



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion No. 18946 HEARING DATE: AUGUST 8, 2013

Date: August 1, 2013
Case No.: **2005.0408 X**
Project Address: **2290 3rd Street**
Zoning: UMU (Urban Mixed Use) Zoning District
Life Science and Medical Special Use District
68-X Height and Bulk District
Block/Lot: 4059/009
Project Sponsor: Pier Point, LLC
425 Divisadero St #303
San Francisco CA, 94117
Staff Contact: Corey Teague – (415) 575-9081
corey.teague@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 134(F) AND 329 TO ALLOW THE DEMOLITION OF THE EXISTING COMMERCIAL BUILDING AND PARKING LOT AND THE CONSTRUCTION OF A 6-STORY, 68-FOOT TALL MIXED USE BUILDING CONTAINING 71 DWELLING UNITS, APPROXIMATELY 1,700 SQUARE FEET OF GROUND FLOOR RETAIL SPACE, AND UP TO 48 GROUND FLOOR RESIDENTIAL PARKING SPACES, AND REQUESTING A MODIFICATION TO THE REAR YARD REQUIREMENT OF SECTION 134, WITHIN A UMU (URBAN MIXED USE) ZONING DISTRICT, THE LIFE SCIENCE AND MEDICAL SPECIAL USE DISTRICT, AND 68-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On September 6, 2011, Stephen Antonaros, on behalf of Pier Point, LLC (hereinafter “Project Sponsor”), filed an application with the Planning Department (hereinafter “Department”) for a Large Project Authorization under Planning Code Sections 134(f) and 329. The application was subsequently revised by Michael Yarne, on behalf of the project Sponsor, to allow the demolition of the existing commercial building and parking lot and the construction of a 6-story, 68-foot tall mixed use building containing 71 dwelling units, approximately 1,700 square feet of ground floor retail space, and up to 48 ground floor

residential parking spaces within a UMU (Urban Mixed Use) Zoning District, the Life Science and Medical Special Use District, and 68-X Height and Bulk District.

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 Commission's 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 July 30, 2013 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 C.

On August 8, 2013, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2005.0408X.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2005.0408X, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The approximately 14,050-square-foot project site is located on the northwest corner of the intersection of Third and 20th Streets within the Central Waterfront Area in the Dogpatch neighborhood, within the UMU (Urban Mixed-Use) Zoning District, and a 68-X height and bulk district. The project site contains a vacant 4,125 square-foot, one-story, 21-foot-tall commercial building and a 24-space surface parking lot. The existing building was constructed in 1917 and is designated as an historic resource per the Central Waterfront Historic Survey.
3. **Surrounding Properties and Neighborhood.** The proposed building fronts on the northwest corner of 3rd and 20th Streets, and is within a large cluster of UMU zoning that runs from Mission Bay to 22nd Street. The lot directly west of the project site is occupied by a single-story K-8 private school (d.b.a. La Scuola Internazionale di San Francisco) and an adjoining playground. The lot directly north of the project site is occupied by a two-story live/work building with two units. There is no street parking on the Third Street side of the project site and the 22 Fillmore bus route terminus is located on the 20th Street side of the project.

The northeast border of the Dogpatch Historic District is located across the street at the southwest corner of 20th and 3rd Streets. More specifically, that southwestern corner site is occupied by the former Potrero Hill Police Station at 2300 3rd Street. While not located within the Dogpatch Historic District, the American Can Co. Building at 2301 3rd Street is located on the southeast

corner of 20th and 3rd Streets. Esprit Park, an 80,000-square-foot rectangular grassy park, is also located two blocks west of the project site.

4. **Project Description.** The proposed project includes demolition of the existing 4,125 square-foot building and removal of a 24-space surface parking lot on the project site, and construction of a new 68-foot-tall, five-story-over-17-foot-tall-podium, 59,682 square-foot residential mixed-use building with up to 71 residential units and approximately 1,783 square feet of ground-floor neighborhood-serving retail, and a ground floor parking garage containing up to 48 residential spaces arranged on automated stackers and one car share space. The ground floor along 3rd Street includes six 17-foot-tall, townhome-style residential units. The project would also include an approximately 2,670-square-foot semi-subterranean basement containing about 71 Class 1 bicycle parking spaces and assorted building services and storage. Five Class 2 bicycle spaces would be located near the lobby and retail areas.
5. **Public Comment.** The Department received 8 letters of support for the project, and no letters of opposition.
6. **Planning Code Compliance:** The Commission finds that the project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Land Uses.** Dwelling units and up to 3,999 square feet of retail space (per unit) are permitted as of right in the UMU Zoning District.

The project includes 71 dwelling units and less than 3,999 square feet of ground floor retail space.

- B. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 419 (Tier B), the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 20% of the proposed dwelling units as affordable. Pursuant to San Francisco Charter Section 16.110 (g), adopted by the voters in November, 2012, beginning on January 1, 2013, the City shall reduce by 20% the on-site inclusionary housing obligation for all on-site projects subject to the Inclusionary Affordable Housing, but in no case below 12%. Thus, under Charter Section 16.110 (g) all the on-site requirements here are reduced by 4% (20% of 20%) to 16%.

In order for the project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The project Sponsor submitted such Affidavit on July 15, 2013 that demonstrates it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 419. The EE application was submitted on April 26, 2005. Pursuant to San Francisco Charter Section 16.110 (g)

the 20% on-site requirement stipulated in Planning Code Section 419 (Tier B), is reduced by 4% (20% of 20%) to 16%. Eleven units (1 three-bedroom, 4 two-bedroom, 3 one-bedroom, and 3 studios) of the 71 units provided will be affordable units. If the project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

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

The project provides at least 25 percent of the lot depth for the rear yard at the second story and above. However, Section 134 requires the rear yard to be provided at the first story containing a dwelling unit. The project includes ground floor dwelling units that front 3rd Street that are consistent with the Ground Floor Residential Design Guidelines. Therefore, the project requests a modification of the rear yard requirement of Section 134 to allow the rear yard to begin at the second story instead of the ground floor.

- D. **Residential Open Space.** Planning Code Section 135 requires at least 80 square feet of private and/or common open space for each dwelling unit in the UMU Zoning District.

The project meets the minimum open space requirements by providing six private decks of at least 80 square feet each in the rear yard, four private rooftop decks of at least 80 square feet each, and 4,880 square foot common rooftop deck that provides at least 80 square feet of open space for the remaining 61 dwelling units. All of the proposed open space meets the minimum requirements of Section 135.

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

All of the dwelling units in the project front either on 3rd or 20th Street, or on the rear yard, which meets the dimensional requirements of Section 134.

- F. **Commercial Open Space.** Planning Code Section 135.1 requires commercial space in newly constructed buildings in Eastern Neighborhoods Mixed Use Districts to provide a minimum amount of publicly accessible open space, or pay an associated in-lieu fee.

The project will meet the requirements of Section 135.1 by paying the appropriate in-lieu fee, which calculation is based on the approved rates at the time of issuance of the first construction document.

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

The project will provide 41 percent of the dwelling units as 2-bedroom units or larger (29 units).

- H. **Height Limit.** Planning Code Section 260 requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. The project site is within a 68-foot Height District.

The height of the roof is no higher than 68 feet measured from 3rd Street per Planning Code Section 260.

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

The project includes a combined street frontage of 255 feet. A streetscape plan is included as part of the proposal and it includes the appropriate standard features required by the Better Streets Plan (i.e. street trees, planting strips, bicycle parking, etc.). Due to the unique characteristics of the location of the subject property (intersection of two significant MUNI routes – the T-Third Light Rail and the 22 Fillmore bus route), no sidewalk widening or bulb-outs are required.

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

The Shadow Analysis conducted for the project indicates that the project will not cast shadow upon Public, Publicly Accessible or Publicly Financed or Subsidized Open Space.

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

The project includes 71 dwelling units, and therefore could include up to 53 off-street parking spaces. However, the project only includes up to 48 parking spaces, the majority of which will be located in stackers.

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

The project includes one car share space as required in the ground floor parking garage.

- M. **Bicycle parking.** Planning Code Section 155.5 requires projects with up to 50 dwelling units to provide at least one Class 1 bicycle parking space for every two dwelling units, which would require this project to provide 36 Class 1 bicycle parking spaces. However, new bicycle parking legislation (Board File No. 130528) was adopted by the Board of Supervisors

on July 27th, 2013. Under that legislation, the project is required to provide 71 Class 1 bicycle parking spaces and 4 Class 2 bicycle parking spaces.

The provides 71 Class 1 bicycle parking spaces in the basement level and more than 4 Class 2 bicycle parking spaces on the sidewalk adjacent to the subject property.

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

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

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

- A. Overall building massing and scale;

The project conforms to the applicable height and bulk requirements. The neighborhood in the vicinity of the project is evolving with the recent approval of the Eastern Neighborhoods Area Plans, and is of mixed character. Proximate parcels contain a variety of building scales and uses ranging from a one-story school, two and three story mixed-use structures, the recently completed six-story Potrero Launch residential development, and the 72-foot tall American Can Building across Third Street. The project, with residential and commercial uses, will be consistent with the evolving character of the area.

The project massing is proposed to be 68-feet tall as measured from its centerline along Third Street. Its frontage there is visually divided in half with an entry lobby and an outer court above. The façade is further modulated by 3-level high volumes that reference the lower building fabric along Third Street. The tallest portion of the façade marks the corner at 20th Street.

The project improves the character of the neighborhood with a number of elements including 1) the provision of a double-height commercial space at the corner of 20th and Third Streets that augments the existing neighborhood commercial district along 20th Street, 2) the massing emphasizes the corner consistent with the Central Waterfront Area Plan, 3) complying with the Ground Floor Residential Design Guidelines. The 7-foot setback for the first two levels along Third Street improves the pedestrian experience there.

A defining trend in the area has been the redevelopment and adaptive reuse of underutilized parcels to meet the increased demand for housing and service-based businesses. The project falls within this trend and will be compatible with its surroundings.

B. Architectural treatments, facade design and building materials;

The 3-level high volumes that anchor the ends of the Third Street frontage and turn the corner onto 20th Street are rendered in a warm color/material palette that references the lower existing masonry building fabric across Third and 20th Streets. The façade is further articulated by bay windows of varied heights that step up the façade with the tallest one marking the corner at 20th Street.

The design proposes different architectural skins to accentuate the varied planes of the façade. Colored cement board and terra-cotta panels are complimented by dark metal set into recesses, and white bay windows that project out from the façade. These elements provide a rich articulation and a sense of scale using high-quality materials.

The project's articulation and material palette mediates between the expressions of the larger commercial warehouse buildings, the older historic masonry structures, the ground floor retail uses, and the fine-grain residential uses; all building languages characteristic of the immediate vicinity and district.

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 design of the lower floors and street frontages of the project are responsive to the needs of the neighborhood. Located on a corner lot at a transit heavy intersection (the T-Third Light Rail and 22 Fillmore bus lines stop at this intersection), the placement and accentuation of a double-height commercial space at the corner is appropriate and desirable. The setback of this storefront from Third Street responds to the narrow sidewalk there while its long dimension held to the property line along 20th Street responds to the wider sidewalk on that frontage, and visually draws activity up 20th Street. A wrapping canopy also accents the corner, providing shelter to business patrons and pedestrians.

North of this commercial space, the Third Street frontage is activated by six townhouses that frame a building lobby and are set back 7-feet from the property line. This setback is consistent with the Ground Floor Residential Design Guidelines and the Central Waterfront Area Plan. It continues up two levels and improves the pedestrian experience along Third Street where the sidewalk is otherwise only 9 feet in width. The first two feet of this setback are given over to a planting buffer with a row of street trees opposite at the curb line. Behind this two-foot planting zone, low gates further protect the ground-floor residential uses while maintaining transparency.

At the western edge of the 20th Street frontage is the Project's parking garage access. This access will be set-back nearly 19 feet so that waiting cars won't block the sidewalk or the bus loading zones along 20th street. Utilities are located to minimize their effect on active street frontages. A gas room is located along 20th Street and a basement access to other utilities is provided along Third Street. Electrical transformers are located in a sub-grade vault along 20th Street.

The project design places the rear yard setback at the western side of the site, providing a buffer to the adjacent school yard and beginning a pattern of mid-block open space on a block that currently contains none. This orientation also minimizes the size and exposure of windowless property line blind-walls.

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

The project provides adequate open space, all of which is on site. The open spaces are provided in the form of private decks and a large common roof deck.

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

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

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

The project proposes the installation of street trees, planting strips, and Class 2 bicycle parking along both frontages in accordance with the Better Streets Plan.

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

The existing curb cut on 3rd Street will be removed, and no new curb cuts are permitted on this portion of 3rd Street. The project will provide a single ingress/egress on 20th Street that was reviewed and approved by the MTA because of its adjacency to the existing terminus of the 22 Fillmore bus route. The garage is inset at the curb cut to allow a queuing space for entering vehicles to help minimize impacts on the bus route and traffic circulation in general.

- H. Bulk limits;

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

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

The project generally meets the Objectives and Policies of the General Plan and is compliant with the Central Waterfront Area Plan.

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

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

allows an exception for the rear yard requirement pursuant to requirements of Planning Code Section 134(f).

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

The project is primarily a residential building. The proposed rear yard meets the code requirement of 25 percent of the lot depth. However, the rear yard in the UMU Zoning District is required to be provided at the lowest story containing a dwelling unit. Ground floor dwelling units are proposed along 3rd Street, but the rear yard is provided at the second story and above. Additionally, the project otherwise meets the useable open space requirements of Section 135.

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

The project will occupy the northwestern corner of the block and the tallest portions of the building will front 3rd Street, which is an approximately 100-foot right-of-way. The proposed structure steps down to two stories as it extends west toward the mid-block along 20th Street, which reduces the impact to light and air in the interior of the block. Additionally, the 20th Street right-of-way is approximately 65 feet. As a result, the project will have no significant impact on light and air to adjacent properties.

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

The existing block is primarily commercial and industrial, and there is no existing mid-block open space. Additionally, the project will provide a code-complying rear yard in terms of depth and size, and therefore will not adversely affect the existing block, nor any future pattern of mid-block open space.

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

HOUSING

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.8:

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

The project will develop an underused parcel and provide much needed housing, including 11 on-site affordable housing units, and will further activate the corner of 3rd and 20th Streets. The area around the project site was recently rezoned to UMU as part of a long range planning goal to create a cohesive, higher density residential and mixed-use neighborhood. The project includes eleven on-site affordable housing units, which complies with the UMU Zoning District's goal to provide a higher level of affordability.

TRANSPORTATION

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

Policy 24.3:

Install pedestrian-serving street furniture where appropriate.

The project will install street trees at approximately 20 foot intervals along frontages on 3rd and 20th Streets. Other street features, including planting strips and Class 2 bicycle parking spaces, will be provided pursuant to the Better Streets Plan. Both frontages are designed with active spaces oriented at the pedestrian level.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The project includes 71 Class 1 bicycle parking spaces in a secure basement.

OBJECTIVE 34:

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD

COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.1:

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

Policy 34.3:

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

Policy 34.5:

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

The project has a parking to dwelling unit ratio of .67 space per unit, which is less than the permitted maximum of .75 space per unit. The project will remove the existing curb cut on 3rd Street and the new parking spaces will be accessed by one curb cut on 20th Street that was fully vetted by the MTA to ensure minimal impact on the adjacent terminus of the 22 Fillmore bus line.

CENTRAL WATERFRONT AREA PLAN

Objectives and Policies

Land Use

OBJECTIVE 1.1:

ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED-USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD.

Policy 1.1.1:

Permit and encourage greater retail uses on the ground floor on parcels that front 3rd Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.

OBJECTIVE 1.2:

IN AREAS OF THE CENTRAL WATERFRONT WHERE HOUSING AND MIXED-USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1:

Ensure that infill housing development is compatible with its surroundings.

The project responds to its surrounding context, continues the transition of the area into a mixed-use character, and provides neighborhood-serving retail space at the corner of 3rd and 20th Streets.

Built Form

OBJECTIVE 3.1:

PROMOTE AN URBAN FORM THAT REINFORCES THE CENTRAL WATERFRONT'S DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Policy 3.1.3:

Relate the prevailing heights of buildings to street and alley width throughout the plan area.

Policy 3.1.4:

Heights should reflect the importance of key streets in the city's overall urban pattern, while respecting the lower scale development of Dogpatch.

Policy 3.1.6:

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

OBJECTIVE 3.2:

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

Policy 3.2.1:

Require high quality design of street-facing building exteriors.

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.

Policy 3.2.5:

Building form should celebrate corner locations.

Transportation

OBJECTIVE 4.3:

ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES.

Policy 3.1.3:

Encourage, or require where appropriate, innovative parking arrangements that make efficient use of space, particularly where cars will not be used on a daily basis.

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

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

The project will replace the approximately 4,000 square foot commercial building that includes little transparency with a mixed use building containing a 1,700 square foot corner commercial space that meet the street frontage and transparency requirements of the Planning Code and will provide a neighborhood-serving retail use.

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

The subject property currently contains a 4,125 square-foot building and a 24-space surface parking lot. The proposed project will provide much needed housing, including 11 on-site affordable housing units, and ground floor neighborhood-serving retail space in a building of high quality modern design and materials that also relates to the surrounding context of the existing neighborhood.

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

The subject property currently contains no housing. The project will include 71 dwelling units, 11 of which will be on-site affordable units.

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

The Planning Code does not require parking or loading for the project, but it is providing 32-48 off-street parking spaces, off-street loading for a 20-foot truck for resident move-in, and 71 Class 1 bicycle parking spaces. The area is well served by transit (Third T Light Rail, 22 and 48 MUNI bus lines), bike routes, and pedestrian facilities. The arrangement of parking garage ingress/egress was developed with the MTA to minimize obstruction to the 22 Fillmore bus line terminus.

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

The project will not displace any service or industry establishment, and does not include any office space. Additionally, the new neighborhood-serving retail space will present an opportunity for resident employment and business ownership.

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

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

- G. That landmarks and historic buildings be preserved.

The subject building proposed for demolition was determined to be a historic resource by the Central Waterfront Historic Survey. The proposed demolition of the existing building would contribute to the significant historical resource impact identified in the Eastern Neighborhoods, but its contribution would not be considered a new significant impact beyond that identified in the Eastern Neighborhoods Plan EIR.

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2005.0408X** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated August 1, 2013, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as Exhibit C and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the 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 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. 18946. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at 1650 Mission Street, 3rd Floor (Room 304), San Francisco, CA 94103, or call 575-6880.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on August 8, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES: Commissioners Antonini, Borden, Fong, Hillis, Moore, Sugaya, and Wu

NAYS:

ABSENT:

ADOPTED: August 8, 2013

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow the demolition of the existing commercial building and parking lot and the construction of a 6-story, 68-foot tall mixed use building containing 71 dwelling units, approximately 1,700 square feet of ground floor retail space, and 42 ground floor parking spaces located at 2290 3rd St, Block 4059, and Lot 009, pursuant to Planning Code **Sections 134(f) and 329** within the **UMU** District, Life Science and Medical Special Use District, and a **68-X** Height and Bulk District; in general conformance with plans, dated **August 1, 2013**, and stamped "EXHIBIT B" included in the docket for Case No. **2005.0408X** and subject to conditions of approval reviewed and approved by the Commission on **August 8, 2013** under Motion No. **18946**. 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 **August 8, 2013** under Motion No. **18946**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **18946** 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. 2004.0160E) attached as Exhibit C 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.

7. **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.

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

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

PARKING AND TRAFFIC

9. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

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

10. **Car Share.** Pursuant to Planning Code Section 166, no fewer than **one (1)** car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

11. **Bicycle Parking.** The project shall provide no fewer than 71 Class 1 bicycle parking spaces and 4 Class 2 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5, as currently proposed for amendment by Board File No. 130528.

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

12. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the project shall provide no more than **fifty-three (53)** off-street parking spaces.

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

PROVISIONS

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

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

Affordable Units

14. **Number of Required Units.** Pursuant to Planning Code Section 419 (Tier B), the project is required to provide 20% of the proposed dwelling units as affordable to qualifying households. Pursuant San Francisco Charter Section 16.110 (g) the 20% on-site requirement stipulated in Planning Code Section 419 (Tier B) is reduced by 4% (20% of 20%) to 16%. The project contains 71 units; therefore, 11 affordable units are required. The project Sponsor will fulfill this requirement by providing the 11 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing ("MOH").

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

15. **Unit Mix.** The project contains 20 studios, 22 one-bedroom, 25 two-bedroom, and 4 three-bedroom units; therefore, the required affordable unit mix is 3 studios, 3 one-bedroom, 4 two-bedroom, and 1 three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.

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

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

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

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

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

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

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

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

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

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

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

- exceed ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- c. The project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
 - d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
 - e. Prior to the issuance of the first construction permit by DBI for the Project, the project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
 - f. The project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.
 - g. If the project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.

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

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

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

MONITORING

21. **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.

22. **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

23. **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>.

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

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

EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	MONITORING AND REPORTING PROGRAM			
		Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES					
AIR QUALITY					
<i>Mitigation Measure 1 – Construction Air Quality</i>					
The City would also condition project approval such that each subsequent project sponsor would require the contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.	Project sponsor, contractor(s)	During construction	Ensure construction equipment is properly maintained and operated to minimize exhaust emissions	Project sponsor, contractor(s) to provide Planning Department with monthly reports during construction period	Considered complete when upon receipt of final monitoring report at completion of construction
HAZARDS AND HAZARDOUS MATERIALS					
<i>Mitigation Measure 2 – Hazardous Building Materials</i>					
The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to the applicable federal, state, and local laws.	Project sponsor, contractor(s)	Prior to demolition of structures	Ensure equipment containing PCBs or DEHP and other hazardous materials is properly disposed	Project sponsor, contractor(s), DPH, various federal and state agencies	Considered complete when equipment containing PCBs or DEHP or other hazardous materials is properly disposed
IMPROVEMENT MEASURES					

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility
TRANSPORTATION AND CIRCULATION				
<i>Improvement Measures 1: Timing of Proposed On-Street Commercial Loading Spaces</i>				
<p>As an improvement measure to ensure that SFMTA’s approval and legislation phase for conversion of three unrestricted on-street parking spaces to commercial loading spaces is completed and new curb regulations implemented prior to the Proposed project’s opening, the project sponsor should apply for the commercial vehicle loading zone on 20th Street at the start of construction. The project sponsor would need to apply through the SFMTA’s Parking and Traffic Color Curb Program.</p>				
<i>Improvement Measure 2: Installation of Eyebolts</i>				
<p>As an improvement measure to reduce pole clutter, the project sponsor could review with SFMTA whether it would be appropriate to install eyebolts in the renovated building to support Muni’s overhead wire system on 20th Street and/or Third Street would be appropriate.</p>				
<i>Improvement Measure 3: Installation of Bicycle Racks on the Adjacent Sidewalk</i>				
<p>As an improvement measure to accommodate retail visitors arriving by bicycle, the project sponsor would request that SFMTA install bicycle rack(s) on the sidewalks adjacent to the project site on 20th Street and/or Third Street. The project sponsor would work with SFMTA as to the final number and location of the bicycle racks.</p>				
<i>Improvement Measure 4: Coordination of Move-In/Move-Out Activities</i>				

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>and Large Deliveries</i></p> <p>As an improvement measure to reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Third Street or within the Muni bus layover on 20th Street, residential move-in and move-out activities should be scheduled. Moving trucks should be parked on the south side of 20th Street within the proposed commercial loading zone, and curb parking should be reserved through SFMTA. In addition, larger deliveries should be scheduled and coordinated through building management.</p>					
HISTORIC PRESERVATION					
<p><i>Improvement Measure No. 5: Historic Architectural Resources – HABS Documentation</i></p> <p>The Project Sponsor shall ensure documentation of the existing building and historic resource according to Historic American Building Survey (HABS) Standards, prior to demolition, as follows:</p> <ul style="list-style-type: none"> • Prior to approval of the demolition permit, the Project Sponsor shall undertake HABS (Historic American Building Survey) documentation of the subject property. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following: <ul style="list-style-type: none"> – <i>HABS-Level Photography</i>: Archival photographs of the interior and the exterior of subject property. Large format negatives are not required. Digital photography may be taken, as guided by HABS/HAER/HALS Photography Guidelines. Generally, the following requirements shall 	<p>Project Sponsor and Qualified Professional with experience with HABS documentation and photography.</p>	<p>Prior to issuance of a demolition permit.</p>	<p>Project Sponsor to retain Qualified Professional to document historical resource. Qualified professional to photograph resource and prepare a historical report. Project Sponsor or Qualified Professional to disseminate documentation as specified.</p>	<p>Planning Department Preservation Staff to approve documentation submitted by project sponsor.</p>	<p>Considered complete upon Planning Department approval of documentation / issuance of demolition permit.</p>

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>apply: the digital sensor size should be at least full frame (35mm) with a minimum of 24 megapixels taken with a perspective correction or other lens resulting in photographs that do not require post-processing. Photographic prints should be accompanied by a data sheet from the printer noting the paper used, printer model, type of ink, and estimated longevity. The scope and number of the archival photographs shall be reviewed and approved by Planning Department Preservation staff, and all photography shall be conducted according to the latest National Park Service standards and guidelines. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS Photography, and shall be labeled according to HABS Photography Guidelines; and,</p> <ul style="list-style-type: none"> – <i>HABS Historical Report: A written historical narrative and report, per HABS Historical Report Guidelines.</i> <p>The professional shall prepare the documentation and submit it for review and approval by the San Francisco Planning Department's Preservation Staff. The final documentation shall be disseminated to the San Francisco Planning Department, San Francisco Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.</p>					
<p><i>Improvement Measure No. 6: Historic Architectural Resources – Interpretive Display</i></p> <p>The project sponsor shall incorporate an exhibit/interpretative display on the history of the building and the surrounding neighborhood prior to approval of the demolition permit. The documentation and interpretive display shall be designed by a qualified professional who meets the standards for history or architectural history (as appropriate), as set forth by the</p>	Project Sponsor/ Qualified Professional.	Prior to demolition and construction activities.	Project Sponsor to retain qualified professional to design interpretive display, subject to	Planning Department Preservation Staff to approve scope of work for on-site display to be submitted by project sponsor and/or qualified	Considered complete upon issuance of Certificate of Occupancy.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). Planning Department Preservation staff shall review and approve the scope, content, design and location of the new exhibit/interpretative display. The new exhibit/interpretative display shall be located within a publicly-accessible or publicly viewable area within the new buildings, as determined by Planning Department Preservation staff and the Environmental Review Officer.			approval by Planning Department Preservation staff.	historic preservation professional.	