



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary Conditional Use/Planned Unit Development

HEARING DATE: JUNE 28, 2012

*Date:* June 21, 2012  
*Case No.:* 2011.0744C  
*Project Address:* MARKET AND OCTAVIA AREA PLAN - "PARCEL P"  
*Zoning:* Hayes Gough Neighborhood Commercial Transit (NCT) District  
Residential Transit-Oriented (RTO) District  
40-X/50-X Height and Bulk District  
*Block/Lot:* 0831/023  
*Project Sponsor:* Meg Spriggs  
Hayes Valley LLC/Avalon Bay Communities Inc.  
185 Berry Street, Suite 3500  
San Francisco, CA 94107  
*Staff Contact:* Kevin Guy – (415) 558-6163  
kevin.guy@sfgov.org  
*Recommendation:* **Approval with Conditions**

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### PROJECT DESCRIPTION

The proposal is to remove an existing surface parking lot and vegetation, regrade the project site, improve the Hickory Street right-of-way through the block along the northerly frontage of the property, and construct a new mixed-use building with 182 dwelling units, 3,800 square feet of retail space, and 91 off-street parking spaces, situated over a subterranean parking garage. The project would vary in height across the site, reaching a maximum height of five stories. While the Project would consist of a single structure, the building would be articulated as a series of different forms and dwelling unit types, with varying architectural expression across the site. The site is organized around two east-west oriented courtyards, as well as a central north-south oriented courtyard. The project sponsor is seeking approval of a Planned Unit Development, including a number of specific modifications from the requirements of the Planning Code, as discussed under "Issues and Other Considerations".

### SITE DESCRIPTION AND PRESENT USE

The project site is a 49,500-square-foot lot on the north side of Oak Street in the Market and Octavia Area Plan, comprising the block bounded by Laguna Street to the west, Octavia Boulevard to the east, and Hickory Street to the north (primarily an unimproved right-of-way). The lot is currently being used on an interim basis as a community garden known as "Hayes Valley Farm", as well as a surface parking lot at the southeasterly portion of the site. The lot was formerly occupied by freeway ramps for the Central Freeway, which were removed by 2003. The irregular topography and mature trees found on the site are remnants of the former use of the property. There are no currently no structures on the property, aside from several small temporary buildings associated with the community garden use.

The majority of the Project Site is located within the RTO District, however, the easterly 60 feet are located within the Hayes-Gough NCT (Neighborhood Commercial Transit) District. The majority of the Project Site is located within the 50-X Height and Bulk District. However, the interior portion of the lot fronting along the Hickory Street right-of-way (beginning at a point located 70 feet to the west of the intersection with Octavia Boulevard and 65 feet north of Oak Street, extending to the Laguna Street frontage) is located within the 40-X Height and Bulk District.

## **SURROUNDING PROPERTIES AND NEIGHBORHOOD**

Another parcel formerly occupied by the Central Freeway occupies the majority of the northern half of the subject block. This parcel is also being used on an interim basis as a portion of the "Hayes Valley Farm". Several existing residential buildings are located at the northeastern portion of the subject block, situated across an improved stub of Hickory Street from the Project Site.

Beyond the immediate vicinity, the area surrounding the project site primarily consists of residential buildings of two to five stories in height. Ground floor retail and restaurant uses are found along Hayes Street one block north of the Project Site, while other isolated commercial establishments are scattered throughout the neighborhood. The Civic Center district is located to the northeast, and includes various government buildings, museums, libraries, and performance spaces. Open spaces in the vicinity include Hayes Valley Playground to the northwest, Patricia's Green to the north, Koshland Park to the southwest, and Page and Laguna Mini-Park to the south.

## **ENVIRONMENTAL REVIEW**

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Market and Octavia Area Plan Environmental Impact Report ("EIR"). State CEQA Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. On January 12, 2012, the Planning Department of the City and County of San Francisco determined that the proposed application qualified for a "Community Plan Exemption", requiring no further environmental review.

## **HEARING NOTIFICATION**

| <b>TYPE</b>        | <b>REQUIRED PERIOD</b> | <b>REQUIRED NOTICE DATE</b> | <b>ACTUAL NOTICE DATE</b> | <b>ACTUAL PERIOD</b> |
|--------------------|------------------------|-----------------------------|---------------------------|----------------------|
| Classified News Ad | 20 days                | June 8, 2012                | June 8, 2012              | 20 days              |
| Posted Notice      | 20 days                | June 8, 2012                | June 7, 2012              | 21 days              |
| Mailed Notice      | 20 days                | June 8, 2012                | June 7, 2012              | 20 days              |

## **PUBLIC COMMENT**

The Department has received two communications in opposition to the project, which express concerns regarding traffic impacts, adequacy of the proposed parking, and the compatibility of the height of the

project. The Department has received one letter in support of the project from the Hayes Valley Neighborhood Association. This letter specifically supports the construction of infill housing, the proposed 0.5:1 parking ratio, and the architectural design of the project. The letter also requests that the project sponsor satisfy the affordable housing requirements through the provision of on-site units, land dedication, or through payment of in-lieu fees, provided that the fees are utilized to construct affordable housing within the Market and Octavia Plan area.

## ISSUES AND OTHER CONSIDERATIONS

- **Planned Unit Development Modifications.** The project does not strictly conform to several aspects of the Planning Code. As part of the Planned Unit Development (PUD) process, the Commission may grant modifications from certain requirements of the Planning Code for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The project requests modifications from regulations related to rear yard, dwelling unit exposure, bay window dimensions, and height measurement.
- **Off-Street Loading.** The Project requires one off-street loading space to serve the residential uses. In lieu of providing the required loading space on-site, the Project proposes two on-street loading spaces to serve the residential uses (one each on Hickory and Laguna Streets), as well as a commercial loading space on Octavia Boulevard. While the number of loading spaces would exceed the requirements of the Code, the spaces would not be located on-site. Therefore, these spaces would not strictly satisfy the requirements of the Code.
- **Rear Yard.** The Planning Code requires that the project provide a rear yard equal to 25 percent of the lot depth at every residential level for the portion of the site within the Hayes-Gough NCT District, and a rear yard equal to 45 percent of the lot depth at all levels for the portion of the site within the RTO District. The project is massed around three separate courtyard areas, a configuration which does not strictly meet these requirements. However, the proposed configuration reinforces traditional urban development pattern with buildings located at or near front property lines, creating an urban streetscape framing an interior core of mid-block open space. By using a courtyard, the Project restores a traditional pattern of mid-block open space within the project site. In addition to the courtyard, the project provides substantial open space for residents in the form of individual private decks, common roof decks, and common at-grade open space.
- **Bay Windows.** Section 136(c)(2) permits bay windows to project over the public right-of-way, provided that the bays meet specified limitations for dimensions and separation. The Project includes numerous bay windows at various levels that comply with these. However, bay windows are proposed at each intersection corner of the Project which do not meet these requirements. The Planning Code requires that bays be separated from property lines. By definition, this would prohibit bays at corners. Several other proposed bays exceed the maximum bay width permitted by this Section, reaching widths of up to 15 feet. In addition, several bays do not meet the minimum requirements for glazed area. In all cases, the configurations of the proposed bays serves to articulate and vary the massing of the project, and provide enhanced scale and prominence to the specific aspects of the design.

- **Height Measurement.** The entirety of the Project Site will be re-graded from its existing condition. In this case, Section 102.12 would require height measurement from the finish grade of the re-graded block. Measuring from the grade of the proposed subterranean garage, portions of the building would exceed the applicable height limit. However, the Project proposes to measure from a hypothetical grade line between the elevation of the Octavia Street frontage and the Laguna Street frontage. Using this methodology, the centerline of each step in the building complies with the applicable height limitation. This minor deviation from the methodology for height measurement acknowledges the subterranean configuration of the garage, which would not enable significant increments of additional height than would otherwise be permitted under the 40-50-X Height and Bulk Districts.
- **Streetscapes and Hickory Street Improvement.** The Project includes curb extensions at the intersection of Laguna and Oak Streets, as well as the intersection of Oak Street and Octavia Boulevard. These extensions can accommodate seating, planters, and other functional and aesthetic amenities to enhance the public realm. The Project also includes the improvement of Hickory Street for the entire length of the block. Currently, Hickory Street is improved to a point approximately 85 feet west of the intersection with Octavia Boulevard, with the remainder as an unimproved "paper street". The Project would, at a minimum, construct Hickory Street to comply with the standards of Section 138.1, as well as the requirements of the Department of Public Works. The Project Sponsor has proposed, and may pursue additional "living street" enhancements that include seating areas, upgraded paving, landscaping, and biofiltration systems.
- **Parking and Vehicular Access.** The Project would provide off-street parking in an amount less than the principally permitted amount for the Hayes-Gough NCT and RTO Districts. Therefore, it is anticipated that residents will favor travel by means other than private automobile use to commute and to access goods and services in the vicinity. Ingress to off-street parking would be accessed from an entry near the intersection at Octavia Boulevard, while egress from off-street parking would occur near the intersection at Laguna Street. This split configuration would allow the majority of vehicular traffic associated with the project to avoid travel along the central part of Hickory Street, enhancing the desirability of the "living street" concept that has been proposed for Hickory Street.

## **REQUIRED COMMISSION ACTION**

In order for the project to proceed, the Commission must grant Conditional Use authorization to allow development on a lot greater than 10,000 square feet, to allow residential density exceeding one dwelling unit per 600 square feet of lot area within the RTO District, and to approve a Planned Unit Development with the requested modifications from the requirements of the Planning Code.

## **BASIS FOR RECOMMENDATION**

- The project would add 182 dwelling units to the City's housing stock, in a walkable and transit-rich area suited for dense, mixed-use development.

- Residents would be able to walk or utilize transit to commute and satisfy convenience needs without reliance on the private automobile. The parking proposes less than the amount that is principally permitted under the Planning Code.
- The project fulfills the intent of the Market and Octavia Area Plan to focus new housing in transit-served locations and to create active, vibrant streetscapes.
- The project includes a mix of studio, one-bedroom, and two-bedroom units to serve a diversity of household sizes and people with varied housing needs.
- The proposed ground-floor commercial spaces will expand the spectrum of retail goods and services available in the area, and will activate the sidewalk along Octavia Boulevard.
- The project include substantial landscaping and other improvements within the public realm, including curb extensions and the completion of Hickory Street, creating opportunities for additional seating and pedestrian amenities.
- The project s necessary and desirable, is compatible with the surrounding neighborhood, and would not be detrimental to persons or adjacent properties in the vicinity.

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| <b>RECOMMENDATION:</b> <b>Approval with Conditions</b> |
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**Attachments:**

Draft Motion  
Mitigation, Monitoring and Reporting Program  
Community Plan Exemption  
Block Book Map  
Sanborn Map  
Aerial Photograph  
Zoning Map  
Correspondence Regarding Project  
Affordable Housing Affidavit  
Residential Pipeline  
Project Sponsor Submittal and Project Plans

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary           | <input checked="" type="checkbox"/> Project sponsor submittal   |
| <input checked="" type="checkbox"/> Draft Motion                | Drawings: Existing Conditions (11" by 17")  |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility  |
| <input checked="" type="checkbox"/> Zoning District Map         | Drawings: Proposed Project (11" by 17")   |
| <input checked="" type="checkbox"/> Height & Bulk Map           | <input checked="" type="checkbox"/> Check for legibility  |
| <input checked="" type="checkbox"/> Parcel Map                  | <input type="checkbox"/> Wireless Telecommunications Materials  |
| <input checked="" type="checkbox"/> Sanborn Map                 | <input type="checkbox"/> Health Dept. review of RF levels   |
| <input checked="" type="checkbox"/> Aerial Photo                | <input type="checkbox"/> RF Report  |
| <input checked="" type="checkbox"/> Context Photos              | <input type="checkbox"/> Community Meeting Notice   |
| <input checked="" type="checkbox"/> Site Photos                 | <input type="checkbox"/> Housing Documents  |
|   | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |
|   | <input checked="" type="checkbox"/> Residential Pipeline  |

Exhibits above marked with an "X" are included in this packet

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Planner's Initials

*KG: G:\Documents\Projects\Parcel P\2011.0744C - Parcel P- Exec Summary.doc*



# SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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## Planning Commission Draft Motion

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 Hayes Valley LLC/Avalon Bay Communities Inc.  
 185 Berry Street, Suite 3500  
 San Francisco, CA 94107  
*Staff Contact:* Kevin Guy – (415) 558-6163  
 kevin.guy@sfgov.org

**ADOPTING FINDINGS RELATED TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION FOR A PLANNED UNIT DEVELOPMENT, TO ALLOW DEVELOPMENT OF A LOT EXCEEDING 10,000 SQUARE FEET, AND TO ALLOW RESIDENTIAL DENSITY EXCEEDING ONE DWELLING UNIT PER 600 SQUARE FEET OF LOT AREA WITHIN THE RTO DISTRICT, PURSUANT TO SECTIONS 121.1, 209.1, 303, AND 304 OF THE PLANNING CODE, WITH SPECIFIC MODIFICATIONS TO PLANNING CODE REGULATIONS RELATED TO OFF-STREET LOADING, REAR YARD, OPEN SPACE CONFIGURATION, BAY WINDOW DIMENSIONS, AND HEIGHT MEASUREMENT, WITH RESPECT TO A PROPOSAL TO DEMOLISH AN EXISTING SURFACE PARKING LOT AND CONSTRUCT A NEW DEVELOPMENT REACHING A MAXIMUM HEIGHT OF FIVE STORIES CONTAINING APPROXIMATELY 182 DWELLING UNITS, 3,800 SQUARE FEET OF GROUND FLOOR COMMERCIAL USES, AND 91 OFF-STREET PARKING SPACES LOCATED AT ON A PROPERTY BOUNDED BY OCTAVIA BOULEVARD, OAK STREET, LAGUNA STREET, AND HICKORY STREET (NO ADDRESS ASSIGNED), LOT 023 IN ASSESSOR'S BLOCK 0831, WITHIN THE HAYES-GOUGH NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT, THE RESIDENTIAL TRANSIT ORIENTED DISTRICT, AND THE 40-50-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

## **PREAMBLE**

On May 9, 2012, Meg Spriggs, acting on behalf of Hayes Valley LLC/Avalon Bay Communities, Inc. ("Project Sponsor") filed an application with the Planning Department ("Department") for Conditional Use Authorization to allow development on a lot exceeding 10,000 square feet, to allow residential density exceeding one dwelling unit per 600 square feet of lot area within the RTO District, and to approve a Planned Unit Development under Planning Code Sections ("Sections") 121.1, 209.1, 303 and 304 to allow a project that would demolish an existing surface parking lot and construct a new development reaching a maximum height of five stories containing approximately 182 dwelling units, 3,800 square feet of ground floor commercial uses, and 91 off-street parking spaces located at on a property bounded by Octavia Boulevard, Oak Street, Laguna Street, and Hickory Street (no address assigned), Lot 023 in Assessor's Block 0831, within the Hayes-Gough Neighborhood Commercial Transit District, the Residential Transit Oriented District, and the 40-50-X Height And Bulk District. The project requests specific modifications of Planning Code regulations regarding off-street loading, rear yard, open space configuration, bay window dimensions, and height measurement through the Planned Unit Development process specified in Section 304 (collectively, "Project", Case No. 2011.0744C).

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Market and Octavia Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on April 5, 2007, by Motion No. 17406, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"). The certification of the EIR was upheld on appeal to the Board of Supervisors at a public hearing on June 19, 2007. The Commission has reviewed the Final EIR, which has been available for this Commission's review as well as public review.

The 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, 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 Market and Octavia Area Plan, the Commission adopted CEQA Findings in its Motion No. 17406 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the 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, and (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.

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on January 12, 2012, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review per Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Market and Octavia Area Plan and was encompassed within the analysis contained in the Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Market and Octavia 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 Market and Octavia Area 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), and this material was made available to the public and this Commission for the Commission's review, consideration and action.

On June 29, 2011, Department staff received a request for review of a development exceeding 40 feet in height (Case No. 2011.0744K), pursuant to Section 295, analyzing the potential impacts of the development to properties under the jurisdiction of the Department of Recreation and Parks. Department staff prepared a shadow fan depicting the potential shadow cast by the development and concluded that the Project could potentially cast shadow on Patricia's Green. After reviewing and analyzing a secondary analysis submitted by the Project Sponsor, dated October 7, 2011, the Planning Department concluded that no new, net potential shadow will be cast upon Patricia's Green, because at their maximum length, the shadows cast by the project would not reach Patricia's Green. Therefore, the Project would have no impact to properties subject to Section 295.

On June 28, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2011.0744C.

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 Conditional Use requested in Application No. 2011.0744C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

## FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site is a 49,500-square-foot lot on the north side of Oak Street in the Market and Octavia Area Plan, comprising the block bounded by Laguna Street to the west, Octavia Boulevard to the east, and Hickory Street to the north (primarily an unimproved right-of-way). The lot is currently being used on an interim basis as a community garden known as "Hayes Valley Farm", as well as a surface parking lot at the southeasterly portion of the site. The lot was formerly occupied by freeway ramps for the Central Freeway, which were removed by 2003. The irregular topography and mature trees found on the site are remnants of the former use of the property. There are no currently no structures on the property, aside from several small temporary buildings associated with the community garden use.

The majority of the Project Site is located within the RTO District, however, the easterly 60 feet are located within the Hayes-Gough NCT (Neighborhood Commercial Transit) District. The majority of the Project Site is located within the 50-X Height and Bulk District. However, the interior portion of the lot fronting along the Hickory Street right-of-way (beginning at a point located 70 feet to the west of the intersection with Octavia Boulevard and 65 feet north of Oak Street, extending to the Laguna Street frontage) is located within the 40-X Height and Bulk District.

3. **Surrounding Properties and Neighborhood.** Another parcel formerly occupied by the Central Freeway occupies the majority of the northern half of the subject block. This parcel is also being used on an interim basis as a portion of the "Hayes Valley Farm". Several existing residential buildings are located at the northeastern portion of the subject block, situated across an improved stub of Hickory Street from the Project Site.

Beyond the immediate vicinity, the area surrounding the project site primarily consists of residential buildings of two to five stories in height. Ground floor retail and restaurant uses are found along Hayes Street one block north of the Project Site, while other isolated commercial establishments are scattered throughout the neighborhood. The Civic Center district is located to the northeast, and includes various government buildings, museums, libraries, and performance spaces. Open spaces in the vicinity include Hayes Valley Playground to the northwest, Patricia's Green to the north, Koshland Park to the southwest, and Page and Laguna Mini-Park to the south.

4. **Project Description.** The proposal is to remove the existing surface parking lot and vegetation, regrade the site, improve the Hickory Street right-of-way through the block along the northerly frontage of the property, and construct a new mixed-use building with 182 dwelling units, 3,800 square feet of retail space, and 91 off-street parking spaces,

situated over a subterranean parking garage. The project would vary in height across the site, reaching a maximum height of five stories. While the Project would consist of a single structure, the building would be articulated as a series of different forms and dwelling unit types, with varying architectural expression across the site. The site is organized around two east-west oriented courtyards, as well as a central north-south oriented courtyard. The project sponsor is seeking approval of a Planned Unit Development, including a number of specific modifications from the requirements of the Planning Code, as discussed herein.

5. **Public Comment.** The Department has received two communications in opposition to the project, which express concerns regarding traffic impacts, adequacy of the proposed parking, and the compatibility of the height of the project. The Department has received one letter in support of the project from the Hayes Valley Neighborhood Association. This letter specifically supports the construction of infill housing, the proposed 0.5:1 parking ratio, and the architectural design of the project. The letter also requests that the project sponsor satisfy the affordable housing requirements through the provision of on-site units, land dedication, or through payment of in-lieu fees, provided that the fees are utilized to construct affordable housing within the Market and Octavia Plan area.
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. **Use and Density.** Per Section 720.91, dwelling units within the Hayes-Gough NCT District are principally permitted without specific density limitations, allowing physical controls such as height, bulk, and setbacks to define an allowable building envelope. Per Section 209.1, dwelling units within the RTO District may exceed a density of one dwelling unit per 600 square feet of lot area with Conditional Use Authorization, provided that certain affirmative findings are made. Per Section 720.40, retail uses are principally permitted at the ground floor within the Hayes-Gough NCT District.

*Approximately 148 dwelling units are located within (or primarily located within) the portion of the site zoned RTO, therefore the project exceeds the density that is principally permitted for the site. Pursuant to Section 209.1(n), the Planning Commission may grant Conditional Use authorization to approve a project within the RTO District without a residential density limit. However, the Commission must make specified findings, and a project approved in this manner must comply with the minimum Code requirements without variances for usable open space, exposure, rear yards, and setbacks. The project is seeking a modification of the open space requirements of the Planning Code through the Planned Unit Development process. However, the Project meets the intent of these requirements, as discussed under Item #11 below, as well as the policies of the General Plan and the Market and Octavia Area Plan, with respect to dwelling unit livability.*

*The proposed ground-floor retail uses are situated entirely within the portion of the site zoned as Hayes-Gough NCT, and therefore comply with the Planning Code.*

- B. **Height and Bulk.** The subject property is located within a 40-50-X Height and Bulk District. Pursuant to Section 270, projects within "-X" Bulk Districts are not subject to specific bulk controls. Pursuant to Section 263.20, projects within NCT Districts and within 40-X or 50-X Height and Bulk Districts are allowed an additional five feet of height if the project includes active ground floor commercial uses with elevated ceilings taller than 10 feet, and/or walk-up residential units that are elevated from the sidewalk. Pursuant to Section 261.1, upper portions of buildings that abut the southerly side of narrow streets must be set back to avoid penetrating a sun access plane defined by an angle of 45 degrees, extending from the directly opposite northerly property line. This additional height restriction applies to the portion of the narrow street frontage that is located 60 feet away from an intersection with a street wider than 40 feet.

*The majority of the Project Site is within a 50-X Height and Bulk District. In this portion of the lot, the Project proposes a ground floor commercial space fronting along Octavia Boulevard, with clear ceiling heights of approximately 15 feet from sidewalk grade. The Project also includes elevated ground-floor residential units stoops along the Oak and Hickory Street frontages. Therefore, per Planning Code Section 263.20, the maximum allowable building height in this portion of the lot is 55 feet. The westernmost portion of the Project Site, and portions of the Project Site along Hickory Street are located within the 40-X Height and Bulk District. Portions of the building within the 40-X District along include elevated ground-floor residential units and other active uses. Therefore, per Planning Code Section 263.20, the maximum allowable building height in this portion of the lot is 45 feet.*

*The entirety of the Project Site will be re-graded from its existing condition. Measuring from a hypothetical grade line between the elevation of the Octavia Street frontage and the Laguna Street frontage, the centerline of each step in the building complies with the applicable height limitation. However, measuring from the grade of the proposed subterranean garage, portions of the building exceed the applicable height limit. Minor deviations from the provisions for measurement of height may be requested through the Planned Unit Development process, per Section 304(b)(6). Compliance with the PUD criteria is discussed under Item #11 .*

*Portion of the Project Site along Hickory Street are subject to the additional height limitation for buildings along narrow streets, per Section 261.1. The townhome units vary in height measurement from Hickory Street between approximately 29 feet to 35 feet above grade. The applicable sunlight access plane required by Section 261.1 applies above a height of 35 feet. Because the proposed townhome units do not exceed 35 feet in height along the portion of this frontage subject to Section 261.1, the Project complies with the additional height limitation*

- C. **Floor Area Ratio.** In the Hayes-Gough NCT District, Section 124 allows a Floor Area Ratio (FAR) of up to 3.0. In the RTO District, Section 124 allows an FAR of up to 1.8. Proportionately applying these ratios to each portion of the Project Site, the

allowable FAR would permit a building of up to 97,740 square feet of Gross Floor Area as defined in Section 102.9.

*The Project would measure approximately 202,174 square feet. Pursuant to Section 124(b), within NC and R Districts, the cited Floor Area Ratio limits do not apply to residential uses. Subtracting the area of the residential uses, approximately 66,777 square feet of Gross Floor Area within the Project would be subject to the allowable FAR. The Project therefore complies with the maximum allowable FAR.*

- D. **Rear Yard.** Section 134(a)(1) of the Planning Code requires a rear yard equal to 25 percent of the lot depth to be provided at every residential level for the portion of the site within the Hayes-Gough NCT District, and a rear yard equal to 45 percent of the lot depth to be provided at grade and each level of the building for the portion of the site within the RTO District.

*While the Project consists of a single structure, it is composed of several distinct masses, situated around two east-west oriented courtyards, as well as a central north-south oriented courtyard. The configuration of these courtyards does not meet the requirements for a rear yard, and thus the Project requires a modification of the rear yard requirement through the PUD process. Compliance with the PUD criteria is discussed under Item #11.*

*Section 134(e)(1) identifies a process whereby the Zoning Administrator may reduce the rear yard requirements for a project within NC Districts. Because the Project is seeking a rear yard modification through the PUD, and because a portion of the Project Site is situated within the RTO District, the process described by Section 134(e)(1) does not apply. It should be noted, however, that the project complies with the specified criteria of Section 134(e)(1), as follows:*

- i. Residential uses are included in the new or expanding development and a comparable amount of usable open space is provided elsewhere on the lot or within the development where it is more accessible to the residents of the development.*
- ii. The proposed new or expanding structure will not significantly impede the access of light and air to and views from adjacent properties.*

*Proportionately applying the required rear yard percentages to each portion of the Project Site would provide an open area of approximately 20,835 square feet. Two common rooftop decks measure a total of 8,619 square feet. In addition, the at-grade courtyards measure a total of 6,426 of common area. Numerous units include private decks or balconies which measure a total of 4,162 square feet. In total, the Project provides a combination of private and common open spaces for the use of residents that measure approximately 22,327 square feet, exceeding the amount of open area that would be provided by a Code-complying rear yard.*

*The Project occupies the entire block bounded by Laguna Street, Oak Street, the Hickory Street right-of-way, and Octavia Boulevard. Therefore, providing a Code-complying rear yard for the Project would result in a configuration that does not reflect the traditional San Francisco development pattern, with buildings located at or near front property lines,*

*creating an urban streetscape framing an interior core of mid-block open space. By using a courtyard, the Project restores a traditional pattern of mid-block open space within the Project Site. It should be noted that Hickory Street would be fully improved as part of the Project. The Sponsor is proposing a conceptual plan for various "living street" enhancements for Hickory Street that would create seating areas, upgraded paving, landscaping, and biofiltration systems. These improvements would create new public open spaces and gathering areas for both residents and non-residents alike, in addition to the on-site open space proposed for the Project.*

- E. **Usable Open Space.** Section 135 requires that a minimum of 60 square feet of private usable open space, or 79.8 square feet of common usable open space be provided for dwelling units within the Hayes-Gough NCT District. Section 135 requires that a minimum of 100 square feet of private usable open space, or 133 square feet of common usable open space be provided for dwelling units within the RTO District. This Section specifies that the area counting as usable open space must meet minimum requirements for area, horizontal dimensions, and exposure.

*The Project proposes private decks for 47 of the dwelling units in the RTO District, and 11 of the dwelling units in the Hayes-Gough NCT District. Applying proportionately the required common open space ratios for the remainder of the units, the Project requires 15,268 square feet of common open space to serve 124 dwelling units. The Project proposes a total of 18,165 square feet of common open space at the ground level and on two roof decks.*

*Some of the private decks meet the minimum area requirements for decks, but do not meet the minimum horizontal dimension of six feet in every direction. In addition, portions of the at-grade courtyards do not meet requirements for exposure to sunlight. Therefore, the Project requires a modification of the requirements for open space configurations through the PUD process. Compliance with the PUD criteria is discussed under Item #11.*

- F. **Bay Window Dimensions.** Section 136(c)(2) permits bay windows to project over the public right-of-way, provided that the bays meet specified limitations for dimensions and separation.

*The Project includes numerous bay windows at various levels that comply with the limitations of Section 136(c)(2). However, bay windows are proposed at each intersection corner of the Project which do not meet these requirements. Section 136(c)(2) requires that bays be separated from property lines. By definition, this Section does not permit bays at corners. Several other bays exceed the maximum bay width permitted by Section 136(c)(2), reaching widths of up to approximately 15 feet. In addition, several bays do not meet the minimum requirements for glazed area, per Section 136(c)(2)(C). In all cases, the bays serve to articulate and vary the massing of the project, and provide enhanced scale and prominence to the specific aspects of the design. The Project requires a modification of the requirements of this Section through the PUD process. Compliance with the PUD criteria is discussed under Item #11.*

- G. **Streetscape and Pedestrian Improvements.** Section 138.1 requires that the Project include streetscape and pedestrian improvements appropriate to the site in accordance with the Better Streets Plan, as well as the planting of street trees.

*The conceptual plans for the Project show street trees and landscaping within the public right-of-way along the entire frontage of the Project Site. In addition, the Project includes curb extensions at the intersection of Laguna and Oak Streets, as well as the intersection of Oak Street and Octavia Boulevard. These extensions can accommodate seating, planters, and other functional and aesthetic amenities to enhance the public realm. The Project also includes the improvement of Hickory Street for the entire length of the block. Currently, Hickory Street is improved to a point approximately 85 feet west of the intersection with Octavia Boulevard, with the remainder as an unimproved "paper street". The Project would, at a minimum, construct Hickory Street to comply with the standards of Section 138.1, as well as the requirements of the Department of Public Works. The Project Sponsor has proposed, and may pursue additional "living street" enhancements that include seating areas, upgraded paving, landscaping, and biofiltration systems. The conditions of approval require the future submittal of a streetscape plan. Staff from the Planning Department and other appropriate agencies will coordinate with the Project Sponsor to refine the details of streetscape improvements during the building permit review to ensure compliance with Section 138.1.*

- H. **Dwelling Unit Exposure.** Section 140 requires that at least one room of all dwelling units face onto a public street, a rear yard, or other open area that meets minimum requirements for area and horizontal dimensions.

*The majority of the dwelling units have exposure onto Octavia Boulevard, or onto Laguna, Hickory, or Oak Streets Streets. These units comply with the requirements of Section 140. A number of units have exposure only on the interior courtyards. Section 140 specifies that an open area (such as the courtyard) must have minimum horizontal dimensions of 25 feet at the lowest floor containing a dwelling unit and floor immediately above, with an increase of five feet in horizontal dimensions for each subsequent floor above. According to this methodology, the open area above the courtyard would need to measure at least 30 feet in horizontal dimensions at the 3rd floor, 35 feet at the 4th floor, and 40 feet at the 5th floor of the Project.*

*The core of the central, north-south oriented courtyard measures approximately 35 feet in width at all levels. The two east-west-oriented courtyards measure approximately 30 to 32 feet in width at all levels. At the fourth floor, the courtyard is open on the northerly side due to the limited height of the townhomes along Hickory Street, and due to the sloping topography of the site. Therefore, the Project complies with the exposure requirements of Section 140.*

- I. **Street Frontages.** Section 145.1 requires active uses to be located at the ground-floor of the Project, with the exception of space allow for parking, building egress, and access to mechanical systems. Active uses may include commercial uses with

transparency along the sidewalk, walk-up residential units, and spaces accessory to residential uses.

*The Octavia Boulevard frontage is occupied by several active spaces, including retail uses, a lobby/lounge area, and an open space "portal" for public views and tenant access into the interior of the project. The remainder of the ground-floor is primarily occupied by walk-up residential units, as well as a fitness center at the southwest corner. The presences of these active uses with enliven the streetscape and contribute to a desirable pedestrian realm. The project complies with Section 145.1.*

- J. **Off-Street Parking and Car Sharing.** Pursuant to Section 151.1, up to 127 off-street residential parking spaces could be principally permitted for the project. This number is determined by applying proportionally the ratios for principally permitted off-street parking within the areas of the site zoned RTO and Hayes-Gough NCT. In addition, Section 166 requires that the Project provide car-share parking spaces, in an amount determined by the number of accessory parking spaces provided.

*The Project proposes 91 off-street parking spaces to serve the residential uses. In addition, the Project includes two off-street parking spaces dedicated to car-share vehicles, where one space is required by Section 166. The project therefore complies with the parking limitations of Section 151.1, as well as the car-share requirements of Section 166.*

- K. **Off-Street Loading.** Section 152 provides a schedule of required off-street freight loading spaces for all uses in districts other than C-3 or South of Market. Pursuant to this Section, residential uses measuring between 100,001 to 200,000 square feet require one off-street loading space. In addition, retail uses measuring between 10,001 to 60,000 square feet require one off-street loading space.

*The Project proposes approximately 136,000 square feet of residential uses, and less than 10,000 square feet of commercial uses. Therefore, one off-street loading space is required. In lieu of providing the required loading space on-site, the Project proposes two on-street loading spaces to serve the residential uses (one each on Hickory and Laguna Streets), as well as a commercial loading space on Octavia Boulevard. While the number of loading spaces would exceed the requirements of the Code, the spaces would not be located on-site. Therefore, these spaces would not satisfy the requirements of the Code. The Project requires a modification of the off-street loading requirements through the PUD process. Compliance with the PUD criteria is discussed under Item #11.*

- L. **Dwelling Unit Mix.** Section 207.6 requires that, for projects creating five or more dwelling units within the Hayes-Gough NCT, a minimum of 40 percent of the dwelling units contain at least two bedrooms.



*The Project proposes a total of 182 dwelling units. 73 of these units are two-bedroom units, which constitute 40 percent of the overall dwelling units. The Project complies with the dwelling unit mix requirements.*

- M. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of five or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing for the purpose of increasing affordable housing citywide.

*The Project Sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing at a rate equivalent to an off-site requirement of 20%. The project sponsor has not selected an alternative to payment of the Fee. The EE application was submitted on August 3, 2011.*

7. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. Projects that proposed a Planned Unit Development through the Conditional Use authorization process must meet these criteria, in addition to the PUD criteria of Section 304, discussed under 'Item #11. On balance, the project complies with the criteria of Section 303, in that:
- a. The proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.

*The Project will add significant housing opportunities at a density suitable for an urban context that is well served by public transit. In addition, the project will add new retail spaces that will provide employment opportunities, and will serve the residents of the Project and the larger neighborhood. By targeting infill, mixed-use development at such locations, residents of the Project will be able to walk, bicycle, or take transit to commute, shop, and meet other needs without reliance on private automobile use. The retail uses and public realm improvements along Ivy Street will create a vibrant focal point for the area, activating the streetscape and creating visual interest for pedestrians.*

*The existing development in the area surrounding the Project Site is varied in scale and intensity. The Project is taller than some buildings in the vicinity, and occupies a relatively large lot. While the Project would consist of a single structure, the building would be articulated as a series of different forms and dwelling unit types, with varying architectural expression across the site. All portions of the project utilize an alternating rhythm of bays and voids that creates texture and further breaks down the massing of the building. Each*

*elevation exhibits a procession of recesses that divide the larger building into smaller modules. The low-rise townhouse units on Hickory Street further reduce the scale of the overall development and enrich the visual texture of the Project.*

*The Project is necessary and desirable for, and is compatible with the neighborhood.*

- b. The use or feature as proposed will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity, or injurious to property, improvements, or potential development in the vicinity, with respect to aspects including, but not limited to the following:
  - i. The nature of the proposed site, including its size and shape, and the proposed size, shape, and arrangement of structures.

*The Project site is a regularly-shaped lot formerly occupied by the Central Freeway that is adequately sized to accommodate the development. In lieu of providing a Code-complying rear yard, the Project is arranged around a central courtyard that establishes a pattern of mid-block open space that is currently lacking on the subject block. Existing development in the vicinity varies in size and intensity, and the Project is generally compatible with the eclectic character of the area. The Project is designed with recesses, varying heights and fenestration patterns, and differentiated architectural language to reduce the apparent scale of the Project. The shape and size of development on the subject property will not be detrimental to persons or adjacent properties in the vicinity.*

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section 166.

*The Project proposes several on-street loading facilities for both the residential and commercial uses. Because these spaces would not be located on-site, they would not strictly meet the requirements of the Planning Code. However, the three on-street spaces provided would exceed the one space required by the Code, and are anticipated to fully accommodate the loading needs of the Project. The Project would provide off-street parking in an amount less than the principally permitted amount for the Hayes-Gough NCT and RTO Districts. Therefore, it is anticipated that residents will favor travel by means other than private automobile use to commute and to access goods and services in the vicinity. In addition, the project will provide two car-share parking spaces, exceeding the one minimum space required by Section 166. Ingress to off-street parking would be accessed from an entry near the intersection at Octavia Boulevard, while egress from off-street parking would occur near the intersection at Laguna Street. This split configuration would allow the majority of vehicular traffic associated with the project to avoid travel along the central part of Hickory Street, enhancing the desirability of the "living street" concept that has been proposed for Hickory Street.*

- iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust, and odor.

*The Project includes residential and commercial uses that are typical of the Market and Octavia Plan area, and should not introduce operational noises or odors that are detrimental, excessive, or atypical for the area. While some temporary increase in noise can be expected during construction, this noise is limited in duration and will be regulated by the San Francisco Noise Ordinance which prohibits excessive noise levels from construction activity and limits the permitted hours of work. The building will not utilize mirrored glass or other highly reflective materials, therefore, the Project is not expected to cause offensive amounts of glare.*

- iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting, and signs.

*The Project provides open space in the form of private decks, common rooftop decks, and common open space at the ground floor near the residential entry. Beyond the requirements for residential open space, the Project includes curb extensions at the intersection of Laguna and Oak Streets, as well as the intersection of Oak Street and Octavia Boulevard. These extensions can accommodate seating, planters, and other functional and aesthetic amenities to enhance the public realm. The Project would also, at a minimum, construct Hickory Street to comply with the standards of Section 138.1, as well as the requirements of the Department of Public Works. However, the Project Sponsor may pursue additional "living street" enhancements that include seating areas, upgraded paving, landscaping, and biofiltration systems. Parking is provided at a ratio less than the principally permitted amounts of Section 151.1, and the area is well-served by transit and a variety of retail options within walking distance. Three on-street loading spaces are proposed to serve the Project, exceeding the one loading space required by the Planning Code. Conditions of approval also require that, as the Project proceeds through the review of building permits, the Project Sponsor will continue to work the Department staff to refine details of project massing, lighting, signage, materials, street trees, and other aspects of the design.*

- c. Such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan.

*The Project generally complies with the applicable sections of the Code, with certain exceptions. The residential uses contemplated for the Project are permitted within the Hayes-Gough NCT and RTO Districts, and the proposed commercial uses are permitted within the Hayes-Gough NCT District. The Project seeks a number of modifications to the requirements of the Planning Code through the PUD process. The purpose of the PUD process is to allow well-designed development on larger sites to request modifications from the strict requirements of the Planning Code, provided that the project generally meets the intent of these Planning Code requirements and will not*

*adversely affect the General Plan. The requested modifications, and compliance with the PUD criteria are discussed under Item #11.*

*Considered as a whole, the Project would add housing and commercial goods and services to create an vibrant, active mixed-use node. The Project Site is well-served by transit and commercial services, allowing residents to commute, shop, and reach amenities by walking, transit, and bicycling. The Project includes a mix of unit types, including 53 studio unit, 56 one-bedroom units, and 73 two-bedroom units. This mix of units will ensure that the Project will serve a diversity of household sizes and people with varied housing needs. The Project conforms with multiple goals and policies of the General Plan, as described in further detail in Item #13.*

- d. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

*The Project is consistent with the stated purposes of the Hayes-Gough NCT in that it would provide ground floor commercial spaces suitable for neighborhood-serving retail, and would provide housing, a use that is strongly encouraged in the district.*

8. **Planning Code Section 121.1** establishes criteria for the Planning Commission to consider when reviewing applications for projects within the Hayes-Gough NCT on lots that exceed 10,000 square feet, through the Conditional Use authorization process. On balance, the project complies with said criteria in that:

- a. The mass and facade of the proposed structure are compatible with the existing scale of the district.

*The existing development in the area surrounding the Project site is varied in scale and intensity. The Project is taller than some buildings in the vicinity, and occupies a relatively large lot. However, the Project uses offsetting planes, deep recesses, and changes in height and, fenestration patterns, and materiality to divide the elevations into discrete modules.*

- b. The facade of the proposed structure is compatible with the design features of adjacent facades that contribute to the positive visual qualities of the district.

*Existing buildings in the area exhibit an eclectic architectural character, with no prevailing style establishing a dominant visual pattern for the neighborhood. The scale of development also varies somewhat in the vicinity. Existing development is primarily constructed in the late 19th and early 20th Century in a finer-grained pattern of individual buildings situated on narrow lots. There are also examples of recent in-fill construction in the area, such as the former parcel located across Oak Street, at the southwest corner of Octavia Boulevard.*

*While no single architectural style or development pattern predominates, the Project reflects the disparate elements of this context while establishing its own contemporary language. Although the Project occupies a relatively large lot, the taller mixed-use building is*

*articulated as a series of solids and voids to read as discrete elements. Within an overall architectural vocabulary, variations in fenestration patterns throughout this building reinforce this articulation. The eastern and western-most portions of the Project are proposed with an architectural language and massing which is distinct from the central portion of the block. The smaller townhome units on Hickory Street introduce a distinctly different building typology to the site, reinforcing a fine-grained pattern of development along the alley. The building therefore relates to the larger scale and forms of the newer developments in the area, while also breaking down massing to acknowledge the narrower lot pattern of older development in the vicinity.*

9. **Planning Code Section 209.1** requires that the Commission make specified findings in order to approve a project within the RTO District without a residential density limit. On balance, the project complies with said criteria in that:

- a. The proposed project has a physical design and articulation compatible with the character of surrounding structures.

*As discussed under Items #8(a) and #9 above, the Project is compatible with the scale and character of surrounding structures.*

- b. The proposed accessory parking does not exceed that amount principally permitted under Section 151.1 without Conditional Use.

*As discussed under Items #7(j), the off-street parking proposed for the Project is less than the amount principally permitted under Section 151.1.*

- c. The project meets all the minimum Code requirements without variance for usable open space, exposure, rear yards, and setbacks.

*The project is seeking a modification of the open space requirements of the Planning Code through the Planned Unit Development process. However, the Project meets the intent of these requirements, as well as the policies of the General Plan and the Market and Octavia Area Plan, with respect to dwelling unit livability, as discussed under Items #11 through #13 below.*

10. **Planned Unit Development.** Section 304 establishes criteria and limitations for the authorization of PUD's over and above those applicable to Conditional Uses in general and contained in Section 303 and elsewhere in the Code. In cases of projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area, such projects may merit modification of certain Code requirements. On balance, the Project complies with said criteria in that it:

- a. Affirmatively promotes applicable objectives and policies of the General Plan;

*See discussion under Item #13.*

- b. Provides off-street parking adequate for the occupancy proposed.

*No off-street parking is required within the Hayes-Gough NCT or RTO Districts. The project proposes 91 off-street parking spaces to serve the residential uses, which is considered adequate and is less than the principally permitted quantity of parking within the Hayes-Gough NCT and RTO Districts.*

- c. Provides open space usable by the occupants and, where appropriate, by the general public, at least equal to the open space required by this Code;

*The Project proposes private decks for 47 of the dwelling units in the RTO District, and 11 of the dwelling units in the Hayes-Gough NCT District. Applying proportionately the required common open space ratios for the remainder of the units, the Project requires 15,268 square feet of common open space to serve 124 dwelling units. The Project proposes a total of 18,165 square feet of common open space at the ground level and on two roof decks.*

*The Project would, at a minimum, construct Hickory Street to comply with the standards of Section 138.1, as well as the requirements of the Department of Public Works. The Project Sponsor has proposed, and may pursue additional "living street" enhancements that include seating areas, upgraded paving, landscaping, and biofiltration systems.*

- d. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of the Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property.

*Dwelling units within the Hayes-Gough NCT District are principally permitted without specific density limitations. As discussed under Item #10 above, Section 209.1 specifies that dwelling units within the RTO District may exceed a density of one dwelling unit per 600 square feet of lot area with Conditional Use Authorization, provided that certain affirmative findings are made. Granted of the PUD would not be substantially equivalent to a reclassification of property.*

- e. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections.

*The majority of the Project Site is within a 50-X Height and Bulk District. In this portion of the lot, the Project proposes a ground floor commercial space fronting along Octavia Boulevard, with clear ceiling heights of approximately 15 feet from sidewalk grade. The Project also includes elevated ground-floor residential units stoops along the Oak and Hickory Street frontages. Therefore, per Planning Code Section 263.20, the maximum allowable building height in this portion of the lot is 55 feet. The westernmost portion of the Project Site, and portions of the*

*Project Site along Hickory Street are located within the 40-X Height and Bulk District. Portions of the building within the 40-X District along include elevated ground-floor residential units and other active uses. Therefore, per Planning Code Section 263.20, the maximum allowable building height in this portion of the lot is 45 feet.*

*The entirety of the Project Site will be re-graded from its existing condition. In this case, Section 102.12 would require height measurement from the finish grade of the re-graded block. Measuring from the grade of the proposed subterranean garage, portions of the building exceed the applicable height limit. However, the Project proposes to measure from a hypothetical grade line between the elevation of the Octavia Street frontage and the Laguna Street frontage. Using this methodology, the centerline of each step in the building complies with the applicable height limitation. This minor deviation from the methodology for height measurement acknowledges the subterranean configuration of the garage, which would not enable the construction of additional stories for the Project, or significant increments of additional height than would otherwise be permitted under the 40-50-X Height and Bulk Districts.*

11. **Planned Unit Development Modifications.** The Project Sponsor requests a number of modifications from the requirements of the Planning Code. These modifications are listed below, along with a reference to the relevant discussion for each modification. Where indicated, certain requested PUD modifications are not granted by this approval, and conditions have been added such that the Project will comply with the applicable provisions of the Planning Code.

- i. Off-Street Loading: Item #6K*
- ii. Rear Yard Configuration: Item #6D*
- iii. Open Space Configuration: Item #6E*
- iv. Height Measurement: Item #6B, #10E*
- v. Bay Window Configuration: Item #6F*

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

## COMMERCE AND INDUSTRY ELEMENT:

### Objectives and Policies

#### OBJECTIVE 6

**MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.**

#### Policy 6.4:

Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

#### Policy 6.10:

Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

*The Project would replace an existing surface parking lot with an intense, mixed-use development suited to an urban context. The Project includes 182 dwelling units. Residents of these units would shop for goods and services in the area, bolstering the viability of the existing businesses. In addition, the Project would provide 3,800 square feet of retail uses that will contribute to the economic vitality of the area, fulfill shopping needs for residents, and will activate the streetscape.*

## HOUSING ELEMENT:

### Objectives and Policies

#### OBJECTIVE 1

**TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.**

##### **Policy 1.1:**

Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households.

##### **Policy 1.3**

Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

##### **Policy 1.4:**

Locate in-fill housing on appropriate sites in established residential neighborhoods.

*The Project will add residential units to an area that is well-served by transit, services, and shopping opportunities. The site is suited for dense, mixed-use development, where residents can commute and satisfy convenience needs without frequent use of a private automobile. The Project Site is located within walking distance of the employment cluster of the Civic Center, and is in an area with abundant transit options routes that travel to the South of Market and Financial District areas. The Project includes a mix of studio, one-bedroom, and two-bedroom units in a range of sizes, to provide housing opportunities for various household types and socioeconomic groups within the neighborhood.*



**MARKET AND OCTAVIA PLAN:  
Objectives and Policies**

**OBJECTIVE 1.1**

**CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.**

**Policy 1.1.2:**

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

**Policy 1.1.3:**

Encourage housing and retail infill to support the vitality of the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts.

*The Project Site is situated in an area that is well-served by transit, and has amenities and convenience goods and services within walking distance. The retail spaces will diversify the mix of retail offerings in the area, and will be consistent with the small-scale retail uses along Hayes Street to the north.*

**OBJECTIVE 2.1:**

**REQUIRE DEVELOPMENT OF MIXED-USE RESIDENTIAL INFILL ON THE FORMER FREEWAY PARCELS.**

**Policy 2.1.1:**

Develop the Central Freeway parcels with mixed-use, mixed- income (especially low income) housing.

*The Project proposes a mixed-use development in a Central Freeway lot.*

**OBJECTIVE 2.2**

**ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.**

**Policy 2.2.2:**

Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.

**Policy 2.2.4:**

Encourage new housing above ground-floor commercial uses in new development and in expansion of existing commercial buildings.

*The Project is a mixed-use infill development that includes a variety of dwelling unit types. The residential uses along Octavia Boulevard are situated over retail spaces, providing convenient access to goods and services for residents of the proposed project and the surrounding neighborhood.*

**OBJECTIVE 3.1:**

**ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.**

**Policy 3.1.1:**

Ensure that new development adheres to principles of good urban design.

*The Project would adhere to the following Fundamental Design Principles of the Market and Octavia Area Plan:*

- Most new buildings should be built to all property lines facing public rights-of-way.
- Building façades should include three-dimensional detailing; these may include bay windows, cornices, belt courses, window moldings, and reveals to create shadows and add interest.
- Building façades that face the public realm should be articulated with a strong rhythm of regular vertical elements.
- High-quality building materials should be used on all visible façades and should include stone, masonry, ceramic tile, wood (as opposed to composite, fiber-cement based synthetic wood materials), precast concrete, and high-grade traditional "hard coat" stucco (as opposed to "synthetic stucco" that uses foam).
- Ground floor retail use should be directly accessible from the street at the grade of the sidewalk onto which it fronts.
- Ground-floor retail spaces should have at a minimum a 12-foot, ideally 15 feet, clear ceiling height.
- Residential uses on the ground floor are encouraged on alleys.
- First-floor residential units are encouraged to be at least 3 feet above sidewalk level such that the windowsills of these units are above pedestrian eye level in order to maintain the units' privacy.
- Encourage rooftop gardens as a form of common open space.
- If provided, off-street parking should be accessed via side streets or alleys where that is possible.

*The proposed Project would be built to the property lines along all frontages. The frontage along Octavia Boulevard would have a well-defined, active base that includes a retail spaces directly accessible from the sidewalk. Floor-to-ceiling heights of these spaces would be approximately 15 feet. This building would be articulated with a rhythm of vertical solids and voids, including prominent corner bays on the intersections. The building would be finished in a variety of materials, including stucco, wood and metal panels, concrete, and brick veneer. The eastern and western-most portions of the Project are proposed with an architectural language and massing*

*which is distinct from the central portion of the block. The smaller townhome units on Hickory Street introduce a distinctly different building typology to the site, reinforcing a fine-grained pattern of development along the alley. The building therefore relates to the larger scale and forms of the newer developments in the area, while also breaking down massing to acknowledge the narrower lot pattern of older development in the vicinity.*

## **OBJECTIVE 5.2**

**DEVELOP AND IMPLEMENT PARKING POLICIES FOR AREAS WELL SERVED BY PUBLIC TRANSIT THAT ENCOURAGE TRAVEL BY PUBLIC TRANSIT AND ALTERNATIVE TRANSPORTATION MODES AND REDUCE TRAFFIC CONGESTION.**

### **Policy 5.2.1:**

Eliminate minimum off-street parking requirements and establish parking caps for residential and commercial parking.

### **Policy 5.2.3:**

Minimize the negative impacts of parking on neighborhood quality.

*The Project proposes less parking than is principally permitted within the Hayes-Gough NCT and RTO Districts, and provides parking spaces for two car-share vehicles. These characteristics of the Project will contribute to a built environment that encourages a variety of transportation options and discourages private automobile use as a primary mode of travel in walkable and transit-rich neighborhoods such as the Market and Octavia Plan Area.*

11. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project 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 new residents in the Project will patronize area businesses, bolstering the viability of surrounding commercial establishments. In addition, the Project would include retail spaces to provide goods and services to residents in the area, contribute to the economic vitality of the area, and will define and activate the streetscape.*

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

*The project will not diminish existing housing stock, and will add dwelling units in a manner that enhances the vitality of the neighborhood.*

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

*No housing is removed for this Project. Nine affordable dwelling units will be provided on-site.*

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

*A wide variety of goods and services are available within walking distance of the Project Site without reliance on private automobile use. In addition, the area is well served by public transit, providing connections to all areas of the City and to the larger regional transportation network.*

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

*The Project will not displace any service or industry establishment, and does not propose any office development. The Project will include retail spaces that will provide employment opportunities for area residents.*

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

*The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code.*

- G. That landmarks and historic buildings be preserved.

*A landmark or historic building does not occupy the Project site.*

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

*The Project will not cast shadows or impede views for parks and open spaces in the area, nor have any negative impact on existing public parks and open spaces.*

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 Conditional Use 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 Conditional Use Application No. 2011.0744C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 28, 2012, 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 Market and Octavia Area 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 Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 28, 2012.

Linda D. Avery  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: June 28, 2012

## EXHIBIT A

### AUTHORIZATION

This authorization is for a conditional use to allow development of a lot exceeding 10,000 square feet, to allow residential density exceeding one dwelling unit per 600 square feet of lot area within the RTO District, and for a Planned Unit Development that remove the existing surface parking lot and vegetation, regrade the site, improve the Hickory Street right-of-way through the block along the northerly frontage of the property, and construct a new mixed-use building with 182 dwelling units, 3,800 square feet of retail space, and 91 off-street parking spaces, situated over a subterranean parking garage, located at on a property bounded by Octavia Boulevard, Oak Street, Laguna Street, and Hickory Street (no address assigned), Lot 023 in Assessor's Block 0831, within the Hayes-Gough Neighborhood Commercial Transit District, the Residential Transit Oriented District, and the 40-50-X Height And Bulk District; in general conformance with plans, dated June 28, 2012, and stamped "EXHIBIT B" included in the docket for Case No. 2011.0744C and subject to conditions of approval reviewed and approved by the Commission on June 28, 2012 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on June 28, 2012 under Motion No XXXXXX.

### PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXXX shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use 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 Conditional Use authorization.

## Conditions of approval, Compliance, Monitoring, and Reporting

### PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. 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. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to construct the project and/or commence the approved use is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

3. **Mitigation Measures.** Mitigation measures described in the MMRP for the Market and Octavia Area Plan EIR (Case No. 2003.0347C) 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](http://www.sf-planning.org)*

### DESIGN – COMPLIANCE AT PLAN STAGE

4. **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](http://www.sf-planning.org)*



5. **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](http://www.sf-planning.org)*

6. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

7. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

8. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

1. 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;
2. On-site, in a driveway, underground;
3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
4. 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;
5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
7. On-site, in a ground floor façade (the least desirable location).

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

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

9. **Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

*For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415-701-4500, [www.sfmta.org](http://www.sfmta.org)*

10. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

*For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, [www.sfdph.org](http://www.sfdph.org)*

11. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a pedestrian streetscape improvement plan to the Planning Department for review in consultation with the Department of Public Works and the Department of Parking and Traffic prior to Building Permit issuance. The streetscape improvement plan shall include details regarding the bulb-out at the intersection of Laguna and Oak Streets, the bulb-out at the intersection of Octavia Boulevard and Oak Street, and the improvement of Hickory Street.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

12. **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](http://www.sf-planning.org)*

## PARKING AND TRAFFIC

13. **Car Share.** Pursuant to Planning Code Section 166, no fewer than one 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](http://www.sf-planning.org)*

14. **Bicycle Parking.** Pursuant to Planning Code Sections 155.2 and 155.4, the Project shall provide no fewer than 64 bicycle parking spaces (6 Class 1 or 2 spaces for the parking garage portion of the Project and 28 Class 1 or 2 spaces for the residential portion of the Project).

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

15. **Parking Maximum.** Pursuant to Planning Code Section 151.1, and as indicated on Exhibit B, the Project shall provide no more than 91 independently accessible off-street parking spaces, excluding car share spaces.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## PROVISIONS

17. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and 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 415-401-4960, [www.onestopSF.org](http://www.onestopSF.org)*

18. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411 (formerly Chapter 38 of the Administrative Code), 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](http://www.sf-planning.org)*

19. **Affordable Units. Requirement.** Pursuant to Planning Code 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is twenty percent (20%).

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org) or the Mayor's Office of Housing at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*

- a. **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 the terms of the 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 Mayor's Office of Housing ("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 or rent.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org) or the Mayor's Office of Housing at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*

- b. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOH prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Inclusionary Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

- c. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy 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.
- d. If project applicant 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 Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

21. **Market Octavia Affordable Housing Fee.** Pursuant to Planning Code Section 416 (formerly 315.4), the Project Sponsor shall comply with the Market Octavia Affordable Housing requirements through payment of the Market Octavia Affordable Housing Fee in full to the Treasurer, prior to the issuance by Department of Building Inspection of the first certificate of occupancy for the development project.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

22. **Market Octavia Community Improvements Fund.** Pursuant to Planning Code Section 421 (formerly 326), the Project Sponsor shall comply with the Market Octavia Community Improvements Fund provisions through payment of an Impact Fee in full to the Treasurer, or the execution of a Waiver Agreement, or an In-Kind agreement approved as described per Planning Code Section 421 (formerly 326) prior to the issuance by Department of Building Inspection of the construction document for the development project.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

## MONITORING - AFTER ENTITLEMENT

23. **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](http://www.sf-planning.org)*

24. **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](http://www.sf-planning.org)*

## OPERATION

25. **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>*

26. **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>*

27. **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](http://www.sf-planning.org)*



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2011.0744E  
 Project Title: Market and Octavia – Central Freeway “Parcel P” (No Address Assigned)  
 Zoning/Plan Area: Hayes-Gough Neighborhood Commercial Transit District (NCT)  
 Residential Transit-Oriented Neighborhood District (RTO)  
 40-X/50-X Height and Bulk Districts  
 Market and Octavia Neighborhood Plan  
 Block/Lot: 0831/023  
 Lot Size: 49,500 square feet  
 Project Sponsor: Meg Spriggs, Avalon Bay Communities, (415) 284-9087  
 Staff Contact: Andrea Contreras – (415) 575-9044  
 Andrea.Contreras@sfgov.org

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
 Information:  
**415.558.6377**

### PROJECT DESCRIPTION:

The proposed project involves construction of a three- to five-story mixed use development on a 49,500-square-foot (sq. ft.) lot. The 40- to 55-foot residential buildings would include 182 dwelling units (163,655 gross sq. ft. of residential space), ground-floor commercial space (3,750 gross sq. ft.), and a 91-space, below-grade parking garage. Access to the parking garage would be from an improved Hickory Street.

(Continued on next page.)

### EXEMPT STATUS:

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

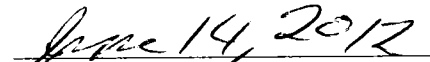
### REMARKS:

Please see next page.

### DETERMINATION:

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

  
 Bill Wycko  
 Environmental Review Officer

  
 Date

cc: Meg Spriggs, Project Sponsor  
 Andrea Contreras, EP Division  
 Pilar LaValley, Preservation Planner  
 Kevin Guy, Current Planning Division

Supervisor Olague, District Five  
 Virna Byrd, M.D.F.  
 Exclusion/Exemption  
 Historic Preservation Distribution List  
 Distribution List

**PROJECT DESCRIPTION:**

The proposed project would remove the existing surface parking lot, trees and temporary community garden structures and improvements, regrade the site, improve the Hickory Street right-of-way through the block along the northerly frontage of the property.

The project site is located on the north side of Oak Street in the Market and Octavia Plan Area, and comprises the block bounded by Laguna Street to the west, Octavia Boulevard to the east, and Hickory Street (primarily an unimproved right-of-way) to the north (See Figure 1). The lot is currently being used on an interim basis as a community garden known as "Hayes Valley Farm", and there is a surface parking lot at the southeasterly portion of the site. The lot was formerly occupied by freeway ramps for the Central Freeway, which were removed by 2003. There are currently no structures on the property, aside from several small temporary buildings associated with the community garden use.

The proposed project is a wood-framed, three- to five-story building over a podium deck. The top of the podium would step down along Oak and Hickory Streets to follow the existing grade as it drops down in elevation from Laguna Street to Octavia Boulevard, an approximately 29-foot elevation change, maintaining a height that would not exceed 55 feet above grade level (see Figure 2, Site Plan).<sup>1</sup> The project would vary in height across the site (see Figure 3, Elevations). Most of the project site (42,300 square feet) is zoned RTO, while the remaining eastern edge (a 7,200 square foot rectangular area along Octavia Boulevard) is zoned Hayes-Gough NCT. The height limit for the RTO portion of the site along Hickory Street is 40 feet, while the remainder of the block under RTO zoning is subject to a 50-foot height limit. The NCT portion of the site is zoned 50-X, with a five-foot height bonus for ground floor spaces. The proposed building heights along Hickory Street range from 39 feet near Laguna Street to 55 feet at Octavia Boulevard. The proposed building heights along Oak Street range from 45 feet at Laguna Street to 55 feet at Octavia Boulevard. Along Laguna Street, would heights range from 39 feet at Hickory Street to 45 feet at Oak Street. Along Octavia Boulevard, the building height would be 55 feet from Oak Street to Hickory Street.

Hickory Street is proposed as a westbound, one-way street. The project's parking garage would be accessed from Hickory Street approximately 70 feet west of Octavia Boulevard. The exit from the garage is located on the west end of Hickory Street, east of Laguna Street. The proposed Hickory Street improvement includes the regrading and paving of the area north of the project site for a 35 foot right-of-way. Hickory Street sidewalk widths would vary between five feet and 14 feet wide with a 12 foot travel lane and no on-street parking. The easternmost width of the travel lane at Octavia Boulevard frontage road would measure 21 feet wide to accommodate garbage collection truck turning and waste collection staging. Hickory Street improvements would be subject to the Better Streets Plan and is envisioned as a Living Alley as described by the Market-Octavia Area Plan Fundamental Design Principles.<sup>2,3</sup>

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<sup>1</sup> Section 263.20 of the Planning Code, Height Limits: Special Exceptions, allows an additional 5-feet in height along major streets in NCT districts for buildings that feature either higher ground floor ceilings for non-residential uses or ground floor residential units (that have direct walk-up access from the sidewalk) raised up from sidewalk level.

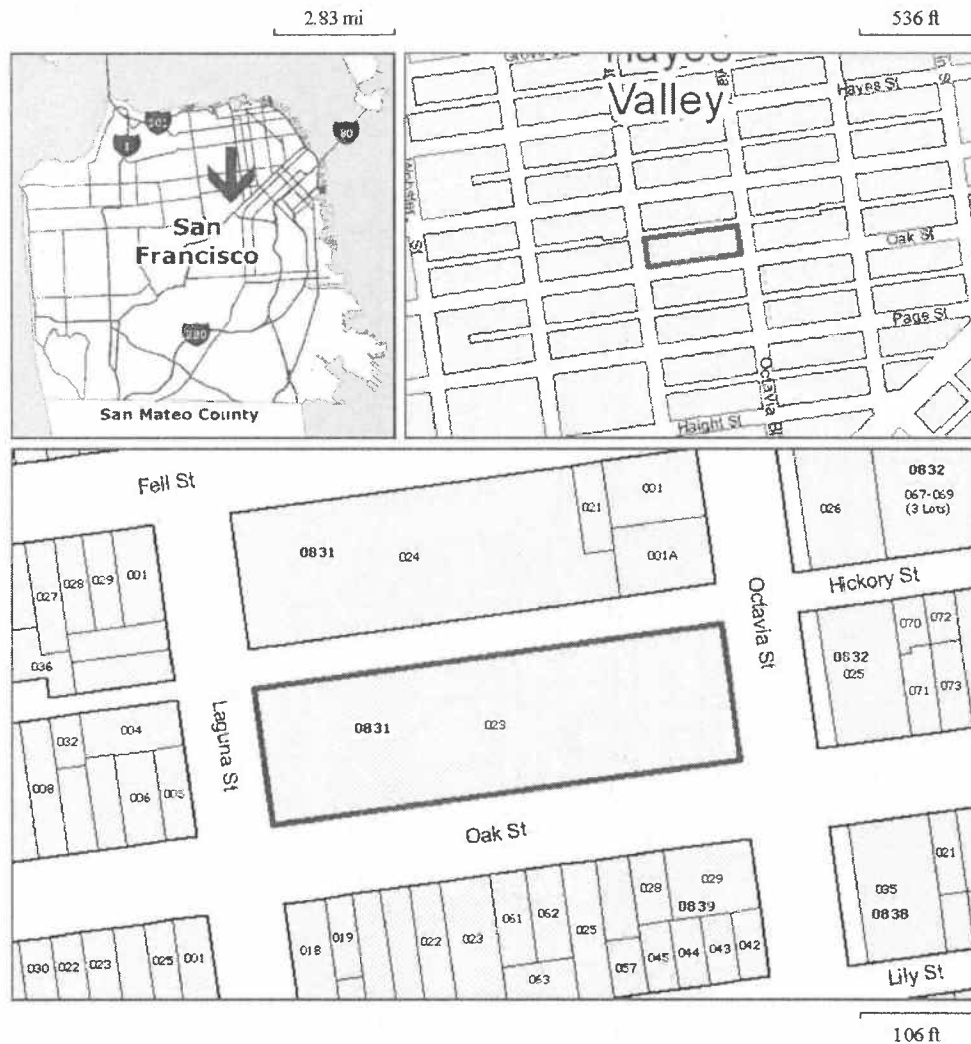
<sup>2</sup> San Francisco Planning Department, *Better Streets Plan*, Available online at: <http://www.sf-planning.org/ftp/BetterStreets/proposals.htm>. Accessed May 23, 2012.





CITY AND COUNTY OF SAN FRANCISCO  
 PLANNING DEPARTMENT

Figure 1 - Location Map



<sup>3</sup> San Francisco Planning Department, Market and Octavia Community Improvements Appendix C, Policy 4.1.6. Available online at: [http://www.sf-planning.org/fip/files/Citywide/Market\\_Octavia/Community%20improvements\\_appendix\\_c\\_final\\_feb\\_2008.pdf](http://www.sf-planning.org/fip/files/Citywide/Market_Octavia/Community%20improvements_appendix_c_final_feb_2008.pdf). Accessed May 23, 2012. “Living alley” improvements are defined as traffic-calming measures for alleys with a residential character for the purpose of creating shared, multipurpose public space for the use of residents. These alleys carry relatively little traffic and can be designed to provide more public space for local residents: as a living street with corner plazas to calm traffic, seating and play areas for children, with space for community gardens, in essence where people and cars share space. By calming traffic and creating more space for public use, the street is envisioned as a common front yard for public use and enjoyment.

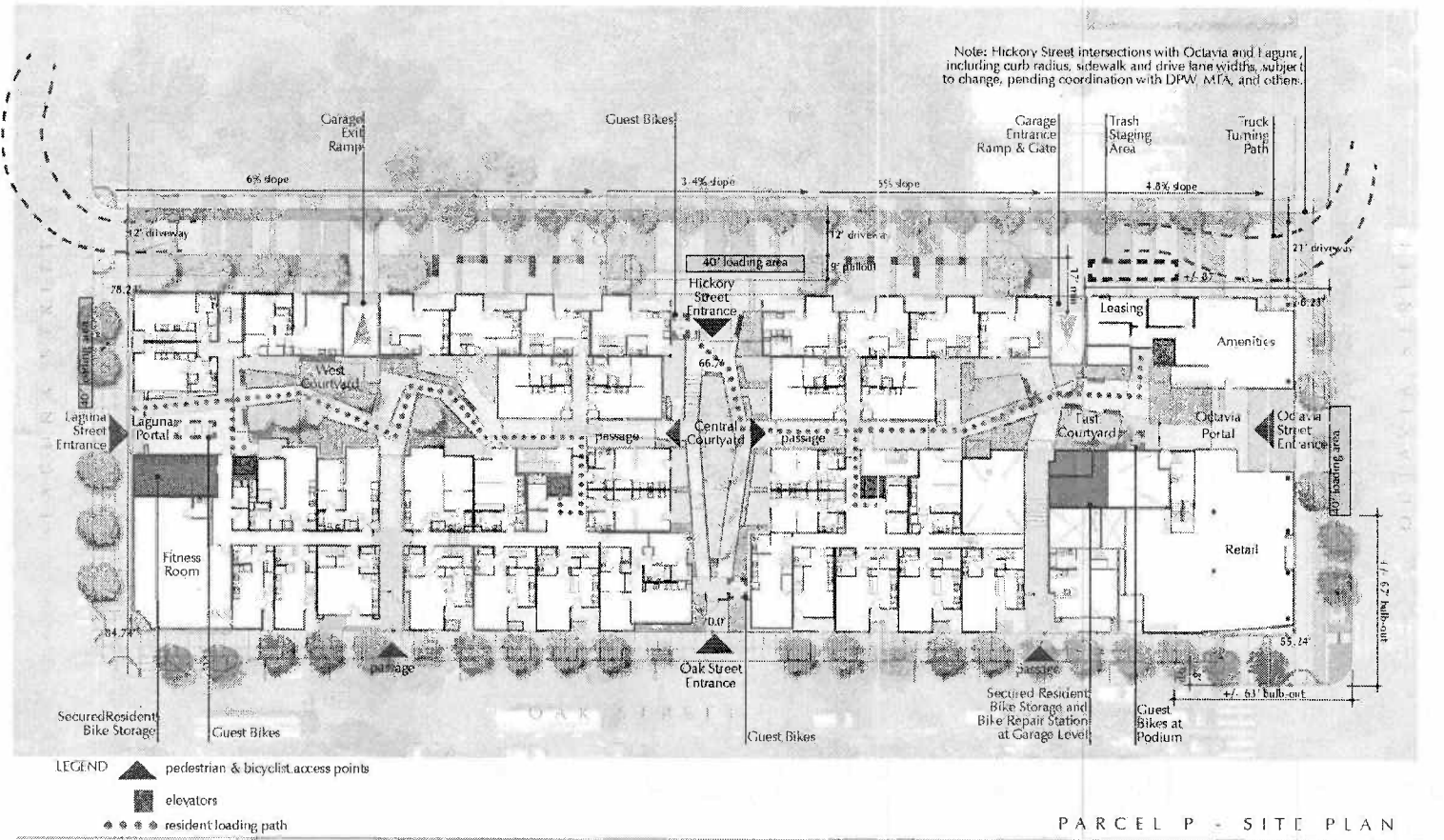


Figure 2 – Site Plan  
Source: Avalon Bay Communities

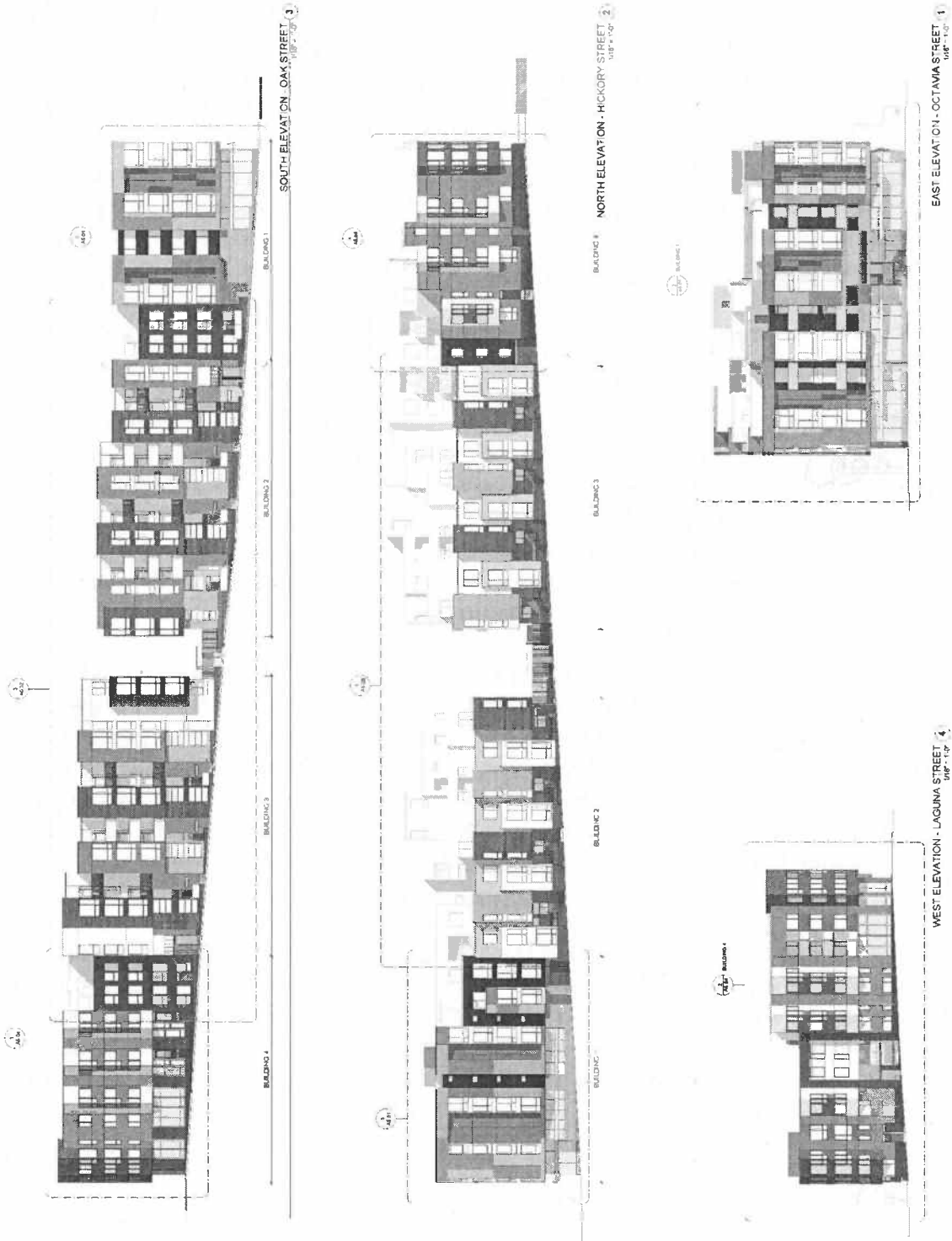


Figure 3 – Elevations  
Source: Avalon Bay Communities

There would be four primary site access points that lead from the sidewalk to a proposed interior courtyard: on the north side of the block along Hickory Street, on the east side of the block along Octavia Boulevard frontage road, on the south side of the block along Oak Street, and on the west side of the block along Laguna Street. There would also be two secondary site access points located on the south side of the block along Oak Street. Townhomes along Hickory, Laguna and Oak Streets would have individual access points. The eastern pedestrian portal would anchor the project's Octavia Boulevard frontage, including an approximately 3,750 sq. ft. retail space to the south of the portal and an approximately 2,030 sq. ft. residential management office and lobby space to the north of the portal. The retail space would have pedestrian access along Octavia Boulevard frontage road. The public entrance to the residential management office and lobby would be located at the northeast corner of the block and would have entrances from Hickory Street and Octavia Boulevard frontage road. There is also a proposed 1,980 sq. ft. (approximately) fitness center at the southwest corner of the block with pedestrian access directly at the corner of Laguna and Oak Streets.

Residential bicycle parking would be located in two secured storage areas, a ground-level locker of 415 sq. ft. with approximately 35 spaces on the western end of the block, and the other a basement-level locker of 900 sq. ft. with about 35 spaces toward the eastern end of the block. An additional 15 bicycle spaces for residential guests would be provided on the podium in the courtyards. The project sponsor would provide ten guest bicycles as part of a “bicycle share” program; these bicycles would be available for check-out and use by residents. A bicycle repair station would also be provided in the garage, at the ground floor level close to the Octavia Boulevard project entrance.

The project site contains twelve “significant” eucalyptus trees as defined by Public Works Code Section 8.02-8.11. These are trees within 10 feet of a lot line abutting a public right-of-way that are above 20 feet in height, or with a canopy greater than 15 feet in diameter, or with a trunk diameter greater than 12 inches in diameter at breast height. The twelve eucalyptus trees would be removed and replaced with other tree species (such as *Tristania laurinas* and *Acer palmatum*) as part of the project's development. The site would also include other landscaping, including street trees, Hickory Street Living Alley improvements, sidewalk landscaping in setback areas, and landscaping within the three large internal courtyards.

Residential loading is proposed in two locations. The first is a 40-foot, on-street loading zone midblock along Hickory Street. The second is a 40-foot, on-street loading zone on the east side of Laguna Street just south of its intersection with Hickory Street. An on-street commercial loading zone would be provided on the Octavia Boulevard frontage road. All three loading spaces would have limited loading hours, for example from 8:00 a.m. to 6:00 p.m. for loading only. These three on-street curbside loading spaces are

proposed in lieu of a single off-street residential loading space. The location and hours of the loading zones are subject to approval by the San Francisco Municipal Transportation Agency.

While the former freeway ramps were demolished several years ago, a large amount of soil used to construct the former ramps remains on the site. The development would cut into the sloping parcel. As a result, site grading would require excavation and removal of previously imported and naturally occurring site soils for off-site disposal. The greatest excavation would be the removal of two former freeway ramps, and would include additional excavation and removal of the majority of the former off-ramp fill in the north central portion of the property. On the west side of the project site, the basement would be about 12 feet below existing Laguna Street grades. The basement floor would slope down to the east, generally following the slope of Oak Street. Only the western three-quarters of the site would have a full basement level beneath the Oak Street elevations. The excavation would consist of a cut of approximately 11-15 feet at Laguna Street, and would taper to zero feet at Octavia Boulevard which would result in the removal of approximately 13,000 cubic yards of soil from the site. Project construction would take approximately 18 months, and the project’s estimated cost is \$42,000,000.

#### **REMARKS (continued):**

Section 15183 of the California Environmental Quality Act (CEQA) Guidelines states that projects which are consistent with the development density established by a community plan for which an Environmental Impact Report was certified shall not require additional environmental review, except as necessary to determine the presence of project-specific significant effects which are peculiar to the project or its site. The Planning Department reviewed the proposed project for consistency with the Market and Octavia Neighborhood Plan and for the potential for the proposed project to result in significant impacts not identified in the Market and Octavia Neighborhood Plan Programmatic Environmental Impact Report (FEIR) certified on April 5, 2007.<sup>4</sup> In addition to the programmatic review of the Neighborhood Plan, the FEIR also contained a project-level environmental analysis of the development proposed for the Central Freeway parcels, including Parcel P.

This determination evaluates the potential project-specific environmental effects peculiar to the project on Parcel P as described above, and incorporates by reference information contained within the Market and Octavia Neighborhood Plan Final EIR (FEIR). Project-specific analysis summarized in this determination was prepared for 22 sites in the Plan Area formerly occupied by freeway right-of-way, including Parcel P, to determine if there would be significant impacts attributable to the proposed project.

This determination assesses the proposed project’s potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the FEIR. This determination does not identify new or additional information that would alter the conclusions of the FEIR. This determination also identifies mitigation measures contained in the FEIR that would be applicable to the proposed project at Parcel P. Relevant information pertaining to prior environmental review conducted for the FEIR is included below, as well as an evaluation of potential environmental effects.

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<sup>4</sup> San Francisco Planning Department, *Community Plan Exemption Checklist, Parcel P*, May 4, 2012. This document is on file and is available for review as part of Case File No. 2011.0744E.

### *Background*

On April 5, 2007, San Francisco Planning Commission certified the FEIR for the Market and Octavia Neighborhood Plan (Case No. 2003.0347E; State Clearinghouse No. 2004012118). The FEIR analyzed amendments to the Planning Code and Zoning Maps and to the Market and Octavia Neighborhood Plan, an element of the San Francisco General Plan. The FEIR analysis was based upon an assumed development and activity that were anticipated to occur under the Market and Octavia Neighborhood Plan. As mentioned above, the FEIR also provided a project-level environmental analysis of the development proposed for the Central Freeway parcels. Parcel P is one of the 22 Central Freeway parcels created as a result of the removal of the elevated Central Freeway.

Subsequent to the certification of the FEIR, in May 30, 2008, the Board of Supervisors approved, and the Mayor signed into law, revisions to the Planning Code, Zoning Maps, and General Plan that constituted the “project” analyzed in the Market and Octavia FEIR. The legislation created several new zoning controls which allows for flexible types of new housing to meet a broad range of needs, reduces parking requirements to encourage housing and services without adding cars, balances transportation by considering people movement over auto movement, and builds walkable “whole” neighborhoods meeting everyday needs. The Market and Octavia Neighborhood Plan, as evaluated in the FEIR and as approved by the Board of Supervisors, accommodates the proposed use, design, and density of the proposed Parcel P project.

Individual projects that occur under the Neighborhood Plan will undergo project-level evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development, and to determine if additional environmental review is required. This determination concludes that the proposed project at Parcel P is consistent with and was encompassed within the analysis in the FEIR for the Market and Octavia Neighborhood Plan and for the project-level review of the Central Freeway parcels. Further, this determination finds that the FEIR adequately anticipated and described the impacts of the proposed Parcel P project, and identifies the mitigation measures applicable to the proposed Parcel P project. The proposed project is also consistent with the zoning controls for the project site. Therefore, no further CEQA evaluation is necessary.

### *Potential Environmental Impacts*

The FEIR included analyses of environmental issues including: land use and zoning; plans and policies; visual quality and urban design; population, housing, and employment (growth inducement); transportation; noise; air quality; wind and shadow; archeological resources; historic architectural resources; hazardous materials; geology and soils; and other issues not addressed in the previously issued initial study for the Market and Octavia Neighborhood Plan. The proposed Parcel P project is in conformance with the height, use and density for the site described in the FEIR and would represent a small part of the growth that was forecast for the Plan. Thus, the project analyzed in the FEIR considered the incremental impacts of the proposed Parcel P project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the FEIR. Topics for which the FEIR identified a significant program-level impact are addressed in this Certification of Determination while project impacts for all other topics are discussed in the Community Plan Exemption

Checklist.<sup>5</sup> The following discussion demonstrates that the Parcel P project would not result in significant impacts beyond those analyzed in the FEIR, including project-specific impacts related to archeological resources, transportation, air quality, wind, shadow, hazardous materials, and geology and soils.

### *Cultural Resources*

#### **Archaeological Resources**

The Market and Octavia FEIR identified potential archeological impacts and identified four archeological mitigation measures that would reduce impacts on archeological resources to less than significant. One would apply to the proposed project at Parcel P. *Mitigation Measure 5.6.A1: Archaeological Mitigation Measure – Soil Disturbing Activities in Archeologically Documented Properties* applies to those properties for which a final Archaeological Research Design/Treatment Plan (ARD/TP) is on file in the Northwest Information Center and the Planning Department. Properties subject to this mitigation measure include the project site, Parcel P, on Assessor’s Block 0831. In accordance with Market and Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1, below.

Pursuant to *Mitigation Measure 5.6.A1*, an archeological sensitivity memorandum was prepared for the proposed project and is summarized here.<sup>6</sup> The project site is underlain by approximately three to five feet of fill with some localized exceptions that are up to 16 feet thick; the fill is underlain by dune sand, and in isolated portions this layer is underlain by four to nine feet of marsh deposits. The marsh deposits are about 20 to 22 feet below the eastern portion of the site and about 29 feet below the west side of the site. This layer is underlain by medium dense to very dense sand with variable fines content and thin stiff clays to 70.5 feet deep, the maximum depth explored. The proposed project would result in disturbance of native medium dense to dense sand and therefore has the potential to disturb archeological resources.

**Project Mitigation Measure 1 – Soils Disturbing Activities (Mitigation Measure 5.6.A1 of the Market and Octavia FEIR).** Pursuant to *Mitigation Measure 5.6.A1*, any soils-disturbing activities proposed within this area shall be required to submit an addendum to the respective ARD/TP prepared by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology to the Environmental Review Officer (ERO) for review and approval. The addendum to the ARD/TP shall evaluate the potential effects of the project on legally-significant archeological resources with respect to the site- and project-specific information absent in the ARD/TP. The addendum report to the ARD/TP shall have the following content:

1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities;

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<sup>5</sup> San Francisco Planning Department, Community Plan Exemption Checklist, Parcel P, May 7, 2012. This document is on file and is available for review as part of Case File No. 2011.0744E at 1650 Mission Street, Suite 400, San Francisco, California.

<sup>6</sup> Randall Dean/Don Lewis, Environmental Planning Archeologist, memorandum to Andrea Contreras, Environmental Planner, October 12, 2011. This memorandum is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in File No. 2011.0744E.

2. Historical Development: If demographic data for the project site is absent in the discussion in the ARD/TP, the addendum shall include new demographic data regarding former site occupants;
3. Identification of potential archeological resources: Discussion of any identified potential prehistoric or historical archeological resources;
4. Integrity and Significance: Eligibility of identified expected resources for listing to the California Register of Historical Resources (CRHR); Identification of Applicable Research Themes/Questions (in the ARD/TP) that would be addressed by the expected archeological resources that are identified;
5. Impacts of Proposed Project;
6. Potential Soils Hazards: Update discussion for proposed project;
7. Archeological Testing Plan (if archeological testing is determined warranted): the Archeological Testing Plan (ATP) shall include:
  - A. Proposed archeological testing strategies and their justification
  - B. Expected archeological resources
  - C. For historic archeological resources
    - 1) Historic address or other local information
    - 2) Archeological property type
  - D. For all archeological resources
    - 1) Estimate depth below the surface
    - 2) Expected integrity
    - 3) Preliminary assessment of eligibility to the CRHR
  - E. ATP Map
    - 1) Location of expected archeological resources
    - 2) Location of expected project sub-grade impacts
    - 3) Areas of prior soil disturbance
    - 4) Archeological testing locations by type of testing
    - 5) Base map: 1886/7 Sanborn Fire Insurance Company map

With implementation of the above mitigation measures, the project would not result in significant effects with regard to cultural resources.

### ***Transportation***

The Market and Octavia FEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership. Thus, the FEIR identified eight transportation mitigation measures, including implementation of traffic management strategies and transit improvements. Even with mitigation, however, it was anticipated that the significant adverse effects at certain local intersections and the cumulative impacts on certain transit lines could not be fully mitigated.



Thus these impacts were found to be significant and unavoidable, and a Statement of Overriding Considerations with findings was adopted as part of the Market and Octavia Plan approval on May 30, 2008.

### **Trip Generation**

Trip generation of the proposed project was calculated using information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed by the San Francisco Planning Department.<sup>7</sup> The site is located in the City’s Superdistrict 2 traffic analysis area. The proposed project would result in an increase of 136,640 sq. ft. of residential use, and approximately 3,750 sq. ft. of retail use. The approximately 140,390 sq. ft. of residential and retail uses would generate 321 PM peak hour person-trips of which 97 would be vehicle trips, 100 would be transit trips, 66 would be pedestrian, and 35 would be other, including bicycle. Due to the project’s location near major transit and bicycle routes, this is likely a conservative estimate of vehicle trips.

### **Traffic**

As mentioned above, the zoning changes studied in the Market and Octavia FEIR anticipated significant impacts to traffic. The Central Freeway parcels project-level analysis (2025 with Plan development) determined that 12 intersections would operate at unacceptable level of service (LOS) in 2025 with implementation of the Plan, as opposed to nine intersections under the 2025 without Plan conditions. The additional three intersections include Hayes/Gough, Hayes/Franklin, and Laguna/Market/Hermann/Guerrero. All of these intersections are at least three blocks from the project site.

The Market and Octavia FEIR analysis showed the proposed Parcel P project would not contribute significantly to these identified traffic impacts. The estimated 97 new PM peak hour vehicle trips generated by the project would travel through the intersections surrounding the project block, namely Fell/Octavia, Laguna/Fell, and Laguna/Oak, and Oak/Octavia, none of which were found to have significant impacts as a result of the Plan.<sup>8</sup> The intersection of Oak/Octavia would operate at an unacceptable LOS without the Plan. The project’s contribution of 97 PM peak hour vehicle trips would not be a substantial proportion of the overall traffic volume generated by Market and Octavia Plan projects and, moreover, would be distributed among local intersections. Project-generated trips would not represent a considerable contribution to any intersection where traffic level of service deterioration would occur. Additionally, the project is consistent with the growth assumptions used in the FEIR transportation analysis, and therefore the project would not have the potential to result in impacts beyond those previously analyzed.

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<sup>7</sup> Andrea Contreras, San Francisco Planning Department, Transportation Calculations, December 15, 2011, updated May 21, 2012. These calculations are available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

<sup>8</sup> Market and Octavia Neighborhood Plan, Final Environmental Impact Report, State Clearinghouse No. 2004012118, Final EIR Certification Date April 5, 2007.

**Transit**

The Market and Octavia Neighborhood Plan FEIR identified a significant and unavoidable impact relating to the degradation of transit service. As part of the Plan, Hayes Street travel lanes would be converted to operate two-ways between Van Ness Avenue and Gough Street for the purpose of enhancing local vehicle circulation. However, this conversion would negatively affect intersection operating conditions at Hayes/Gough, Hayes/Franklin, and Hayes/Van Ness. These changes would decrease the attractiveness and efficiency of transit since it is likely that this change would result in increases in travel times on the 21-Hayes Muni line, and substantially affect transit operations, which would result in a significant impact. A transit mitigation measure in the FEIR addresses this impact (5.7.H: *Transit Mitigation Measure for degradation to transit service as a result of increase in delays at Hayes Street intersections at Van Ness Avenue, Franklin Street, and Gough Street*). Even with *Mitigation Measure 5.7.H* which proposes rerouting the 21-Hayes Muni bus around congested intersections, cumulative impacts were found to be significant and unavoidable and a Statement of Overriding Considerations was adopted as part of the Market and Octavia Neighborhood Plan approvals.

The project at Parcel P would not be expected to result in increased occupancy or expansion of use at the project site beyond what was analyzed in the Market and Octavia Neighborhood Plan FEIR and thus would not generate transit trips beyond what was assumed in the analysis. No peculiar transit impacts are anticipated to occur as a result of the proposed project, and the transportation mitigation measures identified in the FEIR (to be implemented by the San Francisco Municipal Transportation Agency [SFMTA]) are not applicable to the proposed project. With the development of Central Freeway parcels, the peak hour capacity utilization would not be substantially increased and the impact on Muni screenlines would be less-than-significant.

**Circulation and Access**

A Circulation Memorandum was prepared to address circulation, access, loading, and other transportation issues associated with the proposed project.<sup>9</sup> The memorandum is summarized below.

Vehicle access to the project site would be from westbound Hickory Street and Octavia Boulevard frontage road. Hickory Street is proposed for improvement as a through street running east/west between Octavia Boulevard frontage road and Laguna Street. Hickory Street would be located south of Fell Street and north of Oak Street. Hickory Street is proposed as a westbound, one-way street. Octavia Boulevard frontage road is a low-speed, low-volume roadway that parallels Octavia Boulevard and provides access to the local roadway network and residential/commercial driveways. Due to the limited access of the Octavia Boulevard frontage road, all vehicles accessing the project site would be required to travel through the Octavia/ Fell intersection (northbound on Octavia Boulevard or westbound on Fell Street) to access the Octavia Boulevard frontage road and enter Hickory Street.

The entrance to the below grade-parking garage would be located on the east end of Hickory Street. The proposed garage entry driveway from Hickory Street is set back from the Octavia Boulevard property line approximately 70 feet. The entry driveway would be approximately 12 feet wide and would accommodate one entrance lane. The garage entry gate would be recessed approximately 17 feet from the

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<sup>9</sup> Meg Spriggs, Avalon Bay Communities, “Final Circulation Memo”, May 13, 2012. This document is available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Hickory Street southern curb to provide a queuing area. This would reduce the likelihood of entering vehicles blocking the sidewalk or queuing on Hickory Street. Additionally, the garage gate would swing inward, and the garage entry system would be placed in an area that would not cause entering vehicles to block the sidewalk or queue onto the street. The exit from the below-grade parking garage would be located on the west end of Hickory Street, about 76 feet east of its intersection with Laguna Street. Similarly, the exit driveway would be about 12 feet wide and would accommodate one exit lane. Vehicles would exit the project site from the Hickory Street garage and would make a northbound or southbound turn onto Laguna Street. Additionally, the project would be subject to the following improvement measure to monitor and abate any vehicle queues resulting from the proposed development.

*Project Improvement Measure 1: Queue Abatement.* 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.

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.

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 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.

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.

### **Emergency Vehicle Access**

Emergency vehicle access would be available from the proposed white zone on the east side of Laguna Street, south side of Hickory Street, and west side of Octavia Boulevard frontage road, and the north side of Oak Street. Development of the project would not reduce the number of travel lanes or result in street closures, and emergency access to the project area would remain unchanged from existing conditions. Due to Hickory Street's narrow right-of-way, large fire trucks would not be able to access the site from this street. However, the project sponsor would provide fire risers/standpipes on Hickory Street as

required by the San Francisco Fire Department.<sup>10</sup> Therefore, the effects of the project on emergency vehicle access would be less than significant.

### **Garbage and Recycling Collection**

Garbage and recycling would be collected along Hickory Street, near the intersection of Hickory Street and Octavia Boulevard. Waste would be collected in garage-level trash rooms in the parking garage, which are connected to trash chutes from the residential floors above. Avalon Bay’s building maintenance staff would move the garage bins from the garage to a staging area on Hickory Street on the appropriate garbage collection day. Building maintenance would then return the garbage bins to the garage. The bins would not be left on the public street for any extended period. As a one-lane street with no parking, improvements to Hickory Street would be intended to prevent its blockage.

### **Loading**

There are currently no loading spaces adjacent to the project site. Based on the SF Guidelines, the project’s residential uses are expected to generate approximately four service vehicle trips per day, while the retail uses are expected to generate approximately one service vehicle trip per day. Under Section 152 of the Planning Code, the proposed project would be required to have one off-street freight loading space because it includes more than 100,000 square feet of residential use. No off-street loading spaces would be required for the retail uses. Three on-street curbside loading spaces are proposed in lieu of a single off-street residential loading space. These on-street curbside loading spaces would accommodate residential and commercial loading for the steeply sloped site (29-foot grade change from Laguna Street to Octavia Boulevard) and the nature of the stepped buildings. The project proposes to use two on-street residential loading spaces, one on Laguna Street and one on Hickory Street. The residential loading space on the newly created Hickory Street would be 40 feet long and would be located mid-block at the opening between the west and east blocks. The residential loading space on Laguna Street would be 40 feet long and is located south of the intersection with Hickory Street. If approved, the loading space would result in the removal of up to two on-street parking spaces on Laguna Street during active loading hours. One new 40-foot-long commercial loading space would be provided on Octavia Boulevard frontage road. If approved, the loading space would result in the removal of up to two on-street parking spaces on Octavia Boulevard frontage road during active loading hours. All three of the loading spaces would have limited hours to be determined in coordination with the SFMTA. If none of these on-street loading spaces are approved, the project would result in intermittent, temporary traffic disruption as a result of loading vehicles blocking lanes of travel. Given the traffic volumes streets where loading would occur, the intermittent nature of the activity, and the common nature of this inconvenience in an urban setting, if this impact were to occur it would not have the potential to result in significant traffic impacts.

### **Pedestrian and Bicycle Conditions**

The FEIR notes that the Market and Octavia Neighborhood Plan area contains several key bicycle corridors, and that the generally flat terrain combined with major thoroughfares that traverse the project area and the density and mix of uses in the project area provide for bicycle travel. The FEIR notes also that the Neighborhood Plan area contains several key pedestrian corridors, and the Plan includes new pedestrian facilities and amenities. The FEIR did not identify significant impacts related to bicycle and pedestrian conditions as a result of Plan implementation.

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<sup>10</sup> *Ibid.*

The proposed project would not cause a substantial amount of pedestrian and vehicle conflict, as there are adequate sidewalk and crosswalk widths. The proposed project includes improving the exterior lighting and sidewalks along the project’s perimeter according to the Better Streets Plan.

Planning Code Section 161 requires 57 bicycle parking spaces. The proposed project would provide a total of 85 bicycle parking spaces, which includes 70 bicycle spaces for residents, and 15 bicycle spaces for the residential guests. The project sponsor would provide ten guest bicycles as part of a “bicycle share” program; these bicycles would be available for check-out and use by residents. The project would also include a bicycle repair station.

There are four bicycle routes near the project site: route 20 along Grove Street, route 32 along Page Street, route 45 on Octavia Boulevard frontage road, and route 345 on Webster Street. There are two proposed curb cuts on Hickory Street for vehicles turning into and out of the basement-level garage. Neither of the two curb cuts would be along a bicycle route. Although the proposed project would result in an increase in the number of vehicles in the project vicinity, this increase would not substantially affect bicycle or pedestrian travel in the area.

#### **Transportation Demand Management (TDM) Plan**

A transportation demand management (TDM) plan generally includes strategies that aim to promote and encourage more efficient use of transportation resources. The transportation network near the project site is challenged by increasing roadway congestion as described above in the “Traffic” section. Given the traffic, transit, bicycle, and pedestrian activity currently in the project area, effective TDM strategies are necessary to manage travel demand and safety.

**Project Improvement Measure 2: Transportation Demand Management.** To encourage travelers to utilize alternative modes of transportation, the project sponsor shall provide incentives to shift travel modes from single auto occupancy travel to transit, rideshare, bicycle, and pedestrian travel. The project sponsor shall provide bicycles as part of a “bicycle share” program which would be available for checkout by residents to encourage bicycling in lieu of driving. The project sponsor shall consider providing additional car share spaces beyond the requirement. The project sponsor shall consider subsidized transit passes or transit voucher for residents of the project.

#### **Parking**

The proposed project would provide 91 off-street parking spaces plus two car-share parking spaces in a podium-level garage for 182 dwelling units (0.5 spaces per unit). Under Section 151 of the Planning Code, the project is not required to provide off-street parking spaces. In the Hayes NCT zoning district, no parking is required. Off-street parking is permitted up to 0.5 spaces per unit, and permissible with Conditional Use authorization for up to 0.75 spaces per unit. It is not permitted above 0.75 spaces for each dwelling unit per Code Section 720.94. Likewise, parking is not required in the RTO zoning district. Off street parking is permitted up to 0.75 spaces per unit, and is permissible with Condition Use authorization for up to one space per dwelling unit. Off-street parking in RTO is not permitted above one car per dwelling unit.

The available off-street parking at the project site would be 91 spaces, which would not meet the estimated project parking demand of approximately 262 parking spaces throughout the day. There is limited on-street parking capacity available near the project site along Laguna Street, Oak Street, and

Octavia Boulevard frontage road. The available off-street and on-street parking supply may not be sufficient to accommodate estimated project site demand.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. However, this report presents a parking analysis to inform the public and the decision makers as to the parking conditions that could occur as a result of implementing the proposed project.

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

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project area is well-served by local public transit, including seven Muni bus lines (6, 16X, 21, 47, 49, 71, and 71L) and seven Muni Metro lines (J, K, L, M, N, T, and F) which provide alternatives to auto travel. In addition, there are four bike lanes (20, 32, 45, and 345) in the project area.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the FEIR transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

#### **"No-Parking Alternative"**

The Department received a comment in response to the September 2011 "Notification of Project Receiving Environmental Review" requesting the analysis of a development scenario with zero off-street parking. The following discussion includes a qualitative assessment of parking operations under the condition that the project would not include any off-street parking. Regardless of this loss in parking, the project would

continue to generate and attract the same number of trips to the site. However the mode of transportation may change.

Under a “No Parking” scenario, the off-street parking garage would be eliminated, resulting in the displacement of midday and PM peak hour parking demand to surrounding on-street parking spaces. The loss of off-street parking would likely result in additional parking spillover onto nearby residential streets and subsequently affect traffic circulation throughout the traffic area. Moreover, the current on-street parking demand in the project area coupled with the limited availability of public parking would further exacerbate these parking deficiencies. This would not be considered a significant impact under CEQA because changes in parking conditions are dynamic and would not constitute a change to the permanent physical environment.

In conclusion, no peculiar transportation impacts are anticipated to occur as a result of the proposed project, and the transportation mitigation measures identified in the FEIR are not applicable to the proposed project.

### *Air Quality*

The Market and Octavia FEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust and short-term construction exhaust emissions. Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The Market and Octavia EIR identified a significant impact related to construction air quality and determined that *Mitigation Measure 5.8.A – Construction Mitigation Measure for Particulate Emissions* would reduce effects to a less-than-significant level. Subsequently, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). These regulations and procedures set forth by the San Francisco Building Code ensure that potential dust-related air quality impacts will be reduced to a less-than-significant level. Since the project would comply with the Construction Dust Control Ordinance, the project would not result in a significant impact related to construction air quality, and FEIR Mitigation Measure 5.8.A would not be applicable to the proposed project.

The Market and Octavia FEIR identified a significant impact related to short-term exhaust emissions from construction equipment and determined that *Mitigation Measure 5.8B – Construction Mitigation Measure for Short-Term Exhaust Emissions* would reduce effects to a less-than-significant level. Since the proposed project includes construction activities, this mitigation measure would apply to the proposed project. An Air Quality Technical Report prepared for the project shows that with implementation of this mitigation measure, impacts related to short-term construction exhaust emissions would be less than significant.<sup>11</sup> In

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<sup>11</sup> LSA. *Air Quality Technical Report, Parcel P Project, Market and Octavia, San Francisco*. April 26, 2012. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2011.0744E.

accordance with the Market and Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 2, below.

Project Mitigation Measure 2 – Short-term Construction Exhaust Emissions (Mitigation Measure 5.8B of the Market and Octavia FEIR). To reduce program or project level short-term exhaust emissions from construction equipment, the following mitigation measures shall be implemented for construction activities in the project area: confine idle time of combustion engine construction equipment at construction sites to five minutes; maintain and properly tune construction equipment in accordance to manufacturer’s specifications; use alternative fuel or electrical construction equipment at the project site when feasible; for construction exhaust emissions during demolition, excavators and loaders shall meet Tier 3 emissions standards; excavators, dozers, and drill rigs shall meet Tier 3 emissions standards during site preparation; and forklifts, skip loaders (tractor), mini excavator, and paving and rolling machines shall meet Tier 3 emissions standards during building construction activities.

### ***Wind***

Wind impacts are directly related to building design and articulation and the surrounding site conditions. The Market and Octavia FEIR identified a potentially significant impact related to new construction and determined that *Mitigation Measure 5.5B1: Wind Mitigation Measure – Buildings in Excess of 85 feet in Height* and *Mitigation Measure 5.5B2: Wind Mitigation Measure – All New Construction*<sup>12</sup> would reduce effects to less-than-significant levels. Mitigation Measure 5.5B2 requires the application of design standards to new buildings and alterations in order to reduce the potential for ground-level wind currents from exceeding pedestrian comfort levels. Since the proposed project would involve construction of buildings ranging from 40-feet-tall to up to 55-feet-tall on a lot with no permanent structures, the project does not have the potential to result in significant wind impacts and both Mitigation Measure 5.5B1 and 5.5B2 do not apply.

### ***Shadow***

Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Since the proposed building is taller than 40 feet, a shadow fan analysis was required and prepared pursuant to Section 295. No mitigation measures were included in the Market and Octavia Neighborhood Plan EIR for Parks and Open Space subject to Section 295, because no significant impacts were identified at the program or project level. However, for non-Section 295 parks and open space, the Market and Octavia PEIR identified potential significant impacts related to all new construction where the building height would exceed 50 feet in height and determined that *Mitigation Measure 5.5A2: Shadow Mitigation Measure – Parks and Open Space not Subject to Section 295* would reduce effects to a less-than-significant level. Since the proposed project includes building elements over 50 feet in height, *Mitigation Measure 5.5A2* would apply. With implementation of this Mitigation Measure, impacts related to shadow would be less than significant. In accordance with

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<sup>12</sup> Paul Maltzer, *Market and Octavia EIR Wind Impacts and Mitigation Memorandum*, November 7, 2008. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2003.0347E.



Market and Octavia FEIR requirements, the project sponsor has agreed to implement Mitigation Measure 3, below.

*Project Mitigation Measure 3 – Shadow on Non-Section 295 Open Space (Mitigation Measure 5.5A2 of the Market and Octavia FEIR).* Where the building height exceeds 50 feet shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the project site, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. The degree of shadow impact should be determined by the amount of area shaded, the duration of the shadow, and the importance of sunlight to the type of open space being shaded.

Since the proposed building is taller than 40 feet, a shadow fan analysis was required and prepared by Pyatok Architects in compliance with Section 295 of the Planning Code.<sup>13</sup> The analysis of the proposed project includes buildings that have already been shaped to avoid casting shadow on Section 295 parks, topographical features or intervening buildings, and all shadow-casting elements that are proposed including parapets, mechanical equipment, and other similar features. The shadow analysis shows shadows cast by the project as well as shadows cast by existing buildings on the block bordered by Fell Street, Laguna Street, Octavia Street and Hickory Street, buildings across Fell Street and buildings across Octavia Street. The analyses were performed within one hour after sunrise and within one hour before sunset for three dates: the winter solstice, the summer solstice, and the vernal equinox. The analysis showed that there would be some shadows cast on Patricia’s Green (formerly Hayes Green) on the summer solstice and on the vernal equinox. However, these shadows would be cast by adjacent buildings to be developed in the future on currently vacant Central Freeway parcels, not by the proposed project. The Department concurs with the shadow study conclusion that no new, net potential shadow would be cast upon Patricia’s Green.

The proposed project would shade portions of nearby streets and sidewalks at times within the project block. These new shadows would not exceed levels commonly expected in urban areas, and would be considered a less-than-significant effect under CEQA. The proposed building could cast shadow on nearby private property. The loss of sunlight for private property is rarely considered to be a significant impact on the environment under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading as a result of the proposed project would not be considered a significant impact under CEQA.

### ***Geology and Soils***

The Market and Octavia FEIR identified a potential significant impact related to temporary construction on steeply sloping lots and determined that *Mitigation Measure 5.11.A: Construction Related Soils Mitigation Measure* would reduce effects to a less-than-significant level. Since the project site is sloped and construction would alter the overall topography of the site, *Mitigation Measure 5.11.A: Construction Related Soils Mitigation Measure* applies to the proposed project. The implementation of this mitigation measure

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<sup>13</sup> Adrienne Steichen, Pyatok Architects and Meg Spriggs, Avalon Bay Communities, *Hayes Valley, “Parcel P,” Shadow Study Impact Letter and Shadow Study Plans -- Revised, October 18, 2011*. This document is available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

would reduce the impacts to a less-than-significant level. In accordance with the Market and Octavia FEIR, the project sponsor has agreed to implement Project Mitigation Measure 4, below.

**Project Mitigation Measure 4 – Construction-related Soils (Mitigation Measure 5.11A of the Market and Octavia FEIR).** Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect disturbed areas through minimization and duration of exposure; control surface runoff and maintain low runoff velocities; trap sediment onsite; and minimize length and steepness of slopes.

A geotechnical investigation has been performed for the proposed project.<sup>14</sup> The project site is underlain by about three to five feet of fill with some localized exceptions that are up to 16 feet thick; the fill is underlain by Dune Sand and in isolated portions this layer is underlain by 4 to 9 feet of marsh deposits. The marsh deposits are about 20 to 22 feet below the eastern portion of the site and about 29 feet below the west side of the site. This layer is underlain by medium dense to very dense sand with variable fine contents and thin stiff clays to the maximum depth explored, 70.5 feet deep. According to the geotechnical investigation, the proposed building could be supported by shallow building foundations bearing on native medium dense to dense sands. The report describes recommendations regarding demolition void backfilling; existing fill treatment beneath foundation elements; permanent cut slope protection from erosion; fill composition and placement; conformance with utility trench requirements; foundation types and qualities as they pertain to placement, lateral resistance, and installation; temporary shoring systems and testing; design of below-grade walls and floor slabs; excavation monitoring; seismic design; and storm water infiltration guidelines.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be reduced during the permit review process through these measures. To ensure compliance with all *Building Code* provisions regarding structure safety, when DBI reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. The above-referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be reduced through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

### ***Hazards and Hazardous Materials***

Soils investigations and site assessment conducted as part of the Central Freeway Land Transfer project and the Octavia Boulevard project recommend the preparation of a Site Mitigation Plan for future

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<sup>14</sup> Treadwell & Rollo. *Geotechnical Investigation: Avalon Bay Hayes Valley, Oak and Octavia Streets, San Francisco, CA*. May 23, 2011. This document is available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

excavation projects in the vicinity of the parcels. The Market and Octavia FEIR identified subsequent development occurring on these parcels that could result in the transport, handling, use and/or generation of hazardous materials. The FEIR noted that future development on these parcels would be subject to individual site assessments and compliance with relevant regulations administered by the Department of Public Health. The FEIR notes that implementation of required measures in compliance with applicable regulations and standards regarding contamination would reduce potential impacts to less-than-significant levels. Project Mitigation Measure 5 (*Mitigation Measure 5.10.A: Hazardous Materials Mitigation Measure* from the FEIR), would apply to the proposed project. In addition, the project would comply with San Francisco Health Code Article 22, which provides for safe handling of hazardous wastes in the City. It authorizes the San Francisco Department of Public Health (DPH) to implement the state hazardous waste regulations, including authority to conduct inspections and document compliance. Compliance with hazardous materials regulations and Project Mitigation Measure 6, potential impacts of the proposed project related to exposure of hazardous materials would be less-than-significant.

A Phase I Environmental Site Assessment (ESA) and Phase II ESA<sup>15</sup> for the project site were conducted by ENGENO, Inc. Due to the former presence of freeway ramps, lead is the main contaminant of concern for the property.<sup>16</sup> The groundwater sampled did not contain contaminants at levels of environmental concern.

The California Regional Water Quality Control Board Environmental Screening Levels (ESL) for lead in shallow soils is 200 mg/kg. The ESL will be used as the clean-up level for the proposed project. At least the top two feet of soil will be classified as Class I hazardous waste in the areas of the former freeway ramps. Additional soil sampling is recommended around the ramp areas and just outside the ramp areas. A work plan is required to perform additional soil sampling and analysis according to the Voluntary Cleanup Program Requirements.

*Project Mitigation Measure 5 – Site Mitigation Plan (Mitigation Measure 5.10A of the Market and Octavia FEIR).* A site mitigation plan (SMP) must be prepared to address the testing and management of contaminated soils, contingency response actions, worker health and safety, dust control plan, storm water related items, and noise control. The SMP should address:

- Proposed vertical and lateral extent of excavation;
- Proposed building locations and configurations;
- Management options for contaminated soils;
- If onsite treatment to immobilize metals will be performed, include a description of the process and its effectiveness;

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<sup>15</sup> ENGENO, Inc., Phase I Environmental Site Assessment, Central Freeway Parcel P, Assessor’s Block 831 Lot 23, San Francisco, California, October 18, 2010, Revised July 21, 2011; ENGENO, Inc., Phase II Environmental Site Assessment, Central Freeway Parcel P, Assessor’s Block 831 Lot 23, San Francisco, California, April 20, 2011. Copies of these documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in File No. 2011.0744E.

<sup>16</sup> ENGENO, 2011.

- Identify the proposed soil transporter and disposal locations;
- Collection of confirmation samples in the excavation area following excavation. The approximate number and proposed locations for sampling;
- The site clean up level for lead of 200 mg/kg;
- Soil samples should be analyzed for the appropriate TPH ranges and metals;
- Dust control plan and measures per San Francisco Health Code Article 22B;
- Contingency Plan that describes the procedures for controlling, containing, remediating, testing and disposing of any unexpected contaminated soil, water, or other material;
- Site specific Health and Safety Plan; and
- Storm Water Control and Noise Control protocols as applicable.

If confirmation samples exceed residential clean up guidelines, additional excavation should be performed, or “other mitigating measures” acceptable to DPH implemented. Alternative additional excavation and sampling could be performed or other mitigation measure may be proposed, if necessary.

Should an underground storage tank be encountered, it shall be removed under permit with the DPH Hazardous Materials Unified Program Agency (HMUPA) and the San Francisco Fire Department.

The SMP should be submitted at least six weeks prior to beginning construction excavation work. The Health and Safety Plan may be submitted two weeks prior to beginning construction field work.

Additional measures to protect the community generally shall include:

- Airborne particulates shall be minimized by wetting exposed soils, as appropriate, containing runoff, and tarping over-night and weekends;
- Storage stockpiles shall be minimized, where practical, and properly labeled and secured;
- Vehicle speeds across unpaved areas shall not exceed 15 mph to reduce dust emissions;
- Activities shall be conducted so as not to track contaminants beyond the regulated area;
- Misting, fogging, or periodic dampening shall be utilized to minimize fugitive dust, as appropriate; and/or
- Contaminants and regulated areas shall be properly maintained.

The SMP would be conducted under the supervision of DPH. Implementation of Project Mitigation Measure 5, including the preparation and execution of the SMP above, would reduce potential hazardous materials impacts to a less-than-significant level.

### *Public Notice and Comment*

A “Notification of Project Receiving Environmental Review” was mailed on September 28, 2011, to owners and occupants of properties within 300 feet of the project site, and to other potentially interested parties.

The Planning Department received several comments in response to the notice. There were comments regarding the proposed height and density of the project that have been addressed in the “Land Use” and “Aesthetics” sections of Attachment A, the CPE Checklist, on pages 27 and 29, respectively. Transportation-related comments included a request for a project with zero parking, a request for a project with over 1:1 parking supply, concern regarding increased congestion due to project construction, the critique of Level of Service as a metric for determining transportation impact; and the request to reference the other transportation studies that overlap or are within proximity to the project site. CEQA-related transportation comments have been addressed in the “Transportation and Circulation” section of the Certificate of Determination on page 8. A comment about impervious surface increase was received and has been addressed in the “Hydrology and Water Quality” section of the CPE Checklist on page 54. A concern regarding tree removal was received and has been addressed in the “Biological Resources” section of the CPE Checklist on page 50. Comments regarding Greenhouse Gas emissions from construction have been addressed in the “Greenhouse Gas Emissions” section of the CPE Checklist on page 39. Comments about hazardous materials have been addressed in the “Hazards and Hazardous Materials” section of the Certificate of Determination on page 19. Questions about shadow are addressed in the “Shadow” section of the Certificate of Determination on page 16. Non-CEQA related comments include security concerns around the garage access and the benefits of the interim garden use were also received, as was a question regarding construction schedule.

No significant, adverse environmental impacts from issues of concern have been identified. Comments that do not pertain to physical environmental issues and comments on the merits of the proposed project will be considered in the context of project approval or disapproval, independent of the environmental review process. While local concerns or other planning considerations may be grounds for modifying or denying the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment beyond the impacts identified, and mitigated as feasible, in the FEIR.

### Conclusion

The Market and Octavia FEIR incorporated and adequately addressed all potential impacts of the proposed project at Parcel P. As described above, the Parcel P project would not have any additional or peculiar significant adverse effects not examined in the Market and Octavia FEIR, nor has any new or additional information come to light that would alter the conclusions of the Market and Octavia FEIR. Thus, the proposed project at Parcel P would not have any new significant or peculiar effects on the environment not previously identified in the Market and Octavia FEIR, nor would any environmental impacts be substantially greater than described in the FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from

environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code (CEQA).

## Attachment A Community Plan Exemption Checklist

|                       |   |
|-----------------------|---|
| <i>Case No.:</i>      | 2011.0744E  |
| <i>Project Title:</i> | Market and Octavia – “Parcel P” (No Address Assigned)   |
| <i>Zoning:</i>        | Hayes-Gough Neighborhood Commercial Transit District (NCT)<br>Residential Transit-Oriented Neighborhood District (RTO)<br>40-X/50-X Height and Bulk Districts<br>Market and Octavia Neighborhood Plan |
| <i>Block/Lot:</i>     | 0831/023  |
| <i>Lot Size:</i>      | 49,500 square feet  |
| <i>Plan Area:</i>     | Market and Octavia Neighborhood Plan  |
| <i>Staff Contact:</i> | Andrea Contreras – (415) 575-9044<br>Andrea.Contreras@sfgov.org   |

### A. PROJECT DESCRIPTION

The proposed project involves construction of a three- to five-story mixed use development on a 49,500-square-foot (sq. ft.) lot. The 40- to 55-foot residential buildings would include 182 dwelling units (163,655 gross sq. ft. of residential space), ground-floor commercial space (3,750 gross sq. ft.), and a 91-space, below-grade parking garage. Access to the parking garage would be from an improved Hickory Street. The proposed project would remove the existing surface parking lot, trees and temporary community garden structures and improvements, regrade the site, improve the Hickory Street right-of-way through the block along the northerly frontage of the property.

The project site is located on the north side of Oak Street in the Market and Octavia Plan Area, and comprises the block bounded by Laguna Street to the west, Octavia Boulevard to the east, and Hickory Street (primarily an unimproved right-of-way) to the north. The lot is currently being used on an interim basis as a community garden known as "Hayes Valley Farm", and there is a surface parking lot at the southeasterly portion of the site. The lot was formerly occupied by freeway ramps for the Central Freeway, which were removed by 2003. There are currently no structures on the property, aside from several small temporary buildings associated with the community garden use.

The proposed project is a wood-framed, three- to five-story building over a podium deck. The top of the podium would step down to follow the existing grade as it drops down in elevation from Laguna Street to Octavia Boulevard, an approximately 29-foot elevation change, maintaining a height that would not exceed 55 feet above grade level.<sup>17</sup> The project would vary in height across the site. Most of the project site (42,300 square feet) is zoned RTO, while the remaining eastern edge (a 7,200 square foot rectangular

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<sup>17</sup> Section 263.20 of the Planning Code, Height Limits: Special Exceptions, allows an additional 5-feet in height along major streets in NCT districts for buildings that feature either higher ground floor ceilings for non-residential uses or ground floor residential units (that have direct walk-up access from the sidewalk) raised up from sidewalk level.

area along Octavia Boulevard) is zoned Hayes-Gough NCT. The height limit for the RTO portion of the site along Hickory Street is 40 feet, while the remainder of the block under RTO zoning is subject to a 50-foot height limit. The NCT portion of the site is zoned 50-X, with a five-foot height bonus for generous ground floor spaces. The building heights along Hickory Street range from 39 feet near Laguna Street to 55 feet at Octavia Boulevard. The building heights along Oak Street range from 45 feet at Laguna Street to 55 feet at Octavia Boulevard. Along Laguna Street, heights range from 39 feet at Hickory Street to 45 feet at Oak Street. Along Octavia Boulevard, the building height would be 55 feet from Oak Street to Hickory Street.

Hickory Street is proposed as a westbound, one-way street. The parking garage would be accessed from Hickory Street approximately 70 feet west of Octavia Boulevard. The exit to the garage is located on the west end of Hickory Street, east of Laguna Street. The proposed Hickory Street improvement includes the regrading and paving of the area north of the project site for a 35 foot right-of-way. Hickory Street sidewalk widths would vary between five feet and 14 feet wide with a 12 foot travel lane and no on-street parking. The easternmost width of the travel lane at Octavia Boulevard frontage road would measure 21 feet wide to accommodate garbage collection truck turning and waste collection staging. Hickory Street improvements would be subject to the Better Streets Plan and is envisioned as a Living Alley as described by the Market-Octavia Area Plan Fundamental Design Principles.<sup>18,19</sup>

There would be four primary site access points that lead from the sidewalk to a proposed interior courtyard: on the north side of the block along Hickory Street, on the east side of the block along Octavia Boulevard frontage road, on the south side of the block along Oak Street, and on the west side of the block along Laguna Street. There would also be two secondary site access points located on the south side of the block along Oak Street. Townhomes along Hickory, Laguna and Oak Streets would have individual access points. The eastern pedestrian portal would anchor the project's Octavia Boulevard frontage, including an approximately 3,750 sq. ft. retail space to the south of the portal and an approximately 2,030 sq. ft. residential management office and lobby space to the north of the portal. The retail space would have pedestrian access along Octavia Boulevard frontage road. The public entrance to the residential management office and lobby would be located at the northeast corner of the block from Hickory Street and Octavia Boulevard frontage road. There is also a proposed 1,980 sq. ft. (approximately) fitness center at the southwest corner of the block with pedestrian access directly at the corner of Laguna and Oak Streets.

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<sup>18</sup> San Francisco Planning Department, *Better Streets Plan*, Available online at: <http://www.sf-planning.org/ftp/BetterStreets/proposals.htm>. Accessed May 23, 2012.

<sup>19</sup> San Francisco Planning Department, Market and Octavia Community Improvements Appendix C, Policy 4.1.6. Available online at: [http://www.sf-planning.org/ftp/files/Citywide/Market\\_Octavia/Community%20improvements\\_appendix\\_c\\_final\\_feb\\_2008.pdf](http://www.sf-planning.org/ftp/files/Citywide/Market_Octavia/Community%20improvements_appendix_c_final_feb_2008.pdf). Accessed May 23, 2012. “Living alley” improvements are defined as traffic-calming measures for alleys with a residential character for the purpose of creating shared, multipurpose public space for the use of residents. These alleys carry relatively little traffic and can be designed to provide more public space for local residents: as a living street with corner plazas to calm traffic, seating and play areas for children, with space for community gardens, in essence where people and cars share space. By calming traffic and creating more space for public use, the street is envisioned as a common front yard for public use and enjoyment.



Residential bicycle parking would be located in two secured storage areas, a ground-level locker of 415 sq. ft. with approximately 35 spaces on the western end of the block, and the other a basement-level locker of 900 sq. ft. with about 35 spaces toward the eastern end of the block. An additional 15 bicycle spaces for residential guests would be provided on the podium in the courtyards. The project sponsor would provide ten guest bicycles as part of a “bicycle share” program; these bicycles would be available for check-out and use by residents. A bicycle repair station would also be provided in the garage, at the ground floor level close to the Octavia Boulevard project entrance.

The project site contains twelve “significant” eucalyptus trees as defined by Public Works Code Section 8.02-8.11. These are trees within 10-feet of a lot line abutting a public right-of-way that are above 20-feet in height, or with a canopy greater than 15-feet in diameter, or with a trunk diameter greater than 12-inches in diameter at breast height. The twelve eucalyptus trees would be removed and replaced with other tree species (such as *Tristania laurinas* and *Acer palmatum*) as part of the project’s development. The site would also include other landscaping, including street trees, Hickory Street Living Alley improvements, sidewalk landscaping in setback areas, and landscaping within the three large internal courtyards.

Residential loading is proposed in two locations. The first is a 40-foot, on-street loading zone midblock along Hickory Street. The second is a 40-foot, on-street loading zone on the east side of Laguna Street just south of its intersection with Hickory Street. An on-street commercial loading zone would be provided on the Octavia Boulevard frontage road. All three loading spaces would have limited loading hours, for example from 8:00 a.m. to 6:00 p.m. for loading only. These three on-street curbside loading spaces are proposed in lieu of a single off-street residential loading space. The location and hours of the loading zones are subject to approval by the San Francisco Municipal Transportation Agency.

While the former freeway ramps were demolished several years ago, a large amount of soil used to construct the former ramps remains on the site. The development would cut into the sloping parcel. As a result, site grading would require excavation and removal of previously imported and naturally occurring site soils for off-site disposal. The greatest excavation would be the removal of two former freeway ramps, and would include additional excavation and removal of the majority of the former off-ramp fill in the north central portion of the property. On the west side of the project site, the basement would be about 12 feet below existing Laguna Street grades. The basement floor would slope down to the east, generally following the slope of Oak Street. Only the western three-quarters of the site would have a full basement level beneath the Oak Street elevations. The excavation would consist of a cut of approximately 11-15 feet at Laguna Street, and would taper to zero feet at Octavia Boulevard which would result in the removal of approximately 13,000 cubic yards of soil from the site.

Project construction would take approximately 18 months, and the project’s estimated cost is \$42,000,000.

### *Approvals*

The following project approvals would be required from the San Francisco Planning Commission: (1) Conditional Use Authorization to develop on a lot exceeding 10,000 square feet, as required by Planning Code Section 121.1 and 121.5; and (2) Conditional Use Authorization to approve dwelling unit density greater than the maximum allowed in a RTO District pursuant to Section 209.1(n) of the code; and Planned Unit Development (PUD) per Section 304(d) for project sites that exceed one-half acre in size.

The PUD would include modifications to the rear yard requirement, private open space dimensions, off-street loading requirement, height measurement, and bay window size.

**B. EVALUATION OF ENVIRONMENTAL EFFECTS**

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable Programmatic Final EIR (FEIR) for the plan area. Items checked "Sig. Impact Identified in FEIR" identify topics for which a significant impact is identified in the FEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in FEIR." Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the Certificate of Determination for each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the impact is not identified as significant in the FEIR. Any impacts not identified in the FEIR will be addressed in a separate Focused Initial Study or EIR.

All items for which the project would have no impact are checked "No Impact," and are discussed below.

| <i>Topics:</i>  | <i>Sig. Impact<br/>Identified<br/>in FEIR</i> | <i>Project<br/>Contributes<br/>to Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Project Has<br/>Sig. Peculiar<br/>Impact</i> | <i>No Impact</i>                    |
|---|---|--|---|-------------------------------------|
| <b>1. LAND USE AND LAND USE PLANNING—</b>   |   |  |   |                                     |
| <b>Would the project:</b>   |   |  |   |                                     |
| a) Physically divide an established community?  | <input type="checkbox"/>                      | <input type="checkbox"/>   | <input type="checkbox"/>                        | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>                      | <input type="checkbox"/>   | <input type="checkbox"/>                        | <input checked="" type="checkbox"/> |
| c) Have a substantial impact upon the existing character of the vicinity?   | <input type="checkbox"/>                      | <input type="checkbox"/>   | <input type="checkbox"/>                        | <input checked="" type="checkbox"/> |

The Market and Octavia Neighborhood Plan is intended to change the existing land use character of the project area to a transit-oriented, high-density mixed-use neighborhood. The Market and Octavia Neighborhood Plan Final Environmental Impact Report (FEIR) analyzed the proposed land use changes and determined that the Market and Octavia Neighborhood Plan, including development of the former Central Freeway parcels, would not result in a significant adverse impact in land use character.

The proposed project would remove the existing surface parking lot, trees, and temporary community garden structures and improvements, regrade the site, improve the Hickory Street right-of-way through the block along the northerly frontage of the property, and construct a new mixed-use building with approximately 182 dwelling units and approximately 3,750 square feet of retail space, situated over a 91-space subterranean parking garage. According to the Market and Octavia Neighborhood Plan, the development of the Central Freeway parcels, including Parcel P, would help reunite a neighborhood that was previously divided and disrupted by the Central Freeway structure. Therefore, the development of Parcel P would not physically disrupt or divide an established community.

With the adoption of the Market and Octavia Neighborhood Plan, the project site was re-zoned from P (Public) to Hayes-Gough NCT (Neighborhood Commercial Transit) along Octavia Boulevard and RTO (Residential Transit Oriented) on the rest of the block. Hayes-Gough NCT allows and encourages residential uses, at a greater density, above neighborhood-serving retail uses at the ground floor, with improved conditions for pedestrians. The Hayes-Gough NCT zoning allows for the proposed residential and retail uses and sizes. RTO zoning allows and encourages residential infill development, and limited commercial uses on corner lots. RTO zoning allows for the project's residential use and corner retail use. The residential portion located in the RTO zoning district exceeds the principally permitted dwelling unit density ratio of one unit per 600 sq. ft. of lot area with no upper limit on the density permitted with conditional use authorization. The 42,323 sq. ft. portion of the project site zoned RTO would principally permit 71 dwelling units. Therefore, the Planning Commission would need to grant Conditional Use authorization to approve a project within the RTO district with a greater density than the principally permitted ratio. Conditional Use Authorization is also required to allow development on a lot greater than 10,000 square feet in the RTO and Hayes-Gough NCT Districts. Approval of a Planned Unit Development (PUD) is being requested, with specific requests for modification of Planning Code requirements regarding the rear yard configuration, open space configuration, bay window configuration, and height measurement methodology. Per Section 304 of the Planning Code, PUD's are "intended for projects on site of considerable size, developed as integrated units of stable and desirable character." Through this process, well-reasoned modifications from the requirements of the Planning Code may be requested "in cases of outstanding overall design, complementary to the design and values of the surrounding area." The proposed building would be consistent with the height and bulk controls, uses and densities for the site analyzed in the Market and Octavia Neighborhood Plan PEIR. The proposed project would intensify uses in the project vicinity, but would not result in a significant environment effect, and the new land uses would not have an impact on the character of the vicinity beyond what was identified in the PEIR.

The FEIR identifies Parcel P as one of two parcels in the area that offer one of the largest development opportunity sites along the recently established Octavia Boulevard. The FEIR also noted that while suitable for high-density residential use, the plan recommends a more modest scale residential development with ground-floor retail in individual buildings to maintain the scale of the surrounding

areas. Since the project would be subject to PUD criteria ensuring the compatibility with surrounding scale, the project would not have a substantial adverse impact on the existing character of the vicinity nor would it disrupt or divide an established community. The height and scale of housing and ground-floor retail have been considered in the FEIR to ensure compatibility with existing surrounding uses and that the proposed development would not have a substantial adverse impact on the existing character of the vicinity in terms of use, scale, and heights for the project site.

The Planning Code provides for the PUD and Conditional Use authorization and therefore a project that requires such approvals is considered consistent with the Code. The Department has concluded that the proposed project is consistent with the Plan’s vision, particularly as it involves development of infill housing and provides active ground-floor uses. The project is also consistent with the Plan’s goals of mixed-use, higher-density development near transit. The project’s reliance on transportation demand management and transit facilities to support future trips is consistent with the Plan’s policies. Furthermore, the proposed street-front retail and related pedestrian-scale façade treatments are consistent with the Plan’s design principles. The discretion of the PUD and Conditional Use authorization processes are sufficient to safeguard against individual or cumulatively considerable land use change impacts.

As determined by the Citywide and Current Planning sections of the San Francisco Planning Department, the proposed project is (i) consistent with the Market and Octavia Neighborhood Plan, (ii) satisfies the requirements of the General Plan and the Planning Code, and (iii) is eligible for a Community Plan Exemption.<sup>20,21</sup> Therefore, the project would have no significant impacts related to land use.

| Topics:  | Project                        |   |                                  |                                     |
|--|--------------------------------|---|----------------------------------|-------------------------------------|
|  | Sig. Impact Identified in FEIR | Contributes to Sig. Impact Identified in FEIR | Project Has Sig. Peculiar Impact | No Impact                           |
| <b>2. AESTHETICS—Would the project:</b>  |                                |   |                                  |                                     |
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting? | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |

<sup>20</sup> Jose Campos, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Market and Octavia – “Parcel P”*. This document is on file and available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

<sup>21</sup> Kelley Amdur, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning, Market and Octavia – “Parcel P”*. This document is on file and available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

| Topics:  | Project                              |                                      |                          |                                     |
|--|--------------------------------------|--------------------------------------|--------------------------|-------------------------------------|
|  | Contributes to                       |                                      | Project Has              |                                     |
|  | Sig. Impact<br>Identified in<br>FEIR | Sig. Impact<br>Identified in<br>FEIR | Sig. Peculiar<br>Impact  | No Impact                           |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/>             | <input type="checkbox"/>             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties? | <input type="checkbox"/>             | <input type="checkbox"/>             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Market and Octavia Neighborhood Plan envisioned the character of the Plan Area as experiencing incremental change from a mid-rise area with a mix of residential and commercial uses and parking lots to a vibrant, full-service urban neighborhood of mid- to high-rise residential and mixed-use buildings in distinct locations. Designated areas of open space, landscaped public rights-of-way, and enclaves of older housing and commercial buildings would intersperse this area. The greatest amount of aesthetic change under the Plan is expected to occur in the Western South of Market (SoMa) neighborhood and on the Central Freeway parcels along the Octavia Boulevard corridor.

The Plan envisioned that future development of Parcel P would add visual interest to the streetscape by constructing a variety of housing types, consistent with the character of the surroundings. For the Parcel P site, the Market and Octavia Neighborhood Plan proposed housing with multi-family apartments over active ground-floor uses on the corners. Smaller-scale housing in the mid-block portion of the project site would be constructed in keeping with Hayes Valley’s prevailing land use pattern. Heights would range from 40 feet along Hickory Street to 50 feet along Oak Street and Octavia Boulevard with an additional 5-foot height allowance along Octavia Boulevard if constructing 15-foot-high ground-floor retail space.

The proposed project would remove the existing surface parking lot, trees, and temporary community garden structures and improvements, regrade the site, improve the Hickory Street right-of-way through the entire block along the northerly frontage of the property, and construct a new mixed-use residential development of three- to five-stories ranging from 39 feet to 55 feet in height. The project would conform to the scale and variety of housing types analyzed in the FEIR. While the new buildings would change the visual appearance of the site, they would not substantially degrade its visual character or quality as analyzed in the FEIR. Furthermore, the proposed buildings would not obstruct longer-range views from various locations in the Plan Area and the City as a whole. New construction on Parcel P would generate additional night lighting but not in amounts unusual for a developed urban area. Thus, conclusion that visual character, scenic view and light and glare impacts would be less than significant in the FEIR are application to the proposed project.

Design and aesthetics are by definition subjective, and open to interpretation by decision-makers and members of the public. A proposed project would, therefore, be considered to have a significant adverse

effect on visual quality only if it would cause a substantial and demonstrable negative change. The proposed project would be visible from some residential and commercial buildings within the project site vicinity. Some reduced or modified private views on private property would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals affected. Nonetheless, the change in views would not exceed that commonly expected in an urban setting, and the loss of those views would not constitute a significant impact under the CEQA.

| Topics:   | Project<br>Contributes to            |                                      | Project Has              |                                     |
|---|--------------------------------------|--------------------------------------|--------------------------|-------------------------------------|
|   | Sig. Impact<br>Identified in<br>FEIR | Sig. Impact<br>Identified in<br>FEIR | Sig. Peculiar<br>Impact  | No Impact                           |
| <b>3. POPULATION AND HOUSING—</b>   |                                      |                                      |                          |                                     |
| <b>Would the project:</b>   |                                      |                                      |                          |                                     |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/>             | <input type="checkbox"/>             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?   | <input type="checkbox"/>             | <input type="checkbox"/>             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>             | <input type="checkbox"/>             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Market and Octavia Neighborhood Plan is anticipated to result in a net increase of 7,620 residents by the year 2025 including up to 1,680 residents as a result of the development of the 22 Central Freeway parcels, including Parcel P. The FEIR determined that while the Plan would generate household growth, it would not cause an adverse physical impact as it would focus new housing development in San Francisco in an established urban area that has a high level of transportation and other public services that can accommodate the proposed residential increase.

The proposed project is located within the Market and Octavia Neighborhood Plan that calls for transit oriented development, infill housing development, jobs, and services near the existing transportation infrastructure. Planning Department staff has determined that the proposed project, a new mixed-use building with approximately 182 dwelling units and approximately 3,750 square feet of retail space, is consistent with the Market and Octavia Neighborhood Plan which envisioned 800 to 900 units of in-fill housing development on the Central Freeway parcels.

The proposed project is not anticipated to create a substantial demand for increased housing, and would actually satisfy the Plan’s goal of increasing the affordable housing supply as an Affordable Housing Fee would be paid (equivalent to 20% of the units) to support construction of affordable housing in the City. Additionally, the project is paying the Market and Octavia Affordable Housing Fee, as required by Planning Code 416. The retail space provided (approximately 3,750 sq. ft.) would create approximately 11 jobs<sup>22</sup>, which is accounted for in the 60 jobs attributable to the Market and Octavia Neighborhood Plan. Additionally, the proposed project would not displace substantial numbers of people, because the project site is currently a vacant lot with the Hayes Valley Farm as an interim use. As such, construction of replacement housing would not be necessary.

The development of Parcel P into infill housing in an existing neighborhood well-served by transit and other public services would not have significant physical environmental impacts due to population, housing and employment growth. The site’s development would fall into the range of effects discussed in the FEIR and would not have a significant physical environmental impact.

| <i>Topics:</i>  | <i>Project</i>  |  |   |                                     |
|---|---|--|---|-------------------------------------|
|   | <i>Sig. Impact</i><br><i>Identified in</i><br><i>FEIR</i> | <i>Project</i><br><i>Contributes to</i><br><i>Sig. Impact</i><br><i>Identified in</i><br><i>FEIR</i> | <i>Project Has</i><br><i>Sig. Peculiar</i><br><i>Impact</i> | <i>No Impact</i>                    |
| <b>4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>   |   |  |   |                                     |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code? | <input type="checkbox"/>                                  | <input type="checkbox"/>   | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?   | <input checked="" type="checkbox"/>                       | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                    | <input type="checkbox"/>            |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?   | <input type="checkbox"/>                                  | <input type="checkbox"/>   | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?  | <input type="checkbox"/>                                  | <input type="checkbox"/>   | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> |

<sup>22</sup> The estimated number of retail employees is based on the project’s proposed retail space (3,750 sq. ft.) divided by 350, equating to 1 job for every 350 sq. ft., derived from Table C-1 of the *Transportation Impact Analysis Guidelines*, San Francisco Planning Department, October 2002.

### *Historic Architectural Resources*

The Market and Octavia FEIR did not identify any significant impacts to historical resources with regard to development of the Central Freeway parcels, including Parcel P. Therefore, no mitigation measures would be required.

The subject property is not included on any historic resource surveys or listed on any local, state or national registries. The vacant lot is considered a “Category B” property (Properties Requiring Further Consultation and Review) for the purposes of the Planning Department’s CEQA review procedures.<sup>23</sup>

The southern and western frontages of the project site are adjacent to the Hayes Valley Residential Historic District (“District”). The District was originally evaluated in 1996 as part of the NEPA-mandated environmental compliance for the reconstruction of the Hayes Valley Housing Project. The boundaries for the survey were Octavia Boulevard to the east, Duboce Avenue and Market Street to the south, Grove Street to the north, and Fillmore Street to the west. In 1997, the California Office of Historic Preservation determined that the area was a “National Register-eligible district” and was listed in the California Register of Historical Resources. Most recently, the Market and Octavia Survey, undertaken in 2006, documented and evaluated additional residential properties in the Hayes Valley neighborhood and proposed their inclusion as an update to the 1997 District. The “residential” moniker given to the district is indicative of the types of contributing resources that are prevalent throughout the area. The earliest contributor dates to circa 1868, while the latest dates to circa 1920.

The majority of Hayes Valley is located within the Market and Octavia Survey Area, being sited northeast of the Lower Haight, south of the Western Addition, and west of the Civic Center neighborhoods. Though its boundaries are somewhat amorphous, the core of the Hayes Valley neighborhood is generally recognized as being bounded by Franklin Street to the east, Fulton Street to the north, Buchanan Street to the west, and the diagonal line of Market Street to the south. Based on the information in the adopted Market and Octavia Survey, the project site, which is a vacant parcel, is located outside the boundaries of an eligible historic district (Hayes Valley Residential Historic District) and is not eligible individually or as a contributor to such district.

The proposed project would construct a new mixed-use development consisting of residential buildings on a vacant lot. The proposed project is wood-framed, five-story building over a podium deck with a variety of exterior materials including horizontal wood/hardiboard cladding, stucco, cement panels, resin/wood panels, brick veneer, and metal. The project would not cause a significant adverse impact to a California Register-eligible historic district or context as proposed. Potential impacts of the proposed new construction on portions of the Hayes Valley Residential Historic District along the south side of Oak Street and east side of Laguna Street (across the street from the project site) were evaluated by Knapp & VerPlanck Preservation Architects in a Historic Resource Evaluation dated June 28, 2011 (Knapp & VerPlanck HRE) and summarized below.

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<sup>23</sup> Pilar LaValley, *Historic Resource Evaluation Report for Parcel P*, May 1, 2012. Available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.



As noted in the Knapp & VerPlanck HRE, the height and massing of the proposed building is compatible with the medium-sized apartment buildings and individual residential buildings in the nearby historic district. The new construction would be approximately five stories in height and would step down with the topography; both proposed height and relationship of new construction with site topography are consistent with the nearby Victorian and Edwardian-era dwellings along Oak Street. The more boldly massed portions of the project would face Octavia Boulevard, and, to a lesser extent, Laguna Street, which are wider streets with larger residential and mixed-use buildings. Where the new construction faces streets and residential buildings of a smaller scale, particularly along Hickory Street, it steps in and down to avoid overshadowing the narrow street and nearby residential context. Along Oak Street, the massing of the proposed construction is broken down into what appear to be several buildings with the façades of each “building” being further articulated through use of bay windows, recessed niches, and more delicate architectural features like balconies, projecting bay windows and recessed entrance bays in keeping with the façade articulation of adjacent Victorian and Edwardian-era buildings. Since the Knapp & VerPlanck HRE was prepared, at the request of the Planning Department, further design enhancements have been made to the proposed Oak Street elevation that further amplify articulation and differentiation of the façade and building mass in a manner that is consistent with contributing buildings on the opposite side of the street within the historic district.

Staff concurs with the Knapp & VerPlanck HRE that proposed new construction would be clearly differentiated from the historic district by its detailing and material palette while referencing numerous design elements from the district. Cladding materials, including horizontal wood (or hardiboard), masonry bases, and stucco and metal panel cladding at upper floors, represent modern interpretations, or references, to building materials in the historic district. The proposed new construction is differentiated from but compatible with the historic district in conformance with the Secretary’s Standards. Therefore, the proposed project is not anticipated to result in an adverse effect on off-site historical resources.

In conclusion, the project would not have a significant adverse impact on any historic architectural resources.

### *Archeological Resources*

Please see Certificate of Determination for discussion of this topic.

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| Topics:   | Project                             |   |                                  |                                     |
|---|-------------------------------------|---|----------------------------------|-------------------------------------|
|   | Sig. Impact Identified in FEIR      | Contributes to Sig. Impact Identified in FEIR | Project Has Sig. Peculiar Impact | No Impact                           |
| <b>5. TRANSPORTATION AND CIRCULATION—</b>   |                                     |   |                                  |                                     |
| <b>Would the project:</b>   |                                     |   |                                  |                                     |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/>            | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?   | <input type="checkbox"/>            | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?   | <input type="checkbox"/>            | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/>            | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/>            | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |

Please see Certificate of Determination for discussion of this topic.

| <i>Topics:</i>   | <i>Project</i>                                |   |                          |   |
|--|---|---|--------------------------|---|
|  | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Contributes to</i>                         |                          | <i>Project Has<br/>Sig. Peculiar<br/>Impact</i> |
|  |   | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>No Impact</i>         |   |
| <b>6. NOISE—Would the project:</b>   |   |   |                          |   |
| a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?  | <input type="checkbox"/>                      | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/>             |
| b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?  | <input type="checkbox"/>                      | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/>             |
| c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?   | <input type="checkbox"/>                      | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/>             |
| d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?   | <input type="checkbox"/>                      | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/>             |
| e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/>                      | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/>             |
| f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?   | <input type="checkbox"/>                      | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/>             |
| g) Be substantially affected by existing noise levels?   | <input type="checkbox"/>                      | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/>             |

The Market and Octavia FEIR noted that ambient noise levels are not projected to increase as a result of the development of the Central Freeway parcels. Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, and land use activities, such as commercial businesses and periodic temporary construction-related noise from nearby development, or street maintenance. Noises generated by residential and commercial uses are common and generally accepted in urban areas. The noise generated by the occupants of the proposed project would not be considered a significant impact of the proposed project. An approximate doubling of traffic volumes in the area would

be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

Development on the Central Freeway parcels, including Parcel P, was identified as increasing noise associated with exterior electrical and mechanical equipment on new buildings, however, this noise would be a less than significant impact within the context of the existing ambient noise levels from traffic on Oak Street, Fell Street, and Octavia Boulevard.

The residential units developed on the Central Freeway parcels would be required to provide an interior noise environment below 45 dBA (Ldn) in compliance with Title 24 of the California Code of Regulations and to incorporate noise reduction measures as outlined in Policy 10.2 of the San Francisco General Plan. Parcel P is surrounded by three streets with noise levels above 75 dBA L<sub>dn</sub>, Laguna Street, Oak Street, and Octavia Boulevard. As required under the Housing Element EIR, new residential development located along streets with such noise levels require a noise study to identify potential noise-generating uses within the project vicinity, and to take at least one 24-hour noise measurement. A noise study was prepared for the proposed project at Parcel P.<sup>24</sup> The noise study demonstrates that Title 24 standards can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. The study also shows that the open space required under the Planning Code for Parcel P is protected from existing ambient noise levels that could prove annoying or disruptive to users of the open space. With required Title 24 measurements, the noise impact from the development of the Central Freeway parcels, including Parcel P, would be considered less than significant.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of DPW authorizes a special permit for conducting the work during that period.

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

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<sup>24</sup> Shen, Milsom, Wilke, *Environmental Noise Report SM&W Project #11272, Avalon Hayes Valley Residential Development, San Francisco, California*. September 27, 2011, Revised – May 25, 2012. This document is on file and available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level as the contractor would be obliged to comply with the City’s Noise Ordinance.

In light of the above, the proposed project would not result in any noise impacts; thus, noise impacts are not applicable to the proposed project.

| <i>Topics:</i>   | <i>Sig. Impact</i>                  | <i>Project</i>                      | <i>Project Has Sig.</i>  |                                     |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
|  | <i>Identified in</i>                | <i>to Sig. Impact</i>               | <i>Peculiar Impact</i>   | <i>No Impact</i>                    |
|  | <i>FEIR</i>                         | <i>FEIR</i>                         |                          |                                     |
| <b>7. AIR QUALITY</b>  |                                     |                                     |                          |                                     |
| Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b>   |                                     |                                     |                          |                                     |
| a) Conflict with or obstruct implementation of the applicable air quality plan?  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Please see Certificate of Determination for discussion of this topic.

| Topics:   | Project                        |   |                                  |                                     |
|---|--------------------------------|---|----------------------------------|-------------------------------------|
|   | Sig. Impact Identified in FEIR | Contributes to Sig. Impact Identified in FEIR | Project Has Sig. Peculiar Impact | No Impact                           |
| <b>8. GREENHOUSE GAS EMISSIONS—Would the project:</b>   |                                |   |                                  |                                     |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?                     | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |

**Greenhouse Gases**

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG’s has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth’s atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in “carbon dioxide-equivalent” measures (CO<sub>2</sub>E).<sup>25</sup>

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.<sup>26</sup>

<sup>25</sup> Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

<sup>26</sup> California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed November 8, 2010.

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO<sub>2</sub>E (MMTCo<sub>2</sub>E), or about 535 million U.S. tons.<sup>27</sup> The ARB found that transportation is the source of 38 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.<sup>28</sup> In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36% of the Bay Area’s 95.8 MMTCo<sub>2</sub>E emitted in 2007.<sup>29</sup> Electricity generation accounts for approximately 16% of the Bay Area’s GHG emissions followed by residential fuel usage at 7%, off-road equipment at 3% and agriculture at 1%.<sup>30</sup>

## REGULATORY SETTING

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today’s levels.<sup>31</sup> The Scoping Plan estimates a reduction of 174 million metric tons of CO<sub>2</sub>E (MMTCo<sub>2</sub>E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 4, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.<sup>32</sup> Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

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<sup>27</sup> California Air Resources Board (ARB), “California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan.” [http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_2009-03-13.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf). Accessed March 2, 2010.

<sup>28</sup> *Ibid.*

<sup>29</sup> Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: [http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007\\_2\\_10.ashx](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx). Accessed March 2, 2010.

<sup>30</sup> *Ibid.*

<sup>31</sup> California Air Resources Board, California’s Climate Plan: Fact Sheet. Available online at: [http://www.arb.ca.gov/cc/facts/scoping\\_plan\\_fs.pdf](http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf). Accessed March 4, 2010.

<sup>32</sup> California Air Resources Board. AB 32 Scoping Plan. Available Online at: [http://www.arb.ca.gov/cc/scopingplan/sp\\_measures\\_implementation\\_timeline.pdf](http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf). Accessed March 2, 2010.

**Table 1. GHG Reductions from the AB 32 Scoping Plan Sectors<sup>33</sup>**

| GHG Reduction Measures By Sector                         | GHG Reductions (MMT CO <sub>2</sub> E) |
|--|--|
| Transportation Sector                                    | 62.3                                   |
| Electricity and Natural Gas                              | 49.7                                   |
| Industry   | 1.4                                    |
| Landfill Methane Control Measure (Discrete Early Action) | 1                                      |
| Forestry   | 5                                      |
| High Global Warming Potential GHGs                       | 20.2                                   |
| Additional Reductions Needed to Achieve the GHG Cap      | 34.4                                   |
| <b>Total</b>   | <b>174</b>                             |
| <b>Other Recommended Measures</b>                        |  |
| Government Operations                                    | 1-2                                    |
| Agriculture- Methane Capture at Large Dairies            | 1                                      |
| Methane Capture at Large Dairies                         | 1                                      |
| Additional GHG Reduction Measures                        |  |
| Water  | 4.8                                    |
| Green Buildings  | 26                                     |
| High Recycling/ Zero Waste                               |  |
| • Commercial Recycling                                   |  |
| • Composting   |  |
| • Anaerobic Digestion                                    | 9                                      |
| • Extended Producer Responsibility                       |  |
| • Environmentally Preferable Purchasing                  |  |
| <b>Total</b>   | <b>42.8-43.8</b>                       |

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments’ land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State’s GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a “sustainable communities strategy” in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission’s 2013 RTP would be its first plan subject to SB 375.

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes

<sup>33</sup> *Ibid.*



to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project’s potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. The guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for greenhouse gas emissions. OPR’s amendments to the CEQA Guidelines as well as BAAQMD’s *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

#### *Project GHG Emissions*

The proposed project would generate greenhouse gas emissions, but not in levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions.

The most common GHGs resulting from human activity are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O.<sup>34</sup> State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by establishing a residential use with retail which would result in additional vehicle trips and an increase in energy use. The expansion could also result in an increase in overall water usage which generates indirect emissions from the energy required to pump, treat and convey water. The expansion could also result in an increase in discarded landfill materials. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and operations associated with energy use, water use and wastewater treatment, and solid waste disposal.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified

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<sup>34</sup> Governor’s Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at the Office of Planning and Research’s website at: <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

Greenhouse Gas Reduction Strategy, as defined in the 2010 CEQA Air Quality Guidelines. On August 12, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.<sup>35</sup> This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy in compliance with the BAAQMD's 2010 CEQA Air Quality Guidelines and thresholds of significance.

San Francisco's GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced greenhouse gas emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses and taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

San Francisco's climate change goals are identified in the 2008 Greenhouse Gas Reduction Ordinance as follows:

- By 2008, determine the City's 1990 GHG emissions, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in greenhouse gas emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO<sub>2</sub>E and 2005 GHG emissions are estimated at 7.82 MMTCO<sub>2</sub>E, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's CEQA

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<sup>35</sup> San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

Guidelines (2010) and stated that San Francisco’s “aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State’s AB 32 goals, and also serve as a model from which other communities can learn.”<sup>36</sup>

Based on the BAAQMD’s 2010 *CEQA Air Quality Guidelines*, projects that are consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco’s strategy is consistent with AB 32 goals, projects that are consistent with San Francisco’s strategy would also not conflict with the State’s plan for reducing GHG emissions. As discussed in San Francisco’s *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco’s ordinances that reduce greenhouse gas emissions. Applicable requirements are shown below in Table 2.

| Regulation  | Requirements   |
|---|--|
| Emergency Ride Home Program   | All persons employed in San Francisco are eligible for the emergency ride home program.  |
| Transit Impact Development Fee (Administrative Code, Chapter 38)                                  | Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.  |
| Bicycle parking in Residential Buildings (Planning Code, Section 155.5)                           | (A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.<br><br>(B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.     |
| Car Sharing Requirements (Planning Code, Section 166)   | New residential projects or renovation of buildings being converted to residential uses within most of the City’s mixed-use and transit-oriented residential districts are required to provide car share parking spaces. |
| Parking requirements for San Francisco’s Mixed-Use zoning districts (Planning Code Section 151.1) | The Planning Code has established parking maximums for many of San Francisco’s mixed use districts.  |

<sup>36</sup> Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department, October 28, 2010. This letter is available online at: <http://www.sfplanning.org/index.aspx?page=1570>. Accessed November 12, 2010.

|   |  |
|---|--|
| <p>San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)</p>  | <p>Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.</p>   |
| <p>San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)</p> | <p>Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City’s Stormwater ordinance and stormwater design guidelines.</p> |
| <p>San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)</p>  | <p>Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.</p>   |
| <p>Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)</p>  | <p>The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.</p>   |
| <p>San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)</p>   | <p>These projects proposing demolition are required to divert at least 75% of the project’s construction and demolition debris to recycling.</p>   |
| <p>San Francisco Construction and Demolition Debris Recovery Ordinance (SF Environment Code, Chapter 14)</p>  | <p>Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.</p>  |
| <p>Street Tree Planting Requirements for New Construction (Planning Code Section 428)</p>   | <p>Planning Code Section 428 requires new construction, significant alterations or relocation of buildings within many of San Francisco’s zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.</p>  |

|  |   |
|--|---|
| Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8) | Bans the installation of wood burning fire places except for the following: <ul style="list-style-type: none"> <li>• Pellet-fueled wood heater</li> <li>• EPA approved wood heater</li> <li>• Wood heater approved by the Northern Sonoma Air Pollution Control District</li> </ul> |
|--|---|

Depending on a proposed project’s size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State’s ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City’s ability to meet San Francisco’s local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce greenhouse gas emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco’s sustainable policies have resulted in the measured success of reduced greenhouse gas emissions levels; (3) San Francisco has met and exceeded AB 32 greenhouse gas reduction goals for the year 2020; (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project’s contribution to climate change; and (5) San Francisco’s *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD’s requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco’s regulations would not contribute significantly to global climate change. The proposed project would be required to comply with these requirements, and was determined to be consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.<sup>37</sup> As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

| Topics:  | Project                        |                                |                                  |                                     |
|--|--------------------------------|--------------------------------|----------------------------------|-------------------------------------|
|  | Sig. Impact Identified in FEIR | Sig. Impact Identified in FEIR | Project Has Sig. Peculiar Impact | No Impact                           |
| <b>9. WIND AND SHADOW—Would the project:</b>   |                                |                                |                                  |                                     |
| a) Alter wind in a manner that substantially affects public areas?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |
| b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>         | <input checked="" type="checkbox"/> |

Please see the Certificate of Determination for discussion of this topic.

<sup>37</sup> Greenhouse Gas Analysis: Compliance Checklist. November 12, 2010. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

| <i>Topics:</i>   | <i>Project<br/>Contributes</i>                |  | <i>Project Has Sig.</i>  |                                     |
|--|---|--|--------------------------|-------------------------------------|
|  | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>to Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Peculiar Impact</i>   | <i>No Impact</i>                    |
| <b>10. RECREATION—Would the project:</b>   |   |  |                          |                                     |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?                          | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Physically degrade existing recreational resources?   | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The development of the Central Freeway parcels, including 182 dwelling units at Parcel P, would contribute to the Market and Octavia Neighborhood Plan’s less-than-significant increased demand for open space in the Plan Area as described in the FEIR. The residents of Parcel P would use existing parks, open spaces, and recreation areas near the corridor including: Patricia’s Green, Hayward Playground, Jefferson Square, War Memorial Open Space, Koshland Park, and Howard-Langton Mini Park. In addition, the FEIR identified that the provision of Octavia Plaza, McCoppin Square, and Brady Park proposed in the Plan would offset the increased demand created by developing the Central Freeway parcels. As a result, no significant impact on recreation and open space facilities is expected to occur.

| <i>Topics:</i>  | <i>Project<br/>Contributes</i>                |  | <i>Project Has Sig.</i>  |                                     |
|---|---|--|--------------------------|-------------------------------------|
|   | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>to Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Peculiar Impact</i>   | <i>No Impact</i>                    |
| <b>11. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>   |   |  |                          |                                     |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| <i>Topics:</i>   | <i>Project<br/>Contributes</i>                |  | <i>Project Has Sig.<br/>Peculiar Impact</i> | <i>No Impact</i>                    |
|--|---|--|---|-------------------------------------|
|  | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>to Sig. Impact<br/>Identified in<br/>FEIR</i> |   |                                     |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                     | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                              | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?  | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?   | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?  | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |

The proposed project would contribute to the Market and Octavia Neighborhood Plan’s less-than-significant increased demand on wastewater treatment, stormwater drainage facilities, water supply, and landfill capacity. The project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. The proposed project would have sufficient water supply available from existing entitlement, and solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would not result in a significant solid waste generation impact. Utilities and service systems would not be adversely affected by the project, individually or cumulatively, and no significant impact would ensue.

| <i>Topics:</i> | <i>Project<br/>Contributes</i>                |  | <i>Project Has Sig.</i> |                  |
|----------------|---|--|-------------------------|------------------|
|                | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>to Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Peculiar Impact</i>  | <i>No Impact</i> |

**12. PUBLIC SERVICES— Would the project:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would not substantially increase demand for police or fire protection services beyond what was analyzed in the Market and Octavia FEIR and would not necessitate new school facilities in San Francisco. The proposed project would not result in a significant impact to public services.

| <i>Topics:</i> | <i>Project<br/>Contributes</i>                |  | <i>Project Has Sig.</i> |                  |
|----------------|---|--|-------------------------|------------------|
|                | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>to Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Peculiar Impact</i>  | <i>No Impact</i> |

**13. BIOLOGICAL RESOURCES—  
Would the project:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|



| Topics:  | Project                        |   | Project Has Sig.         |                                     |
|--|--------------------------------|---|--------------------------|-------------------------------------|
|  | Sig. Impact Identified in FEIR | Contributes to Sig. Impact Identified in FEIR | Peculiar Impact          | No Impact                           |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?                   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is covered by a surface parking lot at the southeasterly portion of the site, remnants of freeway ramps from the Central Freeway, and several small temporary structures associated with the Hayes Valley Farm, a temporary community garden use. Twelve “significant trees” as defined by Public Works Code 8.02-8.11 have been identified on the site. “Significant trees” are defined by Public Works Code Section 8.02-8.11 as trees within 10 feet of a lot line abutting a public right-of-way that are above 20 feet in height, or within a canopy greater than 15 feet in diameter, or with a trunk diameter greater than 12 inches at chest height. The trees on the Parcel P site are non-native eucalyptus (*Eucalyptus camaldulensis*) and range in height from 35 to 50 feet, with canopies ranging from 8 to 50 feet in diameter, and trunks of 12 to 36 inches in diameter. These trees are proposed for removal and replacement with other tree species such as Water Gum (*Tristania laurinas*) and Japanese Maple (*Acer palmatum*). Eight street trees have also been identified around the site and are proposed for removal and replacement. They

include Cherry Trees (*Prunus serrulata*) and ornamental fruit trees (*Pyrus* and *Ficus nitida*). Two of the street trees are deceased.

The removal of twelve “significant” trees as defined by the Public Works Code would be subject to the rules and procedures governing permits for removal of street trees as set forth in Section Public Works Code Section 806(b): Planting and Removal by Persons Other Than the Department. By ordinance, the sponsor would be required to obtain a permit and the removal of the trees would be at the discretion of the Department of Public Works (DPW). As part of DPW’s determination to authorize removal of a significant tree, its Director would consider the following factors related to the tree: size, age, and species; visual and aesthetic characteristics; cultural or historic characteristics; ecological characteristics; locational characteristics; whether the tree constitutes a hazard tree; and whether the tree has been maintained. If DPW grants a tree removal permit, the project sponsor is required to replace each tree with a street tree or trees of equivalent replacement value or pay an in-lieu fee unless DPW makes written findings detailing the basis for waiving or modifying this requirement. The removal of the twelve “significant” trees would be less than significant given the project sponsor’s compliance with the Public Works Code.

The FEIR states that development of the Central Freeway parcels, including Parcel P, would not affect, or substantially diminish, plant or animal habitats, nor would require removal of substantial numbers or mature, scenic trees. The trees on and around the project site present the potential for the presence of nesting birds. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA). The project sponsor would be required to comply with the MBTA in order to protect nesting birds. California Department of Fish and Game biologists have broadly defined the nesting season as February 1st through August 15th. Under the MBTA, the project sponsor and/or the construction contractor(s) is required to trim/remove all vegetation/tree limbs necessary for project construction between September 1 to January 31. Should construction activities or vegetation removal commence between February 1 to August 31, pre-construction surveys for nesting birds would be required for any affected tree(s) by a qualified biologist to ensure that no active nests would be disturbed during project implementation. A pre-construction survey would be required to be conducted no more than 14 days prior to the initiation of demolition/construction activities. During this survey, the qualified person would inspect the trees and areas immediately adjacent for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist, in consultation with the Department of Fish and Game, shall determine the extent of a construction-free buffer zone to be established around the nest until the young have fledged. The project site is located in a developed urban area which does not support or provide habitat for any rare or endangered wildlife species, animal, or plant life or habitat, and compliance with the MBTA would ensure that it would not interfere with any resident or migratory species. Accordingly, the proposed project would result in no impact on sensitive species, special status species, native or migratory fish species, or wildlife species.

Per Planning Code Section 138.1, the Department may require standard streetscape elements and sidewalk widening for the appropriate streetscape elements per the Better Streets Plan, including street trees, landscaping. The development of Parcel P would therefore not have a significant impact on biological resources.

One comment received by the Department in response to the September 2011 “Notification of Project Receiving Environmental Review” expressed concern regarding the removal of trees on Parcels P and O.

The project would not involve removal of trees on the adjacent Parcel O to the north of the project site. The sponsor would prune/respice and protect trees on Parcel O during construction per the direction of a certified arborist.<sup>38</sup> The removal of trees on Parcel P was analyzed in the Market and Octavia FEIR. Parcel P is covered mostly with the impervious surfaces of a parking lot and remnants of the Central Freeway ramps. As stated above, no known rare, threatened or endangered animal or plant species are known to exist on the project site. Development of Parcel P would not affect or substantially diminish plant or animal habitats. The project would not remove scenic trees, and all removed significant and street trees would be replaced. The courtyard and proposed site landscaping would include plants and street trees appropriate for the urban landscape. The development of the Parcel P and public street and open space improvements would therefore not have a significant impact on biological resources.

| Topics:  | Project                        |   | Project Has Sig.         |                                     |
|--|--------------------------------|---|--------------------------|-------------------------------------|
|  | Sig. Impact Identified in FEIR | Contributes to Sig. Impact Identified in FEIR | Peculiar Impact          | No Impact                           |
| <b>14. GEOLOGY AND SOILS—</b><br><b>Would the project:</b>   |                                |   |                          |                                     |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                                |   |                          |                                     |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<sup>38</sup> Kim Diamond, Avalon Bay, “Fw: Response to comment regarding tree removal on adjacent Parcel P.” Message to Andrea Contreras. February 14, 2012. Email. Available for review as part of Case File No. 2011.0744E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

| <i>Topics:</i>  | <i>Project<br/>Contributes<br/>to Sig. Impact</i> |   | <i>Project Has Sig.<br/>Peculiar Impact</i> |                                     |
|---|---|---|---|-------------------------------------|
|   | <i>Sig. Impact<br/>Identified in<br/>FEIR</i>     | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>No Impact</i>                            | <i>No Impact</i>                    |
| c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input checked="" type="checkbox"/>               | <input checked="" type="checkbox"/>           | <input type="checkbox"/>                    | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?   | <input type="checkbox"/>                          | <input type="checkbox"/>                      | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?  | <input type="checkbox"/>                          | <input type="checkbox"/>                      | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| f) Change substantially the topography or any unique geologic or physical features of the site?   | <input type="checkbox"/>                          | <input type="checkbox"/>                      | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |

Please see the Certificate of Determination for discussion of this topic.

| <i>Topics:</i>  | <i>Project<br/>Contributes<br/>to Sig. Impact</i> |   | <i>Project Has Sig.<br/>Peculiar Impact</i> |                                     |
|---|---|---|---|-------------------------------------|
|   | <i>Sig. Impact<br/>Identified in<br/>FEIR</i>     | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>No Impact</i>                            | <i>No Impact</i>                    |
| <b>15. HYDROLOGY AND WATER QUALITY—</b><br>Would the project:           |   |   |   |                                     |
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/>                          | <input type="checkbox"/>                      | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |

| Topics:   | Project                        |   | Project Has Sig.         |                                     |
|---|--------------------------------|---|--------------------------|-------------------------------------|
|   | Sig. Impact Identified in FEIR | Contributes to Sig. Impact Identified in FEIR | Peculiar Impact          | No Impact                           |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/>       | <input type="checkbox"/>                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Topics:  | Project<br>Contributes               |   | Project Has Sig.         |                                     |
|--|--------------------------------------|---|--------------------------|-------------------------------------|
|  | Sig. Impact<br>Identified in<br>FEIR | to Sig. Impact<br>Identified in<br>FEIR | Peculiar Impact          | No Impact                           |
| j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/>             | <input type="checkbox"/>                | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is a Central Freeway parcel that was previously occupied by elevated freeway and surface parking lot and is currently the site of a parking lot, freeway ramp remnants, and temporary community garden structures and improvements. The development of this parcel would once again introduce impervious surface on the entirety of the lot. The development of the parcel would be required to manage wastewater and stormwater runoff within the combined sanitary and stormwater sewer system. The Market and Octavia Neighborhood Plan FEIR identified no significant impacts associated with surface water runoff as a result of this parcel’s development. The project site would be subject to the City’s Industrial Waste Ordinance, requiring that groundwater meet specified water quality standards before it be discharged into the sewer system. With the implementation of these requirements, the impacts to groundwater would be less than significant.

One comment received in response to the Department’s September 2011 “Notification of Project Receiving Environmental Review” expressed concern regarding the amount of impervious surface at the project site. The project would increase the imperviousness of the project site from approximately 70% impervious pre-construction to 94% impervious post-construction.<sup>39</sup> As mentioned above, the project site is covered mostly by impervious surface, namely a parking lot and vestiges of Central Freeway ramps. This increase would have a negligible effect on the amount of stormwater that infiltrates the ground or is channeled to the City’s combined sewer system.

The Department received another comment conveying interest in a decrease in stormwater infiltration and recharge of the city’s groundwater supply as a result of the project. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The project would be subject to the City’s Stormwater Management Ordinance. This ordinance requires that any project resulting in a ground disturbance of 5,000 square feet or greater, including the project site, prepare a Stormwater Control Plan (SCP), consistent with the November 2009 Stormwater Design Guidelines. Responsibility for approval of the SCP is with the SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP). In accordance with the Stormwater Management Ordinance, the project site will be designed with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. A LID approach uses stormwater management solutions that promote the use of ecological and landscape-based systems that mimic pre-

<sup>39</sup> This percentage includes on-site improvements to Parcel P and the public sidewalks surrounding the parcel that would be installed and/or reconstructed in conjunction with the project.

development drainage patterns and hydrologic processes by increasing retention, detention, infiltration, and treatment of stormwater at its source. San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) and San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2) requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City’s Stormwater ordinance and stormwater design guidelines. The proposed project would disturb over 5,000 square-feet, which would require the project sponsor to comply with the SFPUC’s stormwater design guidelines, which emphasize low impact development using a variety of Best Management Practices (BMPs) for managing stormwater runoff and reducing impervious surfaces, thereby reducing the volume of combined stormwater and sanitary sewage requiring treatment. Potential BMPs for the project may include the use of flow through planters with under drains at the podium courtyard level and a dry well beneath the entry slab at the eastern end of the project. All BMPs would be designed to receive and treat direct roof run-off. BMPs proposed for the project’s offsite improvements may include the use of permeable pavement in between street tree wells behind the curb. All of these measures would help to manage stormwater runoff; they would also reduce the volumes of stormwater generated by the site in the first place. Therefore, there would be a less-than-significant impact with regards to reducing groundwater recharge.

The commenter also expressed concern that the project would result in increased greenhouse gas emissions as a result of treating greater volumes of stormwater runoff. Compliance with the Stormwater Management Ordinance would require the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system. Since a negligible amount of stormwater would runoff into the combined sewer collection system, any resulting increase in greenhouse gas emissions to treat this amount would also be negligible and less-than-significant. For more detail on the project’s greenhouse gas emissions and the project’s compliance with San Francisco’s Greenhouse Gas Reduction Strategy, see Section 8, Greenhouse Gas Emissions, page 39.

Finally, a comment was received expressing concern that during high-rain events there may be sewer overflow into the San Francisco Bay. The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. Under existing conditions, during rainstorms the combined sewer system prevents untreated sewage from overflowing to the Bay or ocean. Shoreline treated discharges occur approximately one to ten times per year. In 1972, Congress passed the Clean Water Act (CWA) to regulate the discharge of pollutants to receiving waters such as oceans, bays, rivers and lakes. Under the CWA, waste discharges from industrial and municipal sources are regulated through the National Pollutant Discharge Elimination System (NPDES) Permit Program. Approximately 90% of San Francisco is served by a combined sewer system that conveys both sewage and stormwater for treatment to three sewage treatment plants before being discharged to receiving water. Discharges from the treatment plants are subject to the requirements of NPDES permits. As mentioned above, in compliance with the Stormwater Management Ordinance, the project would implement and install appropriate stormwater management systems that capture and treat stormwater runoff from 90 percent of the average rainfall, and mitigate stormwater quality effects by promoting

treatment or infiltration of stormwater runoff prior to discharging to the separate sewer system and entering the bay or ocean. Because the project would be subject to these regulations, its development would not result in any significant impacts or water quality.

Therefore, effects related to water resources would not be significant, either individually or cumulatively as identified in the Market and Octavia FEIR.

| <i>Topics:</i>   | <i>Project<br/>Contributes</i>                |  | <i>Project Has Sig.<br/>Peculiar Impact</i> | <i>No Impact</i>                    |
|--|---|--|---|-------------------------------------|
|  | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>to Sig. Impact<br/>Identified in<br/>FEIR</i> |   |                                     |
| <b>16. HAZARDS AND HAZARDOUS MATERIALS</b>   |   |  |   |                                     |
| <b>Would the project:</b>  |   |  |   |                                     |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input checked="" type="checkbox"/>           | <input checked="" type="checkbox"/>              | <input type="checkbox"/>                    | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>                      | <input type="checkbox"/>                         | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |



| <i>Topics:</i>  | <i>Sig. Impact</i>       | <i>Project</i>           | <i>Project Has Sig.</i>  |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
|   | <i>Identified in</i>     | <i>Contributes</i>       | <i>Peculiar Impact</i>   | <i>No Impact</i>                    |
|   | <i>FEIR</i>              | <i>to Sig. Impact</i>    |                          |                                     |
|   |                          | <i>Identified in</i>     |                          |                                     |
|   |                          | <i>FEIR</i>              |                          |                                     |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving fires?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Please see the Certificate of Determination for discussion of this topic.

| <i>Topics:</i>  | <i>Sig. Impact</i>       | <i>Project</i>           | <i>Project Has Sig.</i>  |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
|   | <i>Identified in</i>     | <i>Contributes</i>       | <i>Peculiar Impact</i>   | <i>No Impact</i>                    |
|   | <i>FEIR</i>              | <i>to Sig. Impact</i>    |                          |                                     |
|   |                          | <i>Identified in</i>     |                          |                                     |
|   |                          | <i>FEIR</i>              |                          |                                     |
| <b>17. MINERAL AND ENERGY RESOURCES—</b>  |                          |                          |                          |                                     |
| <b>Would the project:</b>   |                          |                          |                          |                                     |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The proposed project would not result in a significant physical environmental effect with respect to mineral and energy resources. The Market and Octavia FEIR did not anticipate any significant impacts

related to these resources. Since the project at Parcel P is within the scope of the project-level analysis in the FEIR, no effects beyond what was anticipated would occur.

| Topics:   | Project<br>Contributes               |   | Project Has Sig.<br>Peculiar Impact | No Impact                           |
|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
|   | Sig. Impact<br>Identified in<br>FEIR | to Sig. Impact<br>Identified in<br>FEIR |                                     |                                     |
| 18. <b>AGRICULTURE AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – <b>Would the project:</b> |                                      |   |                                     |                                     |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?   | <input type="checkbox"/>             | <input type="checkbox"/>                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?  | <input type="checkbox"/>             | <input type="checkbox"/>                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?  | <input type="checkbox"/>             | <input type="checkbox"/>                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/>             | <input type="checkbox"/>                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?   | <input type="checkbox"/>             | <input type="checkbox"/>                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

The project site is the site of a temporary community garden known as the Hayes Valley Farm. The Hayes Valley Farm is a temporary, interim use developed under an agreement with San Francisco’s

Office of Economic and Workforce Development. Construction of the proposed project would necessitate the removal of the Hayes Valley Farm. While this constitutes the loss of an urban agricultural use, this loss would not be considered significant under CEQA. This is because the project would not convert prime, unique or state wide-important farmland to non-agricultural uses. The site is not currently zoned for agricultural use and would not convert land protected under the California Land Conservation Act (Williamson Act). The project would not result in the rezoning or loss of forest land. Therefore, the project, including the loss of the Hayes Valley Farm, would not constitute a significant agricultural impact under CEQA.

| <i>Topics:</i>   | <i>Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Project<br/>Contributes<br/>to Sig. Impact<br/>Identified in<br/>FEIR</i> | <i>Project Has Sig.<br/>Peculiar Impact</i> | <i>No Impact</i>                    |
|--|---|--|---|-------------------------------------|
| <b>19. MANDATORY FINDINGS OF SIGNIFICANCE—</b>   |   |  |   |                                     |
| <b>Would the project:</b>  |   |  |   |                                     |
| a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>                      | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)   | <input type="checkbox"/>                      | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?   | <input type="checkbox"/>                      | <input type="checkbox"/>   | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |

The proposed project would remove the existing surface parking lot, trees, and temporary community garden structures and improvements, regrade the site, improve the Hickory Street right-of-way through

the block along the northerly frontage of the property, and construct a new mixed-use building with approximately 182 dwelling units and approximately 3,750 square feet of retail space, situated over a 91-space subterranean parking garage. The proposed project is wood-framed, three- to five-story building over a podium deck. As discussed in this document the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Market and Octavia Neighborhood Plan FEIR.

**C. DETERMINATION**

On the basis of this review, it can be determined that:

- The proposed project is qualifies for consideration of a Community Plan exemption based on the applicable General Plan and zoning requirements; **AND**
- All potentially significant individual or cumulative impacts of the proposed project were identified in the applicable programmatic EIR (FEIR) for the Plan Area, and all applicable mitigation measures have been or incorporated into the proposed project or will be required in approval of the project.
- The proposed project may have a potentially significant impact not identified in the FEIR for the topic area(s) identified above, but that this impact can be reduced to a less-than-significant level in this case because revisions in the project have been made by or agreed to by the project proponent. A focused Initial Study and **MITIGATED NEGATIVE DECLARATION** are required, analyzing the effects that remain to be addressed.
- The proposed project may have a potentially significant impact not identified in the FEIR for the topic area(s) identified above. An **ENVIRONMENTAL IMPACT REPORT** is required, analyzing the effects that remain to be addressed.

DATE \_\_\_\_\_

\_\_\_\_\_  
Bill Wycko  
Environmental Review Officer  
for  
John Rahaim, Planning Director

| MEASURES ADOPTED AS CONDITIONS OF APPROVAL   | Responsibility for Implementation | Schedule                   | Monitoring/Report Responsibility  | Status/Date Completed   |
|--|-----------------------------------|----------------------------|---|---|
| <b>Archeological Resources Mitigation Measure</b>  |                                   |                            |   |   |
| <p><u>Project Mitigation Measure 1 – Soils Disturbing Activities (Mitigation Measure 5.6.A1 of the Market and Octavia FEIR).</u> Pursuant to <i>Mitigation Measure 5.6.A1</i>, any soils-disturbing activities proposed within this area shall be required to submit an addendum to the respective ARD/TP prepared by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology to the Environmental Review Officer (ERO) for review and approval. The addendum to the ARD/TP shall evaluate the potential effects of the project on legally-significant archeological resources with respect to the site- and project-specific information absent in the ARD/TP. The addendum report to the ARD/TP shall have the following content:</p> <ol style="list-style-type: none"> <li>1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities;</li> <li>2. Historical Development: If demographic data for the project site is absent in the discussion in the ARD/TP, the addendum shall include new demographic data regarding former site occupants;</li> <li>3. Identification of potential archeological resources: Discussion of any identified potential prehistoric or historical archeological resources;</li> <li>4. Integrity and Significance: Eligibility of identified expected resources for listing to the California Register of Historical Resources (CRHR); Identification of Applicable Research Themes/Questions (in the ARD/TP) that would be addressed by the expected archeological resources that are identified;</li> <li>5. Impacts of Proposed Project;</li> <li>6. Potential Soils Hazards: Update discussion for proposed project;</li> <li>7. Archeological Testing Plan (if archeological testing is determined warranted): the Archeological Testing Plan (ATP) shall include: <ol style="list-style-type: none"> <li>A. Proposed archeological testing strategies and their justification</li> <li>B. Expected archeological resources</li> <li>C. For historic archeological resources <ol style="list-style-type: none"> <li>1) Historic address or other local information</li> </ol> </li> </ol> </li> </ol> | Project sponsor.                  | Prior to project approval. | Planning Department Environmental Review Officer (ERO) shall determine further mitigation required, following completion of final addendum to ARD/TP. | Considered complete upon Planning Department review of approval of addendum to ARD/TP or as appropriate approval of Final Archaeological Resources Report (FARR). |

| MEASURES ADOPTED AS CONDITIONS OF APPROVAL   | Responsibility for Implementation | Schedule   | Monitoring/Report Responsibility                       | Status/Date Completed  |
|--|-----------------------------------|--|--|--|
| <p>2) Archeological property type</p> <p>D. For all archeological resources</p> <p>1) Estimate depth below the surface</p> <p>2) Expected integrity</p> <p>3) Preliminary assessment of eligibility to the CRHR</p> <p>E. ATP Map</p> <p>1) Location of expected archeological resources</p> <p>2) Location of expected project sub-grade impacts</p> <p>3) Areas of prior soil disturbance</p> <p>4) Archeological testing locations by type of testing</p> <p>5)Base map: 1886/7 Sanborn Fire Insurance Company map</p>  |                                   |  |  |  |
| <b>Archeological Resources Mitigation Measure</b>  |                                   |  |  |  |
| <p><b><u>Project Mitigation Measure 2 – Short-term Construction Exhaust Emissions (Mitigation Measure 5.8B of the Market and Octavia FEIR).</u></b> To reduce program or project level short-term exhaust emissions from construction equipment, the following mitigation measures shall be implemented for construction activities in the project area: confine idle time of combustion engine construction equipment at construction sites to five minutes; maintain and properly tune construction equipment in accordance to manufacturer’s specifications; use alternative fuel or electrical construction equipment at the project site when feasible; for construction exhaust emissions during demolition, excavators and loaders shall meet Tier 3 emissions standards; excavators, dozers, and drill rigs shall meet Tier 3 emissions standards during site preparation; and forklifts, skip loaders (tractor), mini excavator, and paving and rolling machines shall meet Tier 3 emissions standards during building construction activities.</p> | Project sponsor.                  | During demolition, excavation, and construction. | Department of Building Inspection (DBI).               | Maintain on-site observations as warranted; review daily field reports and inspect construction; prepare daily field and monthly compliance reports and submit to the DBI. Compliance through site permit process. DBI to monitor during construction. |
| <b>Shadow Mitigation Measure</b>   |                                   |  |  |  |
| <p><b><u>Project Mitigation Measure 3 – Shadow on Non-Section 295 Open Space (Mitigation Measure 5.5A2 of the Market and Octavia FEIR).</u></b> Where the building height exceeds 50 feet shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the project site, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. The degree of shadow impact should be determined by the amount of</p>  | Project sponsor.                  | During project design & development phase.       | Planning Department & Recreation and Parks Department. | Considered complete upon design review by Planning Department.   |

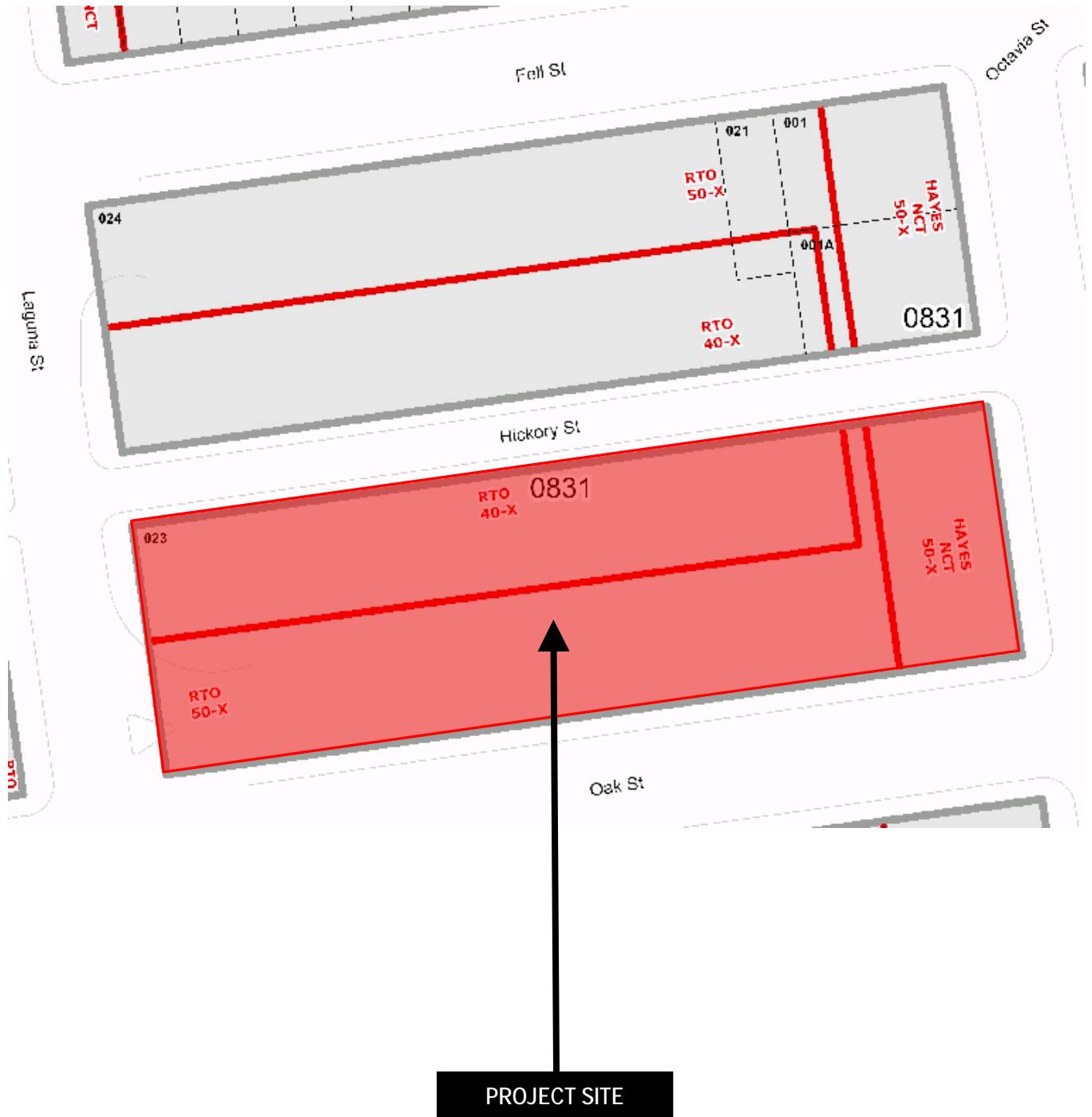
| MEASURES ADOPTED AS CONDITIONS OF APPROVAL  | Responsibility for Implementation | Schedule  | Monitoring/Report Responsibility                                 | Status/Date Completed                          |
|---|-----------------------------------|---|--|--|
| area shaded, the duration of the shadow, and the importance of sunlight to the type of open space being shaded.   |                                   |   |  |  |
| <b>Geology, Soils, and Seismicity Mitigation Measure</b>  |                                   |   |  |  |
| <u>Project Mitigation Measure 4 – Construction-related Soils (Mitigation Measure 5.11A of the Market and Octavia FEIR).</u> Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect disturbed areas through minimization and duration of exposure; control surface runoff and maintain low runoff velocities; trap sediment onsite; and minimize length and steepness of slopes.  | Project sponsor.                  | During construction.  | Project sponsor/DBI.   | On-site monitoring by project sponsor and DBI. |
| <b>Hazardous Materials Mitigation Measure</b>   |                                   |   |  |  |
| <u>Project Mitigation Measure 5 – Site Mitigation Plan (Mitigation Measure 5.10A of the Market and Octavia FEIR).</u> A site mitigation plan (SMP) must be prepared to address the testing and management of contaminated soils, contingency response actions, worker health and safety, dust control plan, storm water related items, and noise control. The SMP should address: <ul style="list-style-type: none"> <li>• Proposed vertical and lateral extent of excavation;</li> <li>• Proposed building locations and configurations;</li> <li>• Management options for contaminated soils;</li> <li>• If onsite treatment to immobilize metals will be performed, include a description of the process and its effectiveness;</li> <li>• Identify the proposed soil transporter and disposal locations;</li> <li>• Collection of confirmation samples in the excavation area following excavation. The approximate number and proposed locations for sampling;</li> <li>• The site clean up level for lead of 200 mg/kg;</li> <li>• Soil samples should be analyzed for the appropriate TPH ranges and metals;</li> <li>• Dust control plan and measures per San Francisco Health Code Article 22B;</li> <li>• Contingency Plan that describes the procedures for controlling, containing, remediating, testing and disposing of any unexpected contaminated soil, water, or other material;</li> <li>• Site specific Health and Safety Plan; and</li> <li>• Storm Water Control and Noise Control protocols as applicable.</li> </ul> | Project sponsor.                  | SMP should be submitted at least six weeks prior to beginning construction excavation work. Health and Safety Plan may be submitted two weeks prior to beginning construction field work. | Project sponsor/San Francisco Department of Public Health (DPH). | Considered complete upon submittal of SMP.     |

| MEASURES ADOPTED AS CONDITIONS OF APPROVAL   | Responsibility for Implementation     | Schedule             | Monitoring/Report Responsibility   | Status/Date Completed                                |
|--|---------------------------------------|----------------------|--|--|
| <p>If confirmation samples exceed residential clean up guidelines, additional excavation should be performed, or “other mitigating measures” acceptable to DPH implemented. Alternative additional excavation and sampling could be performed or other mitigation measure may be proposed, if necessary.</p> <p>Should an underground storage tank be encountered, it shall be removed under permit with the SFDPH-HMUPA and the SFFD.</p> <p>The SMP should be submitted at least six weeks prior to beginning construction excavation work. The Health and Safety Plan may be submitted two weeks prior to beginning construction field work.</p> <p>Additional measures to protect the community generally shall include:</p> <ul style="list-style-type: none"> <li>• Airborne particulates shall be minimized by wetting exposed soils, as appropriate, containing runoff, and tarping over-night and weekends;</li> <li>• Storage stockpiles shall be minimized, where practical, and properly labeled and secured;</li> <li>• Vehicle speeds across unpaved areas shall not exceed 15 mph to reduce dust emissions;</li> <li>• Activities shall be conducted so as not to track contaminants beyond the regulated area;</li> <li>• Misting, fogging, or periodic dampening shall be utilized to minimize fugitive dust, as appropriate; and/or</li> <li>• Contaminants and regulated areas shall be properly maintained.</li> </ul> <p>The SMP would be conducted under the supervision of DPH.</p> | Project sponsor.                      | During construction. | Project sponsor/DBI.   | On-site monitoring by project sponsor & DBI.         |
| <b>Transportation Improvement Measures</b>   |                                       |                      |  |  |
| <p><u>Project Improvement Measure 1: Queue Abatement.</u> 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> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate</p>  | Owner/Operator of off-street parking. | During operation.    | Owner/Operator of off-street parking /Planning Department.<br><br>Monitoring by a qualified transportation consultant upon request by Planning Director if | If applicable, considered ongoing during operations. |



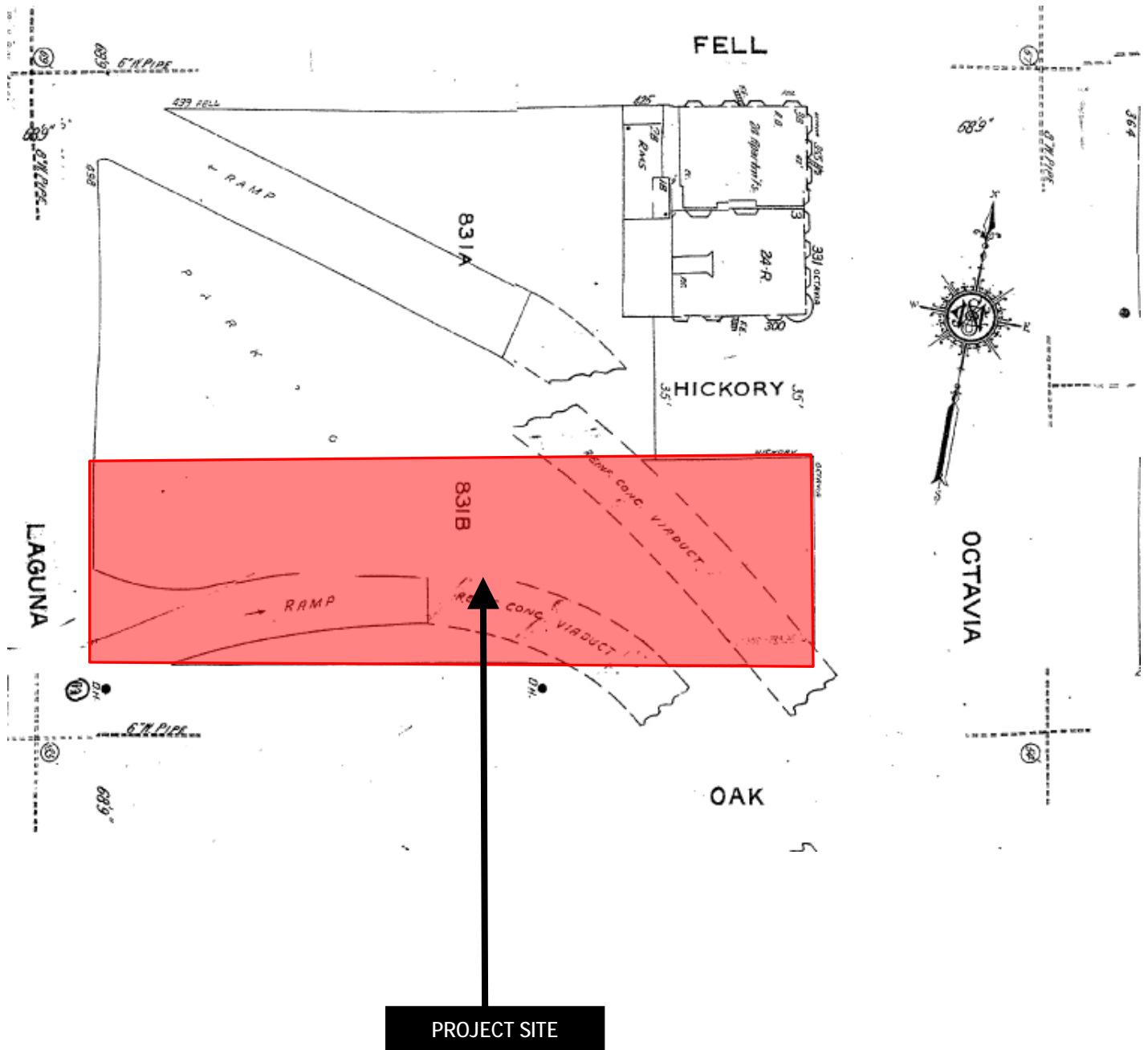
| MEASURES ADOPTED AS CONDITIONS OF APPROVAL   | Responsibility for Implementation | Schedule                           | Monitoring/Report Responsibility   | Status/Date Completed  |
|--|-----------------------------------|------------------------------------|--|--|
| <p>abatement methods will vary 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.</p> <p><b>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 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.</b></p> <p>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> |                                   |                                    | <p>recurring queuing on public right-of-ways is suspected.</p> <p>If such queuing is determined to exist, abatement methods shall be employed.</p> |  |
| <p><b><u>Project Improvement Measure 2: Transportation Demand Management.</u></b> To encourage travelers to utilize alternative modes of transportation, the project sponsor shall provide incentives to shift travel modes from single auto occupancy travel to transit, rideshare, bicycle, and pedestrian travel. The project sponsor shall provide bicycles as part of a “bicycle share” program which would be available for checkout by residents to encourage bicycling in lieu of driving. The project sponsor shall consider providing additional car share spaces beyond the requirement. The project sponsor shall consider subsidized transit passes or transit voucher for residents of the project.</p>  | Project sponsor.                  | During construction and operation. | Project sponsor. Car share operator and San Francisco Municipal Transportation Agency (SFMTA) when applicable.                                     | Installation of improvements considered complete upon construction completion. Management of car share spaces and transit subsidy ongoing during operations. |

# Block Map



Case Number 2011.0744C  
Market and Octavia Area Plan – Parcel P  
Conditional Use/Planned Unit Development

# Sanborn Map\*



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



Case Number 2011.0744C  
Market and Octavia Area Plan – Parcel P  
Conditional Use/Planned Unit Development

# Aerial Photo

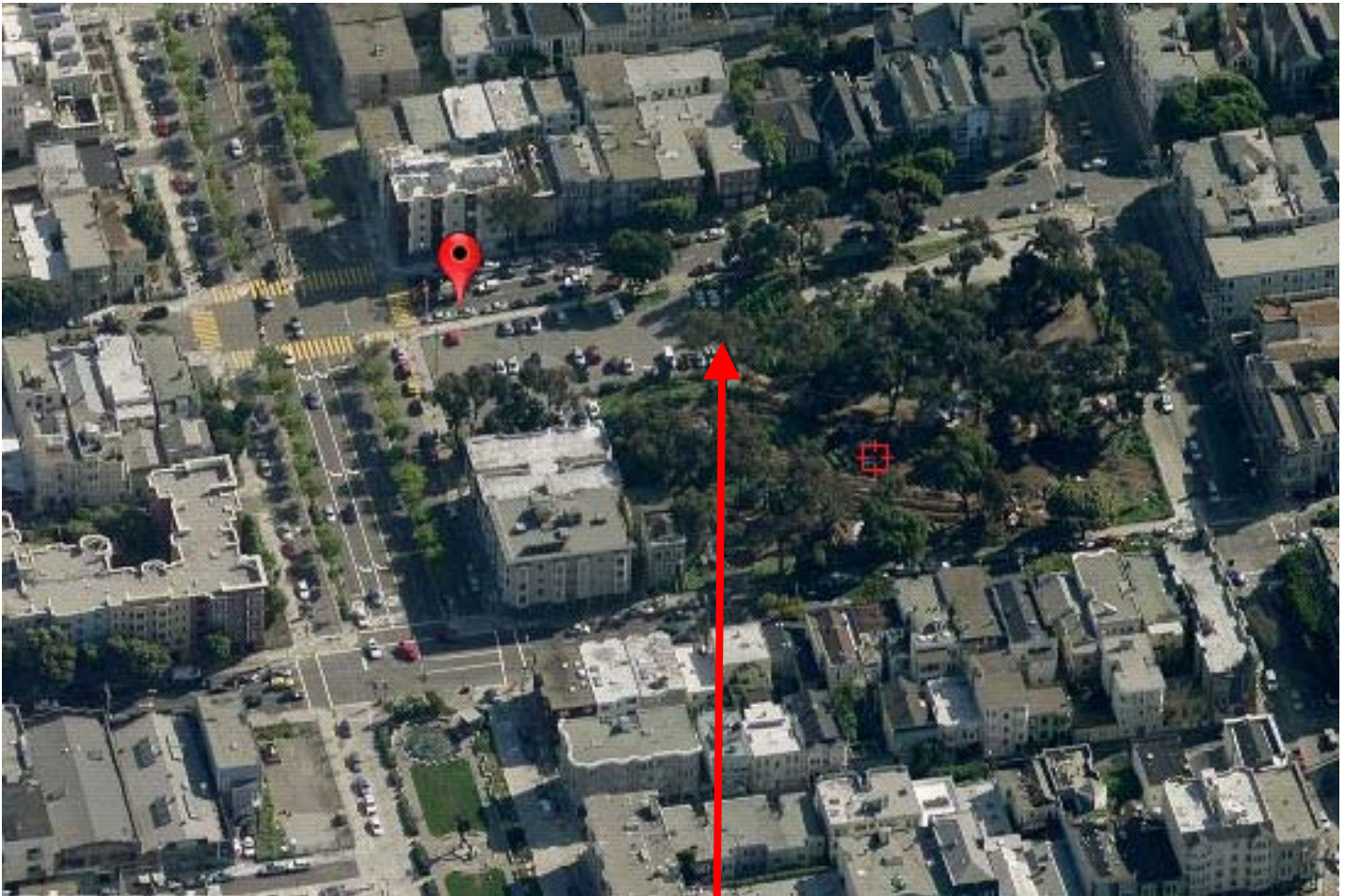


Looking North

PROJECT SITE

Case Number 2011.0744C  
Market and Octavia Area Plan – Parcel P  
Conditional Use/Planned Unit Development

# Aerial Photo

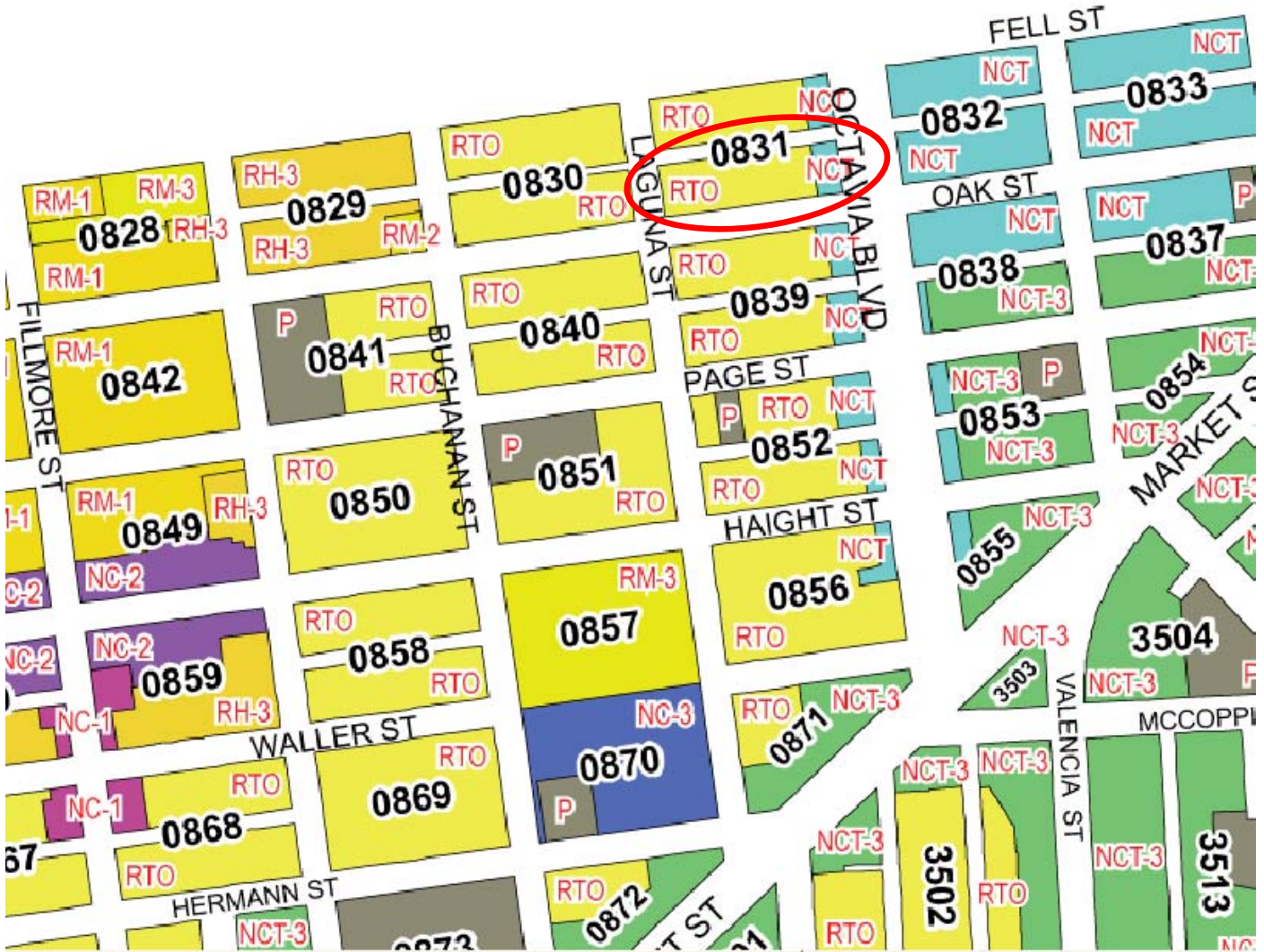


Looking South

PROJECT SITE

Case Number 2011.0744C  
Market and Octavia Area Plan – Parcel P  
Conditional Use/Planned Unit Development

# Zoning Map



Case Number 2011.0744C

Market and Octavia Area Plan – Parcel P  
Conditional Use/Planned Unit Development

*The HAYES VALLEY Neighborhood Association* | HVNA

June 20<sup>th</sup>, 2012

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street Suite 400  
San Francisco, CA 94103

RE: Parcel P, Case 2011.0744C

Dear Mr. Guy,

The Hayes Valley Neighborhood Association (HVNA), based on our support for the Market and Octavia Plan, is prepared to endorse the proposed development known as Parcel P with the caveat that before site permits are granted the inclusionary affordable housing component of the project be reconsidered by the project sponsor, the Mayor's Office of Housing, and the District 5 Supervisor. We urge the Planning Commission to receive in writing a commitment from Avalon Bay and Build Inc. to explore and implement one of three alternatives described below, and to have that in writing before granting the conditional use authorization requested by the developers on June 28<sup>th</sup>, 2012. With that letter of commitment to the Commission, the Hayes Valley Neighborhood Association will give its full support to the Parcel P project entitlement. We outline these alternatives for further consideration of affordable housing below.

Because the 182-unit Parcel P development generally fits with the Market and Octavia Plan HVNA has no problem with the infill housing and mixed use spaces that are planned. We are pleased that the developer has reduced excess parking and will stick to the neighborhood-endorsed 0.5:1 ratio. We are also pleased to see some creative and inviting plans for Hickory Street, and are generally supportive of the building architecture. However, we are extremely concerned about affordable housing and appeal to the developer to include affordable housing on the project site. Inclusionary housing is necessary to enable people of low and moderate incomes to live in our neighborhood.

We understand that the developer has the legal right to opt-out of the on-site inclusionary housing and that the developer intends to pay in-lieu fees instead. After discussion with Build Inc. and Avalon Bay, we urge that one of the following options be taken instead:

1) **12% on-site inclusionary**

If voters approve the proposed Affordable Housing Trust Fund in November 2012, we ask that the project sponsor consider a 12% on-site inclusionary option, which at this point is a likely component of the housing trust fund/Charter Amendment measure. While this is less than the desired 15% rate, it would still provide 22-units of affordable housing on the site and in the local community.

**2) Land Dedication alternative**

In May 2011 an ordinance was drafted which proposed to allow developers to select a land dedication alternative for inclusionary affordable housing within the Market and Octavia Plan Area. This ordinance has not yet been adopted by the Board of Supervisors, but offers a promising way to ensure that affordable housing at least gets built locally within the plan area. We urge that Supervisor Weiner, who had initially agreed to carry the legislation, work with Supervisor Olague to expedite the fine tuning and adoption of this legislation. We urge the project sponsor to coordinate this effort with both supervisors Olague and Weiner.

**3) Mayor's Office of Housing directive that fees are spent in M & O plan area**

A third alternative is to have written commitment from the Mayor's Office of Housing, directing that the 20% in-lieu fee from the project sponsor be used solely for a new affordable housing project within the Market and Octavia area that increases the net overall affordable housing in the area. This direction of the in-lieu fee would not supplement an existing affordable housing obligation of another project in the plan area. This is similar to how the Market/Octavia affordable housing fee (separate from the inclusionary requirement) is earmarked for expenditure within the plan area. This option would require a letter from the director of MOH.

In summary, while 15% on-site affordable housing is the most desirable outcome, it is our understanding that the project sponsor is amenable to considering one of the three options above. We urge that the project sponsor include a letter to the Planning Commission prior to the June 28<sup>th</sup> Commission hearing on the Conditional Use Authorization committing to exploring and implementing one of these options in the period of time before pulling the actual construction permits.

Sincerely,

Jason Henderson  
Chair, Transportation and Planning Committee,  
The Hayes Valley Neighborhood Association  
300 Buchanan Street, #503  
San Francisco, CA, 94102  
(415)-255-8136 [jhenders@sbcglobal.net](mailto:jhenderson@sbcglobal.net)





"Barbara Cabral"  
<bcabral@ccsf.edu>  
06/13/2012 05:06 PM

To <kevin.guy@sfgov.org>  
cc  
bcc

Subject Case # 2011.0744C--OakSt., Octavia, Laguna, HICKORY Parcel

History: This message has been replied to.

Dear Kevin Guy,

As a 36 year resident and home owner across the street from this parcel, I have several serious concerns about this property development's density, height, and parking. I will describe my issues.

1. Your notice erroneously named one of the streets bordering this lot as IVY, which is actually several streets north of Hayes. Is the planning dept. unable to read the SF map or proof read its documents?
2. The 40-50 foot height greatly exceeds most of the 2,3,4 story buildings across the streets on Oak, Laguna, Hickory and Octavia.
3. The density of rental units add complexity and chaos this block of OAK St. which is overburdened by drivers who consider OAK St. a freeway.
4. Laguna St. is already used by drivers as a North/South thoroughfare across the city; its narrow 2 lanes are constantly congested.
5. Nowhere around the development is there a set back area, pull out area or temporary parking space for taxis, grocery deliver, guests and the other numerous reasons the population of 182 units and more than 300 persons have in their daily lives.
6. 91 Parking spaces are insufficient for the density of the development; dumping 91 cars out on Octavia side lane into the Octavia/Oak intersection is bound to increase the number of accidents at that intersection, which has already claimed one life this year.

Please address my concerns.

Barbara Cabral  
371 Oak St.  
San Francisco, CA 94102  
415-552-5351

June 18, 2012

By Facsimile Page 1 of 2

Mr. Kevin Guy  
San Francisco Planning Department  
1650 Mission Street  
San Francisco, CA 94103

Subject: Case Number 2011.0744C

Dear Mr. Guy:

We write to you in strong objection to the project under consideration for the lot bounded by Octavia Street, Oak Street, Laguna Street and Ivy Street. This project, with 182 units, will provide only 91 parking spaces – enough for only ½ the planned units. Further, the plans call for much of the existing street parking to be converted to loading areas. With the addition of the ground floor commercial area, this will provide an even higher demand on the street parking in the neighborhood.

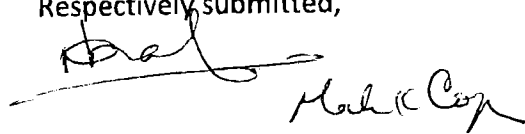
Our community has limited parking available. Many of us are required to have a vehicle for employment purposes. We pay our fees to the city for our residential parking permits. Construction of this project will only increase the ratio of residents to available parking.

Oak Street is near grid-lock at commute areas when it intersects Octavia. Additional traffic from this complex will only multiply the traffic problems.

Additionally, you have done the community a disservice by identifying the boundary to be Octavia-Oak-Laguna-Ivy. I checked the County Tax Assessor's website and found it is bounded by **Hickory**, not **Ivy**. Many that received your notice may have disregarded it because they thought the boundaries were too vague or not close to our neighborhood. **[Copy of your Notice of Hearing follows.]**

If this project is allowed to move forward, it should increase the amount of parking for the occupied residents, provide additional parking for the commercial areas, and also allocate a minimum of 15 parking spaces [available for rent if in a secured area] to area residents.

Respectively submitted,



Desmond D. Lal  
Mark K. Cooper  
355 Octavia Street, Apartment 25  
San Francisco, CA 94103  
[markkcooper@aol.com](mailto:markkcooper@aol.com)



SAN FRANCISCO  
PLANNING  
DEPARTMENT

# AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: March 9, 2012

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

To: Applicants subject to Planning Code Section 415: Inclusionary  
Affordable Housing Program

From: San Francisco Planning Department

Re: Compliance with the Inclusionary Affordable Housing Program

T: 415.558.6378

F: 415.558.6409

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

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

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

<sup>1</sup> California Civil Code Section 1954.50 et al.

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

April 26, 2012

Date

I, Meg Spriggs, do hereby declare as follows:

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

Parcel P, Market Octavia Plan, San Francisco, CA 94102      # 0831/023  
Address      Block / Lot

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

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

\_\_\_\_\_  
Planning Case Number

\_\_\_\_\_  
Building Permit Number

This project requires the following approval:

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

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

Kevin Guy

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- Yes (if yes, please indicate Tier) \_\_\_\_\_
- No

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

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

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

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

Affidavit for Compliance with the Inclusionary Affordable Housing Program

d. If the project will comply with the Inclusionary Affordable Housing Program through an **On-site** or **Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.

- Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- Rental.** Exemption from Costa Hawkins Rental Housing Act.<sup>2</sup> The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
  - Direct financial contribution from a public entity.
  - Development or density bonus or other public form of assistance.
  - Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

e. The Project Sponsor acknowledges that failure to sell the affordable units as ownership units or to eliminate the on-site or off-site affordable ownership-only units at any time will require the Project Sponsor to:

- (1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;
- (2) Record a new Notice of Special Restrictions; and
- (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

g. I am a duly authorized officer or owner of the subject property.

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

185 Berry St., Suite 3500, San Francisco, CA 94107

Location

April 26, 2012

Date

  
Signature

Meg Spriggs, Vice President of Development

Name (Print), Title

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

415-284-9087

Contact Phone Number

# Unit Mix Tables

| NUMBER OF ALL UNITS IN PRINCIPAL PROJECT: |     |         |                   |                   |                     |
|---|-----|---------|-------------------|-------------------|---------------------|
| Total Number of Units                     | SRO | Studios | One-Bedroom Units | Two-Bedroom Units | Three-Bedroom Units |
| 182                                       |     | 53      | 56                | 73                |                     |

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

On-site Affordable Housing Alternative (Planning Code Section 415.6): calculated at 15% of the unit total.

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

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

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

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

Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:

Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee 20 % of affordable housing requirement.
2. On-Site \_\_\_\_\_ % of affordable housing requirement.

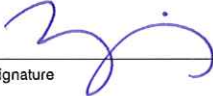
| NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE |     |         |                   |                   |                     |
|--|-----|---------|-------------------|-------------------|---------------------|
| Total Affordable Units                           | SRO | Studios | One-Bedroom Units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

3. Off-Site \_\_\_\_\_ % of affordable housing requirement.

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

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

Affidavit for Compliance with the Inclusionary Affordable Housing Program

| CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT   | CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)   |
|---|---|
| Company Name<br><b>AvalonBay Communities, Inc</b>   | Company Name  |
| Print Name of Contact Person<br><b>Meg Spriggs</b>  | Print Name of Contact Person  |
| Address<br><b>185 Berry Street, Suite 3500</b>  | Address   |
| City, State, Zip<br><b>San Francisco, CA 94107</b>  | City, State, Zip  |
| Phone, Fax<br><b>415-284-9087</b>   | Phone, Fax  |
| Email<br><b>meg_spriggs@avalonbay.com</b>   | Email   |
| I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. | I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. |
|    | Signature   |
| <b>Meg Spriggs, Vice President Development</b>  | Name (Print), Title   |
| Name (Print), Title   | Name (Print), Title   |



# SAN FRANCISCO PLANNING DEPARTMENT

---

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

## Residential Pipeline

### ENTITLED HOUSING UNITS 2007 TO Q1 2012

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

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

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

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



June 21, 2012

Rodney Fong, President  
San Francisco Planning Commission  
1650 Mission Street, 4th Floor  
San Francisco, CA 94103

RE: Central Freeway - Parcel P  
Hearing date: June 28th, 2012

Dear President Fong and Commissioners:

The proposed Parcel P project presented herein is the result of a collaborative partnership between AvalonBay Communities and Build Inc. AvalonBay, the project sponsor for the Parcel P site, is a real estate investment trust ("REIT") focused on developing, redeveloping, acquiring and managing high-quality apartment communities throughout the United States. In San Francisco, AvalonBay owns and operates 1,738 apartments. Build Inc. is a local real estate development firm based in the Hayes Valley Neighborhood, where it has been since 2004. Collectively, we are writing to request your support for the conditional use/PUD authorization that is before the Planning Commission on June 28th.

**Project Description and Setting:** The proposed Parcel P project intends to convert the 49,500 square foot (1.1 acre) vacant former Central Freeway parcel known as Parcel P into a 3 to 5-story moderate density mixed use development consistent with the objectives and policies of the Market and Octavia Plan. A 42,300 square foot portion of the site is zoned RTO, while the remaining 7,200 square foot area along Octavia Boulevard is zoned Hayes-Gough NCT. The project site is steeply sloped from west to east (a 28' grade change from Laguna Street to Octavia Street). The height limit for the RTO portion of the site along Hickory Street is 40-X, while the remainder of the block under RTO zoning is subject to a 50-X height limit. The project elements include:

- 182 rental dwelling units including studios, one bedrooms and (40%) two bedrooms apartments. The property will be owned and operated by AvalonBay.
- 3,750 square feet of pedestrian-friendly, neighborhood-serving retail space located at the corner of Octavia & Oak.
- A 2,000 square foot fitness center at the corner of Laguna/Oak serving to activate this high traffic corner and a management/leasing office, lobby and active lounge at the corner of Octavia/Hickory.
- 91 parking spaces (a ratio of 0.5:1) concealed in a below-grade garage, plus two car share stalls.
- 85 bicycle parking spaces, including two secure bike storage and maintenance areas as well as guest bike parking. As design progresses, the team is dedicated to identifying additional bicycle parking opportunities.
- Transportation Demand Management (TDM) measures such as a bicycle share program available to the project residents. The project could also accommodate additional car share stalls as the demand for those spaces merits.
- Extension of Hickory Street as a "living alley" and neighborhood amenity between Octavia and Laguna Streets.

The proposed project employs a unique combination of strategies to achieve the best possible fit with the Hayes Valley neighborhood, including four separate buildings above a below-grade garage, a varied architectural expression resulting from the involvement of three architectural firms, multiple mid-block openings, walk-up

units with stoops, and significant attention to the design of the public realm, particularly at Hickory Street. The design process has been a collaborative effort on the part of Pyatok Architects, Kennerly Architecture, and Jon Worden Architects; as well as the development team of Avalon Bay and Build Inc. The project team has also coordinated closely with the Planning Department staff, Hayes Valley Neighborhood Association, and the Mayor's Office of Economic and Workforce Development, incorporating into the project design a number of suggestions by the City and community members. A Project Design Package with plans, elevations and renderings is attached.

To satisfy Planning Code Section 415, the project will contribute an in lieu fee in the amount of approximately \$9.6 million per Planning Code Section 415.5. This fee is a timely contribution to the city's affordable housing funding coffers in light of the elimination of the San Francisco Redevelopment Agency. Based on the strong preference of the Hayes Valley community we have requested that the Mayor's Office of Housing allocate the \$9.6 million fee payment towards affordable housing production in the Hayes Valley or Market & Octavia Plan area. Additionally, the project sponsor will consider, at its own discretion, the potential use of a land-dedication option, or the provision of onsite affordable units at a lower percentage, should either of these options become available with sufficient time to implement them without impeding the entitlement and construction schedule of the project.

**Requested Authorizations/Modifications.** The project generally meets the objectives and policies of the Market Octavia Area Plan, but does require several conditional use/PUD authorizations as described below, most of which are driven by the nature of the site and the goal of maximizing site utilization.

1. Development of a lot larger than 10,000 square feet in the RTO zoning district (Sec. 121.5) and dwelling units exceeding a density of 1 unit per 400 square feet of lot area in the RTO district (Sec. 209.1(k)) requires conditional use authorizations. The project proposes 1 dwelling unit for every 272 square feet of lot area.
2. PUD approval for a modified rear yard configuration, private open space dimensions, dimensions of bay windows and method of height measurement.
3. A non-binding statement of intent from the Planning Commission regarding the project sponsor's intent to pursue an In-Kind Agreement related to improvements at Hickory Street. The design for this public street is currently at a conceptual level and has been shared with the community. The final design and parameters of the potential In-Kind Agreement will be developed through further collaboration with the Planning Department, the CAC, DPW, MTA and other City agencies.

**Project Benefits.** The project will provide the following benefits, among others, to its immediate neighborhood and to San Francisco.

- High quality rental units including 29% studios, 31% one bedroom and 40% two bedroom units in moderately dense buildings in the highly urbanized neighborhood of Hayes Valley on a block previously occupied by freeway on- and off-ramps. 16 of the two bedroom units will be two story townhomes particularly suited to accommodating families.
- New, ground level retail use at the corner of Octavia and Oak Streets and associated outdoor seating areas, serving to integrate the proposed new uses into the surrounding neighborhood, while enhancing pedestrian connectivity to a site that was effectively unused by the surrounding neighborhood.
- The extension of Hickory Street westward from Octavia to Laguna subdividing the large block formerly occupied by large freeway on- and off-ramps. The network of lively alleyways lined with smaller scale buildings are some of the most pleasant pedestrian spaces in the neighborhood. In this

tradition, Hickory Street is designed to both accommodate functional uses but also incorporate many of the features of a "living alley", including significant landscaping, special paving and opportunities for seating and other street furniture. Hickory Street will be a front door for many new residents and an important pedestrian and bicycle route, as well as an open space amenity for the entire neighborhood.

- In accordance with the City's transportation policies, the project limits on-site parking to a ratio of 0.5:1, well below the 0.70:1 ratio permitted under the Market Octavia Plan. The parking garage is located below grade, concealed from the adjacent streets and accessed from Hickory Street, thus minimizing potential conflicts and safety hazards for pedestrians and cars along the busier corridors of Octavia, Oak and Laguna Streets. The garage entry and exits are separated and spaced at opposite ends of Hickory St. to reduce through traffic on the alley.
- The Project provides 85 bicycle parking spaces, including 70 Class 1 spaces located in the garage near Octavia Street and near the street-level entry at Laguna Street; and 15 Class 2 spaces located at the street-level at the principal site access points to the courtyards. The total bike parking exceeds the 57 spaces required by Section 155.5 by 28 spaces.
- The building design goes to extraordinary lengths to integrate into the moderate density residential fabric of the neighborhood and to take full advantage of the site's sloping topography, while still maximizing accessibility and on-site open space.
  - A mid-block courtyard connecting Oak to Hickory divides the site into two smaller blocks, enabling the development pattern to closely mirror the prevailing density and development pattern in the surrounding blocks. At the suggestion of the community we intend to allow public access through the mid-block court during daylight hours.
  - Six separate passages provide visual openings to mid-block open areas and multiple pedestrian access points for residents and visitors. These include major double height portals at Octavia Street and Laguna Street.
  - At Octavia Boulevard a two story tall entry "portal" creates a front door for the project on Octavia Boulevard and provides dramatic views into the mid-block courtyard. Flanked by entries to the retail space, the lobby and management office, and to bike storage areas, this tall landscaped space, with outdoor seating, creates a sheltered environment where residents, visitors and retail patrons will mingle in an extension of the public realm.
  - Ground level townhomes with front stoops face on Oak, Laguna and Hickory Streets, providing residential entries an average of 25 feet apart and ensuring an attractive ground level experience for pedestrians on all street frontages.
  - In response to the sloping site, the building circulation is divided into four separate patterns each with its own elevator system, allowing residents of each building to circulate directly to the street, further enhancing the integration with the historic neighborhood pattern.
- Lastly having three architects involved allowed each of the four street frontages to have a distinct character, creating a visual variety consistent with the neighborhood pattern. The Octavia Building presents a lively boulevard-shaping façade that looks to the future of the City's newest great street. Oak is developed as terraced Row Houses with many stoops, bays and entrances to carry on a lively conversation with its older neighbors across the street. Laguna Street is conceived as a neighborhood corner building that creates a strong link with the neighborhood. And, Hickory Street becomes an intimate row of carriage houses that reinforce the intimacy and informality of the alley ways.

**Community Support for the Project.** The project enjoys support from many neighbors and has been endorsed by the Hayes Valley Neighborhood Association, the San Francisco Housing Action Coalition, Blue Bottle Coffee, along with several other community members. Copies of these letters are attached.

**Conclusion.** We look forward to the hearing on June 28th. Please contact Meg at 284-9087 or our attorney Steve Vettel at 954-4902 if you have any questions about the Project before the hearing, or if we can provide you with any further information.

Sincerely



Meg Spriggs  
Vice President of Development  
AvalonBay Communities, Inc.  
(project sponsor)

Lou Vasquez  
President  
Build Inc.

Enclosure

cc: Christina Olague, Board of Supervisors, District 5  
John Rahaim, San Francisco Planning Department  
Kevin Guy, San Francisco Planning Department  
Steven L. Vettel, Farella Braun Martel



June 7, 2012

Ms. Meg Spriggs  
Vice President of Development  
AvalonBay Communities  
185 Berry Street, Suite 3500  
San Francisco, CA 94107

**Re: Parcel P Mixed-Use Development**

Dear Ms. Spriggs,

On behalf of the San Francisco Housing Action Coalition (SFHAC), I am pleased to inform you of our enthusiastic support of your Parcel P project. Following review and discussion, our Endorsement Committee believes the project has many merits and will make a substantial contribution to SFHAC's mission of increasing the supply of well-designed, well-located housing in San Francisco. We believe that it embodies excellent urban design principles and meets the needs of present and future San Franciscans.

A copy of the endorsement guidelines we applied in reviewing your project is attached. The proposed project meets our guidelines in the following ways:

**Project Description**

The project proposes a five-story moderate density mixed-use development ranging in height from 40 to 50 feet over the two different zones on site. It includes 182 rental dwelling units, 40 percent will be two bedrooms. The project also includes 4,612 square feet of open space provided by decks and balconies.

**Land Use:**

The use of the site for housing is consistent with and promotes the land uses called for in the Market Octavia Area Plan. This project's density and the addition of open space created by the central courtyards and the extension of Hickory Street should contribute to the livability of the neighborhood and the quality of life for existing and future residents. It is clearly an appropriate use of the land and the created blocks are similar in scale to the surrounding developed blocks.

**Density:**

The project uses the maximum unit density allowed under the existing zoning as it essentially occupies the entire site and its height is the maximum allowed. The net density is 162 units per acre, or one unit for every 272 square feet of site area while maintaining a scale and livability that is consistent with the neighborhood context.

Ms. Spriggs  
June 7, 2012  
Page 2

**Affordability:**

The project has been designed to pay the *in-lieu* fee of approximately \$9.5 million to the Mayor's Office of Housing.

**Alternative Transportation and Parking:**

The proposed project meets the SFHAC guidelines with 91 spaces at an overall ratio of .5-to-1. SFHAC applauds your inclusion of 85 bicycle parking spaces, although we encourage you to add more if you are able. We also recommend looking into putting a City space in the surrounding streets.

**Historic Preservation:**

There are no historic resources to be demolished as a result of the project. It appears that no proximate historic resources are to be negatively affected by the project.

**Urban Design:**

The proposed project promotes the principles of excellent urban design. The SFHAC believes it will be compatible with the adjacent streetscape and neighborhood with the three separate massings and the use of varied materials, colors and architectural features, including stoops, bay windows and horizontal and vertical building articulation. We particularly applaud the inclusion of the mid-block courtyard that visually connects Oak to Hickory streets and breaks up the site into two smaller blocks and the three landscaped courtyards. We also admire the active retail and residential amenities that front on Octavia Boulevard and give the streetscape interest as well as the effective use of three separate architects.

**Environmental Features:**

While the SFHAC commends the project's commitment to meet either the national LEED standards or San Francisco's Green Point certification system, we encourage you to consider other greening measures to the degree that they are economically and physically feasible. We urge you to also consider individual water metering.

**Community Input:**

The SFHAC applauds the project sponsor and the design teams for engaging with the Hayes Valley Neighborhood Association, Supervisor Christina Olague and SPUR. The SFHAC always encourages project sponsors to meet with the surrounding neighbors and other community groups as the project moves forward and we commend you for your efforts to date.

Thank you for submitting this project to the SFHAC Endorsements Committee for our review. Please keep us abreast of any changes or updates with this project. We are pleased to support your excellent project as it moves forward, and let us know how we may be of assistance.

Sincerely,



Tim Colen  
Executive Director

## ENDORSEMENT GUIDELINES

Adopted January 2010

The SFHAC will consider endorsing housing developments and mixed-use projects with a housing component. The following guidelines will be used to evaluate the project:

**Land Use:** Housing should be an appropriate use of the site given the context of the adjacent properties and the surrounding neighborhood and should enhance neighborhood livability.

**Density:** The project should take full advantage of the maximum unit density and/or building envelope, allowable under the zoning rules.

**Affordability:** The need for affordable housing, including middle income (120-150 of median) housing, is a critical problem and SFHAC gives special support to projects that propose creative ways to expand or improve unit affordability beyond the legally mandated requirements.

**Parking and Alternative Transportation:** SFHAC expects the projects it endorses to include creative strategies to reduce the need for parking, such as ample bicycle storage, provision of space for car-share vehicles on-site or nearby, un-bundling parking cost from residential unit cost, and measures to incentivize transit use. Proximity to transit should result in less need for parking.

In districts with an as-of-right maximum and discretionary approval up to an absolute maximum, SFHAC will support parking exceeding the as-of-right maximum only to the extent the Code criteria for doing so are clearly met. In districts where the minimum parking requirement is one parking space per residential unit (1:1), the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of that amount.

**Preservation:** If there are structures of significant historic or cultural merit on the site, their retention and/ or incorporation into the project is encouraged. If such structures are to be demolished, there should be compelling reasons for doing so.

**Urban Design:** The project should promote principles of good urban design: Where appropriate, contextual design that is compatible with the adjacent streetscape and existing neighborhood character while at the same time utilizing allowable unit density; pleasant and functional private and/or common open space; pedestrian, bicycle and transit friendly site planning; and design treatments that protect and enhance the pedestrian realm, with curb cuts minimized and active ground floor uses provided.

Ms. Spriggs  
June 7, 2012  
Page 4

Projects with a substantial number of multiple bedroom units should consider including features that will make the project friendly to families with children.

**Environmental Features:** SFHAC is particularly supportive of projects that employ substantial and/or innovative measures that will enhance their sustainability and reduce their carbon footprint.

**Community Input:** Projects for which the developer has made a good faith effort to communicate to the community and to address legitimate neighborhood concerns, without sacrificing SFHAC's objectives, will receive more SFHAC support.



To: San Francisco Planning Commission  
Re: Parcel P development project  
Hayes Valley, SF  
June, 2012

Dear Commission President Fong

I am writing as a business/property owner in Hayes Valley. I see that the new Avalon Bay Communities project for Parcel P is on your agenda for the June 28th session. I write to ask you to support this project as it provides a positive new development for our neighborhood. It is designed with sensitivity to the local scale and flavor of Hayes Valley. The development team has been informative and inclusive as they have developed and refined the plans. As a small business owner we would greatly benefit from this project being built, contributing new residents, customers, and families to our neighborhood.

Thank you for your support of this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kelly Lundbeck". The signature is written in dark ink and is positioned above a horizontal line.

Hayes Valley

Residents


To: San Francisco Planning Commission  
Re: Parcel P development project  
Hayes Valley, SF  
June, 2012

Dear Commission President Fong

I am writing as a business/property owner in Hayes Valley. I see that the new Avalon Bay Communities project for Parcel P is on your agenda for the June 28th session. I write to ask you to support this project as it provides a positive new development for our neighborhood. It is designed with sensitivity to the local scale and flavor of Hayes Valley. The development team has been informative and inclusive as they have developed and refined the plans. As a small business owner we would greatly benefit from this project being built, contributing new residents, customers, and families to our neighborhood.

Thank you for your support of this project.

Sincerely,

  
Hayes Valley  
Benjamin Ospital, Christine Ospital + Geraldine Ospital  
Modern Appealing Clothing  
387 Grove St.  
S.F. 94103  
Modclothing@mac.com

From: George McNabb <gmcnabb@paragon-re.com>  
Subject: Avalon Bay Communities Project/Parcel P  
Date: June 18, 2012 5:43:06 PM PDT  
To: "planning@rodneymfong.com" <planning@rodneymfong.com>  
Cc: "linda.avery@sfgov.org" <linda.avery@sfgov.org>

Dear Commission President Fong

I am writing as a property owner in Hayes Valley regarding the new Avalon Bay Communities project for Parcel P which I see is on your agenda for the June 28th session.

Please support this project as it provides a positive new development for our neighborhood and has been designed with sensitivity to the local scale and flavor of Hayes Valley. The development team has been very informative and inclusive as they have developed and refined the plans into what is now a first class project. I and other property owners will greatly benefit from this project being built, contributing new residents, customers, and families to our neighborhood.

Thank you for your support,

George McNabb  
300 Linden Street  
San Francisco

----- Forwarded message -----

From: James Freeman <[james@bluebottlecoffee.net](mailto:james@bluebottlecoffee.net)>

Date: Sat, Jun 16, 2012 at 8:34 AM

Subject: new project at octavia and oak

To: [planning@rodneyfong.com](mailto:planning@rodneyfong.com), [linda.avery@sfgov.org](mailto:linda.avery@sfgov.org)

Dear Commission President Fong

I am writing as a business owner in Hayes Valley. I own blue bottle coffee and have a small coffee kiosk in Hayes Valley at 315 Linden st. Loring Sagen is the owner of that building and I have known him since 2004. I have known Grant Barbour and Lou Vasquez since 2006. They are very sensitive to issues of scale, usability, and beauty and, considering their long term relationship with Hayes Valley, are the perfect team to head this development. I know that the new Avalon Bay Communities project for Parcel P is on your agenda for the June 28th session.

I write to ask you to support this project as it provides a positive new development for our neighborhood. It is designed with sensitivity to the local scale and flavor of Hayes Valley. The development team has been informative and inclusive as they have developed and refined the plans. As a small business owner, my growing business would greatly benefit from this project being built, contributing new residents, customers, and families to our neighborhood. Please let me know if you would like to talk further about my strong positive feelings about this project, or the Building team.

Thanks for your support,

James Freeman  
Hayes Valley Business Owner  
**Alamo Square Resident**

--

james freeman  
blue bottle coffee

**BUILDING CODE SUMMARY**

**APPLICABLE CODES**  
 THE PROJECT SHALL COMPLY WITH THE FOLLOWING MODEL CODES:  
 2010 CBC (BUILDING, MECH, PLUMB, FIRE, ENERGY, GREEN CODES)  
 SAN FRANCISCO AMENDMENTS TO THE ABOVE MODEL CODES  
 SAN FRANCISCO SUSTAINABILITY REQUIREMENTS  
 SAN FRANCISCO STORMWATER MANAGEMENT REQUIREMENTS  
 ANSI 117.1 ACCESSIBILITY STANDARDS WILL BE THE SAFE HARBOR ON THIS PROJECT

**CHAPTER 3 OCCUPANCY TYPE**  
 RESIDENTIAL: R-2 (DWELLING UNITS)  
 RETAIL: M  
 LEASING OFFICE: B (ACCESSORY TO R-2)  
 FITNESS: A-2 (ACCESSORY TO R-2)  
 RESTAURANT: A-2 (ACCESSORY TO R-2)  
 GARAGE: S-2

**CHAPTER 5 BUILDING AREA**  
**Table 503, Section 504.2**  
 TYPE III-A = 4 STORIES, 65' MAXIMUM HEIGHT  
 NOTE: PROJECT HEIGHT FURTHER LIMITED BY ZONING REQUIREMENTS TO LESS THAN 65' MAX. - SEE ZONING SUMMARY & ZONING DIAGRAMS FOR ADDITIONAL INFORMATION.  
**Section 504.2:** WHERE A BUILDING IS EQUIPPED THROUGHOUT WITH AN APPROVED AUTOMATIC SPRINKLER SYSTEM THE MAXIMUM NUMBER OF STORIES FROM TABLE 503 IS INCREASED BY ONE. MAXIMUM # STORIES FOR TYPE III-A = 5 STORIES  
**Table 503 & Sections 506.2, 508.4, 509.2, 509.4, 509.9**  
**Table 503:** MAXIMUM ALLOWABLE AREA PER STORY  
 TYPE I-A = UNLIMITED ALLOWED  
 PROPOSED GARAGE LEVEL (TYPE I-A) **46,326 SF**  
 TYPE III-A = 24,000 SF ALLOWED  
**PROPOSED**  
 EAST BUILDING AREA WEST BUILDING AREA  
 1ST FLOOR = 10,025 SF 1ST FLOOR = 16,662 SF  
 2ND FLOOR = 16,402 SF 2ND FLOOR = 16,050 SF  
 3RD FLOOR = 19,003 SF 3RD FLOOR = 19,272 SF  
 4TH FLOOR = 16,733 SF 4TH FLOOR = 16,311 SF  
 5TH FLOOR = 14,033 SF 5TH FLOOR = 11,753 SF  
 ROOF = 768 SF ROOF = 617 SF  
 TOTAL = **76,964 SF** TOTAL = **80,665 SF**  
**OCCUPIED ROOF AREA**  
 EAST BLDG = 7,335 SF WEST BLDG = 2,323 SF  
**Table 508.4: REQUIRED SEPARATION OF OCCUPANCIES**  
 R-2: A-2 1 HR S-1: R-2 1 HR  
 B: R-2 1 HR M: R-2 2 HR  
 A-2: B 1 HR M: S-2 2 HR  
**Section 509.2:** PROVIDES FOR SEPARATE AND DISTINCT BUILDINGS SEPARATED BY A 3-HOUR HORIZONTAL ASSEMBLY FOR THE PURPOSES OF DETERMINING AREA LIMITATIONS, CONTINUITY OF FIRE WALLS, LIMITATION OF NUMBER OF STORIES AND TYPE OF CONSTRUCTION.  
**Section 509.4:** ESTABLISHES THAT THE PODIUM SLAB ABOVE A GROUP S-2 PARKING GARAGE OF TYPE I CONSTRUCTION WITH A MAXIMUM OF ONE STORY ABOVE GRADE PLANE MAY BE USED AS THE DATUM ABOVE WHICH THE NUMBER OF STORIES TO BE USED IN DETERMINING THE MINIMUM TYPE OF CONSTRUCTION SHALL BE MEASURED.  
**Section 509.9:** WHERE TWO OR MORE BUILDINGS ARE PROVIDED ABOVE THE HORIZONTAL ASSEMBLY SEPARATING A GROUP S-2 PARKING GARAGE FROM THE BUILDINGS ABOVE, THE THOSE BUILDING ABOVE THE HORIZONTAL ASSEMBLY SHALL BE CONSIDERED AS SEPARATE AND DISTINCT BUILDINGS FROM EACH OTHER.

**CHAPTER 6 Table 601:** FIRE-RESISTANCE RATING REQTS FOR BLDG ELEMENTS  
**Table 602:** FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE

**TYPE I**  
 INTERIOR BEARING WALLS = 3 HR  
 EXTERIOR BEARING WALLS = 1 HR (10<X<30), 0 (X>30)  
 THESE WILL PRIMARILY BE 10" C.I.P. CONCRETE FOUNDATION WALLS (I.E. 3 HR)  
 PRIMARY STRUCTURAL FRAME = 3 HR  
 FLOORS & SECONDARY MEMBERS = 2 HR  
 ROOF & SECONDARY MEMBERS = 1 1/2" HR  
 CEILING (I.E. PODIUM SLAB) MUST BE 3-HR PER SECTION 509.2  
 INTERIOR NON-BEARING WALLS & PARTITIONS = 0 (1 OR 2 HR PER REQUIREMENTS OF OTHER SECTIONS OF CODE) (I.E. SHAFTS OR EXITS)  
 EXTERIOR NON-BEARING WALLS & PARTITIONS = 0 OR 1 (Table 602.)

**TYPE III**  
 INTERIOR BEARING WALLS = 1 HR  
 EXTERIOR BEARING WALLS = 1 HR (10<X<30), 0 (X>30)  
 PRIMARY STRUCTURAL FRAME = 1 HR  
 FLOORS & SECONDARY MEMBERS = 1 HR  
 ROOF & SECONDARY MEMBERS = 1 HR  
 INTERIOR NON-BEARING WALLS & PARTITIONS = 0 (1 OR 2 HR PER REQUIREMENTS OF OTHER SECTIONS OF CODE - I.E. SHAFTS OR EXITS)  
 EXTERIOR NON-BEARING WALLS & PARTITIONS = 0 OR 1 (Table 602.)

**CHAPTER 7 Table 705.8:** INTERIOR LIGHT COURTS ON PROJECT ARE TYPICALLY 30" x 50 UNPROTECTED, NON-SPRINKLERED OPENINGS ARE PERMITTED.

**Section 708.4:** FIRE-RESISTANCE RATING OF SHAFT ENCLOSURES  
 SHAFT ENCLOSURES SHALL HAVE A F/R RATING OF NOT LESS THAN 2 HOURS WHERE CONNECTING 4 STORIES OR MORE, AND NOT LESS THAN ONE HOUR WHERE CONNECTING LESS THAN 4 STORIES.

**Table 715.4:** FIRE DOORS WILL HAVE MINIMUM FIRE RATINGS PER THIS TABLE (I.E. TYPICALLY 1/3 HR FOR UNIT ENTRIES AT CORRIDORS, 1 HR FOR EXIT PASSAGEWAYS & 1-1/2 HR FOR 2 HR WALLS/EXIT ENCLOSURES.)

**CHAPTER 9 Section 903:** PROJECT WILL BE FULLY-SPRINKLERED PER THE REQUIREMENTS OF THIS SECTION.

**Section 905:** PROJECT WILL HAVE STANDPIPES & HOSE CONNECTIONS IN ALL STAIRWELLS (AT FLOOR LEVEL LANDINGS) AND AS OTHERWISE DIRECTED BY THE SFDD.

**Section 907:** PROJECT WILL HAVE FIRE ALARM & DETECTION SYSTEMS PER THE REQUIREMENTS OF THIS SECTION.

**CHAPTER 10** ALL BUILDINGS IN THE PROJECT ARE SERVED BY AN ELEVATOR AND EXIT STAIR ENCLOSURES. ACCESSIBLE PATHS OF TRAVEL AND MEANS OF EGRESS WILL BE PROVIDED PER THE REQUIREMENTS OF THIS CHAPTER.

**CHAPTER 11 ACCESSIBLE DWELLING UNITS**  
 5% OF ALL UNITS ARE ACCESSIBLE. ALL UNITS ARE ADAPTABLE PER CBC CHAPTER 11A. ENTRYWAYS TO THE GROUND FLOOR RETAIL SPACE, LEASING SPACE AND FITNESS AREA ARE ACCESSIBLE PER CBC CHAPTER 11B.

**ACCESSIBLE PARKING PER SECTION 155(I)**  
 ACCESSIBLE SPACES REQUIRED AT A RATIO OF 1:25 SPACES

RESIDENTIAL PARKING SPACES REQUIRED: 91/25 = 3.64 = 4 SPACES  
 4 ACCESSIBLE RESIDENTIAL PARKING SPACES PROVIDED  
 NO COMMERCIAL PARKING PROVIDED

1 IN EVERY 8 ACCESSIBLE STALLS, BUT NOT LESS THAN ONE TO BE VAN ACCESSIBLE.  
 1 VAN ACCESSIBLE SPACE PROVIDED

**DRAWING INDEX**

**CONDITIONAL USE PERMIT**

| No.   | Sheet  |
|-------|--|
| G0.00 | COVER SHEET  |
| G0.01 | ZONING CODE SUMMARY AND SITE DIAGRAMS                    |
| G0.02 | ZONING COMPLIANCE AND PUD MODIFICATIONS                  |
| G0.03 | SITE AND CONTEXT PHOTOGRAPHS                             |
| A1.01 | ARCHITECTURAL SITE PLAN                                  |
| A2.01 | FLOOR PLANS, GARAGE, LEVEL 1                             |
| A2.02 | FLOOR PLANS, LEVELS 2 & 3                                |
| A2.03 | FLOOR PLANS, LEVELS 4 & 5                                |
| A2.04 | FLOOR PLANS, ROOF  |
| A3.01 | STREET ELEVATIONS  |
| A3.02 | COURTYARD ELEVATIONS                                     |
| A3.03 | SECTIONS   |
| A3.04 | SECTIONS   |
| A4.01 | UNIT PLANS - 'S' AND 'A' UNITS                           |
| A4.02 | UNIT PLANS - 'B' UNITS                                   |
| A4.03 | UNIT PLANS - 'B' CORNER UNITS                            |
| A4.04 | UNIT PLANS - 'TH' UNITS                                  |
| A5.00 | RENDERED ELEVATIONS                                      |
| A5.01 | BUILDING 1, ELEVATIONS, MATERIALS SCHEDULE & COLORS      |
| A5.02 | BUILDINGS 2 & 3, ELEVATIONS, MATERIALS SCHEDULE & COLORS |
| A5.03 | BUILDINGS 2 & 3, ELEVATIONS, MATERIALS SCHEDULE & COLORS |
| A5.04 | BUILDING 4 ELEVATIONS, MATERIALS SCHEDULE & COLORS       |
| L1.01 | LANDSCAPE SITE PLANS                                     |
| L2.01 | PODIUM COURTYARD PLAN WEST                               |
| L2.02 | PODIUM COURTYARD PLAN EAST                               |
| L2.03 | LANDSCAPE ROOF PLAN                                      |
| L4.02 | PLANTING PALETTE   |



OAK STREET



OCTAVIA STREET

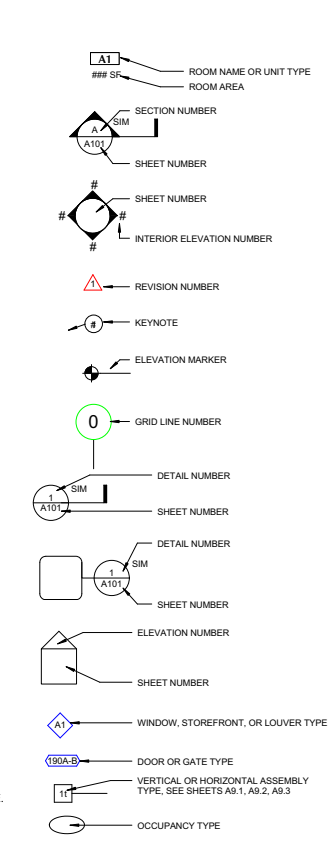


LAGUNA STREET



HICKORY STREET

**ARCH DRAWING SYMBOLS**



**OWNER/DEVELOPER**

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**BUILD INC.**  
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 FAX: (415) 551-7611  
 EMAIL: louvasquez@buildinc.biz

**PROJECT DATA**

| Name                          | Area              | Comments                         |
|-------------------------------|-------------------|----------------------------------|
| BIKE WORKSHOP                 | 1,510 SF          |                                  |
| CIRCULATION                   | 17,564 SF         |                                  |
| FITNESS                       | 1,978 SF          | INCLUDING MEZZANINE AND BATHROOM |
| GARAGE                        | 34,762 SF         | INCLUDING RAMP                   |
| LEASING                       | 1,111 SF          |                                  |
| LOBBY                         | 1,051 SF          | RESIDENTIAL LOBBY & CIRCULATION  |
| LOBBY/LOUNGE                  | 883 SF            | RESIDENTIAL LOBBY & CIRCULATION  |
| RESIDENTIAL UNITS             | 135,098 SF        |                                  |
| RETAIL A                      | 2,754 SF          |                                  |
| SERVICE, INCLUDING MECH/ELEC. | 6,236 SF          |                                  |
| <b>TOTAL AREA</b>             | <b>203,955 SF</b> |                                  |

**UNIT MATRIX**

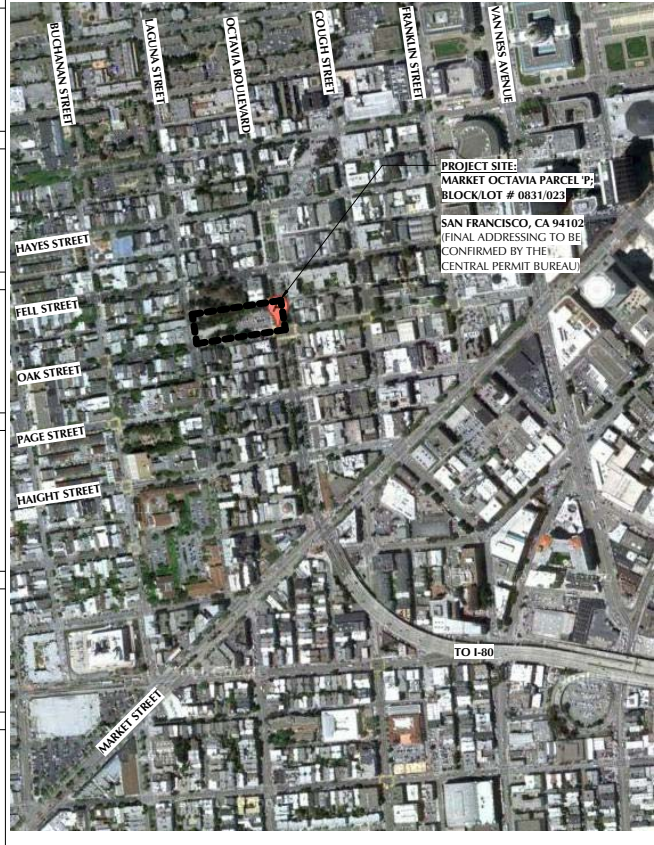
|                    |            |             |
|--------------------|------------|-------------|
| STUDIOS            | 53         | 29%         |
| 1 BEDROOMS         | 56         | 31%         |
| 2 BEDROOMS         | 73         | 40%         |
| <b>TOTAL UNITS</b> | <b>182</b> | <b>100%</b> |

40% MINIMUM 2-BEDROOMS COMPLIES WITH PLANNING SEC. 207.6 (b)

**DESIGN TEAM**

| ARCHITECT  | MECHANICAL ENGINEER   |
|--|---|
| <b>PYATOK ARCHITECTS, INC.</b><br>1611 TELEGRAPH AVE, SUITE 200<br>OAKLAND, CA 94612<br>CONTACTS: PETER WALLER, PRINCIPAL<br>ADRIANNE STEICHEN, PROJ. MNGR.<br>PHONE: (510) 465-7010<br>FAX: (510) 465-8575<br>EMAIL: pwaller@pyatok.com, asteichen@pyatok.com | <b>CB ENGINEERS</b><br>449 10TH STREET<br>SAN FRANCISCO, CA 94103<br>CONTACTS: IGOR TARTAKOVSKY, PRINCIPAL<br>PHONE: (415) 437-7330 X. 4303<br>FAX: (415) 437-7333<br>EMAIL: igor.tartakovsky@cbengineers.com |
| ASSOCIATE ARCHITECT  | ENERGY CONSULTANT   |
| <b>KENNERLY ARCHITECTURE</b><br>375 ALABAMA STREET, SUITE 440<br>SAN FRANCISCO, CA 94110<br>CONTACT: OWEN KENNERLY<br>PHONE: (415) 285-2880<br>FAX: (415) 285-2240<br>EMAIL: okennerly@kennerlyarchitecture.com  | <b>ENERGY SOFT</b><br>1025 5TH STREET, SUITE A<br>NOVATO, CA 94945-2413<br>CONTACT: LORI CHAPPELL<br>PHONE: (415) 897-6400<br>FAX: (415) 897-6422<br>EMAIL: lori@energysoft.com                               |
| ASSOCIATE ARCHITECT  | TRAFFIC ENGINEER  |
| <b>JON WORDEN ARCHITECTS</b><br>33-B HEALDSBURG AVENUE<br>HEALDSBURG, CA 95448<br>CONTACT: JON WORDEN, PRINCIPAL<br>PHONE: (707) 395-0944<br>EMAIL: jworden@jonwordenarch.com  | <b>AECOM</b><br>2101 WEBSTER STREET, SUITE 1900<br>OAKLAND, CA 94612<br>CONTACT: TIM ERNEY<br>PHONE: (510) 622-6600<br>FAX: (510) 834-5220<br>EMAIL: Tim.Erney@aecom.com                                      |
| CIVIL ENGINEER   | COLOR CONSULTANT  |
| <b>ACS INC.</b><br>5 FREELON STREET<br>SAN FRANCISCO, CA 94107<br>CONTACT: ERIK ALDERSON<br>PHONE: (415) 777-2166<br>EMAIL: ealderson@acsinc.com   | <b>LWS COLOR CONSULTING, INC.</b><br>39 MONTICELLO AVENUE<br>PIEDMONT, CA 94611<br>CONTACT: LOIS WAGNER-SOLOMON<br>PHONE: (510) 207-6335<br>EMAIL: lois3449@gmail.com   |
| LANDSCAPE ARCHITECT  | ACOUSTICAL ENGINEER   |
| <b>GLS LANDSCAPE ARCHITECTURE</b><br>2677 MISSION STREET, NO. 200<br>SAN FRANCISCO, CA 94110<br>CONTACTS: GARY STRANG, PRINCIPAL<br>PHONE: (415) 285-3614<br>FAX: (415) 285-3624<br>EMAIL: Gary@glsearch.com   | <b>SHEN MILSOM WILKE</b><br>33 NEW MONTGOMERY STREET<br>SAN FRANCISCO, CA 94105<br>CONTACT: TRACIE FERUGLUSIN<br>PHONE: (415) 391-7610<br>EMAIL: tferugl@smwllc.com   |
| STRUCTURAL ENGINEER  | INTERIORS   |
| <b>NISHKIAN MENNINGER</b><br>1200 FOLSOM STREET,<br>SAN FRANCISCO, CA 94103<br>CONTACTS: KEVIN MENNINGER, PRINCIPAL<br>PHONE: (415) 541-9477<br>EMAIL: kmenninger@nishkianmenninger.com  | <b>TOM ELIOT FISCH</b><br>201 POST STREET, 7TH FLOOR<br>SAN FRANCISCO, CA 94108<br>CONTACT: AMY ELIOT<br>PHONE: (415) 391-7918<br>FAX: (415) 391-7309<br>EMAIL: amy.eliot@tomeliotfisch.com                   |

**LOCATION MAP**



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 449 10TH STREET  
 SAN FRANCISCO, CA 94103

**CENTRAL FREEWAY**  
**PARCEL P**  
**AVALON HAYES VALLEY**  
**PARCEL P, MARKET OCTAVIA PLAN**  
**SAN FRANCISCO, CA 94102**

Client:  
**AVALON BAY COMMUNITIES**  
 185 BERRY STREET, SUITE 3500  
 SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

Stamp:  
 Job Number: 1018  
 Drawn by: CW/VA  
 Checked by: AS/PW  
 Date: JUNE 28, 2012  
 Scale: 12" = 1'-0"

Title  
 COVER SHEET

Sheet

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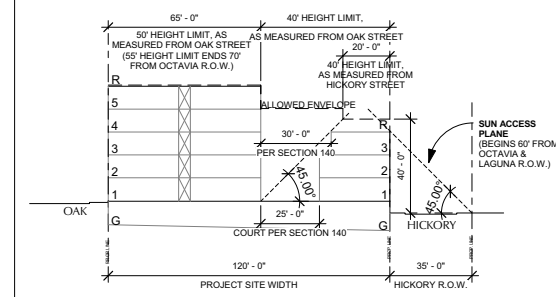
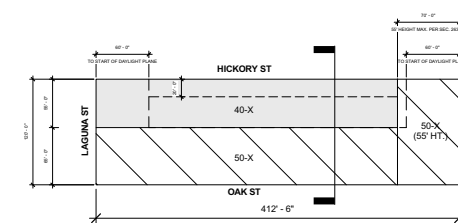
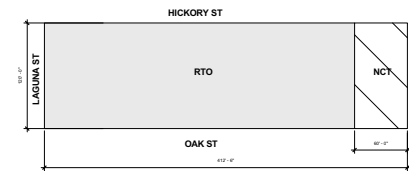
CONDITIONAL USE RESUBMITTAL  
 Not-For-Construction

**ZONING CODE SUMMARY**

**PRIMARY USE**  
 MARKET RATE RENTAL HOUSING & MIXED USE DEVELOPMENT WITH FULL UNDERGROUND PARKING  
 GARAGE FOR RESIDENTIAL USES INCLUDING:  
 - 182 DWELLING UNITS - RENTAL APARTMENTS  
 - GROUND FLOOR RETAIL SPACES  
 - BELOW GRADE PARKING GARAGE  
 - EXTENSION OF HICKORY STREET

**ZONING**  
**MARKET/OCTAVIA PLAN AREA**  
 ADDRESS: CENTRAL FREEWAY - PARCEL P  
 BLOCK 0831 / LOT 23  
 (FINAL ADDRESSING PENDING COORDINATION WITH CENTRAL PERMIT BUREAU)  
 SAN FRANCISCO, CA 94102

**ZONES:** HAYES-COUGH NCT, RTO  
**HEIGHT DISTRICTS:** 40-X, 50-X  
 BASED ON HEIGHT DISTRICT  
**HEIGHT LIMITS:** NCT - 55' WITH 15' GROUND FLOOR RETAIL PER SEC 263.18  
 (EXTENDS 70'-0" FROM R.O.W. WHEN R.O.W. IS WIDER THAN 40')  
 35' MAX. HEIGHT DAYLIGHT PLANE AT ALLEYSWAYS  
 HEIGHT MEASURED EVERY 65' MAX. ON CENTER  
 SEE ZONING DIAGRAMS FOR ADDITIONAL INFORMATION.



**OPEN SPACE CALCULATIONS**  
 SEE CALCULATIONS ON G0.02 FOR ADDITIONAL INFORMATION.

**PARKING**  
 MAX. ALLOWED 0.7:1 (126 MAXIMUM)  
**PROVIDED 0.50 (91 SPACES, PLUS 2 CAR SHARE)**  
 82 STANDARD (8'-6" X 17'-0")  
 5 COMPACT (8'-6" X 16'-0")  
 2 CAR SHARE STANDARD (8'-6" X 17'-0")  
 4 ACCESSIBLE (9'-0" X 18'-0") PER CBC 1129B

**CAR SHARING** REQUIRED 2 SPACES  
**PROVIDED 2 SPACES** COMPLIES WITH SEC. 166

**BICYCLE PARKING** REQUIRED 57 SPACES  
**PROVIDED 70 SPACES** - CLASS 1 - COMPLIES WITH SEC. 155.5  
**15 SPACES** - CLASS 2 AT PODIUM LEVEL IN COURTYARDS  
**85 SPACES PROVIDED TOTAL**

**LOADING SPACES** REQUIRED 1 RESIDENTIAL SPACE  
 0 ON-SITE COMMERCIAL SPACES  
**PROVIDED 3**  
 2 RESIDENTIAL LOADING SPACES:  
 - MID-BLOCK HICKORY AT CENTRAL COURTYARD  
 - LAGUNA STREET AT PORTAL  
 1 COMMERCIAL LOADING SPACE:  
 - NEAR RETAIL ON OCTAVIA FRONTAGE - LIMITED HOURS

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|  |            |
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| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

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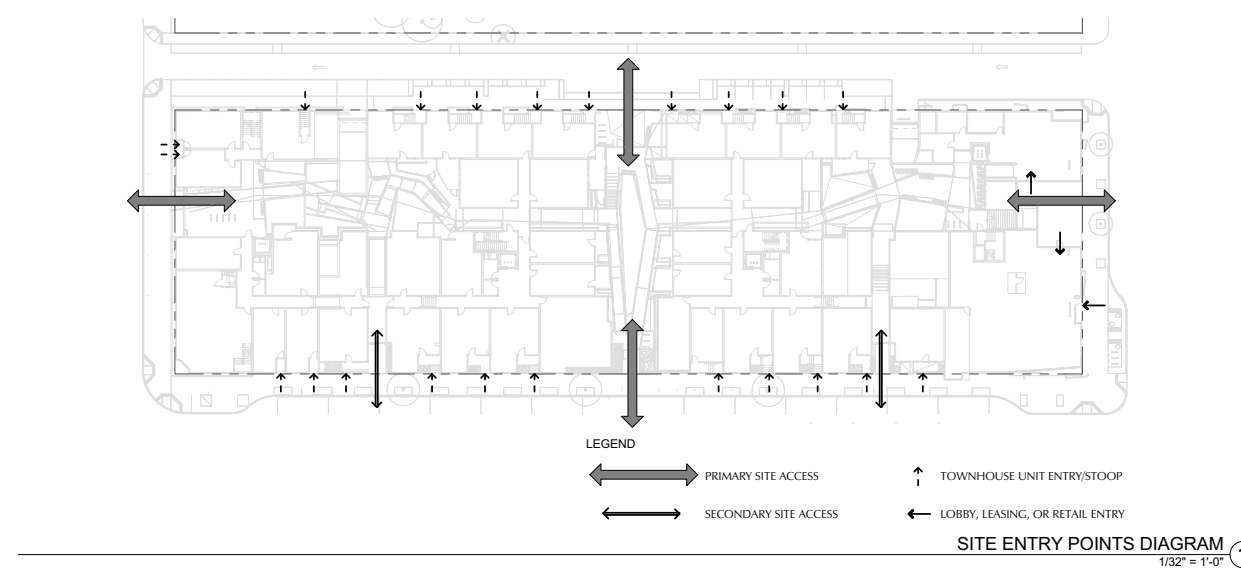
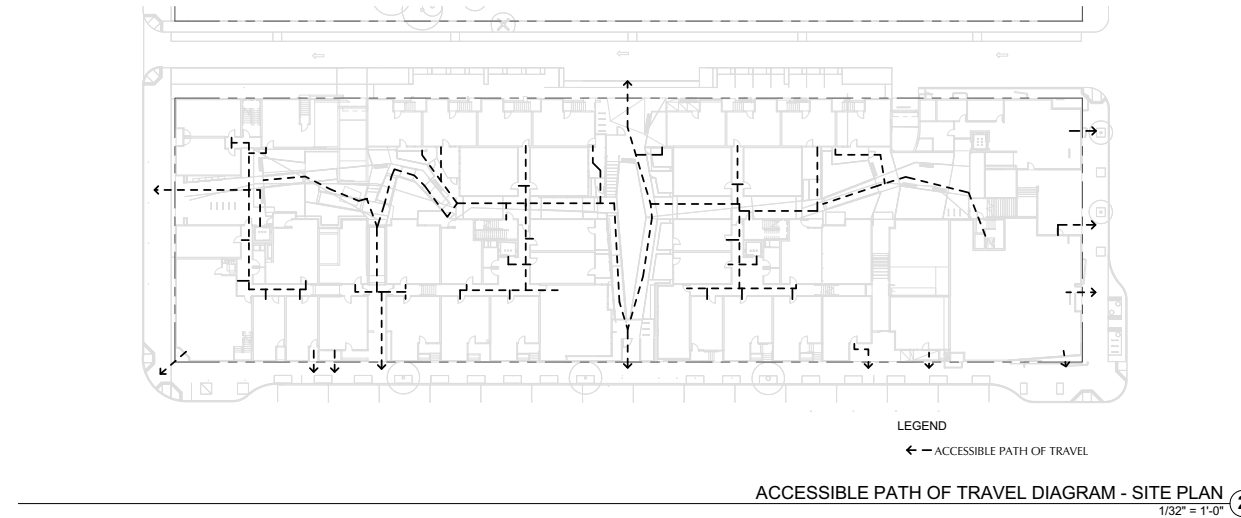
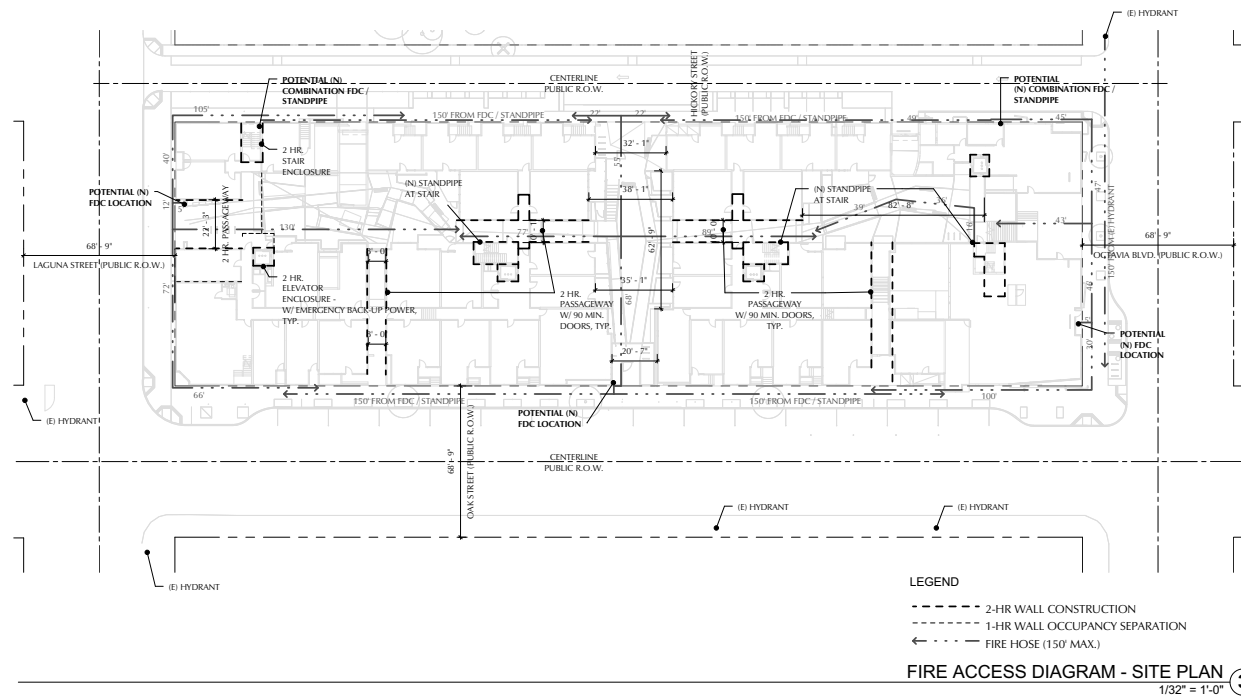
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 Checked by: PW  
 Date: JUNE 28, 2012  
 Scale: As indicated

Title  
 ZONING CODE SUMMARY AND SITE DIAGRAMS

Sheet

**G0.01**

CONDITIONAL USE RESUBMITTAL  
 Not-For-Construction



ZONING COMPLIANCE AND PUD MODIFICATIONS

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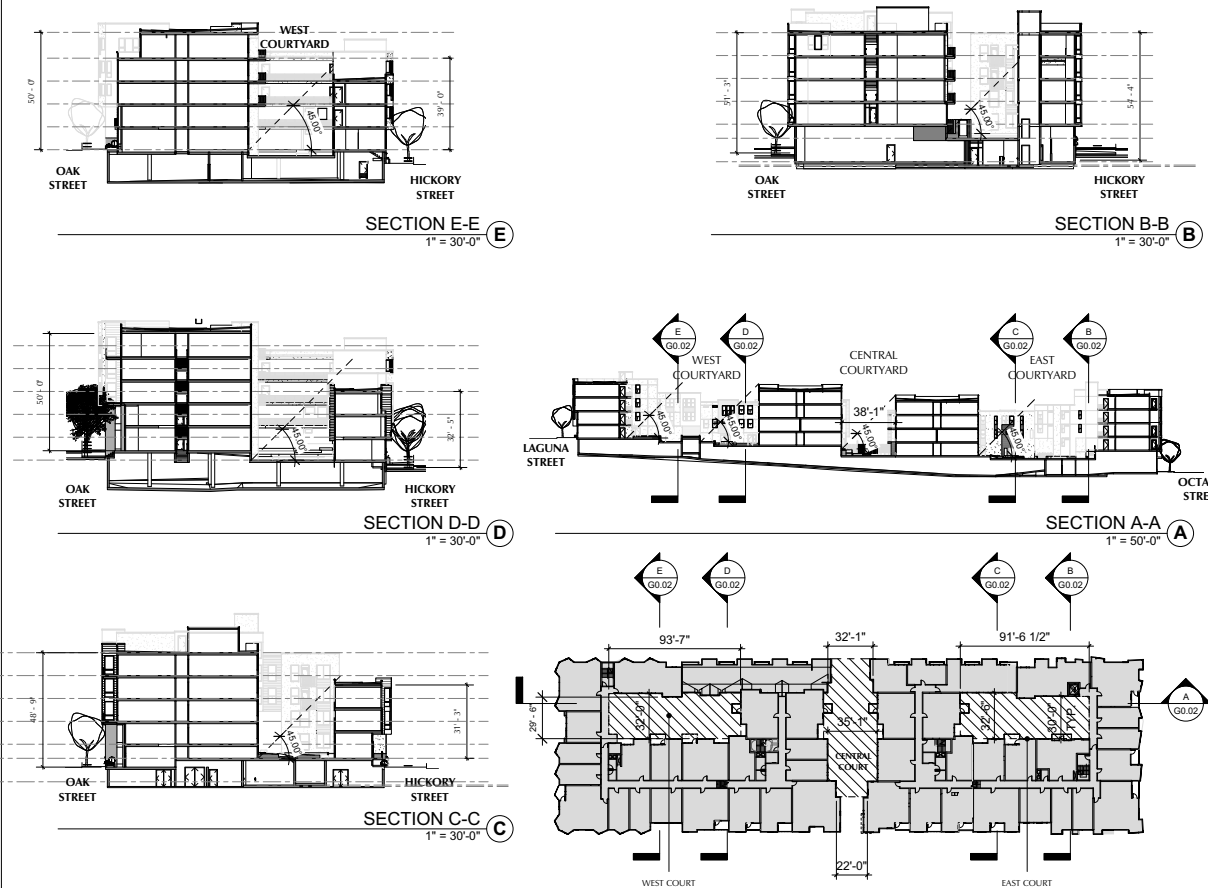
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CONDITIONAL USE RESUBMITTAL Not-For-Construction

SECTION 140 - EXPOSURE

PER SECTION 140 (a)(1) AND (a)(2)

THE REQUIRED WINDOWS OF AT LEAST ONE ROOM THAT MEETS THE 120 SQ. FT. MINIMUM SUPERFICIAL FLOOR AREA REQUIREMENT OF SEC. 503 OF THE HOUSING CODE SHALL FACE DIRECTLY ON AN OPEN AREA OF THE FOLLOWING: (1) A PUBLIC STREET, PUBLIC ALLEY AT LEAST 25 FEET IN WIDTH, SIDE YARD AT LEAST 25 FEET IN WIDTH OR REAR YARD MEETING THE REQUIREMENTS OF THIS CODE; PROVIDED, THAT IF SUCH WINDOWS ARE ON AN OUTER COURT WHOSE WIDTH IS LESS THAN 25 FEET, THE DEPTH OF SUCH COURT SHALL BE NO GREATER THAN ITS WIDTH; OR (2) AN OPEN AREA (WHETHER AN INNER COURT OR A SPACE BETWEEN SEPARATE BUILDINGS ON THE SAME LOT) WHICH IS UNOBSTRUCTED AND 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.

PROPOSED: ALL UNITS MEET REQUIREMENTS OF SECTION 140 AS SHOWN IN DIAGRAMS BELOW.

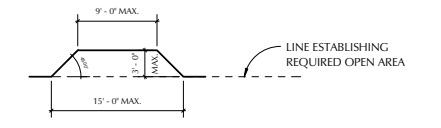


SECTION 136 - OBSTRUCTIONS & PROJECTIONS

OBSTRUCTIONS OVER STREETS AND ALLEYS AND IN REQUIRED SETBACKS, YARDS AND USABLE OPEN SPACE

MINIMUM HEADROOM SHALL BE 7 1/2 FEET, PROJECTION INTO THE REQUIRED OPEN AREA SHALL BE LIMITED TO THREE FEET AND SHALL BE LIMITED FURTHER WHERE THE SIDEWALK IS NINE FEET OR LESS.

THE MAXIMUM LENGTH OF EACH BAY WINDOW OR BALCONY SHALL BE 15 FEET AT THE LINE ESTABLISHING THE REQUIRED OPEN AREA AND A MAXIMUM OF NINE FEET AT THE EXTENT OF THE PROJECTION.



SECTION 136 - AWNINGS AND CANOPIES

REQUIRED: MAXIMUM WIDTH OF CANOPY IS LIMITED TO 10 FEET. CANOPIES CANNOT BE SPACED CLOSER TO EACH OTHER THAN 20 FEET, AS MEASURED FROM CENTERLINE TO CENTERLINE.

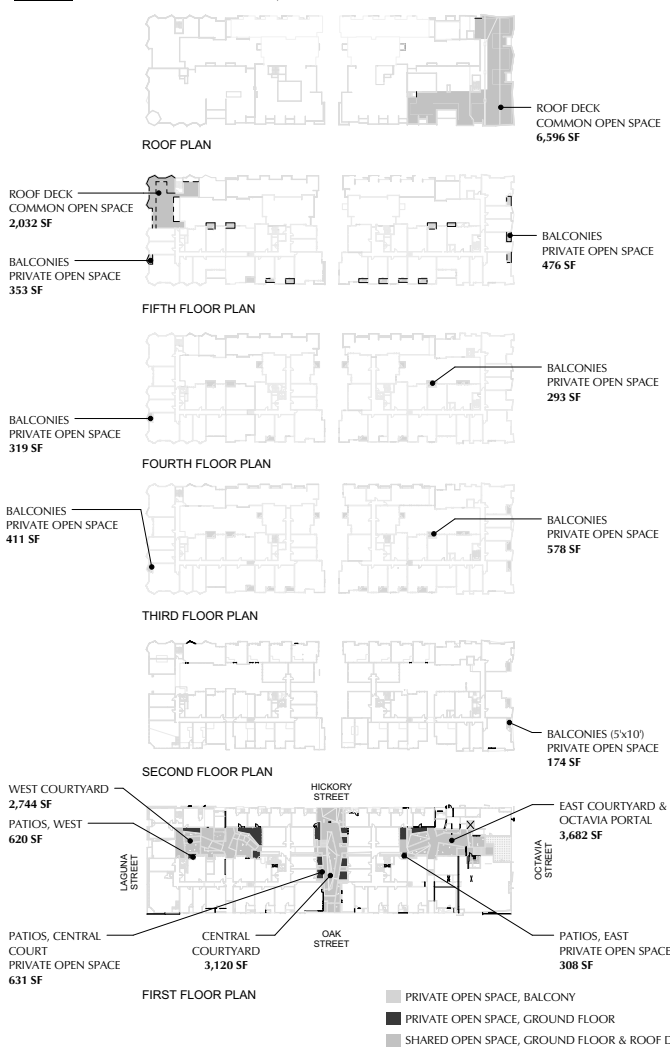
SECTION 135 - OPEN SPACE

TABLE 135A - MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING

EXCERPTS FROM ZONING CODE: 100 SQUARE FEET PER UNIT IS REQUIRED BY TABLE 135A FOR THE RTO DISTRICT. 60 SQUARE FEET PER UNIT IS REQUIRED BY TABLE 135A FOR THE HAYES-GOUGH NCT DISTRICT. MINIMUM DIMENSIONS FOR PRIVATE OPEN SPACE AT COURTS TO BE 10 FEET BY 10 FEET (10x10) AND AT BALCONIES TO BE 6 FEET BY 6 FEET (6x6). RATIO FOR COMMON USABLE OPEN SPACE THAT MAY BE SUBSTITUTED FOR PRIVATE OPEN SPACE IS 1.33 FOR BOTH HAYES-GOUGH NCT AND RTO. MINIMUM DIMENSIONS FOR COMMON OPEN SPACE TO BE 20 FEET BY 20 FEET (20x20).

REQUIRED: FOR 182 UNITS, THE TOTAL REQUIRED AMOUNT OF OPEN SPACE IS 17,160 SF. THERE ARE 26 UNITS IN THE HAYES-GOUGH NCT (1,560 SF REQUIRED) AND 156 UNITS (15,600 SF REQUIRED) IN THE RTO DISTRICTS RESPECTIVELY.

PROPOSED: TOTAL PROPOSED OPEN SPACE IS 17,826 SF.



|                       |  |
|-----------------------|--|
| <b>TOTAL REQUIRED</b> | <b>17,160 SF</b> (15,600 SF IN RTO + 1,560 SF IN HAYES-GOUGH NCT)  |
|                       | 100 SF / UNIT IN RTO (156 UNITS IN RTO * 100 SF / UNIT = 15,600 SF)  |
|                       | 60 SF / UNIT IN HAYES-GOUGH NCT (26 UNITS IN HAYES-GOUGH NCT * 60 SF / UNIT = 1,560 SF)                        |
| <b>TOTAL PROVIDED</b> | <b>17,826 SF</b>   |
|                       | 13,664 SF PRIVATE SPACE EQUIVALENT OF COMMON OPEN SPACE PROVIDED (18,174 COMMON OPEN SPACE / 1.33) = 13,664 SF |
|                       | 4,162 SF TOTAL PRIVATE OPEN SPACE PROVIDED   |
|                       | 17,826 SF PROVIDED > 17,160 SF REQUIRED <b>OK</b>  |

OPEN SPACE TOTALS AND DIAGRAMS:

| EAST & WEST COURTYARDS |               |              |
|------------------------|---------------|--------------|
| FLOOR                  | COMMON (SF)   | PRIVATE (SF) |
| 1                      | 6,426         | 928          |
| 2                      | 0             | 174          |
| 3                      | 0             | 989          |
| 4                      | 0             | 612          |
| 5                      | 2,032         | 828          |
| B                      | 6,596         | 0            |
| <b>SUBTOTAL</b>        | <b>15,053</b> | <b>3,531</b> |

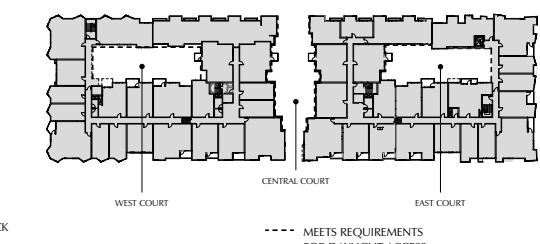
  

| CENTRAL COURTYARD |               |              |
|-------------------|---------------|--------------|
| FLOOR             | COMMON (SF)   | PRIVATE (SF) |
| 1                 | 3,120         | 631          |
| <b>TOTAL</b>      | <b>18,174</b> | <b>4,162</b> |

NOTE: MINIMUM PROPOSED DIMENSION AT OPEN SPACES DO NOT CONFORM IN ALL CASES WITH ZONING CODE REQUIREMENTS. FOR EXAMPLE: SOME EXTERIOR BALCONIES ARE 5' x 10' (50 SF) INSTEAD OF THE CODE REQUIRED MINIMUM OF 6' x 6' (36 SF). MODIFICATION OF MINIMUM DIMENSIONS STANDARDS IS REQUESTED UNDER PUD.

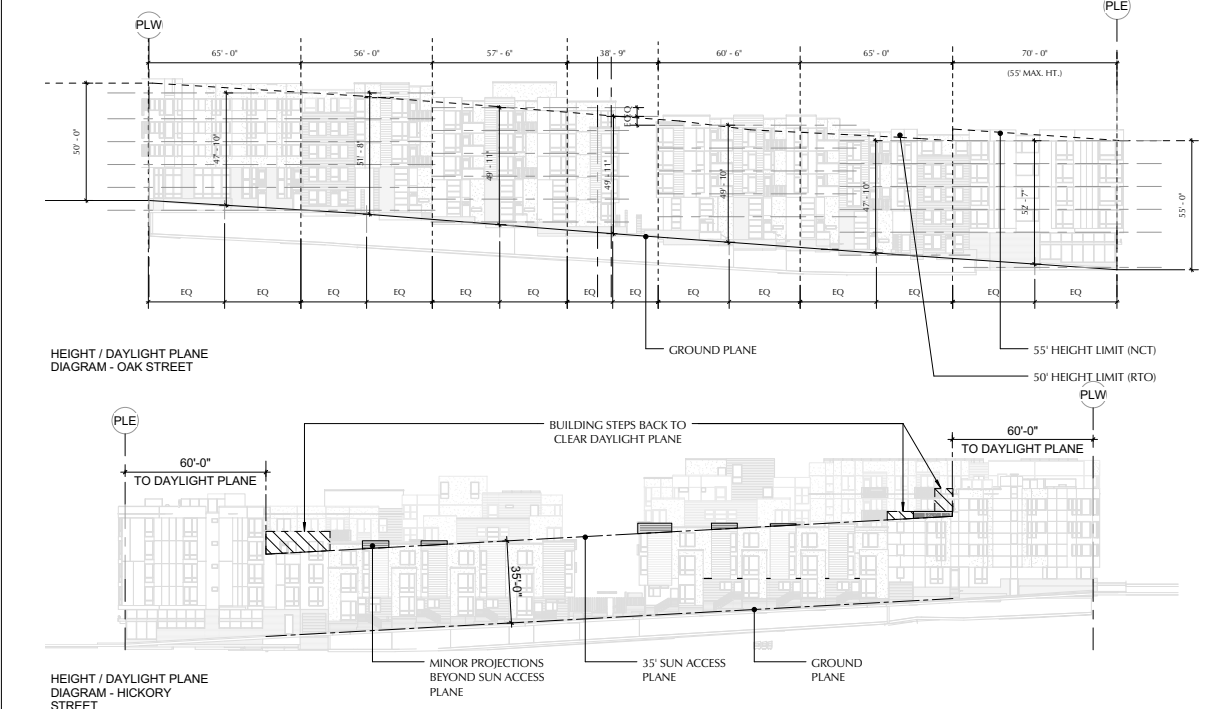
SECTION 135 - OPEN SPACE

(2) USE OF INNER COURTS. THE AREA OF AN INNER COURT, AS DEFINED BY THIS CODE, MAY BE CREDITED AS COMMON USABLE OPEN SPACE, IF THE ENCLOSED SPACE IS NOT LESS THAN 20 FEET IN EVERY HORIZONTAL DIMENSION AND 400 SQUARE FEET IN AREA; AND IF (REGARDLESS OF THE PERMITTED OBSTRUCTIONS REFERRED TO IN SUBSECTION 135(c)) THE HEIGHT OF THE WALLS AND PROJECTIONS ABOVE THE COURT ON AT LEAST THREE SIDES (OR 75 PERCENT OF THE PERIMETER, WHICHEVER IS GREATER) IS SUCH THAT NO POINT ON ANY SUCH WALL OR PROJECTION IS HIGHER THAN ONE FOOT FOR EACH FOOT THAT SUCH POINT IS HORIZONTALLY DISTANT FROM THE OPPOSITE SIDE OF THE CLEAR SPACE IN THE COURT.



SECTION 260. HEIGHT LIMITS - MEASUREMENT

NOTE: HEIGHT MEASUREMENT COMPLIES WITH PLANNING SECTION 260 (a)(3) - MAXIMUM WIDTH OF MEASUREMENT MODULE IS 65'-0".



**CONTEXT PHOTOGRAPHS - SOUTH SIDE OF OAK STREET**



**CONTEXT PHOTOGRAPHS - CORNER BUILDINGS ADJACENT TO SITE**



CORNER OF LAGUNA AND OAK STREET, SOUTHEAST CORNER



LAGUNA STREET AT OCTAVIA, NORTHWEST CORNER



LAGUNA STREET AT OAK STREET, SOUTHWEST CORNER



OCTAVIA BOULEVARD AT OAK, SOUTHEAST CORNER

**SITE PHOTOGRAPHS**



SITE INTERIOR, LOOKING WEST



OAK STREET AT OCTAVIA BLVD, LOOKING WEST



LAGUNA STREET AT HICKORY, LOOKING SOUTH



OCTAVIA BOULEVARD AT OAK, LOOKING NORTH

**Consultants:**

- AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107
- GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110
- KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110
- JON WORDEN ARCHITECTS**  
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HEALDSBURG, CA 95448
- TOM ELLIOT FISCH**  
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- NISHKIAN MENNINGER**  
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- CB ENGINEERS**  
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**CENTRL FREEWAY**  
**PARCEL P**  
**AVALON HAYES VALLEY**  
 PARCEL P, MARKET OCTAVIA PLAN  
 SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

Stamp:

Job Number: 1018  
 Drawn by: Author  
 Checked by: Checker  
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 Scale:

Title  
 SITE AND CONTEXT PHOTOGRAPHS

Sheet

**G0.03**



Consultants:

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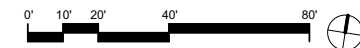
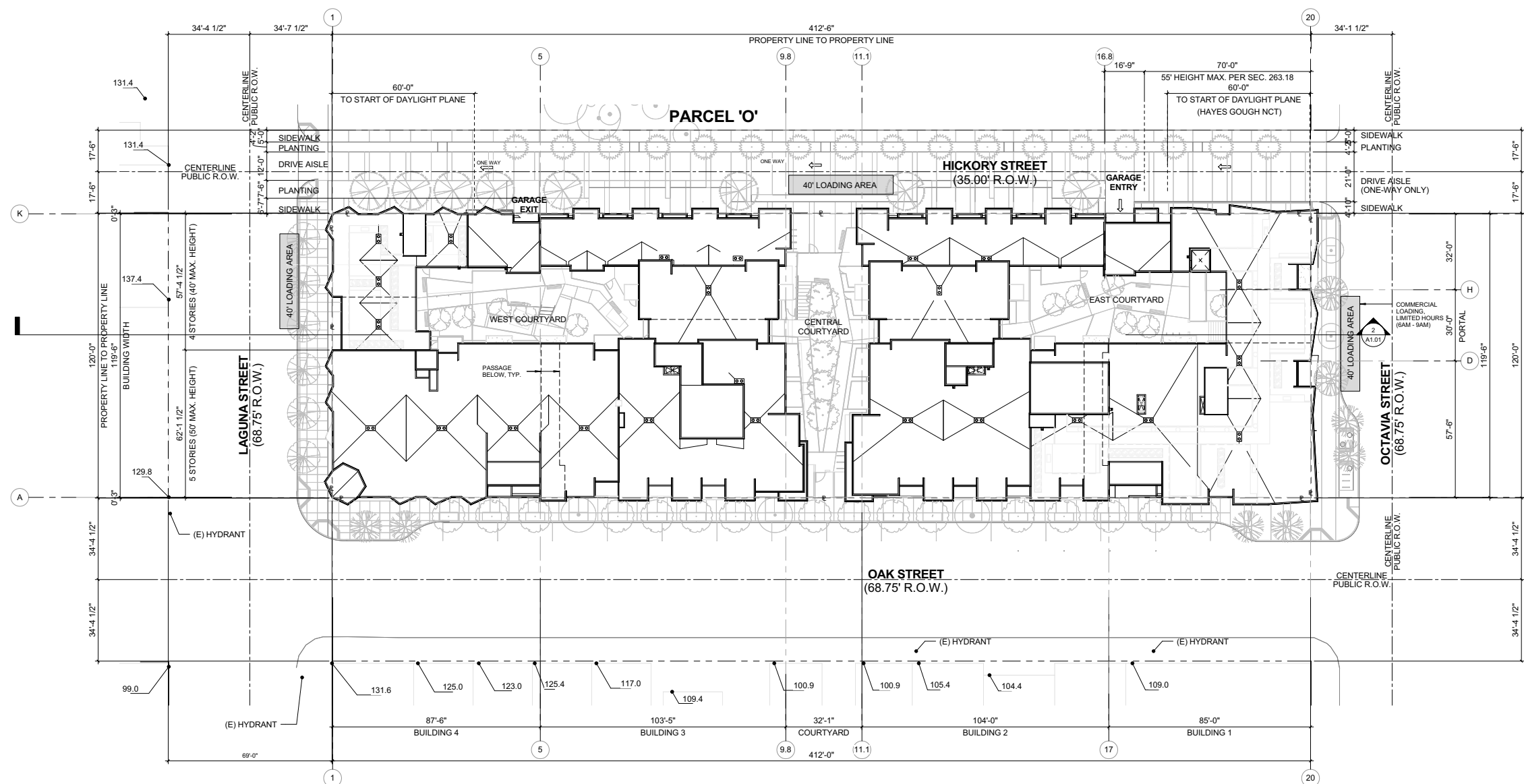
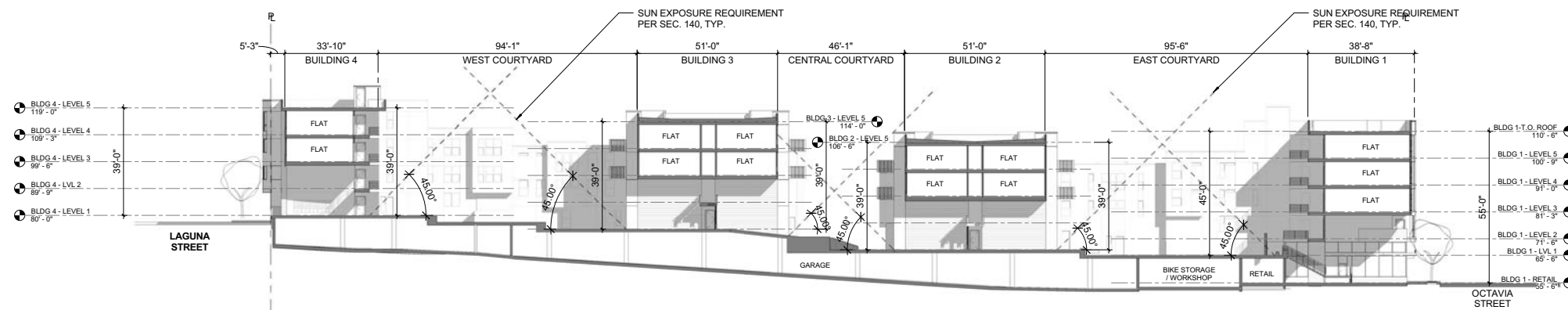
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Drawn by: AS  
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Date: JUNE 28, 2012  
Scale: 1" = 20'-0"

Title  
ARCHITECTURAL SITE PLAN

Sheet

**A1.01**

CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



ARCHITECTURAL SITE PLAN ①

1" = 20'-0"

Consultants:

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FIVE FREELON STREET  
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**CENTRL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY**  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

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| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

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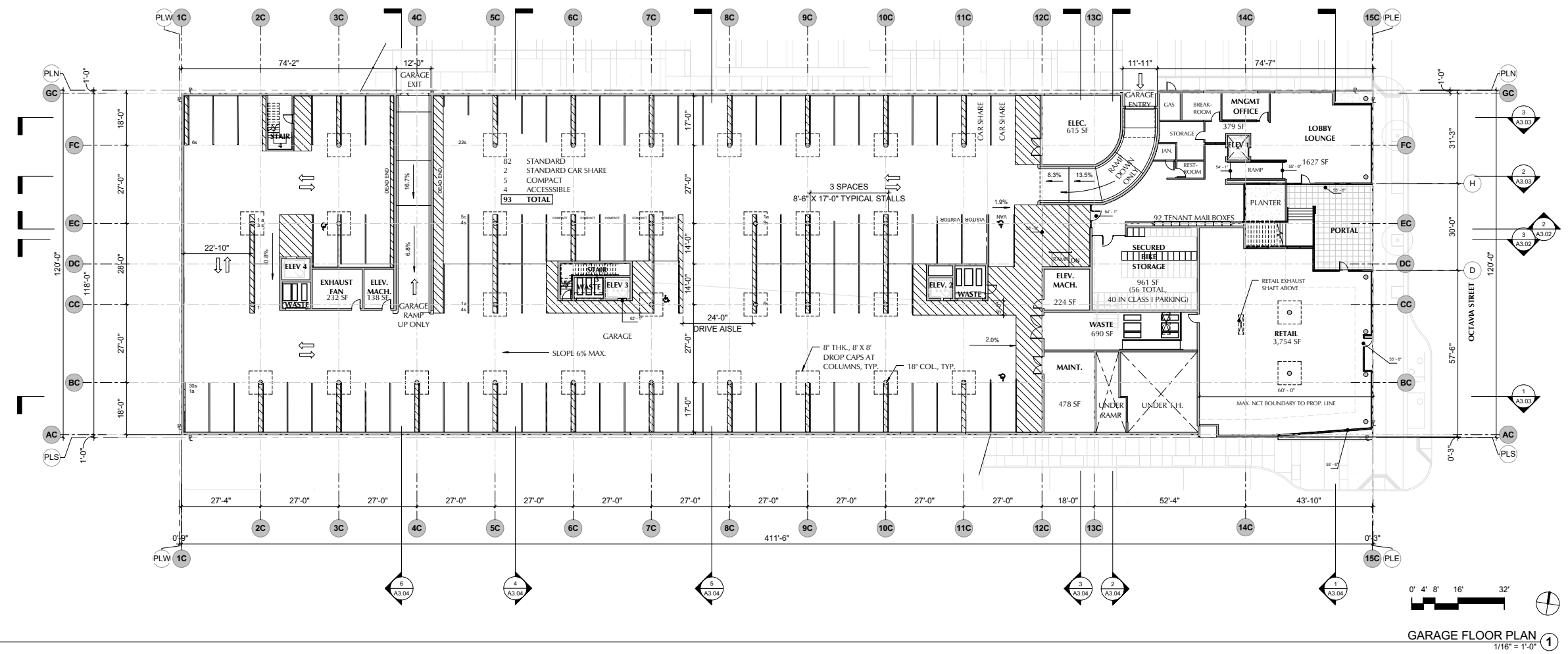
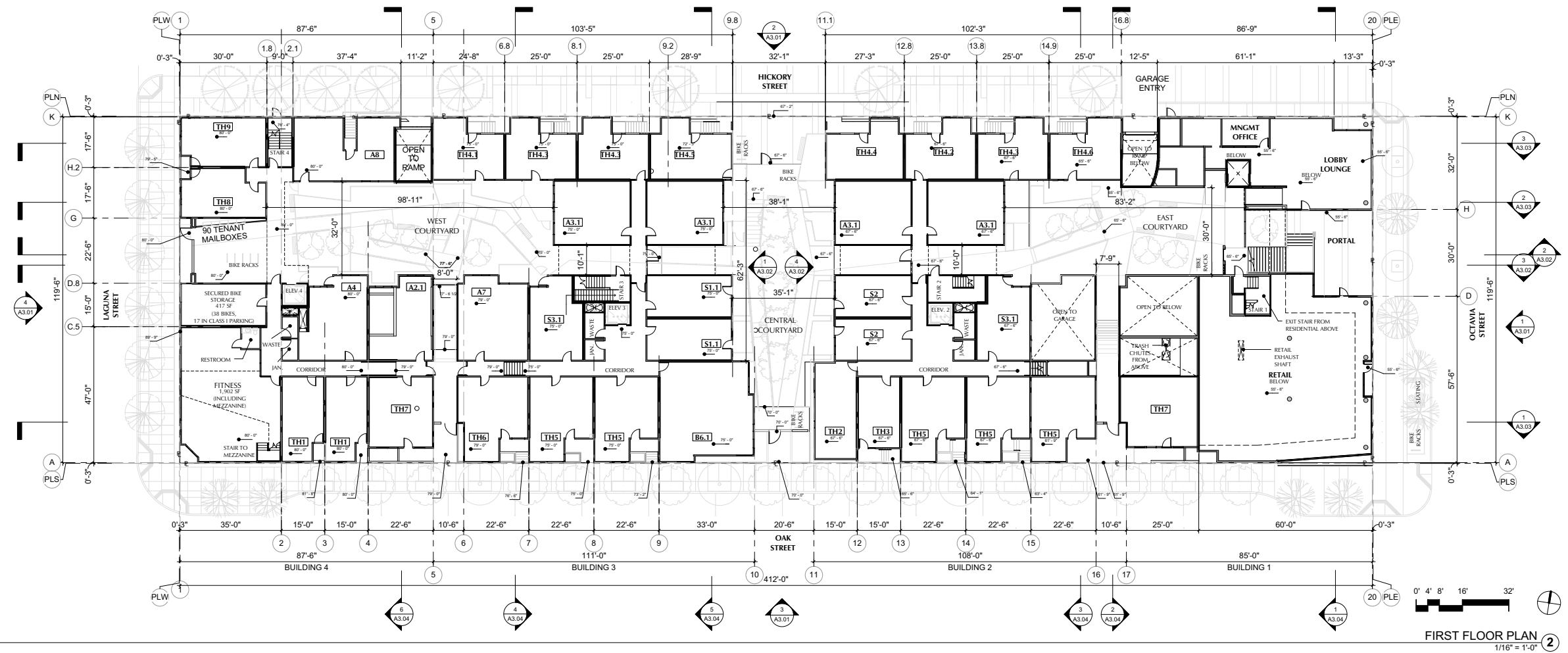
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Drawn by: Author  
Checked by: Checker  
Date: JUNE 28, 2012  
Scale: 1/16" = 1'-0"

Title  
FLOOR PLANS, GARAGE, LEVEL 1

Sheet

**A2.01**

CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



**CENTRL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY**  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

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|--|------------|
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| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

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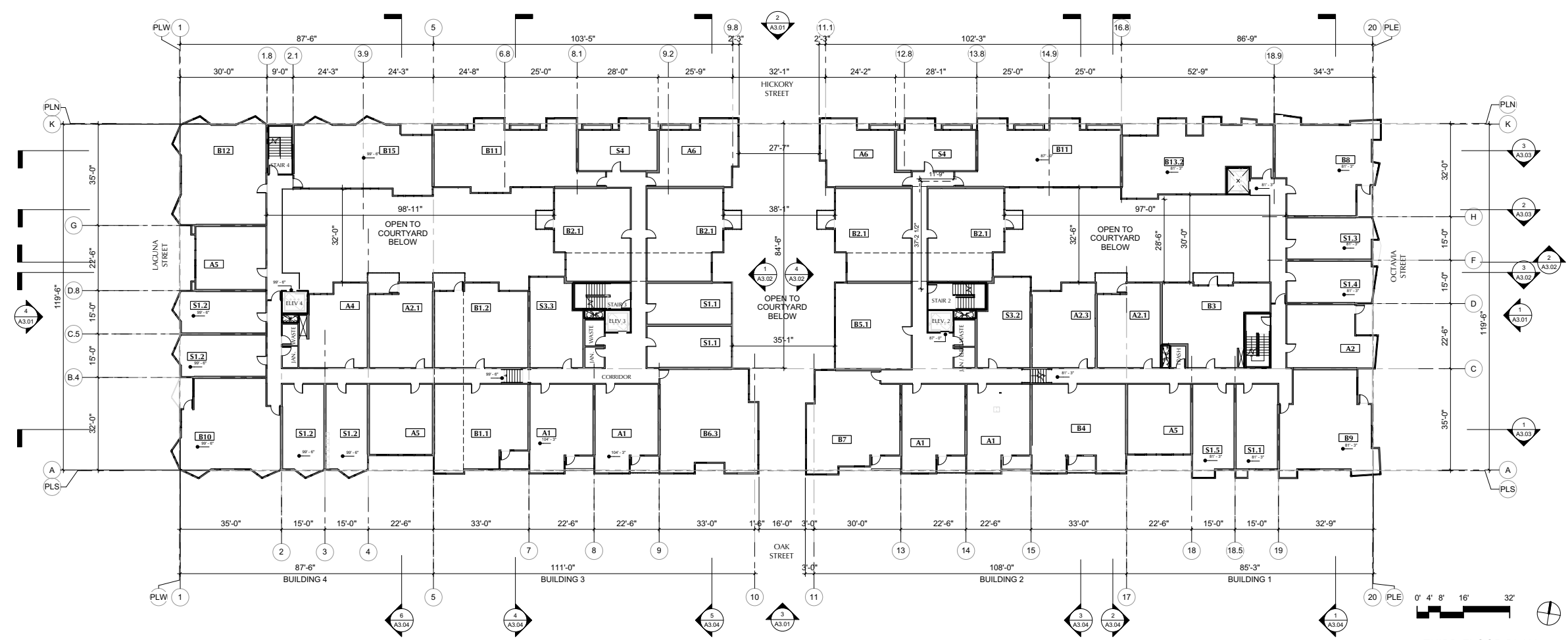
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Checked by: Checker  
Date: JUNE 28, 2012  
Scale: 1/16" = 1'-0"

Title  
FLOOR PLANS, LEVELS 2 & 3

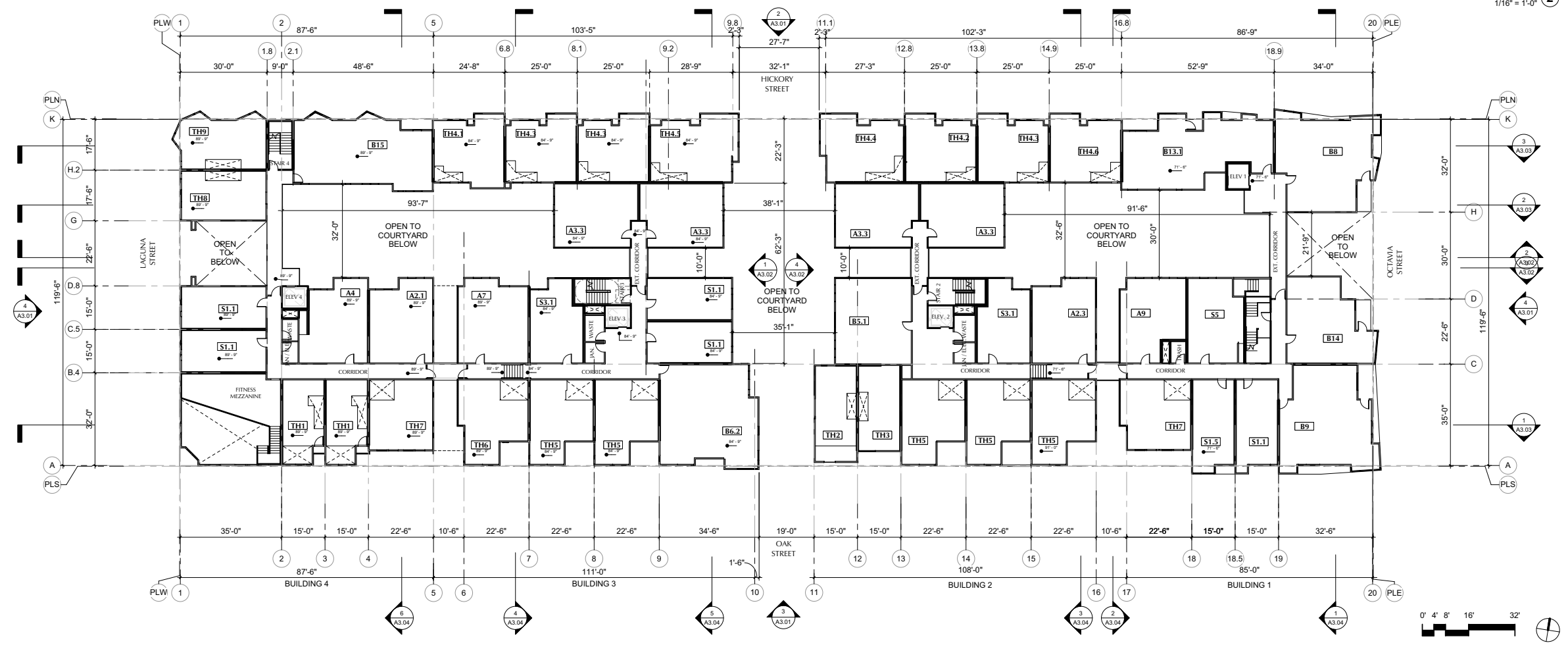
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**A2.02**

CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



THIRD FLOOR PLAN  
1/16" = 1'-0" ②



SECOND FLOOR PLAN  
1/16" = 1'-0" ①

**CENTRL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102**

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

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| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

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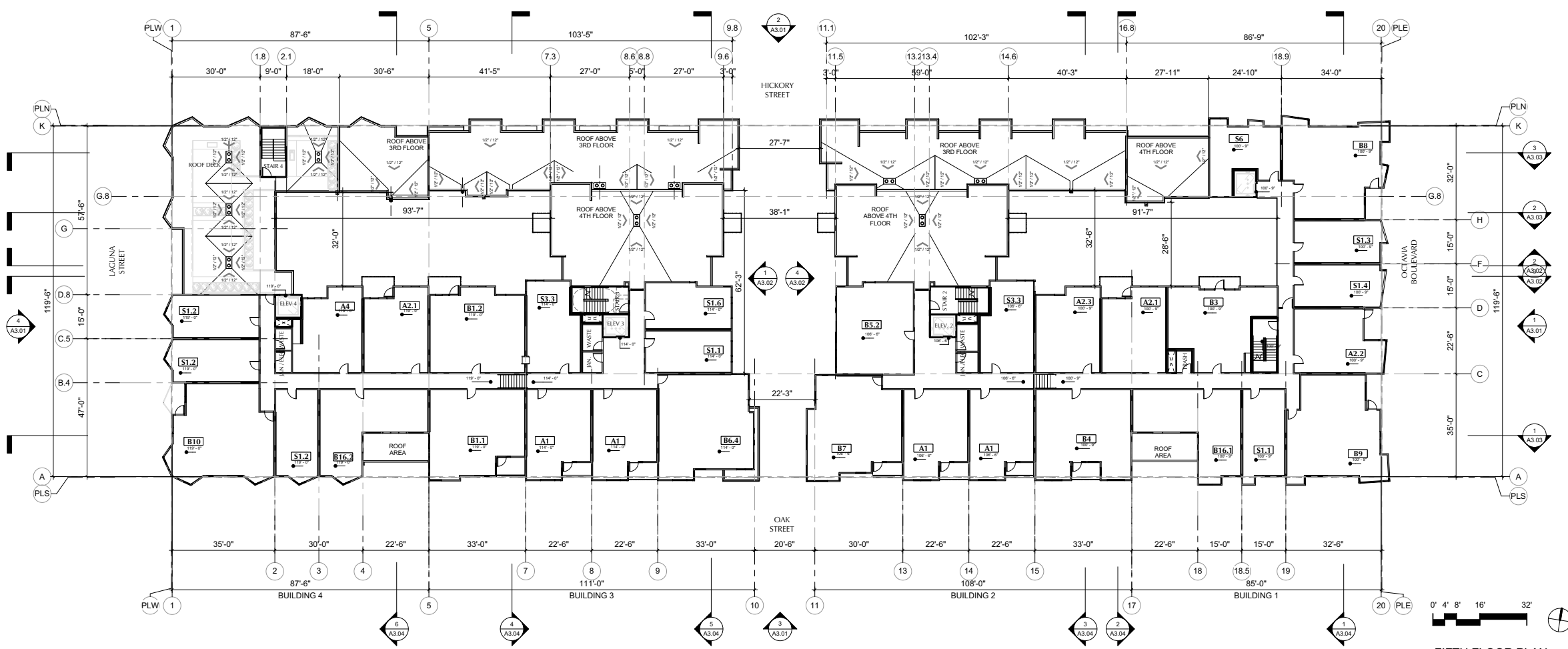
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Drawn by: AS  
Checked by: AS/PW  
Date: JUNE 28, 2012  
Scale: 1/16" = 1'-0"

Title  
FLOOR PLANS, LEVELS 4 & 5

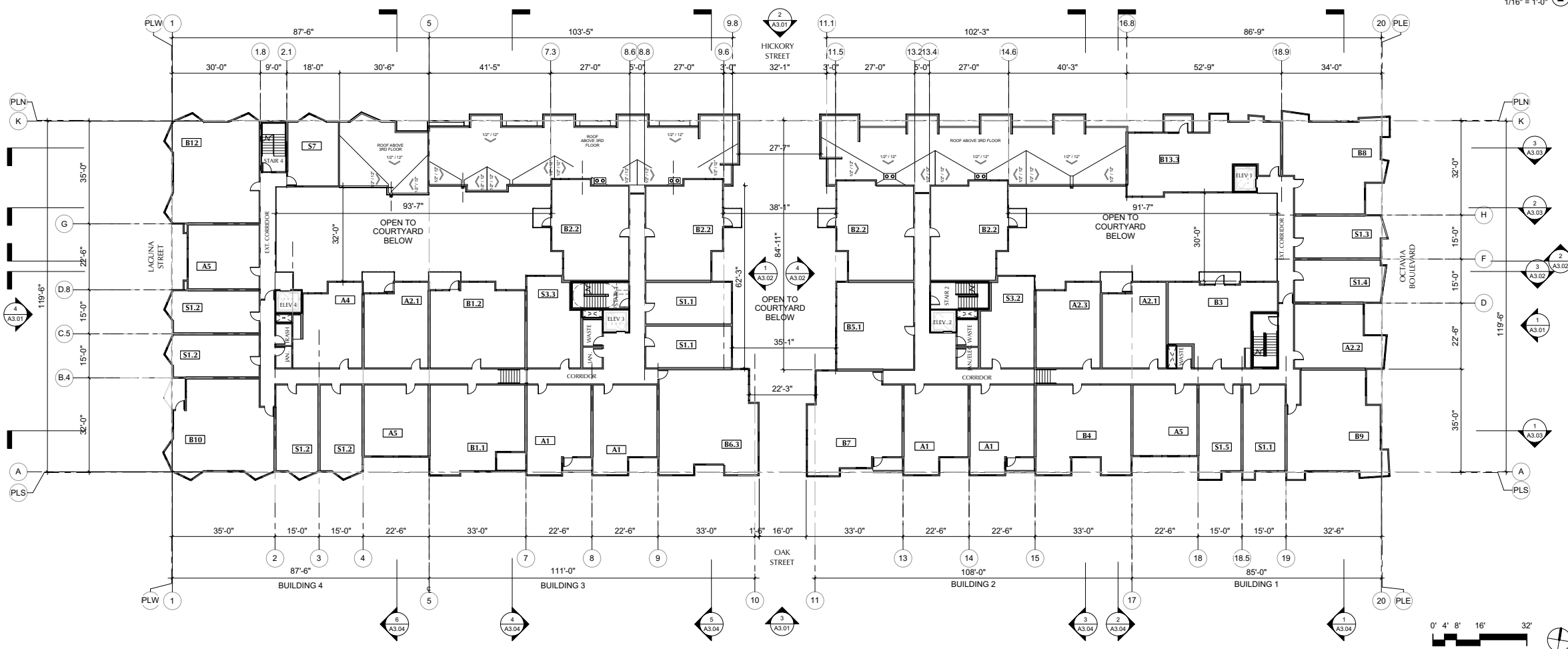
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**A2.03**

CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



**FIFTH FLOOR PLAN**  
1/16" = 1'-0" ②



**FOURTH FLOOR PLAN**  
1/16" = 1'-0" ①

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**KENNERLY ARCHITECTURE**

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**JON WORDEN ARCHITECTS**

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**CB ENGINEERS**

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**CENTRL FREEWAY**  
**PARCEL P**  
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Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
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CONDITIONAL USE SUBMITTAL 11/03/2011

SCHEMATIC DESIGN PRICING SET 12/20/2011

CONDITIONAL USE RE-SUBMITTAL 05/01/2012

CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION 06/28/2012

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Job Number: 1018

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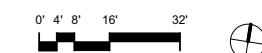
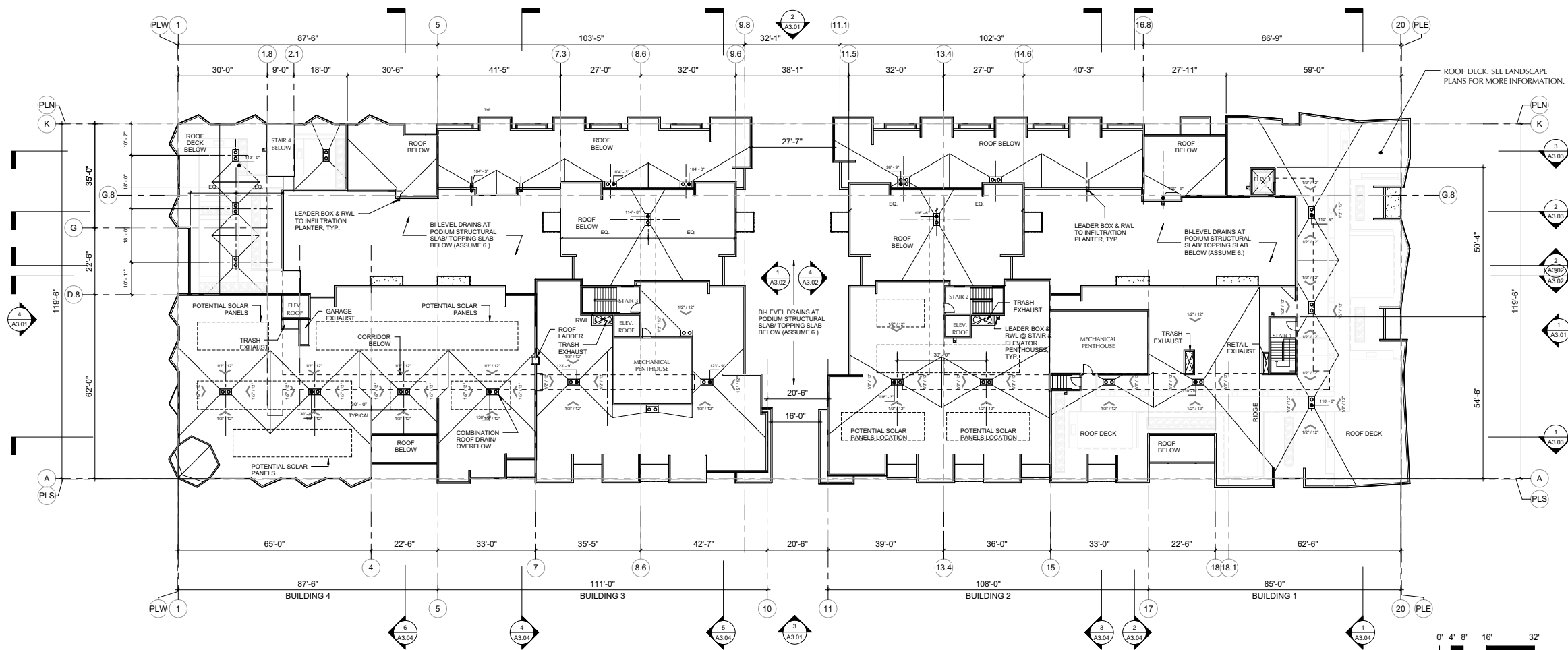
Scale: 1/16" = 1'-0"

Title  
FLOOR PLANS, ROOF

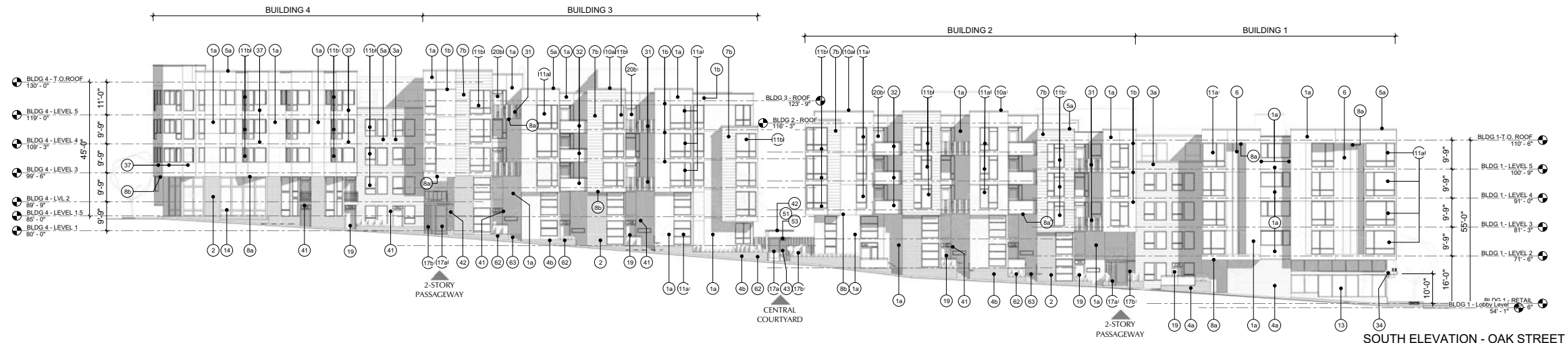
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**A2.04**

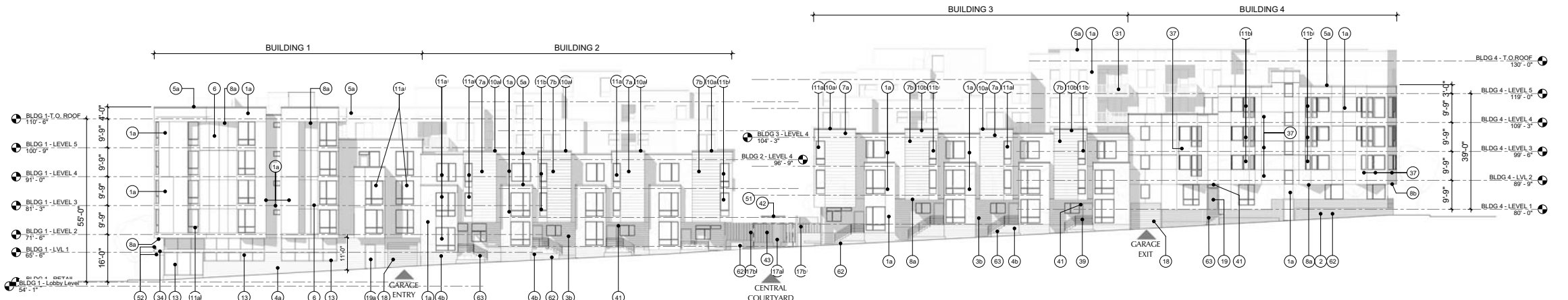
CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



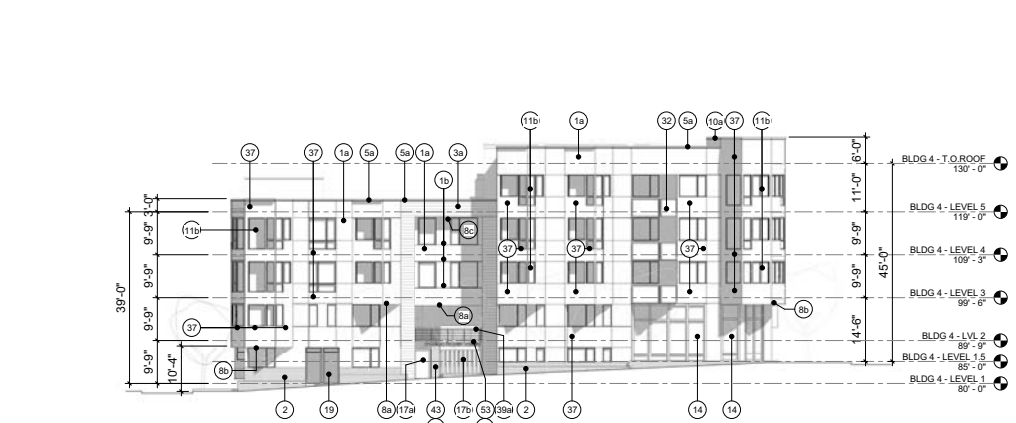
**ROOF PLAN**  
1/16" = 1'-0" ①



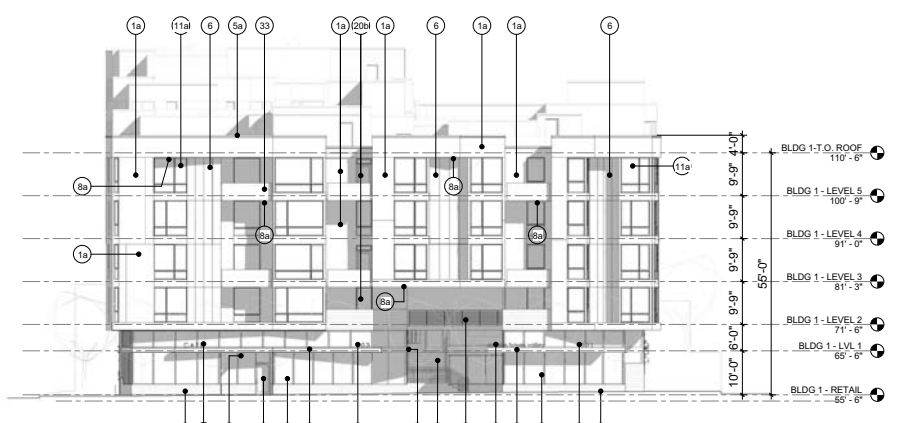
**SOUTH ELEVATION - OAK STREET**  
1/16" = 1'-0"



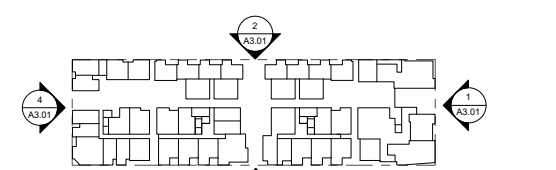
**NORTH ELEVATION - HICKORY STREET**  
1/16" = 1'-0"



**WEST ELEVATION - LAGUNA STREET**  
1/16" = 1'-0"



**EAST ELEVATION - OCTAVIA STREET**  
1/16" = 1'-0"



KEY PLAN

- I. FINISH MATERIALS**
- 1a CEMENT PLASTER W/ MEDIUM SAND FLOAT FINISH, PAINTED.
  - 1b GSM CONTROL JOINT AT PORTLAND CEMENT PLASTER.
  - 2 BRICK VENEER, RUNNING BOND PATTERN, O/ STUCCO BROWN COAT. COLOR PER SCHEDULE.
  - 3a FIBER CEMENT PANEL SHIPLAP SIDING, PAINTED.
  - 3b HORIZONTAL CEMENT BOARD SIDING
  - 4a CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH CLEAR SEALER (NATURAL COLOR)
  - 4b CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH INTEGRAL COLOR & CLEAR SEALER (DARK NATURAL COLOR)
  - 5a GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
  - 6 WOOD-FACED ENGINEERED RESIN PANEL RAIN-SCREEN, CONCEALED FASTENERS.
  - 7a METAL SHIPLAP PANELS - COLOR 1
  - 7b METAL SHIPLAP PANELS - COLOR 2
  - 8a SOFFIT WITH VENT, 3 COAT PORTLAND CEMENT PLASTER, MEDIUM SAND-FLOAT FINISH.
  - 8b SOFFIT WITH VENT- METAL PANEL MATCHING WALL PANELS.
  - 8c SOFFIT WITH VENT FIBER CEMENT PANEL, COLOR TO MATCH WALL PANELS.
  - 10a METAL PARAPET COPING, MATCH ADJACENT METAL PARAPET
  - 10b GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
- II. WINDOWS & DOORS**
- 11a ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. CLEAR ANODIZED FINISH.
  - 11b ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. DARK BRONZE ANODIZED FINISH.
  - 12 VINYL NAIL-ON WINDOW WITH INSULATED GLAZING AND LOW-E COATING. WHITE FINISH.

- 13 ALUMINUM STOREFRONT WITH INSULATED GLAZING. ANODIZED ALUMINUM FINISH
  - 13a ALUMINUM STOREFRONT DOOR WITH INSULATED GLAZING. ANODIZED ALUMINUM FINISH.
  - 14 ALUMINUM STOREFRONT WITH INSULATED GLAZING, KYNAR FINISH.
  - 14a ALUMINUM STOREFRONT DOOR WITH INSULATED GLAZING. KYNAR FINISH.
  - 17a METAL GATE, GALVANIZED. PROVIDE FLOOR CLOSER.
  - 17b METAL FENCE/ ENCLOSURE - PAINTED.
  - 18 MOTORIZED TILTING STEEL GATE & FRAME AT GARAGE ENTRY, PAINTED.
  - 19 METAL DOOR - RESIDENTIAL ENTRY, PAINTED. COLOR PER SCHEDULE
  - 19a METAL DOOR - PAINTED. COLOR PER SCHEDULE
  - 20a WHITE VINYL PATIO DOOR WITH FULL LIGHT AND INTEGRAL TRANSOM WINDOW. INSULATED GLAZING WITH LOW-E COATING.
  - 20b ALUMINUM PATIO DOOR - FULL LIGHT. INSULATED GLAZING WITH LOW-E COATING. COLOR PER SCHEDULE.
- III. ARCHITECTURAL DETAILS**
- 31 VERTICAL SLATS MOUNTED TO GALV. STEEL GUARDRAIL FRAME.
  - 32 TRANSLUCENT PANELS MOUNTED TO GALV. STEEL FRAME
  - 33 PERFORATED ALUMINUM GUARDRAIL, PAINTED ON STREET SIDE.
  - 34 STEEL CANOPY / AWNING, PAINTED.
  - 37 METAL PANEL WITH KYNAR 500 FINISH. COLOR PER SCHEDULE.
  - 39 GALV. METAL STAIR RAILING WITH EMBEDS IN CONCRETE WALL OR STEPS.
  - 39a GALV. METAL GUARDRAIL ATTACHED AT FLOOR

- IV. LIGHTING**
- 41 WALL-MOUNTED FIXTURE AT EXTERIOR RESIDENTIAL UNIT ENTRY.
  - 42 DOWNLIGHT AT EXTERIOR ENTRY GATE & ENCLOSURE OR CANOPY
  - 43 INTERCOM ENTRY SYSTEM & KEY FOB READER.
  - 44 DOWNLIGHT AT EXTERIOR RESIDENTIAL PATIO DOOR.
- V. SIGNAGE**
- 51 PROJECT IDENTIFICATION PLAQUE AT BUILDING ENTRIES.
  - 52 SIGNAGE- MOUNTED TO CUSTOM METAL AWNING STRUCTURE OR CANOPY.
  - 53 ADDRESS SIGNAGE- MOUNTED TO CUSTOM STRUCTURE OR CANOPY AT GATES.
- VI. STRUCTURAL & MISC**
- 62 CONCRETE PLANTER.
  - 63 C.I.P. CONCRETE STEPS

**Pyatok Architects, Inc.**  
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**CENTRAL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102**

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

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Stamp:

Job Number: 1018  
Drawn by: AS/CW/VA  
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Title  
STREET ELEVATIONS

Sheet  
**A3.01**

CONDITIONAL USE RESUBMITTAL  
Not-For-Construction

Consultants:

**AGS**  
FIVE FREELON STREET  
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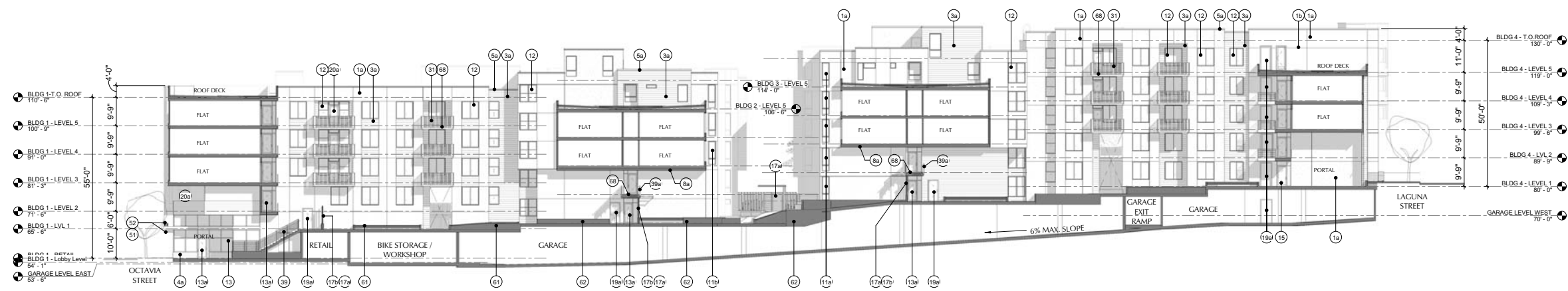
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Title  
COURTYARD ELEVATIONS

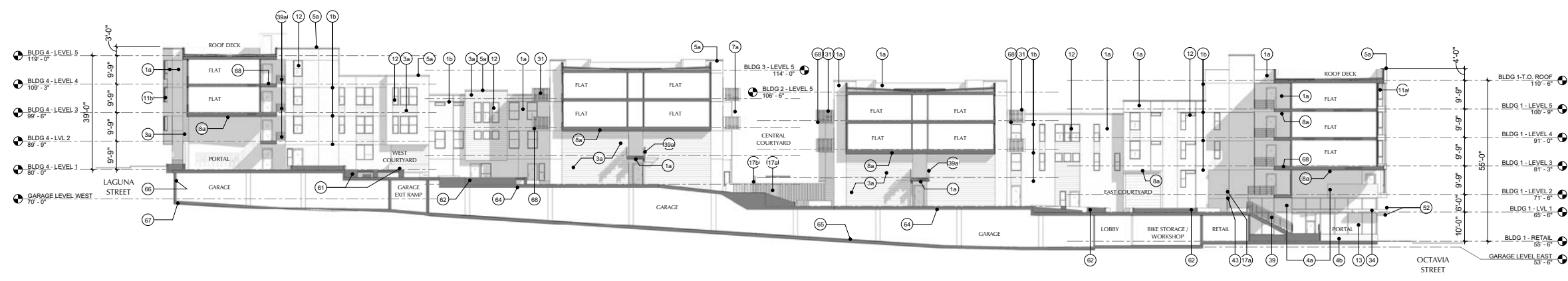
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**A3.02**

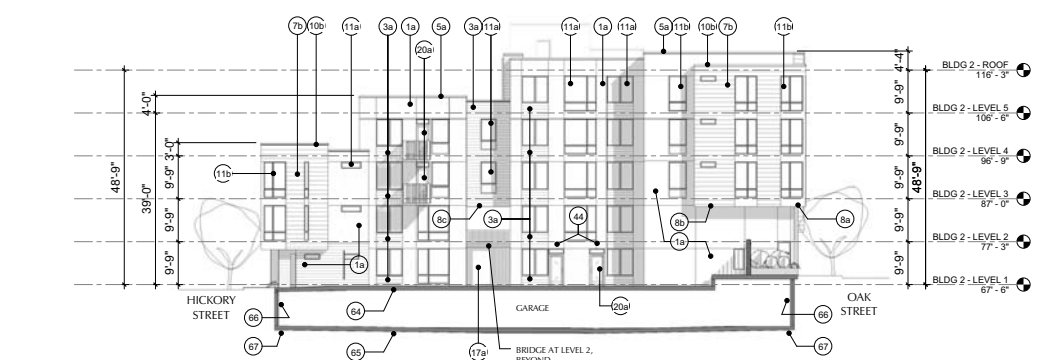
CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



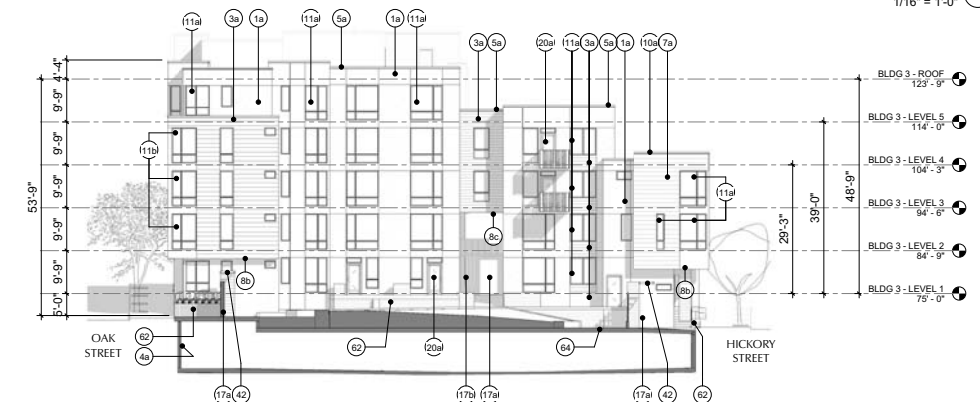
E-W SITE SECTION THRUH PASSAGEWAY - FACING SOUTH 1/16" = 1'-0" 3



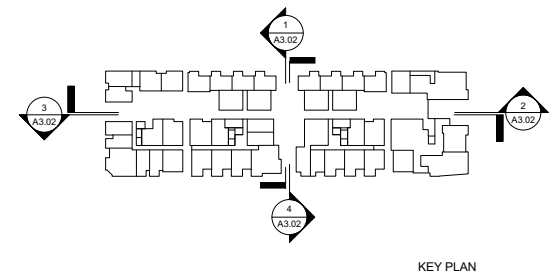
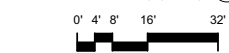
E-W SITE SECTION THRUH PASSAGEWAY - FACING NORTH 1/16" = 1'-0" 2



ELEVATION - COURTYARD - EAST BLOCK 1/16" = 1'-0" 4



ELEVATION - COURTYARD - WEST BLOCK 1/16" = 1'-0" 1



KEY PLAN

I. FINISH MATERIALS

- 1a CEMENT PLASTER W/ MEDIUM SAND FLOAT FINISH, PAINTED.
- 1b GSM CONTROL JOINT AT PORTLAND CEMENT PLASTER.
- 2 BRICK VENEER, RUNNING BOND PATTERN, OI STUCCO BROWN COAT. COLOR PER SCHEDULE.
- 3a FIBER CEMENT PANEL SHIPLAP SIDING, PAINTED.
- 3b HORIZONTAL CEMENT BOARD SIDING.
- 4a CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH CLEAR SEALER (NATURAL COLOR).
- 4b CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH INTEGRAL COLOR & CLEAR SEALER (DARK NATURAL COLOR).
- 5a GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
- 6 WOOD-FACED ENGINEERED RESIN PANEL RAIN-SCREEN, CONCEALED FASTENERS.
- 7a METAL SHIPLAP PANELS - COLOR 1
- 7b METAL SHIPLAP PANELS - COLOR 2
- 8a SOFFIT WITH VENT, 3 COAT PORTLAND CEMENT PLASTER, MEDIUM SAND-FLOAT FINISH.
- 8b SOFFIT WITH VENT- METAL PANEL MATCHING WALL PANELS.
- 8c SOFFIT WITH VENT FIBER CEMENT PANEL, COLOR TO MATCH WALL PANELS.
- 10a METAL PARAPET COPING, MATCH ADJACENT METAL PARAPET
- 10b GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.

II. WINDOWS & DOORS

- 11a ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. CLEAR ANODIZED FINISH.
- 11b ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. DARK BRONZE ANODIZED FINISH.
- 12 VINYL NAIL-ON WINDOW WITH INSULATED GLAZING AND LOW-E COATING. WHITE FINISH.

III. ARCHITECTURAL DETAILS

- 13 ALUMINUM STOREFRONT WITH INSULATED GLAZING. ANODIZED ALUMINUM FINISH.
- 13a ALUMINUM STOREFRONT DOOR WITH INSULATED GLAZING. ANODIZED ALUMINUM FINISH.
- 14 ALUMINUM STOREFRONT WITH INSULATED GLAZING, KYNAR FINISH.
- 14a ALUMINUM STOREFRONT DOOR WITH INSULATED GLAZING. KYNAR FINISH.
- 17a METAL GATE, GALVANIZED. PROVIDE FLOOR CLOSER.
- 17b METAL FENCE/ ENCLOSURE - PAINTED.
- 18 MOTORIZED TILTING STEEL GATE & FRAME AT GARAGE ENTRY, PAINTED.
- 19 METAL DOOR - RESIDENTIAL ENTRY, PAINTED. COLOR PER SCHEDULE.
- 19a METAL DOOR - PAINTED. COLOR PER SCHEDULE.
- 20a WHITE VINYL PATIO DOOR WITH FULL LIGHT AND INTEGRAL TRANSOM WINDOW. INSULATED GLAZING WITH LOW-E COATING.
- 20b ALUMINUM PATIO DOOR - FULL LIGHT. INSULATED GLAZING WITH LOW-E COATING. COLOR PER SCHEDULE.
- 31 VERTICAL SLATS MOUNTED TO GALV. STEEL GUARDRAIL FRAME.
- 32 TRANSLUCENT PANELS MOUNTED TO GALV. STEEL FRAME
- 33 PERFORATED ALUMINUM GUARDRAIL, PAINTED ON STREET SIDE.
- 34 STEEL CANOPY / AWNING, PAINTED.
- 37 METAL PANEL WITH KYNAR 500 FINISH. COLOR PER SCHEDULE.
- 39 GALV. METAL STAIR RAILING WITH EMBEDS IN CONCRETE WALL OR STEPS.
- 39a GALV. METAL GUARDRAIL ATTACHED AT FLOOR.

IV. LIGHTING

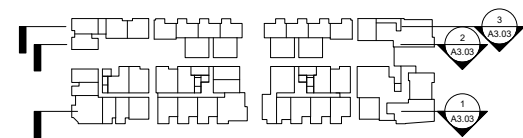
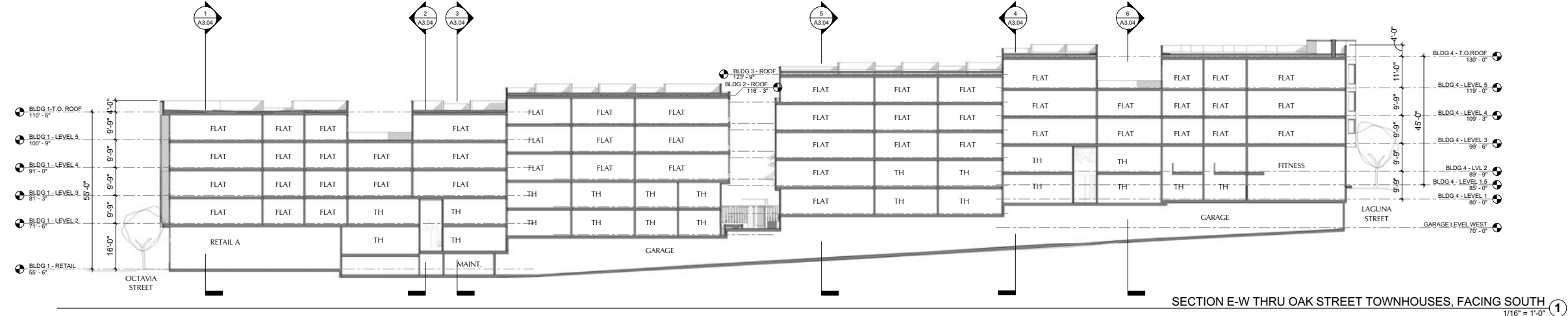
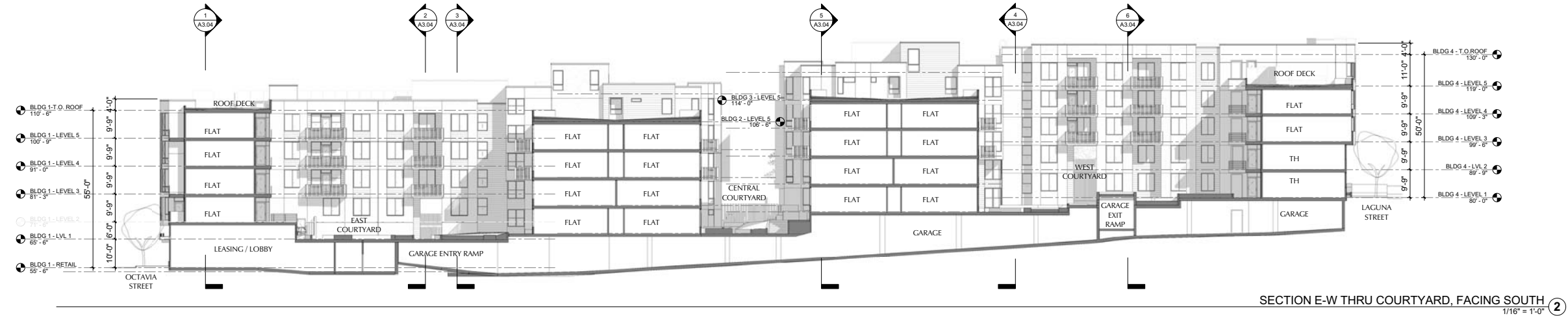
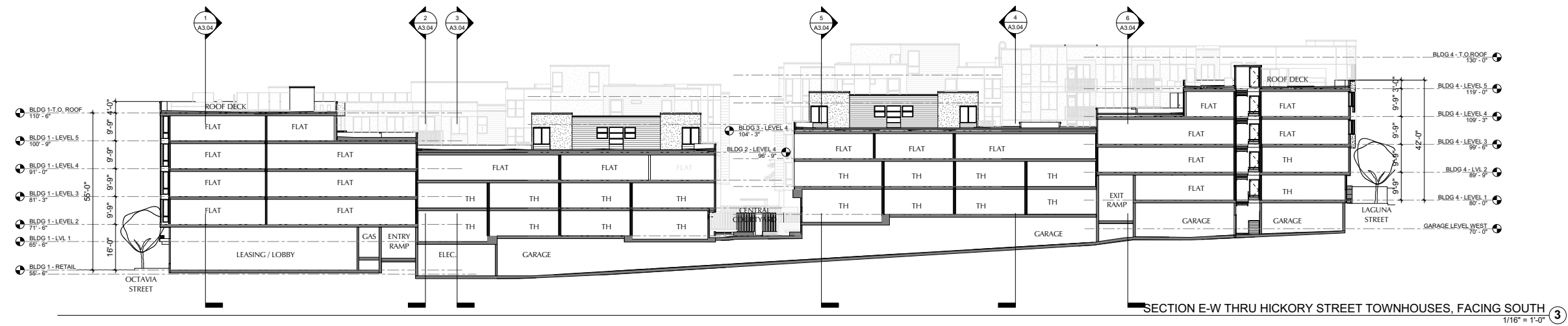
- 41 WALL-MOUNTED FIXTURE AT EXTERIOR RESIDENTIAL UNIT ENTRY.
- 42 DOWNLIGHT AT EXTERIOR ENTRY GATE & ENCLOSURE OR CANOPY.
- 43 INTERCOM ENTRY SYSTEM & KEY FOB READER.
- 44 DOWNLIGHT AT EXTERIOR RESIDENTIAL PATIO DOOR.

V. SIGNAGE

- 51 PROJECT IDENTIFICATION PLAQUE AT BUILDING ENTRIES.
- 52 SIGNAGE- MOUNTED TO CUSTOM METAL AWNING STRUCTURE OR CANOPY.
- 53 ADDRESS SIGNAGE- MOUNTED TO CUSTOM STRUCTURE OR CANOPY AT GATES.

VI. STRUCTURAL & MISC

- 62 CONCRETE PLANTER.
- 63 C.I.P. CONCRETE STEPS



KEY PLAN

**Consultants:**

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110

**JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448

**TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108

**NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

**CENTRL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY**  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

CONDITIONAL USE SUBMITTAL 11/03/2011

SCHEMATIC DESIGN PRICING SET 12/20/2011

CONDITIONAL USE RE-SUBMITTAL 05/01/2012

CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION 06/28/2012

Stamp:

Job Number: 1018  
Drawn by: AS/VA  
Checked by: PW  
Date: JUNE 28, 2012  
Scale: As indicated

Title  
SECTIONS

Sheet

**A3.03**



Consultants:

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110

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HEALDSBURG, CA 95448

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SAN FRANCISCO, CA 94108

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1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

CENTRL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

Stamp:

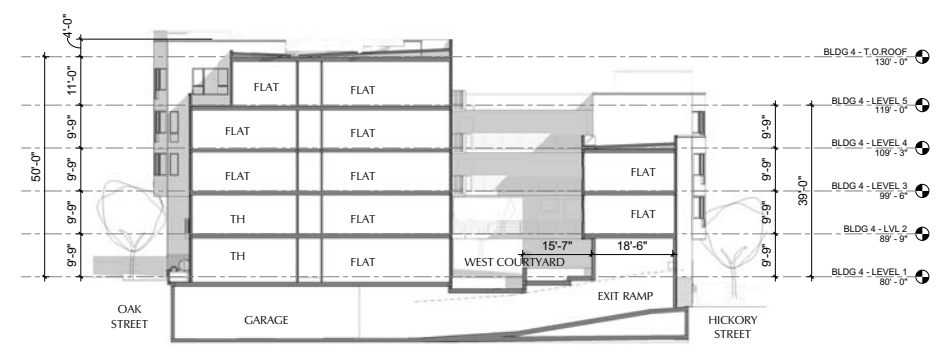
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Drawn by: CW/VA  
Checked by: AS/PW  
Date: JUNE 28, 2012  
Scale: As indicated

Title  
SECTIONS

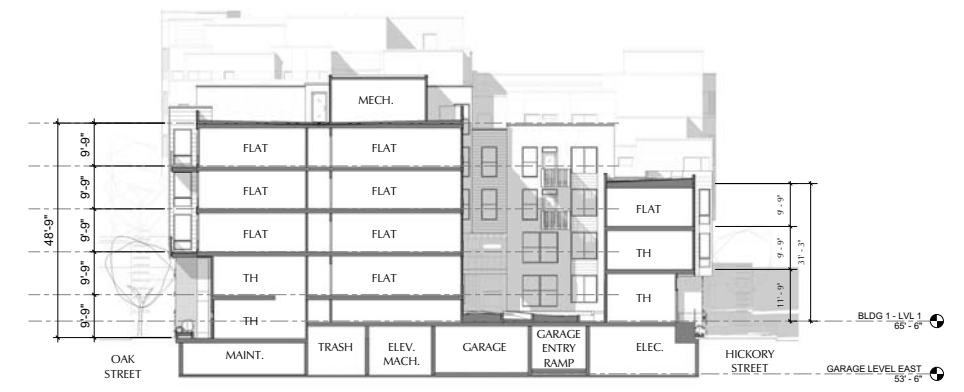
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**A3.04**

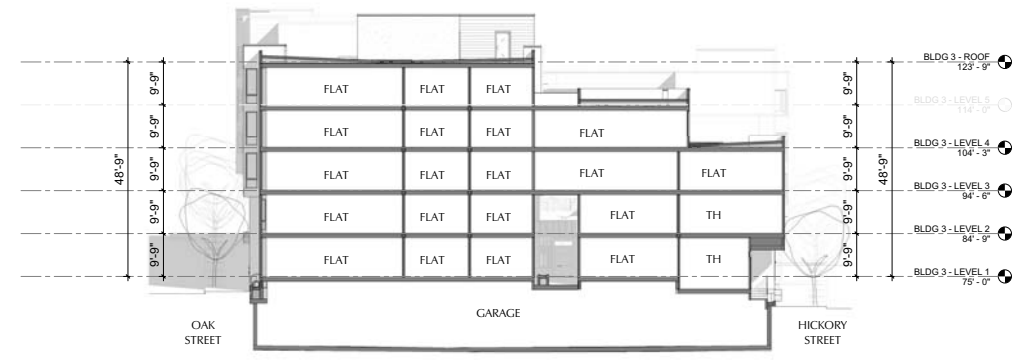
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Not-For-Construction



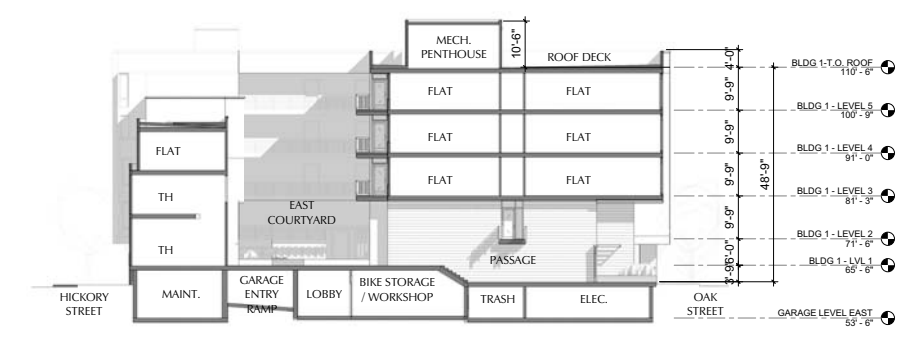
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1/16" = 1'-0"



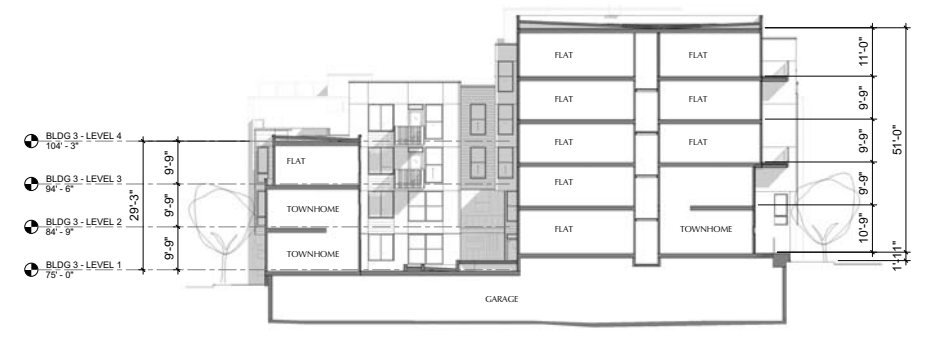
SECTION - EAST BLOCK THRU COURTYARD LOOKING WEST  
1/16" = 1'-0"



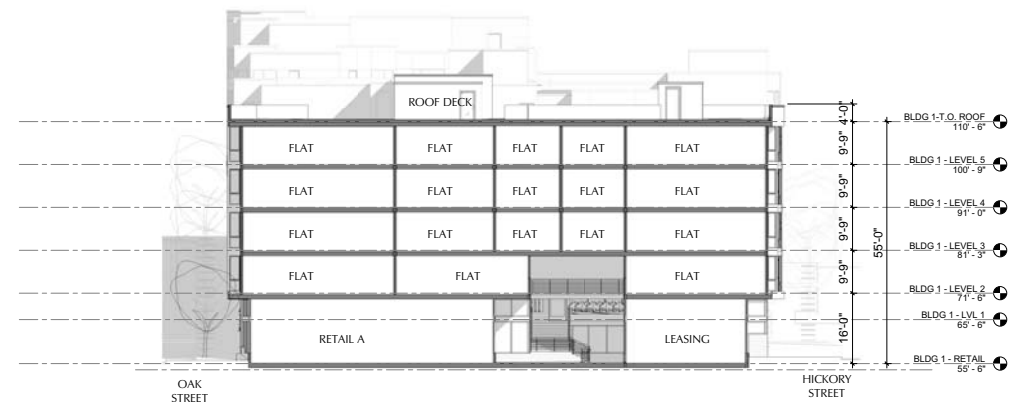
SECTION - WEST BLOCK THRU ENTRY PASSAGE LOOKING WEST  
1/16" = 1'-0"



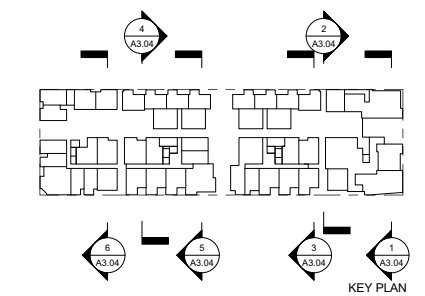
SECTION - EAST BLOCK THRU PASSAGEWAY LOOKING EAST  
1/16" = 1'-0"



SECTION - WEST BLOCK THRU COURTYARD LOOKING EAST  
1/16" = 1'-0"



SECTION - EAST BLOCK THRU PORTAL LOOKING WEST  
1/16" = 1'-0"



Consultants:

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

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SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110

**JON WORDEN ARCHITECTS**  
33-B HEADSBURG AVENUE,  
HEADSBURG, CA 95448

**TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108

**NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

CENTRL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

CONDITIONAL USE SUBMITTAL 11/03/2011

SCHEMATIC DESIGN PRICING SET 12/20/2011

CONDITIONAL USE RE-SUBMITTAL 05/01/2012

CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION 06/28/2012

Stamp:

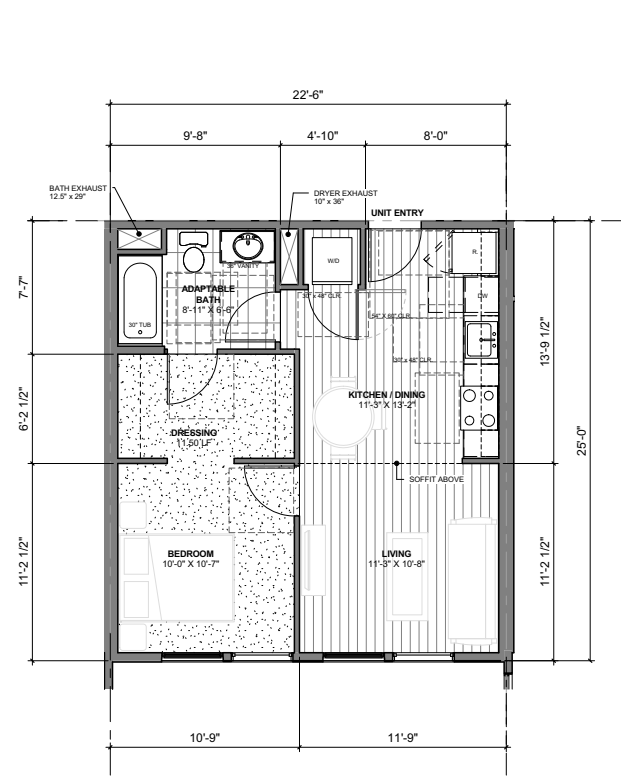
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Checked by: Checker  
Date: JUNE 28, 2012  
Scale: As indicated

Title  
UNIT PLANS - 'S' AND 'A' UNITS

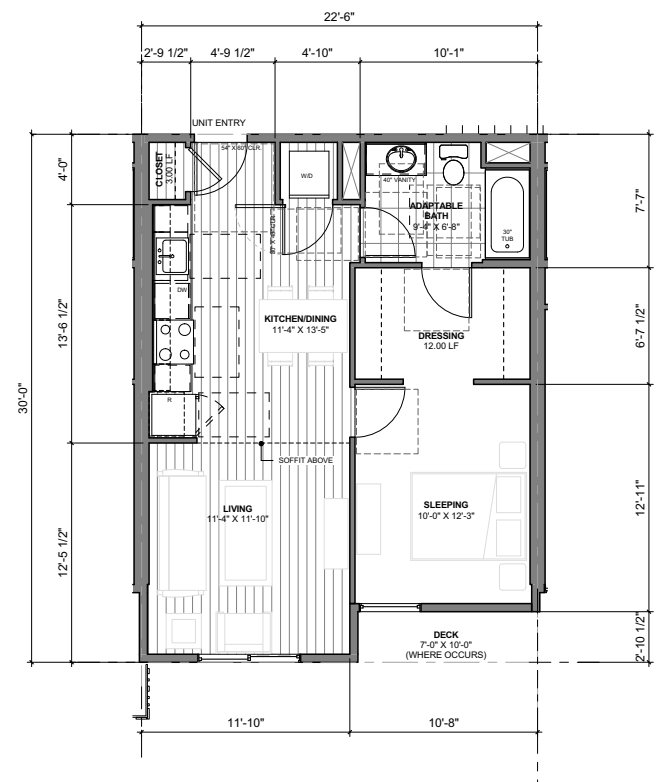
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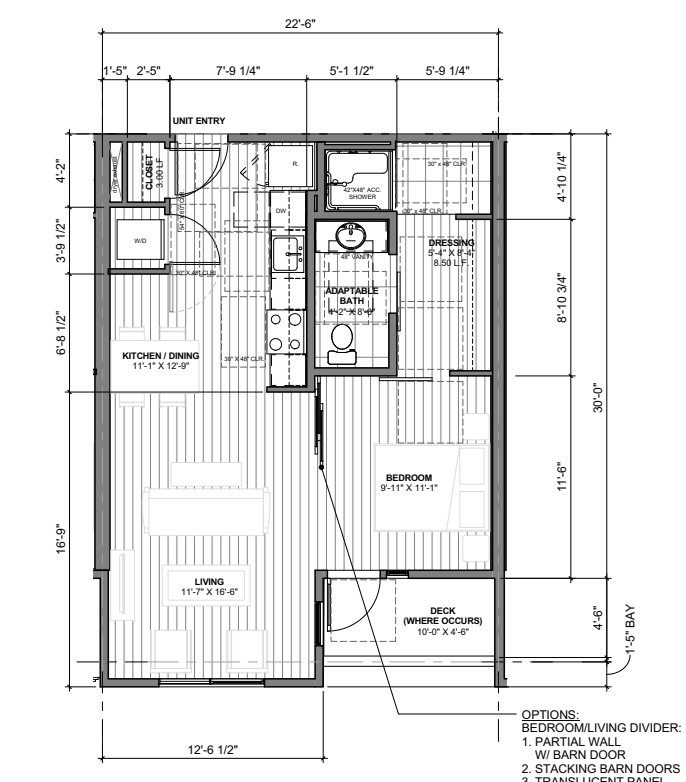
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Not-For-Construction



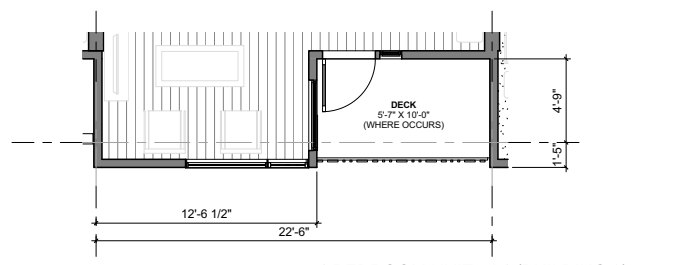
562 GSF  
1 BEDROOM, 1 BATH  
**1 BEDROOM UNIT - A5** (5)  
1/4" = 1'-0"



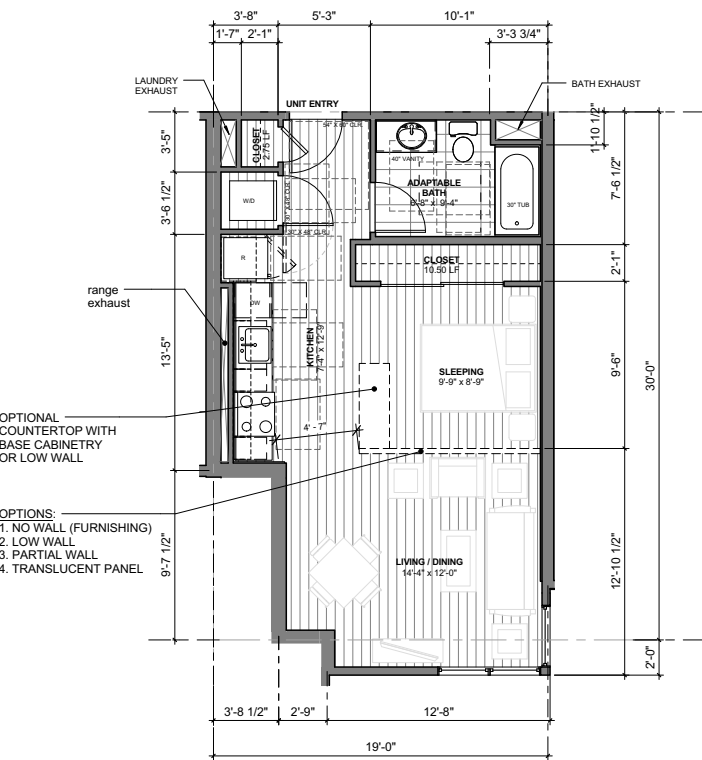
631 GSF  
1 BEDROOM, 1 BATH  
**1 BEDROOM UNIT - A2** (4)  
1/4" = 1'-0"



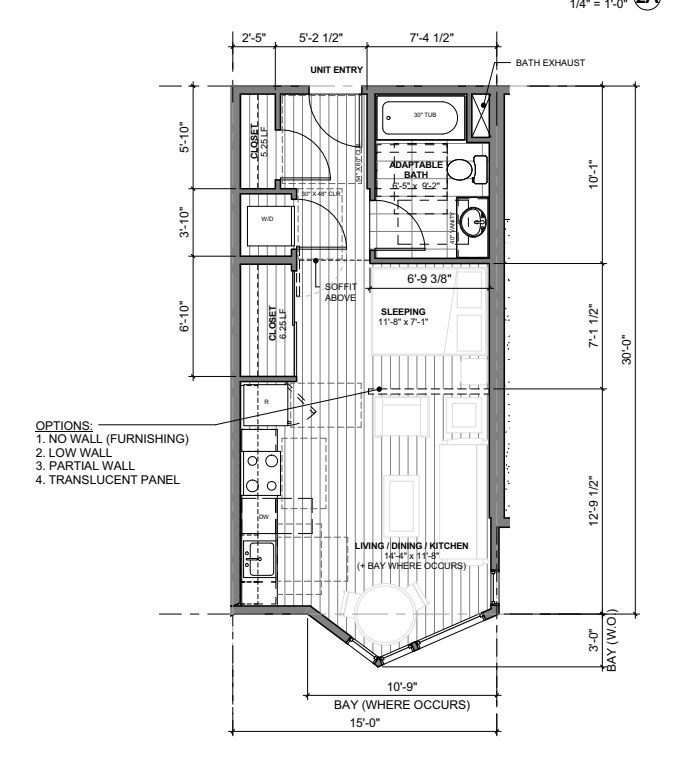
646 GSF  
1 BEDROOM, 1 BATH (URBAN HIPSTER)  
**1 BEDROOM UNIT - A1 (BUILDING 2)** (2)  
1/4" = 1'-0"



**1 BEDROOM UNIT - A1 (BUILDING 3)** (2A)  
1/4" = 1'-0"



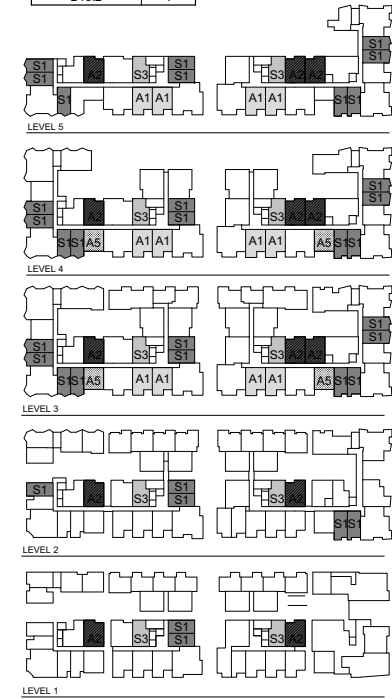
541 GSF  
0 BEDROOM, 1 BATH  
**STUDIO UNIT - S3** (3)  
1/4" = 1'-0"



460 GSF  
0 BEDROOM, 1 BATH  
**STUDIO UNIT - S1** (1)  
1/4" = 1'-0"

**GENERAL NOTES:**  
1. AFFORDABLE UNITS (BELOW-MARKET-RATE):  
SEE BUILDING PLANS FOR LOCATIONS. SEE SHEET G0.1 FOR ADDITIONAL INFORMATION.  
2. ACCESSIBILITY: ALL UNITS TO BE ADAPTABLE.

| UNIT SCHEDULE      |       | UNIT SCHEDULE      |       |
|--------------------|-------|--------------------|-------|
| UNIT TYPE          | COUNT | UNIT TYPE          | COUNT |
| <b>STUDIO UNIT</b> |       |                    |       |
| S1.1               | 15    | TH2                | 1     |
| S1.2               | 11    | TH4.1              | 1     |
| S1.3               | 3     | TH4.2              | 1     |
| S1.4               | 3     | TH4.3              | 3     |
| S1.5               | 3     | TH4.4              | 1     |
| S1.6               | 1     | TH4.5              | 1     |
| S2                 | 2     | TH4.6              | 1     |
| S3.1               | 4     | TH5                | 5     |
| S3.2               | 2     | TH6                | 1     |
| S3.3               | 4     | TH7                | 2     |
| S4                 | 2     | TH8                | 1     |
| S5                 | 1     | TH9                | 1     |
| S6                 | 1     |                    |       |
| S7                 | 1     | <b>1BR UNIT</b>    |       |
| <b>2BR UNIT</b>    |       |                    |       |
| B1.1               | 3     | A1                 | 12    |
| B1.2               | 3     | A2                 | 1     |
| B2.1               | 4     | A2.1               | 8     |
| B2.2               | 4     | A2.2               | 2     |
| B3                 | 3     | A2.3               | 4     |
| B4                 | 3     | A3.1               | 4     |
| B5.1               | 3     | A3.3               | 4     |
| B5.2               | 1     | A4                 | 5     |
| B6.1               | 1     | A5                 | 6     |
| B6.2               | 1     | A6                 | 2     |
| B6.3               | 2     | A7                 | 2     |
| B6.4               | 1     | A8                 | 1     |
| B7                 | 3     | A9                 | 1     |
| B8                 | 4     | <b>1BR TH UNIT</b> |       |
| B9                 | 4     | TH1                | 2     |
| B10                | 3     | TH3                | 1     |
| B11                | 2     |                    |       |
| B12                | 2     |                    |       |
| B13.1              | 1     |                    |       |
| B13.2              | 1     |                    |       |
| B13.3              | 1     |                    |       |
| B14                | 1     |                    |       |
| B15                | 2     |                    |       |
| B16.1              | 1     |                    |       |
| B16.2              | 1     |                    |       |
|                    |       |                    | 182   |



KEY PLAN

Consultants:

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110

**JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448

**TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108

**NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

CENTRL FREEWAY  
 PARCEL P  
 AVALON HAYES VALLEY  
 PARCEL P, MARKET OCTAVIA PLAN  
 SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

Stamp:

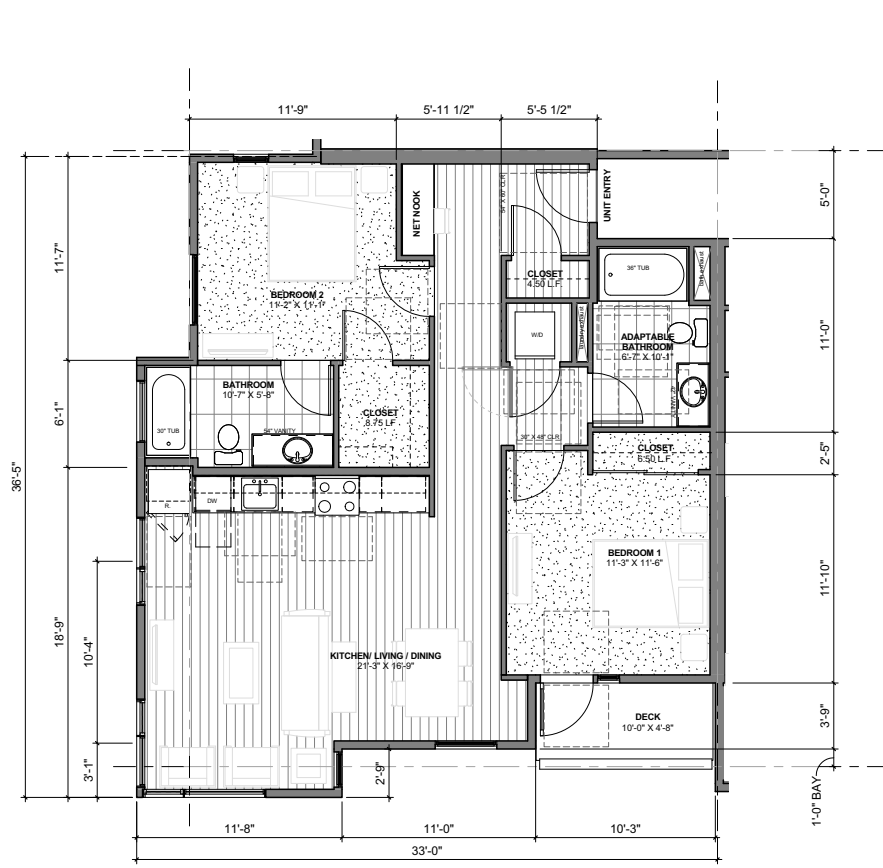
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Drawn by: CW/VA  
Checked by: AS/PW  
Date: JUNE 28, 2012  
Scale: As indicated

Title  
UNIT PLANS - 'B' UNITS

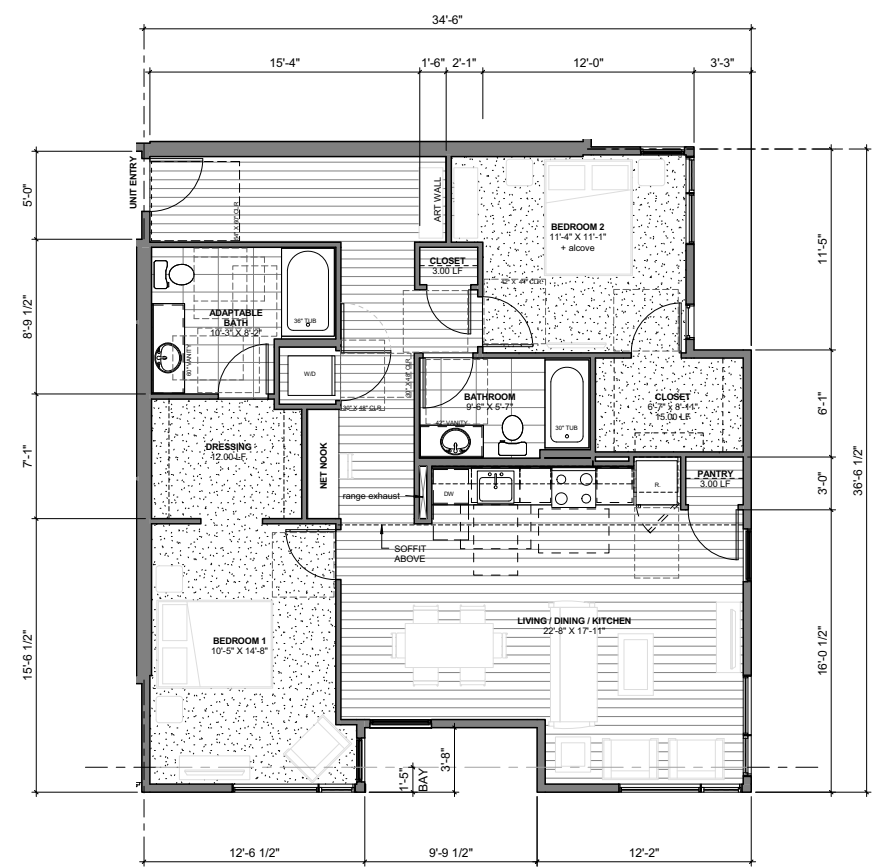
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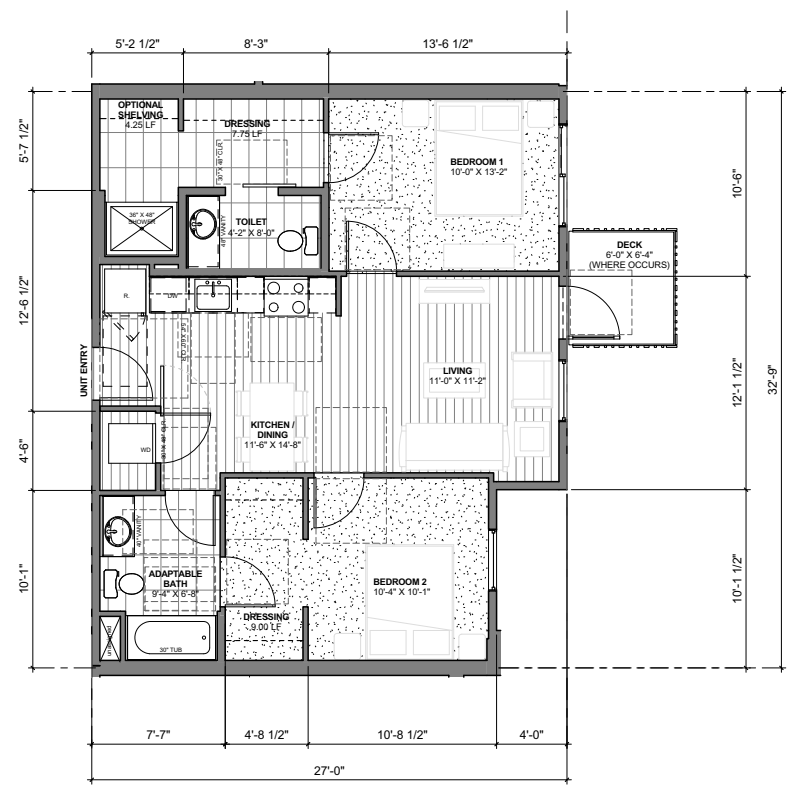
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Not-For-Construction



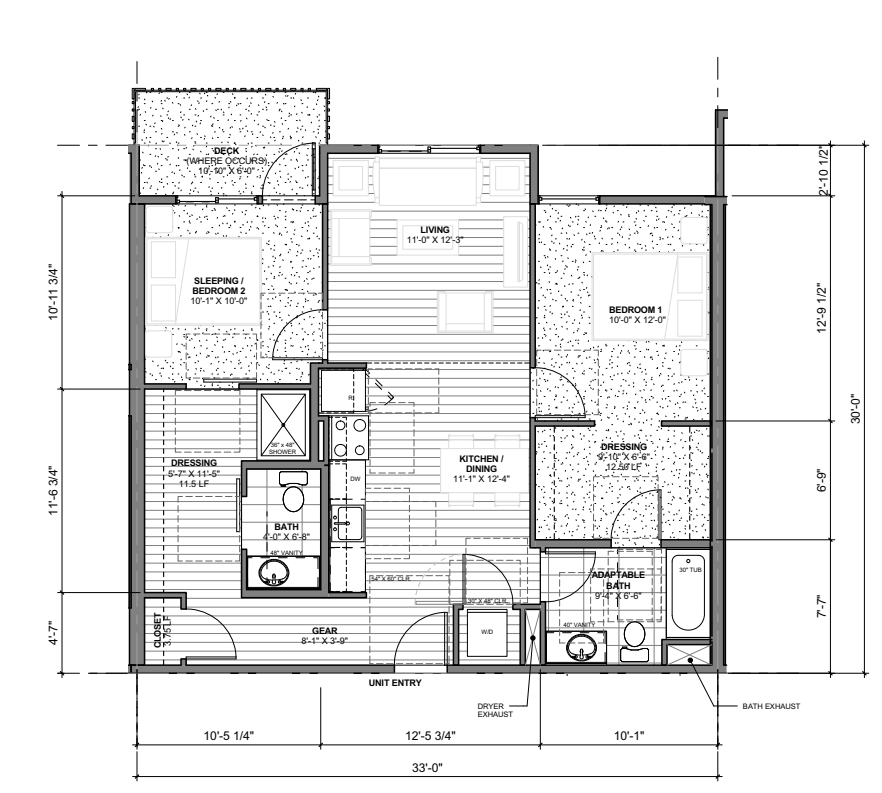
1,006 GSF  
2 BEDROOM, 2 BATH  
**2 BEDROOM CORNER UNIT - B7**  
1/4" = 1'-0"  
4



1,155 GSF  
2 BEDROOM, 2 BATH  
**2 BEDROOM CORNER UNIT - B6**  
1/4" = 1'-0"  
2



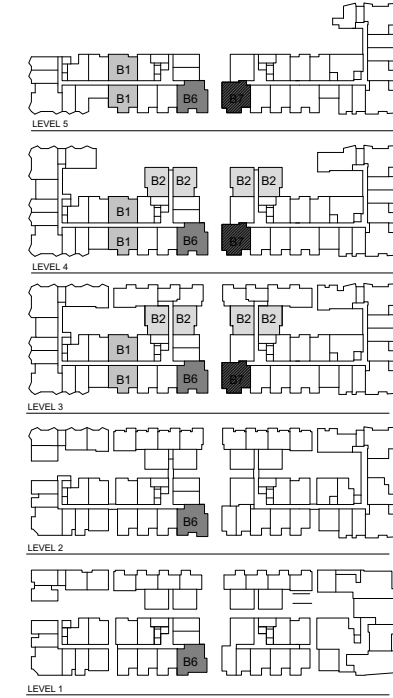
843 GSF  
2 BEDROOM, 2 BATH  
**2 BEDROOM UNIT - B2**  
1/4" = 1'-0"  
3



918 GSF  
2 BEDROOM, 2 BATH (URBAN HIPSTER)  
**2 BEDROOM UNIT - B1**  
1/4" = 1'-0"  
1

**GENERAL NOTES:**  
1. AFFORDABLE UNITS (BELOW-MARKET-RATE): SEE BUILDING PLANS FOR LOCATIONS. SEE SHEET G0.1 FOR ADDITIONAL INFORMATION.  
2. ACCESSIBILITY: ALL UNITS TO BE ADAPTABLE.

| UNIT SCHEDULE      |       | UNIT SCHEDULE      |       |
|--------------------|-------|--------------------|-------|
| UNIT TYPE          | COUNT | UNIT TYPE          | COUNT |
| <b>STUDIO UNIT</b> |       | <b>2BR TH UNIT</b> |       |
| S1.1               | 15    | TH2                | 1     |
| S1.2               | 11    | TH4.1              | 1     |
| S1.3               | 3     | TH4.2              | 1     |
| S1.4               | 3     | TH4.3              | 3     |
| S1.5               | 3     | TH4.4              | 1     |
| S1.6               | 1     | TH4.5              | 1     |
| S2                 | 2     | TH4.6              | 1     |
| S3.1               | 4     | TH5                | 5     |
| S3.2               | 2     | TH6                | 1     |
| S3.3               | 4     | TH7                | 2     |
| S4                 | 2     | TH8                | 1     |
| S5                 | 1     | TH9                | 1     |
| S6                 | 1     |                    |       |
| S7                 | 1     | A1                 | 12    |
| <b>2BR UNIT</b>    |       | <b>1BR TH UNIT</b> |       |
| B1.1               | 3     | A2                 | 1     |
| B1.2               | 3     | A2.1               | 8     |
| B2.1               | 4     | A2.2               | 2     |
| B2.2               | 4     | A2.3               | 2     |
| B3                 | 3     | A3.1               | 4     |
| B4                 | 3     | A3.3               | 4     |
| B5.1               | 3     | A4                 | 5     |
| B5.2               | 1     | A5                 | 6     |
| B6.1               | 1     | A6                 | 2     |
| B6.2               | 1     | A7                 | 2     |
| B6.3               | 2     | A8                 | 1     |
| B6.4               | 1     | A9                 | 1     |
| B7                 | 3     | TH1                | 2     |
| B8                 | 4     | TH3                | 1     |
| B9                 | 4     |                    |       |
| B10                | 3     |                    |       |
| B11                | 2     |                    |       |
| B12                | 2     |                    |       |
| B13.1              | 1     |                    |       |
| B13.2              | 1     |                    |       |
| B13.3              | 1     |                    |       |
| B14                | 1     |                    |       |
| B15                | 2     |                    |       |
| B16.1              | 1     |                    |       |
| B16.2              | 1     |                    |       |
|                    |       |                    | 182   |



KEY PLAN

Consultants:

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
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**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

Stamp:

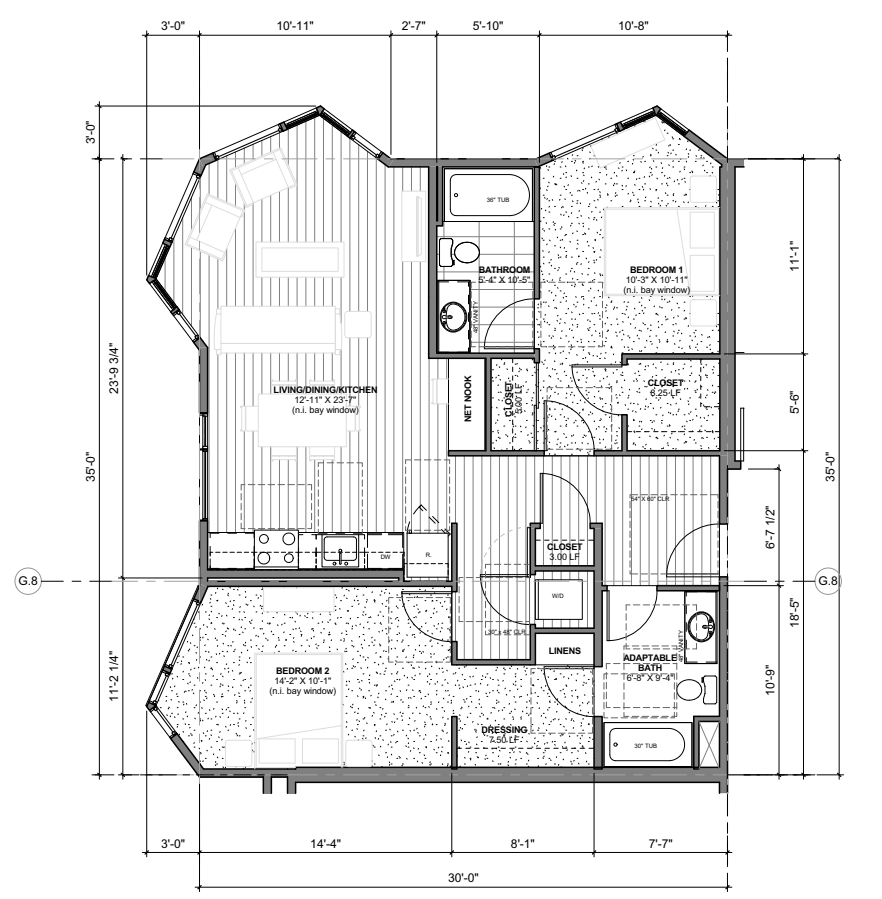
Job Number: 1018  
Drawn by: CW/VA  
Checked by: PW/AS  
Date: JUNE 28, 2012  
Scale: As indicated

Title  
UNIT PLANS - B CORNER UNITS

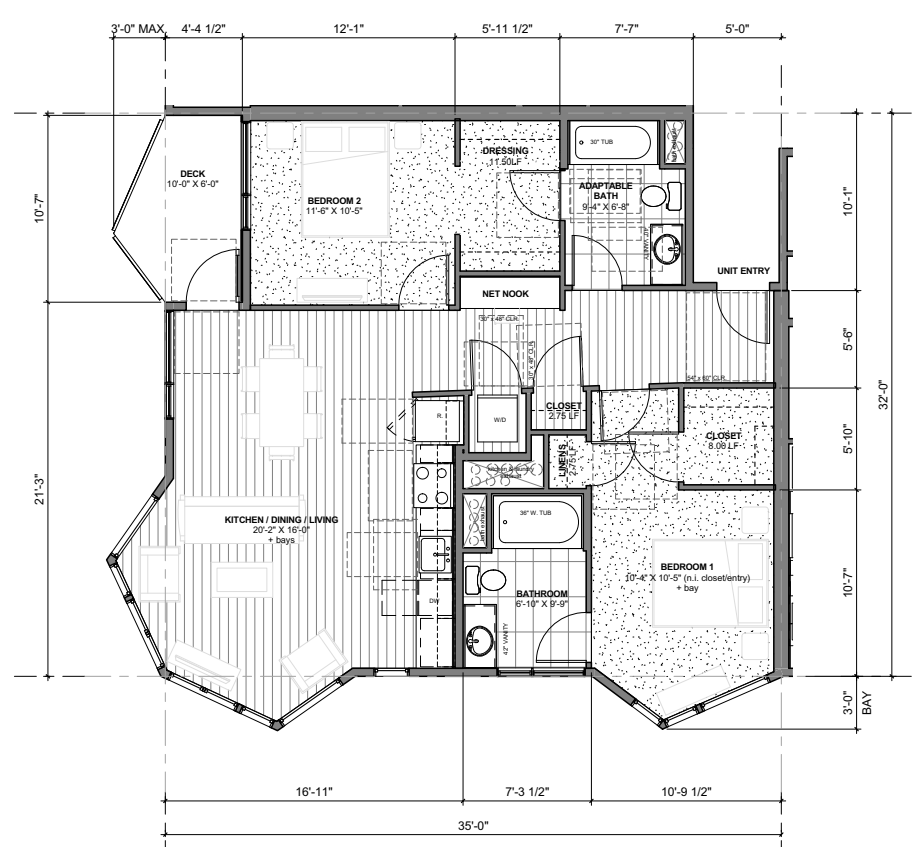
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**A4.03**

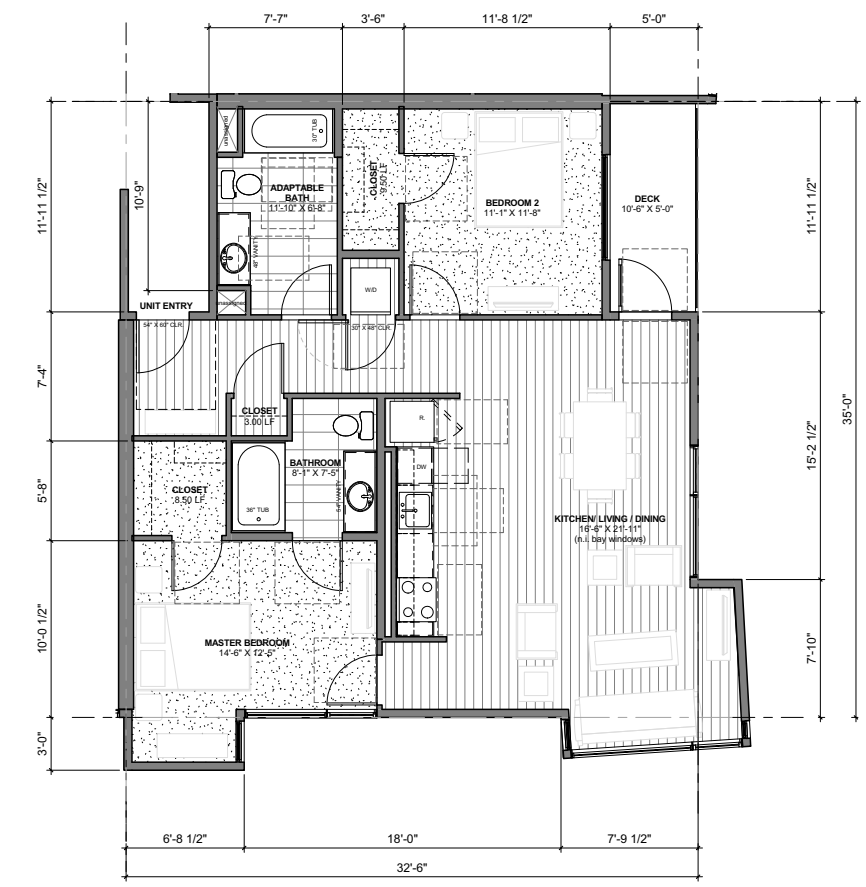
CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



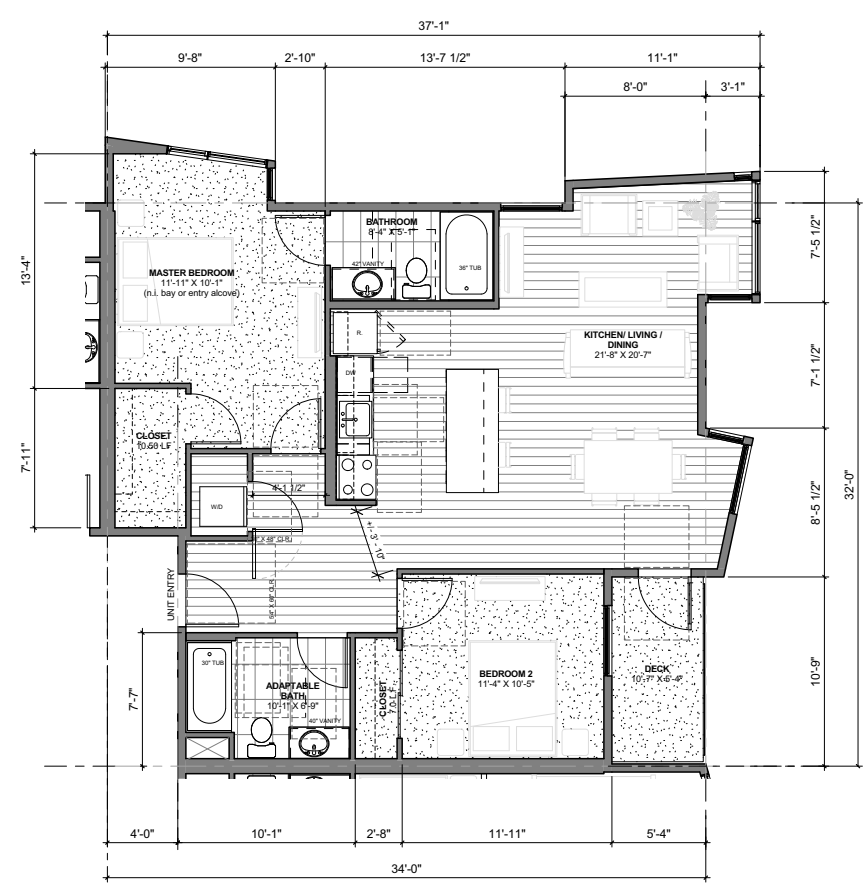
1,116 GSF  
2 BEDROOM, 2 BATH  
**2 BEDROOM CORNER UNIT - B12**  
1/4" = 1'-0" ④



1,078 GSF  
2 BEDROOM, 2 BATH  
**2 BEDROOM CORNER UNIT - B10**  
1/4" = 1'-0" ②



1,108 GSF  
2 BEDROOM, 2 BATH  
**2 BEDROOM CORNER UNIT - B9**  
1/4" = 1'-0" ③

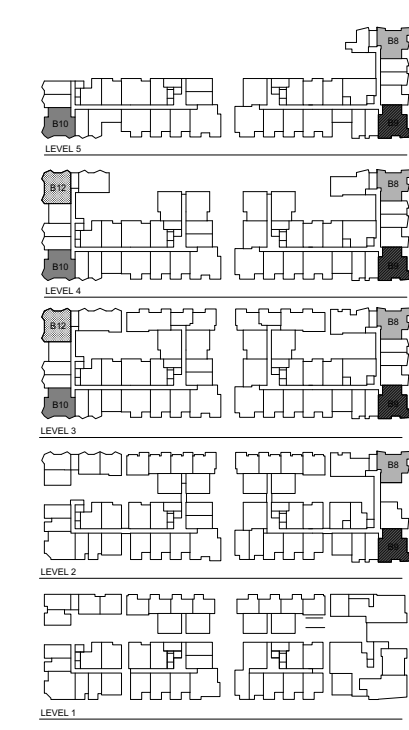


1,060 GSF  
2 BEDROOM, 2 BATH  
**2 BEDROOM CORNER UNIT - B8**  
1/4" = 1'-0" ①

**GENERAL NOTES:**  
1. AFFORDABLE UNITS (BELOW-MARKET-RATE):  
SEE BUILDING PLANS FOR LOCATIONS. SEE SHEET G0.1 FOR ADDITIONAL INFORMATION.  
2. ACCESSIBILITY: ALL UNITS TO BE ADAPTABLE.

| UNIT SCHEDULE |       |
|---------------|-------|
| UNIT TYPE     | COUNT |
| STUDIO UNIT   |       |
| S1.1          | 15    |
| S1.2          | 11    |
| S1.3          | 3     |
| S1.4          | 3     |
| S1.5          | 3     |
| S1.6          | 1     |
| S2            | 2     |
| S3.1          | 4     |
| S3.2          | 2     |
| S3.3          | 4     |
| S4            | 2     |
| S5            | 1     |
| S6            | 1     |
| S7            | 1     |
| 2BR UNIT      |       |
| B1.1          | 3     |
| B1.2          | 3     |
| B2.1          | 4     |
| B2.2          | 4     |
| B3            | 3     |
| B4            | 3     |
| B5.1          | 3     |
| B5.2          | 1     |
| B6.1          | 1     |
| B6.2          | 1     |
| B6.3          | 2     |
| B6.4          | 1     |
| B7            | 3     |
| B8            | 4     |
| B9            | 4     |
| B10           | 3     |
| B11           | 2     |
| B12           | 2     |
| B13.1         | 1     |
| B13.2         | 1     |
| B13.3         | 1     |
| B14           | 1     |
| B15           | 2     |
| B16.1         | 1     |
| B16.2         | 1     |

| UNIT SCHEDULE |       |
|---------------|-------|
| UNIT TYPE     | COUNT |
| 2BR TH UNIT   |       |
| TH2           | 1     |
| TH4.1         | 1     |
| TH4.2         | 1     |
| TH4.3         | 3     |
| TH4.4         | 1     |
| TH4.5         | 1     |
| TH4.6         | 1     |
| TH5           | 5     |
| TH6           | 1     |
| TH7           | 2     |
| TH8           | 1     |
| TH9           | 1     |
| 1BR UNIT      |       |
| A1            | 12    |
| A2            | 1     |
| A2.1          | 8     |
| A2.2          | 2     |
| A2.3          | 4     |
| A3.1          | 4     |
| A3.3          | 4     |
| A4            | 5     |
| A5            | 6     |
| A6            | 2     |
| A7            | 2     |
| A8            | 1     |
| A9            | 1     |
| 1BR TH UNIT   |       |
| TH1           | 2     |
| TH3           | 1     |
|               | 182   |



KEY PLAN

**Consultants:**

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110

**JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448

**TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108

**NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

**CENTRAL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY**  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

CONDITIONAL USE SUBMITTAL 11/03/2011  
SCHEMATIC DESIGN PRICING SET 12/20/2011

CONDITIONAL USE RE-SUBMITTAL 05/01/2012  
FOR PLANNING COMMISSION

CONDITIONAL USE RE-SUBMITTAL 06/28/2012  
FOR PLANNING COMMISSION

Stamp:

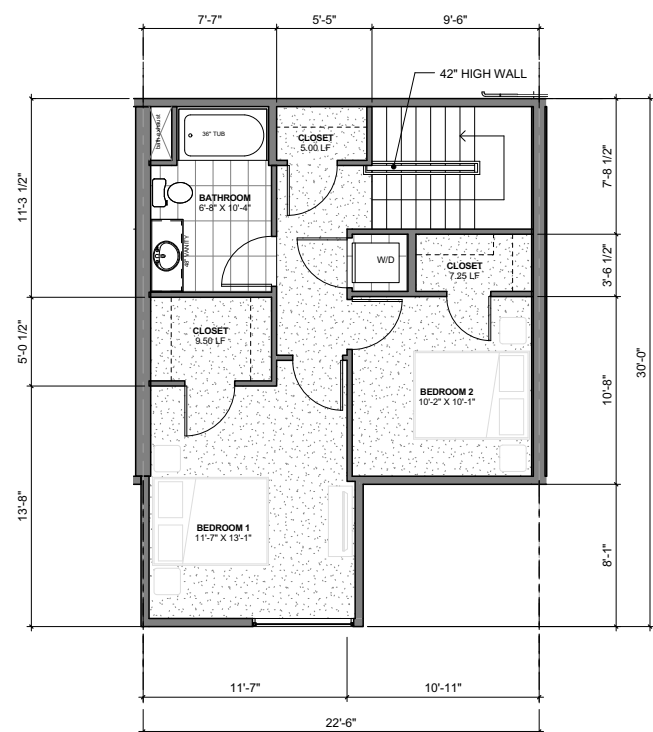
Job Number: 1018  
Drawn by: CW/AS  
Checked by: AS/PW  
Date: JUNE 28, 2012  
Scale: As indicated

Title  
UNIT PLANS - 'TH' UNITS

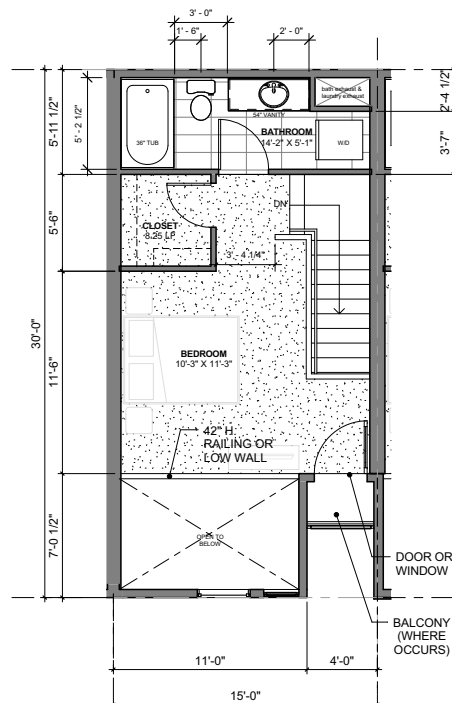
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**A4.04**

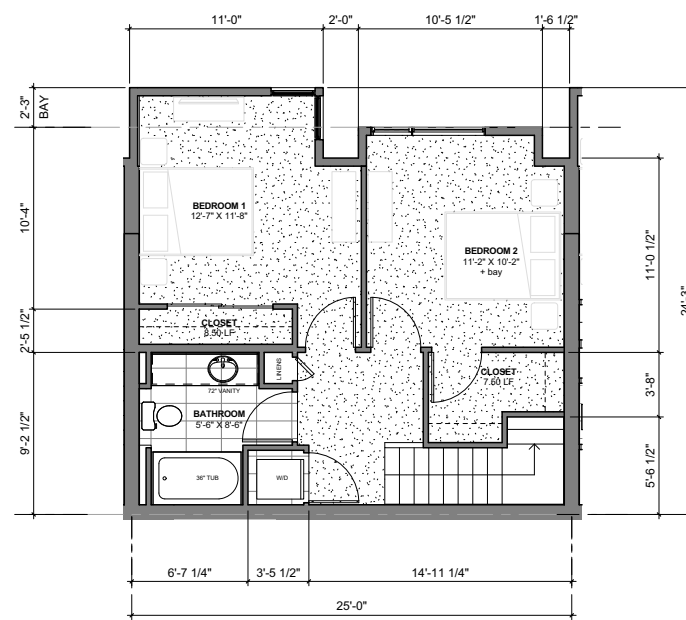
CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



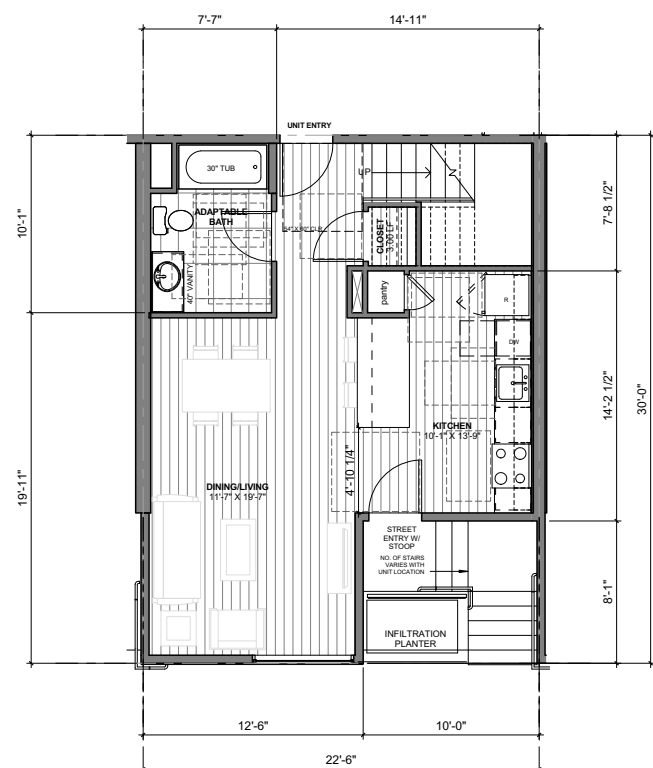
UNIT TH5 - SECOND FLOOR



UNIT TH1 - SECOND FLOOR



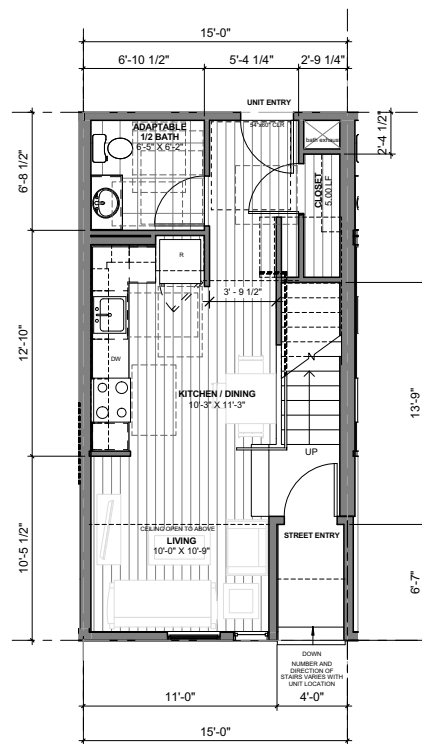
TH4 - SECOND FLOOR



UNIT TH5 - FIRST FLOOR ⑤

1,129 SF AVERAGE  
2 BEDROOM, 2 BATH TOWNHOUSE

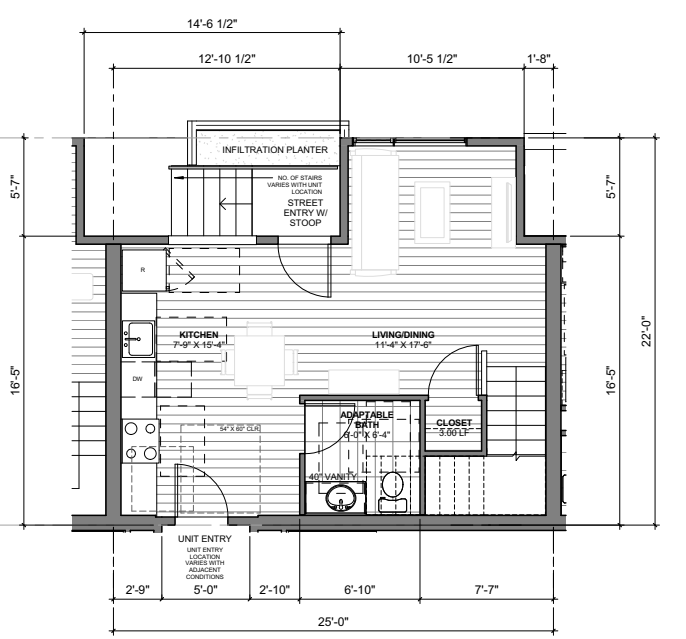
1/4" = 1'-0"



UNIT TH1 - FIRST FLOOR ③

731 SF  
1 BEDROOM, 1.5 BATH LOFT

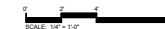
1/4" = 1'-0"



UNIT TH4 - FIRST FLOOR ①

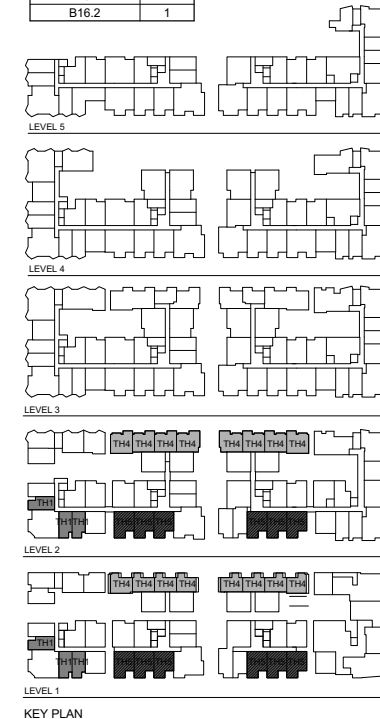
1,026 SF AVERAGE  
2 BEDROOM, 1.5 BATH TOWNHOUSE (TYPE TH4.3 SHOWN)

1/4" = 1'-0"



**GENERAL NOTES:**  
1. AFFORDABLE UNITS (BELOW-MARKET-RATE):  
SEE BUILDING PLANS FOR LOCATIONS. SEE  
SHEET G0.1 FOR ADDITIONAL INFORMATION.  
2. ACCESSIBILITY: ALL UNITS TO BE ADAPTABLE.

| UNIT SCHEDULE      |       | UNIT SCHEDULE      |       |
|--------------------|-------|--------------------|-------|
| UNIT TYPE          | COUNT | UNIT TYPE          | COUNT |
| <b>STUDIO UNIT</b> |       |                    |       |
| S1.1               | 15    | TH2                | 1     |
| S1.2               | 11    | TH4.1              | 1     |
| S1.3               | 3     | TH4.2              | 1     |
| S1.4               | 3     | TH4.3              | 3     |
| S1.5               | 3     | TH4.4              | 1     |
| S1.6               | 1     | TH4.5              | 1     |
| S2                 | 2     | TH4.6              | 1     |
| S3.1               | 4     | TH5                | 5     |
| S3.2               | 2     | TH6                | 1     |
| S3.3               | 4     | TH7                | 2     |
| S4                 | 2     | TH8                | 1     |
| S5                 | 1     | TH9                | 1     |
| S6                 | 1     | <b>1BR UNIT</b>    |       |
| S7                 | 1     | A1                 | 12    |
| <b>2BR UNIT</b>    |       |                    |       |
| B1.1               | 3     | A2                 | 1     |
| B1.2               | 3     | A2.1               | 8     |
| B2.1               | 4     | A2.2               | 2     |
| B2.2               | 4     | A2.3               | 4     |
| B3                 | 3     | A3.1               | 4     |
| B4                 | 3     | A3.3               | 4     |
| B5.1               | 3     | A4                 | 5     |
| B5.2               | 1     | A5                 | 6     |
| B6.1               | 1     | A6                 | 2     |
| B6.2               | 1     | A7                 | 2     |
| B6.3               | 2     | A8                 | 1     |
| B6.4               | 1     | A9                 | 1     |
| B7                 | 3     | <b>1BR TH UNIT</b> |       |
| B8                 | 4     | TH1                | 2     |
| B9                 | 4     | TH3                | 1     |
| B10                | 3     |                    |       |
| B11                | 2     |                    |       |
| B12                | 2     |                    |       |
| B13.1              | 1     |                    |       |
| B13.2              | 1     |                    |       |
| B13.3              | 1     |                    |       |
| B14                | 1     |                    |       |
| B15                | 2     |                    |       |
| B16.1              | 1     |                    |       |
| B16.2              | 1     |                    |       |
|                    |       |                    | 182   |



KEY PLAN

Consultants:

- AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107
- GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110
- KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110
- JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448
- TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108
- NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103
- CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

CENTRL FREEWAY  
 PARCEL P  
 AVALON HAYES VALLEY  
 PARCEL P, MARKET OCTAVIA PLAN  
 SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

Stamp:

Job Number: 1018  
 Drawn by: AS/CW  
 Checked by: AS/PW  
 Date: JUNE 28, 2012  
 Scale: 1/16" = 1'-0"

Title  
 RENDERED ELEVATIONS

Sheet

**A5.00**

CONDITIONAL USE RESUBMITTAL  
 Not-For-Construction



**Consultants:**

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
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**JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448

**TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108

**NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

**Client:**  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
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CONDITIONAL USE SUBMITTAL 11/03/2011

SCHEMATIC DESIGN PRICING SET 12/20/2011

CONDITIONAL USE RE-SUBMITTAL 05/01/2012

CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION 06/28/2012

Stamp:

Job Number: 1018

Drawn by: CW

Checked by: AS/PW

Date: JUNE 28, 2012

Scale: As indicated

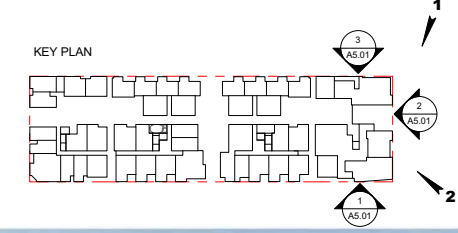
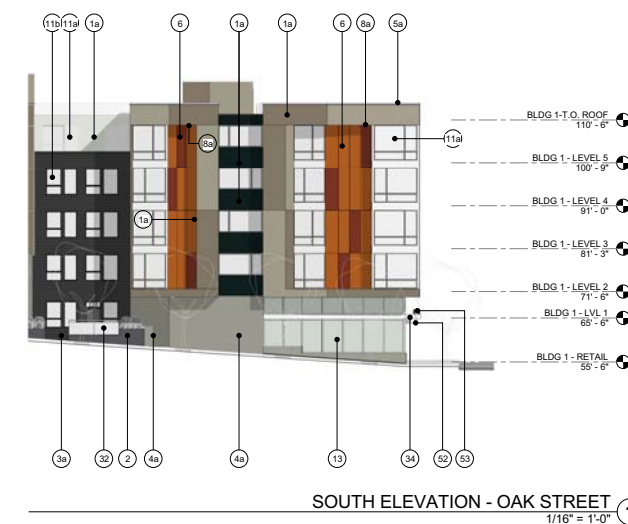
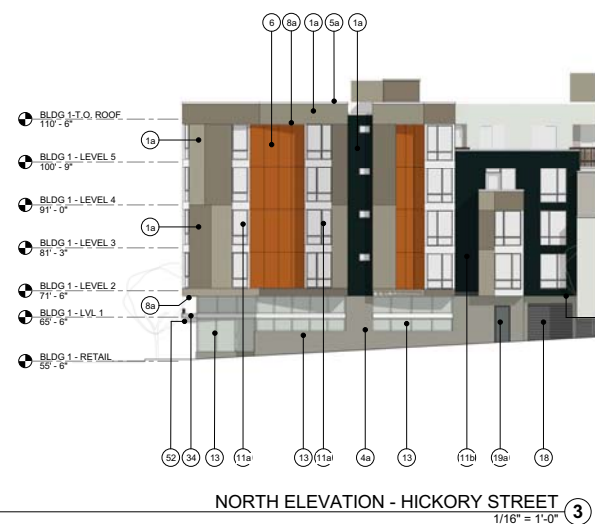
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BUILDING 1, ELEVATIONS,  
MATERIALS SCHEDULE & COLORS

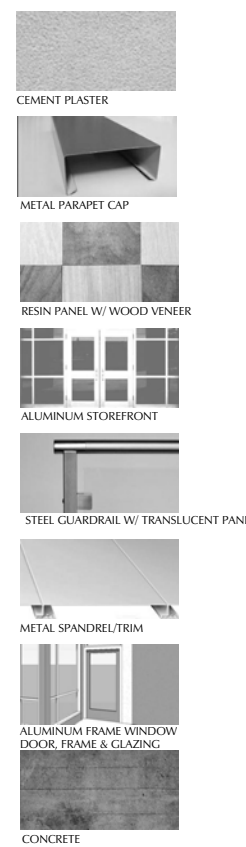
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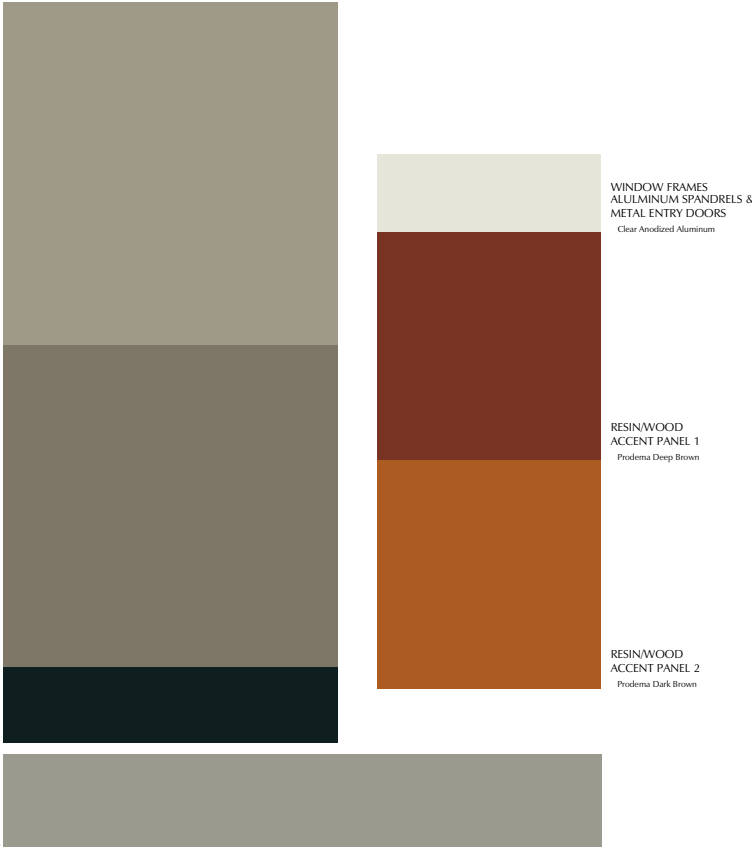
CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



**EXTERIOR FINISH MATERIALS**



**EXTERIOR FINISH COLORS**



**I. FINISH MATERIALS**

- 1a CEMENT PLASTER W/ MEDIUM SAND FLOAT FINISH, PAINTED.
- 1b GSM CONTROL JOINT AT PORTLAND CEMENT PLASTER.
- 3a FIBER CEMENT PANEL SHIPLAP SIDING, PAINTED.
- 4a CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH CLEAR SEALER (NATURAL COLOR)
- 4b CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH INTEGRAL COLOR & CLEAR SEALER (DARK NATURAL COLOR)
- 5a GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
- 6 WOOD-FACED ENGINEERED RESIN PANEL RAIN-SCREEN, CONCEALED FASTENERS.
- 7a METAL SHIPLAP PANELS - COLOR 1
- 7b METAL SHIPLAP PANELS - COLOR 2
- 8a SOFFIT WITH VENT- 3 COAT PORTLAND CEMENT PLASTER, MEDIUM SAND-FLOAT FINISH.
- 8b SOFFIT WITH VENT- METAL PANEL MATCHING WALL PANELS.
- 8c SOFFIT WITH VENT FIBER CEMENT PANEL, COLOR TO MATCH WALL PANELS.
- 10b GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.

**II. WINDOWS & DOORS**

- 11a ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. CLEAR ANODIZED FINISH.
- 11b ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. DARK BRONZE ANODIZED FINISH.
- 13 ALUMINUM STOREFRONT WITH INSULATED GLAZING. ANODIZED ALUMINUM FINISH.
- 13a ALUMINUM STOREFRONT DOOR WITH INSULATED GLAZING. ANODIZED ALUMINUM FINISH.
- 17a METAL GATE, GALVANIZED. PROVIDE FLOOR CLOSER.
- 17b METAL FENCE/ ENCLOSURE - PAINTED.
- 18 MOTORIZED TILTING STEEL GATE & FRAME AT GARAGE ENTRY, PAINTED.
- 20b ALUMINUM PATIO DOOR - FULL LIGHT. INSULATED GLAZING WITH LOW-E COATING. COLOR PER SCHEDULE.

**III. ARCHITECTURAL DETAILS**

- 33 PERFORATED ALUMINUM GUARDRAIL, PAINTED ON STREET SIDE.
- 34 STEEL CANOPY / AWNING, PAINTED.

**IV. LIGHTING**

- 41 WALL-MOUNTED FIXTURE AT EXTERIOR RESIDENTIAL UNIT ENTRY.
- 42 DOWNLIGHT AT EXTERIOR ENTRY GATE & ENCLOSURE OR CANOPY
- 43 INTERCOM ENTRY SYSTEM & KEY FOB READER.
- 44 DOWNLIGHT AT EXTERIOR RESIDENTIAL PATIO DOOR.

**V. SIGNAGE**

- 51 PROJECT IDENTIFICATION PLAQUE AT BUILDING ENTRIES.
- 52 SIGNAGE- MOUNTED TO CUSTOM METAL AWNING STRUCTURE OR CANOPY.
- 53 ADDRESS SIGNAGE- MOUNTED TO CUSTOM STRUCTURE OR CANOPY AT GATES.

**VI. STRUCTURAL & MISC**

- 63 C.I.P. CONCRETE STEPS



OCTAVIA STREET AT OAK STREET

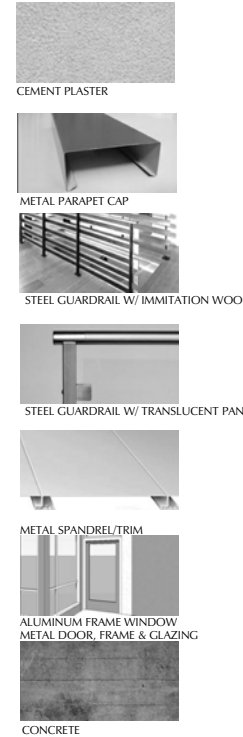


OCTAVIA STREET AT HICKORY STREET

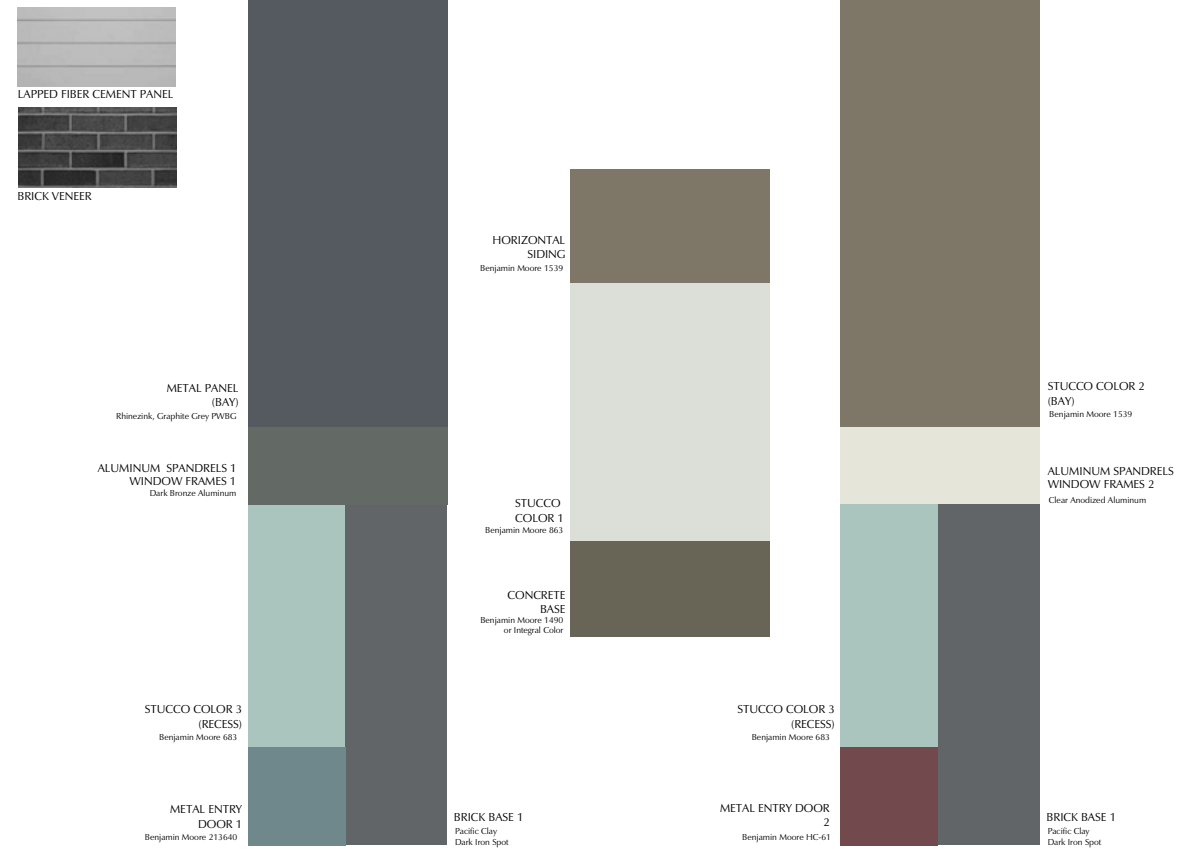


SOUTH ELEVATION - OAK STREET - COLOR  
1/16" = 1'-0" 3

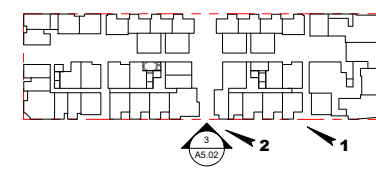
EXTERIOR FINISH MATERIALS



EXTERIOR FINISH COLORS



KEY PLAN



2. OAK STREET, BUILDING 3



1. OAK STREET, BUILDING 2

I. FINISH MATERIALS

- 1a CEMENT PLASTER W/ MEDIUM SAND FLOAT FINISH. PAINTED.
- 1b GSM CONTROL JOINT AT PORTLAND CEMENT PLASTER.
- 2 BRICK VENEER, RUNNING BOND PATTERN, O/ STUCCO BROWN COAT. COLOR PER SCHEDULE.
- 3a FIBER CEMENT PANEL SHIPLAP SIDING, PAINTED.
- 4a CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH CLEAR SEALER (NATURAL COLOR)
- 5a GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
- 7b METAL SHIPLAP PANELS - COLOR 2
- 8a SOFFIT WITH VENT- 3 COAT PORTLAND CEMENT PLASTER, MEDIUM SAND-FLOAT FINISH.
- 8b SOFFIT WITH VENT- METAL PANEL MATCHING WALL PANELS.
- 8c SOFFIT WITH VENT FIBER CEMENT PANEL, COLOR TO MATCH WALL PANELS.
- 10a METAL PARAPET COPING, MATCH ADJACENT METAL PARAPET
- 10b GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.

II. WINDOWS & DOORS

- 11a ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. CLEAR ANODIZED FINISH.
- 11b ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. DARK BRONZE ANODIZED FINISH.
- 17a METAL GATE, GALVANIZED. PROVIDE FLOOR CLOSER.
- 17b METAL FENCE/ ENCLOSURE - PAINTED.
- 19 METAL DOOR - RESIDENTIAL ENTRY, PAINTED. COLOR PER SCHEDULE
- 19a METAL DOOR - PAINTED. COLOR PER SCHEDULE
- 20a WHITE VINYL PATIO DOOR WITH FULL LIGHT AND INTEGRAL TRANSOM WINDOW. INSULATED GLAZING WITH LOW-E COATING.
- 20b ALUMINUM PATIO DOOR - FULL LIGHT. INSULATED GLAZING WITH LOW-E COATING. COLOR PER SCHEDULE.

III. ARCHITECTURAL DETAILS

- 31 VERTICAL SLATS MOUNTED TO GALV. STEEL GUARDRAIL FRAME.
- 32 TRANSLUCENT PANELS MOUNTED TO GALV. STEEL FRAME
- 37 METAL PANEL WITH KYMAR 500 FINISH. COLOR PER SCHEDULE.
- 39 GALV. METAL STAIR RAILING WITH EMBEDS IN CONCRETE WALL OR STEPS.
- 39a GALV. METAL GUARDRAIL ATTACHED AT FLOOR

IV. LIGHTING

- 41 WALL-MOUNTED FIXTURE AT EXTERIOR RESIDENTIAL UNIT ENTRY.
- 42 DOWNLIGHT AT EXTERIOR ENTRY GATE & ENCLOSURE OR CANOPY
- 43 INTERCOM ENTRY SYSTEM & KEY FOB READER.
- 44 DOWNLIGHT AT EXTERIOR RESIDENTIAL PATIO DOOR.

V. SIGNAGE

- 51 PROJECT IDENTIFICATION PLAQUE AT BUILDING ENTRIES.
- 53 ADDRESS SIGNAGE- MOUNTED TO CUSTOM STRUCTURE OR CANOPY AT GATES.

VI. STRUCTURAL & MISC

- 62 CONCRETE PLANTER.

Consultants:

- AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107
- GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110
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375 ALABAMA STREET, SUITE 440  
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33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448

- TOM ELLIOT FISCH**  
201 POST STREET  
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- NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

- CB ENGINEERS**  
449 10TH STREET  
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CENTRL FREEWAY  
PARCEL P  
AVALON HAYES VALLEY  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

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| Job Number: | 1018          |
| Drawn by:   | CW            |
| Checked by: | AS/PW         |
| Date:       | JUNE 28, 2012 |
| Scale:      | As indicated  |

Title  
BUILDINGS 2 & 3, ELEVATIONS,  
MATERIALS SCHEDULE & COLORS

Sheet

A5.02

CONDITIONAL USE RESUBMITTAL  
Not-For-Construction



**Consultants:**

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110

**JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448

**TOM ELLIOT FISCH**  
201 POST STREET  
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**NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

**CENTRL FREEWAY**  
**PARCEL P**  
**AVALON HAYES VALLEY**  
 PARCEL P - MARKET OCTAVIA PLAN  
 SAN FRANCISCO, CA 94102

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

|  |            |
|--|------------|
| CONDITIONAL USE SUBMITTAL                            | 11/03/2011 |
| SCHEMATIC DESIGN PRICING SET                         | 12/20/2011 |
| CONDITIONAL USE RE-SUBMITTAL                         | 05/01/2012 |
| CONDITIONAL USE RE-SUBMITTAL FOR PLANNING COMMISSION | 06/28/2012 |

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|-------------|---------------|
| Job Number: | 1018          |
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| Date:       | JUNE 28, 2012 |
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Title  
BUILDINGS 2 & 3, ELEVATIONS,  
MATERIALS SCHEDULE & COLORS

Sheet

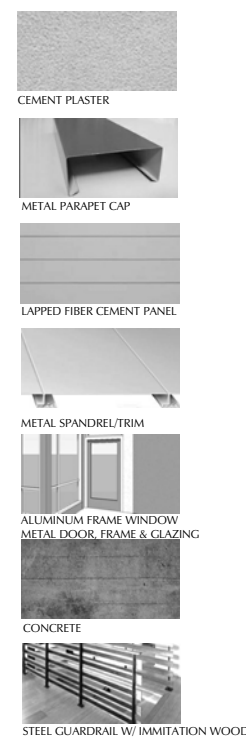
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CONDITIONAL USE RESUBMITTAL  
Not-For-Construction

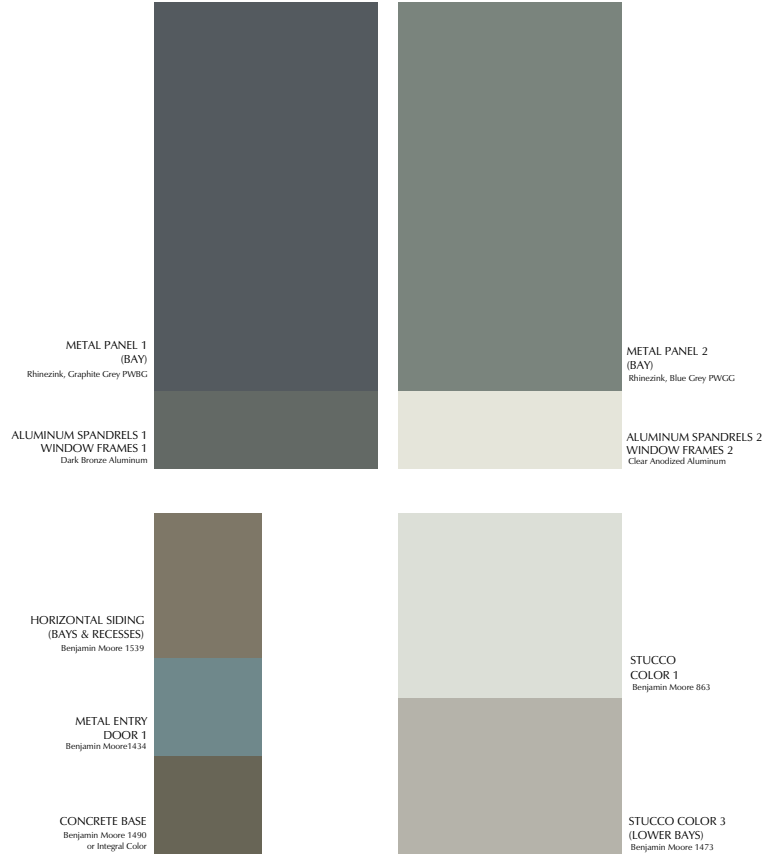


NORTH ELEVATION - HICKORY STREET  
1/16" = 1'-0" ①

**EXTERIOR FINISH MATERIALS**

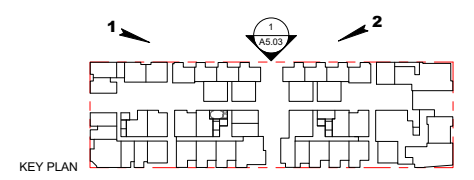


**EXTERIOR FINISH COLORS**



- I. FINISH MATERIALS**
- 1a CEMENT PLASTER W/ MEDIUM SAND FLOAT FINISH, PAINTED.
  - 1b GSM CONTROL JOINT AT PORTLAND CEMENT PLASTER.
  - 3a FIBER CEMENT PANEL SHIPLAP SIDING, PAINTED.
  - 3b HORIZONTAL CEMENT BOARD SIDING
  - 3c CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH WITH INTEGRAL COLOR & CLEAR SEALER (DARK NATURAL COLOR)
  - 5a GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
  - 7a METAL SHIPLAP PANELS - COLOR 1
  - 7b METAL SHIPLAP PANELS - COLOR 2
  - 8a SOFFIT WITH VENT- 3 COAT PORTLAND CEMENT PLASTER, MEDIUM SAND-FLOAT FINISH.
  - 8b SOFFIT WITH VENT- METAL PANEL MATCHING WALL PANELS.
  - 8c SOFFIT WITH VENT FIBER CEMENT PANEL, COLOR TO MATCH WALL PANELS.
  - 10a METAL PARAPET COPING, MATCH ADJACENT METAL PARAPET
  - 10b GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
- II. WINDOWS & DOORS**
- 11a ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. CLEAR ANODIZED FINISH.
  - 11b ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. DARK BRONZE ANODIZED FINISH.
  - 17a METAL GATE, GALVANIZED. PROVIDE FLOOR CLOSER.
  - 17b METAL FENCE/ ENCLOSURE - PAINTED.
  - 19 METAL DOOR - RESIDENTIAL ENTRY, PAINTED. COLOR PER SCHEDULE
  - 19a METAL DOOR - PAINTED. COLOR PER SCHEDULE
- III. ARCHITECTURAL DETAILS**
- 31 VERTICAL SLATS MOUNTED TO GALV. STEEL GUARDRAIL FRAME.
- IV. LIGHTING**

- 41 WALL-MOUNTED FIXTURE AT EXTERIOR RESIDENTIAL UNIT ENTRY.
  - 42 DOWNLIGHT AT EXTERIOR ENTRY GATE & ENCLOSURE OR CANOPY
  - 43 INTERCOM ENTRY SYSTEM & KEY FOB READER.
  - 44 DOWNLIGHT AT EXTERIOR RESIDENTIAL PATIO DOOR.
- V. SIGNAGE**
- 51 PROJECT IDENTIFICATION PLAQUE AT BUILDING ENTRIES.
  - 53 ADDRESS SIGNAGE- MOUNTED TO CUSTOM STRUCTURE OR CANOPY AT GATES.
- VI. STRUCTURAL & MISC**
- 62 CONCRETE PLANTER.



HICKORY STREET, BUILDINGS 2 & 3



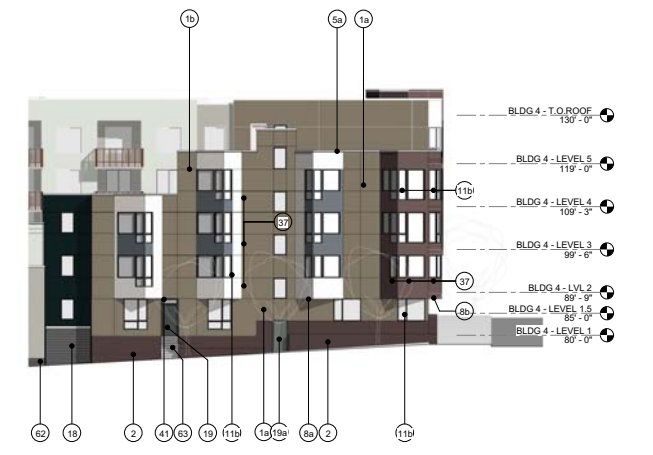
HICKORY STREET, BUILDING 3

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Job Number: 1018  
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Checked by: AS/PW  
Date: JUNE 28, 2012  
Scale: As indicated

Title  
BUILDING 4 ELEVATIONS,  
MATERIALS SCHEDULE & COLORS

Sheet  
**A5.04**



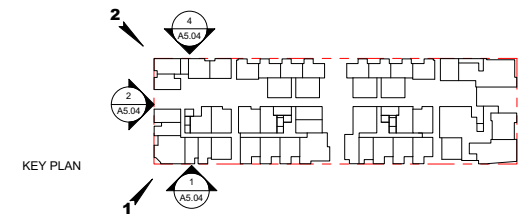
**BUILDING 4 - NORTH ELEVATION, HICKORY STREET - COLOR**  
1/16" = 1'-0" ④



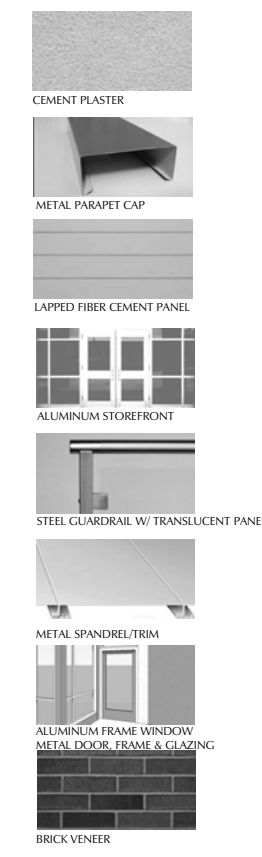
**BUILDING 4 - WEST ELEVATION, LAGUNA STREET - COLOR**  
1/16" = 1'-0" ②



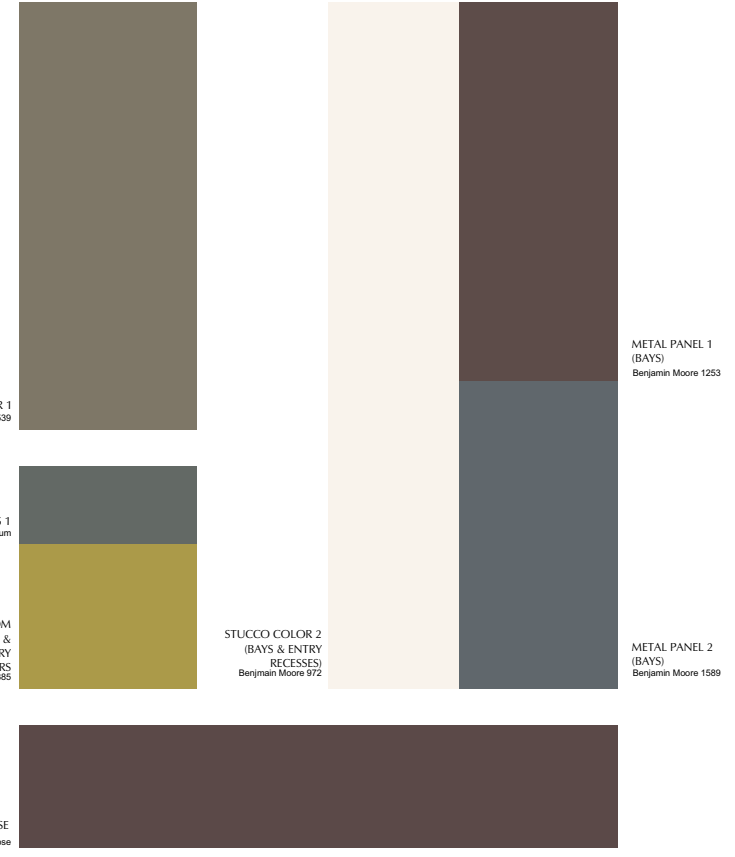
**BUILDING 4 - SOUTH ELEVATION, OAK STREET - COLOR**  
1/16" = 1'-0" ①



**EXTERIOR FINISH MATERIALS**



**EXTERIOR FINISH COLORS**



- I. FINISH MATERIALS**
- 1a CEMENT PLASTER W/ MEDIUM SAND FLOAT FINISH, PAINTED.
  - 1b GSM CONTROL JOINT AT PORTLAND CEMENT PLASTER.
  - 2 BRICK VENEER, RUNNING BOND PATTERN, O/STUCCO BROWN COAT. COLOR PER SCHEDULE.
  - 3a FIBER CEMENT PANEL SHIPLAP SIDING, PAINTED.
  - 3a GSM METAL PARAPET COPING, PAINTED TO MATCH ADJACENT WALL FINISH COLOR.
  - 8a SOFFIT WITH VENT- 3 COAT PORTLAND CEMENT PLASTER, MEDIUM SAND-FLOAT FINISH.
  - 8b SOFFIT WITH VENT- METAL PANEL MATCHING WALL PANELS.
  - 8c SOFFIT WITH VENT FIBER CEMENT PANEL, COLOR TO MATCH WALL PANELS.
- II. WINDOWS & DOORS**
- 11b ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING & LOW-E COATING. DARK BRONZE ANODIZED FINISH.
  - 14 ALUMINUM STOREFRONT WITH INSULATED GLAZING, KYNAR FINISH.
  - 14a ALUMINUM STOREFRONT DOOR WITH INSULATED GLAZING. KYNAR FINISH.
  - 17a METAL GATE, GALVANIZED. PROVIDE FLOOR CLOSER.
  - 17b METAL FENCE/ ENCLOSURE - PAINTED.
  - 18 MOTORIZED TILTING STEEL GATE & FRAME AT GARAGE ENTRY, PAINTED.
  - 19 METAL DOOR - RESIDENTIAL ENTRY, PAINTED. COLOR PER SCHEDULE
  - 19a METAL DOOR - PAINTED. COLOR PER SCHEDULE
  - 20b ALUMINUM PATIO DOOR - FULL LIGHT. INSULATED GLAZING WITH LOW-E COATING. COLOR PER SCHEDULE.
- III. ARCHITECTURAL DETAILS**

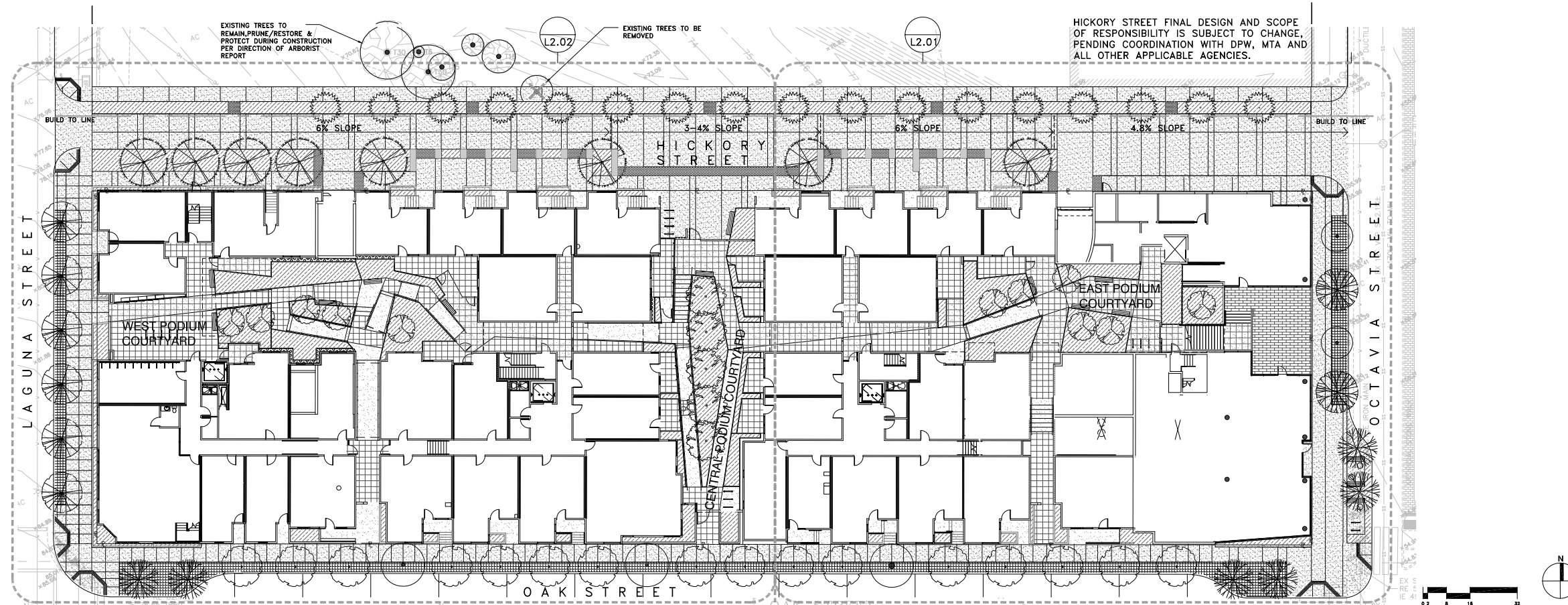
- 31 VERTICAL SLATS MOUNTED TO GALV. STEEL GUARDRAIL FRAME.
  - 32 TRANSLUCENT PANELS MOUNTED TO GALV. STEEL FRAME
  - 37 METAL PANEL WITH KYNAR 500 FINISH. COLOR PER SCHEDULE.
- IV. LIGHTING**
- 41 WALL-MOUNTED FIXTURE AT EXTERIOR RESIDENTIAL UNIT ENTRY.
  - 42 DOWNLIGHT AT EXTERIOR ENTRY GATE & ENCLOSURE OR CANOPY
  - 43 INTERCOM ENTRY SYSTEM & KEY FOB READER.
  - 44 DOWNLIGHT AT EXTERIOR RESIDENTIAL PATIO DOOR.
- V. SIGNAGE**
- 51 PROJECT IDENTIFICATION PLAQUE AT BUILDING ENTRIES.
  - 53 ADDRESS SIGNAGE- MOUNTED TO CUSTOM STRUCTURE OR CANOPY AT GATES.



**HICKORY STREET AT LAGUNA STREET**



**OAK STREET AT LAGUNA STREET**

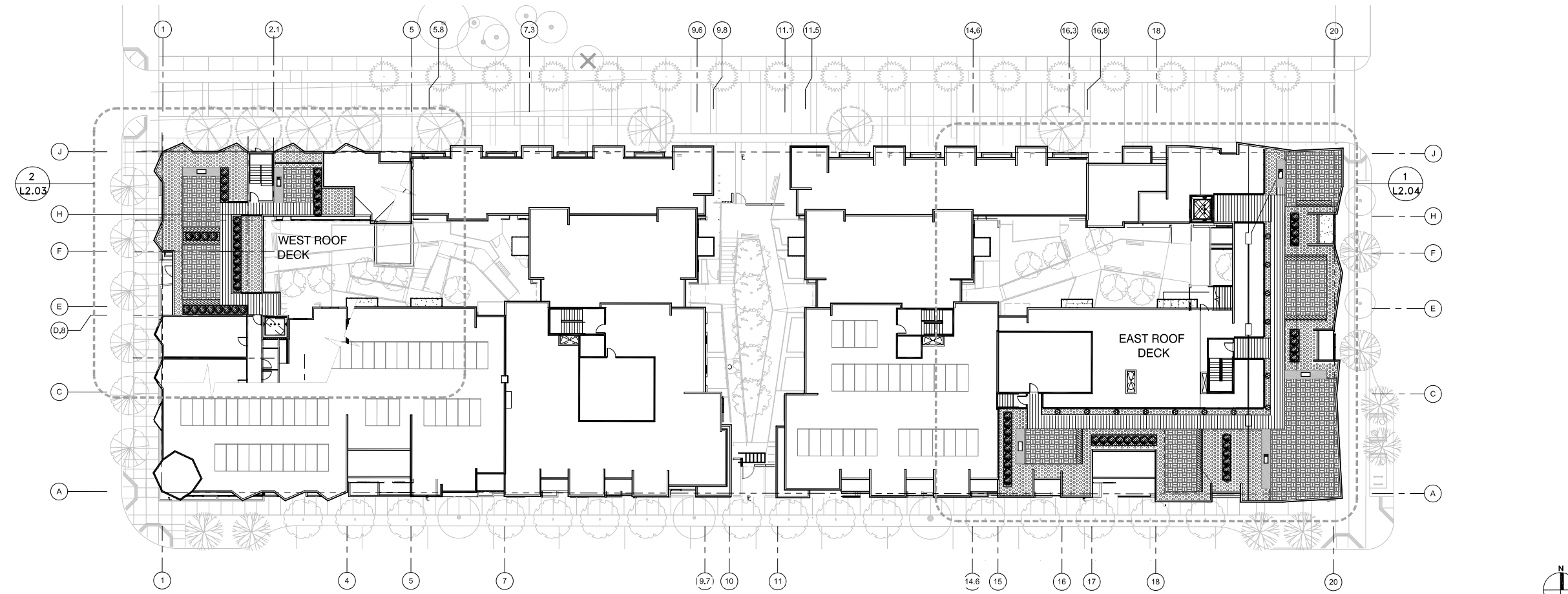


HICKORY STREET FINAL DESIGN AND SCOPE OF RESPONSIBILITY IS SUBJECT TO CHANGE, PENDING COORDINATION WITH DPW, MTA AND ALL OTHER APPLICABLE AGENCIES.

EXISTING TREES TO REMAIN, PRUNE/RESTORE & PROTECT DURING CONSTRUCTION PER DIRECTION OF ARBORIST REPORT

EXISTING TREES TO BE REMOVED

**PODIUM LANDSCAPE SITE PLAN**  
SCALE: 1/16" = 1'-0"



**ROOF LANDSCAPE SITE PLAN**  
SCALE: 1/16" = 1'-0"

1611 Telegraph Avenue, Suite 200  
Oakland, California 94612  
510.465.7010 p | 510.465.8575 f  
www.pyatok.com

**Consultants:**

**AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107

**GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110

**KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110

**JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448

**TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108

**NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103

**CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

**CENTRAL FREEWAY -  
PARCEL P  
AVALON HAYES VALLEY  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102**

Client:  
**AVALON BAY COMMUNITIES**  
185 BERRY STREET, SUITE 3500  
SAN FRANCISCO, CA

**GLS** Landscape/Architecture  
2677 Mission Street #200, San Francisco, CA 94110  
T: 415.285.3614 F: 415.285.3024 E: gls@gsaarch.com

Stamp:

Job Number: 1018  
Drawn by:  
Checked by:  
Date: JUNE 28TH, 2012  
Scale:

Title  
**OVERALL LANDSCAPE SITE PLANS**

Sheet  
**L1.01**  
CONDITIONAL USE RE-SUBMITTAL  
Not-For-Construction

2

1

- Consultants:**
- AGS**  
FIVE FREELON STREET  
SAN FRANCISCO, CA 94107
  - GLS LANDSCAPE ARCHITECTS**  
2677 MISSION STREET, NO. 200  
SAN FRANCISCO, CA 94110
  - KENNERLY ARCHITECTURE**  
375 ALABAMA STREET, SUITE 440  
SAN FRANCISCO, CA 94110
  - JON WORDEN ARCHITECTS**  
33-B HEALDSBURG AVENUE,  
HEALDSBURG, CA 95448
  - TOM ELLIOT FISCH**  
201 POST STREET  
SAN FRANCISCO, CA 94108
  - NISHKIAN MENNINGER**  
1200 FOLSOM STREET  
SAN FRANCISCO, CA 94103
  - CB ENGINEERS**  
449 10TH STREET  
SAN FRANCISCO, CA 94103

**CENTRAL FREEWAY -  
 PARCEL P  
 AVALON HAYES VALLEY  
 PARCEL P, MARKET OCTAVIA PLAN  
 SAN FRANCISCO, CA 94102**

**Client:**  
 AVALON BAY COMMUNITIES  
 185 BERRY STREET, SUITE 3500  
 SAN FRANCISCO, CA



Stamp:

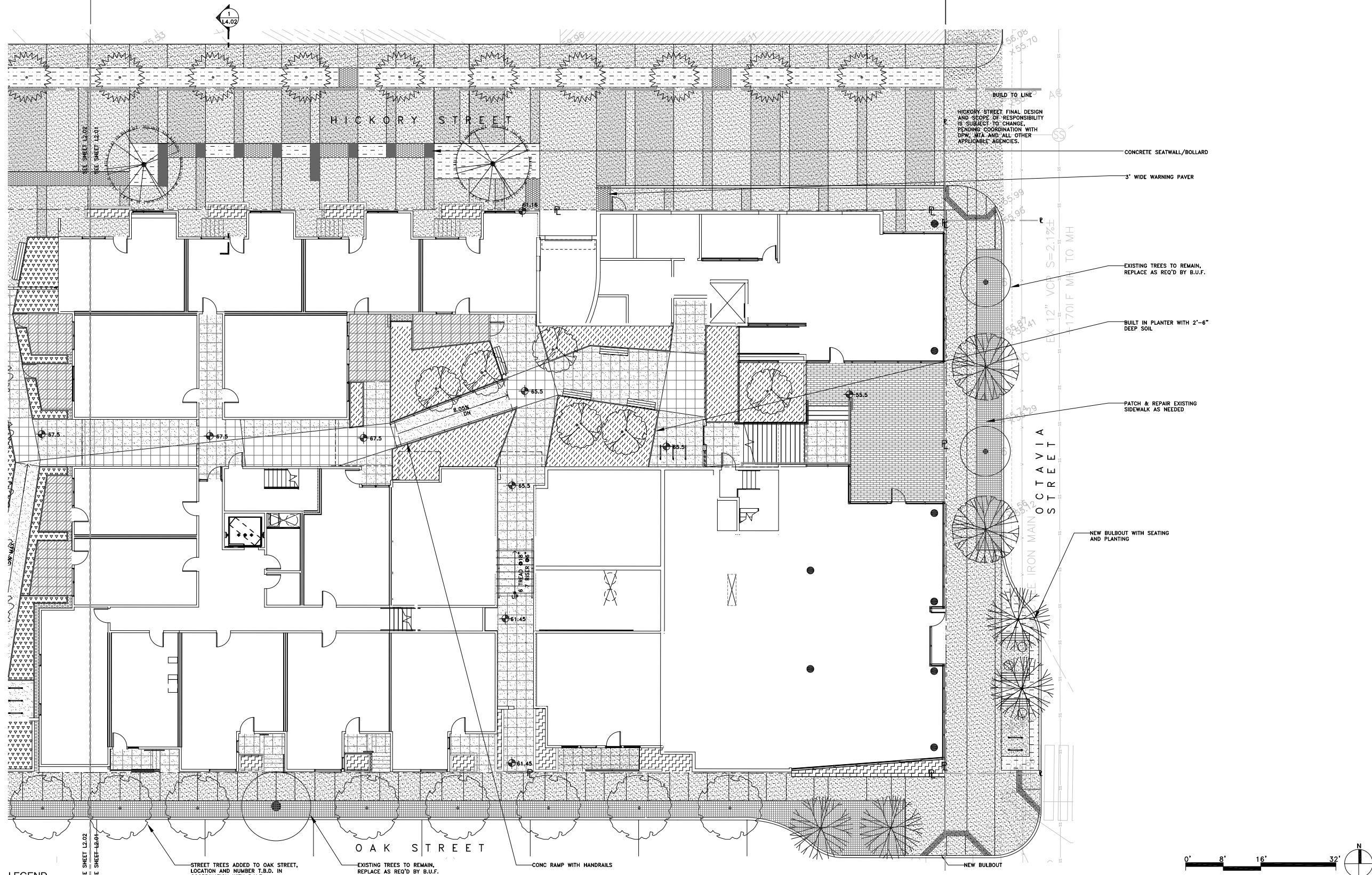
Job Number: 1018  
 Drawn by:  
 Checked by:  
 Date: JUNE 28TH, 2012  
 Scale: 1"=1/8"

Title  
 PODIUM LANDSCAPE SITE PLAN  
 EAST

Sheet

**L2.01**

CONDITIONAL USE RE-SUBMITTAL  
 Not-For-Construction



**LEGEND**

|   |   |   |  |
|---|---|---|--|
| <p><b>PAVING</b></p> <ul style="list-style-type: none"> <li>CONCRETE TOPPING SLAB TYPE I, INTEGRAL COLOR W/SAW CUT JOINTS &amp; SANDBLAST FINISH</li> <li>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS, &amp; SANDBLAST FINISH</li> <li>1-1/2" DIA GRAVEL</li> <li>4"x4"x4" BLACK GRANITE PAVERS</li> <li>36" WIDE WARNING PAVYER BAND</li> <li>CONCRETE PAVING, INTEGRAL COLOR W/SAW CUT JOINTS &amp; SANDBLAST FINISH - TYPE 1</li> <li>CONCRETE PAVING, INTEGRAL COLOR W/SAW CUT JOINTS &amp; SANDBLAST FINISH - TYPE 2</li> </ul> | <p><b>PLANTING</b></p> <ul style="list-style-type: none"> <li>6' LONG WOOD &amp; METAL BENCH</li> <li>HANDRAIL</li> <li>42" TALL GUARDRAIL WITH FLATBAR SUPPORTS</li> <li>3' TALL MAN GATE AND FENCE</li> <li>PREFABRICATED METAL BIKE RACKS</li> <li>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS &amp; SANDBLAST FINISH - PRIVATE PATIO</li> <li>6"x12" CONCRETE UNIT PAVERS</li> </ul> | <p><b>PAVING</b></p> <ul style="list-style-type: none"> <li>EAST &amp; WEST PODIUM COURTYARD PLANTING: 1 GAL Ø18" O.C.; 5 GAL Ø 2" O.C.</li> <li>CENTRAL PODIUM COURTYARD PLANTING: 1 GAL Ø18" O.C.; 5 GAL Ø 2" O.C.</li> <li>STOOP PLANTING: 1 GAL Ø18" O.C.; 5 GAL Ø 2" O.C.</li> </ul> | <p><b>PAVING</b></p> <ul style="list-style-type: none"> <li>SIDEWALK PLANTING 1 GAL Ø18" O.C.; 5 GAL Ø 2" O.C.</li> <li>24" BOX ACER PALMATUM, JAPANESE MAPLE</li> <li>36" BOX TRISTANIA LAURINA</li> <li>24" BOX STREET TREE TYPE 1 - PRUNUS SERRULATA FLOWER CHERRY</li> <li>24" BOX STREET TREE TYPE 2</li> <li>24" BOX STREET TREE TYPE 3</li> <li>24" BOX STREET TREE TYPE 4</li> <li>24" BOX STREET TREE TYPE 5</li> <li>24" BOX STREET TREE TYPE 6</li> </ul> |
|---|---|---|--|

**PODIUM LANDSCAPE SITE PLAN EAST**

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

1611 Telegraph Avenue, Suite 200  
 Oakland, California 94612  
 510.465.7010 p | 510.465.8575 f  
 www.pyatok.com

**Consultants:**  
**AGS**  
 FIVE FREELON STREET  
 SAN FRANCISCO, CA 94107  
**GLS LANDSCAPE ARCHITECTS**  
 2677 MISSION STREET, NO. 200  
 SAN FRANCISCO, CA 94110  
**KENNERLY ARCHITECTURE**  
 375 ALABAMA STREET, SUITE 440  
 SAN FRANCISCO, CA 94110  
**JON WORDEN ARCHITECTS**  
 33-B HEADLSBURG AVENUE,  
 HEADLSBURG, CA 95448  
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 201 POST STREET  
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 SAN FRANCISCO, CA 94103

**CENTRAL FREEWAY -  
 PARCEL P  
 AVALON HAYES VALLEY  
 PARCEL P, MARKET OCTAVIA PLAN  
 SAN FRANCISCO, CA 94102**

**Client:**  
**AVALON BAY COMMUNITIES**  
 185 BERRY STREET, SUITE 3500  
 SAN FRANCISCO, CA

**GLS Landscape/Architecture**  
 2677 Mission Street #200, San Francisco, CA 94110  
 415.285.3614 | 415.285.3024 | gls@gsaerf.com

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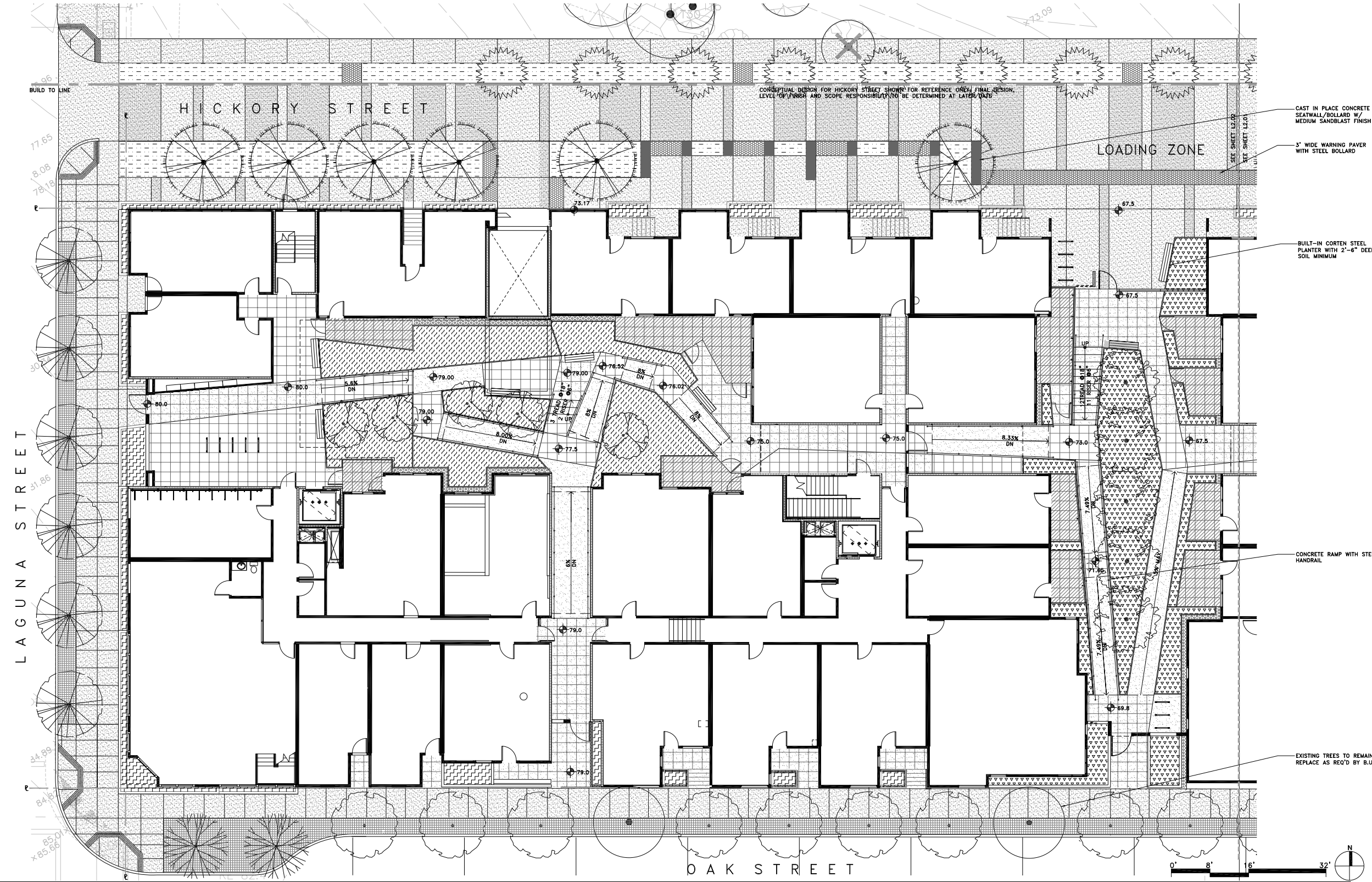
Job Number: 1018  
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 Checked by:  
 Date: JUNE 28TH, 2012  
 Scale: 1"=1/8"

Title  
**PODIUM LANDSCAPE SITE PLAN WEST**

Sheet

**L2.02**

CONDITIONAL USE RE-SUBMITTAL  
 Not-For-Construction



|   |  |   |  |   |  |   |  |
|---|--|---|--|---|--|---|--|
| <b>PAVING</b><br>CONCRETE TOPPING SLAB TYPE I, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH<br>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH<br>1-1/2" DIA GRAVEL<br>4"x4"x4" BLACK GRANITE PAVERS<br>36" WIDE WARNING PAVER BAND<br>CONCRETE PAVING, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - TYPE 1<br>CONCRETE PAVING, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - TYPE 2 |  | <b>PLANTING</b><br>6" LONG WOOD & METAL BENCH<br>HANDRAIL<br>42" TALL GUARDRAIL WITH FLATBAR SUPPORTS<br>3' TALL MAN GATE AND FENCE<br>PREFABRICATED METAL BIKE RACKS<br>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - PRIVATE PATIO<br>6"x12" CONCRETE UNIT PAVERS |  | <b>PLANTING</b><br>EAST & WEST PODIUM COURTYARD PLANTING; 1 GAL @18" O.C.; 5 GAL @ 2' O.C.<br>CENTRAL PODIUM COURTYARD PLANTING; 1 GAL @18" O.C.; 5 GAL @ 2' O.C.<br>STOOP PLANTING; 1 GAL @18" O.C.; 5 GAL @ 2' O.C.<br>6" LONG WOOD & METAL BENCH<br>HANDRAIL<br>42" TALL GUARDRAIL WITH FLATBAR SUPPORTS<br>3' TALL MAN GATE AND FENCE<br>PREFABRICATED METAL BIKE RACKS<br>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - PRIVATE PATIO<br>6"x12" CONCRETE UNIT PAVERS |  | <b>PLANTING</b><br>6" LONG WOOD & METAL BENCH<br>HANDRAIL<br>42" TALL GUARDRAIL WITH FLATBAR SUPPORTS<br>3' TALL MAN GATE AND FENCE<br>PREFABRICATED METAL BIKE RACKS<br>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - PRIVATE PATIO<br>6"x12" CONCRETE UNIT PAVERS |  |
| 6" LONG WOOD & METAL BENCH<br>HANDRAIL<br>42" TALL GUARDRAIL WITH FLATBAR SUPPORTS<br>3' TALL MAN GATE AND FENCE<br>PREFABRICATED METAL BIKE RACKS<br>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - PRIVATE PATIO<br>6"x12" CONCRETE UNIT PAVERS  |  | 6" LONG WOOD & METAL BENCH<br>HANDRAIL<br>42" TALL GUARDRAIL WITH FLATBAR SUPPORTS<br>3' TALL MAN GATE AND FENCE<br>PREFABRICATED METAL BIKE RACKS<br>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - PRIVATE PATIO<br>6"x12" CONCRETE UNIT PAVERS                    |  | 6" LONG WOOD & METAL BENCH<br>HANDRAIL<br>42" TALL GUARDRAIL WITH FLATBAR SUPPORTS<br>3' TALL MAN GATE AND FENCE<br>PREFABRICATED METAL BIKE RACKS<br>CONCRETE TOPPING SLAB TYPE II, INTEGRAL COLOR W/SAW CUT JOINTS & SANDBLAST FINISH - PRIVATE PATIO<br>6"x12" CONCRETE UNIT PAVERS  |  |   |  |

**PODIUM LANDSCAPE SITE PLAN WEST**  
 SCALE: 1/8" = 1'-0"

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**Consultants:**  
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 SAN FRANCISCO, CA 94107  
**GLS LANDSCAPE ARCHITECTS**  
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**CENTRAL FREEWAY -  
 PARCEL P  
 AVALON HAYES VALLEY  
 PARCEL P, MARKET OCTAVIA PLAN  
 SAN FRANCISCO, CA 94102**

**Client:**  
**AVALON BAY COMMUNITIES**  
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 SAN FRANCISCO, CA

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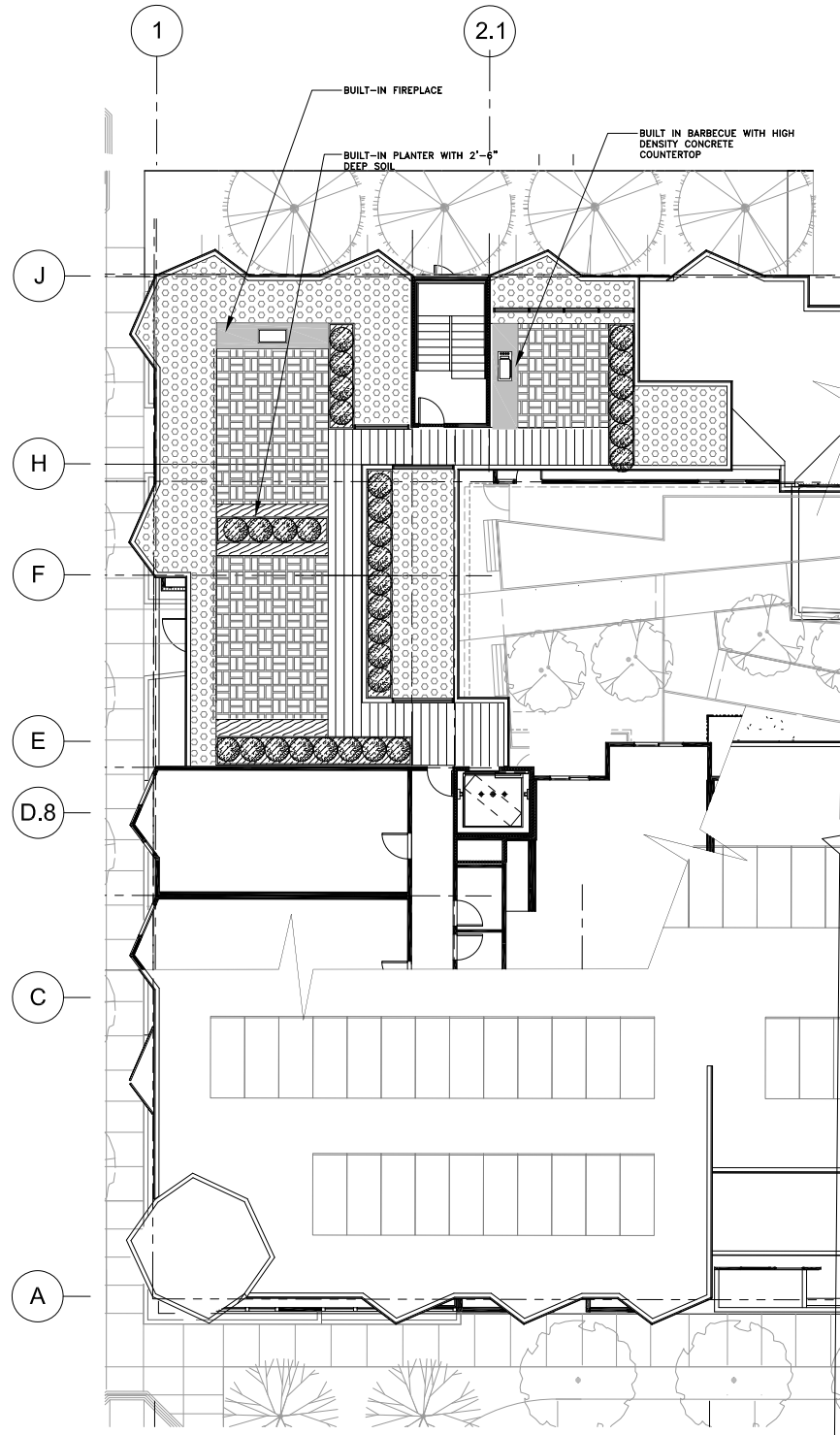
Stamp:

Job Number: 1018  
 Drawn by:  
 Checked by:  
 Date: JUNE 28TH, 2012  
 Scale: 1"=1/8"

Title  
 LANDSCAPE ROOF PLANS

Sheet  
**L2.03**

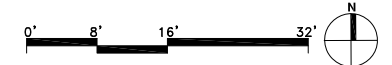
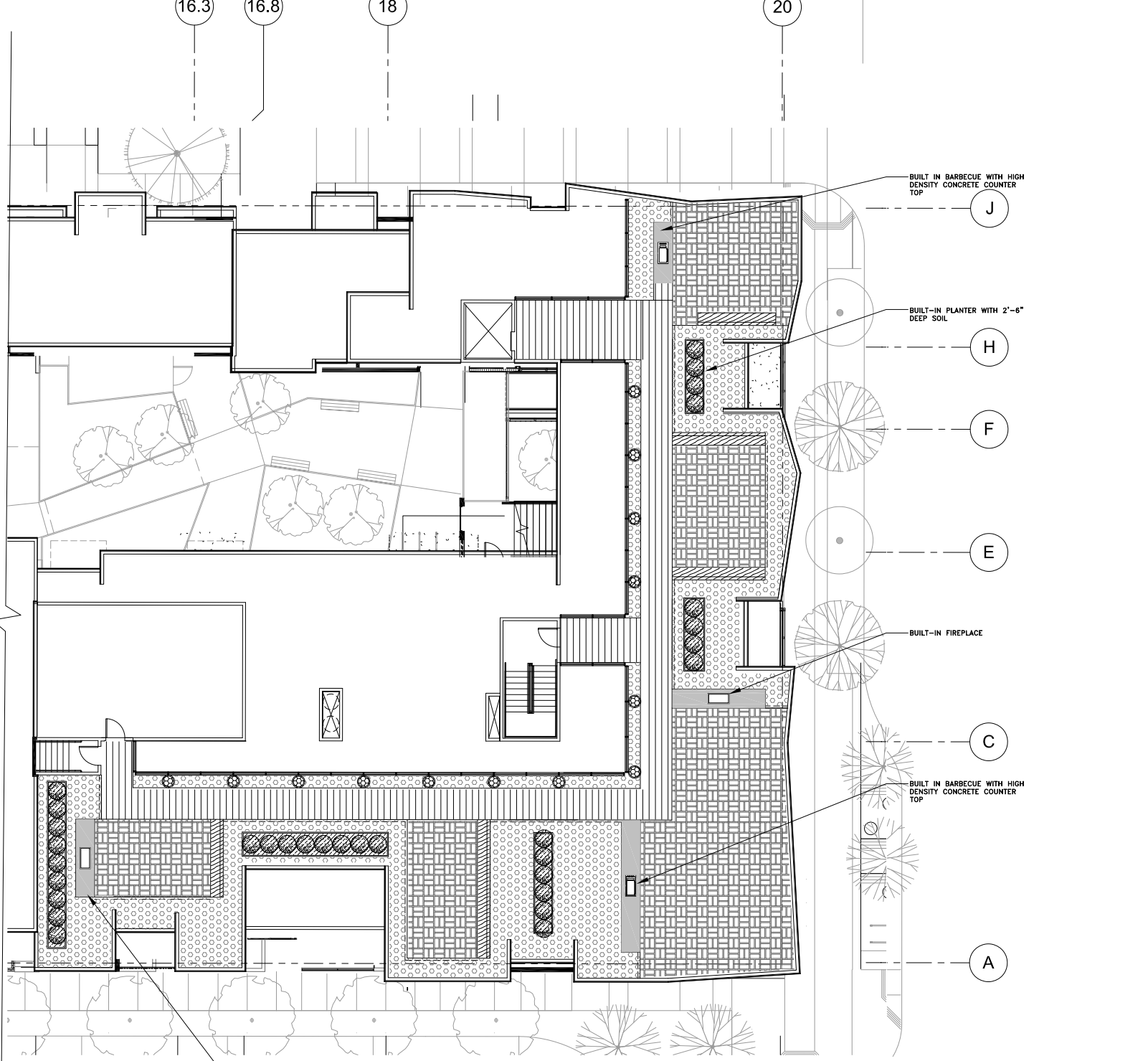
CONDITIONAL USE RE-SUBMITTAL  
 Not-For-Construction



**LEGEND**

|  |  |
|--|--|
| DECKING WITH TWO COLORS                              | WHEEL GUIDE                                    |
| 2x2 COMPOSITE TILES ON PEDESTAL                      | 2'-6" TALL PLANTER WITH 15 GAL SCREEN PLANTING |
| 1-1/2" DIA CRUSHED GRAVEL, 3" DEEP MINIMUM           |  |
| 7'-0" TALL WOOD AND METAL MECHANICAL/ WIND SCREEN    |  |
| 2' DIA PRECAST CONCRETE POT WITH 5 GAL VINE PLANTING |  |
| WOOD & METAL BENCH                                   |  |

**LANDSCAPE ROOF DECK WEST**  
 SCALE: 1/8" = 1'-0"



**LANDSCAPE ROOF DECK EAST**  
 SCALE: 1/8" = 1'-0"

1

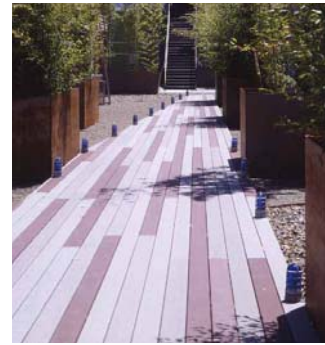
MATERIALS & SITE FURNISHING



COMPOSITE TILES



PREFABRICATED BIKE RACK



PREFAB DECKING



BUILT IN PLANTER



1-1/2" DIA GRAVEL



2" DIA PRECAST CONCRETE  
PLANTER



BUILT IN BARBECUE



INTEGRAL COLORED CONCRETE  
PAVING



WOOD & METAL MECHANICAL  
& WIND SCREEN

CENTRAL COURTYARD CONCEPT (PARTIAL SUN)



Clivia miniata



Ophiopogon japonicus



Trachelospermum jasminoides



Tristania laurina



Sansevieria trifasciata



Myrica californica



Campsis x tagliabuana

ROOF PLANTING CONCEPT

EAST & WEST COURTYARD PLANTING CONCEPT (SHADE)



Acer palmatum



Mahonia aquifolium



Ophiopogon japonicus



Sansevieria trifasciata



Agave attenuata



Aloe striata



Sedum spathulifolium

SIDEWALK PLANTING CONCEPT (FULL SUN)

STOOP PLANTING CONCEPT (FULL SUN & SHADE)



Dietes bicolor



Equisetum hyemale



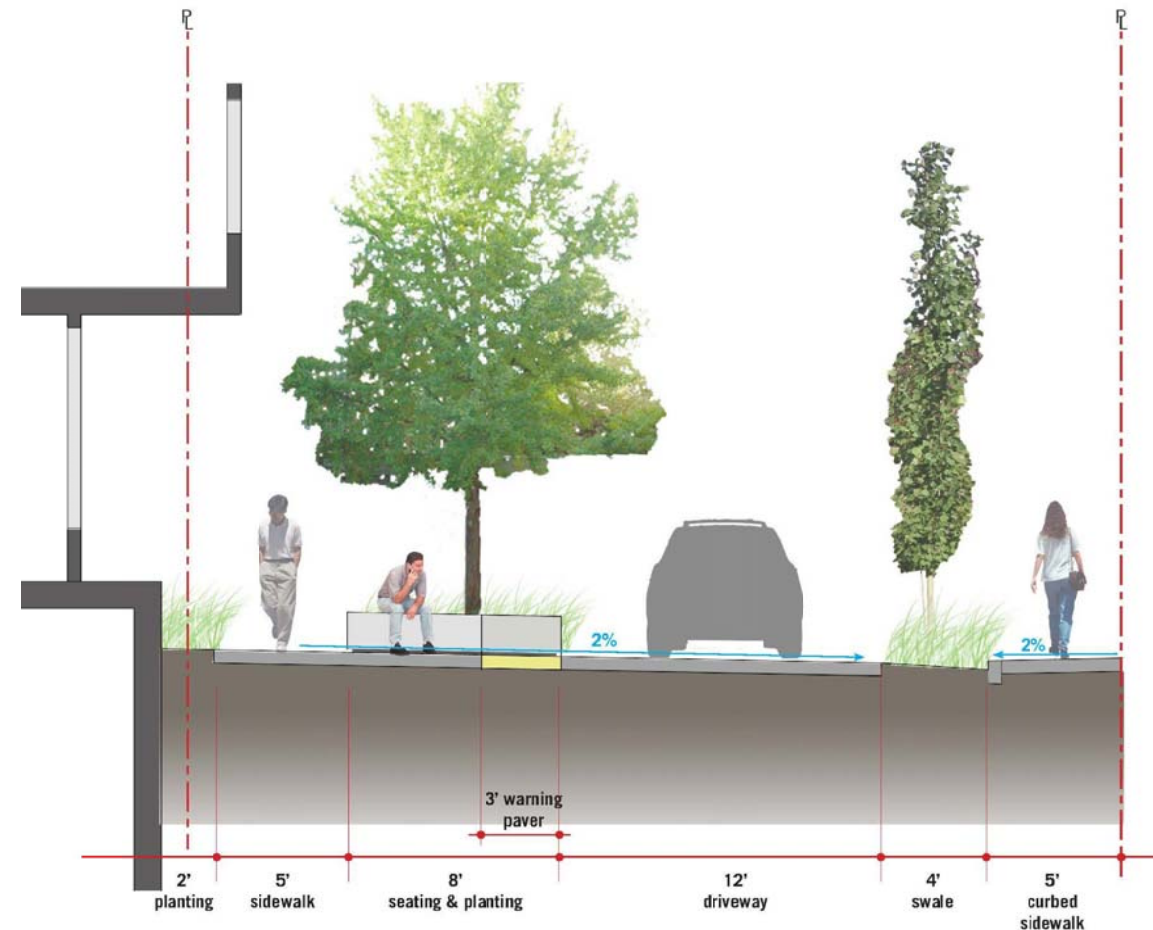
Phormium tenax



Pittosporum tobira  
'Variegata'



Sarcococca ruscifolia



HICKORY STREET SECTION

SCALE: N.T.S.

1

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CENTRAL FREEWAY -  
PARCEL P  
AVALON HAYES VALLEY  
PARCEL P, MARKET OCTAVIA PLAN  
SAN FRANCISCO, CA 94102

Client:  
AVALON BAY  
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Stamp:

Job Number: 1018

Drawn by:

Checked by:

Date: JUNE 28TH, 2012

Scale:

Title  
PLANTING AND MATERIAL  
PALETTE & HICKORY STREET  
SECTION

Sheet

L4.02

CONDITIONAL USE RE-SUBMITTAL  
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