project would have no impact either individually or cumulatively on agricultural or forest resources.

Conclusion

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

MITIGATION MEASURES

Project Mitigation Measure 1: Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3)

Based on the presence of archeological properties of a high level of historical, ethnic, and scientific significance within the Mission Dolores Archeological District, the following measure shall be undertaken to avoid any significant adverse effect from soils disturbing activities on buried archeological 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. At the direction of the Department archeologist, the archeological consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an archeological research design and treatment plan (ARD/TP). 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)(c).

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. 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, 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. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile installation/construction activities and equipment until the deposit is evaluated. If in the case of pile installation activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile installation activity may affect an archeological resource, the pile installation 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 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 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 an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If non-Native American human remains are encountered, the archeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archeological research value and would be eligible to the California Register of Historical Resources.

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 Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest 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.

Implementation of the above mitigation measure would ensure that any potential effects on subsurface archeological resources would be reduced to a less-than-significant level.

Project Mitigation Measure 2: Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-2)

The project sponsor is required to 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; and
- Post signs on-site pertaining to permitted construction days and hours and complain procedures and who to notify in the event of a problem, with telephone numbers listed.

Project Mitigation Measure 3: Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1)

The project sponsor or the project sponsor's Contractor shall comply with the following

A. *Engine Requirements.*

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.

Table – Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS

2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

* Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and

duration of each construction phase, and the specific information required in the Plan.

KELLY SCOTT HILL
LARISA MARIA PEDRONCELLI

1748
11-35/1210 CA
90365

Aug. 26 2019
Date

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For

Harland Clarke

San Francisco Planning

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BOARD OF SUPERVISORS APPEAL FEE WAIVER
FOR NEIGHBORHOOD ORGANIZATIONS

APPLICATION

Appellant's Information

Name: Larisa Pedroncelli and Kelly Hill

Address: 1875 Mission Street #110, San Francisco, CA 94103

Email Address: design@factory1.com

Telephone: 415-640-0154

Neighborhood Group Organization Information

Name of Organization: Our Mission No Eviciton

Address: 1333 Florida Street, San Francisco, CA 94110

Email Address: latinzoneprod@gmail.com

Telephone: 415-206-0577

Property Information

Project Address: 344 14th Street

Project Application (PRJ) Record No: 2014.0948ENX

Building Permit No:

Date of Decision (if any): July 25, 2019

Required Criteria for Granting Waiver

All must be satisfied; please attach supporting materials.

REQUIRED CRITERIA	YES	NO
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

From: BOS Legislation, (BOS)
Sent: Tuesday, October 1, 2019 9:37 AM
To: factory 1 design
Cc: John Kevlin; GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Jardines, Esmeralda (CPC); George, Sherie (CPC); Rosenberg, Julie (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); Range, Jessica (CPC); 'dblackwell@allenmatkins.com'
Subject: PROJECT SPONSOR SUPPLEMENTAL BRIEF: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Good morning,

The Office of the Clerk of the Board received the following supplemental response from David Blackwell of Allen Matkins Leck Gamble Mallory & Natsis LLP, representing the Project Sponsor, regarding the appeal of the Community Plan Evaluation under the California Environmental Quality Act for the proposed project at 344-14th Street.

Project Sponsor Supplemental Brief - October 12, 2019

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on October 8, 2019.

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Regards,
Jocelyn Wong
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org

Click here to complete a Board of Supervisors Customer Service Satisfaction form

The Legislative Research Center provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
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David H. Blackwell
E-mail: dblackwell@allenmatkins.com
Direct Dial: 415.273.7463 File Number: 378843-00001/SF1124216.01

Via Email/U.S. Mail

October 1, 2019

President Norman Yee and Supervisors
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102
bos.legislation@sfgov.org

Re: 344 14th Street
Opposition to Appeal of the Community Plan Evaluation ("CPE")
Planning Department Case No. 2014.0948ENV

Dear President Yee and Supervisors:

This office, in addition to Reuben, Junius & Rose, LLP, represents MM Stevenson, LLC ("Project Sponsor") the owner of the property at 344 14th Street ("Property") and the developer of the proposed 60-unit mixed income residential development project approved by the Planning Commission on July 25 ("Project"). This letter supplements the arguments set forth in attorney John Kevlin's correspondence dated September 24. The purpose of this correspondence is to advise this Board that reversing the Project's CPE, as requested by appellant Our Mission No Eviction ("Appellant" or "OMNE"), would leave the Project Sponsor with no alternative but to seek judicial relief against the City.

As detailed in the Planning Department's initial response to the appeal, as well as Mr. Kevlin's correspondence, the appeal is without merit and must be denied. Appellant has failed to provide any evidence, much less substantial evidence, to support its claims that the CPE approval must be reversed.

Appellant must know that its arguments are either irrelevant or have been refuted by the City on numerous prior occasions. Under the circumstances, it is reasonable to assume that the appeal was not brought in good faith, and is instead intended to impede the Project's entitlements in order to increase the bargaining position of OMNE in its attempts to extract additional concessions from the Project Sponsor. Unfortunately, this tactic is often used by local special interest groups to seek monetary or nonmonetary benefits from an applicant in exchange for supporting a new housing project.

Appellant, through its relationship with United to Save the Mission ("USM"), has been negotiating with the Project Sponsor before and after the Planning Commission's approval of the Project. In May and June of 2019, USM's membership agreed to Project Sponsor's offer to: (1) provide 1,500 sf of retail space to a community-selected tenant at $2/sf for a 20-year term; (2) 10% discounted rent for any grocery store tenants; (3) and paying $10,000 to fund a mural on a Project wall by a community-selected artist. These concessions equated to approximately $2.3M in value, and were preliminarily agreed to by the parties, in addition to numerous Project modifications made in response to USM's demands.

When USM later determined that the Project's affordable housing fee ($1.22M) was less than assumed ($4M), USM demanded that the Project Sponsor pay the higher fee or increase the amount of its "community benefits" package that USM membership had previously ratified. In early July, USM provided several options for this increased payment, including a $2M donation to the SF Foundation or New Mission Community Loan Fund, the latter of which is administered by the Mission Economic Development Agency ("MEDA").

The actions of appellant, through USM, are similar to those now being challenged in federal court under the federal RICO statute, as developers have begun fighting back against shakedown tactics by organized project opponents. (See, e.g., *Icon at Panorama, LLC v. Southwest Regional Council of Carpenters, et al.*, U.S. Dist. Ct. (C.D. Cal.) Case No. 2:19-cv-00181; *Relevant Group, LLC et al. v. Nourmand et al.*, U.S. Dist. Ct. (C.D. Cal.) Case No. 2:19-cv-05019.)

If the CPE is reversed by this Board, "the prior CEQA decision and any actions approving the project in reliance on the reversed CEQA decision, shall be deemed void." (Admin. Code § 31.16(b)(11).) Because the Project approvals would be deemed void by the City's highest legislative body, Project Sponsor would have no choice but to seek judicial relief. Such relief will challenge not only the Board's reversal of the CPE, it will seek a court order setting aside the imposition of the City's Affordable Housing Fee on the Project's bonus units per Planning Code section 415.5(b)(6), as the imposition of this additional fee is in conflict with, and is preempted by, Government Code section 65915. Moreover, the Project is provided heightened statutory protections under the Housing Accountability Act and Density Bonus Law, as well as constitutional Equal Protection and Due Process safeguards, which would provide the bases for several causes of action.

Appellant has not provided substantial evidence to meet its burden to overturn the City's decision to issue a CPE for the Project. Project Sponsor respectfully requests that this Board, rather than condoning appellant's misuse of the administrative appeal process, simply deny the appeal.

Very truly yours,

David H. Blackwell

cc: Supervisor Sandra Lee Fewer
Supervisor Catherine Stefani
Supervisor Aaron Peskin
Supervisor Gordon Mar
Supervisor Vallie Brown
Supervisor Matt Haney
Supervisor Rafael Mandelman
Supervisor Hillary Ronen
Supervisor Shamann Walton
Supervisor Ahsha Safai
Angelia Calvillo, Clerk of the Board
Justin Horner, Environmental Planner, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department

From: BOS Legislation, (BOS)
Sent: Monday, September 30, 2019 12:48 PM
To: BOS Legislation, (BOS); factory 1 design
Cc: John Kevlin; GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Jardines, Esmeralda (CPC); George, Sherie (CPC); Rosenberg, Julie (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS)
Subject: APPEAL RESPONSE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Categories: 190890

Good afternoon,

The Office of the Clerk of the Board received the following appeal response from the Planning Department, regarding the appeal of the Community Plan Evaluation under the California Environmental Quality Act for the proposed project at 344-14th Street.

Planning Appeal Response - September 30, 2019

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on October 8, 2019.

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Regards,

Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
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San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
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San Francisco Planning

1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103
SFPLANNING.ORG / 415.575.9010

Community Plan Evaluation Appeal

344 14th Street

DATE:	September 30, 2018
TO:	Angela Calvillo, Clerk of the Board of Supervisors
FROM:	Lisa Gibson, Environmental Review Officer – (415) 575-9032 Sherie George, Senior Planner – (415) 575-9039
RE:	Board File Number 190890, Planning Department Case No. 2014.0948ENV Appeal of Community Plan Evaluation for the 344 14th Street Project
HEARING DATE:	October 8, 2019
ATTACHMENT(S):	A – San Francisco Planning Department, Summary of Geotechnical Analyses prepared for the 344 14th Street Project, September 30, 2019 B – Fehr & Peers, *Eastern Neighborhoods / Mission District Transportation and Demographic Trends*, January 12, 2017 and *Updated Eastern Neighborhood Traffic Counts*, April 17, 2017 C – Fehr & Peers, *2918 Mission Analysis Memorandum*, June 4, 2018
PROJECT SPONSOR:	John Kevlin, Reuben, Junius & Rose, on behalf of MM Stevenson, LLC, (415) 567-9000
APPELLANT(S):	Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction, (415) 317-0832

INTRODUCTION

This memorandum and the attached documents are a response to the letter of appeal to the board of supervisors (the board) regarding the Planning Department's (the department) issuance of a community plan evaluation (CPE) under the Eastern Neighborhoods Rezoning and Area Plans Programmatic Final Environmental Impact Report in compliance with the California Environmental Quality Act (CEQA determination) for the proposed 344 14th Street project.

As described below, the CPE conforms to the requirements of CEQA for a community plan evaluation pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183; the appellant has not demonstrated otherwise. Accordingly, based upon its review of the information presented by the appellant, the planning department recommends that the board of supervisors uphold the department's determination for the CPE and reject the appeal.

The department, pursuant to CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, determined that the project is consistent with the development density established by zoning, community plan, and general plan policies in the Eastern Neighborhoods Rezoning and Area Plans for the project site, for which a programmatic EIR (PEIR) was certified, and issued the CPE for the

project on May 30, 2019. Under the circumstances, CEQA limits the city's review to consideration of environmental effects that:

1. Are peculiar to the project or its parcel;
2. Were not analyzed as significant effects in the PEIR, with which the project is consistent;
3. Are potentially significant off-site or cumulative impacts that were not discussed in the PEIR; or
4. Are previously identified significant effects which, as the result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than was discussed in the PEIR.

If an impact is not peculiar to the project, has been addressed as a significant impact in the PEIR, or can be substantially mitigated by imposition of uniformly applied development policies or standards, then CEQA provides that an additional EIR need not be prepared for the project.

Accordingly, the department conducted project-specific analysis to evaluate whether the project would result in new significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the PEIR. Based on this analysis, the department determined that the project is exempt from further environmental review beyond what was conducted in the CPE initial study and the Eastern Neighborhoods PEIR in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183. This analysis is presented in the project-specific CPE initial study and is supported by substantial evidence in the record. In summary, the CPE initial study found that the proposed project would result in significant impacts to archeological resources and construction noise and air quality. These significant impacts were found to be less than significant with application of mitigation measures identified in the Eastern Neighborhoods PEIR. All other environmental impacts from the project were found to be less than significant.

The decision before the board is whether to uphold the planning department's determination that the project is not subject to further environmental review beyond that conducted in the CPE initial study and the PEIR pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183 and deny the appeal, or to overturn the department's CPE determination for the project and return the CPE to the department for additional environmental review. The board's decision must be based on substantial evidence in the record. (See CEQA Guidelines section 15183(b) and (c).)

SITE DESCRIPTION AND EXISTING USE

The project site consists of a surface parking lot located on the block bounded by 14th Street to the south, Stevenson Street to the west, Duboce Avenue to the north and Woodward Street to the east in San Francisco's Mission neighborhood. The lot is a 15,664-square foot (sf) lot that occupies the entire 14th Street frontage of the subject block and also has frontages on Stevenson and Woodward streets. Immediately adjacent to the east of the project site are five three- and four-story residential buildings fronting Woodward Street (constructed between 1907 and 1912 and ranging in height from 35 feet to 40 feet tall), and immediately north of the project is a surface parking lot fronting Stevenson Street. At the northwest intersection of Stevenson and 14th streets, which is across the street to the west of the project site, is a 55-foot tall, five-story mixed-use residential building that contains 36 units with commercial uses at the

ground floor (constructed in 2012). The Annunciation Greek Orthodox Cathedral backs onto Stevenson Street across from the project site, and the San Francisco Armory is located across 14th Street from the project site.

The project site is served by transit lines (Muni lines 14, 14R, 22, 33, 49, 55 and streetcar and light rail lines F, J, KT, L, M and N) and bicycle facilities (there is a bike lane on 14th Street). Zoning districts in the vicinity of the project site include UMU (Urban Mixed-Use), PDR-1-G (Production, Distribution and Repair, General), RM-1 (Residential-Mixed, Low Density), NCT-3 (Moderate Scale Neighborhood Commercial Transit District), Valencia Street NCT (Valencia Street Neighborhood Commercial Transit), and Mission Street NCT (Mission Street Neighborhood Commercial Transit). Height and bulk districts in the project vicinity include 40-X, 50-X, 55-X and 68-X.

PROJECT DESCRIPTION

The proposed project includes the construction of a 7-story, 78-foot tall (83 feet tall with elevator penthouse) mixed-use residential building. The building would include 62 residential units, approximately 5,775 sf of ground floor retail space, and 63 class 1 bicycle parking spaces[1]. The proposed project includes no vehicle parking. The mixed-use residential building would include 1,800 sf of residential common open space on the ground floor, 3,210 sf of residential common open space on the seventh floor, and private residential open space on floors five and seven. The project would require waivers, concessions, and/or incentives from the planning code's physical development limitations pursuant to California Government Code section 65915, commonly known as the state density bonus law, including for a building height that is 20 feet above the 58-foot height limit for the project site.

The proposed project would remove both an existing 22-foot curb cut on 14th Street and an existing 18-foot curb cut on Stevenson Street. Construction is estimated to last 18 months and would include 2,320 cubic yards of excavation to a depth of up to 4 feet below grade. There would be no excavation, shoring or construction work for a below-grade foundation within ten feet of the project's interior property lines which abut properties to the north of the project site on Woodward Street (82/84 Woodward Street). The proposed project would include the removal of four trees on the project site and the planting of 21 street trees on Stevenson, Woodward and 14th streets.

BACKGROUND

On December 11, 2015, MM Stevenson, LLC (project sponsor) filed an environmental application with the planning department for a CEQA determination. On May 30, 2019, the department issued a CPE certificate and initial study, based on the following determinations:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;

[1] Class 1 bicycle parking spaces are secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees.

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

The planning commission considered the project on July 25, 2019. On that date, the planning commission adopted the CPE and approved the large project authorization for the project (planning commission resolution No. 20492), which constituted the approval action under Chapter 31 of the San Francisco Administrative Code.

On August 26, 2019, Lisa Pedroncelli and Kelly Hill on behalf of Our Mission No Eviction filed an appeal of the CPE determination.

CEQA GUIDELINES

Community Plan Evaluations

On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors. CEQA Guidelines section 15162(c) establishes that, once a project is approved:

> "[T]he lead agency's role in that approval is completed unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any." [Emphasis added.]

There are currently no discretionary approvals before the board concerning the Eastern Neighborhoods Rezoning and Area Plans.

As discussed in the Introduction above, CEQA section 21083.3 and CEQA Guidelines section 15183 **mandate** that subsequent projects being evaluated under a CPE that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, **shall not** require additional environmental review unless there are project-specific effects that are peculiar to the project or its site and that were not disclosed as significant effects in the prior EIR.

Significant Environmental Effects

CEQA Guidelines section 15064(f) provides that the determination of whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency. CEQA

Guidelines 15604(f)(5) offers the following guidance: "Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumption predicated upon facts, and expert opinion supported by facts."

SAN FRANCISCO ADMINISTRATIVE CODE

Section 31.16(e)(3) of the San Francisco Administrative Code states: "The grounds for appeal of an exemption determination shall be limited to whether the project conforms to the requirements of CEQA for an exemption."

Administrative code section 31.16(b)(6) provides that, in reviewing an appeal of a CEQA decision, the board of supervisors "shall conduct its own independent review of whether the CEQA decision adequately complies with the requirements of CEQA. The Board shall consider anew all facts, evidence and issues related to the adequacy, accuracy and objectiveness of the CEQA decision, including, but not limited to, the sufficiency of the CEQA decision and the correctness of its conclusions."

PLANNING DEPARTMENT RESPONSES

The three-page appeal letter of August 26, 2019 contains five bulleted points expressing the general bases for the appeal. The topics of concern raised in the appeal letter are addressed in the responses below. A supplemental department response may be forthcoming to address more detailed concerns raised in the appellant's Appeal Brief Letter, dated September 27, 2019.

Response 1: The geotechnical investigation for the project provides accurate information regarding groundwater depth, accounting for drought. Adherence to the geotechnical report recommendations, as required by the state and local building code, together with other city requirements, would avoid significant impacts related to soils (including groundwater) or other geological hazards (including effects on adjacent buildings).

The appellant contends that the geotechnical report is inadequate because it conducted soil samples during a period of drought. A geotechnical investigation was conducted for the proposed project, consisting of a geotechnical report and a supplemental analyses.[2] The soil investigation measured groundwater at depths ranging from 12 to 21 feet below ground surface.[3] The geotechnical report acknowledges that groundwater levels at the site are expected to fluctuate several feet seasonally with potentially larger fluctuations annually, depending on the amount of rainfall, and noted that the investigation's measurements were

[2] Attachment A provides a summary of the geotechnical report and supplemental analyses prepared for the original project and various iterations of the proposed project. The discussion in this response is based on those analyses. Documents cited in this report, unless otherwise noted, are available for review online through the San Francisco Property Information Map, https://sfplanninggis.org/pim. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2014.0948ENV and then clicking on the "Related Documents" link. Case File No. 2014.0948ENV documents are also available for electronic review at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

[3] Two borings were drilled to depths of 61 feet and 51.5 feet below ground surface (bgs), respectively, on December 5, 2015. Laboratory testing results of the soil investigation are available in Appendix B of the Rockridge Geotechnical Investigation.

conducted after several years of severe drought. The geotechnical report carefully considered how the soil conditions would function under different rainfall patterns. Therefore, the geotechnical report considered existing groundwater data in combination with historic groundwater data and, on that basis, recommended the building design not extend more than 8 feet below ground surface to avoid groundwater.

The proposed project includes excavation only to a depth of 4 feet below grade, which is 4 feet above the recommended maximum design depth based on a high groundwater level depth of 8 feet below grade. Thus, it is unlikely that following construction the proposed project would have any effect on groundwater. The report recommends a mat foundation on improved soil or a deep foundation system to address liquefaction hazards.[4] Foundation support on improved soil means installation of either drilled displacement sand cement columns or compaction grouting during construction. Selected ground improvement elements are recommended to extend about five feet into or reach the top of the dense to very dense sand beneath the potentially liquefiable material ranging from about 23 to 28 feet below existing site grades. These ground improvement elements do not require excavations. Whether the project includes a deep foundation system that extends into groundwater or foundation support on improved soil, the building department would review the permit application and project construction documents for compliance with the building code and conformance with the recommendations in the project-specific geotechnical report. This would ensure that adjacent buildings would not be affected. As stated on page 54 of the CPE initial study:

> Building code Chapter 18, Soils and Foundations, provides the parameters for geotechnical investigations and structural considerations in the selection, design, and installation of foundation systems to support the loads from the structure above. Section 1803 (Geotechnical Investigations) sets forth the basis and scope of geotechnical investigations conducted. Section 1804 (Excavation, Grading and Fill) specifies considerations for excavation, grading, and fill to protect adjacent structures and to prevent destabilization of slopes due to erosion and/or drainage. In particular, Section 1804.1 (Excavation near foundations) requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 (Foundation Walls, Retaining Walls, and Embedded Posts and Poles) specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift, including seismic considerations. Sections 1808 through 1810 (Foundations) specify requirements for foundation systems based on the most unfavorable loads specified in Chapter 16, Structural, for the structure's seismic design category in combination with the soil classification at the project site. The building department would review the project plans for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project and may require additional site-specific soils report(s) through the building permit application process, as needed.

[4] Five cone penetration tests (CPT) were advanced to refusal at a depth ranging from 26 feet to 31.5 feet bgs on December 18, 2015. Laboratory testing results to understand liquefaction potential of the soil encountered are available in Appendix B of the Rockridge Geotechnical Investigation.

In addition, the project is in a seismic hazard zone for liquefaction hazard and is subject to the state Seismic Hazards Mapping Act (the act). Projects located within a seismic hazard zone are required to implement measures identified in project specific geotechnical reports. As stated on CPE initial study p. 54, the Department of Building Inspection would review the project for conformance with the act's requirements during the permit review process. Any measures identified in the geotechnical report and required by the building department would become requirements of the project and are therefore, not mitigation measures, but rather measures required pursuant to the requirements of the act. These measures are part of the project itself.

Furthermore, as described on pp. 57-58 of the CPE initial study, any groundwater encountered during construction would be subject to the requirements of the City's Sewer Use Ordinance and require a permit from the San Francisco Public Utilities Commission (SFPUC). Additionally, any dewatering wells that might be required during construction would be subject to the Soil Boring and Well Regulation Ordinance, requiring a permit from the department of public health. These permit requirements would ensure that groundwater meets specified water quality standards.

The project is required to comply with the state and local building code, which ensures the safety of all new construction in the city. In summary, the review of the building permit application and plans pursuant to requirements of the Seismic Hazards Mapping Act, the building department's implementation of the building code, the building department's administrative bulletins and information sheets, local implementing procedures, and state laws, regulations, and guidelines would ensure that the project would have no significant impacts related to soils (including groundwater) or other geological hazards.

For the above reasons, the CPE's conclusion that the project would not result in individual or cumulative significant effects related to soil, groundwater, or other geological hazards that were not identified in the Eastern Neighborhoods PEIR is based on substantial evidence; the appellant has not proven otherwise.

Response 2: The geotechnical investigation evaluates ground improvement recommendations and the potential impacts related to flooding. That analysis finds that the proposed project would not affect existing drainage patterns in a way that could increase flooding. The department's analysis is based on substantial evidence; the appellant has not demonstrated otherwise.

The appellant contends that a diversion or a change in current groundwater drainage patterns as a result of the project's foundation, in combination with drainage diversions taking place as a result of foundations of the 380 Valencia Street and 245 Valencia Street projects, could result in flooding of perimeter areas. The appellant does not substantiate this claim with facts or other evidence. As discussed in detail in Response 1, the proposed project is not likely to have any effect on groundwater. Therefore, the project would not have the potential to affect groundwater drainage patterns to the extent that increased flooding would occur.

The CPE initial study fully addressed concerns related to increased flooding potential. The CPE initial study contains a review of historic flooding issues near the site and evaluates the impact of the proposed project. As stated on CPE initial study p. 58 under Hydrology and Water Quality, the northern area of the

Mission District includes sites that previously contained an historic lake, tidal marsh and slough that were filled to make way for development. The neighborhood topography, together with these historic watersheds, creates recurring flooding issues.[5]

A supplemental analysis for the proposed project was conducted to specifically addresses potential impacts on the water table and potential flooding in the immediate area.[6] That analysis concluded that the rise in groundwater elevation in the site vicinity as a result of the project would be negligible.[7] Therefore, the project would not negatively impact the adjacent buildings, including increasing the existing flood risk in the perimeter areas.

Response 3: The proposed project would not result in significant impacts to existing utilities and service systems. The department's determination is based on substantial evidence; the appellant has not demonstrated otherwise.

The CPE initial study concludes that the project would not result in a peculiar significant individual or cumulative impact with respect to utilities and service systems. The appellant claims that the CEQA findings did not study the capacity of the existing sewer system and that existing pipes have been overloaded during large events at the armory. The CEQA findings are a part of the project approval action, which is not before the Board of Supervisors in this appeal of the CPE determination.[8]

The appellant is incorrect in asserting that the CPE initial study did not evaluate effects of the proposed project on the sewer system. In addition, based on comments received during the Notice of Project Receiving Environmental Review, a separate, project-specific study was prepared specifically to address flooding concerns. This study, Project Impacts on Groundwater (Mission Creek), analyzes the project's potential to effect groundwater drainage patterns and possible effects related to flooding. In accordance with CEQA guidelines section 15125, the environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. Therefore, any concerns regarding the existing sewer system capacity or performance are part of the baseline, existing environmental conditions. As discussed in the CPE initial study Utilities and Service Systems section (pp. 47 to 49), the project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site in accordance with the

[5] San Francisco Planning Department, Mission District Streetscape Plan, October 2010, p. 20.
http://www.sf-planning.org/ftp/CDG/docs/missionstreets/MDSP _FINAL_DRAFT_OCT2010.pdf

[6] Rockridge Geotechnical, Project Impacts on Groundwater (Mission Creek), December 10, 2018.

[7] The analysis was conducted for a prior version of the project that included a below grade basement level (See Attachment A). The project no longer includes a basement level. Therefore, any possible effects of the project related to groundwater elevations would continue to be negligible.

[8] As a point of clarification, the CEQA findings are not appealable to the Board of Supervisors. Per San Francisco Administrative Code Section 31.16(e)(3), the grounds for appeal of a CEQA exemption determination are limited to whether the project conforms to the requirements of CEQA for an exemption. The CEQA findings are a part of the project approval action, which is not before the Board of Supervisors in this appeal of the CPE determination. The appellant has filed an appeal of the Large Project Authorization approval to the Board of Permit Appeals. The appellants may contest the CEQA findings as part of their appeal to the Board of Permit Appeals. For purposes of this CPE determination appeal, the department is interpreting the appellant's concern as a concern related to the analysis contained in the CPE initial study and not a concern regarding the CEQA findings.

city's National Pollutant Discharge Elimination System Permit.[9] The project site is occupied by an existing surface parking lot and is entirely covered with impervious surfaces.

As described on p. 48 of the CPE initial study under Utilities and Service Systems, the proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase impervious surfaces at the project site. In fact, stormwater entering the sewer system is likely to be reduced from existing conditions upon project completion because the project is required to comply with the Stormwater Management Ordinance.[10] This ordinance requires that stormwater generated by the proposed project meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm. Therefore, the proposed project would not contribute additional stormwater runoff to the city's stormwater infrastructure. Further analysis regarding drainage at the site and the project's tie-in to the City's combined sewer system would be performed when technical construction drawings are developed and certain details such as the location and depth of the sewer are identified. This review would occur as part of the building permit application process.

As described in the CPE initial study p. 48, the project would add 62 residential units and 5,775 sf of retail to the project site. The Southeast Water Pollution Control Plant treats an average of 60 million gallons per day of dry-weather flow, has a current dry-weather design capacity of 85.4 million gallons per day, and has a peak wet-weather capacity of 250 million gallons per day.[11,12] The small increase in demand for dry weather wastewater collection, conveyance, and treatment resulting from the project would not require expansion of existing wastewater facilities or construction of new facilities and would be more than offset by the reduction in wet weather demand through compliance with the stormwater management ordinance.

As noted in the appeal letter and addressed on p. 58 in the CPE initial study, public comments received during the project's notification of project receiving environmental review expressed concern with existing sewer backflows on Woodward Street. The property owner is not responsible for the existing conditions at adjacent properties, including at the SF Armory. However, the property owner is responsible for compliance with and maintenance of all stormwater management controls constructed in accordance with the Stormwater Management Ordinance. The property owner must sign a maintenance agreement to acknowledge and accept this maintenance responsibility. If the property owner fails to adequately implement the approved Stormwater Control Plan, they may be subject to enforcement action.[13] Further, as discussed above and on p. 47 in the CPE initial study, the project would require connections to the existing combined sewer system, which handles both sewage and stormwater runoff.

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[9] San Francisco Public Utilities Commission, Waste Discharge Permits, https://sfwater.org/index.aspx?page=498, accessed September 12, 2019.

[10] San Francisco Public Utilities Commission, Stormwater Management Requirements, https://sfwater.org/index.aspx?page=1000, accessed September 12, 2019.

[11] San Francisco Bay Regional Water Quality Control Board, Order No. R2-2013-0029 and NPDES No. CA0037664, 2013, *https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2013/R2-2013-0029.pdf*, accessed January 23, 2019.

[12] San Francisco Public Utilities Commission, Southeast Treatment Plant, 2018, *http://sfwater.org/index.aspx?page=616*, accessed January 23, 2019.

[13] San Francisco Public Utilities Commission, Stormwater Management Requirements and Design Guidelines (SMR) – Frequently Asked Questions, https://sfwater.org/Modules/ShowDocument.aspx?documentID=9920, accessed September 12, 2019.

For the reasons discussed above and in the CPE, the project's compliance with the stormwater management requirements and design guidelines would ensure that any existing sewer backflows are not exacerbated by the project.

In summary, the department's conclusion that the project would not result in a significant individual or cumulative impact with respect to utilities and service systems is based on substantial evidence. The appellant has not demonstrated otherwise.

Response 4: The CPE sufficiently evaluates potential impacts to historic resources and concludes that the proposed project would not affect adjacent resources. The department's determination is based on substantial evidence; the appellant has not demonstrated otherwise.

The appellant contends that because the geotechnical evaluation was inadequate, there is potential for the proposed project to undermine the foundations of adjacent historic resources and to cause flooding that could affect adjacent historic resources. This is incorrect.

The project site is adjacent to the Woodward Street Romeo Flats Reconstruction State Historic District, which includes the existing residential buildings on both sides of Woodward Street from 14th Street to Duboce Avenue. The San Francisco Armory, San Francisco landmark 108, is located across 14th Street from the project site. Construction of the proposed project would occur adjacent to buildings located within the Woodward Street Romeo Flats Reconstruction Historic District.[14] As discussed in the project description above, no excavation or shoring would occur within ten feet of the project site's northern property line on Woodward Street (82/84 Woodward Street).[15]

As discussed in Response 1, project construction would not result in a significant geotechnical impact on adjacent buildings. Response 2 addresses project effects related to groundwater and flooding, concluding that the project would not result in a significant impact on adjacent buildings.[16] Response 3 addresses project effects related to utilities and service systems, finding that the project would not result in a significant effect on adjacent buildings.

In addition, as described on pp. 33-35 of the CPE initial study, the department provides an analysis of the potential for adverse impacts to adjacent historical structures due to construction-related vibration.[17] The vibration analysis assesses the type of construction equipment that would be used to excavate and construct the proposed project and the equipment's proximity to neighboring structures. The analysis finds that construction of the proposed project would not result in vibration at levels that could result in damage to adjacent buildings, including historic structures.

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[14] Woodward Street was added to the Landmark Designation Work Program on March 16, 2016.

[15] BAR Architects, Application for Large Project Authorization State Density Bonus Planning Commission Packet, 344 14th Street, San Francisco, CA, May 23, 2019

[16] Concerns regarding impacts the proposed project would have on the groundwater conditions within the site vicinity and, specifically, the effects on the Armory building were addressed by the analysis referenced in Response 2.

[17] Charles M Salter and Associates, 34414th St Construction Vibration Analysis, January 8, 2019.

Furthermore, as stated on page 24 of the CPE initial study, department preservation staff reviewed the proposed project for compatibility with the Woodward Street Romeo Flats Reconstruction Historic District and determined that the proposed project would not result in significant impacts to nearby existing or potential historic resources or historic districts.[18] For these reasons, the department's determination that the project would not result in significant impacts on historic architectural resources is supported by substantial evidence. The appellant has not demonstrated otherwise.

Response 5: CEQA Guidelines section 15183 mandates that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review unless there are significant effects peculiar to the project or its site that were not disclosed as significant effects in the prior EIR. The department has conducted a thorough project-specific and cumulative environmental analysis of the proposed project and determined that the project would not result in new or more severe adverse impacts than disclosed in the PEIR. The department's determination is based on substantial evidence; the appellant has not demonstrated otherwise.

The appellant states that the proposed project does not qualify for a CPE under CEQA Guidelines section 15183 because the approval is based on the 2008 EIR prepared for the Eastern Neighborhoods Area Plan. More specifically, the appellant contends that the EIR can no longer be relied upon to support a CPE in the areas of direct, indirect, and cumulative impacts to: traffic and circulation patterns, land use, and consistency with area plans and policies. The appellant contends that substantial new information affecting environmental analysis has become available regarding these topics.

As discussed in the CEQA Guidelines section above, the Eastern Neighborhoods PEIR need not reexamine the environmental effects disclosed in the PEIR unless a subsequent discretionary approval is required for the plan itself. However, for subsequent projects being evaluated in a CPE, CEQA Guidelines section 15183 requires additional analysis if there is new information presented which was not known at the time of the certification of the PEIR which indicates that the **subsequently proposed project** would result in a new or more severe adverse impact than was discussed in the Eastern Neighborhoods PEIR. The CPE initial study contains a comprehensive project-specific and cumulative analysis for each environmental topic addressed under CEQA. As noted above, the CPE initial study found that the proposed project would result in significant impacts to archeological resources and construction noise and air quality. These significant impacts were found to be less than significant with application of mitigation measures identified in the Eastern Neighborhoods PEIR. All other environmental impacts from the project were found to be less than significant.

The discussion below addresses each of the appellant's concerns regarding perceived new information and provides substantial evidence that the proposed project would not result in a new or more severe impact than previously identified in the Eastern Neighborhoods PEIR or that the project would result in a considerable contribution to any such impact.

[18] SF Planning Preservation, Memorandum, RE: 344 14th Street/1463 Stevenson Street, July 26, 2017.

Increase in Automobile Ownership and TNC Use

The appellant asserts that the influx of high earners in the Mission has resulted in a "substantial increase" in the use of transportation network companies (TNCs), a higher rate of automobile ownership, and "unanticipated increases" in congestion and traffic patterns. The appellant claims that the PEIR did not take these factors into account. However, the appellant does not demonstrate what is significantly different from the circumstances disclosed in the PEIR.

At the time that the Eastern Neighborhoods PEIR was certified in 2008, the department considered increased traffic congestion as measured by the level of service metric to be a physical environmental impact under CEQA. However, as discussed on page 6 in the CPE initial study, automobile delay, as described solely by level of service or similar measures of traffic congestion, is no longer considered a significant impact on the environment under CEQA in accordance with CEQA section 21099 and Planning Commission Resolution 19579. Accordingly, the CPE evaluates whether the proposed project would result in significant impacts on vehicle miles traveled (VMT).

Even though the CPE establishes that the proposed project would not have significant impacts either individually or cumulatively related to increased VMT, the department has conducted additional transportation analysis based on updated local and regional transportation modeling, census data, and traffic counts at intersections in the Mission. This analysis was undertaken as part of the department's response to CEQA appeals filed for two projects in the Mission District: 2675 Folsom Street (board of supervisors file no. 190890) and 2918-2924 Mission Street (board of supervisors file no. 180019). The additional analysis conducted by the department provides evidence that TNC use, automobile ownership rates, and purported increased reverse commute distances by families that no longer live in the Mission are not causing significant cumulative transportation impacts beyond those anticipated under the Eastern Neighborhoods PEIR. The additional analysis includes a 2016 transportation study and April 2017 traffic counts conducted for 2675 Folsom Street (Attachment B), and 2018 traffic counts conducted for 2918-2914 Mission Street (Attachment C). Based on these studies, observed traffic volumes were generally lower than what would be expected (using the Eastern Neighborhoods PEIR trip generation methodology) compared to the amount of estimated development completed as of the date of the studies (2017 and 2018). This indicates that current traffic volumes are similar to or slightly below PEIR projections. In other words, recent traffic data collected by the department indicates that the Eastern Neighborhoods PEIR overestimated the volume of vehicle trips that would be generated by development that could occur as a result of the Eastern Neighborhoods rezoning. This includes traffic at certain intersections in the Mission District.

The department has recently undergone a revision of its transportation analysis guidelines to, among other things, update project trip generation and mode split assumptions for proposed projects. This revision relies on observational and intercept survey data collected from recently completed projects in the Mission and elsewhere in San Francisco. The data collected to support updated trip generation rates were collected in 2016 and 2017, when TNCs were widely in use, and therefore take into account estimates of the number of for-hire vehicles (taxis/TNCs) from new development. The updated trip generation rate is applied to the proposed project and is discussed on p. 29 of the CPE initial study. As stated there, the proposed project would result in 27 p.m. peak hour vehicle trips, inclusive of TNCs. By comparison, if using the prior trip generation methodology, the project would have been estimated to result in 54 p.m. peak hour vehicle trips.

Given the above, the department's conclusion that the proposed project would not result in new or more severe transportation impacts than already disclosed in the PEIR is supported by substantial evidence; the appellant has not demonstrated otherwise.

Additionally, the appellant incorrectly asserts that the transportation analysis conducted for the proposed project does not address cumulative impacts. As stated on pp. 30-31 of the CPE initial study, the department conducted project-level and cumulative transportation analysis and determined that the project would not result in an individual or cumulative significant transportation impact. As discussed in the CPE initial study, the projected transportation conditions and cumulative effects of project buildout analyzed in the Eastern Neighborhoods PEIR were based on a 2025 horizon year. In 2015, the department updated its cumulative transportation impact analysis for all projects to use a 2040 horizon year. Therefore, the project-specific cumulative transportation impact analysis presented in the CPE to determine whether the proposed project would result in new or substantially more severe significant impacts than previously disclosed is based on updated growth projections through year 2040. The CPE initial study correctly evaluates cumulative transportation impacts from the proposed project; the appellant has not demonstrated otherwise.

Cumulative Impacts on Pedestrian and Bicycle Safety

The appellant asserts that cumulative development in the vicinity of the project has altered traffic circulation patterns, risking pedestrian and bicycle safety. The Eastern Neighborhoods PEIR found that growth resulting from the zoning changes would not result in significant impacts related to pedestrians and bicyclists. The PEIR states that in general, the analyses of pedestrian and bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Eastern Neighborhoods Rezoning and Area Plans.

Accordingly, the department conducted project-level analysis of the pedestrian and bicycle transportation impacts of the proposed project. This project-level analysis is based on existing conditions and considers the cumulative transportation volumes and circulation patterns within the vicinity. Based on this project-specific review, the department determines that the proposed project would not have significant impacts that are peculiar to the project or the project site; the appellant has not demonstrated otherwise.

In addition, the project would make improvements that increase safety for people walking and bicycling. Specifically, the proposed project would remove both an existing 22-foot curb cut on 14th Street and an existing 18-foot curb cut on Stevenson Street. The project would also install a raised crosswalk across Woodward Street where it intersects with 14th Street and re-layout on-street parking to include daylighting (removal of parking at intersections) at the 14th Street/Woodward Street intersection. The project's proposed streetscape plan has been reviewed and approved by the Streetscape Design Advisory Team (SDAT). SDAT is an advisory body composed of members from the planning department, the San Francisco Municipal Transportation Agency, and other city agencies. SDAT's primary charge is ensuring that street and sidewalk changes initiated by projects that trigger Planning Code Section 138.1 are built to the highest possible standards in terms of safety, accessibility, functionality, conviviality, aesthesis, materiality, and maintainability.[19] The project is also subject to the Transportation Sustainability Fee, pursuant to Planning

[19] San Francisco Planning Department, Street Design Advisory Team (SDAT), https://sfplanning.org/project/street-design-advisory-team, accessed September 12, 2019.

Code Section 411A. This fee generates revenue to pay for City transportation improvements, including projects that create safer streets for pedestrians and bicyclists.

Eastern Neighborhoods PEIR Housing Projections

The appellant alleges that the department's determination to issue a CPE for the project is invalid because the residential development assumptions upon which the analyses of the PEIR are based are set to exceed the amount that has been constructed, entitled, or in the development pipeline. This is a claim that has been made in previous appeals of the department's CEQA determination for residential projects in the Mission District, including the following projects: 2750 19th Street, 901 16th Street/1200 17th Street, 1296 Shotwell Street and 2918 Mission Street. Moreover, that claim was made and expressly rejected by the Superior Court and the First District Court of Appeal in litigation challenging the department's determination regarding 901 16th Street/1200 17th Street. In each case, the board found that the PEIR was, in fact, adequate and that the use of a CPE relying on the Eastern Neighborhoods PEIR was appropriate.

As in the other cases, the appellant portrays the PEIR as outdated because housing production appears to be on track to exceed the housing projections used in the Eastern Neighborhoods PEIR to analyze physical environmental effects of the plan. The appellant provides no evidence of any significant environmental impacts and, as discussed above, significant impacts must be based on substantial evidence in the record. Furthermore, the question to be addressed is whether the proposed project would result in significant environmental effects not disclosed in the PEIR, not whether the PEIR's analysis of environmental effects remain valid.

The growth projections included in the Eastern Neighborhoods PEIR are based upon the best estimates of foreseeable development that could occur under the Plan available at the time the Eastern Neighborhoods PEIR was prepared. The growth projections informed the analysis of some, but not all, of the environmental analyses in the PEIR. For the reasons described below, the proposed project would not result in new significant environmental effects not disclosed in the PEIR.

1) The CPE prepared for the proposed project does not rely solely on the growth projections considered in the Eastern Neighborhoods PEIR in examining whether the project would have significant impacts that are peculiar to the project or site.

The project- and site-specific analysis contained in the CPE is based on updated growth projections and related modelling, and updated analysis methodology, to evaluate project-level and cumulative impacts. Each environmental topic contains a project-level and cumulative impact analysis. Specifically, the population and housing topic contains a cumulative analysis that considers all cumulative projects within the department's residential pipeline. In another example, the CPE initial study cumulative transportation analysis is based on a 2040 horizon year; in other words, it uses an updated cumulative growth projection. San Francisco 2040 cumulative conditions were projected using the San Francisco County Transportation Authority's ("Transportation Authority") San Francisco Activity Model Process ("SF-CHAMP") and includes residential and job growth estimates and reasonably foreseeable transportation investments through 2040.

2) The appellant has not provided evidence that significant physical environmental impacts not already disclosed in the Eastern Neighborhoods PEIR would occur, much less that the project would have a considerable contribution to an undisclosed significant environmental impact.

The appellant provides no information about how the claim of residential growth exceeding the PEIR projections has or would result in direct, indirect, and/or cumulative environmental impacts

not already disclosed in the PEIR. Further, the appellant has provided no evidence that the 344 14th Street project, with its 62 dwelling units and 5,755 sf of retail, would have a considerable contribution to a significant cumulative environmental impact not disclosed in the PEIR. The appellant must demonstrate the absence of substantial evidence supporting the Planning department's analysis and has not done so.

Disproportionate Construction of Market Rate Units

The appellant states that the City has exceeded its 2015-2022 Regional Housing Needs Allocation (RHNA) for above-moderate income housing and that the production of low-income housing continues to be below RHNA targets. The appellant fails to explain how this point constitutes an argument that the CPE is not based on substantial evidence. The PEIR's analysis of physical environmental effects relied on population projections that did not differentiate between an affordable housing unit or a market rate development. Therefore, the affordability of residential development does not affect the environmental analysis in the PEIR or CPE.

The issues raised by the appellant are not new. The Population, Housing, Business Activity, and Employment section of the Eastern Neighborhoods PEIR includes a thorough analysis of these issues, examining, among other things, whether development under the rezoning and area plans would cause or contribute to gentrification or displacement. The impacts of growth afforded under the rezoning and area plans on the physical environment are evaluated and disclosed in both the plan-level and project-level CEQA documents under the relevant resource topics such as population and housing, transportation, air quality, noise, parks and open space, and public services. The conclusions of the CPE are based upon substantial evidence; the appellant has not demonstrated otherwise.

CONCLUSION

The planning department's determination that the proposed project qualifies for a community plan evaluation pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183 is supported by substantial evidence in the record. The appellant has not provided evidence to demonstrate otherwise. The planning department conducted necessary studies and analyses and provided the planning commission with the information and documents necessary to make an informed decision at a noticed public hearing in accordance with the planning department's CPE initial study and standard procedures, and pursuant to CEQA and the CEQA Guidelines. Therefore, the planning department respectfully recommends that the board of supervisors uphold the department's determination that the CPE conforms with the requirements of CEQA and reject the appeal.

Attachment A

Summary of Geotechnical Analyses prepared for the 344 14th Street Project Planning Department Case No. 2014.0948ENV

September 30, 2019

Attachment A: Summary of Geotechnical Analayses

The following table provides a summary of the geotechnical report and supplemental analyses prepared for the original project and various iterations of the proposed project at 344 14th Street (Planning Department Case No. 2014.0948ENV). The geotechnical report and all supplemental analyses were conducted by Rockridge Geotechnical, a licensed civil engineer authorized to practice geotechnical engineering. Projects located within a seismic hazard zone for liquefaction are subject to the seismic hazards act requirements, which include the preparation of a geotechnical investigation by qualified engineer to delineate the area of hazard and to propose measures to address any identified hazards.[1] The analysis was conducted by a qualified geotechnical consultant with consistent recommendations for foundation support on improved soil to address liquefaction hazard. The building department has reviewed the project's geotechnical report.

Date	Geotechnical Report	Project Description Analyzed	Recommended Foundation Type
May 6, 2016	Rockridge Geotechnical, Geotechnical Investigation Proposed Mixed Use Development 14th and Stevenson San Francisco, California.	Mixed-use building that would occupy most of the site and include one level of below-grade parking.	Mat foundation on improved ground elements or deep foundations.
November 13, 2017	Rockridge Geotechnical, Memorandum Regarding Project Impacts on Groundwater (Mission Creek).	Mixed-use building that would occupy most of the site and include one level of below-grade parking.	Mat foundation on improved ground elements.
December 10, 2018	Rockridge Geotechnical, Memorandum Regarding Project Impacts on Groundwater (Mission Creek).	Two buildings would be constructed on the site and include one level of below-grade parking.	Mat foundation on improved ground elements.
January 8, 2019	Rockridge Geotechnical, Letter Regarding Project Modifications 344 14th Street, 1463-1499 Stevenson Street, 86-89 Woodward Street San Francisco, California.	Two buildings would be constructed on the site and include one level of below-grade parking.	Mat foundation on improved ground elements or deep foundations.
September 10, 2019	Rockridge Geotechnical, Letter Regarding Response to Appeal Comments Proposed Mixed-Use Development 14th and Stevenson Streets San Francisco, California.	One at-grade building. No parking proposed.	Mat foundation on improved ground elements or deep foundations.

[1] Department of Building Inspection Information Sheet No. S-05, May 7, 2019. Available at https://sfdbi.org/sites/default/files/IS%20S-05.pdf

Attachment B

1. Fehr & Peers, Eastern Neighborhoods / Mission District Transportation and Demographic Trends, January 12, 2017

2. Fehr & Peers, Updated Eastern Neighborhoods Traffic Counts, April 17, 2017

FEHR & PEERS

January 12, 2017

Chris Kern
Senior Environmental Planner
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: **Eastern Neighborhoods / Mission District Transportation and Demographic Trends**

Dear Chris:

Fehr & Peers has prepared this letter summarizing key transportation trends that have occurred since the adoption of the Eastern Neighborhoods Plan in August 2008, focusing on the Mission District. Specifically, San Francisco Planning staff identified three key questions regarding the transportation analysis prepared for the Eastern Neighborhoods Plan environmental review process and subsequent effects on the transportation network due to new development:

- If new construction based on the Eastern Neighborhoods Plan results in displacement of lower income workers, do these workers then move to distant suburbs and increase the number of automobile commute trips and regional VMT compared to the Eastern Neighborhoods Plan EIR?
- Does new housing in the Eastern Neighborhoods plan area attract higher income residents, who own more cars and are therefore adding additional automobile trips than were accounted for in the Eastern Neighborhoods Plan EIR?
- Do commuter shuttles have transportation impacts not considered in the Eastern Neighborhoods Plan EIR?

Overall, Fehr & Peers has found that the Eastern Neighborhoods Plan EIR took a fairly conservative approach to transportation analysis and findings. The EIR generally estimated that a slightly higher percentage of new trips would be made by private vehicles than recent traffic counts as well as census travel survey data would suggest are occurring. On a more detailed level, Fehr & Peers found that while the Mission has undergone significant demographic and economic

change, residents on average still appear to own around the same number of vehicles, and use non-auto modes at similar rates as in the period from 2000 – 2009.[1]

With regards to the effects of potential displacement of lower-income households, data tracking individuals or households who move out of the neighborhood is not available, limiting our ability to state with certainty whether displacement of lower income workers is leading those same workers to increase their vehicle travel. Collecting this data would require a long-term focused survey effort on a different horizon that which is available for the preparation of this letter report .

In absence of this data, Fehr & Peers has conducted an analysis and review of the regional models used to develop the travel demand estimates for the Eastern Neighborhoods Plan EIR and, more generally, the role that they play in planning/CEQA efforts. This review of the travel model focuses on available data, and how that data can be used to answer the questions posed above. The regional model uses available data, such as existing mode share, trends in travel time to work, and current research on travel behavior to assess how changes in population or employment affect vehicle travel on our transportation facilities. The growth in households and jobs included in the model is based on regional and local planning efforts such as Plan Bay Area, City general plans, and specific plans such as the Eastern Neighborhoods Plan.

The growth in the share of households and jobs located in dense, urban areas (as planned for in Plan Bay Area and the Eastern Neighborhoods Plan) is expected to generally decrease regional vehicle miles traveled per capita between now and 2040. In the short term, the distance between Bay Area residents and their places of employment has increased slightly from 2004 to 2014; this has not, however, been accompanied by a similar increase in the share of regional commuting by single-occupant vehicle.

In addition to these demographic and economic variables, several new technologies and programs have affected transportation in the Eastern Neighborhoods area. Commuter shuttles to campuses in the Peninsula and South Bay have grown in amount and ridership, and some members of the community are concerned they may be negatively affecting traffic or public transit operations. Fehr & Peers has not found any evidence that their effects have not been contained in the envelope of traffic effects analyzed in the Eastern Neighborhoods Plan EIR.

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[1] Fehr & Peers has attempted to maintain consistency across data sources. Census data is used from the 2000 decennial census, and from the 2004 – 2009 and 2009 – 2014 five-year average reports of the American Community Survey. Non-Census data may use other base years.

With regards to non-automotive travel, Planning and SFMTA have both undertaken substantial citywide efforts to encourage non-auto modes of travel, including MuniForward and Planning's Transportation Sustainability Program (TSP); these provide mechanisms for encouraging shifts to sustainable modes of travel, although it is still too early in their implementation to provide detailed analysis on their efficacy. These programs would be expected to have the effect of decreasing overall vehicular travel, and perhaps increasing transit ridership.

Background and Literature on Factors Surrounding Travel Behavior

While this letter focuses on the interplay between jobs and housing and the effect that relationship has on local and regional travel patterns, these elements are only one potential factor in individual travel behavior. Regional traffic and travel patterns are the combination of many different factors that influence individual decisions; these factors include items related to the built environment, local land use, regional distributions of housing and jobs, household socioeconomic factors, roadway network design and capacity, and availability of alternative transportation services such as transit.

When used in travel demand models, these variables can be sorted into four groups: socioeconomic characteristics, travel options, local land use characteristics, and regional land use characteristics, all of which influence total regional travel[2]. The below narrative discusses how these complicated factors are reflected in the variables selected for use in the regional model; these variables rely on data that is readily available, and broad enough for regional use. Many other individual circumstances are not reflected in the model, even though they may influence decisions with respect to residential location, employment, and household formation. Instead, the model focuses on the outcomes of these decisions, and uses past trends to predict future changes in variables that can more easily be included in the model. The following is a summary of some of the factors used in modeling travel behavior, and definitions or explanations of each for reference.

Socioeconomic Characteristics

For modeling purposes, several variables are used as proxies for socioeconomic characteristics that influence travel. These variables include the number of workers and non-workers in each

[2] Hu, H., Choi, S., Wen, F., Walters, G., & Gray, C. J. (2012, February). Exploring the Methods of Estimating Vehicle Miles of Travel. In *51th Annual Meeting of the Western Regional Science Association*.

household, the age of household members, and median household income. Generally, larger households make more trips by all modes; people between ages 16 – 64 are more likely to drive, and higher income individuals are more likely to own a car; as such, analysis areas with populations meeting these characteristics tend to generate a larger number of vehicle trips in the model. Other individual traits, including English proficiency, ability to obtain a driver's license, and ability or disability may also influence travel decisions at this level, but are too generalized to be included in a regional travel demand model, despite their importance to individual decisions.

Travel Options

Travel options variables include considerations of transit access, transit quality, and access to a vehicle. Each of these factors can determine the mode an individual chooses to make a given trip. Generally, individuals will choose the most efficient mode among those that they have access to. Efficiency can include considerations such as cost, estimated travel time, comfort, wait times, or convenience, among other concerns. In travel models, these factors are considered through proxy variables such as car ownership, distance from transit, and the frequency at which nearby transit operates.

Local Land Use and Built Environment

Local land use variables include variables often referred to as "the D's": density of jobs and housing, diversity of land uses, design of roadway facilities and the urban environment, and similar elements. These factors help to create urban environments that are more walkable, and tend to have a lower automobile modeshare[3]. The academic literature surrounding the effects of land use on transportation choices has shown fairly consistently that dense, mixed-use neighborhoods with strong regional access have the lowest levels of vehicle trip-making.[4] When used in travel models, these are usually translated into measures of density for a given area, such as the number of dwelling units or jobs per acre.

Regional Land Use and Built Environment

Regional land use patterns determine travel patterns mostly as a function of where people live versus places they typically travel to; the most common example of this is the relationship

[3] Cervero, R., & Kockelman, K. (1997). Travel demand and the 3Ds: density, diversity, and design. *Transportation Research Part D: Transport and Environment, 2*(3), 199-219.

[4] Ewing, R., & Cervero, R. (2010). Travel and the built environment: a meta-analysis. *Journal of the American planning association, 76*(3), 265-294.

between a person's home and workplace. Regional accessibility, such as the availability of longer distance transportation options (including regional transit such as BART and Caltrain, as well as freeways and major arterials) also plays a key role in transportation decisions. Ongoing jobs-housing imbalances have been shown to have a substantial effect on the distance households travel to work, while regional accessibility (as measured by the mix of destinations easily accessible by a household) also tends to encourage non-auto trips[5,6,7].

Number of Long-Distance Commute Trips

In addressing the question of whether the new residential construction in the Eastern Neighborhoods plan displaces lower income workers and therefore leads to longer commute trips from distant suburbs, Fehr & Peers focused on available data which includes regional data on inter-county commutes, and data showing the regional distance between a worker's home and workplace. While speculation exists that individuals that move out of the Mission commute longer distances to existing jobs, the literature on job change following residential relocation is very limited. As such, it cannot be ascertained whether individuals moving from the Mission to outlying areas keep or change their job location.

In addition to the potential for longer commute trips, households moving from the Mission to areas with fewer non-auto transportation options may increase their use of private vehicles for non-work trips. This increase in trips may be offset by individuals who move into denser neighborhoods and then use private vehicles less often, particularly if new housing growth is concentrated in these denser neighborhoods.

As an example of how residential location affects commute patterns, **Table 1** summarizes the number of commuters who both live and work in the same Bay Area County, the number who live and work in different counties and drive alone to work, and the median rent by county to serve as a proxy for cost of living. Counties that have a lower than average share of residents who drive alone to work in another county are Santa Clara County, Sonoma County, and San Francisco County, while counties with the largest share of residents who drive alone to work in another county are San Mateo, Contra Costa, and Solano Counties.

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[5] Ewing, R. (1995). Beyond density, mode choice, and single-purpose trips. *Transportation Quarterly, 49*(4), 15-24.

[6] Levinson, D. M. (1998). Accessibility and the journey to work. *Journal of Transport Geography, 6*(1), 11-21.

[7] Cervero, R. (1996). Jobs-housing balance revisited: trends and impacts in the San Francisco Bay Area. *Journal of the American Planning Association, 62*(4), 492-511.

Based on these figures, we would assume that a net movement of households from San Francisco to counties such as Contra Costa County and Solano County without a corresponding movement in jobs would result in a higher share of individuals driving longer distances to work. However, job and housing growth projections prepared by ABAG indicate that population growth will be concentrated in areas that, in general, have fewer individuals driving alone to work across county lines.[8]

TABLE 1: COMMUTERS LIVING AND WORKING IN DIFFERENT COUNTIES, 2010[1]

County	Employed Residents	Residents Working in Same County	Percentage Working in Same County	Drove Alone to Another County for Work	Percentage Drive Alone to Another County	2010 Median Rent[2]
Santa Clara	817,000	712,000	87%	85,000	10%	$1,471
Sonoma	226,000	188,000	83%	29,000	13%	$1,227
San Francisco	432,000	331,000	77%	68,000	16%	$1,446
Napa	62,000	48,000	77%	12,000	19%	$1,218
Alameda	693,000	468,000	68%	142,000	20%	$1,233
Marin	121,000	79,000	65%	29,000	24%	$1,563
Contra Costa	466,000	281,000	60%	121,000	26%	$1,311
San Mateo	349,000	205,000	59%	101,000	29%	$1,525
Solano	184,000	109,000	59%	55,000	30%	$1,199
Grand Total	**3,350,000**	**2,421,000**	**72%**	**642,000**	**19%**	**$1,353**

1. VitalSigns does not provide data prior to 2010.
2. Median rents are based on self-reported rents paid by current residents across a variety of unit types, and do not reflect the rent accepted by new residents. Amounts shown are adjusted for inflation to 2014 dollars.
Source: Metropolitan Transportation Commission VitalSigns, 2016; Fehr & Peers, 2016

To study the total *future* change in vehicle trips and vehicle miles traveled due to demographic shifts and changing development patterns, a travel model is typically employed studying conditions both with and without a demographic change.

[8] ABAG projections are taken from Plan Bay Area 2013.

Fehr & Peers performed a brief review of the model data used in developing the future year VMT and travel forecasts used for CEQA purposes, and found that they do account for changes in the number of households by income level, as well as changes in the number of jobs throughout the region. Travel models are used to forecast future year conditions, as well as changes in traffic due to major land use changes (such as the adoption of the Eastern Neighborhoods Plan). These models are designed to use research on current travel patterns to estimate how changes in roadway configurations, population locations, and jobs can affect vehicle travel as well as travel by other modes. The San Francisco specific model, SF-CHAMP, uses the same data as the regional model, but reassigns growth within San Francisco to reflect local planning efforts. Individual model runs can provide estimates of traffic levels on individual roadways, and as noted above are often used for portions of the traffic and VMT analyses prepared for CEQA purposes.

In order to provide these estimates, SF-CHAMP estimates travel behavior at the level of transportation analysis zones (TAZs). There are 981 TAZs within San Francisco that vary in size from single city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in historically industrial areas like the Hunters Point Shipyard. It also includes zones outside of San Francisco, for which it uses the same geography as the current MTC Model: "Travel Model One". For each TAZ, the model estimates the travel demand based on TAZ population and employment assumptions developed by the Association of Bay Area Governments (ABAG). Essentially, the model does its best to represent average travel choices and patterns of "people" (the daytime service population) that represent all travelers making trips to and from each TAZ the entire day[9].

Neither SF-CHAMP nor the regional travel model explicitly link low-income workers living in one area with lower paying jobs in another area, or high-income workers with high-paying jobs for that matter; this level of analysis is generally considered to be more fine-grained than is appropriate for regional travel forecasts. Instead, household-job links are established using existing research on typical commute patterns and distances, including the distribution of workers living in a given area who travel longer distances to work, and so forth. Future concentrations of jobs and housing are based on the most recent regional planning documents prepared by ABAG.

Regardless of the model assumptions, some households will move from San Francisco and have increased commute distances, while others may change jobs and have decreased commute

[9] Kosinski, Andy. (2016, April). VMT Analysis for 2675 Folsom Street, Case No 2014-000601. 2675 Folsom Street Transportation Impact Analysis Project Record

distances. However, the model does indicate that overall aggregate regional growth is expected to help reduce the average distance that a typical worker travels between home and work. The SFCTA has estimated that existing average VMT per household is 17.2 for the region and 8.4 in San Francisco. The regional VMT per household is expected to decrease to approximately 16 7.5 by the year 2040[10]. Employment data shows that the share of Bay Area residents living more than ten miles from their employer increased from 2004 to 2014 (See **Table 2**); over the same period, the absolute number of individuals living more than ten miles from their employer also increased. As such, a larger number of individuals are likely driving alone to work across longer distances. This does not, however, translate into a higher share of individuals driving alone to work; the regional drive alone commute modeshare is at its lowest point since 1960, based on census data.

TABLE 2: DISTANCE FROM HOME CENSUS BLOCK TO WORK CENSUS BLOCK[1], BAY AREA RESIDENTS, 2004 - 2014

Distance	2004[2]		2014	
	Number of Workers	Share of Workers	Number of Workers	Share of Workers
Less than 10 miles	1,507,000	52%	1,600,000	47%
10 to 24 miles	800,000	27%	944,000	28%
25 to 50 miles	351,000	12%	445,000	13%
Greater than 50 miles	255,000	9%	390,000	12%
Drive-Alone Commute Modeshare	79%		76%	

1. LEHD data uses payroll and other labor information; distances may not represent an employee's typical workplace, but rather the location of their employer's office for labor reporting purposes.
2. 2004 base year is used due to data from 2000 not being available

Source: Longitudinal Employer-Household Dynamics, 2016; MTC VitalSigns, 2016; Fehr & Peers, 2016

Vehicle Trip Rates and Demographics of New Residents

While data are unavailable for households moving away from the Mission, a look at ACS data shows some insight on households that have recently moved to the Mission from elsewhere.

[10] Schwartz, Michael, Coper, Drew. (2016, February). Quantification of Impacts under CEQA following new guidelines from the Governor's Office of Planning and Research. And Kosinski, Andy. (2016, April). VMT Analysis for 2675 Folsom Street, Case No 2014-000601. 2675 Folsom Street Transportation Impact Analysis Project Record

Around 15 percent of Mission residents had moved within the past year; of these, around half moved to the Mission from outside of San Francisco (**Table 3**). New residents, particularly those moving from outside of California, tend to have higher incomes than existing residents.

TABLE 3: MIGRATION STATUS OF MISSION RESIDENTS[1] IN PAST YEAR AND MEDIAN INDIVIDUAL INCOME

Year		Did not move in past year	Moved; within San Francisco	Moved; from different county in CA	Moved; from different state	Moved; from abroad
2004-2009	% of Residents	86%	9%	2%	2%	1%
	Median Income (2014 Dollars)	$37,000	$40,000	$32,000	$40,000	$15,000
2009 -2014	% of Residents	86%	8%	3%	2%	1%
	Median Income (2014 Dollars)	$35,000	$43,000	$32,000	$76,000	$46,000

1. Census data for Mission residents includes Census tracts 177, 201, 202, 207, 208, 209, 210, 228.01, 228.03, 229.01, and 229.02.
Source: ACS Table S0701, 5-year averages, 2004-2009, 2009-2014; Fehr & Peers, 2016

Generally, higher income households tend to have more vehicles per household, and also tend to drive more (See **Table 4**). However, a preliminary look at trends studied in the Census and American Community Survey (ACS) indicate that this effect has had a minimal effect on overall vehicular use in the Mission district from 2000 to 2014.

TABLE 4: DRIVE ALONE MODESHARE BY INCOME GROUP, MISSION RESIDENTS[1] (2009- 2014)

Worker Earnings	% Driving Alone to Work
<$15,000	16%
$15,000 – $25,000	21%
$25,000 - $50,000	24%
$50,000 – $75,000	28%
>$75,000	29%
Average, All Incomes	**27%**

1. Census data for Mission residents includes Census tracts 177, 201, 202, 207, 208, 209, 210, 228.01, 228.03, 229.01, and 229.02.
Source: ACS Table S1901, 5-year averages, 2009-2014; Fehr & Peers, 2016

Partially due to the in-migration of higher income earners shown in **Table 3**, the median household living in the Mission in 2014 has a significantly higher income than the median household living there in 2000 (see **Table 5**). Median annual income increased from around $67,000 to around $74,000 during that time period (in 2014 inflation-adjusted dollars). This reflects the migration patterns partially discussed above, as well as some level of general increases in incomes over that time. The same pattern can be seen by examining the share of all households with incomes above $100,000, which has more than doubled from 2000 to 2014.

However, although the typical household has a higher income, vehicles per househols has not increased over the same time period. The same percentage of households have zero cars (39 – 40 percent of households), and the average number of vehicles per household has remained nearly constant over that same period. Similarly, the share of Mission residents commuting to work by driving alone has also remained steady, at 25 – 29 percent. Due to population growth, this does result in more vehicles and more people driving alone compared to in 2000; however, this growth is in line with past trends, and does not exceed the level of vehicle travel projected in the Eastern Neighborhoods EIR, as discussed below.

In addition to census data, Planning has conducted three case studies at residential developments built in the past ten years in the Mission Neighborhood. These sites are located at 2558 Mission Street, 555 Bartlett Street, and 1600 15th Street. Each building consists of newer, largely market-rate housing, although 555 Bartlett Street and 1600 15th Street each have between 15 and 20 percent of units set aside as below market rate housing. Surveys at these sites were conducted during the extended AM and PM peak hours, and consisted of intercepting individuals at all project entrances and exits to inquire about their mode choice. In addition, person counts and vehicle counts were conducted at all entrances. Results from these surveys are shown by site in **Table 6**.

TABLE 5: COMPARISON OF SHIFTS IN INCOME AND AUTOMOBILE TRAVEL INDICATORS, MISSION RESIDENTS[1]

Year	Median Household Income (2014 Dollars)	Average Household Income (2014 Dollars)	Share of Households with Income Above $100,000 (nominal)	Share of Commuters Driving Alone to Work	Share of Households with Zero Cars Available	Vehicles Available per Household
2000	$67,000	$81,000	15%	29 %	39%	.85
2004 - 2009	$70,000	$98,000	31%	25 %	40%	.82
(% Change from 2000)	+ 4%	+21%	+ 106%	- 14%	<1%	-3%
2009 – 2014	$74,000	$109,000	40%	27 %	40%	.82
(% Change from 2000)	+ 10%	+35%	+ 166%	- 7%	<1%	-3%

1. Census data for Mission residents includes Census tracts 177, 201, 202, 207, 208, 209, 210, 228.01, 228.03, 229.01, and 229.02.
Source: American Community Survey, Tables B25044, B08130, S1901, 5-year averages, 2004 – 2009 and 2009 - 2014 ; Decennial Census, Tables H044, P030, DP3, 2000; Fehr & Peers, 2016

TABLE 6: OBSERVED MODE SPLITS AT RESIDENTIAL DEVELOPMENTS IN THE MISSION

Address	Drive Alone	Carpool	Walk	Taxi / TNC	Bike	SF Muni	BART	Private Shuttle
1600 15th St (162 market rate units, 40 BMR units, 596 total person trips)	19%	15%	33%	4%	5%	7%	16%	2%
555 Bartlett Street (49 market rate units, 9 BMR units, 183 total person trips)	25%	28%	19%	3%	6%	4%	14%	1%
2558 Mission Street (114 market rate units, 288 total person trips)	13%	13%	38%	8%	1%	7%	17%	4%

Based on trips made between 7AM – 10AM and 3PM – 7PM on a typical weekday in the summer. Total number of trips represented all counted person trips; response rates to survey varied between sites. Final percentages are imputed from survey responses and vehicle counts.

Source: SF Planning, 2015; Fehr & Peers, 2016

The three sites showed a drive alone modeshare that ranged from 13 percent to 25 percent, all of which are below the average drive alone commute mode for the area (of around 27 percent; see **Table 5**). The total auto modeshare (drive alone + carpool + taxi/TNC) ranges from 34 percent to 56 percent of all trips, which is similar to the total auto modeshare for all trips as modeled by SF-CHAMP (ranging from 31 percent to 53 percent for key transportation analysis zones in the Mission).[11]

Transit Modeshare Over Time

The share of Mission residents commuting via transit has remained fairly steady from 2000 to 2014, based on ACS journey to work data (see **Table 7**). Transit modeshare has decreased slightly in recent years, from a high of 46 percent in 2004 – 2009; most of this shift has been to bicycling and "other means" (which may include trips made by TNC). This fluctuation is well within a typical margin of error, and includes a period of decreased Muni transit service during the Great Recession; service was restored in 2015.

[11] SF-CHAMP auto modeshare is based on the Central SoMa 2012 Baseline model run; the presented modeshares are for the analysis zones where each of the case study developments are located.

TABLE 7- MISSION RESIDENT TRANSIT MODESHARE TRENDS, 2000 – 2014 (COMMUTE TRIPS ONLY)

Year	Total Transit Modeshare	Muni Bus or Rail[1]	BART[2]	Caltrain[3]
2000	42%	24%	16%	1%
2004 – 2009	46%	29%	16%	1%
2009 – 2014	44%	24%	18%	3%

1. "Bus or trolley bus" and "Streetcar or trolley car" categories
2. "Subway or elevated" category
3. "Railroad" category

Source: ACS 2014; Fehr & Peers, 2016

Expected and Observed Peak Hour Vehicle Traffic Growth

The Eastern Neighborhoods Transportation Impact Study (TIS) and EIR analyzed several intersections within the Mission District. Fehr & Peers worked with Planning to select four of these intersections and conduct one-day PM peak hour turning movement counts in December 2016[12]; these intersection counts do not include Mission Street due to the installation of bus-only lanes (which act to divert some private vehicle traffic from Mission Street) in 2015. These counts were then compared to the expected level of traffic growth based on the total change in housing units constructed in the Mission from 2011 – 2015. Full turning movement volumes and estimated calculations are included in **Attachment A**.

Overall, the current level of reported development from the Eastern Neighborhoods Monitoring Report was estimated to represent around 65 percent of background, no project growth (based on progress from 2000 baseline year to 2016 relative to the 2025 projections), and around 10 percent complete[13] for the growth projected under EIR Option C. While the preferred alternative does not precisely match any of the three options set forth in the EIR, Fehr & Peers selected Option C for comparison purposes as it showed the highest level of residential growth in the Mission. **Table 8** shows a summary of observed and estimated traffic volumes for the intersections analyzed.

[12] While vehicle counts are typically not taken in December due to changes in travel patterns during that time, schedule constraints necessitated immediate counts. Counts were collected on a weekday with average weather, while area schools were still in session.

[13] Estimate of 10 percent complete includes 25 percent of estimated increase in housing units and 4 percent of estimated increase in non-residential square footage from the 2000 baseline. This does not include the reduction in total PDR square footage.

On average, observed traffic volumes in 2016 were around 5 - 10 percent lower than expected based on the Eastern Neighborhoods EIR and the percentage of estimated development complete[14]. At three of the four intersections counted, total traffic volume had in fact decreased from the 2000 baseline count data. The exception is at 16th Street and South Van Ness, where there was an increase in traffic volume traveling northbound and southbound. This likely reflects shifts from other north/south streets such as Mission Street that have seen changes in their roadway configurations that were not anticipated by the analysis in the Eastern Neighborhoods Plan. The observed traffic counts also include only one day of count data, which introduces a chance that the observations are not representative; however, traffic volumes at urban intersections tend to be fairly stable with respect to the amount of peak hour traffic. Overall, this reflects that the Eastern Neighborhoods TIS and EIR took a fairly conservative approach to modeling the levels of local traffic generated by the changes in land use allowed by the Plan.

TABLE 8: COMPARISON OF OBSERVED AND ESTIMATED TRAFFIC VOLUMES AT MISSION INTERSECTIONS

Intersection	2000 Baseline Total Volume	2025 Option C Projected Volume	2016 To Date Projected Volume[1]	2016 Observed Volume	Net Difference (2016 Observed – 2016 Projected)	% Difference
Guerrero / 16th	2,704	2,895	2,729	2,628	-101	-4%
S. Van Ness / 16th	2,513	2,682	2,534	2,692	158	6%
Valencia / 16th	1,848	2,168	1,885	1,572	-313	-17%
Valencia / 15th	2,287	2,438	2,311	1,913	-398	-17%
				Average	-164	-7%

1. 2016 to date projected volume is derived from the 2000 baseline volume plus 10 percent of Option C added project trips. Actual completed development analyzed in Option C amounts to 25% of studied residential units, and 4% of non-residential new development.
Source: Fehr & Peers, 2016; Eastern Neighborhoods TIS, 2008

[14] While not shown in Table 8, projected traffic volumes for EIR Option A (at 30% complete) and the No Project scenario were similar to those for Option C, and were on average higher than the observed 2016 traffic volumes.

Policy and Program Changes since Adoption of Eastern Neighborhoods Plan

The above analysis represents a look at how 2016 compares to conditions considered in the Eastern Neighborhoods Plan TIS and EIR. However, since the adoption of the Eastern Neighborhoods Plan, the City has embarked on several projects and programs designed to better accommodate sustainable growth. Future transportation investments are anticipated to align with these goals, and include a focus on transit capital and operational investments, bicycle infrastructure, and pedestrian safety. Many of these improvements may be financed by fees collected from new developments.

San Francisco Bicycle Plan

The 2009 San Francisco Bicycle Plan was adopted shortly after the adoption of the Eastern Neighborhoods Plan. It identifies specific bicycle route improvement projects, and is intended to foster a safe and interconnected bicycle network that supports bicycling as an attractive alternative to driving. This plan identified sixty total bicycle projects and bicycle route improvements, several of which are located within the Eastern Neighborhoods Plan area. In the Mission, this includes facilities on 17th Street and 23rd Street, as well as potential long-term improvements on Shotwell Street and Capp Street.

Better Streets Plan

The Better Streets Plan, adopted in 2010, includes streetscape policies and guidelines that outline streetscape requirements for new development, as well as generally guide the design of new street improvement projects. It seeks to enhance the pedestrian environment, and includes guidelines for width and design of sidewalks, crosswalks, and general enhancements to the pedestrian environment, including street trees, lighting, and other elements. New developments are expected to bring relevant streetscape elements near their project into compliance with the Better Streets Plan as part of the development review process.

Muni Forward

Muni Forward is an adopted plan following the findings of the Transit Effectiveness Project (TEP). The TEP was an in-depth planning process that sought to evaluate and enhance the Muni system; in 2014, the SFMTA Board of Directors adopted many of these recommendations, which included an overall 12 percent increase in Muni service citywide. Major projects affecting the Mission include the installation of red bus-only lanes on Mission Street, as well as service improvements

on the 14 and 14R buses, which provide a key connection for Mission residents to sites along the Mission Street corridor.

Vision Zero

Vision Zero, adopted in 2014, represents an action plan for building better and safer streets, with the goal of having zero traffic fatalities by the year 2024. This goal utilizes a "safe systems" approach to protect people from serious injury or death when a crash occurs by creating safe roads, slowing speeds, improving vehicle design, educating people, and enforcing existing laws. Part of this process includes identifying high injury corridors, where people are more likely to experience serious injury or death as a result of automobile collisions. Guerrero Street, Valencia Street, Mission Street, South Van Ness Avenue, Harrison Street, 15th Street, 16th Street, 17th Street, 24th Street, Cesar Chavez Street, and segments of 18th Street and Dolores Street are all included in the Vision Zero High Injury Network. High priority projects to address these issues in the Mission include the installation of bus-only lanes on Mission Street, as well as installation of pedestrian countdown signals at key intersections on Guerrero Street and S. Van Ness Avenue.

Propositions A and B (2014)

In 2014, San Francisco voters passed Propositions A and B, both of which provided additional funding for transportation projects, almost all of which was designated for transit, pedestrian, and bicycle improvements. Proposition A authorized $500 million in general obligation bonds for transportation infrastructure needs citywide. Funds were earmarked for specific project types that focused on transit, bicycle, and pedestrian improvements, including construction of transit-only lanes and separated bikeways, transit boarding islands, escalator upgrades, new pedestrian signals, sidewalk improvements, and Muni maintenance facilities. Proposition B required that the City's contributions to SFMTA increase based on population growth, including both the daytime and night-time populations. Additionally, Proposition B required the 75 percent of any population-based increase be used to improve Muni service, and 25 percent be used for improving street safety.

Transportation Sustainability Program

The Transportation Sustainability Program (TSP) reflects plans to adopt smart planning and investment practices to improve and expand on the existing transportation system. They include requiring new developments to adopt comprehensive transportation demand management (TDM) programs (anticipated to be in effect early 2017) in order to reduce the number of trips

made by automobile, as well as adoption of the new Transportation Sustainability Fee for new developments, and environmental review guidance that prioritizes smart growth in the form of infill development near quality transit service.

Commuter Shuttle Program

The SFMTA implemented a formal Commuter Shuttle Program in 2014 to regulate how long-distance commuter shuttles utilize public roadways and public curb space, including bus stops. An October 2015 review found that the program was eligible for a categorical exemption (Case No. 2015-007975ENV). The analysis used for this determination also examined the total number of shuttles and shuttle stop incidents. This study found that shuttle vehicles would remain less than 10 percent of vehicles traveling on arterials with shuttle stop locations, and that this increase was not expected to substantially affect traffic operations on arterial roadways. As shown in **Table 8**, current levels of traffic within the Mission remain below expected volumes based on the amount of development completed under the Eastern Neighborhoods Plan.

On-Demand Smartphone Ride Companies

At the time of the Eastern Neighborhoods EIR, transportation network companies (TNCs) such as Lyft, Uber, and Chariot did not exist. In recent years, this method of transportation has grown significantly. However, many details regarding how these companies fit into the larger transportation picture in San Francisco is unclear. To date, no holistic study has examined whether TNC users are making trips they would not otherwise make, or substituting a Lyft or Uber ride for either a public transit trip or private vehicle trip. Based on the surveys conducted at newer residential developments, the combination of Taxi and on-demand / smartphone-based transportation represents between three and eight percent of all trips. These trips have not led to growth in traffic at Eastern Neighborhoods study intersections that exceed what was predicted, based on actual intersection-level counts, and can reasonably be considered to fall within the envelope of transportation effects identified in the Eastern Neighborhoods EIR.

Sincerely,

FEHR & PEERS

Eric Womeldorff, P.E.
Principal

Teresa Whinery
Transportation Planner

Attached:

Attachment A

Attachment A - Percent Complete

Option A Percent Complete

	CIE	Medical	Office	PDR	Retail	Visitor	Residential
Net Change, 2011 - 2015	-25,211	15,200	108,400	-206,311	40,119	0	506
EN Option A Plan Total (Delta from Baseline)	104,400	37,200	422,021	-448,753	114,000	0	782
Progress	-24%	41%	26%	46%	35%	100%	65%

Progress: Non-Residential & Non-PDR	20%
Progress: Residential	65%
Percent Complete, Option A	**40%**

Option C Percent Complete

	CIE	Medical	Office	PDR	Retail	Visitor	Residential
Net Change, 2011 - 2015	-25,211	15,200	108,400	-206,311	40,119	0	506
EN Option C Plan Total (Delta from Baseline)	609,480	49,448	2,214,011	-3,370,350	598,323	10,274	2,054
Progress	-4%	31%	5%	6%	7%	0%	25%

Progress: Non-Residential & Non-PDR	4%
Progress: Residential	25%
Percent Complete, Option C	**10%**

No Project Percent Complete

	CIE	Medical	Office	PDR	Retail	Visitor	Residential
Net Change, 2011 - 2015	-25,211	15,200	108,400	-206,311	40,119	0	506
EN CNP Total (Delta from Baseline)	134,700	36,900	551,400	-513,185	144,000	1	420
Progress	-19%	41%	20%	40%	28%	100%	120%

Progress: Non-Residential & Non-PDR	16%
Progress: Residential	120%
Rounded Estimate Complete, No Project	**70%**
Time Estimate Complete, No Project (2016 - 2000) / (2025 - 2000)	**64%**

Attachment A - Turning Movement (Option A)

		2000 Baseline	2025 NP	2025 Option A	2016 NP Estimate	2016 Option A To Date Estimate	Intersection Level Total Estimate	2016 Count	Intersection Level Observed	Change from To-Date Estimate	% of Estimated Traffic
	NBL	73	81	86	78	78	2,789	16	2,628	-161	
	NBT	649	721	761	695	694		599			
	NBR	60	67	72	64	65		52			80%
	SBL	50	52	53	51	51		10			
	SBT	748	784	760	771	753		815			
	SBR	43	45	44	44	43		76			106%
	EBL	16	17	18	17	17		8			
	EBT	301	314	305	309	303		291			
	EBR	61	64	68	63	64		64			95%
	WBL	81	87	87	85	83		55			
	WBT	537	572	571	559	551		521			
16th & Guerrero	WBR	85	91	91	89	87		121			97%
	NBL	0	0	0	0	0	2,591	70	2,692	101	
	NBT	530	578	567	561	545		656			
	NBR	96	104	104	101	99		67			123%
	SBL	0	0	0	0	0		65			
	SBT	575	587	616	583	591		689			
	SBR	39	40	42	40	40		44			126%
	EBL	0	0	0	0	0		9			
	EBT	448	476	474	466	458		295			
	EBR	52	64	74	60	61		71			72%
	WBL	0	0	0	0	0		7			
	WBT	674	727	728	708	696		653			
S. Van Ness & 16th	WBR	99	106	105	103	101		66			91%

Attachment A - Turning Movement (Option A)

	NBL	59	63	71	62	64	2,018	39	1,572	-446	
	NBT	442	480	535	466	479		417			
	NBR	0	0	0	0	0		0			84%
	SBL	0	0	0	0	0		2			
	SBT	549	553	557	552	552		407			
	SBR	199	218	224	211	209		162			75%
	EBL	0	0	0	0	0		0			
	EBT	0	0	0	0	0		0			
	EBR	0	0	0	0	0		0			100%
	WBL	73	104	108	93	87		54			
	WBT	443	632	655	564	528		396			
Valencia & 16th	WBR	83	118	123	105	99		95			76%
	NBL	49	50	51	50	50	2,376	40	1,913	-463	
	NBT	398	433	497	420	438		323			
	NBR	73	74	78	74	75		71			77%
	SBL	70	74	77	73	73		43			
	SBT	499	530	535	519	513		364			
	SBR	50	53	54	52	52		48			71%
	EBL	28	30	29	29	28		36			
	EBT	318	336	334	330	324		272			
	EBR	65	69	67	68	66		44			84%
	WBL	58	62	63	61	60		52			
	WBT	604	647	645	632	620		549			
Valencia & 15th	WBR	75	80	81	78	77		71			89%

Sources:

2000 Baseline: Eastern Neighborhoods Plan TIS
2025 NP: Eastern Neighborhoods Plan TIS
2025 + Opt. A: Eastern Neighborhoods Plan TIS
2025 + Opt. B: Eastern Neighborhoods Plan TIS
2016 NP Estimate: = (2000 Baseline) + [(2025 NP) - (2000 Baseline)] * [(2016 - 2000) / (2025 - 2000)]

2016 Opt. A Estimate: = (2000 Baseline) + [(2025 Opt. A) - (2000 Baseline)] * (Opt. A % Complete)

2016 Opt. C Estimate: = (2000 Baseline) + [(2025 Opt. C) - (2000 Baseline)] * (Opt. C % Complete)

Attachment A - Turning Movement (Option C)

		2000 Baseline	2025 NP	2025 Option C	2016 NP Estimate	2016 Option C To Date Estimate	Intersection Level Total Estimate	2016 Count	Intersection Level Total Count	Change from To-Date Estimate	% of Estimated Traffic
	NBL	73	81	87	78	74	2,729	16	2,628	-101	
	NBT	649	721	776	695	662		599			
	NBR	60	67	72	64	61		52			84%
	SBL	50	52	52	51	50		10			
	SBT	748	784	772	771	750		815			
	SBR	43	45	44	44	43		76			107%
	EBL	16	17	18	17	16		8			
	EBT	301	314	301	309	301		291			
	EBR	61	64	70	63	62		64			96%
	WBL	81	87	88	85	82		55			
	WBT	537	572	585	559	542		521			
16th & Guerrero	WBR	85	91	92	89	86		121			98%
	NBL	0	0	0	0	0	2,534	70	2,692	158	
	NBT	530	578	589	561	536		656			
	NBR	96	104	107	101	97		67			125%
	SBL	0	0	0	0	0		65			
	SBT	575	587	598	583	577		689			
	SBR	39	40	41	40	39		44			130%
	EBL	0	0	0	0	0		9			
	EBT	448	476	457	466	449		295			
	EBR	52	64	78	60	55		71			74%
	WBL	0	0	0	0	0		7			
S. Van Ness &	WBT	674	727	741	708	681		653			
16th	WBR	99	106	108	103	100		66			93%

	NBL	59	63	69	62	60	1,885	39	1,572	-313	
	NBT	442	480	518	466	450		417			
	NBR	0	0	0	0	0		0			89%
	SBL	0	0	0	0	0		2			
	SBT	549	553	583	552	552		407			
	SBR	199	218	230	211	202		162			76%
	EBL	0	0	0	0	0		0			
	EBT	0	0	0	0	0		0			
	EBR	0	0	0	0	0		0			100%
	WBL	73	104	99	93	76		54			
	WBT	443	632	603	564	459		396			
Valencia & 16th	WBR	83	118	113	105	86		95			88%
	NBL	49	50	53	50	49	2,311	40	1,913	-398	
	NBT	398	433	477	420	406		323			
	NBR	73	74	79	74	74		71			82%
	SBL	70	74	77	73	71		43			
	SBT	499	530	550	519	504		364			
	SBR	50	53	55	52	51		48			73%
	EBL	28	30	29	29	28		36			
	EBT	318	336	326	330	319		272			
	EBR	65	69	67	68	65		44			85%
	WBL	58	62	63	61	59		52			
	WBT	604	647	657	632	609		549			
Valencia & 15th	WBR	75	80	82	78	76		71			90%

Sources:

2000 Baseline: Eastern Neighborhoods Plan TIS

2025 NP: Eastern Neighborhoods Plan TIS

2025 + Opt. A: Eastern Neighborhoods Plan TIS

2025 + Opt. B: Eastern Neighborhoods Plan TIS

2016 NP Estimate: = (2000 Baseline) + [(2025 NP) - (2000 Baseline)] * [(2016 - 2000) / (2025 - 2000)]

2016 Opt. A Estimate: = (2000 Baseline) + [(2025 Opt. A) - (2000 Baseline)] * (Opt. A % Complete)

2016 Opt. C Estimate: = (2000 Baseline) + [(2025 Opt. C) - (2000 Baseline)] * (Opt. C % Complete)

FEHR & PEERS

MEMORANDUM

Date: April 17, 2017

To: Chris Kern, San Francisco Planning Department

From: Teresa Whinery and Eric Womeldorff, Fehr & Peers

Subject: Updated Eastern Neighborhoods Traffic Counts

SF16-0908

Fehr & Peers recently contracted with a traffic count firm to perform additional vehicle counts at key intersections studied in the Eastern Neighborhoods Plan Environmental Impact Report (EIR). These counts were used for analysis of transportation trends presented in a January 12, 2017 letter discussing Eastern Neighborhoods / Mission District Transportation and Demographic Trends.

Traffic counts were originally performed on Tuesday, December 13, 2016 due to the need to provide analysis prior to the appeal hearing for 2675 Folsom Street. While traffic counts are not generally conducted in December, care was taken to perform the counts while local schools were in session, on a day with average weather. The additional counts, taken on Tuesday, April 4, 2017 and on Tuesday, April 11, 2017 are intended to supplement the original counts, and provide a second data point taken in a typical spring month. San Francisco schools were in session on both of the April count dates.

The amended **Table 8** below shows the vehicle counts collected in April. Three of the four intersections are within three percent of PM peak hour traffic volumes collected in December. At the fourth intersection (Valencia / 16th), total PM peak hour vehicle volumes were around eight percent higher, though still within an industry-accepted daily fluctuation level of 10 percent during peak hours. Updating the prior analysis concerning contributions and expected vehicle volumes with these new April counts does not result in any substantive differences in findings presented in Fehr & Peers' January 2017 letter.

332 Pine Street | 4th Floor | San Francisco, CA 94104 | (415) 348-0300 | Fax (415) 773-1790
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TABLE 1: COMPARISON OF OBSERVED AND ESTIMATED TRAFFIC VOLUMES AT MISSION INTERSECTIONS

Intersection	2000 Baseline Total Volume	2025 Option C Projected Volume	2017 To Date Projected Volume[1]	2017 Observed Volume[2]	Net Difference (2017 Observed – 2017 Projected)	% Difference
Guerrero / 16th	2,704	2,895	2,729	2,652	-77	-3%
S. Van Ness / 16th	2,513	2,682	2,534	2,688	154	6%
Valencia / 15th	1,848	2,168	1,885	1,616	-269	-14%
Valencia / 16th	2,287	2,438	2,311	2,089	-222	-10%
				Average	-104	-4%

1. 2017 to date projected volume is derived from the 2000 baseline volume plus 10 percent of Option C added project trips. Actual completed development analyzed in Option C amounts to 25% of studied residential units, and 4% of non-residential new development.

2. Observed volumes are from traffic counts conducted at three intersections on April 4, 2017, and at Guerrero/16th on April 11 2017. Counts at Guerrero were rescheduled due to vandalism of the count equipment.

Source: Fehr & Peers, 2017; Eastern Neighborhoods TIS, 2008

Attachment C

Fehr & Peers

Transportation Analysis Memorandum

June 5, 2018

FEHR & PEERS

MEMORANDUM

Date:	June 5, 2018
To:	Manoj Madhavan, San Francisco Planning Department
From:	Jesse Cohn & Eric Womeldorff, Fehr & Peers
Subject:	**2918 Mission Transportation Analysis**

SF18-0978

Introduction

On November 30, 2017, the San Francisco Planning Commission approved the Community Plan Evaluation for the proposed development at 2918 Mission Street (Proposed Project). An appeal was filed by Calle 24 Latino Cultural District Council on January 1, 2018, based on concerns that the Eastern Neighborhoods Area Plan and subsequent 2008 EIR analysis are outdated, and that their determination of limited impacts to transit, traffic, and circulation is no longer accurate.

This memo summarizes new data collection in the Mission District, including vehicle volumes at key intersections in the neighborhood, and transit reliability as a result of new development. These observations reveal the following key findings:

- Intersection volumes at key locations in the Mission District do not exceed forecasts from the Eastern Neighborhoods Area Plan EIR, and in some cases are lower than the 2000 baseline.
- Transit speeds have improved along Mission Street in the past 10 years.

Project Description

The Proposed Project Site, 2918 Mission Street, is located on the west side of Mission Street between 25th and 26th Streets in the Mission Street Neighborhood Commercial Transit (NCT) Zoning District. The property is currently developed with a single-story, 5,200 square foot commercial building (a laundromat) and an associated surface parking lot. In total, the site is approximately 11,653 square feet. With the exception of two spaces that are rented to the adjacent bank, all spaces in the surface parking lot are for customers of the laundromat (and there is a sign posting this parking restriction). Laundromat staff watch for people using the parking lot and not visiting the laundromat, and warn them if observed.

The Proposed Project would include the demolition of the existing building and new construction of an eight-story, 67,314 square foot mixed-use building with 75 dwelling units and 6,724 square feet of ground floor retail. The Proposed Project would not include any off-street vehicle parking, but would include 76 Class I bicycle parking spaces and 14 Class 2 bicycle parking spaces. The dwelling unit mix includes 18 studios, 27 one-bedroom units, and 30 two-bedroom units. The Proposed Project would include 9,046 square feet of usable open space.

Buildings immediately adjacent to the project site are the Zaida T. Rodriguez Early Education School to the south and to the west across Osage Alley, Chase Bank to the north at the corner of Mission and 25th Street, and a mix of two- and three-story buildings used for a variety of uses including automobile repair, retail stores, residences, restaurants, and the Instituto Familiar de la Raza across Mission Street to the east.

The project site is well served by public transportation. The Bay Area Rapid Transit (BART) 24th Street station is located one block north of the project site. Several MUNI bus lines including the 14-Mission, 14R-Mission Rapid (both 14 Muni lines run in their own exclusive travel lane), 48-Quintara/24th Street, 49-Van Ness/Mission and the 67-Bernal Heights are within one quarter mile.

Intersection Volumes

The Eastern Neighborhoods EIR analyzed several intersections within the Mission District. Fehr & Peers worked with the Planning Department to select three of these intersections and conduct one-day PM peak hour turning movement counts in April 2018: Potrero Street/23rd Street, Mission Street/24th Street, and South Van Ness Avenue/26th Street. These counts were then compared to the Eastern Neighborhoods EIR expected level of traffic growth based on the total change in housing units constructed in the Mission from 2011 to 2018. In addition, traffic counts were compared to observed traffic volumes collected in 2015 included in the 1515 South Van Ness Avenue Transportation Impact Study (TIS).

The Eastern Neighborhoods PEIR included growth forecasts under Options A, B, C, and the B/C preferred alternative. The Preferred Alternative included fewer estimated households than the maximum analyzed under Option C. These forecasts represented projections of likely, anticipated development through the year 2025, using best available information at the time that the PEIR was certified, rather than "caps" on permissible development or estimates of maximum capacity at buildout under the rezoning. The Eastern Neighborhoods PEIR projected that implementation of the Mission Area Plan could result in an increase of up to 2,054 net dwelling units and 700,000 to 3,500,000 sf of non-residential space (excluding PDR loss).

Overall, the current level of reported development from the Eastern Neighborhoods Monitoring Report was estimated to represent around 65 percent of background, no project growth (based on progress from 2000 baseline year to 2018 relative to the 2025 projections), and around 10 percent complete[1] for the growth projected under EIR Option C. While the preferred alternative does not precisely match any of the three options set forth in the EIR, Fehr & Peers selected Option C for comparison purposes as it showed the highest level of residential growth in the Mission.

Table 1 shows a summary of observed and estimated traffic volumes from the Eastern Neighborhoods EIR for the intersections analyzed. On average, observed traffic volumes in 2018 were around 25 percent lower than expected based on the Eastern Neighborhoods EIR and the percentage of estimated development complete[2]. At two of the three intersections counted, total traffic volume had in fact decreased from the 2000 baseline count data. The observed traffic counts include only one day of count data, which introduces a chance that the observations are not representative; however, traffic volumes at urban intersections tend to be fairly stable with respect to the amount of peak hour traffic. Overall, this reflects that the Eastern Neighborhoods TIS and EIR took a fairly conservative approach to modeling the levels of local traffic generated by the changes in land use allowed by the Plan.

Table 1. Comparison of Observed and Estimated Volumes (Eastern Neighborhoods EIR)

Intersection	2000 Baseline Volume	2025 Option C Projected Volume	2018 Projected Volume[1]	2018 Observed Volume	Difference (2018 Observed – 2018 Projected)	% Diff.
Potrero / 23rd	2,663	2,837	2,680	2,546	-134	-5%
Mission / 24th	1,615	1,935	1,647	1,142	-505	-44%

1. 2018 to date projected volume is derived from the 2000 baseline volume plus 10 percent of Option C added project trips. Actual completed development analyzed in Option C amounts to 25% of studied residential units, and 4% of non-residential new development.

Source: Fehr & Peers, 2018; Eastern Neighborhoods TIS, 2008

Table 2 shows a summary of observed traffic volumes from the 1515 South Van Ness TIS compared with these 2018 traffic counts for the intersections analyzed. On average, observed traffic volumes in 2018 were around 8 percent lower than the observed volumes in the 1515 South Van Ness TIS. At Mission Street/24th Street, total traffic volume decreased from the 2015 observed volumes. At 26th Street and South Van Ness, there was an increase in traffic volume traveling northbound and

[1] Estimate of 10 percent complete includes 25 percent of estimated increase in housing units and 4 percent of estimated increase in non-residential square footage from the 2000 baseline. This does not include the reduction in total PDR square footage.

[2] Projected traffic volumes for EIR Option A (at 30% complete) and the No Project scenario were similar to those for Option C, and were on average higher than the observed 2016 traffic volumes.

southbound. This likely reflects shifts from other north/south streets such as Mission Street that have seen changes in their roadway configurations with the installation of bus-only lanes in 2015.

Table 2. Comparison of Observed Volumes (1515 South Van Ness TIS)

Intersection	2015 Observed Volume	2018 Observed Volume	Net Difference (2018 Observed – 2015 Observed)	% Difference
Mission / 24th	1,476	1,142	-334	-29%
S. Van Ness / 26th	1,534	1,759	225	13%

Source: Fehr & Peers, 2018; 1515 South Van Ness TIS, 2017

Transit Effects

Three bus routes run along Mission Street past the Proposed Project Site: 14 Mission, 14R Mission Rapid, and 49 Van Ness/Mission. Increased development and density throughout the Mission District has resulted in an increase in demand for transit in the neighborhood, and the 2918 Mission Street appeal cites concerns about transit reliability. In addition, the increased prevalence of on-demand transportation, such as Uber and Lyft, has resulted in an increase in passenger loading. When curb space is unavailable, loading and unloading vehicles may stand in the transit-only lane or travel lane, potentially delaying transit vehicles.

Table 3 shows transit speeds between 2007 and 2017, along Mission Street between 14th Street and Cesar Chavez. Transit travel speeds have generally increased. Speeds increased from 7.8 miles per hour (mph) to 9.3 mph (19 percent) in the southbound direction during the AM peak period, and from 5.2 mph to 7.3 mph (35 percent) in the southbound direction during the PM peak period. Transit travel speeds decreased from 8.5 mph to 8.1 (5 percent) in the northbound direction during the AM peak period between 2011 and 2017, and increased from 7.1 mph to 7.9 mph (11 percent) in the northbound direction during the PM peak period. It should be noted that transit-only lanes were implemented on Mission Street during this time (in 2015), which has contributed to the increase in speed noted between 2015 and 2017.

Table 3. Transit Travel Speeds Along Mission Street (14th Street to Cesar Chavez)

Time Period	AM Peak Period		PM Peak Period	
Direction	Southbound	Northbound	Southbound	Northbound
2007	7.8	N/A	5.4	7.1
2009	8.4	N/A	6.6	7.1
2011	8.8	8.5	6.9	7
2013	8.6	8.3	6.6	6.8
2015	8.9	8.3	6.7	6.8
2017	9.3	8.1	7.3	7.9
% Change (2007-2017)	19%	-5%	35%	11%

Source: SFCTA Congestion Management Program, 2018

From: BOS Legislation, (BOS)
Sent: Friday, September 27, 2019 12:38 PM
To: factory 1 design; BOS Legislation, (BOS)
Cc: John Kevlin; GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Jardines, Esmeralda (CPC); George, Sherie (CPC); Rosenberg, Julie (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS)
Subject: PROJECT SPONSOR AND SUPPLEMENTAL APPEAL BRIEFS: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Categories: 190890

Good afternoon,

The Office of the Clerk of the Board received the following appeal briefs from John Kevlin of Reuben, Junius & Rose, LLP, representing the Project Sponsor (distributed September 24, 2019); and Larisa Pedroncelli and Kelly Hill, members of Our Mission No Eviction, the Appellants (distributed September 27, 2019), regarding the appeal of the Community Plan Evaluation under the California Environmental Quality Act for the proposed project at 344-14th Street. Both documents are posted on our website and is part of the legislative history file linked below.

Project Sponsor Brief - September 24, 2019

Appellant's Appeal Brief - September 27, 2019

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on October 8, 2019.

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Regards,

Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org

Click here to complete a Board of Supervisors Customer Service Satisfaction form

September 27, 2019

Clerk, San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

RE: Case No. 2014.0948ENX 344 14th Street
Appeal of the July 25, 2019 Planning Commission Decision

Dear President Yee and Members of the Board Supervisors:

Please accept this submission on behalf of Our Mission No Eviction in respect to its appeal of the proposed project at **344 14th Street.**

This project's "tiering" off of an outdated PEIR is highly problematic and may result in unintended harmful impacts if not given proper study with accompanying mitigations. The site's soil samples were inappropriately studied during an outlier period of extended drought. There are other significant concerns outlined below.

Summary of Concerns
In recent years San Francisco's Mission District has seen unprecedented and accelerated growth, placing unanticipated pressures on residents and the systems they rely on to live in an urban environment. These pressures have harmfully impacted the neighborhood's most vulnerable residents the most acutely.

When The Eastern Neighborhoods EIR (PEIR) was prepared in 2008, it had no way to predict the extraordinary changes coming to the Mission District. It had no way to predict this rapid rate of development, the creation of the TNC model, and the cultural shift to near absolute use of delivery services by high-income newcomers for shopping and services. And now, our systems and residents are paying the price of woefully low cumulative impact projections, inadequate impact fees, delayed infrastructure updates, and hyper-gentrification. As a result of concerns that development would stall during the 2008 recession, impact fees were set at only 1/3 of the actual needs, and adequate alternative funding sources have never been identified.

The PEIR assumed the construction of up to 2054 new units in the Mission between 2008-2025 and yet at least 3,923 units (including BMR units) are in the pipeline as of Q2

2019.[1] These PIER assumptions have fallen woefully short of actuals and did not come close to foreseeing the unprecedented rate of market-rate development in the Mission. With housing development assumptions this far from reality, the mitigations of the Mission Area Plan are no longer appropriate or acceptable for use. The number of pipeline units is more than twice the number of "preferred project" units recommended in the Mission Area Plan for the Mission District - 1,696. It's nearly double what was evaluated in Option C - 2,045. And we still have 6 years left on this 17-year timeframe.

Our transit systems are stressed to their limits, our aging sewer system - with some parts over 100 years old - is taking on unpredicted capacity. The city's traffic problem is now world renowned, pedestrian and bicycle injuries are increasing, and displacement continues to bring its trauma to the doorsteps of our most vulnerable residents and businesses.

I. 344 14th Street - Proposed Project

The project sponsor has proposed to construct a 60-unit seven story, 78 ft. tall building (The Project) with approximately 5,890 square feet of ground floor retail use utilizing the density bonus law. Eight of the 60 total housing units (13.3% overall) will be affordable as required by Section 415. It is in the Mission District adjacent to a recent project at 380 14th Street, and within 600 feet of projects at 1801 Mission Street and 1863 Mission Street, both currently under construction. The residential entrance to the Project is on 14th Street.

The only environmental review for the Project consisted of a Community Plan Evaluation (CPE)[2] that tiered off of the 2008 Eastern Neighborhoods Plan EIR (PEIR).[3] The fact that it tiered off of the PEIR without performing adequate supplemental analysis renders the findings of the CPE incomplete.

PEIR Tiering Practice

CEQA allows broader EIRS, such as area plan EIRS, to address cumulative impacts, leaving the CPE of an individual project to focus on project specific impacts. (CEQA Guidelines Section 15152). This process, called "tiering", relies on the effectiveness of the environmental analysis and integrity of the underlying EIR. However, if the underlying EIR is flawed, outdated, or missing valuable areas of environmental study, it is no longer a viable tool for evaluating cumulative CEQA impacts. Because the 2008 Eastern Neighborhoods Plan EIR is outdated and missing valuable areas of environmental study, it is no longer a viable tool for evaluating cumulative CEQA impacts.

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[1] See exhibit A page 7, Mission Projects, Units built, entitled or in the pipeline 2008 -Q2 2019

[2] CPE-IS FINAL_344 14th Street_2014.0948ENV_053019

[3] http://sf-planning.org/sites/default/files/FileCenter/Documents/3995-EN_Final-EIR_Part-3_Land-Use_Plans.pdf

Watershed Background

The project site lies in the Channel watershed, the second largest watershed in the Bayside Drainage System. Poor soils contribute to Channel's highly impervious land cover -- at 83% it is the most impervious of the five Bayside Drainage Basin urban watersheds. This location is well documented as a high liquefaction zone, part of the Maher Zone and Historical Infill Area with sandy infill soil and likely infill debris from Woodward's Gardens which was located at this site from 1866-1891. In fact, the location for this project site includes the location of the former Rotary Boat Pond of Woodward's Gardens, fed by the Old Arroyo Dolores.[4]

The Channel urban watershed contains the greatest quantity and density of property at risk for potentially significant flood damage, with the vast majority of risk areas located along historical creek channels. These areas along the Hayes, Old Arroyo Dolores, Arroyo Dolores and Mission Creek channels are likely to experience excess flow during large storms and occasionally during smaller storms as a result of the impact of urbanization and the increase of impervious surfaces and accompanying sewer systems. Higher peak flows are produced more quickly after rain hits the ground than what has historically been typical.

II. Missing Information Affecting Environmental Analysis

Inadequate study and lack of information affecting environmental analysis related to geotechnical study and hydrology was brought to the attention of San Francisco Planning Environmental Planners, the Project Sponsor, and the Planning Commission, yet it remains unaddressed, rendering the CPE incomplete.

1. **Geology, Hydrology and Soils.** Soil testing and geotechnical review was performed in early 2016 by Rockridge Geotechnical at the project site which lies in the Channel watershed, along the Arroyo Dolores Creek. SFPUC last reported on the urban watershed conditions of the Channel watershed as part of their Sewer System Improvement Program in 2013. Both of these reviews are insufficient due to recent changes which couldn't have been studied at the time they were written.

    a. **Soil samples were taken after outlier period of extended drought.** Groundwater-level measurements of borings and cone penetrometer tests (CPTs) were taken "after several years of severe drought," likely to "represent the lower end of the spectrum," and the "groundwater level may not have fully stabilized at the time of the measurements."[5] Heavy rainfall during the 2017-2018 and 2018-2019 seasons has made the current soil conditions different from what was tested in the spring of 2016, and possibly different from what has been historically tested. More up to date CPTs are required to understand the current soil conditions as a result of the heavy rainfall and to

[4] See exhibit A page 9, SanbornOverlayWG_waterFeatures

[5] See exhibit A page 10, 14th Stevenson_GI_Report_Final_20160506

ensure all reasonable mitigation measures are taken to prevent harmful impacts.

i. One of the CPTs adjacent to 82 Woodward Street, CPT-2, could not advance more than a foot due to obstruction, likely the remaining foundation of the College of Physicians and Surgeons building that was demolished in the 1970s. This condition meant that soil conditions adjacent to existing historic resources could not be analyzed. As a result of this failure to properly analyze, further soil samples should also be taken in this area to ensure all reasonable mitigation measures are taken for the preservation of adjacent historical resources.

b. **Limitations.** Recommendations made in the geotechnical report are "based on the assumptions that the subsurface conditions do not deviate appreciably from those disclosed in the initial borings and cone penetrometer tests."[6] ***However, we know that those tests were performed in an outlier year with exceptional conditions.*** We also know that relevant climate change predictions and its potential impacts were not addressed in either PEIR or CPE despite the San Francisco Public Utilities Commission expressing it as a major watershed concern in 2013.[7]

c. **Actual building settlement could be significantly greater than estimated.** The site is on loose to medium density sandy fill above a groundwater table that is susceptible to cyclic densification. Liquefaction analysis using the same borings and cone penetrometer tests revealed that the bearing capacity of the proposed building would be greatly reduced and potential for liquefaction increased during an earthquake should a shallow foundation system be used without significant soil improvement.[8] The resulting liquefaction would pose not only a danger to the foundation system of the existing building, but to those around it as well. Were this danger to occur, it also poses a significant life threatening danger to the residents of these buildings. Further reasonable testing that is more up to date should be required to ensure that sufficient mitigation measures are being taken prior to project approval.

d. **No cumulative impact on the existing sewer system was studied.** Groundwater that flows into the sub-basements of 6 recent buildings within 600 feet of the proposed project is continually pumped into the San Francisco storm/sewer system.[9] If the pumps are currently working, the SF Armory also adds to this load. This groundwater pumping in concert with increased,

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[6] See exhibit A page 10, 14th Stevenson_GI_Report_Final_20160506

[7] https://sfwater.org/modules/showdocument.aspx?documentid=4147

[8] See exhibit A page 10, 14th Stevenson_GI_Report_Final_20160506

[9] See exhibit A page 18, Dewatering Sites

unanticipated sewer loads, last studied for a population of 789,200 in 2013,[10] resulting from overbuilding as well as land use changing from industrial to residential/mixed use, has the potential to exceed the capacity of a system that was not designed to accommodate this volume.[11] Historically, neighbors adjacent to the SF Armory have experienced sewage problems which correlate with large events held at the Armory.

We cannot know the cumulative impacts of climate change, land use changes and overbuilding on groundwater flows, nor the increased loads on our aging storm/sewer system because they have not been studied.

2. **Impacts on Cultural Resources.** "A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." (PRC div 13 § 21084.1) Therefore, CEQA Guidelines (CEQA Guidelines Section 15183) require analysis of the potential for substantial adverse change to Historic Resources, *yet no study of the potential impacts to the adjacent Woodward Street Romeo Flats Historic District or San Francisco Armory are present in the CPE.* In fact, the only mention of potential impacts, including potential damage, was an acknowledgement in the CPE that letters expressing concerns had been received.

    a. **Cumulative impacts on groundwater conditions were not studied.** At least 6, and potentially 7, existing buildings are currently diverting groundwater within 600 ft of the project site, with 2 of these projects adjacent to the project site.[12] No cumulative study has been done as to impacts groundwater patterns and potential for flooding in perimeter areas resulting from the foundations of these buildings and subsequent groundwater diversions, despite the knowledge that intense rainfall events are prone to resulting in property damage along historical creeks.[13]. As no study was done, there is no way to identify potential impacts to adjacent and nearby historic resources.

    b. **Current functionality and capacity of drainage and pumping system for the SF Armory was not assessed.** Geotechnical engineers acknowledged in a follow up memo in December of 2018 that it was not clear if the "underslab drainage system is still functioning" at the basement floor level of the SF Armory.[14] If the capacity and functionality of the SF Armory drainage system is in question, and the cumulative effects to drainage patterns and flooding conditions of this Project and recent adjacent developments have not been

[10] https://sfwater.org/modules/showdocument.aspx?documentid=4147
[11] https://sfwater.org/modules/showdocument.aspx?documentid=4147
[12] See exhibit A page 69, Dewatering Sites
[13] https://sfwater.org/modules/showdocument.aspx?documentid=4147
[14] See exhibit A page 70, 14th Stevenson GW Memo_20181210 (002)

studied, it is not possible to know the potential for flooding and damage to the SF Armory.

c. **Foundation work could require dewatering of the site.** Groundwater must remain at least three feet below the bottom of any excavation for removal of the old foundation, soil amendment and foundation work. Rockridge Geotechnical acknowledged that " the magnitude of shoring movements and resulting settlements will be difficult to estimate and rely on the contractor's skill in shoring installation."[15] They recommend a monitoring program be established to evaluate effects on existing buildings, roads and sidewalks, yet none of their recommendations appear in the Mitigation Monitoring and Reporting Program Report of mitigation measures agreed to by the Project Sponsor.

We cannot know the potential substantial adverse change that could affect the adjacent Historic Resources because the cumulative effects of changing groundwater conditions have not been studied.

III. New Information Affecting Environmental Analysis

Substantial new information affecting environmental analysis has become available. When new information becomes available, CEQA Guidelines require comprehensive analysis of these issues. (CEQA Guidelines Section 15183) Numerous changes have taken place on the ground since the adoption of the Eastern Neighborhoods EIR that require significant analysis of cumulative effects and can not be addressed on a project by project basis through a CPE. These new conditions include:

1. **An Unanticipated Rapid Pace of Development**. The PEIR was prepared in the midst of the "great recession" and did not project the steep increases in housing prices that has been especially exacerbated by the increase in high-paying jobs that have come to San Francisco. As a result, development has accelerated at a faster pace than anticipated by the PEIR. Original growth projections of the PEIR have already been exceeded and it's original growth projections have proven to be wholly inaccurate.

    a. The assumptions of population growth of the PEIR were based on a projection of 835,000 by the year 2025 requiring the construction of an additional 17,000 housing units citywide.[16] As of 2019-Q2, 55,915 housing units were entitled with 23,172 of those units either under construction or with approved building permits.[17] The SF Planning Citywide Quick Facts (July 2017) sets the

[15] See exhibit A page 10, 14th Stevenson_GI_Report_Final_20160506

[16] http://sf-planning.org/sites/default/files/FileCenter/Documents/3995-EN_Final-EIR_Part-3_Land-Use_Plans.pdf, Page 30

[17] https://sfplanning.org/project/pipeline-report#housing-development-snapshot

population at 884,363 well above projections and likely even higher at the present point in time two years later.[18]

b. The PEIR evaluated potential CEQA impacts of forecasted housing unit growth for the Mission under a "no project" scenario, providing three different options - Option A /782 units, Option B/1,118 units, Option C/2,054 units - with the Prefered Project units of 1,696 units approved in 2008.[19] Option C anticipated the most growth and projected the largest housing production but did not evaluate environmental impacts where growth was greater than what was stated in Option C. The Mission is now well above its projected growth numbers.[20]

c. The CPE analysis of cumulative growth employs a faulty methodology by which it looks at neighborhood growth, ignoring projections from the Eastern Neighborhoods Plan, and then compares it to citywide Plan Bay Area projections. The comparison of population increase directly resulting from the Proposed Project to projected overall population throughout San Francisco is not a valid basis; the proper comparison is the Project's cumulative contribution within the area. The Association of Bay Area Governments (ABAG) projections and Plan Bay Area goals are for the whole region and cannot be the sole measure of growth at the neighborhood level. It's unreasonable to label impacts from the Project's population growth as "less than significant" by simply claiming the Project is consistent with Plan Bay Area's goals for the entire region.

We cannot know the exact issues related to cumulative impacts resulting from unanticipated rapid pace of development because they have not been studied.

2. **Gentrification Has Caused Physical Impacts due to Unanticipated Increases in Traffic and Automobile Ownership**. The unanticipated influx of high earners in the Mission has resulted and will continue to result in a substantial increase in the rate of automobile ownership and TNC use in the Mission. It is now well recognized that high earners are more likely to own an automobile than their low income counterparts even in transit rich areas such as the Mission, and drive significantly more miles, taking more "discretionary" trips.[21] The TNC "ride-share" usage, increased frequency of residential deliveries (amazon, online retail, meal, grocery), and private buses have resulted in significantly changed traffic patterns.

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[18] https://sfplanning.org/neighborhood/citywide

[19] See Exhibit A page 74, PEIR Forecast Growth and Rezoning Options

[20] See exhibit A page 7, Mission Projects, Units built, entitled or in the pipeline 2008 -Q2 2019

[21] https://docs.lib.purdue.edu/cgi/viewcontent.cgi?referer=&httpsredir=1&article=1685&context=jtrp#page=98

a. **Unanticipated traffic increases have made our streets more dangerous for pedestrians and cyclists.** Transit Network Company ride-hails (TNCs) were first defined in 2013, several years after the PEIR was published and the Eastern Neighborhoods Area Plan was adopted. Mode share analysis for the Project fails to consider TNC's, relying in part on outdated methodology from the 2000 census. This is a serious omission. According to a recent report from the San Francisco County Transportation Authority (SFCTA), half of the City's traffic congestion and traffic delays measured from 2010-2016 is attributable to the rise of ride-hails.[22] However, joint analysis released in September 2018 by Uber and Lyft indicates that TNCs actually accounted for nearly twice the VMT estimated by the SFCTA.[23]

b. **The proposed project entrance lies on a high injury corridor.** 14th Street between Valencia and Mission Street has been identified by Vision Zero and the San Francisco Department of Public Health as a high injury corridor.[24] Our streets continue to get more dangerous as we fall short on safety improvements, bicycle infrastructure and vehicular loading due to insufficient mitigations and inadequate funding because we continue to rely on outdated traffic studies. No mitigations were made for deliveries and vehicle loading on 14th Street, nor recommendations made for infrastructure improvements for bicycles and pedestrian safety. Without further study and recommendations, we are concerned that this project may add to pedestrian and bicyclist injuries on the corridor.[25] [26]

c. **Outdated Loading Analysis.** There is no Loading Demand analysis included in the CPE, and assumptions in the trip generation studies prepared for the environmental review vastly understate the number of delivery vehicles by apparent reliance on outdated guidelines, showing only .32 deliveries an hour, or 7.68 a day. Further study is required.[27]

We cannot know the exact issues related to cumulative impacts on transportation and circulation because the underlying studies assumed a level of growth that has been exceeded, and did not anticipate transit modes such as TNC's and increased reliance on delivery vehicles.

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[22] http://www.sfexaminer.com/study-half-sfs-increase-traffic-congestion-due-uber-lyft/

[23] https://www.citylab.com/transportation/2019/08/uber-lyft-traffic-congestion-ride-hailing-cities-drivers-vmt/595393/

[24] https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bdddd7bdf9e708ff

[25] https://www.sfchronicle.com/bayarea/article/Surge-of-critical-injuries-on-SF-s-streets-14444554.php

[26] https://www.insurancejournal.com/news/national/2019/07/09/531584.htm

[27] See exhibit A page 76, 344 14th Street Trip Generation

3. **State of Advanced Gentrification in the Mission and Disproportionate Community Benefits.** Rapid speculative growth, increase in the cost of living and a rise in the cost of housing that has followed the glut of high income earners moving into the MIssion, has led to hyper-gentrification.

    a. Hyper-gentrification has led to the displacement of long-time residents, the loss of much of the industrial sector, loss of Latinx "mom and pop" businesses, nonprofits and artists. The San Francisco Analyst reported that the Mission lost 27% of its Latinos and 26% of its families with children since the 2000s.[28] The PEIR made no mention of this exodus, nor the changes to the physical environment that would accompany it, and had it observed this phenomenon of hyper-gentrification as it was occurring, one would hope that it would have advocated for more protective measures.

    b. The protective measures provided by community benefits to mitigate the direct and indirect harms of gentrification have not kept pace with actual need. Benefits such as infrastructure, pedestrian/bicycle safety, open space and affordable housing production have not met the pace of development. As part of the Eastern Neighborhood Plan's environmental review, a Nexus Study was prepared to determine the cost of mitigating the impacts of growth with the idea that developers would pay impact fees to fund necessary infrastructure improvements. As a result of concerns that development would stall during the 2008 recession, impact fees were set at only 1/3 of the actual needs, and adequate alternative funding sources have never been identified. The ENCAC Response to the 2015EN Monitoring Report details numerous unmet needs resulting from rapid development including the inadequacy of impact fees in addressing increasing infrastructure requirements.[29]

The impact fees required to offset the cost of providing community benefits has not been projected because cumulative impacts of hyper-gentrification and the necessary level of community benefits to mitigate the direct and indirect harm has not been studied. Also, Impact fees set during the ENP process were reduced to 1/3 of the actual needs, and adequate alternative funding has never been realized.

[28] https://www.urbandisplacement.org/sites/default/files/images/case_studies_on_gentrification_and_displacement-_full_report.pdf, page 24

[29] See Exhibit A page 80, 2016 ENCAC Response to the EN Monitoring Reports (2011-2015)

Conclusion

CEQA Guidelines require us to assess cumulative environmental impacts based on current and reasonably anticipated circumstances.

Because there have been numerous changes on the ground and substantial new information has become available whose impacts have yet to be studied, San Francisco is utilizing flawed, outdated and incomplete environmental data for CEQA review in the Eastern Neighborhoods. Each new project that is approved without examining these cumulative environmental effects leads to the assessment of insufficient mitigation measures and delayed and inadequate infrastructure updates, to the detriment of Mission residents, and particularly its most vulnerable -- already under dire stress.

The tiered EIR process was created to allow for efficient, thorough assessment and mitigation of environmental impacts, not be a tool to disenfranchise and endanger citizens for the sake of expediency. Eastern Neighborhood's communities have historically received marginalized environmental planning. These communities, including the North Mission, deserve parity and better analysis -- because their lives depend on it.

Sincerely,

Larisa Pedroncelli
Kelly Hill
Members, Our Mission No Eviction

EXHIBIT LIST

A-2 November 28, 2018 Letter to San Francisco Planning Commission, J. Scott Weaver

A-5 October 22, 2018 Letter to Mark Kelly, Esmeralda Jardines (Project Planner) and John Kevlin, Theresa Lazzari

A-7 Mission Projects, Units built, entitled or in the pipeline 2008 -Q2 2019

A-9 Sanborn Overlay of Woodward's Gardens Water Features

A-10 May 6, 2016 Geotechnical Investigation, Rockridge Geotechnical

A-69 Dewatering Sites within 600 feet of 344 14th Street

A-70 December 10,2018 Memorandum, Rockridge Geotechnical

A-70 January 8, 2019 Geotechnical Consultation, Rockridge Geotechnical

A-74 PEIR Forecast Growth and Rezoning Options

A-76 344 14th Street Trip Generation

A-80 2016 ENCAC Response to the EN Monitoring Reports (2011-2015)

EXHIBIT A

November 28, 2018

Commissioners,
San Francisco Planning Commission
1650 Mission Street, Room 400
San Francisco, CA 94103

Re: Case No.2014.0948ENX 344 14th Street

This letter is with respect to 344 14th Street, Item 19 on your November 29th Agenda. This project is not yet ready for your consideration because neither the Commission nor the public have had the opportunity to review the Community Plan Evaluation.

The developer proposes a 6 story 76 foot tall building with 56 units along with a 43 car parking garage. This project is situated on 14th and Stevenson Streets, between Mission and Valencia. This area is the "Gateway to the Mission", an already gentrifying area and one that is seeing numerous projects, proposed, entitled, and/or built in the immediate vicinity. The Department has not carefully evaluated the project from the standpoint of its cumulative impacts on an area that already faces challenges with respect to traffic and circulation, noise, air quality, recreation, and open space, and displacement – especially of its SRO tenants.

Context.

The proposed project (56units) is being built in conjunction with a number of other projects currently in the pipeline for the area. Projects either built after 2008 or currently entitled in the area between the intersection of South Van Ness and Mission, and 16th and Mission and one block either side of Mission (eight blocks) include: 1601 Mission Street (354 units), 1724-1730 Mission Street (39 units), 1801 Mission Street (54 units), 1863 Mission Street (37 units), 1880 Mission Street (202 units) 1900 Mission Street (9 units), 1924 Mission Street (13 units), , 198 Valencia (28 units), 235 Valencia (40 units), 411 Valencia (16), 80 Julian (9 units), 380 14th Street (29 units), 1501 15th Street (40 units), and 1587 15th (26 units). Additionally, there are two affordable housing projects, one at 1950 Mission Street (157 units), and one at 490 South Van Ness Avenue (81 Units). This is a total of 1,134 units built or entitled. In addition, there are at least two additional unentitled projects in the area, 1979 Mission Street (331 units), and 1500 15th Street, (184 units – density bonus), raising the total to 1,649 units in an eight square block area.

Further compounding the matter, the Armory, at 1800 Mission Street, proposes to convert 49,999 square feet of video production space to office use, and 25,385 square feet of video production to entertainment (dubbed "the Madison Square Garden of the West") That translates into three hundred or more office workers and thousands attending evening events. this is incorrect. it will be office space and PDR. get with peter on the exact percentages

The proposed Market/Van Ness "Hub", a four block walk from the project site, will consist of between 7.300 and 9,000 residential units.

This is extraordinary for such a small geographic area. The total number of units contemplated under the most ambitious scenario for the Mission in the Eastern Neighborhoods Plan was 2054 units, with a Preferred Project at 1696 units. To provide a sense of proportionality, the Mission Area Plan is approximately 72 blocks, whereas the number of blocks considered above is eight.

This project, when looked at cumulatively results in significant impacts on the immediate area, including impacts on traffic, circulation, air quality, noise, and open space, as well as socio-economic impacts on this a working class neighborhood and an especially vulnerable SRO Hotel population.[1] Once these projects are in place, existing SRO tenants will be ousted and replaced by will be gone, replaced by tourists, and - need to finish this sentence

Cumulative Impacts Require Examination

Under Public Resources Code Section 21083 subdivision (b)(2).) "The possible effects of a project are individually limited but cumulatively considerable. As used in this paragraph 'cumulatively considerable' means that the incremental effects of an individual 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." Stated otherwise, a lead agency shall require an EIR be prepared for a project when the record contains substantial evidence that the "project has possible environmental effects that are individually limited but cumulatively considerable." (Guidelines section 15065 subdivision (a) (3).)

Therefore, the impact of the proposed project should be evaluated in conjunction with the cumulative impacts it and the additional 2,000 plus units would have on the eight block area immediately surrounding it. **No such evaluation has been done, and is necessary given the extraordinary number of units being proposed for such a small area.**

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[1] Tis oncoming wave of gentrification will result in a significant reduction in traditional SRO residents as Hotel owners "upgrade" their units. Currently there are hundreds of SRO units within the area between Duboce and 16th Street, Valencia and South Van Ness Avenue.

The environmental assessment of this project consisted largely of a yet to be reviewed CPE for the proposed project which was dependent solely on the 2008 Eastern Neighborhoods Plan EIR (PEIR). The PIER envisioned a scenario of up to 2054 units in an area nine times the size of the subject area. Further, this evaluation did not consider subsequent new information impacting the environment (discussed in greater detail below). Cumulative analysis in this area of heavily concentrated development is required in order to inform on substantial environmental impacts, and to adopt necessary and appropriate mitigation measures. Reliance almost exclusively on the PEIR in this instance does not provide the required information.

Cumulative impacts on traffic and circulation are especially appropriate in this particular circumstance. Mission Street, Valencia Street, 14th Street and Duboce Street are highly traveled areas that will be further impacted. The existence of bicycle lanes on both Valencia and 14th Streets raise serious issues bicycle safety. The addition of nearly 2,000 units will only make matters worse and will cause further congestion affecting automobile drivers, cyclists, and commuters traveling along the many bus lines that travel through the area. Red lanes, "ride sharing vehicles," and "Amazon deliveries by UPS and other carriers will further complicate the traffic patterns. Moreover, the intersection of Duboce Avenue and South Van Ness is already a traffic nightmare and a dangerous intersection for pedestrians. The addition of these units will greatly complicate that mess.

In addition to traffic and circulation, there are issues related to noise (the 101 Freeway crosses Mission Street very close to the proposed project). Open space is virtually non-existent, yet the thousands of people who would move to the area would require it. There is no recreation to be provided - other than the local bars which will undoubtedly increase exponentially as the Mission becomes more and more of a party zone.

Finally, the cumulative gentrification impacts would effectively wipe out small mom and pop businesses and SRO Hotels in the immediate eight block area and will radiate down Mission Street.

Simply put, neither the CPE nor the PEIR provide adequate information regarding potential cumulative impacts in this highly concentrated area. As a result, mitigation measures that would ease these impacts have not been put in place.

More Rigorous Evaluation is Requested.

More rigorous of this and the other related projects listed above is necessary, not only in light of the CEQA issues raised by the lack of cumulative impact study, but also in terms of the goals of the Eastern Neighborhoods Plan,.....

Sincerely,

J. Scott Weaver

JSW:sme
cc Plaza 16 Coalition
bcc numerous

Jardines, Esmeralda (CPC)

	Theresa Lazzari <tlazzari2@yahoo.com>
Sent:	Monday, October 22, 2018 9:37 PM
To:	Mark Kelly; Jardines, Esmeralda (CPC); jkevlin@reubenlaw.com
Subject:	344 14th Street and 1463 Stevenson Street Project

Dear Ms. Jardines and Mr. Kevlin,

I am the property owner of the 82-84 Woodward St building directly adjacent to this project, and have seen the plans from 2016 when the initial showing of them occurred. I haven't seen the most recent changes to the plans. Regardless, I have a number of concerns:

1. One design complaint is that the proposed building is shored up against the light wells in my building which deliver considerable light to bedrooms, living rooms and water closets. I spoke to Chris, the architect that was present at the 2016 showing of the plans, about this and he indicated that he would "work to change the design," such as mirrored light wells in the proposed complex. I would like to see this change in writing and in blueprints before things get started.

2. Since my building is the first adjacent to the proposed complex, I have serious concerns about the excavation and construction's impact on my 100+ year old Victorian. I have consulted with a San Francisco based structural engineer, Monte Stopp, and would like to request and discuss the following:

a. That M. M. Stevenson, LLC or current developer - pay for a structural engineer, of my choosing, to review every square inch of the interior, exterior and foundation of 82-84 Woodward St. PRIOR TO ANY GROUND BEING BROKEN, and that the report produced act as a guide to any structural change and damage that might occur throughout the construction of the proposed project;

b. That the same structural engineer inspect my building upon completion of the project, document any changes in structure, and that changes/damage is repaired at M.M. Stevenson, LLC's or current developer's cost;

c. I would also like my designated structural engineer to review the construction plan, prior to the project launch, to ensure it meets San Francisco guidelines;

d. I want to see the "Underpinning Agreement" for the project and hire an attorney to review the agreement, at M.M. Stevenson, LLC's or current developer's cost. I was told at the 2016 meeting that the "rebar that is extended under my building to create structural support will create more seismic stability for my building." The engineer I spoke with indicated that is "not necessarily true". No question, there is a lot that can go wrong. So let's collaborate and ensure things go right.

e. Assuming these requests are honored, and the project is expedited, I need to ensure the safety of my building's tenants throughout the construction. If there is any aspect of the construction that creates any risk to their safety (such as the underpinning of the building), then M.M. Stevenson, LLC or current developer, needs to pay at minimum, the San Francisco Renter's Board standard rate to temporarily relocate my tenants until the safety risk is resolved. I believe the rate is $350 per day, per tenant, at this time, although it may have gone up since I last checked this out. I have a total of 5 adults living in my two flats;

f. That a copy of the developer's current insurance be provided for my attorney to review prior the start of any excavation or construction.

I'm not trying to be difficult, but this building means a lot to me. It's not just a rental property. My father grew up in this building and it holds much folklore and family heritage. My great grandfather actually paid to have it built in 1912, towards the end of the district's reconstruction after the 1906 earthquake and fire. I also lived there for several years while in grad school and would like my children or another family, if I decide to sell it, be safe in a structurally sound dwelling.

Please let me know how best to proceed. I'm happy to meet with you, or anyone else, to discuss my concerns and requests. I appreciate your time and consideration.

Theresa A. Razzano =8^)

There are only two ways to live your life. One is as though nothing is a miracle. The other is as though everything is a miracle. -- Albert Einstein

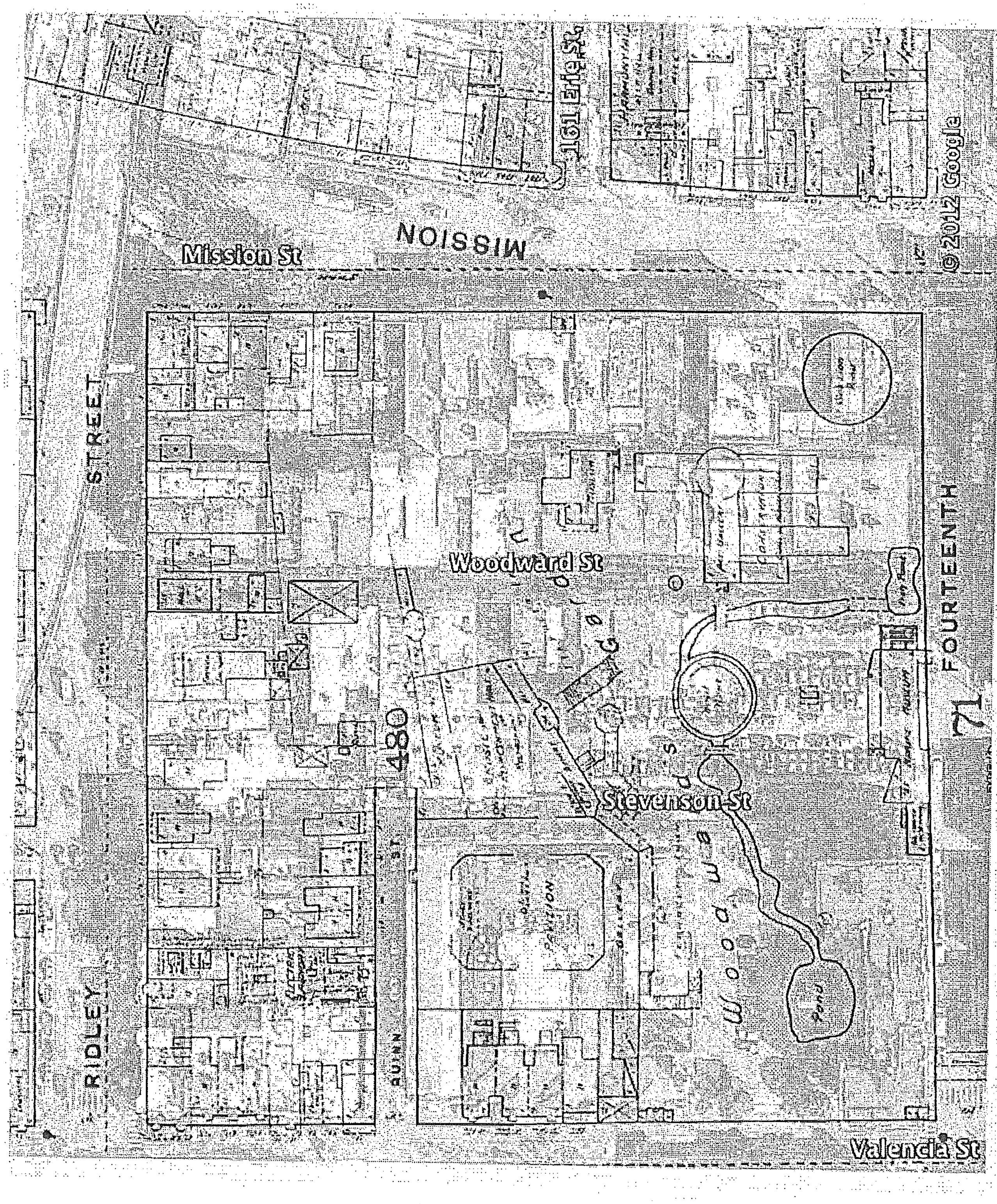
Mission Projects 2008-Q2 2019

address	street	units	units entitled	units built	
344	14th Street	60			
380	14th Street				
1450	15th Street			23	
1501	15th Street			40	
1785	15th Street			8	
1721	15th Street	23			
1500	15th Street	184			
2435	16th Street		53		
3420	18th Street			16	
2750	19th Street		60		
3500	19th Street			17	
2799	24th Street		4		
3230-36	24th street	21			
3418	26th Street			13	
3357-59	26th Street	7			
2000-2070	Bryant Street			194	
2000-2070	Bryant Street		130		
1798	Bryant Street	131			
792	Capp Street		4		
606	Capp Street			20	
3314	Cesar Chavez		52		
3620	Cesar Chavez		28		
750	Florida Street	92			
321	Florida Street	151			
2675	Folsom Street		117		
2070	Folsom Street		127		
1990	Folsom Street		158		
2600	Harrison Street		20		
80	Julian Street			8	
2550-58	Mission Street			114	
1875	Mission Street			39	
1801	Mission Street			17	
1863	Mission Street		37		under construction
1924	Mission Street		12		
1979	Mission Street	331			
1900	Mission Street		11		
1726-30	Mission Street		40		
2100	Mission Street		29		
2918-24	Mission Street		75		

address	street	units	units entitled	units built	
	Mission Street		157		
1880	Mission Street			202	also 1600 15th Street
2632	Mission Street	16			
3178	Mission Street	4			
480	Potrero			84	
346	Potrero			72	
1458	San Bruno Avenue		205		
1296	Shotwell		96		
490	South Van Ness	87			
600	South Van Ness			27	
1515	South Van Ness		157		
793	South Van Ness		73		
986	South Van Ness	15			
953	Treat Street		8		
1298	Valencia Street			35	
411	Valencia Street			16	
1021	Valencia Street	25			
1120	Valencia Street	18			
1198	Valencia Street			52	
1050	Valencia Street			16	
899	Valencia Street			18	
198	Valencia Street		24		
235	Valencia Street		50		

units in the pipeline	1,165	Number of units studied under EIR project options:	
units entitled	1,727	**Option A**	762
units built	1,031	**Option B**	1118
		Option C	2054
total units	**3,923**	**Preferred project approved in 2008 EIR**	**1.696 units**

This information was provided through Planning Department Data and SF Property Information Map. Most projects with fewer than 10 units have been excluded.


Mission St
MISSION
161 Erie St.
Woodward St
Stevenson St
Valencia St
STREET
RIDLEY
QUINN
FOURTEENTH
480
71
PAVILION
Pond
© 2012 Google

ROCKRIDGE GEOTECHNICAL

Prepared for **Mx3 Ventures, LLC**

GEOTECHNICAL INVESTIGATION
PROPOSED MIXED-USE DEVELOPMENT
14TH & STEVENSON
San Francisco, California

May 6, 2016
Project No. 15-1019

270 Grand Avenue
Oakland, CA 94610

www.rockridgegeo.com

510 420-5738 tel
510 652-3096 fax

ROCKRIDGE GEOTECHNICAL

May 6, 2016
Project No. 15-1019

Mr. Manouch Moshayedi
Mx3 Ventures, LLC
2429 West Coast Highway, Ste.205
Newport Beach, California 92663

Proposed Mixed-Use Development
344 14th Street, 1463-1499 Stevenson Street, 86-98 Woodward Street
San Francisco, California

Dear Mr. Moshayedi,

The attached report, dated May 6, 2016, presents the results of the geotechnical investigation performed by Rockridge Geotechnical, Inc. for the proposed mixed-use building to be constructed at 344 14th Street, 1463-1499 Stevenson Street, 86-98 Woodward Street in San Francisco. Our services were provided in accordance with our proposal dated December 1, 2015.

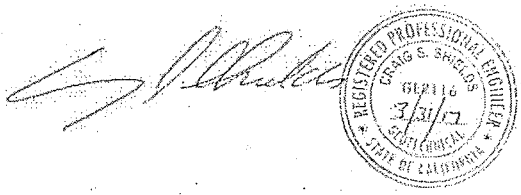
The project site is on the northeastern corner of the intersection of 14th and Stevenson streets and consists of two adjacent rectangular parcels that form an L-shaped project site with maximum plan dimensions of 130 by 237 feet. The site is currently used as a parking lot. Current plans are to construct a mixed-use building that will occupy most of the site. The building will have one level of below-grade parking. Above the garage will be a one-level concrete podium that will include retail spaces, as well as the lobby for the residences in the upper floors. Two to four stories of residential units will be constructed above the podium.

On the basis of the results of our geotechnical investigation, we conclude the proposed improvements can be constructed as planned, provided the recommendations presented in this report are incorporated into the project plans and specifications and properly implemented during construction. We conclude a mat designed to resist hydrostatic uplift pressures supported on improved soil would be an appropriate foundation system for the proposed building. Alternatively, the proposed commercial building may be supported on a deep foundation system.

270 Grand Avenue
Oakland, CA 94610
www.rockridgegeo.com
510 420-5738 tel
510 652-3096 fax

We appreciate the opportunity to provide our services to you on this project. If you have any questions, please call.

Sincerely yours,
ROCKRIDGE GEOTECHNICAL, INC.



Tessa E. Williams, P.E.
Project Engineer

Craig S. Shields, P.E., G.E.
Principal Geotechnical Engineer

Enclosure

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APPENDIX B

GEOTECHNICAL INVESTIGATION
PROPOSED MIXED-USE DEVELOPMENT
14TH & STEVENSON
San Francisco, California

1.0 INTRODUCTION

This report presents the results of the geotechnical investigation performed by Rockridge Geotechnical, Inc. for the proposed mixed-use development to be constructed at 344 14th Street, 1463-1499 Stevenson Street, 86-98 Woodward Street in San Francisco, California. The site is located at the northeastern corner of the intersection of 14th and Stevenson streets, as shown on the attached Site Location Map (Figure 1).

The project consists of two adjacent rectangular parcels that form an L-shaped site with maximum plan dimensions of 130 by 237 feet. The site is currently used as a parking lot. Previous environmental borings by Rosso Environmental, Inc. indicate the site is blanketed by about 11 feet of sand fill with debris. Beneath the sand fill are native soils consisting of sand with layers of clayey silt. Groundwater was observed at depths between 11.2 and 12.5 feet in the environmental borings.

Current plans are to construct a mixed-use building that will occupy most of the site. The building will have one level of below-grade parking. Above the garage will be a one-level concrete podium that will include retail spaces, as well as the lobby for the residences in the upper floors. Two to four stories of residential units will be constructed above the podium.

2.0 SCOPE OF SERVICES

Our investigation was performed in accordance with our proposal dated December 1, 2015. Our geotechnical investigation included reviewing subsurface data from a previous geotechnical investigation within the site vicinity and exploring subsurface conditions at the site by drilling two borings and advancing five cone penetration tests (CPTs). We used the data collected during our field investigation to perform engineering analyses to develop conclusions and recommendations regarding:

- site seismicity and seismic hazards, including the potential for liquefaction and liquefaction-induced ground failure
- the most appropriate foundation type for the proposed structure
- design criteria for the recommended foundation type, including vertical and lateral capacities
- estimates of foundation settlement
- design groundwater elevation
- subgrade preparation for slab-on-grade floors and exterior flatwork
- site grading and excavation, including criteria for fill quality and compaction
- temporary slopes and shoring
- underpinning of adjacent structures, as appropriate
- 2013 San Francisco Building Code (SFBC) site class and design spectral response acceleration parameters
- soil corrosivity
- construction considerations, including dewatering.

3.0 FIELD INVESTIGATION AND LABORATORY TESTING

We investigated the subsurface conditions beneath the site by drilling two borings, designated as B-1 and B-2, and performing five CPTs, designated as CPT-1 through CPT-5. The approximate locations of the borings and CPTs are shown on the Site Plan (Figure 2). Prior to mobilizing to the site, we contacted Underground Service Alert (USA) to notify them of our work, as required by law, and retained a private utility locator to check for existing utilities at each boring and CPT location. We also obtained a drilling permit from San Francisco Department of Public Health (SFDPH).

3.1 Test Borings

Two borings were drilled on December 8, 2015, by Pitcher Drilling Company of East Palo Alto, California at the approximate locations shown on Figure 2. Borings B-1 and B-2 were drilled to depths of 61 and 51-1/2 feet bgs, respectively, using a truck-mounted drill rig equipped with rotary-wash drilling equipment. During drilling, our field geologist logged the soil encountered

and obtained samples for visual classification and laboratory testing. Logs of the test borings are presented in Appendix A on Figures A-1a through A-2b. The soil encountered in the borings was classified in accordance with the classification chart shown on Figure A-3.

Soil samples were obtained using the following samplers:

- Sprague and Henwood (S&H) split-barrel sampler with a 3.0-inch outside diameter and 2.5-inch inside diameter, lined with 2.43-inch inside diameter brass/stainless steel tubes.
- Standard Penetration Test (SPT) split-barrel sampler with a 2.0-inch outside and 1.5-inch inside diameter, without liners.
- Thin-walled Dames and Moore (D&M) tubes with a 2.5-inch outside and 2.43-inch inside diameter.

The S&H and SPT samplers were driven with a 140-pound, automatic hammer falling 30 inches per drop. The samplers were driven up to 18 inches and the hammer blows required to drive the samplers were recorded every six inches and are presented on the boring logs. A "blow count" is defined as the number of hammer blows per six inches of penetration or 50 blows for six inches or less of penetration. The blow counts used for this conversion were: (1) the last two blow counts if the sampler was driven more than 12 inches, (2) the last one blow count if the sampler was driven more than six inches but less than 12 inches, and (3) the only blow count if the sampler was driven six inches or less. The blow counts required to drive the S&H and SPT samplers were converted to approximate SPT N-values using factors of 0.84 and 1.44, respectively, to account for sampler type and approximate hammer energy. The converted SPT N-values are presented on the boring logs.

Upon completion, the boreholes were backfilled with neat cement grout in accordance with SFDPH grouting guidelines. The soil cuttings generated by the borings were placed in 55-gallon drums and were disposed of offsite.

3.2 Cone Penetration Tests

Middle Earth Geo Testing, Inc. of Orange, California performed on December 18, 2015. The CPTs were advanced to refusal at depths ranging from 26 to 30-1/2 feet bgs. CPT-2

could not be advanced beyond a depth of one foot due to an obstruction. The CPTs were advanced by hydraulically pushing a 1.4-inch-diameter cone-tipped probe with a projected area of 10 square centimeters into the ground. The cone measured tip resistance, and the friction sleeve behind the cone tip measured frictional resistance. Electrical strain gauges within the cone continuously measured soil parameters for the entire depth advanced. Soil data, including tip resistance, frictional resistance, and pore water pressure were recorded by a computer while the test was conducted. Accumulated data were processed by computer to provide engineering information such as the soil behavior types, approximate strength characteristics, and liquefaction potential of the soil encountered. Upon completion, the CPT holes were backfilled with cement grout in accordance with SFDPH requirements.

The CPT logs, showing tip resistance, friction ratio, and pore water pressure with depth, as well as interpreted soil behavior types, are presented in Appendix A on Figures A-4 through A-8.

4.0 SUBSURFACE CONDITIONS

The geologic map of the site and vicinity (Figure 3) indicates the project site is underlain by artificial fill (af). Our CPTs and borings indicate the project site is underlain by a relatively thick layer of undocumented fill generally consisting of loose to very dense sand and with varying gravel and fines content. The fill extends to a depth of approximately 11 to 12 feet bgs. The undocumented fill is underlain by medium dense to very dense sand with varying silt and clay content to a depth of approximately 47 feet bgs in boring B-1, located in the southern portion of the site, and to the maximum depth explored of 51-1/2 feet bgs in boring B-2 located in the northern portion of the site. In boring B-1, a soft to medium stiff clay layer was encountered beneath the sand layer and extends to the maximum depth explored of 61 feet bgs.

4.1 Groundwater Conditions

Groundwater was measured in our borings and CPTs at depths ranging from 12 to 21 feet bgs; however, the groundwater level may not have fully stabilized at the time the measurements were taken. The groundwater level at the site is expected to fluctuate several feet seasonally with

potentially larger fluctuations annually, depending on the amount of rainfall. Considering the groundwater-level measurements in our borings and CPTs were taken after several years of severe drought, we judge that the readings likely represent the lower end of the spectrum.

During a previous investigation we performed within the site vicinity, the groundwater level was measured prior to grouting the CPTS at depths ranging from 11 to 17 feet in October 2009. Based on the existing groundwater level data discussed above in combination with historic groundwater data, we conclude a design high groundwater level of approximately 8 feet bgs should be used across the site.

5.0 SEISMIC CONSIDERATIONS

Because the project site is in a seismically active region, we evaluated the potential for earthquake-induced geologic hazards, including ground shaking, ground surface rupture, liquefaction,[1] lateral spreading,[2] and cyclic densification[3]. The results of our evaluation regarding seismic considerations for the project site are presented in the following sections.

5.1 Regional Seismicity and Faulting

The major active faults in the area are the San Andreas, San Gregorio, Hayward, and Calaveras faults. These and other faults of the region are shown on Figure 4. The fault systems in the Bay Area consist of several major right-lateral strike-slip faults that define the boundary zone between the Pacific and the North American tectonic plates. Numerous damaging earthquakes have occurred along these fault systems in recorded time. For these and other active faults within a 50-kilometer radius of the site, the distance from the site and estimated mean

---

1 Liquefaction is a phenomenon where loose, saturated, cohesionless soil experiences temporary reduction in strength during cyclic loading such as that produced by earthquakes.

2 Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

3 Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing ground-surface settlement.

characteristic moment magnitude[4] [Working Group on California Earthquake Probabilities (WGCEP, 2008) and Cao et al. (2003)] are summarized in Table 1.

TABLE 1
Regional Faults and Seismicity

Fault Segment	Approximate Distance from Site (km)	Direction from Site	Mean Characteristic Moment Magnitude
N. San Andreas - Peninsula	10	West	7.23
N. San Andreas (1906 event)	10	West	8.05
N. San Andreas - North Coast	14	West	7.51
San Gregorio Connected	16	West	7.50
Total Hayward	19	Northeast	7.00
Total Hayward-Rodgers Creek	19	Northeast	7.33
Rodgers Creek	36	North	7.07
Mount Diablo Thrust	36	East	6.70
Total Calaveras	37	East	7.03
Monte Vista-Shannon	40	Southeast	6.50
Green Valley Connected	41	East	6.80
Point Reyes	41	West	6.90
West Napa	47	Northeast	6.70

In the past 200 years, four major earthquakes (i.e., Magnitude > 6) have been recorded on the San Andreas Fault. In 1836, an earthquake with an estimated maximum intensity of VII on the Modified Mercalli (MM) Intensity Scale occurred east of Monterey Bay on the San Andreas Fault (Toppozada and Borchardt 1998). The estimated moment magnitude, M_w, for this

[4] Moment magnitude is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

earthquake is about 6.25. In 1838, an earthquake occurred on the Peninsula segment of the San Andreas Fault. Severe shaking occurred with an MM of about VIII-IX, corresponding to an M_w of about 7.5. The San Francisco Earthquake of 1906 caused the most significant damage in the history of the Bay Area in terms of loss of lives and property damage. This earthquake created a surface rupture along the San Andreas Fault from Shelter Cove to San Juan Bautista approximately 470 kilometers in length. It had a maximum intensity of XI (MM), an M_w of about 7.9, and was felt 560 kilometers away in Oregon, Nevada, and Los Angeles. The most recent earthquake to affect the Bay Area was the Loma Prieta Earthquake of October 17, 1989 with an M_w of 6.9. This earthquake occurred in the Santa Cruz Mountains about 94 kilometers southwest of the site.

In 1868, an earthquake with an estimated maximum intensity of X on the MM scale occurred on the southern segment (between San Leandro and Fremont) of the Hayward Fault. The estimated M_w for the earthquake is 7.0. In 1861, an earthquake of unknown magnitude (probably an M_w of about 6.5) was reported on the Calaveras Fault. The most recent significant earthquake on this fault was the 1984 Morgan Hill earthquake ($M_w = 6.2$).

The USGS's 2007 WGCEP has compiled the earthquake fault research for the San Francisco Bay area in order to estimate the probability of fault segment rupture. They have determined that the overall probability of moment magnitude 6.7 or greater earthquake occurring in the San Francisco Bay Region during the next 30 years is 63 percent. The highest probabilities are assigned to the Hayward/Rodgers Creek Fault and the northern segment of the San Andreas Fault. These probabilities are 31 and 21 percent, respectively (USGS, 2008).

5.2 Geologic Hazards

During a major earthquake on a segment of one of the nearby faults, strong to very strong ground shaking is expected to occur at the project site. Strong shaking during an earthquake can result in ground failure such as that associated with soil liquefaction, lateral spreading, and cyclic densification. We used the results of our borings and CPTs to evaluate the potential of these phenomena occurring at the project site.

5.2.1 Ground Shaking

The ground shaking intensity felt at the project site will depend on: 1) the size of the earthquake (magnitude), 2) the distance from the site to the fault source, 3) the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and 4) site-specific soil conditions. The site is about 10 kilometers from the San Andreas Fault. Therefore, the potential exists for a large earthquake to induce strong to very strong ground shaking at the site during the life of the project.

5.2.2 Liquefaction and Liquefaction-Induced Settlement

When a saturated, cohesionless soil liquefies, it experiences a temporary loss of shear strength created by a transient rise in excess pore pressure generated by strong ground motion. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures and sand boils are evidence of excess pore pressure generation and liquefaction. As shown on Figure 5, the site is within a liquefaction hazard zone, defined by the map titled *State of California, Seismic Hazard Zones, City and County of San Francisco, Official Map,* prepared by the California Geological Survey (CGS), dated November 17, 2000.

Liquefaction susceptibility was assessed using the software CLiq v1.7 (GeoLogismiki, 2014). CLiq uses measured field CPT data and assesses liquefaction potential, including post-earthquake vertical settlement, given a user-defined earthquake magnitude and peak ground acceleration (PGA). We performed a liquefaction triggering analysis using our CPT data in accordance with the methodology by Boulanger and Idriss (2014) and post-earthquake settlements by Zhang et al. (2002).

Our analysis was performed using a high groundwater depth of 8 feet bgs. In accordance with the 2013 SFBC, we used a peak ground acceleration of 0.58 times gravity (g) in our liquefaction evaluation; this peak ground acceleration is consistent with the Maximum Considered Earthquake Geometric Mean (MCE_G) peak ground acceleration adjusted for site effects (PGA_M).

We also used a Moment magnitude 8.05 earthquake, which is consistent with the mean characteristic Moment magnitude for the San Andreas Fault 1906 event, as presented in Table 1.

Our liquefaction analyses indicate there are soil layers between depths of approximately 8 and 28 feet bgs that are susceptible to liquefaction during a major earthquake. Based on the results of our analyses, we estimate total settlement associated with liquefaction after an MCE event generating a PGA_M of 0. g will be on the order of 3 inches and liquefaction-induced differential settlement will be approximately 2 inches over horizontal distance of 30 feet, respectively. Because the uppermost potentially liquefiable layers are at or near the proposed finished floor elevation, there is potential for significant reductions in bearing capacity if the proposed building is supported on a shallow foundation system founded on unimproved soil. Consequently, the actual building settlement could be significantly greater than that estimated above for the free-field ground surface during an earthquake. As discussed in later sections of this report, the potential for liquefaction within these relatively shallow layers should be mitigated if the building is to be supported on a shallow foundation system.

If the soil beneath the proposed foundation elevation is improved to mitigate liquefaction within these layers, we estimate that total building settlement associated with liquefaction of the remaining layers will be less than one inch and liquefaction-induced differential settlement will be about 1/2 inch over a horizontal distance of 30 feet.

We evaluated the potential for lateral spreading to occur at the site using an empirical relationship developed by Youd, Hansen, and Bartlett (1999). The method incorporates the thickness of the liquefiable layer, the fines content and mean grain-size diameter of the liquefiable soil, the relative density of the liquefiable soil, the magnitude and distance of the earthquake from the site, the slope of the ground, and boundary conditions (i.e. proximity to a free face), to estimate the horizontal ground movement due to lateral spreading. The results of our analysis indicate the liquefiable layers have sufficient relative density such that the potential for lateral spreading to occur at the site to be very low. Our review of published data also

revealed no documented occurrence of lateral spreading in the area during the 1989 Loma Prieta Earthquake. Therefore, we conclude the potential for lateral spreading to occur at the site is low.

5.2.3 Cyclic Densification

Cyclic densification (also referred to as differential compaction) of non-saturated sand (sand above groundwater table) can occur during an earthquake, resulting in settlement of the ground surface and overlying improvements. The site is underlain by loose to medium dense sandy fill above the groundwater table that is susceptible to cyclic densification.

The proposed building will have one level of below-grade parking. The loose to medium dense sandy fill will be removed when constructing the below-grade parking level. Therefore, the effects of cyclic densification of the loose sand should only occur within the surrounding improvements. Following a Maximum Considered Earthquake (MCE) event with a peak ground acceleration (PGA) of 0.58 times gravity (g), we estimate ground-surface settlements on the order of 1/2 inch could occur due to cyclic densification of the loose sand outside of the basement footprint.

5.2.4 Ground Surface Rupture

Historically, ground surface displacements closely follow the trace of geologically young faults. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. We therefore conclude the risk of fault offset at the site from a known active fault is very low. In a seismically active area, the remote possibility exists for future faulting in areas where no faults previously existed; however, we conclude the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low.

6.0 DISCUSSION AND CONCLUSIONS

Based on the results of our engineering analyses using the data from the test borings and CPTs within the site vicinity, we conclude the site may be developed as proposed provided the

geotechnical issues discussed below are properly addressed. The primary geotechnical issues affecting design and construction of the proposed building include: 1) shallow groundwater relative to the proposed building foundation and excavation depth, 2) the presence of potentially liquefiable soil layers that extend about 16 to 18 feet below the proposed top of basement slab elevation, which could result in reduced bearing capacity and excessive settlement under seismic conditions if not mitigated, and 3) providing suitable lateral support and dewatering for the proposed excavation, while minimizing impacts to the surrounding improvements. These issues are discussed in more detail below.

6.1 Groundwater

Based on the available groundwater data discussed in Section 4.1, we recommend using a design high groundwater level of 8 feet below existing sidewalk grade for the proposed project. As discussed in Section 1.0, we understand the proposed development will include one level of below-grade parking. Current drawings indicate the lower garage top-of-slab elevation is at approximately 12 feet bgs. We estimate the construction of the proposed building will require an excavation bottomed up to about 14 feet bgs, assuming a preliminary mat foundation thickness of about 24 inches. Therefore, the bottom- -foundation may be up to about 6 feet below the design high groundwater level. As a result, the proposed building foundation and below-grade walls will need to be designed to resist hydrostatic pressures and include waterproofing.

Considering the proposed excavation will extend below the groundwater, the excavation will need to be temporarily dewatered and the excavation shoring system will need to be designed for the effects of groundwater. A more detailed discussion regarding temporary excavation shoring and dewatering is presented in Section 6.3.

6.2 Foundations Support

The proposed building will have one level of below-grade parking that will require an excavation of about 14 feet bgs. The basement will be underlain by interbedded layers of medium dense to dense sand that extends to depths ranging from approximately 23 to 28 feet bgs. Shallow

foundations, such as spread footings or a mat, bearing on these soil deposits will experience: (1) erratic and excessive settlement caused by post-liquefaction settlement of the underlying soils; and (2) reduction of bearing due to liquefaction of the supporting soil. Therefore, we conclude the liquefaction potential of the soil immediately below the foundation level will need to be mitigated for shallow foundations to be feasible.

We conclude a mat designed to resist hydrostatic uplift pressures supported on improved soil would be an appropriate foundation system for the proposed building, provided: (1) the soil improvement is implemented to mitigate the potential for bearing capacity failure under seismic conditions, and (2) the soil improvement extends to a depth that would reduce differential settlement of the structure under seismic conditions to a tolerable amount. Based on our recent experience, we believe either compaction grouting or drilled displacement sand-cement (DDSC) columns would be the most economical ground improvement method; however, other soil improvement methods, such as soil-cement (SMX) columns, are also feasible. If soil anchors are required to resist hydrostatic uplift pressures, the DDSC columns may be designed to accommodate reinforcing steel in lieu of tiedowns or micropiles.

Compaction grouting consists of driving a small-diameter pipe into the soil to be improved and injecting a low-slump, mortar-like grout under pressure. The grout displaces the soil forces it into a denser mass. The grout does not penetrate the voids but expands under pressure to form a bulb up to two feet in diameter. Compaction grouting is generally performed on a grid pattern with injection points spaced approximately 4 to 8 feet on center.

DDSC columns are installed by advancing a continuous flight, hollow-stem auger that mostly displaces the soil and then pumping a sand-cement mixture into the hole under pressure as the auger is withdrawn. This system results in low vibrations during installation and generates little to no drilling spoils for off-haul. DDSC columns are installed under design-build contracts by specialty contractors. The required size, spacing, length, and strength of columns should be determined by the contractor, based on the desired level of improvement. The replacement ratio for ground improvement should be selected to mitigate liquefaction. We anticipate the DDSC

spacing would be on the order of seven feet on center. The lengths of the DDSCs would range from about 30 to 35 feet. We recommend a preliminary design, including calculations of static and seismic settlement, be prepared by the ground improvement contractor and submitted for our review.

Our settlement analyses indicate total settlement of a mat foundation bearing on improved ground designed using the allowable bearing pressures presented in Section 7.2 of this report will be on the order of one inch and differential settlement will be on the order of 3/4 inch over a 30-foot horizontal distance. We anticipate approximately two-thirds of this settlement will occur during construction, with the remainder occurring within a few years after construction is complete.

6.3 Construction Considerations

6.3.1 Excavation Support

Temporary shoring will be required to laterally restrain the sides of the excavation for the proposed basement. All excavations that will be entered by workers should be sloped or shored in accordance with CAL-OSHA standards (29 CFR Part 1926). The shoring engineer should be responsible for shoring design. The contractor should be responsible for the construction and safety of temporary slopes.

We anticipate an excavation extending up to about 14 feet bgs will be needed to construct the below-grade parking garage. We judge that a cantilevered soldier pile and timber lagging shoring system is appropriate for support of excavations up to about 12 feet in depth. One row of tiebacks may be used to reduce the soldier pile size and embedment depth for deeper excavations. A soldier pile-and-lagging system usually consists of steel H-beams and concrete placed in predrilled holes extending below the bottom of the excavation. If it is not feasible to install the cantilevered soldier piles on the adjacent properties, the basement wall should be offset from the property line by about 12 to 18 inches to provide space for the shoring. Wood lagging is placed between the piles as the excavation proceeds from the top down.

Where granular soil layers are encountered below the groundwater, installing the soldier piles will likely require casing or use of drilling slurry to reduce caving of the holes. If drilling slurry is used, or groundwat

Installation of soldier piles by vibration would be feasible where the soldier piles are at least 25 feet from existing buildings.

Relatively loose, fine-grained, and/or saturated sandy soil is present within the proposed excavation; this soil is highly susceptible to caving and piping through lagging boards. Therefore, we conclude that excavations should extend no more than 12 inches below the last row of lagging. Furthermore, dewatering prior to excavating will be critical for this project. Where voids are developed behind wood laggings, the voids should be promptly filled by hand-packing dry material and/or filling the voids with flowable sand-cement slurry mix.

A structural/civil engineer knowledgeable in this type of construction should be retained to design the shoring. The shoring designer should design the shoring system for lateral deformation of less than 1/2 inch at any location on the shoring where there is a structure within a horizontal distance equal to twice the retained soil height and one inch where there are no structures within that horizontal distance. We should review the final shoring plans and calculations to check that they are consistent with the recommendations presented in this report.

6.3.2 Foundation Underpinning

Underpinning of the existing buildings along the northern and eastern property lines will be required to construct the proposed building. To design an underpinning system, it will be necessary to determine the configuration and depth of the existing foundations. If as-built plans cannot be obtained, test pits should be excavated prior to construction to determine the foundation type and depth to complete the design of an appropriate underpinning system.

We judge conventional hand-excavated end-bearing piers would be an appropriate underpinning system for this project. Hand-excavated, end bearing piers are generally installed by excavating three-foot by five-foot rectangular shafts down to a bearing layer. The shafts are constructed

with reinforcing steel and backfilled with structural concrete. The shafts are constructed in phases, in order to maintain support for the existing foundations. Each shaft is shored with timber as it is excavated. Due to the presence of loose and/or saturated sand, we judge that hand-excavated piers should be thoroughly dewatered and shored with every foot of excavation.

Where underpinning will extend relatively deep, it may be more economical to use slant drilled cast-in-place soldier piles (referred to as "slant piles").

As previously discussed, about 1/2 inch of ground surface settlement as a result of cyclic densification and about 3 inches of liquefaction-induced ground surface settlement is expected to occur surrounding the project site during a major earthquake. Existing buildings being underpinned may experience differential settlement between the existing foundation and the underpinned foundation, depending on the type and depth of the existing foundations. The magnitude of differential settlement will depend on the existing foundation configuration and the depth of underpinning piers. For underpinning piers bottomed about 14 to 16 bgs, seismically-induced differential settlement between existing and underpinned shallow foundations would be on the order of 1-1/2 to 2 inches. The project structural engineer should assess if this would be problematic.

Underpinning piers will extend beneath the neighboring properties, which will require an encroachment agreement with neighboring property owners. If it is not feasible to install the underpinning piers beneath the adjacent property, the basement wall should be offset from the property line by 12 to 18 inches to provide space for the shoring and the shoring should be designed to resist surcharge loads from neighboring foundations. Special precautions will be needed to prevent undermining of the neighboring foundations during installation of the shoring. These precautions may include soil mixing or permeation grouting.

6.3.3 Excavation Dewatering

The design groundwater level is above the bottom of the proposed excavation. During excavation of the basement, groundwater will flow into the excavation unless collected and

removed prior to reaching the work area. Therefore, a temporary dewatering system should be installed to provide a firm, relatively dry base from which to construct the foundation system. We anticipate an active dewatering system will need to be installed prior to the start of excavation, including the excavation for underpinning piers. Localized passive dewatering, in which water is collected from trench drains around the perimeter and across the base of the excavation, may also be required. The method used to dewater the excavation should be the responsibility of the contractor. The dewatering system should be designed to drawdown the groundwater at least three feet below the bottom of the planned excavation and maintain that depth until a sufficient amount of the concrete structure is in place, as determined by the project structural engineer.

The construction dewatering system must be capable of maintaining the groundwater level below the foundation subgrade until sufficient building weight is available to resist the hydrostatic uplift pressure, at which time the groundwater may be allowed to rise to its normal elevation. The project structural engineer should determine when the temporary dewatering system can be turned off.

6.3.4 Construction Monitoring

Control of ground movement will depend as much on the timeliness of installation of lateral restraint as on the design. During excavation, the shoring system is expected to yield and deform laterally, which could cause the ground surface adjacent to the shoring wall to settle. The magnitudes of shoring movements and the resulting settlements are difficult to estimate because they depend on many factors, including the method of installation and the contractor's skill in the shoring installation. Ground movements due to a properly designed and constructed shoring system should be within ordinary accepted limits of about one inch. A monitoring program should be established to evaluate the effects of the construction on the adjacent properties.

The conditions of existing buildings within 25 feet of the site should be photographed and surveyed prior to the start of construction and monitored periodically during construction. In addition, prior to the start of excavation, the contractor should establish survey points on the

shoring system, on the ground surface at critical locations behind the shoring, and on adjacent buildings. These survey points should be used to monitor the vertical and horizontal movements of the shoring and the ground behind the shoring throughout construction.

The survey points should be monitored regularly and the results should be submitted to us and the shoring engineer in a timely manner for review. For estimating purposes, assume that the instrumentation will be read as follows:

- Prior to any excavation or shoring work at the site
- After installing soldier piles
- After excavation of each lift
- After the excavation reaches its lowest elevation
- Every two weeks until the street-level floor slab is constructed

6.4 Soil Corrosivity

Corrosivity testing was performed by Sunland Analytical of Rancho Cordova, California on a sample of soil obtained during our field investigation from Boring B-1 at a depth of three feet bgs. The results of the test are presented in Appendix B of this report. Based on the resistivity test results, the sample would be classified as "corrosive" to buried steel. Accordingly, buried iron, steel, cast iron, galvanized steel, and dielectric-coated steel or iron should be properly protected against corrosion. The chloride, and sulfate ion concentrati
not present corrosion problems for buried iron, steel, mortar-coated steel and reinforced concrete structures; however, the soil tested positive for sulfides.

7.0 RECOMMENDATIONS

Recommendations for site grading, temporary shoring, basement wall and foundation design, ground improvement, and seismic design are presented in this section of the report.

7.1 Site Preparation and Grading

Site demolition should include the removal of existing pavements and all existing underground utilities and foundations, if any. In general, abandoned underground utilities should be removed to the property line or service connections and properly capped or plugged with concrete. Voids resulting from demolition activities should be properly backfilled with compacted fill following the recommendations provided later in this section. Demolished asphalt concrete should be taken to an asphalt recycling facility.

Excavations should be backfilled with properly compacted fill. Fill should consist of on-site soil or imported soil (select fill) that is free of organic matter and debris, contains no rocks or lumps larger than four inches in greatest dimension, has a liquid limit of less than 40 and a plasticity index lower than 12, and is approved by the Geotechnical Engineer. Samples of proposed imported fill material should be submitted to the Geotechnical Engineer at least three business days prior to use at the site. The grading contractor should provide analytical test results or other suitable environmental documentation indicating the imported fill is free of hazardous materials at least three days before use at the site. If this data is not available, up to two weeks should be allowed to perform analytical testing on the proposed imported material.

Fill should be placed in horizontal lifts not exceeding eight inches in uncompacted thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction. Fill consisting of clean sand or gravel (defined as soil with less than 10 percent fines by weight) should be compacted to at least 95 percent relative compaction. Fill greater than five feet in thickness or placed within the upper foot of vehicular pavement soil subgrade should also be compacted to at least 95 percent relative compaction, and be non-yielding.

During excavation for the basement level, the excavation will likely extend below groundwater. The foundation excavation subgrade will consist of saturated sand with varying fines content or clay with varying sand content, which will be sensitive to disturbance, especially under construction equipment wheel loads. Therefore, the subgrade should be compacted with a

smooth-drum roller to densify disturbed soil after reaching the design excavation depth. If soft silty or clayey soil (marsh deposit) is encountered at subgrade elevation, it should removed and replaced with excavated on-site sandy soil. A mud slab is generally required beneath most waterproofing products and, in some cases, is required both above and below the waterproofing membrane.

7.1.1 Exterior Flatwork Subgrade Preparation

Exterior concrete flatwork that will not receive vehicular traffic (i.e. sidewalk) should be underlain by at least four inches of Class 2 aggregate base compacted to at least 90 percent relative compaction. Prior to placement of the aggregate base, the upper eight inches of the subgrade soil should be scarified, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction.

7.1.2 Utility Trench Backfill

Excavations for utility trenches can be readily made with a backhoe. All trenches should conform to the current CAL-OSHA requirements. To provide uniform support, pipes or conduits should be bedded on a minimum of four inches of clean sand or fine gravel. After the pipes and conduits are tested, inspected (if required) and approved, they should be covered to a depth of six inches with sand or fine gravel, which should be mechanically tamped. Backfill for utility trenches and other excavations is also considered fill, and should be placed and compacted in accordance with the recommendations previously presented. If imported clean sand or gravel (defined as soil with less than 10 percent fines) is used as backfill, it should be compacted to at least 95 percent relative compaction. Jetting of trench backfill should not be permitted. Special care should be taken when backfilling utility trenches in pavement areas. Poor compaction may cause excessive settlements, resulting in damage to the pavement section.

7.2 Foundations

The proposed building should be supported on a reinforced-concrete mat foundation underlain by improved soil. The mat should be underlain by waterproofing and designed to resist hydrostatic

uplift pressures. If the building weight is not sufficient to resist the hydrostatic uplift pressures imposed by the groundwater, soil anchors (i.e., tiedowns) may be required to provide the mat foundation with additional uplift resistance. The following sections present our recommendations for the design and construction of a mat foundation bearing on improved soil. If it is determined that the building weight is not sufficient to resist the hydrostatic pressures, we can provide recommendations for tiedowns upon request. We can also provide recommendations for other ground improvement methods upon request.

7.2.1 Mat Foundation on Ground Improved with DDSC Columns

For preliminary design of a mat foundation bearing on improved ground, we recommend assuming ground improvement elements will extend about five feet into the dense to very dense sand beneath the potentially liquefiable material. The top of the dense sand generally slopes down to the south, ranging from about 23 to 28 feet grades. Based on discussions with contractors with experience installing DDSC columns in the Bay Area, we anticipate the ground improvement systems described in later in this section, if properly designed, should be capable of increasing the allowable bearing pressure to approximately 3,000 to 4,000 pounds per square foot (psf) for dead-plus-live-load conditions, while limiting combined static and seismic differential settlement to less than about one inch over a horizontal distance of 30 feet. The actual design allowable bearing pressures and estimated settlement should be evaluated by the design-build ground improvement contractor, as they will be based on the diameter, depth, and spacing of the ground improvement elements.

Lateral loads may be resisted by a combination of passive pressure on the vertical faces of the mat and friction between the bottoms of the mat and the supporting soil. To compute lateral resistance for sustained loading conditions, we recommend using equivalent fluid weights (triangular distribution) of 250 and 120 pcf above and below the design groundwater level, respectively. The upper foot of soil should be ignored unless confined by a slab or pavement. The recommended passive pressure includes a factor of safety of at least 1.5. Allowable

frictional resistance along the base of the mat should be calculated based on parameters provided by the design-build ground improvement contractor.

The mat subgrade will be sensitive to disturbance due to its proximity to the groundwater table. The final two feet of excavation and fine grading of the mat subgrade should be performed with tracked equipment to minimize heavy concentrated loads that may disturb the wet soil. Rubber-tired equipment and dump trucks should not be operated on the final mat subgrade. The subgrade should be free of standing water, debris, and disturbed materials and be approved by the geotechnical engineer prior to placing the waterproofing and steel

If an internal excavation dewatering system is needed to continuously maintain the water level below the bottom of the mat until the building has sufficient weight to resist hydrostatic uplift pressures associated with the design water level, the mat will need to be constructed with temporary block-outs to accommodate the extraction wells or sump pits used to extract the water from the drainage layer. Once it has been determined by the structural engineer that the dewatering system may be shutoff, the pumps will need to be removed and the block-outs promptly waterproofed and plugged. The detailing of the waterproofing and plugging system at these locations will be critical and should be evaluated by a waterproofing consultant and structural engineer experienced with such operations.

7.2.2 Mat Foundation on Ground Improved with Compaction Grouting

As an alternative to ground improved by DDSC columns, the proposed building may be supported on a mat foundation bearing on soil improved by compaction grouting. The top of the mat foundation may be used as the basement floor or a thin layer of concrete (topping slab) may be placed above the mat to provide a smooth wearing surface.

For design of the mat, we recommend using a modulus of vertical subgrade reaction of 20 pounds per cubic inch (pci); this value has been reduced to account for the size of the mat. To check the behavior of the mat under total load conditions, a modulus of vertical subgrade reaction of 25 pci should be used. Once the structural engineer estimates the distribution of

bearing stress on the bottom of the mat, we should review the distribution and revise the modulus of subgrade reaction, if appropriate. We recommend the mat be designed for allowable bearing pressures of 3,000 psf for dead-plus-live loads and 4,000 psf for total loads (including seismic and wind loads); we anticipate the average bearing pressure will be significantly lower. Localized higher bearing pressures may be acceptable; however, this should be reviewed on a case-by-case basis.

The mat should be designed to resist hydrostatic uplift using the design groundwater elevation discussed previously in this report. Lateral forces can be resisted by friction along the base of the mat and passive pressure against the sides of the mat foundation and the basement walls. To compute lateral resistance for sustained loading conditions, we recommend using equivalent fluid weights (triangular distribution) of 250 and 120 pcf above and below the design groundwater level, respectively. The upper foot of soil should be ignored unless confined by a slab or pavement. The allowable friction factor will depend on the type of waterproofing used at the base of the mat. For bentonite-based waterproofing membranes, such as Paraseal or Voltex, a friction factor of 0.12 should be used (assumes a bentonite friction angle of 10 degrees). If Preprufe is used, a base friction factor of 0.20 should be used. Friction factors for other types of waterproofing membranes can be provided upon request.

Ground Improvement with Compaction Grouting

We recommend the sand and silty sand between the bottom of the proposed mat foundation and the top of the dense sand at depths of 23 to 28 feet bgs be improved to mitigate its liquefaction potential. Based on our experience with similar soil conditions, we recommend a grout point spacing (rectangular) of six feet be used. The entire footprint of the proposed building should be treated. From a practical standpoint, however, the outermost row of the grout points should be located four feet from the property line. The grout points closest to the site property line should be grouted first and the grouting should proceed inward toward the middle of the site to reduce the potential for heave of adjacent structures. The compaction grouting should be performed prior to any excavation to maximize the overburden pressure at the grouting depths.

Based on our experience using compaction grouting to improve granular soil, we believe the grout pumping rate, grout slump, and the characteristics of the fine-grained material (passing the No. 200 sieve) in the grout are the most important factors influencing the effectiveness of the procedure. We recommend the pumping rate not exceed two cubic feet per minute (cfm) during grout injection. We recommend a maximum grout slump of two inches be allowed; the slump should be measured at the point of injection rather than at the mixer. In addition, the fine-grained material in the grout mix should consist primarily of silt. The clay content (percent passing No. 200 sieve equal to or smaller than 0.002 millimeters) should be no greater than three percent. The grouting subcontractor should verify the soil source used for compaction grouting meets the clay content requirement. If the subcontractor does not have this information, we should be provided with a sample of the source soil at least one week prior to use in the test section to run a hydrometer analysis.

Prior to the start of production grouting, we should perform two CPTs to check the effectiveness of the contractor's grouting procedure on a grout test section. The post-grout $(qc_{1N})_{CS}$ for the soil to be improved should average at least 150 tons per square foot (tsf) and the computed liquefaction-induced settlement using the CPT data should be less than one inch using the CLiq program and the methodologies by Boulanger and Idriss (2014) and Zhang et al. (2002). We should also verify the grout pumping rate and slump are acceptable during test grouting by pumping grout into a box with known dimensions for a given amount of time to measure the rate and measuring the grout slump immediately prior to injection. If the improvement observed after completion of the test section is satisfactory, additional verification testing (CPTs) should be performed during and at the completion of grouting to verify the desired improvement has been obtained. Pumping rate and slump measurements should be taken regularly during production grouting to verify the consistency of the grout throughout the project.

In our experience, special care must be taken when compaction grouting is performed near existing improvements. We recommend the adjacent buildings and the street and sidewalk adjacent to the site be surveyed daily to check for upward and lateral movement. If vertical or lateral movement greater than 1/4 inch is measured, we should be consulted to review the grout

injection plan and volume and make modifications to protect the adjacent improvements, if necessary.

7.3 Permanent Below-Grade Walls

Below-grade walls should be designed to resist static lateral earth pressures, lateral pressures caused by earthquakes, vehicular surcharge pressures, and surcharges from adjacent foundations, where appropriate. We recommend below-grade walls at the site be designed for the more critical of the following criteria:

- At-rest equivalent fluid weight of 55 pcf above the design groundwater table and 86 pcf below the design groundwater table.
- Active pressure of 35 pcf plus a seismic increment of 25 pcf (triangular distribution) above the design groundwater level, and 77 pcf plus a seismic increment of 11 pcf (triangular distribution) below the groundwater level for seismic conditions.

The recommended lateral earth pressures above are based on a level backfill condition with no additional surcharge loads. Where the below-grade walls are subject to traffic loading within 10 feet of the wall, an additional uniform lateral pressure of 100 psf, applied to the upper 10 feet of the wall, should be used.

To protect against moisture migration, below-grade walls should be waterproofed and water stops should be placed at all construction joints. The design pressures recommended for above the design water level are based on fully drained walls. Although part of the basement walls will be above the groundwater level, water can accumulate behind the walls from other sources, such as rainfall, irrigation, and broken water lines, etc. One acceptable method for backdraining a basement wall is to place a prefabricated drainage panel against the back of the wall. The drainage panel should extend down to the design groundwater level. Since the soil below the design groundwater level has a relatively high permeability, any water collected in the drainage panels should dissipate into the soil. Therefore, it is not necessary to install a collection pipe at the base of the drainage panels.

If backfill is required behind basement walls prior to pouring the floor slabs, the walls should be braced, or hand compaction equipment used, to prevent unacceptable surcharges on walls (as determined by the structural engineer).

7.4 Underpinning

Provided the seismically induced differential settlement between existing and underpinned shallow foundations presented in Section 6.3.2 is acceptable, hand-excavated piers may be used to underpin adjacent foundations. Where hand-excavated underpinning piers are used to underpin adjacent foundations, the piers should be designed to gain support through end bearing on medium dense to dense native sand. An allowable bearing pressure of 2,000 psf for dead-plus-live loads may be used for design of underpinning piers. The underpinning piers should extend at least 24 inches below the planned excavations for the project or 24 inches below an imaginary line that lies at 45 degrees from horizontal, projected upward from the bottom edge of the proposed excavation. The width of the underpinning piers should be determined by the structural engineer or underpinning designer based on the ability of the existing foundation to span an area of non-support. Underpinning should be designed for unbalanced horizontal loads resulting from the soil retained by the piers. The unbalanced load should be computed using an at-rest equivalent fluid weight of 55 pcf.

7.5 Temporary Shoring

As discussed previously, we judge the most economical shoring methods for the proposed excavation consist of cantilevered soldier piles with lagging where the excavation is less than approximately 12 feet deep and soldier pile and lagging with one row of tiebacks where the excavation is more than 12 feet deep. Recommendations for design of other types of shoring systems can be provided upon request.

7.5.1 Cantilevered Soldier Piles and Lagging

For design of a cantilevered soldier pile and lagging system, we recommend using an active equivalent fluid weight of 35 pcf where the excavation will be adjacent to public sidewalks and

where there will be no structures within a horizontal distance equal to twice the proposed excavation depth. Where the adjacent structures are within a horizontal distance equal to twice the proposed excavation depth, the shoring should be designed using an at-rest equivalent fluid weight of 55 pcf plus the building surcharge load.

The above pressures should be assumed to act over the entire width of the lagging installed above the base of the excavation. The active pressure need only be assumed to act over one pile width below the bottom of the excavation. This value assumes perched groundwater, if present, seeps through the lagging and does not impose a lateral pressure on the shoring. Passive resistance at the toe of the soldier pile should be computed using equivalent fluid weights of 250 and 125 pcf above and below the drawn-down groundwater table, respectively. For design of shoring, it should be assumed the groundwater table has been lowered by dewatering to three feet below the mat subgrade. Passive pressure can be assumed to act over an area of three soldier pile widths assuming the toe of the soldier pile is filled with structural concrete. If lean concrete is placed in the soldier pile shaft, the passive pressure can be assumed to act over two pile diameters. These passive pressure values include a factor of safety of at least 1.5.

7.5.2 Soldier Piles and Lagging with Tiebacks

Recommended lateral pressures for the design of soldier beam and lagging shoring with tiebacks are presented on Figure 6. In calculating these design pressures, we assume drained conditions with no hydrostatic pressure acting on the shoring.

The penetration of the soldier piles must be sufficient to ensure stability and resist the downward loading of tiebacks. For computing lateral resistance below the bottom of the excavation, we recommend using equivalent fluid weights of 250 and 125 pcf above and below the drawn-down groundwater table, respectively. Passive pressure can be assumed to act over an area of three soldier pile widths assuming the toe of the soldier pile is filled with structural concrete. If lean concrete is placed in the soldier pile shaft, the passive pressure can be assumed to act over two pile diameters. These passive pressure values include a factor of safety of at least 1.5. The

factor of safety applied to the allowable passive pressure value may be adjusted by the shoring designer, depending upon the design requirements.

Vertical loads can be resisted by skin friction along the portion of the soldier piles below the excavation. An allowable skin friction of 600 psf may be used to compute the vertical capacities of soldier piles.

7.5.3 Tieback Design and Testing

Design criteria for tiebacks are also presented on Figure 6. As shown, tiebacks should derive their load-carrying capacity from the soil behind an imaginary line sloping upward from a point H/5 feet away from the bottom of the excavation at angle 60 degrees from horizontal, where H is the wall height in feet. The minimum stressing and bond lengths should both be 15 feet.

Tiebacks will generally be installed in loose to medium dense sand. Allowable capacities of the tiebacks will depend upon the drilling method, hole diameter, grout pressure, and workmanship. Because of the tendency of sand to cave, solid- or hollow-stem augers should not be used in these materials. We recommend a smooth-cased method (such as a Klemm rig) be used to install tiebacks in the sand layers. For estimating purposes, we recommend using the skin friction values for pressure-grouted tiebacks given on Figure 6.

The shoring designer should be responsible for determining the actual length of tieback required. The determination should be based on the designer's familiarity with the installation method to be used. The computed bond length should be confirmed by a performance- and proof-testing program under the observation of an engineer experienced in this type of work. The first two production tiebacks and two percent of the remaining tiebacks should be performance-tested to 1.5 times the design load. The remaining tiebacks should be confirmed by a proof-test to 1.25 times the design load. The bottom of the excavation should not extend more then two feet below a row of unsecured tiebacks.

The movement of each tieback should be monitored with a free-standing, tripod-mounted dial gauge during proof and performance testing. The maximum test load should be held for a

minimum of 10 minutes, with readings taken at 1/2, 1, 3, 6, and 10 minutes. If the difference between the 1- and 10-minute readings is more than 0.04 inches, the load should be held for an additional 50 minutes. If the deflection is more than 0.08 inches between the 6- and 60-minute readings, the tieback design loading should be re-evaluated. If any tieback fails to meet the performance- and proof-testing requirements, additional tiebacks should be added to compensate for the deficiency, as directed by the shoring designer. After testing, the tiebacks should be loaded to the design load (less if specified by the shoring designer) and locked off.

The shoring should be designed by a qualified engineer experienced in shoring design. We should review the shoring design prior to construction.

7.6 Seismic Design

As discussed in Section 5.2.2, the site is underlain by potentially liquefiable soil layers; however, if the potential settlement due to liquefaction is mitigated using ground improvement as described in Section 7.1.2, we do not expect significant non-linear soil behavior to occur. Consequently, we conclude a Site Class D can be used for the building design. The latitude and longitude of the site are 37.7681° and -122.4214°, respectively. Hence, in accordance with the 2013 SFBC, we preliminarily recommend the following:

- $S_S = 1.501$ g, $S_1 = 0.657$ g
- $S_{MS} = 1.501$ g, $S_{M1} = 0.985$ g
- $S_{DS} = 1.000$ g, $S_{D1} = 0.657$ g
- $PGA_M = 0.581$g
- Seismic Design Category D for Risk Categories I, II, and III.

8.0 GEOTECHNICAL SERVICES DURING CONSTRUCTION

Prior to construction, Rockridge Geotechnical should review the project plans and specifications to verify that they conform to the intent of our recommendations. During construction, our field engineer should provide on-site observation and testing during shoring and underpinning installation, excavation, placement and compaction of fill, ground improvement, and installation

of foundations. These observations will allow us to compare actual with anticipated soil conditions and to verify that the contractor's work conforms to the geotechnical aspects of the plans and specifications.

9.0 LIMITATIONS

This geotechnical investigation has been conducted in accordance with the standard of care commonly used as state-of-practice in the profession. No other warranties are either expressed or implied. The recommendations made in this report are based on the assumption that the subsurface conditions do not deviate appreciably from those disclosed in the exploratory borings and CPTs performed for this investigation. If any variations or undesirable conditions are encountered during construction, we should be notified so that additional recommendations can be made. The foundation recommendations presented in this report are developed exclusively for the proposed development described in this report and are not valid for other locations and construction in the project vicinity.

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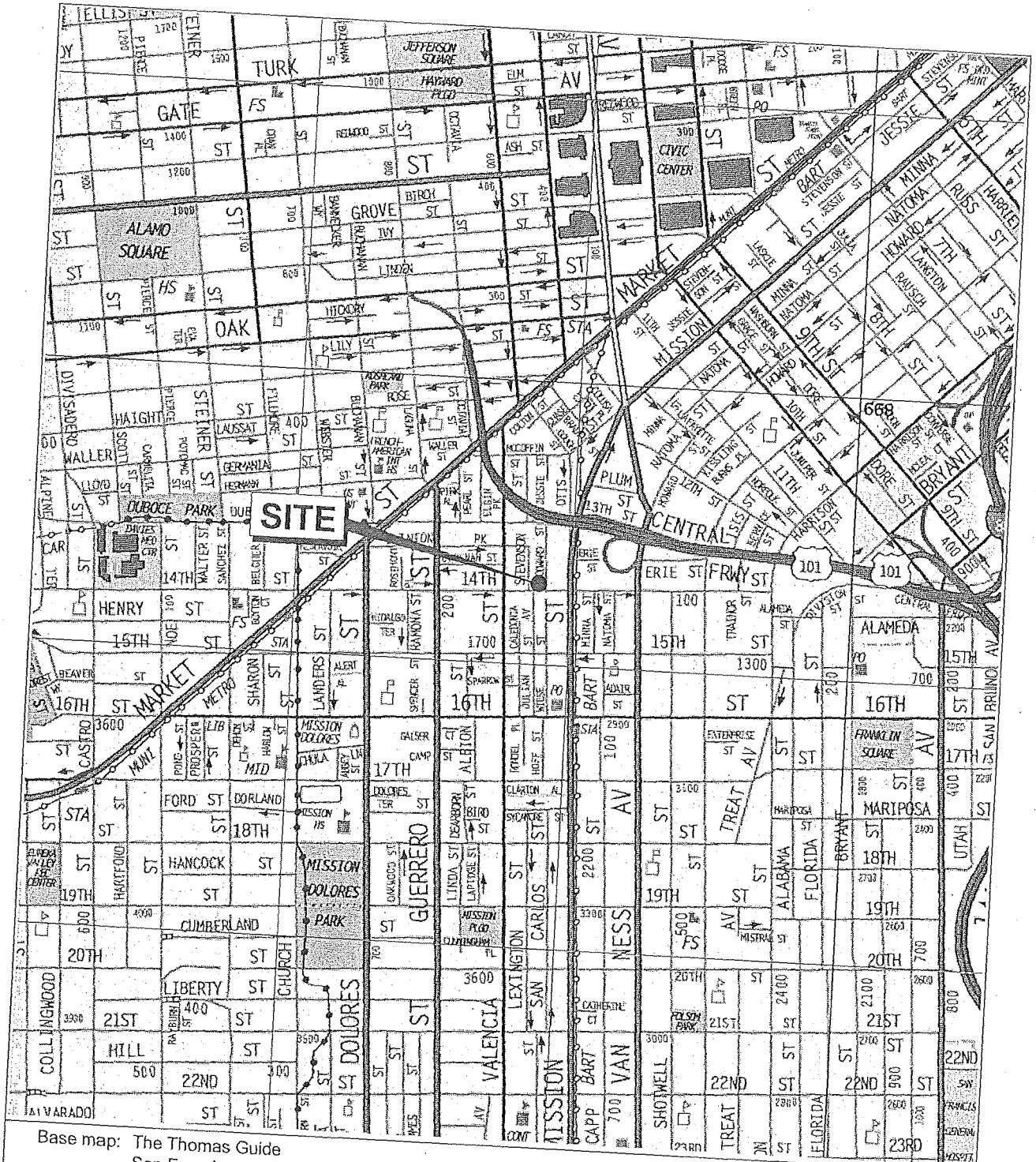
Zhang G., Robertson. P.K., Brachman R., 2002, Estimating Liquefaction Induced Ground Settlements from the CPT, Canadian Geotechnical Journal, 39: pp 1169-1180

FIGURES



Base map: The Thomas Guide
San Francisco County
2002

0 1/4 1/2 Mile

Approximate scale

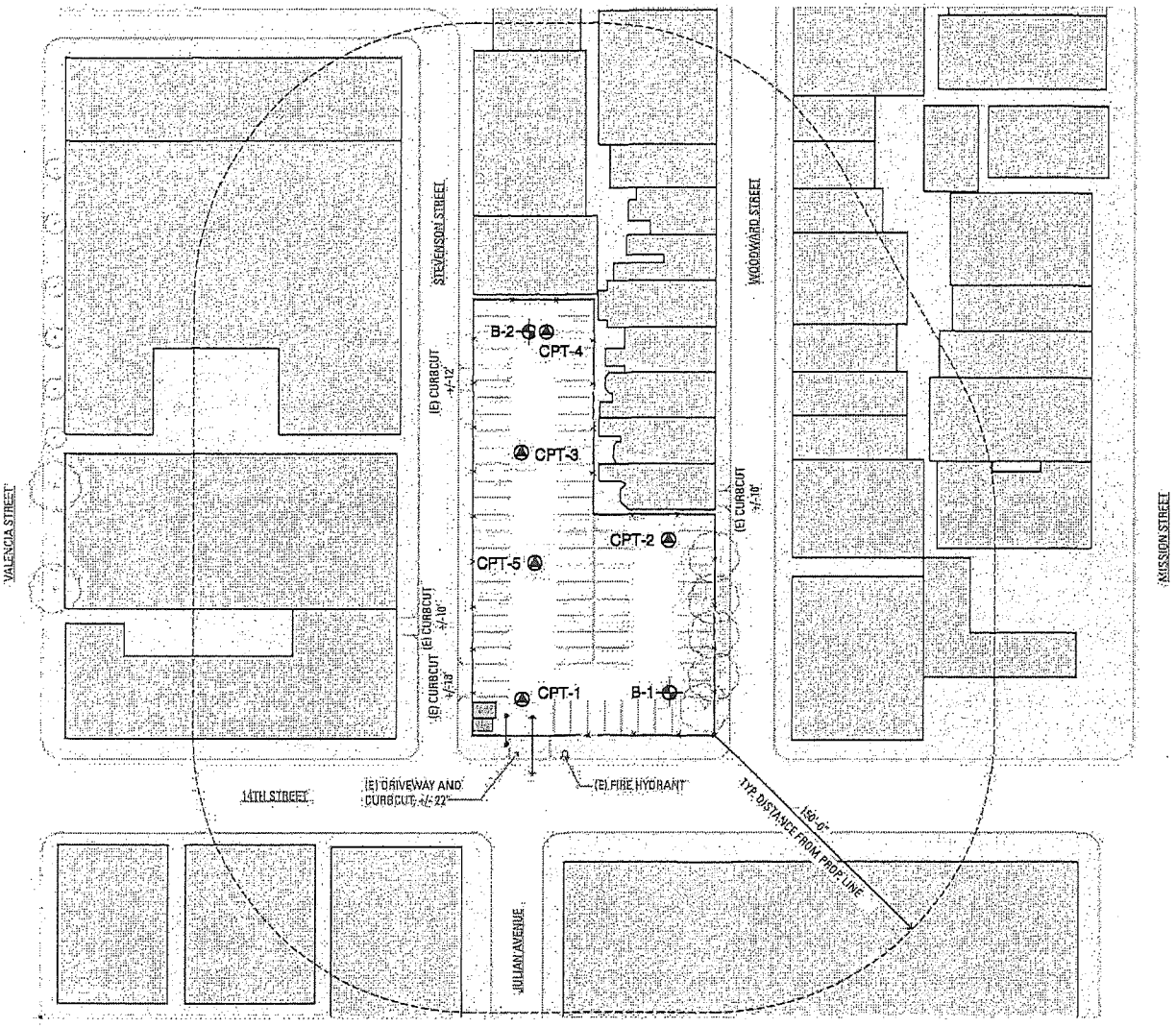
N

14TH & STEVENSON
San Francisco, California

SITE LOCATION MAP

ROCKRIDGE GEOTECHNICAL

Date 12/18/15 | Project No. 15-1019 | Figure 1



EXPLANATION

CPT-1 Approximate location of cone penetration test by Rockridge Geotechnical, Inc., December 18, 2015

B-1 Approximate location of boring by Rockridge Geotechnical, Inc., December 8, 2015

0 60 Feet

Approximate scale

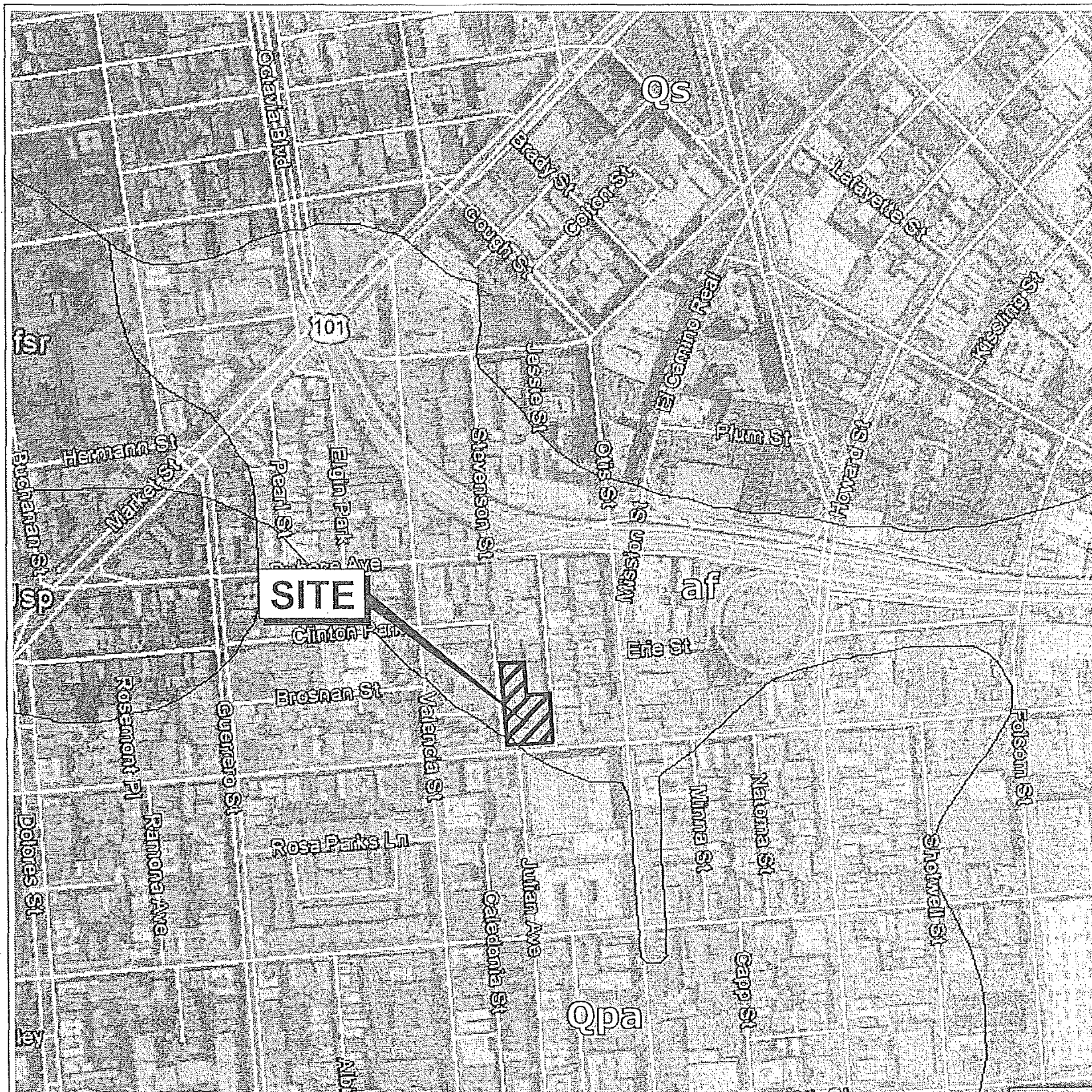
Reference: Base map from drawing titled "Existing Site Context - 150 Foot Radius", by BAR Architects, dated May 11, 2015.

14TH & STEVENSON
San Francisco, California

SITE PLAN

Date 01/13/16	Project No. 15-1019	Figure 2.

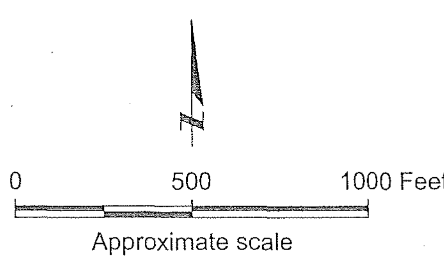
ROCKRIDGE GEOTECHNICAL



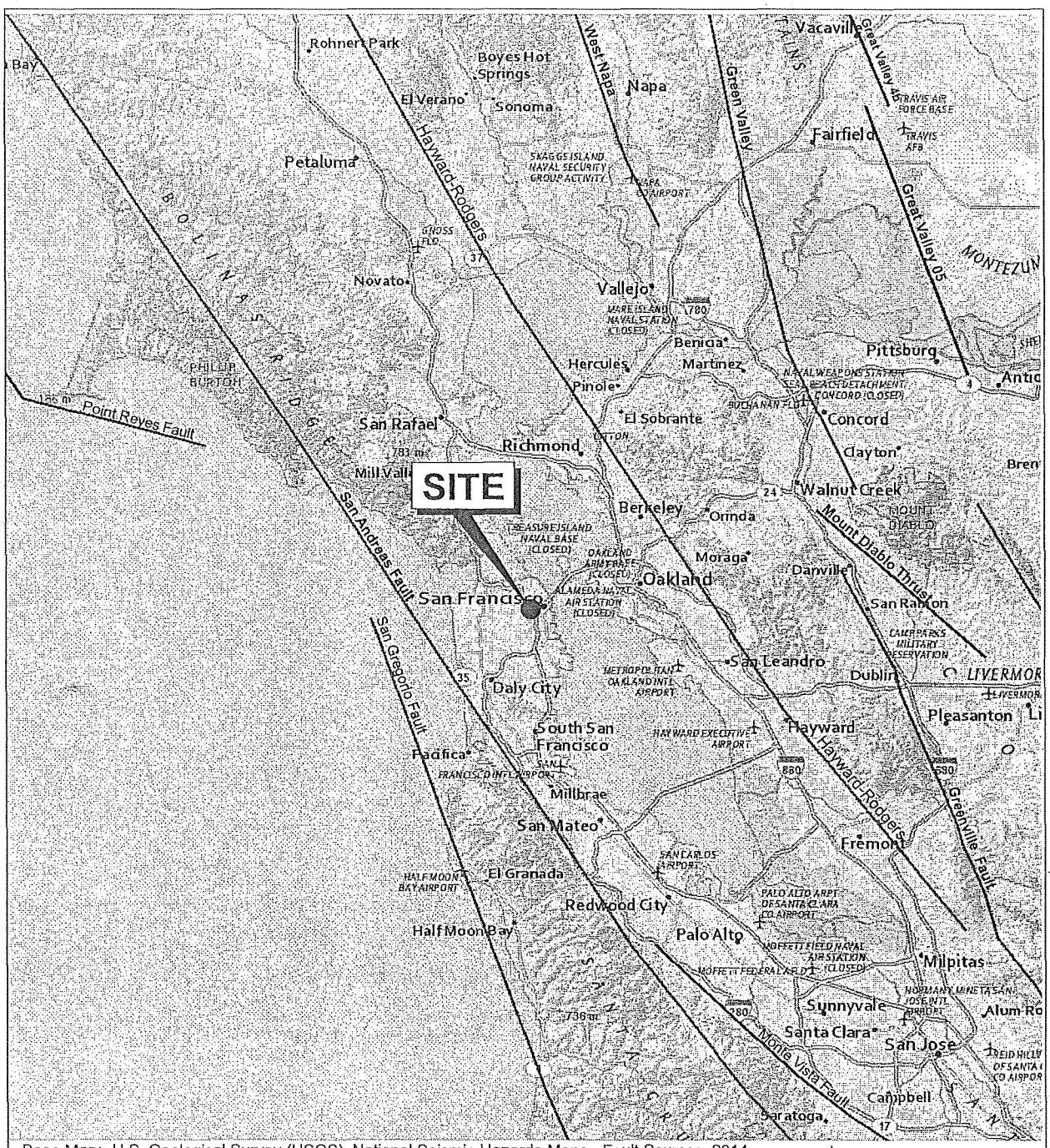
Base map: Goolge Earth with U.S. Geological Survey (USGS), San Francisco County, 2015.

EXPLANATION

af	Artificial Fill
Qs	Beach and dune sand (Quaternary)
Qpa	Alluvium (Pleistocene)
fsr	Franciscan Complex melange (Eocene, Paleocene, and (or) Late Cretaceous)
Jsp	Great Valley Complex Serpentinite (Jurassic)
———	Geologic contact: dashed where approximate and dotted where concealed, queried where uncertin



14TH & STEVENSON San Francisco, California	REGIONAL GEOLOGIC MAP
ROCKRIDGE GEOTECHNICAL	Date 01/13/16 | Project No. 15-1019 | Figure 3



Base Map: U.S. Geological Survey (USGS), National Seismic Hazards Maps - Fault Sources, 2014.

EXPLANATION

- Strike slip
- Thrust (Reverse)
- Normal

0 5 10 Miles

Approximate scale

14TH & STEVENSON
San Francisco, California

REGIONAL FAULT MAP

ROCKRIDGE GEOTECHNICAL

Date 12/18/15	Project No. 15-1019	Figure 4

EXPLANATION

Liquefaction; Areas where historic occurence of liquefaction, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements.

Earthquake-Induced Landslides; Areas where previous occurence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements.

Reference:
State of California "Seismic Hazard Zones"
City and County of San Francisco
Released on November 17, 2000

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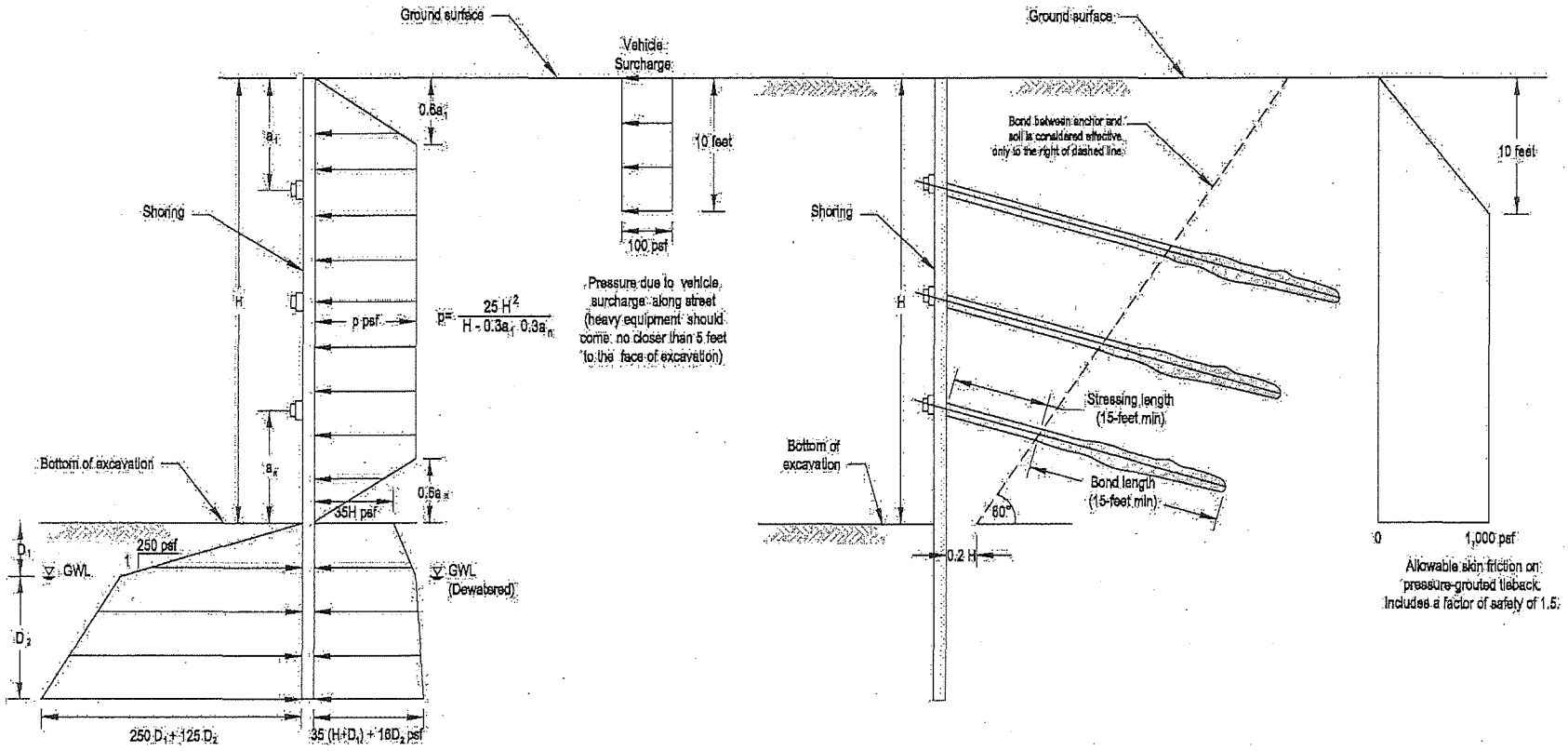
San Francisco, California

ROCKRIDGE GEOTECHNICAL

SEISMIC HAZARDS ZONE MAP

Date 12/18/15 | Project No. 15-1019 | Figure 5



NOT TO SCALE

Notes:
1. Passive pressures include a factor of safety of about 1.5.
2. For soldier piles spaced at more than three times the soldier pile diameter, the passive pressure should be assumed to act over two and three diameters for non-structural concrete and structural concrete, respectively.
3. Active pressure should be assumed to act over one pile diameter.
4. Assumes the site is dewatered at least three feet below bottom of excavation.

14TH & STEVENSON
San Francisco, California

DESIGN PARAMETERS FOR SOLDIER-PILE-AND-LAGGING TEMPORARY SHORING SYSTEM

Date 01/29/16	Project No. 15-1019	Figure 6

ROCKRIDGE GEOTECHNICAL

APPENDIX A

Boring Logs and Cone Penetration Test Results

PROJECT: **14TH & STEVENSON**
San Francisco, California

Log of Boring B-1

Boring location: See Site Plan, Figure 2 | Logged by: M. Hachey

Date started: 12/8/15 | Date finished: 12/8/15

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches | Hammer type: Automatic Hammer

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Shelby Tube (ST)

DEPTH (feet)	SAMPLES: Sampler Type	SAMPLES: Sample	SAMPLES: Blows/ 6"	SAMPLES: SPT N-Value	LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA: Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
1						2.5 inches Asphalt Concrete						
						2 inches Aggregate Base						
2						SAND (SP) brown, very dense, dry, trace fines						
3												
4	SPT		6 20 36	81		Corrosion Test, see Appendix B						
5						cobbles and gravel in cuttings						
6					SP	8-inch diameter angular cobble						
7						FILL						
8												
9	S&H		5 3 2	4		very loose to loose, moist, subangular to angular gravel, trace debris						
10												
11												
12	S&H		0 0 3	3	SM	▽ SILTY SAND (SM) dark gray-brown to black, very loose, wet, fine sand Particle Size Distribution, see Appendix B				13	18.9	112
13												
14						SILT with SAND (ML) black, medium stiff, wet, trace organics						
15	SPT		0 1 3	6	ML	Non-Plastic, see Appendix B					62.9	
16												
17						SAND (SP) gray, very dense, wet, fine to medium sand, trace rootlets						
18	S&H		15 20 41	51	SP							
19												
20						SILTY SAND (SM) black, loose, wet, fine sand, trace organics						
21	SPT		0 0 4	6	SM	Particle Size Distribution, see Appendix B				14		
22												
23												
24	SPT		4 9 21	43		SAND (SP) gray to gray-brown, dense, wet, fine to medium sand						
25												
26												
27					SP							
28												
29	SPT		22 50/6"	72/6"		very dense, trace silt and a thin lenses (2-3 inches thick) of gray, sandy clay						
30												
31												

ROCKRIDGE GEOTECHNICAL

Project No.: 15-1019 | Figure: A-1a

ROCKRIDGE 15-1019.GPJ TR.GDT 1/29/16

PROJECT: **14TH & STEVENSON**
San Francisco, California

Log of Boring B-1

DEPTH (feet)	SAMPLES: Sampler Type	SAMPLES: Sample	SAMPLES: Blows/ 6"	SAMPLES: SPT N-Value[1]	LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA: Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
32						SAND (SP) (continued)						
33												
34	SPT		11 36 50/5"	123/ 11"								
35												
36												
37												
38												
39	SPT		15 44 50/5"	135/ 11"	SP							
40												
41												
42												
43												
44	SPT		12 30 41	102								
45												
46												
47												
48						CLAY (CL) gray to dark gray, soft, wet						
49	SPT		0 0 0	0								
50												
51												
52												
53												
54	SPT		0 0 0	0	CL	with trace organics						
55												
56												
57												
58												
59												
60	ST		200 psi			medium stiff						
61												
62												

Boring terminated at a depth of 61 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at a depth of 12 feet during drilling.

[1] S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.84 and 1.44, respectively, to account for sampler type and hammer energy.

ROCKRIDGE GEOTECHNICAL

Project No.: 15-1019 | Figure: A-1b

ROCKRIDGE 15-1019.GPJ TR.GDT 1/29/16

PROJECT: **14TH & STEVENSON**
San Francisco, California

Log of Boring B-2

Boring location: See Site Plan, Figure 2 | Logged by: M. Hachey
Date started: 12/8/15 | Date finished: 12/8/15
Drilling method: Rotary Wash
Hammer weight/drop: 140 lbs./30 inches | Hammer type: Automatic Hammer
Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT)

DEPTH (feet)	SAMPLES: Sampler Type	Sample	Blows/ 6"	SPT N-Value	LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA: Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
1						2.5 inches Asphalt Concrete						
						2 inches Aggregate Base						
						SAND (SP)						
2						brown, loose, moist, fine sand, trace angular gravel						
3												
4												
5												
6	SPT		6 9 4	18	SP							
7												
8												
9												
10												
11												
12			12			▽ (12/08/15)						
13	S&H		13 13	22		SAND (SP) brown, medium dense, wet, fine to medium sand						
14												
15												
16	SPT		3 4 6	14		gray-brown Particle Size Distribution, see Appendix B				2		
17												
18						dense, with a thin 2-inch thick lense of black silty sand						
19	SPT		4 7 18	36								
20												
21					SP							
22	SPT		6 12 19	45		thin lenses of black organics and sandy silt						
23												
24												
25												
26	SPT		5 8 8	23		dark gray-brown, medium dense Particle Size Distribution, see Appendix B				5		
27												
28												
29												
30												
31	SPT		14	66		dense						

FILL

ROCKRIDGE GEOTECHNICAL
Project No.: 15-1019 | Figure: A-2a

ROCKRIDGE 15-1019.GPJ TR.GDT 1/29/16

PROJECT: **14TH & STEVENSON**
San Francisco, California

Log of Boring B-2

DEPTH (feet)	SAMPLES: Sampler Type	SAMPLES: Sample	SAMPLES: Blows/ 6"	SAMPLES: SPT N-Value[1]	LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA: Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
32	SPT		14 32	66	SP	SAND (SP) (continued)						
33												
34												
35						CLAYEY SAND (SC) dark brown to black, very dense, wet, abundant organics						
36												
37												
38												
39												
40			2									
41	SPT		11 34	65								
42												
43					SC							
44												
45												
46												
47												
48												
49												
50			5									
51	S&H		10 14	20		dark gray-brown to black, medium dense						
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												

Boring terminated at a depth of 51.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at a depth of 12 feet during drilling.

[1] S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.84 and 1.44, respectively, to account for sampler type and hammer energy.

ROCKRIDGE GEOTECHNICAL

Project No.: 15-1019 | Figure: A-2b

ROCKRIDGE 15-1019.GPJ TR.GDT 1/29/16

UNIFIED SOIL CLASSIFICATION SYSTEM

Major Divisions		Symbols	Typical Names
Coarse-Grained Soils (more than half of soil > no. 200 sieve size)	Gravels (More than half of coarse fraction > no. 4 sieve size)	GW	Well-graded gravels or gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels or gravel-sand mixtures, little or no fines
		GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
	Sands (More than half of coarse fraction < no. 4 sieve size)	SW	Well-graded sands or gravelly sands, little or no fines
		SP	Poorly-graded sands or gravelly sands, little or no fines
		SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
Fine -Grained Soils (more than half of soil < no. 200 sieve size)	Silts and Clays LL = < 50	ML	Inorganic silts and clayey silts of low plasticity, sandy silts, gravelly silts
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays
		OL	Organic silts and organic silt-clays of low plasticity
	Silts and Clays LL = > 50	MH	Inorganic silts of high plasticity
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic silts and clays of high plasticity
Highly Organic Soils		PT	Peat and other highly organic soils

GRAIN SIZE CHART

Classification	Range of Grain Sizes	
	U.S. Standard Sieve Size	Grain Size in Millimeters
Boulders	Above 12"	Above 305
Cobbles	12" to 3"	305 to 76.2
Gravel coarse fine	3" to No. 4 3" to 3/4" 3/4" to No. 4	76.2 to 4.76 76.2 to 19.1 19.1 to 4.76
Sand coarse medium fine	No. 4 to No. 200 No. 4 to No. 10 No. 10 to No. 40 No. 40 to No. 200	4.76 to 0.075 4.76 to 2.00 2.00 to 0.420 0.420 to 0.075
Silt and Clay	Below No. 200	Below 0.075

Unstabilized groundwater level

Stabilized groundwater level

SAMPLE DESIGNATIONS/SYMBOLS

Sample taken with Sprague & Henwood split-barrel sampler with a 3.0-inch outside diameter and a 2.43-inch inside diameter. Darkened area indicates soil recovered

Classification sample taken with Standard Penetration Test sampler

Undisturbed sample taken with thin-walled tube

Disturbed sample

Sampling attempted with no recovery

Core sample

Analytical laboratory sample

Sample taken with Direct Push sampler

Sonic

SAMPLER TYPE

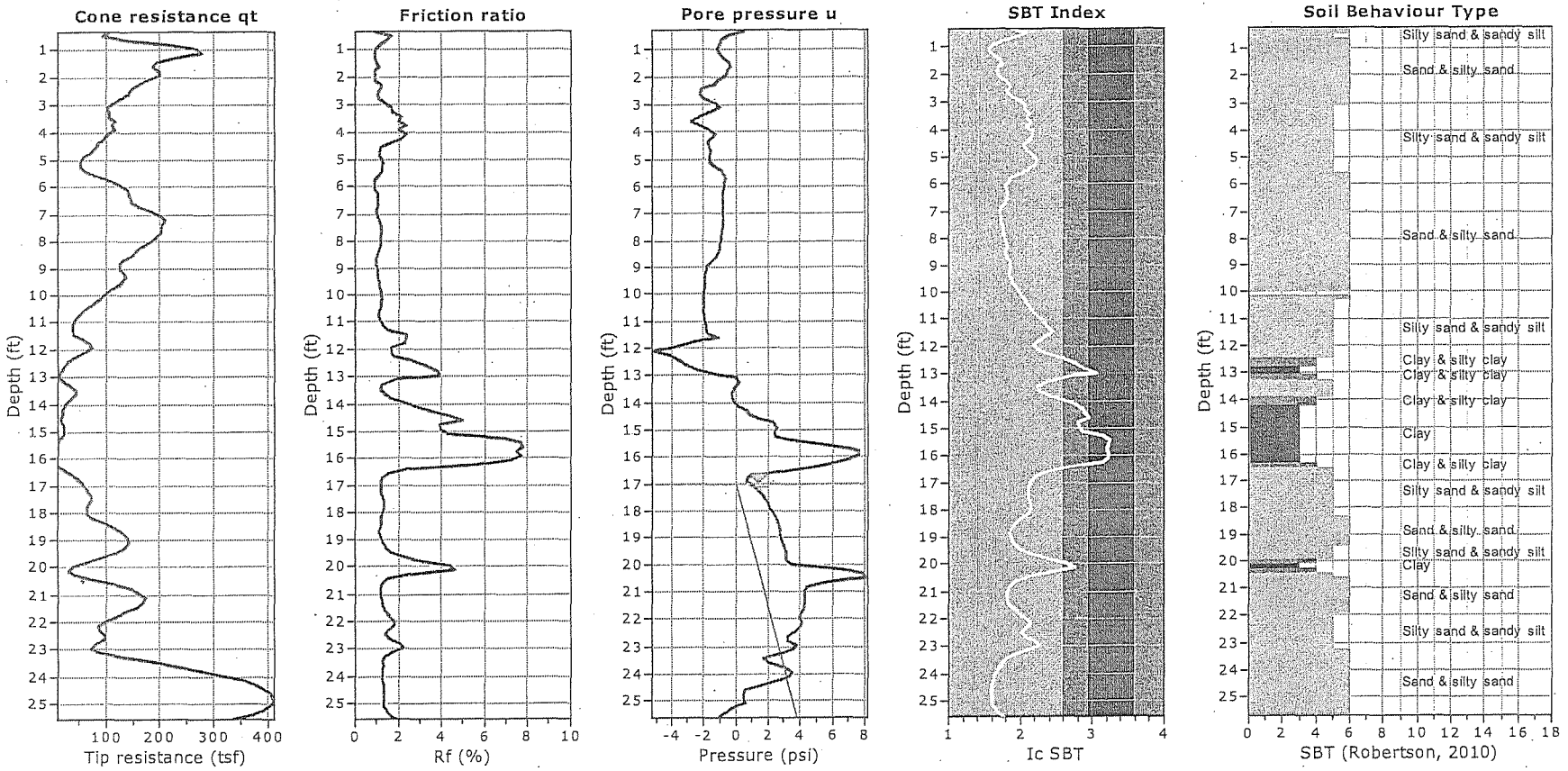
C	Core barrel
CA	California split-barrel sampler with 2.5-inch outside diameter and a 1.93-inch inside diameter
D&M	Dames & Moore piston sampler using 2.5-inch outside diameter, thin-walled tube
O	Osterberg piston sampler using 3.0-inch outside diameter, thin-walled Shelby tube
PT	Pitcher tube sampler using 3.0-inch outside diameter, thin-walled Shelby tube
S&H	Sprague & Henwood split-barrel sampler with a 3.0-inch outside diameter and a 2.43-inch inside diameter
SPT	Standard Penetration Test (SPT) split-barrel sampler with a 2.0-inch outside diameter and a 1.5-inch inside diameter
ST	Shelby Tube (3.0-inch outside diameter, thin-walled tube) advanced with hydraulic pressure

14TH & STEVENSON
San Francisco, California

ROCKRIDGE GEOTECHNICAL

CLASSIFICATION CHART

Date 12/18/15 | Project No. 15-1019 | Figure A-3



SBT legend

1. Sensitive fine grained
2. Organic material
3. Clay to silty clay
4. Clayey silt to silty clay
5. Silty sand to sandy silt
6. Clean sand to silty sand
7. Gravely sand to sand
8. Very stiff sand to clayey sand
9. Very stiff fine grained

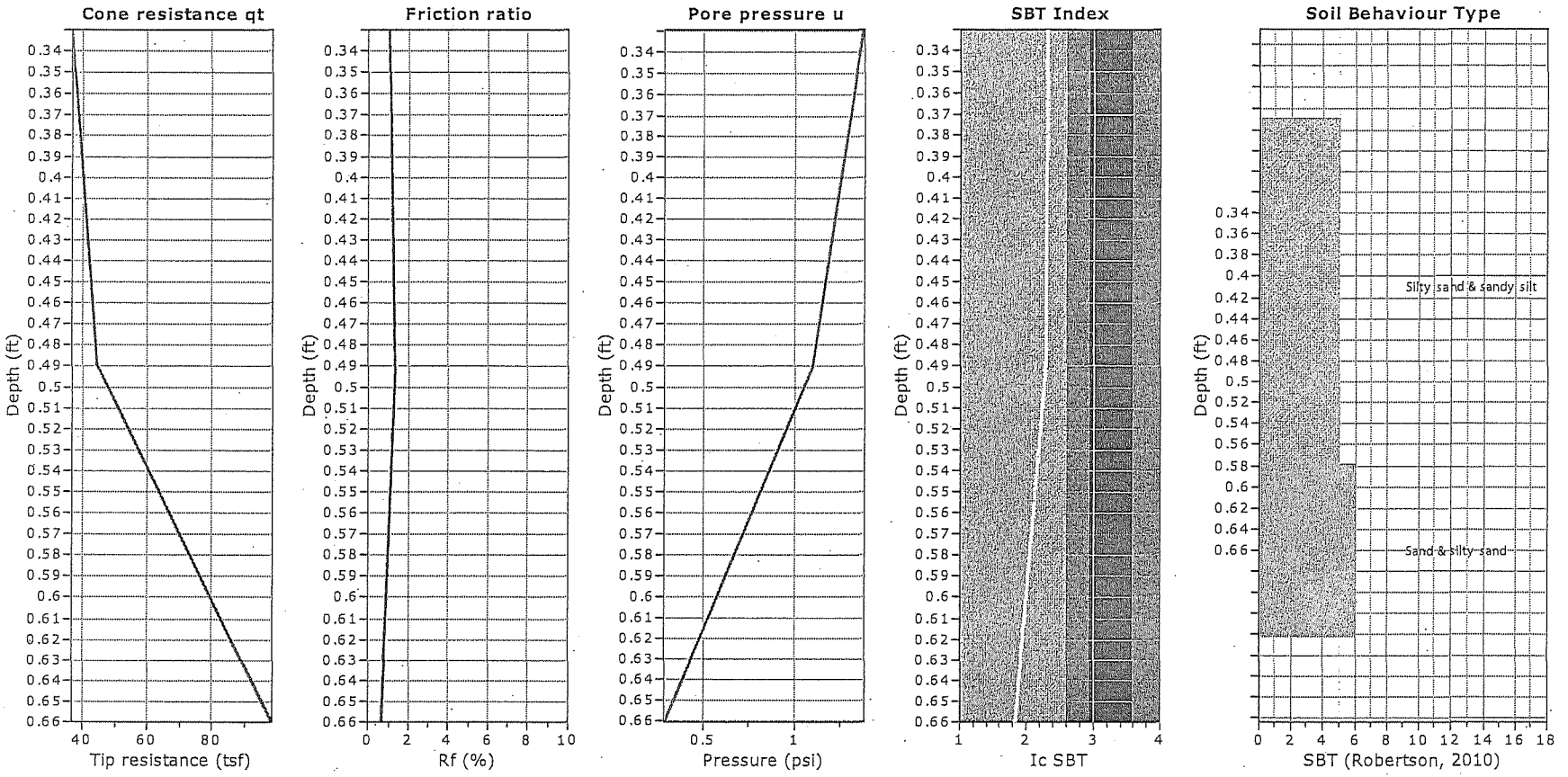
Total depth: 25.59 ft, Date: 12/18/2015
Measured Groundwater Depth: 17 feet
Cone Operator: Middle Earth Geo Testing, Inc.

14TH & STEVENSON
San Francisco, California

ROCKRIDGE GEOTECHNICAL

CONE PENETRATION TEST RESULTS
CPT-1

Date 01/13/16	Project No. 15-1019	Figure A-4



SBT legend

1. Sensitive fine grained
2. Organic material
3. Clay to silty clay
4. Clayey silt to silty clay
5. Silty sand to sandy silt
6. Clean sand to silty sand
7. Gravely sand to sand
8. Very stiff sand to clayey sand
9. Very stiff fine grained

Total depth: 0.66 ft, Date: 12/18/2015
Groundwater not measured
Cone Operator: Middle Earth Geo Testing, Inc.

14TH & STEVENSON
San Francisco, California

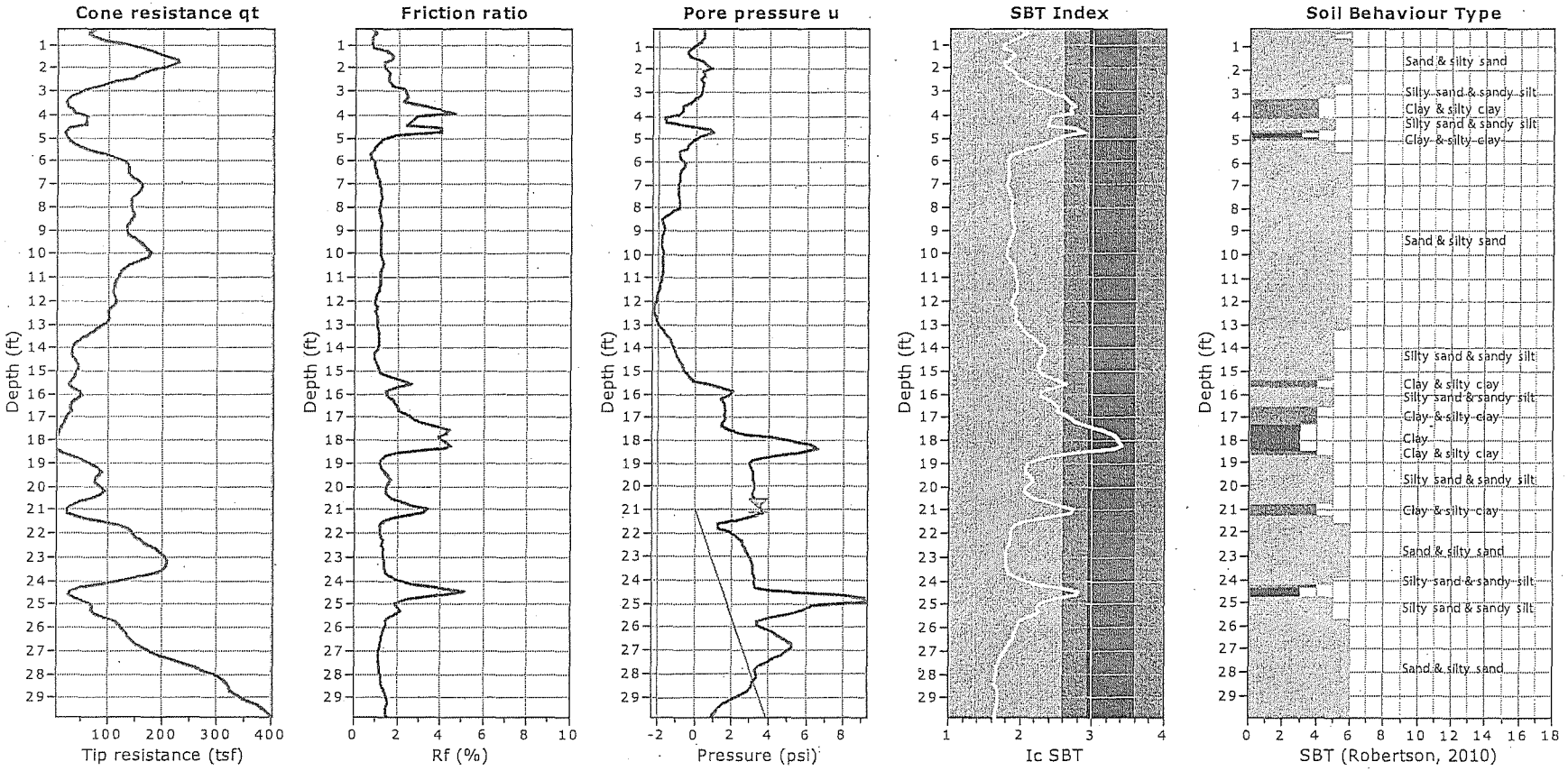
ROCKRIDGE GEOTECHNICAL

CONE PENETRATION TEST RESULTS
CPT-2

Date 01/13/16	Project No. 15-1019	Figure A-5

1628

60



SBT legend

1. Sensitive fine grained
2. Organic material
3. Clay to silty clay
4. Clayey silt to silty clay
5. Silty sand to sandy silt
6. Clean sand to silty sand
7. Gravely sand to sand
8. Very stiff sand to clayey sand
9. Very stiff fine grained

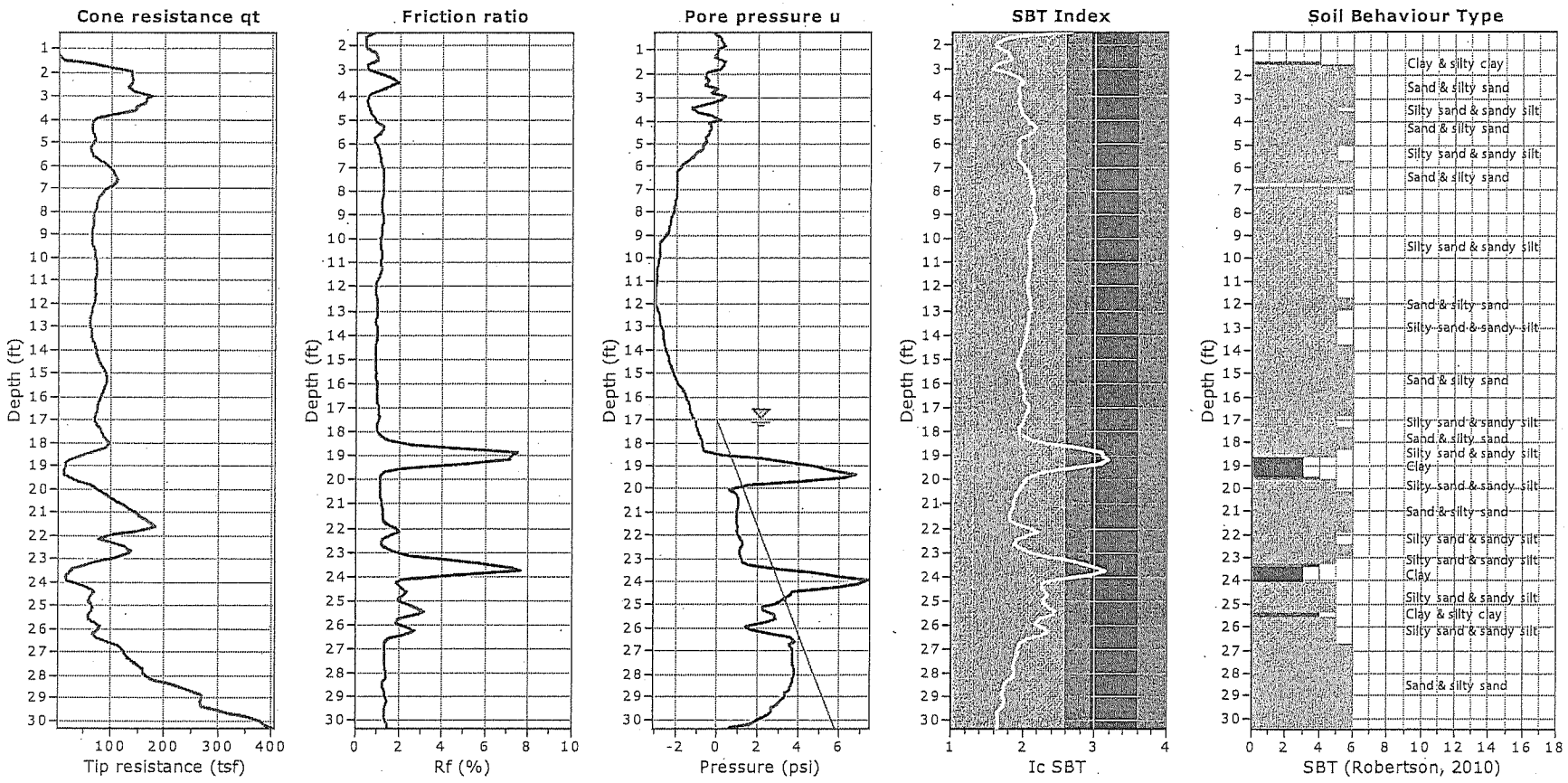
Total depth: 29.86 ft, Date: 12/18/2015
Measured Groundwater Depth: 21 feet
Cone Operator: Middle Earth Geo Testing, Inc.

14TH & STEVENSON
San Francisco, California

ROCKRIDGE GEOTECHNICAL

CONE PENETRATION TEST RESULTS
CPT-3

Date 01/13/16	Project No. 15-1019	Figure A-6



SBT legend

1. Sensitive fine grained
2. Organic material
3. Clay to silty clay
4. Clayey silt to silty clay
5. Silty sand to sandy silt
6. Clean sand to silty sand
7. Gravely sand to sand
8. Very stiff sand to clayey sand
9. Very stiff fine grained

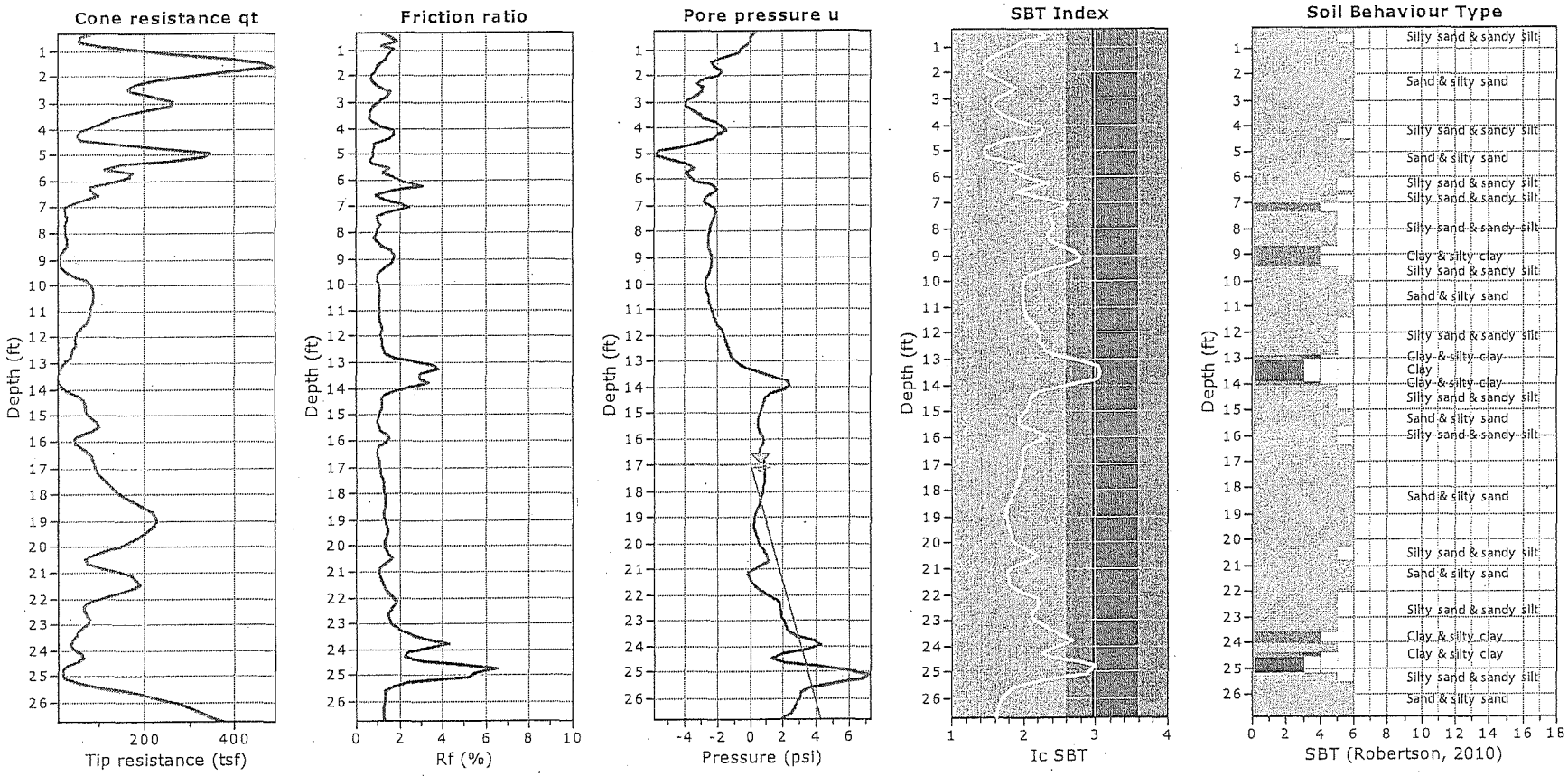
Total depth: 30.35 ft, Date: 12/18/2015
Measured Groundwater Depth: 17 feet
Cone Operator: Middle Earth Geo Testing, Inc.

14TH & STEVENSON
San Francisco, California

ROCKRIDGE GEOTECHNICAL

CONE PENETRATION TEST RESULTS
CPT-4

Date 01/13/16	Project No. 15-1019	Figure A-7



Total depth: 26.74 ft, Date: 12/18/2015
Measured Groundwater Depth: 17 feet
Cone Operator: Middle Earth Geo Testing, Inc.

14TH & STEVENSON
San Francisco, California

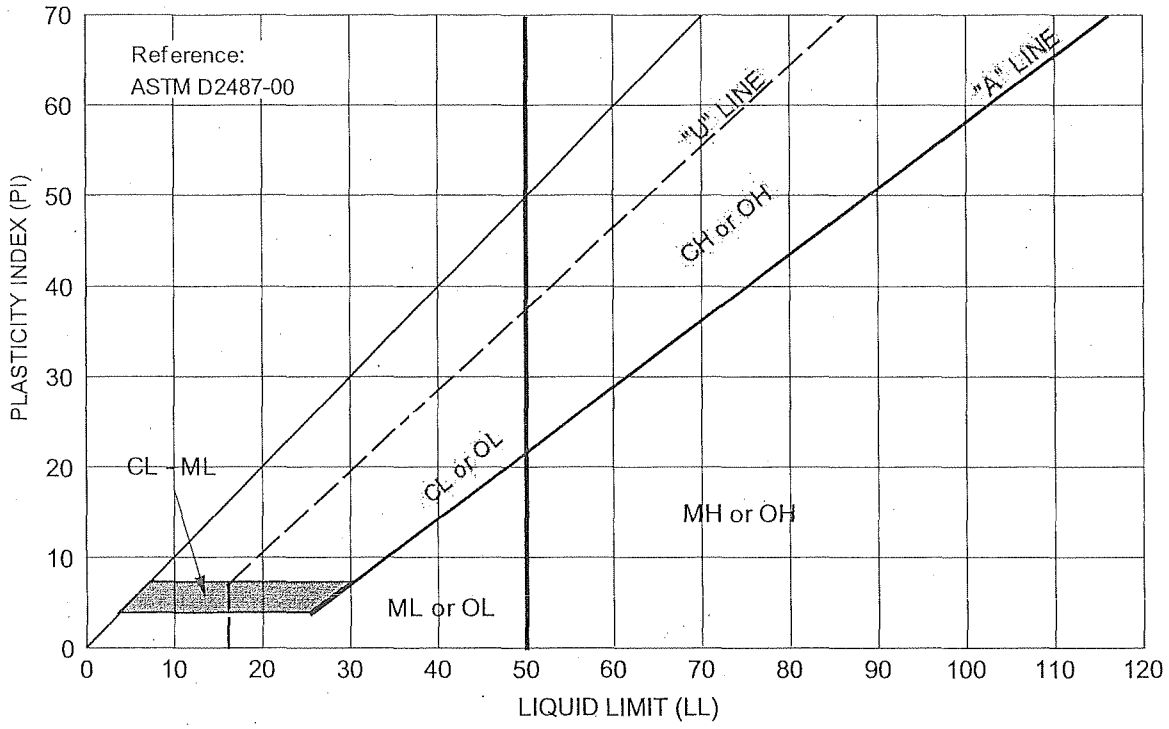
ROCKRIDGE GEOTECHNICAL

CONE PENETRATION TEST RESULTS
CPT-5

Date 01/13/16	Project No. 15-1019	Figure A-8

APPENDIX B

Laboratory Test Results



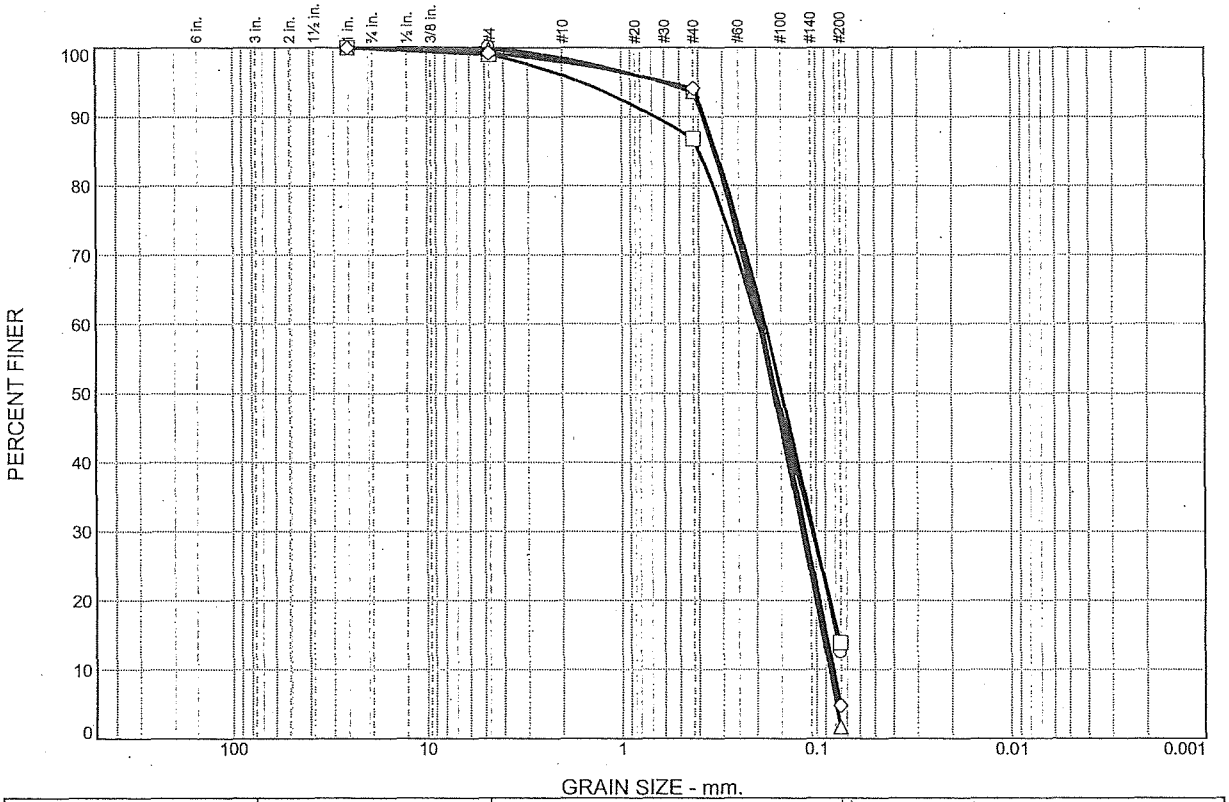
Symbol	Source	Description and Classification	Natural M.C. (%)	Liquid Limit (%)	Plasticity Index (%)	% Passing #200 Sieve
●	B-1 at 14.0 - 15.5 feet	SILT with SAND (ML), black	62.9	NV	NP	--

14TH & STEVENSON
San Francisco, California

PLASTICITY CHART

ROCKRIDGE GEOTECHNICAL

Date 01/13/16 | Project No. 15-1019 | Figure B-1



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay

MATERIAL DATA

SYMBOL	SOURCE	SAMPLE NO.	DEPTH (ft.)	Material Description	USCS
○	B-1	3	12.0 - 12.5'	SILTY SAND, dark gray-brown to black	SM
□	B-1	6	20.0 - 21.5'	SILTY SAND, black	SM
△	B-2	3	15.0 - 16.5'	SAND, gray-brown	SP
◇	B-2	6	25.0 - 26.5'	SAND, dark gray-brown	SP

14TH & STEVENSON
San Francisco, California

ROCKRIDGE GEOTECHNICAL

PARTICLE SIZE DISTRIBUTION REPORT

Date 01/13/16 | Project No. 15-1019 | Figure B-2

Sunland Analytical
11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 12/18/2015
Date Submitted 12/15/2015

To: Craig Shields
Rockridge Geotechnical, Inc.
270 Grand Ave
Oakland, CA 94610

From: Gene Oliphant, Ph.D. \ Randy Horney
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location : 15-1019 Site ID : B-1 1-1@3-4.5FT.
Thank you for your business.

* For future reference to this analysis please use SUN # 70990-148084.

EVALUATION FOR SOIL CORROSION

Soil pH	8.28	
Moisture	5.1 %	
Minimum Resistivity	1.29 ohm-cm (x1000)	
Chloride	67.6 ppm	00.00676 %
Sulfate	198.4 ppm	00.01984 %
Redox Potential	(+) 205 mv	
Sulfides	Presence - NEGATIVE	

METHODS
pH and Min.Resistivity CA DOT Test #643 Mod.(Sm.Cell)
Sulfate CA DOT Test #417, Chloride CA DOT Test #422
Redox Potential ASTM G-200, Sulfides AWWA C105/A25.5

Sunland Analytical
11419 Sunrise Gold Circle, #10
Rancho Cordova, CA 95742
(916) 852-8557

Date Reported 12/18/2015
Date Submitted 12/15/2015

To: Craig Shields
Rockridge Geotechnical, Inc.
270 Grand Ave
Oakland, CA 94610

From: Gene Oliphant, Ph.D. \ Randy Horney RA
General Manager \ Lab Manager

The reported analysis was requested for the following:
Location : 15-1019 Site ID : B-1 1-1@3-4.5FT.
Thank you for your business.

* For future reference to this analysis please use SUN # 70990-148085.

Extractable Sulfide Analysis

TYPE OF TEST	RESULTS	UNITS
Sulfide	ND	mg/kg

DETECTION LIMITS
Sulfide 0.05

Mehtod 9031m, ND = Below Detection Limits

Dewatering Sites within 600 feet of 344 14th Street

address	year built
245 Valencia Street	2018
380 14th Street	2012
1800 Mission Street (SF Armory)	1912
1801 Mission Street	2019
1863 Mission Street	2019
1875 Mission Street	2015
1600 15th Street/1880 Mission Street (VARA)	2013

Memorandum

To: Manouch Moshayedi, Mx3 Ventures, LLC
From: Tessa Williams, Rockridge Geotechnical, Inc.
Date: December 10, 2018
Project: 14th & Stevenson, San Francisco
Project No.: 15-1019

This memorandum presents the results of our evaluation of the potential impacts to groundwater conditions (Mission Creek) within the site vicinity caused by construction of the proposed mixed-use development at 344 14th Street and 1463 Stevenson Street in San Francisco. We previously performed a geotechnical investigation for this project, the results of which were presented in our report dated May 6, 2016.

The project site is located on the northeastern corner of the intersection of 14th and Stevenson streets and consists of two adjacent rectangular parcels that form an L-shaped project site with maximum plan dimensions of 130 by 237 feet. The site is currently used as a parking lot. Current plans prepared by BAR Architects, dated December 3, 2018, call for two buildings to be constructed on the site. The proposed building on Lot 2 will consist of a three-story building with one level of below-grade parking extending to a depth of approximately 12 feet below existing site grade at the eastern portion of the building and stacked parking extending about 19-1/2 feet below site grade along the western perimeter of building. The proposed building on Lot 1 will consist of a 4- to 7-story building over one level of below-grade parking. We anticipate the ground improvement elements will consist of 20-inch-diameter columns comprised of controlled low-strength material (CLSM) spaced at 6 to 7 feet on center. Conservatively assuming a 6-foot spacing between the soil-improvement elements, the replacement ratio (area of columns divided by tributary area for each column) would be approximately 6 percent.

We understand there are concerns regarding impacts the proposed new basement will have on the groundwater conditions (Mission Creek) within the site vicinity and, specifically, the effects on the armory building located across 14th Street directly south of the project site.

The armory building, located approximately 50 feet south of the project site, is a four-story structure with one basement level and a deeper sub-basement in the southwestern corner, which is on the order of 200 to 250 feet south of the subject property. Previous investigations by others indicate the groundwater level at the armory building generally slopes down to the east with elevations ranging from about 10.5 feet (SFCD) at the western perimeter to 6.5 feet at the eastern perimeter. According to existing site plans, the armory basement floor slab elevations generally range from approximately 5.25 to 10.0 feet to about elevation 0.33 feet in the sub-basement. Groundwater that flows into

the sub-basement through an opening in the basement wall is continually pumped into the City and County of San Francisco storm/sewer system so that water does not rise above the main basement floor level. There is also an underslab drainage system below the main basement floor; however, it is not clear if that underslab drainage system is still functioning.

Considering the proposed building closest to the armory building will only have one basement level that will extend a few feet below the groundwater table and the ground improvement elements that will be installed below the buildings will only comprise approximately six percent of the total soil volume in which the elements are installed, we conclude the rise in groundwater elevation in the site vicinity as a result of the proposed construction will be negligible and, therefore, will not negatively impact the active dewatering system at the neighboring armory building.

If you have any questions regarding this memorandum, please call.

January 8, 2019
Project No. 15-1019

Mr. Manouch Moshayedi
Mx3 Ventures, LLC

Newport Beach, California 92663

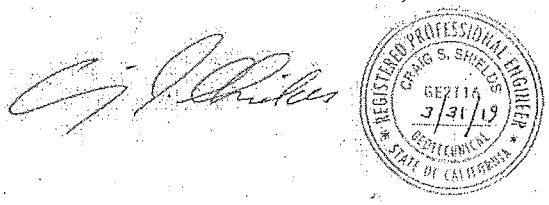
Subject: Geotechnical Consultation
Modifications to Proposed Mixed-Use Development
344 14th Street, 1463-1499 Stevenson Street, 86-98 Woodward Street
San Francisco, California

Dear Mr. Moshayedi,

We previously performed a geotechnical investigation for the properties at 344 14th Street, 1463-1499 Stevenson Street, 86-98 Woodward Street in San Francisco, the results of which were presented in our report dated May 6, 2016. When we prepared our report, the proposed development consisted of a mixed-use building with one level of below-grade parking, a one-story concrete podium at grade, and 2 to 4 stories of residential units above the podium. Current plans prepared by BAR Architects, dated December 3, 2018, call for two buildings to be constructed on the site and include a 10-foot buffer between the basement of the proposed project and the adjacent buildings. The proposed building on Lot 2 will consist of a three-story building with one level of below-grade parking extending to a depth of approximately 12 feet below existing site grade at the eastern portion of the building and stacked parking extending about 19-1/2 feet below site grade along the western perimeter of building. The proposed building on Lot 1 will consist of a 4- to 7-story building over one level of below-grade parking.

In our May 6, 2016 report, we recommend the foundation system for the proposed development consist of a mat foundation on improved soil or a deep foundation system. The recommendations for foundation design and other geotechnical aspects of the project presented in our May 6, 2016 report are also applicable to the currently proposed buildings.

Sincerely,
ROCKRIDGE GEOTECHNICAL, INC.



Craig S. Shields, P.E., G.E.
Principal Geotechnical Engineer

Table 2: Forecast Growth by Rezoning Option

2025 Totals							
	Eastern Neighborhoods						
	Mission	Showplace Sq./ Potrero Hill	Eastern SoMa	Central Waterfront	Subtotal	Rest of City	Total
Baseline (2000)							
Housing Units	13,309	5,539	5,818	798	25,464	304,239	329,703
Household Population	41,788	13,501	10,211	1,704	67,204	689,763	756,967
PDR Jobs	12,071	6,966	6,579	6,851	32,467	63,080	95,547
Non-PDR Jobs	11,038	13,769	11,013	4,368	40,188	498,700	538,888
Total Jobs	23,109	20,735	17,592	11,219	72,655	561,780	634,435
2025 No-Project							
Housing Units	13,729	6,190	7,399	1,017	28,335	320,446	348,781
Household Population	43,906	14,293	13,276	2,014	73,489	725,728	799,217
PDR Jobs	11,086	5,280	5,514	7,211	29,091	74,226	103,317
Non-PDR Jobs	13,922	19,376	15,251	4,669	53,218	607,619	660,837
Total Jobs	25,008	24,656	20,765	11,880	82,309	681,845	764,154
Option A							
Housing Units	14,091	7,833	8,112	4,443	34,479	332,607	367,086
Household Population	45,116	16,911	14,049	8,314	84,390	752,100	836,490
PDR Jobs	11,210	7,718	5,357	7,175	31,460	74,757	106,218
Non-PDR Jobs	13,291	18,736	14,215	4,672	50,914	609,305	660,218
Total Jobs	24,500	26,454	19,572	11,847	82,374	684,062	766,436
Option B							
Housing Units	14,427	8,174	8,326	1,922	32,849	333,362	366,211
Household Population	46,089	17,550	14,410	3,632	81,681	752,767	834,448
PDR Jobs	11,038	5,176	5,099	7,038	28,351	72,064	100,415
Non-PDR Jobs	14,125	19,374	15,649	4,653	53,801	606,720	660,522
Total Jobs	25,162	24,550	20,748	11,691	82,152	678,784	760,936
Option C							
Housing Units	15,363	9,430	8,901	1,628	35,322	330,998	366,320
Household Population	48,865	20,360	15,388	3,079	87,692	747,058	834,750
PDR Jobs	5,602	5,063	5,122	7,211	22,998	73,265	96,263
Non-PDR Jobs	22,637	18,699	16,278	4,580	62,195	600,861	663,056
Total Jobs	28,239	23,762	21,400	11,791	85,193	674,126	759,319

SOURCE: San Francisco Planning Department, 2005.

Table 2: Forecast Growth by Rezoning Option (continued)

Change: Difference between 2025 Totals and Baseline(2000) Totals

	Eastern Neighborhoods						
	Mission	Showplace Sq./ Potrero Hill	East SoMa	Central Waterfront	Subtotal	Rest of City	Total
2025 No Project							
Housing Units	420	651	1,581	219	2,871	16,207	19,078
Household Population	2,118	792	3,065	310	6,285	35,965	42,250
PDR Jobs	-985	-1,686	-1,065	360	-3,376	11,146	7,770
Non-PDR Jobs	2,884	5,607	4,238	301	13,030	108,919	121,949
Total Jobs	1,899	3,921	3,173	661	9,654	120,065	129,719
Option A							
Housing Units	782	2,294	2,294	3,645	9,015	28,368	37,383
Household Population	3,328	3,410	3,838	6,610	17,186	62,337	79,523
PDR Jobs	-861	752	-1,222	324	-1,007	11,677	10,671
Non-PDR Jobs	2,253	4,967	3,202	304	10,726	110,605	121,330
Total Jobs	1,391	5,719	1,980	628	9,719	122,282	132,001
Option B							
Housing Units	1,118	2,635	2,508	1,124	7,385	29,123	36,508
Household Population	4,301	4,049	4,199	1,928	14,477	63,004	77,481
PDR Jobs	-1,033	-1,790	-1,480	187	-4,116	8,984	4,868
Non-PDR Jobs	3,087	5,605	4,636	285	13,613	108,020	121,634
Total Jobs	2,053	3,815	3,156	472	9,497	117,004	126,501
Option C							
Housing Units	2,054	3,891	3,083	830	9,858	26,759	36,617
Household Population	7,077	6,859	5,177	1,375	20,488	57,295	77,783
PDR Jobs	-6,469	-1,903	-1,457	360	-9,469	10,185	716
Non-PDR Jobs	11,599	4,930	5,265	212	22,007	102,161	124,168
Total Jobs	5,130	3,027	3,808	572	12,538	112,346	124,884

SOURCE: San Francisco Planning Department, 2005

Transportation Calculations

Project Name

Project Number

	INPUT
	OUTPUT

RESIDENTIAL

TRIP GENERATION	
Square Feet of Residential Space	56,630
Number of Studio/One-Bedroom Units	27
Number of Two-Bedroom or more Units	18
Trip rate for Studio/One-Bedroom Unit	7.5
Trip rate for Two-Bedroom or more	10.0
P.M. Peak-Hour Percentage of Daily Trips	17.3%
Daily Person-Trips	383
P.M. Peak-Hour Person-Trips	66

CENSUS DATA *	
Census Tract Number	201
Workers 16 years and over (TOTAL)	2,848
Car, truck, or van	808
Workers per car, truck, or van	1.07
Public transportation	1,094
Motorcycle	31
Bicycle	302
Walked	426
Other means (Include Taxi)	55
Worked at home	132
TOTAL	2,848
"TOTAL" - "Worked at home"	2,716

* 2000 Census - Journey to Work

PARKING DEMAND	
Studio/One-Bedroom rate (vehicles/unit)	1.1
Two-Bedroom plus rate (vehicles/unit)	1.5
Studio/One-Bedroom Parking Demand	30
Two-Bedroom plus Parking Demand	27
TOTAL (number of parking spaces)	**57**

LOADING DEMAND	
Average Hour Truck-Trips	0.08
Peak Hour Truck-Trips (10 a.m. - 1 p.m.)	0.10

MODE SPLIT			
	Percentage	*Daily Person-Trips*	*P.M. Peak-Hour Person-Trips*
Auto	30%	114	20
Transit	40%	154	27
Walked	16%	60	10
Other means	14%	55	9
TOTAL	100%	383	66

AUTOMOBILE		
	Daily	P.M. Peak-Hour
Vehicle-Trips	106	18

1644

RETAIL

TRIP GENERATION	
Square Feet of Retail Space	5,800
Trip Rate for Retail Use	150
P.M. Peak-Hour Percentage of Daily Trips	9.0%
Daily Person-Trips	870
P.M. Peak-Hour Person-Trips	78

EMPLOYEES	
Average gross square foot per employee	350
No. of Employees	17

WORK / NON-WORK SPLIT						
	Daily Person-Trips			**P.M. Peak-Hour Person-Trips**		
	Work	Non-Work	TOTAL	Work	Non-Work	TOTAL
Percentage	4%	96%	100%	4%	96%	100%
Person-trips	35	835	870	3	75	78

PARKING DEMAND	
Short-Term	26
Long-Term	10
TOTAL (no. of spaces)	**35**

MODE SPLIT						
	Daily Person-Trips			**P.M. Peak-Hour Person-Trips**		
	Work	Non-Work	TOTAL	Work	Non-Work	TOTAL
Auto	25	535	560	2	48	50
Transit	7	98	105	1	9	9
Walk	2	187	189	0	17	17
Other	1	15	16	0	1	1
TOTAL	35	835	870	3	75	78

Work / Non-Work Percentages *		
	Work	Non-Work
Auto	71.1%	64.1%
Transit	20.2%	11.7%
Walk	5.8%	22.4%
Other	2.9%	1.8%

* From Appendix E of the *Guidelines*

AUTOMOBILES						
	Daily Vehicle-Trips			**P.M. Peak-Hour Vehicle-Trips**		
	Work	Non-Work	TOTAL	Work	Non-Work	TOTAL
Persons/auto	1.23	1.90	--	1.23	1.90	--
Vehicle-Trips	20	282	302	2	25	27

LOADING DEMAND	
Average Hour Truck-Trips	0.06
Peak-Hour Truck-Trips	0.07

1645

OFFICE

TRIP GENERATION	
Square Feet of Office Space	19,000
Trip Rate for Office Use	18.1
P.M. Peak-Hour Percentage of Daily Trips	8.5%
Daily Person-Trips	344
P.M. Peak-Hour Person-Trips	29

EMPLOYEES	
Average gross square foot per employee	276
No. of Employees	69

WORK / NON-WORK SPLIT						
	Daily Person-Trips			**P.M. Peak-Hour Person-Trips**		
	Work	Non-Work	TOTAL	Work	Non-Work	TOTAL
Percentage	36%	64%	100%	83%	17%	100%
Person-trips	124	220	344	24	5	29

PARKING DEMAND	
Short-Term	5
Long-Term	40
TOTAL (no. of spaces)	**45**

MODE SPLIT						
	Daily Person-Trips			**P.M. Peak-Hour Person-Trips**		
	Work	Non-Work	TOTAL	Work	Non-Work	TOTAL
Auto	88	125	213	17	3	20
Transit	25	41	66	5	1	6
Walk	7	36	43	1	1	2
Other	4	18	22	1	0	1
TOTAL	124	220	344	24	5	29

Work / Non-Work Percentages *		
	Work	Non-Work
Auto	71.1%	56.8%
Transit	20.2%	18.6%
Walk	5.8%	16.3%
Other	2.9%	8.3%

* From Appendix E of the *Guidelines*

AUTOMOBILES						
	DAILY			**P.M. PEAK-HOUR**		
	Work	Non-Work	TOTAL	Work	Non-Work	TOTAL
Persons/auto	1.23	2.26	--	1.23	2.26	--
Automobiles	72	55	127	14	1	15

LOADING DEMAND	
Average Hour Truck-Trips	0.18
Peak-Hour Truck-Trips	0.23

1646

SUMMARY

TRIP GENERATION	
Daily Person-Trips	1,596
P.M. Peak-Hour Person-Trips	174

MODE SPLIT (Person-Trips)		
	Daily	P.M. Peak-Hour
Auto	887	90
Transit	325	42
Walk	292	30
Other	93	

AUTOMOBILES		
	Daily	P.M. Peak-Hour
Vehicle-Trips	535	61

PARKING DEMAND	
No. of Parking Spaces	137

LOADING DEMAND	
Average Hour Truck-Trips	0.32
Peak Hour Truck-Trips	0.40

1647

San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103

Subject: **Eastern Neighborhoods Citizen Advisory Committee (EN CAC) Response to the EN Monitoring Reports (2011-2015)**

Dear President Fong and Members of the Planning Commission:

At your September 22, 2016 Regular Meeting, you will hear a presentation on the Eastern Neighborhoods Five Year Monitoring Report (2011 – 2015). Attached, please find the statement prepared by the Eastern Neighborhoods Citizen Advisory Committee (EN CAC) in response to this report.

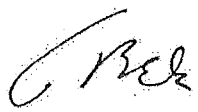
As you know, we are a 19 member body created along with the Eastern Neighborhoods Plans in 2009. We are appointed by both the Mayor and the Board of Supervisors and are made up of wide range of residents, business and property owners, developers, and activists. Our charge is to provide input on many aspects of the EN Plans' implementation including but not limited to: (1) how to program funds raised through impact fees, (2) proposed changes in land use policy, and (3) the scope and content of the Monitoring Report.

We have been working closely with staff over the course of the last year to assure the Monitoring Report is accurate and contains all of the material and analysis required by the Planning and Administrative Codes. At our regular monthly meeting in August, we voted to endorse the Monitoring Report that is now before you. We understand that while the Monitoring Report is to provide data, analysis, and observations about development in the EN, it is not intended to provide conclusive statements about its success. Because of this, we have chosen to provide you with the attached statement regarding the where we believe the EN Plan has been successful, where it has not, and what the next steps should be in improving the intended Plans' goals and objectives.

Several of our members will be at your September 22 hearing to provide you with our prospective. We look forward to having a dialog with you on what we believe are the next steps.

Please feel free to reach out to me, Bruce Huie, the CAC Vice-Chair or any of our members with questions or thoughts through Mat Snyder, CAC staff. (mathew.snyder@sfgov.org; 415-575-6891)

Sincerely,



Chris Block
Chair
Eastern Neighborhoods Citizen Advisory Committee

Eastern Neighborhoods Citizen Advisory Committee
Response to the Five-Year EN Monitoring Report (2011-2015)

INTRODUCTION

The Eastern Neighborhoods Citizen Advisory Committee (EN CAC) is comprised of 19 individuals appointed by members of the Board of Supervisors and the Mayor to represent the five neighborhoods included in the Eastern Neighborhoods Plan (EN Plan) - Mission, Showplace Square/Potrero Hill, Central Waterfront, East SoMa and Western SoMa.

The EN CAC has prepared this document in response to the five-year monitoring report, which was prepared under the specifications of the EN Plan adopting ordinance and approved for submittal to the Planning Commission by the EN CAC on September 22, 2016. This response letter was prepared to provide context and an on-the-ground perspective of what has been happening, as well as outline policy objectives and principles to support the community members in each of these neighborhoods who are most impacted by development undertaken in response to the Plan.

BACKGROUND

High Level Policy Objectives and Key Planning Principles of the EN Plan:
The Eastern Neighborhoods Plans represent the City's and community's pursuit of two key policy goals:

1. Ensuring a stable future for PDR businesses in the city by preserving lands suitable to these activities and minimizing conflicts with other land uses; and
2. Providing a significant amount of new housing affordable to low, moderate and middle income families and individuals, along with "complete neighborhoods" that provide appropriate amenities for the existing and new residents.

In addition to policy goals and objectives outlined in individual plans referenced above, all plans are guided by four key principles divided into two broad policy categories:

The Economy and Jobs:

1. Reserve sufficient space for production, distribution and repair (PDR) activities, in order to support the city's economy and provide good jobs for residents.
2. Take steps to provide space for new industries that bring innovation and flexibility to the city's economy.

People and Neighborhoods:

1. Encourage new housing at appropriate locations and make it as affordable as possible to a range of city residents.

2. Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods.

The ordinances that enacted the EN Plan envision an increase of 9,785 and over 13,000 new jobs in the Plan Area over the 20 year period - 2009 to 2029.

The Eastern Neighborhood's approval included various implementation documents including an Interagency Memorandum of Understand (MOU) among various City Departments to provide assurances to the Community that the public benefits promised with the Plan would in fact be provided.

COMMENTARY FROM THE EN CAC

The below sections mirror the four key principles of the EN Plan in organization. Below each principle are the aspects of the Plan that the EN CAC see as "working" followed by "what is not working".

PRINCIPLE 1. Reserve sufficient space for production, distribution and repair (PDR) activities, in order to support the city's economy and provide good jobs for residents.

What Seems to be Working:

PDR has been preserved and serves as a model for other cities

Job Growth in the EN, including manufacturing, is almost double the amount that was anticipated in the EN Plan.

What Seems to Not be Working

Loss of PDR jobs in certain sectors.

There is much anecdotal evidence of traditional PDR businesses being forced out of their long-time locations within UMU zones. In certain neighborhoods, the UMU zoning has lead to gentrification, as long standing PDR uses are being replaced with upscale retail and other commercial services catering to the large segment of market rate housing.

The relocation and displacement of PDR has been especially severe in the arts and in auto repair businesses.

Outside of the PDR zoning, there is no mechanism to preserve the types of uses that typified existing light industrial neighborhoods, such as traditional PDR businesses that offered well-paying entry level positions, and arts uses. This has resulted in a fundamental loss of the long-time creative arts community character of the South of Market, and now also in the Mission District and Dogpatch Neighborhood, with more to come. Traditional PDR businesses cannot afford the rents of new PDR buildings and do not fit well on the ground floor of multi-unit residential buildings. The CAC suggests that the City develop mechanisms within the Planning Code to encourage construction of new PDR space both in the PDR-only zones and the mixed-use districts suitable for these traditional uses, including exploring mandatory BMR PDR spaces.

PRINCIPLE 2: Take steps to provide space for new industries that bring innovation and flexibility to the city's economy.

What Seems to be Working:

The Mixed Use Office zone in East SOMA has produced a number of ground-up office projects which provide space for new industries that can bring innovation and flexibility to the City's economy.

There has been a substantial growth in jobs (approx 32,500 jobs) between 2010-2015 - this far exceeds what was expected over the 20 year term (13,000 jobs). The EN Growth rate appears to be much higher than most other areas of SF.

In other PDR areas, the focus of the EN Plan was to preserve land and industrial space (as opposed to constructing new industrial space) in the various PDR zones within the Plan. Based in part on the robust amount of job growth including job growth within the PDR sector and the need for new industrial space, the City did amend some of the PDR zoning controls on select sites to encourage new PDR space construction in combination with office and/or institutional space. One project has been approved but not yet constructed and features approximately 60,000 square feet of deed-restricted and affordably priced light industrial space and 90,000 square feet of market rate industrial space, for a total of 150,000 square feet of new PDR space.

What Seems to Not be Working

The EN Plan includes a Biotechnology and Medical Use overlay in the northern portion of the Central Waterfront that was put in place to permit expansion of these types of uses resulting from the success of Mission Bay. As of the date of this document, no proposal has been made by the private sector pursuant to the Biotechnology and Medical Use overlay. It's the CAC's view that

the residential uses of the UMU zoning in this specific area supports greater land values then those supported by the Overlay. In addition, the relatively small parcel sizes that characterize the Central Waterfront / Dogpatch area are less accommodating of larger floorplate biotechnology or medical use buildings.

PRINCIPLE 3: Encourage new housing at appropriate locations and make it as affordable as possible to a range of city residents.

What Seems to be Working:

Affordable Housing has been created beyond what would have otherwise:

Throughout San Francisco and certainly in the Eastern Neighborhoods, San Franciscans are experiencing an affordable housing crisis. That being said, the EN Plan's policy mechanisms have created higher levels of inclusionary units than previously required by the City (see Executive Summary, pg. 7). For example, at the time of enactment, UMU zoning required 20% more inclusionary where density controls were lifted, and higher where additional heights were granted. In this regards, UMU has shown to be a powerful zoning tool and is largely responsible for the EN Plan's robust housing development pipeline & implementation. At the same time, community activists and neighborhood organizations have advocated for deeper levels of affordability and higher inclusionary amounts contributing to the creation of additional affordable housing.

Affordable housing funds for Mission and South of Market have been raised:

Some of the initial dollars of impact fees (first $10M) were for preservation and rehabilitation of existing affordable housing that would not have otherwise existed if not for the EN Plan.

A new small-sites acquisition and rehab program was implemented in 2015, and has been successful in preserving several dozen units as permanent affordable housing, protecting existing tenants, and upgrading life-safety in the buildings.

After a few slow years between 2010-2012, the EN Plan is now out-pacing housing production with 1,375 units completed, another 3,208 under construction and 1,082 units entitled with another 7,363 units under permit review (in sum 13,028 units in some phase of development).

What Seems to Not be Working

There is a growing viewpoint centered on the idea that San Francisco has become a playground for the rich. Long-established EN communities and long-term residents of these neighborhoods (people of color, artists, seniors, low-income and working class people,) are experiencing an economic disenfranchisement, as they can no longer afford to rent, to eat out, or to shop in the neighborhood. They see the disappearance of their long-time neighborhood-serving businesses and shrinking sense of community.

Insufficient construction of affordable housing

Although developments have been increasing throughout the Eastern Neighborhoods, we have seen a lack of affordable housing included in what is being built compared to the needs of the current community members. Market-rate development, often regarded as "luxury," is inaccessible to the vast majority of individuals and families living in the city. The demand for these units has been the basis for a notable level of displacement, and for unseen pressures on people in rent controlled units, and others struggling to remain in San Francisco. A robust amount of affordable housing is needed to ensure those with restricted financial means can afford San Francisco. We have yet to see this level of development emulated for the populations who are most affected by the market-rate tremors. It is time for an approach towards affordable housing commensurate with the surge that we have seen for luxury units.

High cost of housing and commercial rents

Due to the high cost of housing in San Francisco, many long-term residents are finding it increasingly difficult, if not outright impossible, to even imagine socioeconomic progress. As rents have entered into a realm of relative absurdity, residents have found it ever more challenging to continue living in the city. The only way to move up (or even stay afloat, in many cases), is to move out of San Francisco. This situation has unleashed a force of displacement, anxiety, and general uneasiness within many segments of the Eastern Neighborhoods.

Pace of Development

The pace of development within the Eastern Neighborhoods has far exceeded the expectations originally conceived by the City. Since the market is intended to ensure situations are harnessed to maximize profit, we have seen development unaffordable to most. With a few thousand units in the pipeline slated for the Eastern Neighborhoods, much yet needs to be done to ensure that the city can handle such rapid change without destroying the essence of San Francisco.

PRINCIPLE 4: Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods.

What Seems to be Working:

The EN Plan leverages private investment for community benefits by creating predictability for development.

With a clear set of zoning principles and codes and an approved EIR, the EN Plan has successfully laid a pathway for private investment as evidenced by the robust development pipeline. While in some neighborhoods the pace of development may be outpacing those benefits – as is the case in the throughout the Eastern Neighborhoods, there are community benefits being built alongside the development – and a growing impact fee fund source, as developments pay their impact fees as required by the EN Plan.

Funds have been raised for infrastructure that would not otherwise be raised. To date $48M has been raised and $100M expected in the next five years (see Tables 6.2.3; 6.2.2)

Priority Projects have been incorporated into the City's Ten Year Capital Plan and the Implementing Agencies' Capital Improvement Plans and work programs.

The Plan has lead to the development of parks and open space recreation. Streetscape improvements to 16th Street, Folsom and Howard, 6th, 7th and 8th Streets are now either fully funded or in process of being funded.

It is expected that more street life will over time support more in-fill retail and other community services.

New urban design policies that were introduced as part of the EN Plan are positive. The creation of controls such as massing breaks, mid-block mews, and active space frontages at street level create a more pedestrian friendly environment and a more pleasant urban experience. In Western Soma, the prohibition of lot aggregation above 100' has proven useful in keeping the smaller scale.

What Seems to Not be Working

A high portion of impact fees (80%) is dedicated to priority projects, such as improvements to 16th Street and, Folsom and Howard Streets. The vast majority of impact fees have been set aside for these large infrastructure projects that might have been better funded by the general fund. This would allow for more funding for improvements in the areas directly impacted by the new development. This also limits the availability of funds for smaller scale projects and for projects that are more EN-centric. There are very limited options in funding for projects that have not been designated as "priority projects".

Absence of open space

The Eastern Neighborhoods lag behind other neighborhoods in San Francisco and nationwide in per capita green space (see Rec and Open Space Element Map 07 for areas lacking open space). Although the impact fees are funding the construction of new parks at 17th and Folsom in the Mission, Daggett Park in Potrero Hill and the rehabilitation of South Park in SOMA, there is a significant absence of new green or open space being added to address the influx of new residents. The Showplace Square Open Space Plan calls for four acres of new parks in the neighborhoods where only one is being constructed.

As a finite and valuable resource, we believe the City has an obligation to treat the waterfront uniquely and should strive to provide green and open waterfront space to the residents of the Eastern Neighborhoods and all City residents in perpetuity.

The pace of infrastructure development is not keeping up with development
There is a lag time between development and the implementation of new infrastructure, seemingly with no clear plan for how to fund the increased infrastructure needs. The plan is now 8 years old: the number of housing units that were projected to be built under the Plan is being exceeded, and we have to date not identified additional infrastructure funds to make up the funding gap. This appears to be a clear failure in the EN Plan implementation, especially because we now have little chance to fill that gap with higher development fees.

The data contained in the Monitoring Report indicates that the EN Plan has been successful in the development of new housing. However, the pace of development appears to have far exceeded the pace of new infrastructure. This is true in each of the EN areas. There is a deficiency in transit options and development of new open space within all plan neighborhoods. A single child-care center in the Central Waterfront has been built as a part of the Plan. As of this time, not one new open space park has opened within the Plan area. The deficiency in public transportation is especially apparent. Ride services have become an increasingly popular option. However, their use contributes to the traffic congestion that is common throughout the city of San Francisco.

The impact fees inadequate
Although the amount of impact fees currently projected to be collected will exceed the sums projected in the Plan, the funding seems inadequate to address the increasing requirements for infrastructure improvements to support the EN Plan. The pace of development has put huge pressure on transportation and congestion and increased the need and desire for improved bike and pedestrian access along major routes within each Plan neighborhood. There is a striking absence of open space, especially in the Showplace/Potrero neighborhood. There has been a significant lag time in the collection of the Plan impact fees and with the implementation of the community benefits intended to be funded by the fees.

Large portions of impact fees are dedicated, which limits agility with funding requests from discretionary fees. The CAC has allocated funding for citizen-led initiatives to contribute a sustainable stream of funding to the Community Challenge Grant program run out of the City Administrators' office. Our past experience is that this program has doubled capacity of local "street parks" in the Central Waterfront from 2 to 4 with the addition of Tunnel Top Park and Angel Alley to the current street parks of Minnesota Grove and Progress Park.

Impacts of non-EIR projects
Data in the report does not properly reflect the impacts of non-EIR projects, such as Pier 70, recent UCSF expansion into Dogpatch and the Potrero Annex. These very large projects are not required to provide impact fees; the public must rely on the developers working with the community to add benefits to their projects.

Upcoming non-EIR projects such as the Warriors arena, Seawall 337 / Pier 48, continued housing development in Mission Bay and UCSF student housing further increase the pressures of density on the neighborhoods. The square footage included in these various projects may equal or exceed all of the projects under the EN Plan. Although these projects are not dependent on the EN Plan to provide their infrastructure, their impacts should be considered for a complete EN approach to infrastructure and other improvements.

Deficiency in Complete Neighborhoods
Complete neighborhoods recognize the need for proximity of daily consumer needs to a home residence. Combining resources to add shopping for groceries, recreation for families, schools for children will create a complete neighborhood. This will then have the additional benefit of reducing vehicle trips.

Many new developments have been built with no neighborhood -serving retail or commercial ground floor space. The UMU zoning has allowed developers to take advantage of a robust real estate market and build out the ground floor spaces with additional residential units, not neighborhood services such as grocery and other stores.

Evictions and move-outs
There are many reports of long-term residents of the neighborhoods being evicted or forced or paid to move out of the area. Younger, high wage-earning people are replacing retirees on fixed incomes and middle and low wage earners.

Traffic congestion and its impact on commercial uses
Transportation improvements have not kept pace with the amount of vehicular traffic on the streets, leading to vehicular traffic congestion in many parts of the Eastern Neighborhoods. While the slow movement of traffic has affected all residents, it has become a serious burden for businesses that rely on their ability to move goods and services quickly and efficiently. The additional transit that has been implemented through MUNI Forward is welcome but not sufficient to serve new growth. There does not seem to be sufficient increase in service to meet the increase in population.

Loss of non-profit and institutional space
There are many reports of non-profits and institutions being forced to relocate due to rent pressures.

Urban Design Policies and Guidelines
While the EN Plans did provide urban design provisions to break up building and provide active frontages, additional urban design controls are warranted. New buildings would be more welcome if they provided more commercial activity at the ground level. Other guidelines should be considered to further break down the massing of new structures.

PROPOSED STRATEGIES TO ADDRESS WHAT'S NOT WORKING:

Retaining PDR:

- Study trends of specific PDR sectors, such as repair and construction to see what is happening to them.
- Implement temporary or permanent relocation assistance programs for displaced PDR tenants through the OEWD.
- Consider implementing programs to transition workers from PDR sectors being lost.
- Potentially preserve additional land for PDR - both inside and outside of the EN (i.e. Bayshore).
- Establish new mechanisms and zoning tools to encourage construction and establishment of new and modern PDR space within the PDR districts.
- The EN Plan should consider making a provision for temporary or permanent relocation assistance for PDR uses displaced by implementation of the EN Plan and/or use impact fees to assist in the acquisition/development of a new creative arts facility similar to other city-sponsored neighborhood arts centers like SOMArts.

Retaining Non-Profit Spaces:

- Study impacts of rent increases on non-profit office space.
- Where preservation/incorporation of PDR uses will be required (i.e. Central Waterfront), consider allowing incorporation of non-profit office as an alternative.
- Consider enacting inclusionary office program for non-profit space, PDR, and similar uses.

Housing

- Consider increases in affordability levels.
- More aggressively pursue purchasing opportunity sites to ensure that they can be preserved for affordable housing before they are bought by market-rate developers.

Infrastructure / Complete Neighborhoods

- Work with Controller's Office, Capital Planning Office, and the Mayor's Budget Office to solve the existing known funding gap for EN Infrastructure Projects.
- Deploy impact fees more quickly or find ways to use impact fees to leverage other sources that could be deployed sooner (i.e. bond against revenue stream).
- Consider increasing impact fee levels.
- Increase amount of infrastructure, such as additional parks, given that more development has occurred (and will likely continue to occur) than originally anticipated.
- Study how to bring infrastructure improvements sooner.
- Study new funding strategies (such as an IFD or similar) or other finance mechanisms to supplement impact fees and other finance sources to facilitate the creation of complete neighborhoods, a core objective of the EN Plan.
- Improve the process for in kind agreements.
- Consider allocation of waterfront property to increase the amount of green and open space for use by the general public, as illustrated by the successful implementation in Chicago.
- Review structure of the EN CAC. Consider how the CAC can deploy funds faster. Possibly broaden the role of the CAC to include consideration of creation of complete neighborhoods.
- Consider decreasing the number of members on the EN CAC in order to meet quorum more routinely. Impress on the BOS and the Mayor the importance of timely appointments to the CAC.
- Consider legislation that would enable greater flexibility in spending between infrastructure categories so that funds are not as constrained as they are currently set to be by the Planning Code.
- Explore policies that maximize the utilization of existing and new retail tenant space for neighborhood serving retail, so that they are not kept vacant.

Non EN-EIR Projects

- Encourage the City to take a more holistic expansive approach and analysis that include projects not included in the current EN EIR or the EN Geography.

REUBEN, JUNIUS & ROSE, LLP

John Kevlin
jkevlin@reubenlaw.com

September 24, 2019

Delivered Via Email and Messenger (bos.legislation@sfgov.org)

President Norman Yee and Supervisors
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102

Re: 344 14th Street
Opposition to Appeal of the Community Plan Evaluation ("CPE")
Planning Department Case No. 2014.0948ENV
Our File No.: 10518.02

Dear President Yee and Supervisors:

This office represents MM Stevenson, LLC (the "Project Sponsor") the owner of the property at 344 14th Street (the "Property"). The Project Sponsor proposes a zero-parking, 7-story mixed-income building with 60 units, including 39 family-sized units, and five ground-floor retail spaces in a transit-rich infill location currently underutilized as a surface parking lot (the "Project"). The Property is one of the few soft sites remaining in the Mission. The Project utilizes the State Density Bonus Program to increase the density at the site while also providing eight on-site affordable housing units.

As detailed in the Planning Department's response to the appeal of the Community Plan Evaluation ("CPE"), the CPE itself, and technical studies prepared for the Project, substantial evidence demonstrates that the City's use of a CPE based on the Eastern Neighborhoods Area Plan EIR is proper for the Project, and that the CPE is legally sufficient under CEQA.

The appellant fails to show that (1) the Eastern Neighborhoods Area Plan EIR is stale for purposes of the Community Plan Evaluation, (2) any new information would result in new or more severe significant impacts than what was identified in the Eastern Neighborhoods Plan EIR, or (3) that the analysis in the CPE is inadequate. Past precedent makes clear that the use of the Eastern Neighborhoods Area Plan EIR for CPEs is proper. Likewise, the CPE as well as the background technical studies address all of the appellant's concerns relating to the Property's location within a liquefaction zone, the drainage patterns on the site, the aging sewer system, impacts on historic resources, and the traffic analysis. Therefore, the appeal is without merit and should be dismissed.

A. Project Benefits and Changes Since 2014

The Project was first proposed in 2014. Since then, the Project has been modified significantly based on feedback from Planning Department staff, community members, and the Planning Commission.

In the past five years, the Project Sponsor has engaged many community groups, local businesses, and neighbors by holding a number of community meetings and conducting considerable follow-up correspondence and meetings, particularly with United to Save the Mission, the Mission Economic Development Agency, and the "Woodwardians."

The Project Sponsor solicited feedback, listened to concerns, and made significant changes in response to these meetings, as well as feedback from the Planning Commission and Planning staff. Changes include: removing the proposed PDR building on the adjacent property; eliminating the accessory parking and basement level; moving the lobby to 14th Street; splitting the retail into five distinct spaces; lowering the parapet; and reducing the size of the three-bedroom units to provide additional junior and 1-bedroom units.

In the intervening five years since the Project was first proposed, construction costs have increased tremendously, raising the stakes for sponsors to ensure that approved projects can receive financing and actually be built. As noted in a *San Francisco Chronicle* article, it is increasingly difficult to build moderate-sized residential projects in the current economic climate.[1] In addition, new impact fees have been established since the Project was first proposed and affordability rates have increased significantly.

Under this changed development landscape, the Project still provides numerous benefits to the Mission and the City at large, including sixty new housing units, eight permanently affordable units at a range of AMI levels, local employment opportunities, and impact fee payments that will fund infrastructure, schools, childcare, and other programs.

B. Standard of Review

Under San Francisco Administrative Code Section 31.16, the Board of Supervisors is required to affirm the exemption determination if it finds that the project conforms to the requirements for exemptions set forth in CEQA.

Under CEQA, projects consistent with development density established by an area plan EIR such as the Eastern Neighborhoods Area Plan EIR (the "EIR") do not require additional environmental review except as necessary to determine whether project-specific effects not identified in the EIR exist.[2] In fact, CEQA "**mandates**" that projects consistent with development density established through an area plan EIR "**shall not**" require additional environmental review

[1] "SF residential projects languish as rising costs force developers to cash out," *San Francisco Chronicle*, August 27, 2018.
[2] CEQA Guidelines, Section 15183(b).

except in limited circumstances.[3] Such limited circumstances include when it is necessary to examine whether the project will result in (1) significant effects that are peculiar to the project or its site, (2) new significant impacts that were not analyzed under the prior EIR, (3) potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR, or (4) increased severity of significant impacts discussed in the prior EIR.[4] In other words, if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated, then a CPE is appropriate.[5]

When it comes to the adequacy of the environmental analysis itself, the question is whether the determination is supported by substantial evidence in light of the whole record.[6] Substantial evidence means "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached."[7] CEQA does not require technical perfection, scientific certainty, or an exhaustive analysis of all potential issues or all information that is available on an issue.[8] Nor is a lead agency required to conduct every recommended test and perform all recommended research in evaluating a project's environmental impacts.[9] The standard is whether the environmental document, when looked at as a whole, provides a reasonable, good faith disclosure and analysis of the project's environmental impacts.[10]

C. The CPE's Reliance on the Eastern Neighborhoods EIR Is Appropriate

Like all prior housing projects it has challenged, appellant's overarching issue is with the Eastern Neighborhoods Area Plan EIR itself, and specifically that the EIR is stale and cannot be used for any housing project going forward.

The standard under CEQA is not whether circumstances have changed since the EIR was drafted, but whether those changes have led to new or more severe significant environmental impacts. The appellant here lists changed circumstances regarding gentrification, traffic, pedestrian and bicycle safety, and the production of more housing than anticipated under the Eastern Neighborhoods EIR. However, it does not allege or present any evidence about new or more severe significant impacts, the standard under CEQA for tiering off of an area plan EIR.

This appeal mirrors a number of CEQA-based objections to housing projects in the Eastern Neighborhoods filed in recent years, which tend to repeat the same arguments about the EIR. Appellant's goal with each individual project appears to be to indirectly impose a moratorium on all new construction within Eastern Neighborhoods by convincing the Board of Supervisors to

[3] *Id.*
[4] *Id.*
[5] CEQA Guidelines, Section 15183(c).
[6] Public Resources Code, Section 21168.
[7] CEQA Guidelines, Section 15384(a).
[8] *Association of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1397; *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20, 26.
[9] CEQA Guidelines, Section 15204(a).
[10] CEQA Guidelines, Section 15151.

throw out a CEQA document for an individual project. Three recent examples provide clear precedent for the Board to reject this appeal because it does not raise any germane CEQA issues.

1. 901 16th Street/1200 17th Street

In October 2017, the San Francisco Superior Court in *Save the Hill and Grow Potrero Responsibly v. City and County of San Francisco* upheld an Eastern Neighborhoods CPE and focused EIR in a lawsuit filed by opponents of the 901 16th Street/1200 17th Street project at the base of Potrero Hill. The Board of Supervisors previously affirmed the CEQA clearance document unanimously, in July of 2016.[11] Relevant to the Project at issue here, the opponents of that project claimed the Eastern Neighborhoods Area Plan EIR is outdated, that residential growth has outpaced the EIR's forecasts, and that cumulative impacts—and in particular traffic—were inadequately analyzed.

The Superior Court rejected each of these grounds. The Eastern Neighborhoods EIR does not have an expiration date or chronological limits; instead, a CPE is appropriate if a project's impacts were addressed in the Plan-level EIR, such as the Eastern Neighborhoods EIR.[12] Exceeding growth forecasts—or presenting evidence that growth forecasts may eventually be exceeded at some indeterminate point in the future—does not render the EIR or a CPE based on the EIR moot. Instead, the appellants were required to point to evidence that this exceedance would actually cause or contribute to significant environmental effects that were not addressed as significant impacts in the prior EIR.[13] There was none in the record, and so this argument failed. The Court of Appeals recently upheld the Superior Court's ruling.

Here, the appellant has similarly not identified any evidence showing new or more significant environmental impacts due to growth projections, much less any that the Project would make a considerable contribution to. Simply pointing out that development patterns in the Eastern Neighborhood produce somewhat more housing or changes in traffic from what was originally analyzed is insufficient to invalidate the CPE.

2. 1296 Shotwell Street

In February 2017, the Board unanimously rejected the appeal of a 9-story, 69,500 square foot, 94-unit density bonus project at 1296 Shotwell Street in the Mission that demolished an approximately 11,000 square foot PDR building.

Like the appellant here, that project's opponent claimed the EIR was "woefully out of date", and that an Eastern Neighborhoods CPE could not be used to address cumulative conditions, transportation and circulation, socioeconomic impacts, land use, aesthetics, and significance findings.

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[11] Board of Supervisors Motion No. M16-097, attached as **Exhibit A**.
[12] *Save the Hill and Grow Potrero Responsibly v. City and County of San Francisco*, Order Denying Petition for Writ of Mandamus (Case No. CPF-16-515238), p. 21.
[13] *Id.* at pp. 24-25.

In rejecting that appeal, this Board made findings that the density bonus project at 1296 Shotwell was eligible for a CPE. Its potential environmental effects were properly analyzed in the EIR, and the appeal did not identify new or substantially greater effects than those discussed in the EIR. This Board rejected all other Eastern Neighborhoods-specific grounds for overturning the CPE, including indirect impacts allegedly caused by gentrification such as cumulative growth impacts, transportation impacts, community benefits delivery, and inconsistency with the Mission Area Plan.[14]

The Project is smaller, shorter, has fewer dwelling units, and will not replace a desirable use like PDR. Although 1296 Shotwell was a 100% affordable project and the Project is mixed-income, affordability is not a CEQA issue. There is no evidence in the record that a mixed-income residential project, as opposed to a 100% affordable project, results in heightened impacts to the physical environment such as health and safety, construction impacts, or transportation.

3. 2750 19th Street

Most recently, in October 2018 the Board of Supervisors again considered an appeal of a CPE based on the Eastern Neighborhoods Area Plan EIR. The project involved an infill residential development in the Mission. The Board of Supervisors upheld the CPE and the use of the Eastern Neighborhoods EIR, finding that the project was consistent with the Eastern Neighborhoods EIR and that it would not result in new significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the EIR.[15]

Because the appellant's argument that the Eastern Neighborhoods EIR is stale mimics the arguments made in these prior appeals, and because the appellant has not indicated that the Project would result in any new or more severe significant impacts, these arguments must be rejected.

D. The CPE and Background Technical Studies Address Appellant's Concerns

As noted above, CEQA does not require an exhaustive analysis of every potential environmental issue in a single CPE. Instead, the analysis is sufficient if it is supported by substantial evidence, and the environmental document is adequate if it provides a reasonable, good faith disclosure and analysis of the project's environmental impacts. That said, the concerns raised by the appellant were evaluated in the Eastern Neighborhoods Area Plan EIR, the Project's CPE, and the underlying technical studies. The appellant does not provide any expert opinions to refute the accuracy of the analysis in the Eastern Neighborhoods EIR or the CPE, and appears to base its arguments on a prior iteration of the Project that proposed a subterranean parking garage, but which was omitted from the approved Project.

- Liquefaction Zone. The appellant contends that the geotechnical review was inadequate due to the site's location within a liquefaction zone and the increased rainfall this year

[14] Board of Supervisors Motion No. M17-018, attached as **Exhibit B**.
[15] Board of Supervisors Motion No. M18-148, attached as **Exhibit C**.

compared to when the soil testing was conducted. As noted in the response from the geotechnical consultant attached as **Exhibit D**, the geotechnical study evaluated liquefaction potential based on the estimated historic high groundwater elevation. In addition, the soil conditions beneath the site do not vary with fluctuations in the groundwater level. Finally, the recommended foundation has been successfully utilized on sites throughout San Francisco with similar soil conditions.[16]

- Drainage Patterns. The appellant asserts that the foundation of the Project could substantially alter existing drainage patterns. As noted in the response from the geotechnical consultant, the Project eliminated the proposed below-grade garage, and the building is now at-grade with only 6% of the total soil volume affected by the foundation. Therefore, there is no risk that the foundations installed for the Project will cause any drainage issues.[17]

- Sewer System. The CPE adequately addresses the capacity of the current sewer system and notes that the San Francisco Public Utilities Commission is in the process of implementing the Sewer System Improvement Program, which is a multi-billion dollar upgrade to the City's sewer and stormwater infrastructure, irrespective of the proposed Project. As noted in the CPE, the current sewer system has the capacity to serve projected growth through year 2040. Therefore, the incremental increase in wastewater treatment resulting from the Project would not require expansion of existing wastewater facilities or construction of new facilities. The appellant does not provide any evidence that this projection is incorrect or that the addition of the Project to the Plan Area will require additional upgrades to the sewer system aside from what is already proposed.

- Impacts on Historic Resources. The CPE specifically discusses the Project's potential impacts on adjacent historic properties. It states that the Department of Building Inspection will be responsible for ensuring the Project's building permits and construction conform to recommendations in the Project's geotechnical report, which ensure protection of the adjacent buildings. In addition, a construction vibration analysis was conducted, which found that the Project would not result in vibration at levels that could result in adverse impacts to adjacent historic structures.[18] As noted in the response from the geotechnical consultant, because the proposed building will be at grade, there is no risk of undermining adjacent structures.[19] The appellant makes conclusory statements regarding the potential impact and provides no expert opinions to refute the CPE's determination.

- Cumulative Traffic Analysis. This Board has considered and rejected arguments about cumulative transportation analysis in the Mission on at least three separate occasions

[16] See Rockridge Geotechnical Response to Appeal Comments Letter, attached as **Exhibit D.**
[17] *Id.*
[18] See 344 14th Street CPE, p. 24.
[19] See Rockridge Geotechnical Response to Appeal Comments Letter, attached as **Exhibit D.**

since 2017. Two conclusions emerge from the Planning Department's supplemental analyses of the transportation network in the Mission, both of which support the CPE's conclusion that the Project will not cause a new or increased significant transportation effect. First, car volumes at key locations in the Mission do not exceed forecasts from the Eastern Neighborhoods Area Plan EIR, and in some cases are actually lower than the baseline used for the EIR. Next, the EIR actually over-estimated the total demand for vehicle trips, and therefore the strain the Project and other new development would put on the existing roadway network.

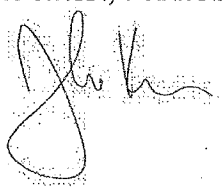
- RHNA Goals. The appellant mentions that San Francisco is not meeting its RHNA goals for affordable housing units. Although this may be an important overarching policy consideration, it is not a threshold of significance under CEQA and does not have any bearing on the adequacy of the CPE. Also, a project that would add 60 new residential units, including eight permanently affordable units, would actually help San Francisco meet its RHNA obligations.

E. Conclusion

Requiring further environmental review to be conducted for the Project is unnecessary and unsupported by law. The appellant has not provided any evidence that the analysis in the CPE was flawed or inadequate. Overturning the CPE on the basis of its reliance on the Eastern Neighborhoods Plan EIR would not only go against established precedent, but would also discourage this beneficial mixed-income housing project and similar projects in any part of the City that conduct CEQA review using a Community Plan Evaluation, further exacerbating the shortage of housing of all income types in San Francisco. Appellant has not provided substantial evidence to meet its burden to overturn the City's decision to issue a CPE for the Project. Therefore, we respectfully request that you deny the appeal.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



John Kevlin

Enclosures: Exhibits

cc: Supervisor Sandra Lee Fewer
Supervisor Catherine Stefani
Supervisor Aaron Peskin
Supervisor Gordon Mar
Supervisor Vallie Brown
Supervisor Matt Haney
Supervisor Rafael Mandelman
Supervisor Hillary Ronen
Supervisor Shamann Walton
Supervisor Ahsha Safai
Angelia Calvillo, Clerk of the Board
Justin Horner, Environmental Planner, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department

Exhibit A

Board of Supervisors
Motion No. M16-097

FILE NO. 160684 MOTION NO. M16-097

[Affirming Final Environmental Impact Report Certification - 901-16th Street and 1200-17th Street Project]

Motion affirming the Planning Commission's certification of the Final Environmental Impact Report prepared for the proposed project located at 901-16th Street and 1200-17th Street.

WHEREAS, The proposed project is located on a 3.5-acre site consisting of four parcels bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and residential and industrial buildings to the west; and

WHEREAS, The project site currently contains four existing buildings: two metal shed industrial warehouse buildings (102,500 square feet), a vacant brick office building (1,240 square feet), and a modular office structure (5,750 square feet), and an open surface parking lot that is also used for access by the University of California, San Francisco to its on-site storage; and

WHEREAS, The proposed project would merge four lots into two lots, demolish two metal shed warehouses and the modular office structure, preserve the brick office building, and construct two new mixed use buildings on site; and

WHEREAS, The "16th Street Building" at 901-16th Street would consist of a new six-story, approximately 402,943 gross square foot residential mixed-use building with 260 dwelling units and 20,318 gross square feet of retail on the northern lot; and

WHEREAS, The "17th Street Building" at 1200-17th Street would consist of a new four-story, approximately 213,509 gross square foot residential mixed use building with 135 dwelling units and 4,650 gross square feet of retail on the southern lot, and

WHEREAS, The historic brick office building would be rehabilitated for retail or restaurant use; and

WHEREAS, Combined, the two new buildings would contain a total of 395 dwelling units and approximately 24,698 gross square feet of retail space, with a total of 388 vehicular parking spaces, 455 off-street bicycle parking spaces, and approximately 14,669 square feet of public open space, 33,149 square feet of common open space shared by project occupants, and 3,114 square feet of open space private to units; and

WHEREAS, CEQA State Guidelines, Section 15183, provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the proposed project or its site; and

WHEREAS, The project site is located within the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods Plan), for which a comprehensive program-level EIR was prepared and certified (Eastern Neighborhoods PEIR); and

WHEREAS, The proposed project was initially evaluated under a Community Plan Exemption (CPE) Checklist (published on February 11, 2015, and included as Appendix A to the draft EIR); and

WHEREAS, The CPE Checklist determined that the proposed project would not result in new, project-specific environmental impacts, or impacts of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR for the following issue topics: land use and land use planning; aesthetics; population and housing; paleontological and archeological resources; noise; air quality; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources; and

WHEREAS, The CPE Checklist incorporated seven Mitigation Measures from the Eastern Neighborhoods PEIR to avoid impacts previously identified in the PEIR with regard to archeological resources, air quality, noise, and hazardous materials; and

WHEREAS, The CPE Checklist further determined that a focused EIR would be prepared to address potential project-specific impacts to transportation and circulation and historic architectural resources that were not identified by the Eastern Neighborhoods PEIR; and

WHEREAS, The San Francisco Planning Department, as lead agency, published and circulated (with the CPE Checklist) a Notice of Preparation ("NOP") on February 11, 2015, that solicited comments regarding the scope of the EIR for the proposed project; and

WHEREAS, The Planning Department held a public scoping meeting on March 4, 2015, at the Potrero Hill Neighborhood House, 953 De Haro Street, San Francisco to receive comments on the scope and content of the EIR; and

WHEREAS, On August 12, 2015, the Planning Department published a draft EIR for the proposed project; and

WHEREAS, On October 1, 2015, the Planning Commission held a duly noticed public hearing on the draft EIR, and then prepared a Responses to Comments (RTC) document, published on April 28, 2016, to address environmental issues raised by written and oral comments received during the public comment period and at the public hearing for the draft EIR; and

WHEREAS, The Planning Department prepared a Final Environmental Impact Report ("FEIR") for the Project, consisting of the CPE Checklist, the DEIR, any consultations and comments received during the review process, any additional information that became available and the Comments and Responses document, all as required by law; and

WHEREAS, On May 12, 2016, the Planning Commission reviewed and considered the FEIR and CPE and, by Motion No. 19643, found that the contents of said report and the procedures through which the FEIR and CPE were prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, By Motion No. 19643 the Commission found the FEIR and the CPE to be adequate, accurate and objective, reflected the independent judgment and analysis of the Department and the Commission and that the Comments and Responses document contained no significant revisions to the DEIR, adopted findings relating to significant impacts associated with the Project and certified the completion of the FEIR in compliance with CEQA and the State CEQA Guidelines, and Chapter 31; and

WHEREAS, By letter to the Clerk of the Board of Supervisors dated June 10, 2016, from Rachel Mansfield-Howlett, on behalf of Save the Hill and Grow Potrero Responsibly ("Appellant") filed an appeal of the CPE and FEIR to the Board of Supervisors; and

WHEREAS, On July 26, 2016, this Board held a duly noticed public hearing to consider the appeal of the CPE and FEIR certification filed by Appellant and, following the public hearing, affirmed the exemption determination; and

WHEREAS, In reviewing the appeal of the exemption determination, this Board has reviewed and considered the CPE and FEIR, the appeal letters, the responses to concerns documents that the Planning Department prepared, the other written records before the Board of Supervisors, and heard testimony and received public comment regarding the adequacy of the CPE and FEIR; and

WHEREAS, The CPE and FEIR files and all correspondence and other documents have been made available for review by this Board and the public; and

WHEREAS, These files are available for public review by appointment at the Planning Department offices at 1650 Mission Street, and are part of the record before this Board by reference in this Motion; now, therefore, be it

MOVED, That this Board of Supervisors hereby affirms the decision of the Planning Commission in its Motion No. 19643 to certify the FEIR together with the CPE and finds the CPE and FEIR to be complete, adequate, and objective, and reflecting the independent judgment of the City and in compliance with CEQA, the State CEQA Guidelines, and Chapter 31.

n:\landuse\mbyrne\bos ceqa appeals\901 16th cpe-eir aff.docx

City and County of San Francisco
Tails
Motion: M16-097

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 160684 **Date Passed:** July 26, 2016

Motion affirming the Planning Commission's certification of the Final Environmental Impact Report prepared for the proposed project located at 901-16th Street and 1200-17th Street.

July 26, 2016 Board of Supervisors - APPROVED

Ayes: 9 - Avalos, Breed, Campos, Farrell, Kim, Mar, Tang, Wiener and Yee

Noes: 1 - Peskin

Excused: 1 - Cohen

File No. 160684

I hereby certify that the foregoing Motion was APPROVED on 7/26/2016 by the Board of Supervisors of the City and County of San Francisco.

Peggy Nevin

for Angela Calvillo
Clerk of the Board

Exhibit B

Board of Supervisors

Motion No. M17-018

FILE NO. 170025 MOTION NO. M17-018

[Affirming the Determination of Infill Project Environmental Review - Proposed Project at 1296 Shotwell Street]

Motion affirming the determination by the Planning Department that a proposed infill project at 1296 Shotwell Street is eligible for streamlined environmental review under the California Environmental Quality Act.

WHEREAS, On November 21, 2016, the Planning Department issued a Certificate of Determination for an Infill Project under the Eastern Neighborhoods Rezoning and Area Plan Final Environmental Impact Report (FEIR), finding that the proposed project located at 1296 Shotwell Street ("Project") is eligible for streamlined environmental review as an infill project under the California Environmental Quality Act (CEQA), Public Resources Code, Section 21000 et seq., (specifically, Public Resources Code, Section 21094.5), and the CEQA Guidelines, 14 California Code of Regulations, Section 15000 et seq., (specifically, CEQA Guidelines Section 15183.3) (Infill Determination); and

WHEREAS, The proposed project involves the demolition of an existing one-story industrial building and construction of a 100 percent-affordable senior housing project, encompassing a total of approximately 69,500 gross square feet with 94 dwelling units (93 affordable units plus one unit for the onsite property manager), including 20 units for formerly homeless seniors; and

WHEREAS, By letter to the Clerk of the Board, received by the Clerk's Office on December 30, 2016, J. Scott Weaver, on behalf of the Inner Mission Neighbors Association (Appellant) appealed the Infill Determination, and provided a copy of Planning Commission Motion No. 19804, adopted on December 1, 2016, approving a 100% Affordable Housing Bonus Program Authorization under Planning Code, Sections 206 and 328, which constituted the approval action for the proposed project; and

WHEREAS, The Planning Department's Environmental Review Officer, by memorandum to the Clerk of the Board dated January 3, 2017, determined that the appeal had been timely filed; and

WHEREAS, On February 14, 2017, this Board held a duly noticed public hearing to consider the appeal of the Infill Determination filed by Appellant and, following the public hearing, affirmed the Infill Determination; and

WHEREAS, In reviewing the appeal of the Infill Determination, this Board reviewed and considered the determination, the appeal letter, the responses to the appeal documents that the Planning Department prepared, the other written records before the Board of Supervisors and all of the public testimony made in support of and opposed to the Infill Determination appeal; and

WHEREAS, Following the conclusion of the public hearing, the Board of Supervisors affirmed the determination that the project qualified for streamlined environmental review as an infill project based on the written record before the Board of Supervisors as well as all of the testimony at the public hearing in support of and opposed to the appeal; and

WHEREAS, The written record and oral testimony in support of and opposed to the appeal and deliberation of the oral and written testimony at the public hearing before the Board of Supervisors by all parties and the public in support of and opposed to the appeal of the Infill Determination is in the Clerk of the Board of Supervisors File No. 170024 and is incorporated in this motion as though set forth in its entirety; now, therefore, be it

MOVED, That the Board of Supervisors of the City and County of San Francisco hereby adopts as its own and incorporates by reference in this motion, as though fully set forth, the Infill Determination; and, be it

FURTHER MOVED, That after carefully considering the appeal of the determination, including the written information submitted to the Board of Supervisors and the public

testimony presented to the Board of Supervisors at the hearing on the Infill Determination, this Board concludes that the project is eligible for streamlined environmental review under CEQA Guidelines, Section 15183.3 and Public Resources Code, Section 21094.5 because the project site has been previously developed and is located in an urban area, the Project satisfies the performance standards provided in Appendix M of the CEQA Guidelines, and the Project is consistent with the Sustainable Communities Strategy; and, be it

FURTHER MOVED, That this Board finds that the effects of the proposed infill project were analyzed in the Eastern Neighborhoods FEIR, and no new information shows that the significant adverse environmental effects of the infill project are substantially greater than those described FEIR, the proposed project would not cause any significant effects on the environment that either have not already been analyzed in the FEIR or that are substantially greater than previously analyzed and disclosed, or that uniformly applicable development policies would not substantially mitigate potential significant impacts; and, be it

FURTHER MOVED, That the Board of Supervisors finds that based on the whole record before it there are no substantial project changes, no substantial changes in project circumstances, and no new information of substantial importance that would change the conclusions set forth in the Infill Determination by the Planning Department that the proposed project is eligible for streamlined environmental review; and, be it

FURTHER MOVED, That this Board finds that, as set forth in Planning Commission Motion No. 19804, the project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods FEIR to mitigate project-related significant impacts.

City and County of San Francisco
Tails
Motion: M17-018

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 170025 **Date Passed:** February 14, 2017

Motion affirming the determination by the Planning Department that a proposed infill project at 1296 Shotwell Street is eligible for streamlined environmental review under the California Environmental Quality Act.

February 14, 2017 Board of Supervisors - APPROVED

Ayes: 11 - Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee

File No. 170025

I hereby certify that the foregoing Motion was APPROVED on 2/14/2017 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

Exhibit C

Board of Supervisors

Motion No. M18-148

[Affirming the Community Plan Evaluation - 2750-19th Street]

Motion affirming the determination by the Planning Department that a proposed project at 2750-19th Street is exempt from further environmental review under a Community Plan Evaluation.

WHEREAS, On May 30, 2018, the Planning Department issued a Community Plan Evaluation ("environmental determination"), pursuant to CEQA, the CEQA Guidelines, 14 Cal. Code of Reg., Sections 15000 et seq., and Chapter 31 of the San Francisco Administrative Code, finding that the proposed project at 2750-19th Street ("Project") is consistent with the development density established by zoning, community plan, and general plan policies in the Eastern Neighborhoods Rezoning and Area Plan (the "Area Plan") for the project site, for which a Programmatic EIR (the "PEIR") was certified; and

WHEREAS, The Project consists of the demolition of the three existing industrial buildings on the project site, retention of the principal two-story façade along 19th and Bryant streets, and construction of a six-story, 68-foot-tall (77-foot, 7-inch tall with rooftop equipment) mixed-use building with approximately 10,000 square feet of ground-floor PDR, 60 residential units (35 one-bedroom units and 25 two-bedroom units) above and bicycle and vehicle parking in a basement; and

WHEREAS, The Project would include 3,200 sf of common open space on the second floor and a 4,800 sf roof deck; a residential lobby entrance located on Bryant Street and basement vehicle parking entry located on 19th Street; 26 vehicle parking spaces and 60 Class 1 bicycle parking spaces in the basement, and three Class 2 bicycle parking spaces

along 19th Street; remove an existing curb cut on Bryant Street and would retain an existing 10-foot curb cut on 19th Street that would be used for the proposed garage entrance; and

WHEREAS, On August 23, 2018, the Planning Commission adopted the CPE and approved the Large Project Authorization for the Project (Planning Commission Resolution No. 20264), which constituted the Approval Action under Chapter 31 of the Administrative Code; and

WHEREAS, By letter to the Clerk of the Board, received by the Clerk's Office on September 24, 2018, Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction ("Appellant"), appealed the environmental determination; and

WHEREAS, The Planning Department's Environmental Review Officer, by memorandum to the Clerk of the Board dated October 1, 2018, determined that the appeal had been timely filed; and

WHEREAS, On October 30, 2018, this Board held a duly noticed public hearing to consider the appeal of the environmental determination filed by Appellant and, following the public hearing, affirmed the environmental determination; and

WHEREAS, In reviewing the appeal of the environmental determination, this Board reviewed and considered the environmental determination, the appeal letter, the responses to the appeal documents that the Planning Department prepared, the other written records before the Board of Supervisors and all of the public testimony made in support of and opposed to the environmental determination appeal; and

WHEREAS, Following the conclusion of the public hearing, the Board of Supervisors affirmed the determination that the Project does not require further environmental review based on the written record before the Board of Supervisors as well as all of the testimony at the public hearing in support of and opposed to the appeal; and

WHEREAS, The written record and oral testimony in support of and opposed to the appeal and deliberation of the oral and written testimony at the public hearing before the Board of Supervisors by all parties and the public in support of and opposed to the appeal of the environmental determination is in the Clerk of the Board of Supervisors File No. 180956 and is incorporated in this motion as though set forth in its entirety; now, therefore, be it

MOVED, That the Board of Supervisors of the City and County of San Francisco hereby adopts as its own and incorporates by reference in this motion, as though fully set forth, the environmental determination; and, be it

FURTHER MOVED, That the Board of Supervisors finds that based on the whole record before it there are no substantial project changes, no substantial changes in project circumstances, and no new information of substantial importance that would change the conclusions set forth in the environmental determination by the Planning Department that the Project does not require further environmental review; and, be it

FURTHER MOVED, That after carefully considering the appeal of the environmental determination, including the written information submitted to the Board of Supervisors and the public testimony presented to the Board of Supervisors at the hearing on the environmental determination, this Board concludes that the Project is consistent with the development density established by the zoning, community plan, and general plan policies in the Eastern Neighborhoods Area Plan project area, for which the PEIR was certified; would not result in new significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the PEIR; and therefore does not require further environmental review in accordance with CEQA, Section 21083.3 and CEQA Guidelines, Section 15183.

City and County of San Francisco

Tails

Motion: M18-148

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 180957 **Date Passed:** October 30, 2018

Motion affirming the determination by the Planning Department, that the proposed project at 2750-19th Street is exempt from further environmental review under a Community Plan Evaluation.

October 30, 2018 Board of Supervisors - APPROVED

Ayes: 11 - Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee

File No. 180957

I hereby certify that the foregoing Motion was APPROVED on 10/30/2018 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

Exhibit D

Rockridge Geotechnical Response to Appeal Comments Letter

ROCKRIDGE GEOTECHNICAL

September 10, 2019
Project No. 15-1019

Mr. Manouch Moshayedi
Mx3 Ventures, LLC
2429 West Coast Highway, Ste.205
Newport Beach, California 92663

Subject: Response to Appeal Comments
Proposed Mixed-Use Development
14th & Stevenson Streets
San Francisco, California

Dear Mr. Moshayedi,

This letter responds to three appeal comments presented in a letter dated August 26, 2019, prepared by Larisa Pedroncelli and Kelly Hill, Members of Our Mission No Eviction regarding the proposed 14th & Stevenson Streets development. Specifically, we are responding to the following comments:

1. ***Inadequate soils testing and geotechnical review was performed in a liquefaction zone with known tributaries running under the project site.*** *Soil samples were taken after an outlier period of extended drought and the remaining foundation of the College of Physicians and Surgeons of San Francisco building limited easy access for soils testing in several areas. Heavy rainfall during the 2017-2018 and 2018-2019 seasons has made the soil conditions different from what was tested in the spring of 2016 when the geotechnical report was prepared.*

   Response: Although our field investigation was performed at the end of a long drought, the soil conditions beneath the site do not vary with fluctuations in the groundwater level. Our engineering analysis, including the analysis to evaluate liquefaction potential, was performed using the estimated historic high groundwater elevation, not the groundwater elevation measured during our investigation. Our field investigation included either drilling a boring or performing a cone penetration test at the four corners of the proposed building. In our opinion, these field exploration points adequately characterize the subsurface conditions beneath the site. Further, the foundation systems recommended in our May 6, 2016 report (deep foundations or mat on improved ground) have been used successfully throughout San Francisco on sites with similar soil conditions as those on the subject property.

2. ***The footprint of this foundation could substantially alter existing drainage patterns for the area and the tributaries running under the proposed site.*** *In conjunction with the diversion already taking place as a result of the foundations of 380 Valencia Street and the Annunciation Cathedral at 245 Valencia Street, further diversion or a change in current diversion patterns could resulting in flooding of perimeter areas.*

270 Grand Avenue
Oakland, CA 94610
www.rockridgegeo.com
510 420-5738 tel
510 652-3096 fax

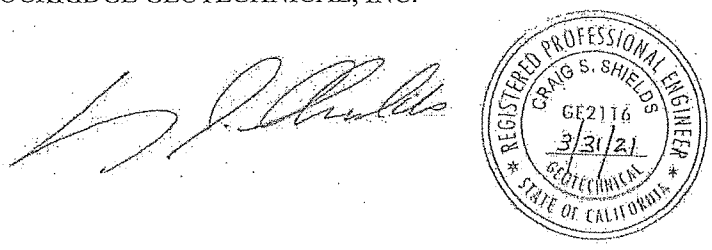
Response: The foundation system for the proposed at-grade building will consist of either deep foundations or a mat foundation on ground improvement elements. These foundation elements will only comprise approximately six percent of the total soil volume in which the elements are installed and, therefore, will have negligible impact on the groundwater elevation beneath and surrounding the site. There is **no risk** that foundations installed for this project will cause flooding of perimeter areas.

3. ***The CEQA findings did not address the potential impacts to the adjacent historic resources of the Woodward Street Historic District and the nationally registered San Francisco Armory historic landmark.*** *With the inadequate geotechnical investigation, the potential for undermining foundations, flooding, and substantial adverse changes to these historical resources was not considered; nor were mitigating measures recommended.*

   Response: From a geotechnical/geological standpoint, the proposed building and its foundation, including ground improvement, will have no impact on the surrounding developments, including the historical resources of the Woodward Street Historic District and San Francisco Armory. The recommended foundation system and ground improvement methods have been used in numerous projects throughout San Francisco, including in filled areas with subsurface conditions similar to those beneath the subject property, without impacting adjacent structures and resources. The recommended foundations and ground improvement are installed without vibrations while generating minimal spoils. As stated above, there is no risk the foundations installed for this project will cause flooding of the surrounding area. Further, because the proposed building will be constructed at grade and construction of the deep foundations or ground improvement elements do not require excavations, there is **no risk** of undermining of adjacent structures.

We trust this letter presents the information required at this time. If you have any questions, please do not hesitate to call.

Sincerely yours,
ROCKRIDGE GEOTECHNICAL, INC.



Craig S. Shields, P.E., G.E.
Principal Geotechnical Engineer

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco will hold a public hearing to consider the following appeal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: **Tuesday, October 8, 2019**

Time: **3:00 p.m.**

Location: **Legislative Chamber, City Hall, Room 250**
1 Dr. Carlton B. Goodlett, Place, San Francisco, CA 94102

Subject: **File No. 190890.** Hearing of persons interested in or objecting to a Community Plan Evaluation by the Planning Department under the California Environmental Quality Act issued on May 30, 2019, for the proposed project at 344-14th Street, approved on July 25, 2019, proposing new construction of a seven-story, 78-foot tall, mixed use residential building (measuring approximately 84,630 square feet) with 5,890 square feet of ground floor retail use and 60 dwelling units, consisting of four studio units, 17 one-bedroom units, 14 two-bedroom/one-bathroom units, and 25 two-bedroom/two-bathroom units which would utilize the state density bonus law and invoke waivers from the development standards for: rear yard (Planning Code, Section 134), usable open space (Planning Code, Section 135), and height (Planning Code, Section 260), located at Lot No. 013 in Assessor's Parcel Block No. 3532, within the Urban Mixed Use (UMU) Zoning District and a 58-X Height and Bulk District. (District 9) (Appellant: Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction) (Filed August 26, 2019)

DATED/MAILED/POSTED: September 24, 2019

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102. Information relating to this matter is available in the Office of the Clerk of the Board and agenda information relating to this matter will be available for public review on Friday, October 4, 2019.

Angela Calvillo
Clerk of the Board

DATED/MAILED/POSTED: September 24, 2019

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

PROOF OF MAILING

Legislative File No. 190890

Description of Items: Hearing - Appeal of Determination of Community Plan Evaluation - 344-14th Street - 17 Notices Mailed

I, Brent Jalipa, an employee of the City and County of San Francisco mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: September 24, 2019

Time: 9:13 am

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

Signature:

Instructions: Upon completion, original must be filed in the above referenced file.

Jalipa, Brent (BOS)

From: Docs, SF (LIB)
Sent: Tuesday, September 24, 2019 9:59 AM
To: BOS Legislation, (BOS)
Subject: RE: HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Categories: 190890

Hi Brent,

I have posted the notice.

Thank you,

Michael

From: BOS Legislation, (BOS)
Sent: Tuesday, September 24, 2019 9:47 AM
To: Docs, SF (LIB) <sfdocs@sfpl.org>
Cc: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: FW: HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Good morning,

Please post the notice linked below for public viewing.

Thanks as always,

Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org


Click here to complete a Board of Supervisors Customer Service Satisfaction form

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Tuesday, September 24, 2019 9:35 AM
To: design@factory1.com; John Kevlin <jkevlin@reubenlaw.com>
Cc: GIVNER, JON (CAT) <Jon.Givner@sfcityatty.org>; STACY, KATE (CAT) <Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Rodgers, AnMarie (CPC) <anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Jardines, Esmeralda (CPC) <esmeralda.jardines@sfgov.org>; Horner, Justin (CPC) <justin.horner@sfgov.org>; George, Sherie (CPC) <sherie.george@sfgov.org>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: HEARING NOTICE: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Good morning,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **October 8, 2019, at 3:00 p.m.**, to hear an appeal of a Community Plan Evaluation under the California Environmental Quality Act, for the proposed project at 344-14th Street.

Please find the following link to the hearing notice for the matter.

Public Hearing Notice - October 8, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Thank you,

Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org

Click here to complete a Board of Supervisors Customer Service Satisfaction form

From: BOS Legislation, (BOS)
Sent: Thursday, August 29, 2019 9:46 AM
To: JENSEN, KRISTEN (CAT)
Cc: GIVNER, JON (CAT); STACY, KATE (CAT); BOS Legislation, (BOS)
Subject: MOTIONS REQUEST: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Categories: 190890

Good morning,

We are writing to request the motions for the CEQA Community Plan Evaluation appeal for the proposed project at 344-14th Street. We will be preparing the agenda packets for the appeal during the week of September 30, if we can have the motions by then it would be greatly appreciated. We will also be distributing the hearing notice on Tuesday, September 24; please review the interim titles below and kindly verify they are acceptable so we may change the hearing notice before its distribution:

Hearing -

- **[Hearing - Appeal of Determination of Community Plan Evaluation - 344-14th Street]**

Hearing of persons interested in or objecting to a Community Plan Evaluation by the Planning Department under the California Environmental Quality Act issued on May 30, 2019, for the proposed project at 344-14th Street, approved on July 25, 2019, proposing new construction of a seven-story, 78-foot tall, mixed use residential building (measuring approximately 84,630 square feet) with 5,890 square feet of ground floor retail use and 60 dwelling units, consisting of 4 studio units, 17 one-bedroom units, 14 two-bedroom/1-bathroom units, and 25 two-bedroom/2-bathroom units which would utilize the state density bonus law and invoke waivers from the developments standards for: 1) rear yard (Planning Code, Section 134), 2) usable open space (Planning Code, Section 135), and 3) height (Planning Code, Section 260), located at Lot No. 013 in Assessor's Block No. 3532, within the Urban Mixed Use (UMU) zoning district and a 58-X Height and Bulk District. (District 9) (Appellant: Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction) (Filed August 26, 2019)

Motions -

- **[Affirming the Community Plan Evaluation - 344-14th Street]**

Motion affirming the determination by the Planning Department that a proposed project at 344-14th Street is exempt from further environmental review under a Community Plan Evaluation.

- **[Conditionally Reversing the Community Plan Evaluation - 344-14th Street]**

Motion conditionally reversing the determination by the Planning Department that the proposed project at 344-14th Street is exempt from further environmental review under a Community Plan Evaluation, subject to the adoption of written findings of the Board in support of this determination.

- **[Preparation of Findings to Reverse the Community Plan Evaluation - 344-14th Street]**

Motion directing the Clerk of the Board to prepare findings reversing a Community Plan Evaluation determination by the Planning Department that a proposed project at 344-14th Street is exempt from further environmental review under a Community Plan Evaluation.

Thank you,

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org

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From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Thursday, August 29, 2019 9:11 AM
To: design@factory1.com; John Kevlin <jkevlin@reubenlaw.com>
Cc: GIVNER, JON (CAT) <Jon.Givner@sfcityatty.org>; STACY, KATE (CAT) <Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Rodgers, AnMarie (CPC) <anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Jardines, Esmeralda (CPC) <esmeralda.jardines@sfgov.org>; Horner, Justin (CPC) <justin.horner@sfgov.org>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Cantara, Gary (BOA) <gary.cantara@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Greetings,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **October 8, 2019, at 3:00 p.m.** Please find linked below the letter of appeal filed against Community Plan Evaluation under CEQA for the proposed project at 344-14th Street, as well as direct links to the Planning Department's determination of timeliness for the appeal, and an informational letter from the Clerk of the Board.

CEQA Community Plan Evaluation Appeal Letter - August 26, 2019

Planning Department Memo - August 28, 2019

Clerk of the Board Letter - August 29, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Regards,

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org


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From: BOS Legislation, (BOS)
Sent: Thursday, August 29, 2019 9:46 AM
To: Jardines, Esmeralda (CPC); Horner, Justin (CPC)
Cc: BOS Legislation, (BOS)
Subject: NOTICE LIST REQUEST: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Categories: 190890

Good morning,

I am writing to request a list of addresses of interested parties to be noticed for this hearing. We will be distributing the notice on Tuesday, September 24, if we may have a list in an Excel spreadsheet by noon, Wednesday, September 18, it would be appreciated. In the event there are no interested parties, please confirm as well.

Thank you.

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org


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The Legislative Research Center provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Thursday, August 29, 2019 9:11 AM
To: design@factory1.com; John Kevlin <jkevlin@reubenlaw.com>
Cc: GIVNER, JON (CAT) <Jon.Givner@sfcityatty.org>; STACY, KATE (CAT) <Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Rodgers, AnMarie (CPC) <anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Jardines, Esmeralda (CPC) <esmeralda.jardines@sfgov.org>; Horner, Justin (CPC) <justin.horner@sfgov.org>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Cantara, Gary (BOA) <gary.cantara@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Subject: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Greetings,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **October 8, 2019, at 3:00 p.m.** Please find linked below the letter of appeal filed against Community Plan Evaluation under CEQA for the proposed project at 344-14th Street, as well as direct links to the Planning Department's determination of timeliness for the appeal, and an informational letter from the Clerk of the Board.

CEQA Community Plan Evaluation Appeal Letter - August 26, 2019

Planning Department Memo - August 28, 2019

Clerk of the Board Letter - August 29, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Regards,

Lisa Lew
San Francisco Board of Supervisors
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San Francisco, CA 94102
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lisa.lew@sfgov.org | www.sfbos.org

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From: BOS Legislation, (BOS)
Sent: Thursday, August 29, 2019 9:46 AM
To: Ko, Yvonne (CPC)
Cc: BOS-Operations; BOS Legislation, (BOS)
Subject: APPEAL CHECK PICKUP: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Categories: 190890

Good morning Yvonne,

A check for the appeal filing fee for the CEQA Community Plan Evaluation appeal of the proposed project at 344-14th Street is ready to be picked up here in the Clerk's Office weekdays from 8 a.m. through 5 p.m. Please note that a fee waiver was filed for this appeal and will be included along with the check.

Thank you.

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
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Sent: Thursday, August 29, 2019 9:11 AM
To: design@factory1.com; John Kevlin <jkevlin@reubenlaw.com>
Cc: GIVNER, JON (CAT) <Jon.Givner@sfcityatty.org>; STACY, KATE (CAT) <Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Rodgers, AnMarie (CPC) <anmarie.rodgers@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Jardines, Esmeralda (CPC) <esmeralda.jardines@sfgov.org>; Horner, Justin (CPC) <justin.horner@sfgov.org>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Cantara, Gary (BOA) <gary.cantara@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Subject: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Greetings,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **October 8, 2019, at 3:00 p.m.** Please find linked below the letter of appeal filed against Community Plan Evaluation under CEQA for the proposed project at 344-14th Street, as well as direct links to the Planning Department's determination of timeliness for the appeal, and an informational letter from the Clerk of the Board.

CEQA Community Plan Evaluation Appeal Letter - August 26, 2019

Planning Department Memo - August 28, 2019

Clerk of the Board Letter - August 29, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Regards,

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
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lisa.lew@sfgov.org | www.sfbos.org

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BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

August 29, 2019

File Nos. 190890-190893
Planning Case No. 2014-0948ENV

Received from the Board of Supervisors Clerk's Office one check in the amount of Six Hundred Seventeen Dollars ($617), representing the filing fees paid by Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction, for the appeal of the Community Plan Evaluation under CEQA for the proposed project at 344-14th Street:

Planning Department
By:

Tony Yeung
Print Name

8/29/19
Signature and Date

From: BOS Legislation, (BOS)
Sent: Thursday, August 29, 2019 9:11 AM
To: design@factory1.com; John Kevlin
Cc: GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Jardines, Esmeralda (CPC); Horner, Justin (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS)
Subject: Appeal of CEQA Community Plan Evaluation - Proposed Project at 344-14th Street - Appeal Hearing on October 8, 2019

Categories: 190890

Greetings,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **October 8, 2019, at 3:00 p.m.** Please find linked below the letter of appeal filed against Community Plan Evaluation under CEQA for the proposed project at 344-14th Street, as well as direct links to the Planning Department's determination of timeliness for the appeal, and an informational letter from the Clerk of the Board.

CEQA Community Plan Evaluation Appeal Letter - August 26, 2019

Planning Department Memo - August 28, 2019

Clerk of the Board Letter - August 29, 2019

I invite you to review the entire matter on our Legislative Research Center by following the link below:

Board of Supervisors File No. 190890

Regards,

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
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San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

August 29, 2019

Larisa Pedroncelli
Kelly Hill
Our Mission No Eviction
1875 Mission Street, Unit 110
San Francisco, CA 94103

Subject: **File No. 190890 - Appeal of CEQA Community Plan Evaluation - 344-14th Street**

Dear Ms. Pedroncelli and Mr. Hill:

The Office of the Clerk of the Board is in receipt of a memorandum dated August 28, 2019, from the Planning Department regarding their determination on the timely filing of appeal of the CEQA Community Plan Evaluation for the proposed project at 344-14th Street.

The Planning Department has determined that the appeal was filed in a timely manner (copy attached).

Pursuant to Administrative Code, Section 31.16, a hearing date has been scheduled for **Tuesday, October 8, 2019, at 3:00 p.m.**, at the Board of Supervisors meeting to be held in City Hall, 1 Dr. Carlton B. Goodlett Place, Legislative Chamber, Room 250, San Francisco, CA 94102.

Please provide to the Clerk's Office by noon:

20 days prior to the hearing: names and addresses of interested parties to be notified of the hearing, in spreadsheet format; and

11 days prior to the hearing: any documentation which you may want available to the Board members prior to the hearing.

For the above, the Clerk's office requests one electronic file (sent to bos.legislation@sfgov.org) and two copies of the documentation for distribution.

Continues on next page

NOTE: If electronic versions of the documentation are not available, please submit 18 hard copies of the materials to the Clerk's Office for distribution. If you are unable to make the deadlines prescribed above, it is your responsibility to ensure that all parties receive copies of the materials.

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712, Lisa Lew at (415) 554-7718, or Jocelyn Wong at (415) 554-7720.

Very truly yours,

Alisa Somera

for Angela Calvillo
Clerk of the Board

c: John Kevlin, Reuben Junius and Rose, LLP, Attorney for Project Sponsor
Jon Givner, Deputy City Attorney
Kate Stacy, Deputy City Attorney
Kristen Jensen, Deputy City Attorney
John Rahaim, Planning Director
Corey Teague, Zoning Administrator, Planning Department
Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department
Devyani Jain, Deputy Environmental Review Officer, Planning Department
Joy Navarette, Environmental Planning, Planning Department
Don Lewis, Environmental Planning, Planning Department
AnMarie Rodgers, Director of Citywide Planning, Planning Department
Dan Sider, Director of Executive Programs, Planning Department
Aaron Starr, Manager of Legislative Affairs, Planning Department
Esmeralda Jardines, Staff Contact, Planning Department
Justin Horner, Staff Contact, Planning Department
Julie Rosenberg, Executive Director, Board of Appeals
Gary Cantara, Legal Assistant, Board of Appeals
Alec Longaway, Legal Process Clerk, Board of Appeals

SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Community Plan Exemption Appeal Timeliness Determination

DATE: August 28, 2019

TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Lisa Gibson, Environmental Review Officer – (415) 575-9032

RE: Appeal Timeliness Determination –344 14th Street Community Plan Evaluation; Planning Department Case No. 2014-0948ENV

On August 26, 2018, Lisa Pedroncelli and Kelly Hill on behalf of Our Mission No Eviction (Appellant), filed an appeal with the Office of the Clerk of the Board of Supervisors of the Community Plan Evaluation (CPE) for the proposed project at 344 14th Street. As explained below, the appeal is timely.

Date of Approval Action	30 Days after Approval Action	Appeal Deadline (Must Be Day Clerk of Board's Office Is Open)	Date of Appeal Filing	Timely?
Thursday, July 25, 2019	Saturday, August 24, 2019	Monday, August 26, 2019	Monday, August 26, 2019	Yes

Approval Action: On May 30, 2019, the Planning Department issued a CPE for the proposed project. The Approval Action for the project was the large project authorization by the Planning Commission, pursuant to Planning Code section 329, which occurred on Thursday, July 25, 2019 (Date of the Approval Action).

Appeal Deadline: Sections 31.16(a) and (e) of the San Francisco Administrative Code state that any person or entity may appeal an exemption determination (including a CPE) to the Board of Supervisors during the time period beginning with the date of the exemption determination (including a CPE) and ending 30 days after the Date of the Approval Action. Thirty days after the date of the approval action was Saturday, August 24, 2019. The next date when the Office of the Clerk of the Board was open was Monday, August 26, 2019 (Appeal Deadline).

Appeal Filing and Timeliness: The Appellant filed the appeal of the exemption on Monday, August 26, 2019, which is within the time frame specified above. Therefore, the appeal is considered timely.

From: BOS Legislation, (BOS)
Sent: Tuesday, August 27, 2019 2:54 PM
To: Rahaim, John (CPC)
Cc: GIVNER, JON (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Rodgers, AnMarie (CPC); Sider, Dan (CPC); Starr, Aaron (CPC); Jardines, Esmeralda (CPC); Horner, Justin (CPC); Rosenberg, Julie (BOA); Cantara, Gary (BOA); Longaway, Alec (BOA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS)
Subject: Appeal of CEQA Community Plan Evaluation - Proposed Project - 344-14th Street
Attachments: COB Ltr 082719.pdf; Appeal Ltr 082619.pdf

Categories: 190890

Good afternoon, Director Rahaim:

The Office of the Clerk of the Board is in receipt of an appeal of the CEQA Community Plan Evaluation for the proposed project at 344-14th Street. The appeal was filed by Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction, on August 26, 2019.

Please find the attached letter of appeal and timely filing determination request letter from the Clerk of the Board. Kindly review for timely filing determination. Thank you.

Regards,
Brent Jalipa
Legislative Clerk
Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

August 27, 2019

To: John Rahaim
Planning Director

From: Angela Calvillo
Clerk of the Board of Supervisors

Subject: Appeal of California Environmental Quality Act (CEQA) Community Plan Evaluation - 344-14th Street

An appeal of the CEQA Community Plan Evaluation for the proposed project at 344-14th Street was filed with the Office of the Clerk of the Board on August 26, 2019, by Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction.

Pursuant to Administrative Code, Chapter 31.16, I am forwarding this appeal, with attached documents, to the Planning Department to determine if the appeal has been filed in a timely manner. The Planning Department's determination should be made within three (3) working days of receipt of this request.

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712, Lisa Lew at (415) 554-7718, or Jocelyn Wong at (415) 554-7702.

c: Jon Givner, Deputy City Attorney
Kate Stacy, Deputy City Attorney
Kristen Jensen, Deputy City Attorney
Corey Teague, Zoning Administrator, Planning Department
Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department
Devyani Jain, Deputy Environmental Review Officer, Planning Department
Joy Navarette, Environmental Planning, Planning Department
Don Lewis, Environmental Planning, Planning Department
AnMarie Rodgers, Director of Citywide Planning, Planning Department
Dan Sider, Director of Executive Programs, Planning Department
Aaron Starr, Manager of Legislative Affairs, Planning Department
Esmeralda Jardines, Staff Contact, Planning Department
Justin Horner, Staff Contact, Planning Department
Julie Rosenberg, Executive Director, Board of Appeals
Gary Cantara, Legal Assistant, Board of Appeals
Alec Longaway, Legal Process Clerk, Board of Appeals

Print Form

Introduction Form

By a Member of the Board of Supervisors or Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- ☐ 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- ☐ 2. Request for next printed agenda Without Reference to Committee.
- ☑ 3. Request for hearing on a subject matter at Committee.
- ☐ 4. Request for letter beginning :"Supervisor [ ] inquiries"
- ☐ 5. City Attorney Request.
- ☐ 6. Call File No. [ ] from Committee.
- ☐ 7. Budget Analyst request (attached written motion).
- ☐ 8. Substitute Legislation File No. [ ]
- ☐ 9. Reactivate File No. [ ]
- ☐ 10. Topic submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission

☐ Planning Commission ☐ Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.

Sponsor(s):

Clerk of the Board

Subject:

Hearing - Appeal of Determination of Community Plan Evaluation - 344-14th Street

The text is listed:

Hearing of persons interested in or objecting to a Community Plan Evaluation by the Planning Department under the California Environmental Quality Act issued on May 30, 2019, for the proposed project at 344-14th Street, approved on July 25, 2019, proposing new construction of a seven-story, 78-foot tall, mixed use residential building (measuring approximately 84,630 square feet) with 5,890 square feet of ground floor retail use and 60 dwelling units, consisting of four studio units, 17 one-bedroom units, 14 two-bedroom/one-bathroom units, and 25 two-bedroom/two-bathroom units which would utilize the state density bonus law and invoke waivers from the development standards for: rear yard (Planning Code, Section 134), usable open space (Planning Code, Section 135), and height (Planning Code, Section 260), located at Lot No. 013 in Assessor's Parcel Block No. 3532, within the Urban Mixed Use (UMU) Zoning District and a 58-X Height and Bulk District. (District 9) (Appellant: Larisa Pedroncelli and Kelly Hill, on behalf of Our Mission No Eviction) (Filed August 26, 2019)

Signature of Sponsoring Supervisor: Alisa Somera
for

190890