



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 Impact Fees) |

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Planning Commission Motion No. 19137

HEARING DATE: MAY 1, 2014

Date: April 24, 2014
Case No.: **2012.1574 KX**
Project Address: **650 INDIANA STREET**
Zoning: UMU (Urban Mixed Use)
58-X Height and Bulk District
Block/Lot: 4041/009
Project Sponsor: Michael Yarne
315 Linden Street
San Francisco, CA 94102
Staff Contact: Diego R Sánchez – (415) 575-9082
diego.sanchez@sfgov.org

ADOPTING FINDINGS RELATING TO LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 TO ALLOW NEW CONSTRUCTION OF TWO FIVE-STORY RESIDENTIAL BUILDINGS WITH UP TO 111 DWELLING UNITS AND TO ALLOW EXCEPTIONS FROM (1) REAR YARD REQUIREMENT PURSUANT TO PLANNING CODE SECTION 134, (2) DWELLING UNIT EXPOSURE REQUIREMENT PURSUANT TO PLANNING CODE SECTION 140 AND (3) HORIZONTAL MASS REDUCTION REQUIREMENT PURSUANT TO PLANNING CODE SECTION 270.1 AND TO ADOPT FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AT 650 INDIANA STREET, LOT 009 IN ASSESSOR'S BLOCK 4041, WITHIN THE UMU (URBAN MIXED USE) ZONING DISTRICT AND A 58-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On October 3, 2010 Michael Yarne (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization under Planning Code Section 329 to allow new construction of two five-story residential buildings with up to 111 dwelling units and to allow exceptions from the following: (1) Rear Yard pursuant to Planning Code Section 134, (2) Dwelling Unit Exposure pursuant to Planning Code Section 140 and (3) Horizontal Mass Reduction pursuant to Planning Code Section 270.1 on the property at 650 Indiana Street, west side of Indiana Street between 18th Street and 19th Street; Lot 009 in Assessor Block 4041 (hereinafter "Subject Property"). The project is located within a UMU (Urban Mixed Use) Zoning District a 58-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 March 28, 2014, 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.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2012.1574 KX at 1650 Mission Street, Fourth Floor, San Francisco, California.

On May 1, 2014, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on a Large Project Authorization, Application No. 2012.1574 KX.

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. 2012.1574 KX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located on the west side of Indiana Street, between 18th and 19th Streets. The lot is approximately 26,610 square feet in area with 351 feet of frontage along Indiana Street and a depth of approximately 76 feet. A night club (Café Cocomo), a sound studio and storage and staging space are located within a series of existing warehouse structures on the property. There is also, at the northern portion of the subject property, area for off-street parking and equipment storage
3. **Surrounding Properties and Neighborhood.** The project is located within the Dogpatch neighborhood and is immediately to the northwest of Esprit Park. Properties in the area are commercial and light industrial in nature. Buildings are one- and two-story in height. Residential uses are located south of 20th Street, two blocks from the subject property. Immediately to the west of the subject property is the embankment leading to Interstate 280. This lot is irregularly shaped, and varies in width from 51 feet at the southern boundary to 82 feet at the northern boundary. To the east of the subject property are two-story commercial buildings, including an office building and a building with light manufacturing uses. To the north of the site is a warehouse building. The southern boundary of the subject property is 19th Street. Properties in the surrounding area are in the UMU (Urban Mixed Use) and P (Public) Zoning Districts.

4. **Project Description.** The project proposes to demolish existing warehouse and storage structures located on the subject property and construct two five-story residential buildings with 111 residential units and approximately 1,900 gross square feet of ground-floor neighborhood-serving retail uses. In total the new structures would measure approximately 122,185 gross square feet. The project would consist of two architecturally distinct, approximately 58-foot-tall, five-story buildings, which would be separated by a pedestrian alleyway. Off-street parking is proposed within a subterranean garage that is accessed at the north end of the subject property.
5. **Public Comment.** The Planning Department has received nine letters of support for the project and one email and telephone call with concerns regarding the proposed demolition of Interstate 280 and the analysis of the proposed project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Rear Yard.** Planning Code Section 134 requires a rear yard shall be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet.

The project is not providing a Planning Code complying rear yard and is seeking an exception from this requirement pursuant to Planning Section 329.

- B. **Useable Open Space for Dwelling Units.** Planning Code Section 135 requires a minimum of 80 square feet of useable open space for each dwelling unit or 54 square feet if that useable open space is made publically accessible. Any amount of useable open space not provided is subject to the provisions of Planning Code Section 427.

The project is proposing 2,175 square feet of publically accessible open space, satisfying the useable open space requirement for 40 units. The project is proposing approximately 6,401 square feet of useable open space on roof decks, private decks and courtyards, exceeding the 5,658 square feet required for the remaining 71 dwelling units.

- C. **Useable Open Space for Uses Other than Dwelling Units.** Planning Code Section 135.3 requires a minimum of one square foot of useable open space for each 250 square feet of occupied floor area for retail businesses within the Eastern Neighborhoods Mixed Use Districts.

The project is proposing approximately 1,144 square feet of occupied floor area of retail uses and is provided the required 4.5 square feet of useable open space within the publically accessible courtyard.

- D. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires one new street tree for every 20 feet of street frontage for projects proposing new construction and requires streetscape and pedestrian elements in conformance with the Better Streets Plan when a project is on a lot that is greater than ½-acre in total area and the project includes new construction.

The project is proposing the new construction of two five-story residential buildings on a lot that is more than ½ an acre in size with 351 feet of frontage along Indiana Street and 76 feet of frontage along 19th Street. The project is providing 22 street trees, in compliance with Planning Code Section 138.1. The Project Sponsor will also submit a streetscape plan to the Planning Department that will be reviewed for conformance with the Better Streets Plan.

- E. **Dwelling Unit Exposure.** Planning Code Section 140 requires each dwelling unit to face directly on a public street, public alley at least 25 feet in width, side yard at least 25 feet in width, a rear yard meeting the requirements of this Code or an outer court whose width is 25 feet or an open area no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

There are four units that do not face an area as required by Planning Code Section 140. An exception is being sought pursuant to Planning Code Section 140.

- F. **Street Frontage in Mixed Use Districts.** Section 145.1 of the Planning Code 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 or altered 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; that non-residential uses have a minimum floor-to-floor height of 14 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The project is proposing the off-street parking to be located within a subterranean garage. The off-street parking entrance on Indiana Street is approximately 18 feet in width. Residential uses are considered active uses on the ground floor if they are consistent with the guidelines for ground floor residential uses. The proposed ground floor residential units are found to be consistent with the guidelines for ground floor residential units. The proposed ground floor retail space at the southern boundary has a floor-to-floor height of 17 feet and is fenestrated with transparent windows in excess of 60 percent of the street frontage.

- G. **Off-Street Parking.** Planning Section 151.1 of the Planning Code allows as of right up to three off-street parking spaces for every four dwelling units within the UMU Zoning District.

The project is proposing 111 dwelling units and is allowed, as of right, up to 83 off-street parking spaces. The project is proposing 79 off-street parking spaces.

- H. **Bicycle Parking Requirement.** Planning Code Section 155.2 requires at least one Class 1 bicycle parking space for each dwelling unit plus one Class 1 space for every four dwelling units over 100 as well as one Class 2 bicycle parking space for each 20 dwelling units. Section 155.2 also requires at least two Class 2 bicycle parking spaces for the retail component.

The project is proposing up to 111 dwelling units and approximately 1,144 square feet of occupied floor area of retail space and requires at least 103 Class 1 bicycle parking spaces and six Class 2 bicycle parking spaces for the residential component and two Class 2 bicycle parking spaces for the retail component. The project is proposing 111 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces, in compliance with Planning Code Section 155.2.

- I. **Car Sharing.** In newly constructed buildings containing residential uses, Planning Code Section 166 requires, if parking is provided, car-share parking spaces to be provided based on the number of dwelling units in the amount specified in Table 166.

The project is proposing up to 111 dwelling units and is required to provide at least one car sharing space. The project is proposing one car sharing space.

- J. **Minimum Dwelling Unit Mix.** Planning Section 207.6 requires new residential projects proposing at least five dwelling units to provide either 40 percent of the total number of proposed dwelling units as two bedroom units or 30 percent of the total number of proposed dwelling units as three bedrooms units.

The project is proposing up 111 dwelling units of which 45 will be two bedroom units or larger. This is equivalent to 41% of all dwelling units being two bedroom units.

- K. **Horizontal Mass Reduction.** Planning Code Section 270.1 requires the incorporation of one or more mass reduction breaks in buildings to reduce the horizontal scale of the building into discrete sections not more than 200 feet in length when a building is has a street frontage greater than 200 feet in length. The mass reduction breaks shall be not less than 30 feet in width; be not less than 60 feet in depth from the street-facing building facade; extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet.

The project has 351 feet of street frontage along Indiana Street and is subject to the Horizontal Mass Reduction requirement. While the project does provide multiple horizontal mass reductions along the Indiana Street frontage, none are 30 feet in width. The project is seeking an exception pursuant to Planning Code Section 329.

- L. **Shadow Impact Analysis.** Planning Code Section 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the

General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

The project is proposing two five-story residential buildings each 58 feet in height, as measured to the finished roof, and was found to cast new shadow upon Esprit Park, a property under the jurisdiction of the Recreation and Park Commission. The Planning Commission finds the new shadow, after 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 Esprit Park.

- M. **Neighborhood Notification.** Planning Section 312 requires neighborhood notification when proposing a change of use from one land use category to another within the Eastern Neighborhoods Mixed Use Districts.

The project is proposing a change of use from the Industrial, Home and Business Service land use category to the Residential Uses land use category and has conducted the required notification in conjunction with the notification for the Large Project Authorization.

- N. **Inclusionary Affordable Housing Program.** Planning Code Section 419 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program for projects within the UMU Zoning District. Under Planning Code Section 419.3, these requirements would apply to projects that consist of ten or more units. For all projects sites designated as Tier A, a minimum of 14.4 percent of the total units constructed shall be affordable to and occupied by qualifying persons and families, so that a project sponsor must construct .144 times the total number of units produced in the principal project beginning with the construction of the tenth unit. The subject property is designated as a Tier A property.

The Project Sponsor has elected to construct 14.4 percent of all units as affordable units, in compliance with Planning Code Section 419. The project sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 419,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. 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 419,' 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 or submit to the Department a contract demonstrating that the project's on- or off-site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because, under Section 1954.52(b), the Project Sponsor has entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. and submits an Affidavit of such to the Department. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Mayor's Office Housing and the City Attorney's Office. The Project Sponsor has indicated the intention to enter into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based

upon the proposed density bonus and concessions provided by the City and approved herein. The Project Sponsor submitted such Affidavit on April 2, 2014. The EE application was submitted on March 11, 2013 and a draft of the Costa Hawkins agreement on April 22, 2014. Pursuant San Francisco Charter Section 16.110 (g) the on-site requirement stipulated in Planning Code Section 419.6, is reduced to 14.4%. 16 units (five studio units, four one-bedroom units, six two-bedroom units and one three-bedroom unit) of the 111 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. The Project must execute the Costa Hawkins agreement prior to Planning Commission approval or must revert to payment of the Affordable Housing Fee.

- O. **Transit Impact Development Fee.** Planning Code Section 411 applies the Transit Impact Development Fee to projects cumulatively creating more than 800 gross square feet of non-residential uses including Retail/Entertainment, Management, Information and Professional Services and Production/Distribution/Repair

The project is proposing approximately 1,900 gross square feet of retail use. This use is subject to the Transit Impact Development Fee at the per gross square foot rate in place at time of building permit issuance

- P. **Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project within the UMU (Urban Mixed Use) Zoning District that results in at least one net new residential and/or any replacement of gross square feet or change of use.

The project is proposing 111 dwelling units within two residential structures of approximately 122,185 gross square feet in size. The project is also replacing the existing PDR uses through demolition of those structures. The project is subject to Planning Code Section 423 and all associated impact fees must be paid prior to the issuance of the building permit application.

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 mass and scale.

The proposed building mass and scale is appropriate for the context which is characterized by bulky light-industrial buildings. The building mass of the proposed project is carefully broken down by the use of courtyards accessible from the public right of way on the northern boundary as well as through the use of a 16 foot by 26 foot massing break at the third and fourth stories of the southern building. The buildings are adequately setback from the front property line, where appropriate, or feature raised courtyards to provide a buffer between the public and private realms.

B. Architectural treatments, facade design and building materials:

The proposed project is composed of two distinct buildings. The southern building fronts 19th and Indiana Streets and provides a strong presence at that intersection. A retail eating and drinking establishment is proposed at the corner, and is designed to provide visual permeability into the interior courtyard of the southern building. The frontage along Indiana Street also provides a sense of permeability as interior spaces are 15 feet in height and completely glazed. The upper stories feature randomly placed bays as well as a 16 foot by 26 foot massing break at the third and fourth stories which serve to provide a sense of depth and articulation. The dominant façade material is metal- the panels, operable vents and windows are of this contemporary material. Cement plaster is used to a much lesser degree and is found primarily at the rear façade, at the penthouse and within the interior courtyard.

The northern building also features a similar material palette in that it uses cement plaster, corten metal panels and metal windows, thereby providing a sense of unity between the two buildings. However, the northern building, in conjunction with the mid-block alley known as the Cocomo Mews, provides a pleasant rhythm of open space to building mass which is in contrast to the solid presence of the southern building. The northern building features two raised courtyards situated between alternating building masses. Cement plaster is used at the last building mass as an accent and to signal the end of the building.

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;

As mentioned above, the southern building features a corner retail eating and drinking establishment that is fenestrated to provide visual sightlines into the interior courtyard of that building. The ground floors are residential, 15 feet in height and provide a landscaped setback as a buffer between the private and public realms. The northern building also provides a landscaped buffer as well as raised entries into the residential ground floor units. The sole off-street parking entrance for the entire project is located at the northern end of the northern building.

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 required useable open space for the dwelling units is provided on private decks, common roof decks and in courtyards. These spaces are easily accessible to the dwelling units and are of ample size.

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;

While the project is not required to provide a mid-block alley pursuant to Planning Code Section 270.2 given that the project is not on a block longer than 400 feet between intersections, the project does

provide a publically accessible alley that splits the site in two between the buildings. This pedestrian alley is more than 27 feet wide from building face to building face and is in excess of 60% open to the sky; provides ingress and egress that make the area easily accessible to the general public; is protected from uncomfortable winds; and will feature a small bicycle shop at the rear of the alley.

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

The proposed project will provide the required street trees, in accordance with Planning Code Section 138.1, and will submit a streetscape improvement plan in accordance with the Better Streets Plan.

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

Automobile access is provided exclusively through the sole garage entrance at the northern end of the subject property. The project eliminates approximately 60 linear feet of existing curb cuts, aiding in lower the number of potential automobile-pedestrian conflicts. The project provides a mid-block alley that separates the two residential buildings and that provides an area for gathering and recreation.

- H. Bulk limits;

The proposed project is within an 'X' bulk district, which does 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 proposed project, on balance, meets the Objectives and Policies of the General Plan.

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

- A. Where not specified elsewhere in Planning Code Section 329(d), modification of other Code requirements which could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located.

The proposed project is seeking exceptions from the rear yard requirement (Section 134), dwelling unit exposure (Section 140) and horizontal mass reduction (Section 270.1).

Planning Code Section 134 requires the project to provide a rear yard equivalent to 25% of lot depth at the rear of the yard and at the lowest story containing a dwelling unit. To meet this requirement the project would need to provide a space that is only 18 ¾ feet in width, but would run parallel to Interstate 280 and be fully exposed to the noise generated by that freeway. In lieu of such a space, the project is proposing to provide multiple spaces on the site that are much more useable not only by the residents of the project but also for the general public. The project is proposing over 13,000 square feet

of open areas through courtyards, decks and publically accessible alleys, in excess of the approximately 6,600 square feet of rear yard that is required by the Planning Code.

Planning Code Section 140 requires each dwelling unit to face directly on a public street, public alley at least 25 feet in width, side yard at least 25 feet in width, a rear yard meeting the requirements of this Code or an outer court whose width is 25 feet or an open area no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. The project is proposing four units that do not meet this requirement. All other units either face Indiana Street, a public street in excess of 25 feet in width, face an outer court whose width is at least 25 feet, an inner court that is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor, or face 19th Street another public street in excess of 25 feet in width.

Planning Code Section 270.1 requires a mass reduction break not less than 30 feet in width and not less than 60 feet in depth from the street-facing building façade, extending up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower and resulting in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. The project proposes multiple mass reduction breaks throughout the project; however not one is in excess of 30 feet in width. Nonetheless, there is 26 foot wide mass break in the southern building, the 27 foot wide public alley that separates the two buildings, and two 25 foot wide mass breaks in the northern building, all of which serve to reduce mass and meet or exceed the intent of Planning Code Section 270.1.

9. **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 1.8:

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

The proposed project includes retail and residential components, making it a mixed use development, and will satisfy its affordable housing requirement through the on-site alternative, creating permanently affordable housing on the subject property.

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 4.6:

Encourage an equitable distribution of growth according to infrastructure and site capacity.

The proposed project exceeds the minimum dwelling unit mix requirement by providing more than 40% of its units as two-bedroom units or larger. The proposed project is located in an area planned for such housing growth and is also adjacent to a 1.8 acre public park.

OBJECTIVE 5:

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.4:

Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change.

The Project proposes a mix of unit types, including studio, loft, one- and two-bedroom apartments, which may suit the needs of a variety of households including singles, families and the elderly.

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 11.3:

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

Policy 11.6:

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

While the two residential buildings are designed for each to express a level of distinction, there are a number of features that promote cohesion and a sense of place on the project site. The mid-block alley, known as the Cocomo Mews, serves as a gathering space for residents and the public and can be accessed from the interior courtyards of each residential building in addition to the public right of way. The two

buildings are situated so as to provide a punctuated street wall; the retail component at the southern building is designed to provide a continuous line of sight from the public right of way through the retail space and into the interior courtyard while the northern building provides two graciously sized raised courtyards that, in concert with the Cocomo Mews, establishes an agreeable rhythm of open and closed space along the street frontage. The project is of a compatible scale with the future development as the area is slated for increased residential development.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.2:

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The project is proposing a retail café at the southern end of the subject property. This use will provide desirable goods and services to residents of the project as well as to the greater neighborhood which is consistent with the UMU Zoning District.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

Policy 2.3:

Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location

The retail café adds to the vibrancy of the proposed project and helps create a café culture, enlivening not only the street along the proposed project, but also the adjacent public park. This situation creates a favorable social and cultural climate that is attractive to many firms and may influence their decision on firm location.

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.

The Project will install street trees at approximately 20 foot intervals along the Indiana Street frontage, in compliance with requirements.

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 111 bicycle parking spaces in secure, convenient locations on the subject property.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.4:

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.8:

Provide convenient access to a variety of recreation opportunities.

Policy 4.10:

Encourage or require the provision of recreation space in private development.

The proposed project eliminates approximately 60 linear feet of existing curb cuts and locates the sole curb cut in project that leads into the subterranean off-street parking garage at the northern end of the subject property. The proposed project provides a mid-block alley, known as the Cocomo Mews, as an amenity for recreation and general gathering within the property. In addition the proposed project is adjacent to Esprit Park, a 1.8 acre public park.

CENTRAL WATERFRONT AREA PLAN

Objectives and Policies

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 design of the proposed project is contemporary in nature and given the existing non-residential uses, is compatible with the general character. It is important to note that the proposed project will set the tone for future residential development in the area.

OBJECTIVE 2.1:

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

Policy 2.1.3:

Provide units that are affordable to households at moderate and "middle incomes" – working households earning above traditional below-market-rate thresholds but still well below what is needed to buy a market priced home, with restrictions to ensure affordability continues.

The proposed project will satisfy its affordable housing requirement by electing the on-site alternative and providing 16 affordable units on site.

OBJECTIVE 2.3:

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 BEDROOM UNITS.

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.

The proposed project will satisfy the dwelling unit mix requirement by providing in excess of 40% of the units as two-bedroom units or larger.

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 3.1.6:

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 proposed project is comprised of two separate buildings that distinguish themselves from each other while providing a sense of unity through material palette and contemporary architectural style. Given that the proposed project is the first major residential project in the area, an area that is characterized by bulky, one and two story non-residential buildings, the proposed project will set the standard for future development.

OBJECTIVE 3.2:

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

Policy 3.2.1:

Require high quality design of street-facing building exteriors.

Policy 3.2.3:

Minimize the visual impact of parking.

Policy 3.2.4:

Strengthen the relationship between a building and its fronting sidewalk.

The facades of both buildings are of high quality and in a contemporary architectural style. Both buildings provide an adequate buffer between the private, residential uses and the public right of way immediately in front of those units through landscaping as well as through raised entries. The project is proposing only one off-street parking entrance for both buildings and is locating the entrance at the northern end of the subject property.

OBJECTIVE 4.1:

IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN CENTRAL WATERFRONT.

Policy 4.1.4:

Reduce existing curb cuts where possible and restrict new curb cuts to prevent vehicular conflicts with transit on important transit and neighborhood commercial streets.

The proposed project is will eliminate 50 linear feet of existing curb cuts and locate the sole curb cut at the northern end of the subject property.

OBJECTIVE 5.2:

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE.

Policy 5.2.1:

Require new residential and mixed-use residential development to provide on-site private open space designed to meet the needs of residents.

Policy 5.2.4:

Encourage publicly accessible open space as part of new residential and commercial development.

Policy 5.2.5:

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

The proposed project will provide on-site private open space for many of the proposed dwelling units and will also provide open space that can be accessed by the public. The subject block does not have a strong pattern of rear yard open space and will locate the open space on roof decks, balconies and courtyards.

10. **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 proposal will enhance the neighborhood-serving retail uses by introducing a large number of potential patrons to the area.

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

The proposed buildings are designed in a manner that complements the current light industrial character of the area, with an eye toward establishing a framework from which subsequent residential development may draw inspiration, given the quality of design proposed.

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

The proposed development will add 111 new dwelling units, of which 16 will be affordable under Planning Code Sections 415 and 419.

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

It is not anticipated that commuter traffic will impede MUNI transit or overburden streets or neighborhood parking as the sole automobile entrance is at the northern end of the subject property and the subterranean garage provides off-street parking.

- 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 proposed project will not displace industrial and service sector establishments with commercial office development as the proposed project is primarily residential.

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

The proposed project is designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code.

- G. That landmarks and historic buildings be preserved.

The Historic Preservation Technical Specialist for the Southeast Quadrant indicates the absence of an historic resource on the subject property.

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

The Planning Commission found that the net new shadow cast by the project upon Esprit Park will not be adverse to the use of the park.

11. 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.

12. 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.
13. 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. 2012.1574KX** under Planning Code Sections 329 to allow the new construction of two five-story residential buildings with up to 111 dwelling units and exceptions from the rear yard, dwelling unit exposure and horizontal mass reduction requirements within the UMU (Urban Mixed Use) Zoning District and a 58-X Height and Bulk District. The project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated April 14, 2014, 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 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 May 1, 2014.

Jonas P. Ionin
Commission Secretary

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

NAYES: None

ABSENT: None

ADOPTED: May 1, 2014

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project to allow the new construction of two five-story residential buildings with up to 111 dwelling units and exceptions from the rear yard, dwelling unit exposure, and horizontal mass reduction requirements located at 650 Indiana Street, Lot 009 in Assessor's Block 4041 pursuant to Planning Code Section 329 within the UMU (Urban Mixed Use) Zoning District and a 58-X Height and Bulk District; in general conformance with plans, dated April 14, 2014, and stamped "EXHIBIT B" included in the docket for Case No. 2012.1574KX and subject to conditions of approval reviewed and approved by the Commission on **May 1, 2014** under Motion No. **19137**. 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 **May 1, 2014** under Motion No. **19137**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **19137** 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

DESIGN – COMPLIANCE AT PLAN STAGE

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. **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

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

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

10. **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).
- h. 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>

11. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

PARKING AND TRAFFIC

12. **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

13. **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

14. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 111 bicycle parking spaces (109 Class 1 spaces for the residential portion of the Project and two Class 1 or 2 spaces for the commercial portion of the Project).

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

15. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than eighty three (83) off-street parking spaces.

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

PROVISIONS

16. **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

17. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411, the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid.

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

18. **Affordable Units.**

A. **Eastern Neighborhoods Affordable Housing Requirements for UMU.** Pursuant to Planning Code Section 419.3, Project Sponsor shall provide 14.4 percent of the proposed dwelling units as affordable to qualifying households as the proposed project is a Tier A project where a minimum of 14.4 percent of the total units constructed shall be affordable to and occupied by qualifying persons and families. The Project contains 111 units; therefore, 16 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 16 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.

- B. **Unit Mix.** The Project contains 35 studios, 31 one-bedroom, 41 two-bedroom, and four three-bedroom units; therefore, the required affordable unit mix is five studios, four one-bedroom, six two-bedroom, and one 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.

- C. **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.

- D. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than fourteen and four tenths percent (14.4%) 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.

- E. **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.

- F. **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 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 rent, the affordable unit(s) 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; 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 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 the intention to enter

- into an agreement with the City to qualify for a waiver from the Costa-Hawkins Rental Housing Act based upon the proposed density bonus and concessions (as defined in California Government Code Section 65915 et seq.) provided herein. The Project Sponsor has executed the Costa Hawkins agreement and will record a Memorandum of Agreement prior to issuance of the first construction document or must revert payment of the Affordable Housing Fee.
- 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.
- h. 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 or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. 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.
19. **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

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

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

OPERATION

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

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

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

650 INDIANA STREET - MITIGATION MONITORING AND REPORTING PROGRAM (Includes text for Improvement Measures as well)

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
NOISE					
<p>Mitigation Measure M-NOI-1 – Construction Noise (implements Eastern Neighborhoods FEIR Mitigation Measure F-2: Construction Noise). Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> ■ Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses. ■ Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site. ■ Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses. ■ Monitor the effectiveness of noise attenuation measures by taking noise measurements. ■ Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 	Project sponsor, contractor(s)	During construction	Identify a set of site-specific noise attenuation measures/control strategies under the supervision of a qualified acoustical consultant	Project sponsor, contractor(s), DBI to provide Planning Department with monthly reports during construction period	Considered complete when upon receipt of final monitoring report at completion of construction

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
HAZARDOUS MATERIALS					
<p>Mitigation Measure M-HZ-1 – Hazardous Building Materials (implements Eastern Neighborhoods FEIR Mitigation Measure K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area). 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 applicable federal, state, and local laws.</p>	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

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR					
TRANSPORTATION AND CIRCULATION					
<p>Improvement Measure I-TR-1 – Residential Transportation Demand Management Program. The Project Sponsor shall implement Transportation Demand Management (TDM) measures to reduce traffic generated by the proposed project and to encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. In addition, prior to issuance of a temporary permit of building occupancy, the project sponsor must execute an agreement with the Planning Department for the provision of TDM services. The TDM program shall have a monitoring component to ascertain its effectiveness. Recommended components of the TDM program include the following:</p> <p><u>TDM Program</u></p> <p>The project sponsor should implement the following TDM measures at a minimum:</p> <ul style="list-style-type: none"> ■ TDM Coordinator: Provide TDM training to property managers/coordinators. The TDM coordinator should be the single point of contact for all transportation-related questions from residents and City staff. ■ Transportation Information: <p>Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (Muni and BART lines, schedules and fares), information on where transit passes may be purchased, and information on the 511 Regional Rideshare Program.</p> <p>Current transportation information: Provide ongoing local and regional transportation information (e.g., transit maps and schedules, maps of bicycle routes, internet links) for new and existing tenants. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.</p> <p>Ride Board: Provide a "ride board" (virtual or real) through</p> 	Project sponsor, TDM Coordinator, and/or Planning Department staff (with possible assistance from City-hired consultant), as detailed for each TDM program component	Prior to and during occupancy	Implement TDM measures and enter into agreement for the provision of TDM services; carry out TDM program components as specified in Improvement Measure language	Project sponsor and Planning Department	Ongoing, specific for each TDM program component (refer to Improvement Measure language)

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<p>which residents can offer/request rides, such as on the Homeowners Association website and/or lobby bulletin board. Other strategies may be proposed by the Project Sponsor and should be approved by City staff.</p> <p>■ Bicycle Access: Signage: Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities.</p> <p>Tenant Cooperation: Encourage retail tenants to allow bicycles in the workplace.</p> <p>Safety: Ensure that bicycle access to the site is safe, avoiding conflicts with automobiles, transit vehicles and loading vehicles, such as those described in Improvement Measure I-TR-2, Queue Abatement Condition of Approval.</p>					
<p><u>TDM Monitoring</u></p> <p>The Planning Department shall provide the TDM Coordinator with a clearly formatted "Resident Transportation Survey" (online or in paper format) to facilitate the collection and presentation of travel data from residents at the following times: (a) One year after 85 percent occupancy of all dwelling units in the new building; and (b) every two years thereafter, based on a standardized schedule prepared and circulated by the Planning Department staff to the TDM Coordinator.</p> <p>The TDM Coordinator shall collect responses from no less than 33% of residents within the newly occupied dwelling units within ninety (90) days of receiving the Resident Transportation Survey from the Planning Department. The Planning Department will assist the TDM Coordinator in communicating the purpose of the survey, and shall ensure that the identity of individual resident responders is protected. The Department shall provide professionally prepared and easy-to-complete online (or paper) survey forms to assist with compliance.</p> <p>The Planning Department shall also provide the TDM Coordinator</p>	<p>Project Sponsor, TDM Coordinator, and Planning Department (with possible assistance from City-hired consultant)</p>	<p>One year after 85 percent occupancy of all dwelling units in the new building; and every two years thereafter, based on a standardized schedule prepared and circulated by the Planning Department staff to the TDM Coordinator.</p>	<p>Coordinate, distribute and collect the Residential Transportation Survey and the Building Transportation Survey. Allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant.</p>	<p>Project sponsor, TDM Coordinator and Planning Department</p>	<p>Ongoing; considered complete upon completion of all required surveys.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<p>with a separate "Building Transportation Survey" that documents which TDM measures have been implemented during the reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency, etc.). The Building Transportation Survey shall be completed by the TDM Coordinator and submitted to City staff within thirty (30) days of receipt.</p> <p>The Project Sponsor shall also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to residential lobbies, garages, etc. shall be granted by the Project Sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for two to five days between 6 AM and 8 PM on both weekdays and weekends.</p>					
<p><u>Bike Sharing</u></p> <p>Within 30 days after receiving Planning Commission approval for the subject project, Project Sponsor shall contact Bay Area Bike Share (or its successor entity) to determine whether Bay Area Bike Share would be interested and able to fund and install a new bike share station in the public right-of-way immediately adjacent to the project site (including locations within new or existing sidewalks, new or existing on-street parking, or new or existing roadway areas) within six months of the Project Sponsor's estimated receipt of its Temporary or Final Certificate of Completion for the subject project.</p> <p>Bay Area Bike Share shall respond by 60 days prior to the Project Sponsor's meeting with the Transportation Advisory Staff Committee (TASC) for approval of the streetscape design. TASC approval typically occurs at the 90 percent design phase.</p> <p>If Bay Area Bike Share is not interested in and able to fund and install a new bike share station immediately adjacent to the project site, as indicated in writing, the Project Sponsor shall not be obligated to design and permit such a space. If Bay Area Bike Share determines in writing that it would be interested and able to fund</p>	Project Sponsor	Within 30 days after receiving Planning Commission approval for the subject project	Contact and coordinate with Bay Area Bike Share and potentially all city permits for a bike share station adjacent to the project site.	Project Sponsor, Bay Area Bike Share, and Planning Department	Considered completed upon determination by Bay Area Bike Share and, potentially, obtaining city permits.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<p>and install a new bike share station immediately adjacent to the project site within the time period specified above, the Project Sponsor shall make best efforts to modify its streetscape design to accommodate a new bike share station to the dimensions provided by Bay Area Bike Share, and obtain all city permits necessary to provide such a space immediately adjacent to the project site in the public right-of-way.</p> <p>If the City agencies responsible for issuing the permits necessary to provide the new bike share station space reject the Project Sponsor's application despite Project Sponsor's best efforts, the Project Sponsor shall not be obligated to provide such space.</p>					
<p>Improvement Measure I-TR-2: Queue Abatement Condition of Approval. It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <ul style="list-style-type: none"> ■ If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable). ■ Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use 	<p>Owner/operator of off-street parking facility</p>	<p>Upon operation of off-street parking facility</p>	<p>Ensure a vehicle queue does not block any portion of public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis</p>	<p>Owner/operator; Planning Department</p>	<p>Ongoing during operation</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<p>of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <ul style="list-style-type: none"> ■ If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue. 					
<p>Improvement Measure I-TR-3: Construction Management. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the proposed project. The temporary parking demand by construction workers would need to be met on site, on street, or within other off-street parking facilities. Construction workers should be encouraged to take transit or carpool to the project site. Other measures should include sending construction schedule updates to adjacent businesses or residents; development and implementation of construction truck management to minimize the overall number of truck trips to and from the site; avoiding truck trips during peak hours; and coordination with any nearby construction sites, such as 800 Indiana Street, to minimize overlapping peaks in construction trucks or other construction-related traffic.</p>	Project sponsor, contractor(s)	Prior to issuance of construction permit and during construction	Meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion; implement measures to reduce traffic congestion during construction	Project sponsor, Traffic Engineering Division of DPT, the Fire Department, Muni, and the Planning Department	Complete when project sponsor develops measures and completes construction

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Mitigation Reporting Responsibility	Monitoring Schedule
<p>Improvement Measure I-TR-4: Provision of Keys to First Responders. If the bollards at the entrance to 19th Street west of Indiana Street cannot be removed by first responders without a key, upon installation of the bollards, the project sponsor shall provide bollard keys to first responders to permit emergency access.</p>	Project sponsor	Prior to occupancy	Provide first responders with bollard keys if needed to permit emergency access	Project sponsor, first responders	Considered complete when keys are provided; however, access to keys must be maintained by Project sponsor
AIR QUALITY					
<p>Improvement Measure I-AQ-1: Enhanced Ventilation System (implements Eastern Neighborhoods FEIR Mitigation Measure G-2: Air Quality for Sensitive Land Uses). Because the project site is located in proximity to Interstate 280, which is identified as a freeway in the San Francisco General Plan, Transportation Element, the project sponsor should incorporate upgraded ventilation systems to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. The ventilation system, whether a central HVAC (heating, ventilation and possibly air conditioning) or a unit-by-unit filtration system, should include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). The ventilation system should be designed by an engineer certified by ASHRAE, who should provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. In addition to installation of air filtration, the project sponsor should present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The project sponsor should also ensure the disclosure to buyers and renters regarding the findings of the analysis and consequent and inform occupant's proper use of any installed air filtration.</p>	Project sponsor	Prior to occupancy	Incorporate upgraded ventilation systems to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors; present and implement a plan, including procedures for disclosure to buyers and renters, that ensures ongoing maintenance for the ventilation and filtration systems	Project sponsor	After certification by ASHRAE and ongoing during operation