



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use Authorization

HEARING DATE: SEPTEMBER 6, 2012

CONTINUED FROM AUGUST 9, 2012

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: August 30, 2012
Case No.: **2011.0931EC**
Project Address: **4-20 OCATAVIA BOULEVARD (AKA 8 OCTAVIA BOULEVARD);
CENTRAL FREEWAY PARCEL "V")**
Zoning: Moderate-Scale Neighborhood Commercial Transit District (NCT-3)
Hayes Gough Neighborhood Commercial Transit District
50-X/85-X Height and Bulk District
Block/Lot: 0855/011
Project Sponsor: Mark McDonald of
Octavia Gateway Holdings LLC
448 Linden Street
San Francisco, CA 94102
Staff Contact: Aaron Hollister – (415) 575-9078
aaron.hollister@sfgov.org

PROJECT DESCRIPTION

The proposal is to construct a new development reaching a maximum height of five to eight stories containing up to 48 dwelling units, approximately 2,810 square feet of ground floor commercial uses, and 25 off-street parking spaces (24 residential, 1 commercial) with access from the Octavia Boulevard frontage road. One ground-floor retail space will be located at the Market Street frontage and will partially wrap around the corner onto Octavia Boulevard, while the second ground-floor commercial space will be located in the northern third of the building with frontage onto Octavia Boulevard. The Haight Street frontage and portions of the Octavia Boulevard frontage will contain residential entries. The building will maintain a consistent roofline as Octavia slopes from south to north with the eight-story massing located on southerly portion of the lot and the five-story massing located on the northerly portion of the lot. The building will be broken into three masses via deep voids along the Octavia Boulevard frontage and will be clad in a glass curtain wall with vertical colored sunshades. The dwelling units would be offered as condos and the inclusionary affordable housing would be provided on-site. In 2007, the project was the winner of the San Francisco Prize Design competition for Central Freeway Parcel "V".

SITE DESCRIPTION AND PRESENT USE

The project site is a 12,244-square-foot lot located on the east side of the Octavia Boulevard frontage road and runs the full length of the block from Haight Street to Market Street in the Market and Octavia Area Plan. The project site slopes downward from north to south with the Haight Street frontage

approximately 20 feet higher in elevation than the Market Street frontage. The lot was formerly occupied by the Central Freeway, which was removed by 2003, and has remained vacant since 2003.

The site is split-zoned with each zoning and height and bulk district each occupying approximately half the lot area. The NCT-3 Zoning District and the 85-X Height and Bulk District occupy the half of the lot that fronts on Market Street, while the Hayes-Gough NCT and the 50-X Height and Bulk District occupy the half of the lot that fronts on Haight Street.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The surrounding properties and neighborhood are located in the Market and Octavia Plan Area. The immediately surrounding area primarily consists of mixed-use buildings of varying heights along Market Street and three to five-story residential buildings along Haight Street. The Market and Octavia Area Plan envisions that mixed-use buildings will flank Octavia Boulevard on former Central Freeway parcels. Projects have been approved and some constructed on select former Central Freeway parcels, while others currently contain temporary installations such as the Proxy Project and community gardens.

Beyond the immediately surrounding vicinity, ground-floor retail and restaurant uses are found along Hayes Street to the north of the Project Site in the commercial center of Hayes Valley, 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, while the Mid- and Upper-Market areas are located respectively to the east and west. Open spaces in the vicinity include the Hayes Valley Playground, Patricia's Green, Koshland Park, and the Page and Laguna Mini-Park.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on July 20, 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.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	July 20, 2012	July 2, 2012	38 days
Posted Notice	20 days	July 20, 2012	July 5, 2012	35 days

Mailed Notice	20 days	July 20, 2012	July 18, 2012	22 days
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* The public hearing for the project was continued at the July 26th and August 9th Commission hearings.

PUBLIC COMMENT

- The Department has received a number of letters in support of the project from organizations including the Hayes Valley Neighborhood Association, SPUR, the San Francisco Housing Action Coalition, the Merchants of Upper Market and Castro and the San Francisco LGBT Community Center.

The easterly adjacent neighbor at 67 Haight Street has submitted a letter to the Department with a number of concerns including the light and air reception of properties in the area, the size of the building, the reception of sunlight by solar panels on the roof of 67 Haight, a lack of parking in the project and concerns regarding the safety of the 67 Haight Street building during potential construction.

The Jews for Jesus organization, located across Haight Street at 60 Haight Street, have contacted Department staff with a number of objections. The organization believes the building is too large and does not contain enough parking.

ISSUES AND OTHER CONSIDERATIONS

- **Project History.** The project for 8 Octavia was originally selected in 2007 through a Request for Proposal process held by the Office of Economic & Workforce Development that included well-developed design concepts with the intent to achieve exceptional design. The design competition included several Central Freeway parcels that line Octavia Boulevard from Market Street to Fell Street. In addition to achieving exceptional individual design on a project level, the competition sought projects that would complement Octavia Boulevard.

Several teams competed and short-listed teams were given an opportunity to present their designs and qualifications before final selection. The selection committee consisted of representatives from the community and the Planning Department. The subject project was thought to embody the design standards the process sought. This process was preceded by a similar competition in 2005 (the San Francisco Prize) that sought to establish a vision and set high design standards for the former Central Freeway Parcels to complement Octavia Boulevard.

- **Project Design.** 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 would be respectful of the existing built environment. Residential structures along Haight Street are primarily three to five stories with full lot coverage, while buildings along Market Street vary in height from low- to high-rise heights with full lot coverage. The Project would be respectful of the surrounding built context by proposing a five-story massing along Haight Street where the built environment is shorter and finer grained, while the larger, eight-story massing would be located at the Market Street frontage where existing building heights and sizes are larger.

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 located near the Haight Street frontage. Buildings along Market Street vary in height from low- to high-rise heights with full lot coverage. There are also examples of recent in-fill construction in the area, such as the former parcel "Q" located, at the southwest corner of Oak Street and 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 building is articulated as a series of smaller masses across the Octavia Boulevard frontage, separated by a procession of deep voids. 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. Additionally, the Project mimics buildings located across Octavia Boulevard (especially the First Baptist Church building) by keeping a consistent roof height across the length of the project site as site slopes up from Market Street to Haight Street.

- **Rear Yard.** Planning Code Section 134(a)(1)(C) stipulates that Central Freeway Parcel V is not required to provide rear yards at any level of the building, provided that the project fully meets the usable open space requirement for dwelling units per Planning Code Section 135, the exposure requirements of Section 140, and gives adequate architectural consideration to the light and air needs of adjacent buildings given the constraints of the project site.

Parking Entrance. Off-street parking access into the parking garage would be located on the northbound Octavia frontage road, mid-block along the project site's Octavia Boulevard frontage. The Octavia Boulevard frontage is the most desirable location for the off-street parking access amongst the three street frontages fronting the Project Site. Pursuant to Planning Code Section 155(r)(2), off-street parking access is not allowed along the entire portion of Market Street from The Embarcadero to Castro Street. In October 2011, the SFMTA approved the conversion of the one-block portion of Haight Street, along the northern edge of the project site, to two-way traffic for transit vehicles only. The existing parking lane on the south edge of Haight Street will be changed to a transit-only lane for inbound Muni buses, which would not allow for off-street parking access from Haight Street. As outlined in the CPE prepared for the Project, the Haight Street roadway conversion would not impact the entrance to the proposed garage, nor change the turning movements at the intersection of Haight Street and Octavia Boulevard frontage road.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must approve two Conditional Use authorizations. One would allow development on a lot greater than 10,000 square feet (Planning Code Section 121.1). The second authorization, per Planning Code Section 155(r)(3)(H), requires Conditional Use authorization for the proposed off-street parking access to be located on Octavia Boulevard.

BASIS FOR RECOMMENDATION

- The project would add 48 dwelling units to the City's housing stock in a walkable and transit-rich area suited for dense, mixed-use development.
- The project would fulfill its inclusionary affordable housing requirement on-site by providing 7 BMR units on-site.
- The project fulfills the intent of the Market & Octavia Plan to focus new housing transit-served locations and to create active streetscapes, especially along Market Street
- The proposed ground-floor commercial spaces will expand the spectrum of retail goods and services available in the area.
- 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 project meets all applicable requirements of the Planning Code, aside from the requested Conditional Use authorization requests.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Motion

Mitigation, Monitoring and Reporting Program

Block Book Map

Sanborn Map

Aerial Photograph

Zoning Map

Correspondence Regarding the Project

Affordable Housing Affidavit

Project Sponsor Submittal Package:

- Project Sponsor Submittal Letter
- Approved Plans/Renderings

Attachment Checklist

- | | |
|---|---|
| <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 checked="" 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

 AJH
Planner's Initials



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

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

Reception:
415.558.6378

Fax:
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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATED TO THE APPROVAL OF A CONDITIONAL USE TO ALLOW DEVELOPMENT OF A LOT EXCEEDING 10,000 SQUARE FEET, AND TO ALLOW OFF-STREET PARKING ACCESS FROM THE OCTAVIA BOULEVARD FRONTAGE ROAD, PURSUANT TO SECTIONS 121.1, 155(r), AND 303 OF THE PLANNING CODE WITH RESPECT TO A PROPOSAL TO CONSTRUCT A NEW DEVELOPMENT REACHING A MAXIMUM HEIGHT OF FIVE TO EIGHT STORIES CONTAINING UP TO 48 DWELLING UNITS, APPROXIMATELY 2,810 SQUARE FEET OF GROUND FLOOR COMMERCIAL USE, AND 25 OFF-STREET PARKING SPACES (24 RESIDENTIAL, 1 COMMERCIAL) LOCATED AT 4-20 OCTAVIA BOULEVARD (AKA 8 OCTAVIA BOULEVARD; CENTRAL FREEWAY PARCEL "V") LOT 011 IN ASSESSOR'S BLOCK 0855, WITHIN THE HAYES-GOUGH NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT, THE MODERATE-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT (NCT-3), AND THE 50-85-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 4, 2012, Mark McDonald, acting on behalf of Octavia Gateway Holdings ("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 and to allow off-street parking access from the Octavia Boulevard frontage road under Planning Code Sections ("Sections") 121.1, 155(r), and 303 to allow a project that would construct a new development reaching a maximum height of five to eight stories containing up to 48 dwelling units, approximately 2,810 square feet of ground floor commercial uses, and 25 off-street parking spaces (24 residential, 1 commercial) located at 4-20 Octavia Boulevard (AKA 8 Octavia Boulevard; Central Freeway Parcel "V"), Lot 011 in Assessor's Block 0855, within the Hayes-Gough Neighborhood Commercial Transit District, the Moderate-Scale Neighborhood Commercial Transit District (NCT-3), and the 50-85-X Height And Bulk District.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the 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 July 20, 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 September 6, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2011.0931EC.

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. 2011.0931EC, 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 12,244-square-foot lot located on the east side of the Octavia Boulevard frontage road and runs the full length of the block from Haight Street to Market Street in the Market and Octavia Area Plan. The project site slopes downward from north to south with the Haight Street frontage approximately 20 feet higher in elevation than the Market Street frontage. The lot was formerly occupied by the Central Freeway, which was removed by 2003, and has remained vacant since 2003.

The site is split-zoned with each zoning and height and bulk district each occupying approximately half the lot area. The NCT-3 Zoning District and the 85-X Height and Bulk District occupy the half of the lot that fronts on Market Street, while the Hayes-Gough NCT and the 50-X Height and Bulk District occupy the half of the lot that fronts on Haight Street.

3. **Surrounding Properties and Neighborhood.** The surrounding properties and neighborhood are located in the Market and Octavia Plan Area. The immediately surrounding area primarily consists of mixed-use buildings of varying heights along Market Street and three to five-story residential buildings along Haight Street. The Market and Octavia Area Plan envisions that

mixed-use buildings will flank Octavia Boulevard on former Central Freeway parcels. Projects have been approved and some constructed on select former Central Freeway parcels, while others currently contain temporary installations such as the Proxy Project and community gardens.

Beyond the immediately surrounding vicinity, ground-floor retail and restaurant uses are found along Hayes Street to the north of the Project Site in the commercial center of Hayes Valley, 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, while the Mid- and Upper-Market areas are located respectively to the east and west. Open spaces in the vicinity include the Hayes Valley Playground, Patricia's Green, Koshland Park, and the Page and Laguna Mini-Park.

4. **Project Description.** The proposal is to construct a new development reaching a maximum height of five to eight stories containing up to 48 dwelling units, approximately 2,810 square feet of ground floor commercial uses, and 25 off-street parking spaces (24 residential, 1 commercial) with access from the Octavia Boulevard frontage road. One ground-floor retail space will be located at the Market Street frontage and will partially wrap around the corner onto Octavia Boulevard, while the second ground-floor commercial space will be located in the northern third of the building with frontage onto Octavia Boulevard. The Haight Street frontage and portions of the Octavia Boulevard frontage will contain residential entries. The building will maintain a consistent roofline as Octavia slopes from south to north with the eight-story massing located on southerly portion of the lot and the five-story massing located on the northerly portion of the lot. The building will be broken into three masses via deep voids along the Octavia Boulevard frontage and will be clad in a glass curtain wall with vertical colored sunshades. The dwelling units would be offered as condos and the inclusionary affordable housing would be provided on-site. In 2007, the project was the winner of the San Francisco Prize Design competition for Central Freeway Parcel "V".
5. **Public Comment.** The Department has received a number of letters in support of the project from organizations including the Hayes Valley Neighborhood Association, SPUR, the San Francisco Housing Action Coalition, the Merchants of Upper Market and Castro and the San Francisco LGBT Community Center.

The easterly adjacent neighbor at 67 Haight Street has submitted a letter to the Department with a number of concerns including the light and air reception of properties in the area, the size of the building, the reception of sunlight by solar panels on the roof of 67 Haight, a lack of parking in the project and concerns regarding the safety of the 67 Haight Street building during potential construction. The Jews for Jesus organization, located across Haight Street at 60 Haight Street, have contacted Department staff with a number of objections. The organization believes the building is too large and does not contain enough parking.

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 Sections 720.91 and 731.91, dwelling units within the Hayes-Gough NCT and the NCT-3 Districts are principally permitted without specific density limitations, allowing physical controls such as height, bulk, and setbacks to define an allowable building envelope. Per Sections 720.40 and 731.40, retail uses are principally permitted at the ground floor within the Hayes-Gough NCT and NCT-3 Districts.

The proposed 48 dwelling units are permitted at levels and the ground-floor commercial use is principally permitted; therefore, the project complies with the Planning Code.

- B. **Height and Bulk.** The subject property is located within the 50-X and the 85-X Height and Bulk Districts. 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 50-X Height and Bulk District 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.

The site is split-zoned with each height and bulk district occupying approximately half the lot area. The 85-X Height and Bulk District occupies the half of the lot that fronts on Market Street, while the 50-X Height and Bulk District occupies the half of the lot that fronts on Haight Street. Pursuant to the height measurement definition of Planning Code Section 102.12, the Project would reach a maximum height of 53.5 feet in the 50-X Height and Bulk District, while the Project would reach a maximum height of 75 feet in the 85-X Height and Bulk District.

Pursuant to Planning Code Section 263.20, the Project would qualify for a four-foot height increase to 54 feet in the 50-foot Height District by providing generous ground floor ceiling heights for commercial and other active uses defined in Section 145.1(b)(2) including a commercial tenant space with a 17-foot ceiling, a walk-up residential unit that would be raised four feet above sidewalk grade and a 17-foot tall common residential entry. The uses with the generous ground-floor ceiling heights would be oriented along a right-of-way wider than 40 feet, would occupy over 50% of the ground-floor area in the 50-foot Height District and would not add new shadow to any public open spaces. The Project would therefore comply with the applicable height districts.

- 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 NCT-3 District, Section 124 allows an FAR of up to 3.6:1. Proportionately applying these ratios to each portion of the Project Site, the allowable FAR would permit a building of up to 40,405 square feet of Gross Floor Area as defined in Section 102.9.

The Project would measure approximately 70,153 square feet. Pursuant to Section 124(b), within NC Districts, the cited Floor Area Ratio limits do not apply to residential uses. Subtracting the area of the residential uses, approximately 2,085 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.** Planning Code Section 134(a)(1)(C) stipulates that Central Freeway Parcel V is not required to provide rear yards at any level of the building, provided that the project

fully meets the usable open space requirement for dwelling units per Planning Code Section 135, the exposure requirements of Section 140, and gives adequate architectural consideration to the light and air needs of adjacent buildings given the constraints of the project site.

The Project footprint would occupy nearly the entire project site with the exception of a side yard located along the easterly property line. As outlined below, the Project will comply with the Useable Open Space and Dwelling Unit Exposure requirements of the Code. Additionally, the Project has been designed so it will respect the prevailing built environment of the surrounding area in terms of height and massing, and as such, will not affect the light and air needs of adjacent buildings. Residential structures along Haight Street are primarily three to five stories with full lot coverage, while buildings along Market Street vary in height from low- to high-rise heights with full lot coverage. The Project would be compliant with the surrounding built context by proposing a five-story massing along Haight Street where the built environment is shorter and finer grained, while the larger, eight-story massing would be located at the Market Street frontage where existing building heights and sizes are larger.

- E. **Usable Open Space.** Section 135 requires that a specific amount of usable open space be provided for each dwelling unit. The Hayes-Gough NCT District requires dwelling units to have 60 square feet of private open space, or 79.8 square feet of common open space, while the NCT-3 District requires dwelling units to have 80 square feet of private open space, or 106.4 square feet of common open space. Both private and common open space must meet specific requirements for dimensions, location, and exposure to light and air.

The Project would provide open space as both common and private open space. Private open space would be provided for four of the units in the form of roof decks, while nine private decks would be located on floors two through five of the Project. The private decks on floors two through five do not meet the exposure requirements of Planning Code Section 135(f)(2)(A) that requires at least 30 percent of the perimeter of such space to be unobstructed except for necessary handrails. These decks will have approximately 27 percent of their perimeters unobstructed. Pursuant to Planning Code Section 135(b)(2), one of the proposed private roof decks would not qualify as useable space as it is intended to serve as open space for a unit located on the eighth floor of the Project without a means of direct access from the unit to the space.

The Project would also provide common open space in the form of a roof deck. Applying proportionately the required common open space ratios for the remaining 46 units without private useable open space, the Project requires 4,203 square feet of common useable open space. The Project would provide approximately 4,337 square feet of common useable open space in the form of a roof deck. The Project would provide an ample amount of useable open space to meet the requirements of Section 135.

- F. **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. The Project would also provide an entry court at the Market Street frontage that will include landscaping. 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.

- G. **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.

All of the proposed dwelling units will have exposure onto adjacent public rights-of-way that are least 25 feet in width. All of the proposed dwelling units comply with the requirements of Section 140.

- H. **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 Market Street frontage is occupied by several active spaces, including a retail use, a lobby area, and an entry court. The retail use will wrap-around the building onto the Octavia Boulevard frontage. An additional commercial tenant space will be located in the northern third of the building with frontage onto Octavia Boulevard. The remainder of the ground-floor is primarily occupied by a walk-up residential unit on the Haight Street frontage and a common residential entry on the Octavia Boulevard frontage. The presences of these active uses with enliven the streetscape and contribute to a desirable pedestrian realm. The project complies with Section 145.1.

- I. **Off-Street Parking and Car Sharing.** Pursuant to Section 151.1, off-street parking is allowed up to one space for every two dwelling units in NCT Districts, which would allow up to 24 off-street residential parking spaces that could be principally permitted for the project. One off-street commercial space is allowed per 1,500 square feet of non-residential uses in NCT Districts. Pursuant to Section 166, no car-share spaces are required for developments with 49 or fewer residential units.

The Project proposes 24 off-street parking spaces to serve the residential uses and one off-street parking space for the 2,810 square feet of retail space. The Project will include one off-street space dedicated to a car-share space, although none are 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.

- J. **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 47,660 square feet of residential uses, and less than 10,000 square feet of commercial uses. Therefore, no off-street loading space is required or will be provided by the Project.

- L. **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** Per Planning Code Section 155(r)(3)(H), new garage entries, driveways or other vehicular access to off-street parking or loading (except for the creation of new publicly-accessible streets and alleys) requires Conditional Use authorization if the off-street parking access is located on Octavia Boulevard from Fell Street to Market Street.

The Project proposes off-street parking access from the northbound Octavia Boulevard frontage road, which will require Conditional Use Authorization.

- M. **Bicycle Parking.** Pursuant to Section 155.5, residential uses containing four or more dwelling units are required to provide bicycle parking at no cost or fee to the building occupants or tenants. For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units is required.

With 48 dwelling units, the Project is required to provide 24 bicycle parking spaces. The Project will provide 26 bicycle parking spaces to comply with Section 155.5.

- N. **Dwelling Unit Mix.** Section 207.6 requires that, for projects creating five or more dwelling units within the Hayes-Gough NCT and the NCT-3 Districts, a minimum of 40 percent of the dwelling units contain at least two bedrooms.

The Project proposes a total of 48 dwelling units. 32 of these units are two-bedrooms or larger, which constitutes 66 percent of the overall dwelling units. The Project complies with the dwelling unit mix requirements.

- O. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of 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 and 415.6, the Project is meeting the Inclusionary Affordable Housing Program requirement through the On-site Affordable Housing Alternative by providing 15% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and 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 by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must

submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on July 24, 2012. The EE application was submitted on December 5, 2011. Seven units (one studio, two one-bedroom, and four two-bedroom) of the 48 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

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. 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 space 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 the public rights-of-way will create a vibrant focal point for the area, activating the streetscape and creating visual interest for pedestrians at a prominent site location.

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 respectful of the existing built environment. Residential structures along Haight Street are primarily three to five stories with full lot coverage, while buildings along Market Street vary in height from low- to high-rise heights with full lot coverage. The Project would be compliant with the surrounding built context by proposing a five-story massing along Haight Street where the built environment is shorter and finer grained, while the larger, eight-story massing would be located at the Market Street frontage where existing building heights and sizes are larger.

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 Code allows the Project on the former Central Freeway parcel to provide open space in an alternative form, preferably in the form of a large roof deck, which the Project proposes. Existing development in the vicinity varies in size and intensity, and the Project is generally compatible with the eclectic character of the area. The building is designed with recesses 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 will provide one car-share parking space, when no car-share spaces are required by Section 166. No off-street loading spaces are required by the Code for the project and none will be provided by project.

The Project would provide off-street parking in an amount that would be equal to the principally permitted amount for the Hayes-Gough NCT and NCT-3 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. The Project Site is located within an urban context, where convenience goods and services are available within walking distance. Residents of the project will be able to walk to such services in the vicinity. In addition, the area is served by ample public transit and contains immediate access to bicycle lanes, so that residents do not need to solely rely on private automobile transportation

Off-street parking access into the parking garage would be located on the northbound Octavia frontage road, mid-block along the project site's Octavia Boulevard frontage. The Octavia Boulevard frontage is the most desirable location for the off-street parking access amongst the three street frontages fronting the Project Site. Pursuant to Planning Code Section 155(r)(2), off-street parking access is not allowed along the entire portion of Market Street from The Embarcadero to Castro Street. In October 2011, the SFMTA approved the conversion of the one-block portion of Haight Street, along the northern edge of the project site, to two-way traffic for transit vehicles only. The existing parking lane on the south edge of Haight Street will be changed to a transit-only lane for inbound Muni buses, which would not allow for off-street parking access from Haight Street. As outlined in the CPE prepared for the Project, the Haight Street roadway conversion would not impact the entrance to the proposed garage, nor change the turning movements at the intersection of Haight Street and Octavia Boulevard frontage road.

- 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 and common rooftop decks. Beyond the requirements for residential open space, the Project would also provide an entry court for public use at the Market Street frontage that will include landscaping. Street tree planting (as required) will be necessary as part of the streetscape improvements that are necessary under Code Section 138.1.

Parking is provided at 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. No off-street loading spaces are proposed and no loading spaces are 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 exception to the off-street parking access from the Octavia Boulevard frontage road. The residential uses contemplated for the Project are permitted within the Hayes-Gough NCT and NCT-3 Districts, and the proposed commercial use is permitted within the Hayes-Gough NCT and NCT-3 District.

Considered as a whole, the Project would add housing and commercial goods and services to create a vibrant, active mixed-use node at a prominent location. 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 seven studio units, 10 one-bedroom units, 29 two-bedroom units and three three-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 #12.

- 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 and the NCT-3 District 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 and NCT-3 District 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 would be respectful of the existing built environment. Residential structures along Haight Street are primarily three to five stories with full lot coverage, while buildings along Market Street vary in height from low- to high-rise heights with full lot coverage. The Project would be compliant with the surrounding built context by proposing a five-story massing along Haight Street where the built environment is shorter and finer grained, while the larger, eight-story massing would be located at the Market Street frontage where existing building heights and sizes are larger.

- 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 located near the Haight Street frontage. Buildings along Market Street vary in height from low- to high-rise heights with full lot coverage. There are also examples of recent in-fill construction in the area, such as the former parcel "Q" located, at the southwest corner of Oak Street and 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 building is articulated as a series of smaller masses across the Octavia Boulevard frontage, separated by a procession of deep voids. 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. Additionally, the Project mimics buildings located across Octavia Boulevard by keeping a consistent roof height across the length of the project site as site slopes up from Market Street to Haight Street.

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 a vacant lot with an intense, mixed-use development suited to an urban context. The Project includes 48 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 2,810 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.

OBJECTIVE 12

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

Policy 12.1:

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

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.

TRANSPORTATION ELEMENT Objectives and Policies

OBJECTIVE 2:

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1:

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

The Project is located within an existing high-density urban context. The project area has a multitude of transportation options, and the Project Site is within walking distance of the Market Street transit spine, and thus would make good use of the existing transit services available in this area and would assist in maintaining the desirable urban characteristics and services of the area. The Project proposes little off-street parking, encouraging users of the building to seek transportation options other than private automobile use.

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 1.1.1:

Repair the damage caused by the Central Freeway by encouraging mixed-use infill on the former freeway lands.

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 1.2:

ENCOURAGE URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Policy 1.2.1:

Repair the damage caused by the Central Freeway by encouraging mixed-use infill on the former freeway lands.

Policy 1.2.2:

Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.

Policy 1.2.4:

Encourage buildings of the same height along each side of major streets.

Policy 1.2.7:

Encourage new mixed-use infill on Market Street with a scale and stature appropriate for the varying conditions along its length.

The Project proposes a mixed-use development on a prominent Central Freeway lot located at the corner of Market Street and Octavia Boulevard. The proposed ground-floor retail use and building lobby location along Market Street will provide active uses along Market Street to promote the continued vibrancy of Market Street as the City's cultural and ceremonial spine. Furthermore, the Market Street ground-floor area will be a welcoming space by providing a 20-foot tall retail/lobby space adjacent to a landscaped entry court. As outlined in Section 8, the Project will match the height of existing buildings along its street frontages, as well as provide appropriate infill construction along Market Street.

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 Market Street and 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 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.
- 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.

The proposed Project would be built to the property lines along all frontages. The frontage along Market Street would have a well-defined, active base that includes a retail space and lobby space directly accessible from the sidewalk. Floor-to-ceiling heights of these spaces would be approximately 20 feet. This building would be articulated with a rhythm of vertical solids and voids, and further, would be finished with high-quality materials inclusive of a glass curtain wall system with vertical aluminum operable sun shades that would cover the residential areas of the building.

The Project would be respectful of the existing built environment. Residential structures along Haight Street are primarily three to five stories with full lot coverage, while buildings along Market Street vary in height from low- to high-rise heights with full lot coverage. The Project would be compliant with the surrounding built context by proposing a five-story massing along Haight Street where the built environment is shorter and finer grained, while the larger, eight-story massing would be located at the Market Street frontage where existing building heights and sizes are larger. 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 parking at a ratio that 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.

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

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

The 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. Seven 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.

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
11. The Commission hereby finds that approval of the 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. 2011.0931EC** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated August 29, 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 September 6, 2012.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: September 6, 2012

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow development of a lot exceeding 10,000 square feet and to allow off-street parking access from the Octavia Boulevard frontage road to construct a new development reaching a maximum height of five to eight stories containing up to 48 dwelling units, approximately 2,810 square feet of ground floor commercial uses, and 25 off-street parking spaces (24 residential, 1 commercial) located at 4-20 Octavia Boulevard (AKA 8 Octavia Boulevard; Central Freeway Parcel "V"), Lot 011 in Assessor's Block 0855, within the Hayes-Gough Neighborhood Commercial Transit District, the Moderate-Scale Neighborhood Commercial Transit District (NCT-3), and the 50-85-X Height And Bulk District; in general conformance with plans, dated August 29, 2012, and stamped "EXHIBIT B" included in the docket for Case No. 2011.0931EC and subject to conditions of approval reviewed and approved by the Commission on September 6, 2012 under Motion No XXXXX. 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 September 6, 2012 under Motion No XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

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

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

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 415-575-9078, 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 415-575-9078, 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 415-575-9078, 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 415-575-9078, 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

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

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.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9078, 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 415-575-9078, www.sf-planning.org

PARKING AND TRAFFIC

13. **Car Share.** Pursuant to Planning Code Section 166, car share spaces may be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

14. **Bicycle Parking.** The Project shall provide no fewer than 25 Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5.

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

15. **Parking Maximum.** Pursuant to Planning Code Section 151.1, and as indicated on Exhibit B, the Project shall provide no more than 25 independently accessible off-street parking spaces (24 Residential, One Commercial), excluding car share spaces.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, 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

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

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 415-575-9078, www.sf-planning.org

19. **Affordable Units. Requirement. Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 15% of the proposed dwelling units as affordable to qualifying households. The Project contains 48 units; therefore, seven (7) affordable units are

required. The Project Sponsor will fulfill this requirement by providing the seven (7) affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing ("MOH").

For information about compliance, contact the Case Planner, Planning Department at 415-575-9078, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

20. **Unit Mix.** The Project contains three (3) studios, 10 one-bedroom, 29 two-bedroom, and three (3) three-bedroom units; therefore, the required affordable unit mix is one (1) studio, two (2) one-bedrooms and four (4) two-bedrooms. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9078, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9078, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

22. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than fifteen percent (15%) of the each phase's total number of dwelling units as on-site affordable units.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9078, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9078, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

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

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

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

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

- a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual:
- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
- f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating that any affordable

- units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.
- g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.
- h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.
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 415-575-9078, 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 415-575-9078, 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

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

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

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Archeological Resources Mitigation Measure				
<p><u>Project Mitigation Measure 1 – Soils Disturbing Activities (Mitigation Measure 5.6.A1 of the Market and Octavia FEIR).</u> Pursuant to <u>Mitigation Measure 5.6.A1</u>, 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"> 1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities; 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: <ol style="list-style-type: none"> A. Proposed archeological testing strategies and their justification B. Expected archeological resources C. For historic archeological resources <ol style="list-style-type: none"> 1) Historic address or other local information 	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
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				
Air Quality Mitigation Measure				
<u>Project Mitigation Measure 2 – Short-term Construction Exhaust Emissions (Mitigation Measure 5.8B of the Market and Octavia FEIR).</u> 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.	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.
Wind Mitigation Measure				
<u>Project Mitigation Measure 3 – All New Construction (Mitigation Measure 5.5.B2 of the Market and Octavia FEIR).</u> The following standards for reduction of ground-level wind currents shall be applied to all new construction in the Project Area: • New building and additions to existing buildings shall be shaped, or other wind baffling measures shall be adopted, so that the development will not cause year-round ground-level wind currents to exceed, more than 10	Project sponsor	During project design & development phase.	Planning 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
<p><i>percent of the time between 7:00 AM and 6:00 PM, the comfort level of 11 mph equivalent wind speed in areas of pedestrian use and seven mph equivalent wind speed in public seating areas. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.</i></p> <ul style="list-style-type: none"> <i>• An exception to this requirement may be permitted, but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.</i> <i>• The exception may permit the building or addition to increase the time that the comfort level is exceeded, but only to the extent necessary to avoid undue restriction of the development potential of the site.</i> <i>• Notwithstanding the above, no exception shall be allowed and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 mph for a single hour of the year.</i> <i>• For the purpose of this Section, the term "equivalent wind speed" shall mean an hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.</i> 				
Shadow Mitigation Measure				
<p><u>Project Mitigation Measure 4 – Shadow on Non-Section 295 Open Space (Mitigation Measure 5.5A2 of the Market and Octavia FEIR).</u> 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.</p>	Project sponsor.	During project design & development phase.	Planning Department & Recreation and Parks Department.	Considered complete upon design review by Planning Department.
Geology, Soils, and Seismicity Mitigation Measure				
<p><u>Project Mitigation Measure 5 – 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.</p>	Project sponsor.	During construction.	Project sponsor/DBI.	On-site monitoring by project sponsor and DBI.

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Hazardous Materials Mitigation Measure				
<p><u>Project Mitigation Measure 6 – 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:</p> <ul style="list-style-type: none"> • 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; • 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. <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>	<p>Project sponsor.</p>	<p>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.</p>	<p>Project sponsor/San Francisco Department of Public Health (DPH).</p>	<p>Considered complete upon submittal of SMP.</p>

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • 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. <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.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2011.0931E
 Project Title: 8 Octavia Boulevard – Central Freeway Parcel “V”
 Plan Area: Market and Octavia Area Plan
 Zoning: NCT – Hayes Neighborhood Commercial Transit/ NCT-3
 Moderate Scale Neighborhood Commercial Transit,
 50-X/ 85-X Height and Bulk District
 Block/Lot: 0855/011
 Lot Size: 29,803 square feet
 Project Sponsor: Mark MacDonald, Octavia Gateway Holdings LLC, (415) 692-5062
 Staff Contact: Heidi Kline – (415) 575-9043, heidi.kline@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 the construction of an eight-story, 75-foot-high, 70,153-square-foot (sf) building containing 49 dwelling units above approximately 2,000 sf of ground-floor retail space on an approximately 12,244 sf lot. The project site is an existing 29,803 sf parcel that includes an approximately 17,559 sf portion of the adjacent Octavia Boulevard right-of-way. The portion of the lot containing the existing Octavia Boulevard right-of-way would be conveyed to the City. The new mixed-use building would be constructed on the remaining 12,244-square-foot easterly portion of the parcel and would include a 25-vehicle parking garage with its access on the one-way, northbound Octavia Boulevard frontage road along its western edge. (Continued on the following page.)

EXEMPT STATUS

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

REMARKS

See next page.

DETERMINATION

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

Bill Wycko, for

Bill Wycko
 Environmental Review Officer

July 20, 2012

Date

cc: Mark MacDonald, Project Sponsor
 Aaron Hollister, Current Planning Division
 Exclusion/ Exemption

Supervisor Christina Olague, District 5
 Virna Byrd, M.D.F.
 Distribution List

PROJECT DESCRIPTION (continued)

The project site is within the block bounded by Octavia Boulevard to the west, Haight Street to the north, Gough Street to the east, and Market Street to the south. The project site is a former Caltrans property containing structural supports for the portion of the elevated Central Freeway that was removed in 2003. Subsequently, the property was transferred to the City and County of San Francisco. The parcel is located within the Western Addition neighborhood and is included within the area encompassed by the Market and Octavia Neighborhood Plan (Market and Octavia Plan). This particular parcel is referred to in that Plan as Parcel V. The proposed project would require a conditional use authorization for the development of a lot greater than 10,000 sq ft (Planning Code Sections 720.11 and 731.11) and for off-street parking access from Octavia Street (Planning Code Section 155(r)(3)(H)).

REMARKS

California Environmental Quality Act (CEQA) State Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (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.

The Planning Department reviewed the proposed project for consistency with the Market and Octavia Plan and for the potential for the proposed project to result in significant impacts not identified in the Market and Octavia Plan Programmatic Environmental Impact Report (FEIR) certified on April 5, 2007. In addition to the programmatic review of the Plan, the FEIR also contained a project-level environmental analysis of the development proposed for the Central Freeway parcels, including 8 Octavia Boulevard (Parcel V). The proposed mixed-use project is consistent with the land use and density specified for the parcel in the Market and Octavia Plan. The Plan permits retail use on the ground floor with residential uses, with no density limit, on the upper floors on this parcel.

This determination evaluates whether there are any potential project-specific environmental effects peculiar to the proposed project at 8 Octavia Boulevard, and incorporates by reference

information contained within the FEIR.¹ The project-specific analysis used to evaluate whether the project would result in any significant impacts is summarized in this document and the referenced checklist.²

This determination 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 Market and Octavia FEIR. This determination does not identify new or additional information that would alter the conclusions of the Market and Octavia FEIR. This determination also identifies mitigation measures contained in the Market and Octavia FEIR that are applicable to the proposed project. Relevant information pertaining to prior environmental review conducted for the Market and Octavia Plan is included below, as well as an evaluation of potential environmental effects.

The Market and Octavia FEIR found the implementation of the Area Plan project would result in potentially significant impacts in the following initial study checklist resource categories: Cultural and Paleontological (Archaeological), Transportation, Air Quality, Shadow and Wind, Geology and Soils, Hazards and Hazardous Materials. Additionally, since the publication of the Market & Octavia FEIR, the CEQA guidelines have been revised to include the analysis of a project's potential impact on Greenhouse Gas Emissions, Mineral and Energy Resources, and Agriculture and Forest Resources. This certificate includes an evaluation of the project's potential contribution to the impacts on the above-noted resources and if the project would contribute to that impact and a mitigation measure was adopted to reduce those impacts, the project would be required to implement that measure.

Background

On April 5, 2007, San Francisco Planning Commission certified the FEIR for the Market and Octavia 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 Plan, an element of the San Francisco General Plan. The FEIR analysis was based upon assumed development and activities that were anticipated to occur under the Market and Octavia Plan.

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 allow 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 land use, density, and design of

¹ Market and Octavia Neighborhood Plan Final EIR (Case No. 2003.0347E; State Clearinghouse No. 2004012118), certified by the San Francisco Planning Commission on April 5, 2007. The certification was appealed and upheld by the San Francisco Board of Supervisors on June 19, 2007.

² San Francisco Community Plan Exemption Checklist, 8 Octavia Boulevard. This document is on file and is available for review as part of Case No. 2011.0931E at 1650 Mission Street, Suite 400, San Francisco, California.

the proposed project at 8 Octavia Boulevard are consistent with the assumptions used to evaluate future development of the site in the Market and Octavia Plan FEIR.

Individual projects that occur under the Plan undergo project-level evaluation to determine if they would result in further impacts specific or “peculiar” to the development proposal and the site at the time of development, and to determine if additional environmental review is required. This determination concludes that the proposed project at 8 Octavia Boulevard is consistent with and was encompassed within the analysis in the FEIR for the Market and Octavia Neighborhood Plan. Further, this determination finds that the FEIR adequately anticipated and described the impacts of the proposed project, and identified the applicable mitigation measures. 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; public facilities, services, and utilities; hydrology; and biology. The proposed project is within the allowable density and consistent with the designated uses for the site described in the FEIR and would represent a small part of the growth forecast for the Plan. As a result, the FEIR considered the incremental impacts of the proposed project. 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.³ The following discussion demonstrates that the project would not result in significant impacts beyond those analyzed in the FEIR.

Cultural Resources

Archeological 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 of these would apply to the proposed project at 8 Octavia Boulevard. *Mitigation Measure 5.6.A1: Archeological Mitigation Measure – Soil Disturbing Activities in Archeologically Documented Properties* applies to those properties for which a final Archeological 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 V, on Assessor’s Block 0855. In accordance with Market and Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1, below.

³ San Francisco Planning Department, Community Plan Exemption Checklist, 8 Octavia Boulevard. This document is on file and is available for review as part of Case No. 2011.0931E at 1650 Mission Street, Suite 400, San Francisco, California.

Pursuant to *Mitigation Measure 5.6.A1*, an archeological sensitivity memorandum was prepared for the proposed project and is summarized here.⁴ While field testing has been completed on the western portion of the site as part of the Octavia Boulevard improvements, the eastern portion has not been explored. Residential structures on the site built in the 1800s were not destroyed in the fire associated with the 1906 earthquake and remained intact up until the construction of the Central Freeway in the 1950s. Therefore, privies and other remnants of these residential uses may be present. Also, the project site is underlain by Holocene alluvial deposits associated with prehistoric archaeological deposits. Therefore, implementation of this mitigation measure would be necessary as it requires that an addendum to the respective research design and treatment plan be prepared and that a testing plan be developed for the site.

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 archaeological research design and treatment plan (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;
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

⁴ Randall Dean, Environmental Planning Archeologist, memorandum to Heidi Kline, June 20, 2012. This memorandum is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in File No. 2011.0931E.

- 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 measure, the project would not have a significant effect on cultural resources.

Transportation and Circulation

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 seven intersections and the cumulative impacts on certain transit lines resulting from delays at several Hayes Street intersections could not be fully mitigated. 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.

The proposed project would include the construction of 49 additional residential units and 2,000 sf of ground-floor retail space with 25 off-street vehicle parking spaces (one space reserved for the retail space). The access into the parking garage would be located on the northbound Octavia Boulevard frontage road midblock along the project site's Octavia Boulevard frontage. In October 2011, the SFMTA approved the conversion of the one-block portion of Haight Street, along the northern edge of the project site, to two-way traffic for transit vehicles only. The existing parking lane on the south edge of Haight Street will be changed to a transit-only lane for inbound Muni buses. This roadway conversion would not impact the entrance to the proposed garage nor change the turning movements at the intersection of Haight Street and Octavia Boulevard frontage road for future residents.

Trip Generation

Trip generation from 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.⁵ The site is located in the City's Superdistrict 2 traffic analysis area. The proposed project would result in an increase of 45,178 sf of residential use, and approximately 2,000 sf of retail use. The approximately 47,178 sf of residential and retail uses would generate about 107 PM peak hour person-trips of which about 46 would be automobile trips, 41 would be transit trips, 14 would be pedestrian, and 6 would be other, including bicycle. Due to the project's location near major transit and bicycle routes, the number of vehicle trips would likely be less. The estimated 46 new p.m. peak hour vehicle trips would travel through the intersections surrounding the project block, but would not substantially increase traffic volumes at these intersections. The proposed project could result in an increase in the average delay per vehicle at these intersections, but the increase would not be substantial or noticeable, and the proposed project would not substantially change the existing levels of service at the intersections surrounding the project site.

Traffic

As mentioned above, the zoning changes studied in the Market and Octavia FEIR anticipated significant impacts to traffic from implementation of the Plan. The project-level analysis for the planned development of the 22 Central Freeway parcels (2025 with Plan development) determined that 12 intersections would operate at an unacceptable level of service (LOS) in 2025 with implementation of the Plan, as opposed to nine intersections in the 2025 without Plan forecast. The additional three intersections include Hayes/Gough, Hayes/Franklin, and Laguna/Market/Hermann/Guerrero. The first two intersections are at least nine blocks from the project site. The latter intersection is one block from the project site, but one-way streets and turn restrictions in the area limit access to that intersection from the project site. The contribution from the development of all 22 Central Freeway parcels towards the *growth of traffic volumes* between Existing Year and 2025 with Central Freeway Parcels/ Near-Term Transportation Improvements at this intersection was found to be 8%. Further, the FEIR determined that the development of the Central Freeway parcels would contribute one percent or less to the *total traffic volumes* at intersections in 2025. Based on the finding that the Central Freeway parcels-related traffic growth at critical movements at the affected intersections would be relatively small, the FEIR found that development of these parcels would not have a significant traffic impact.

Transit

The Market and Octavia FEIR identified significant and unavoidable cumulative impacts relating to the degradation of transit service as a result of increased delays at the following intersections in the PM peak hour: Hayes Street/Van Ness Avenue, Hayes Street/Franklin Street, and Hayes Street/Gough Street. Mitigation measures proposed in the FEIR to address these impacts included changes to street configurations and traffic patterns. Even with mitigation, however, cumulative impacts were found to be significant and unavoidable and a Statement of Overriding Considerations was adopted as part of the Market and Octavia Plan approvals.

⁵ Heidi Kline, San Francisco Planning Department, Transportation Calculations, May 30, 2012. These calculations are available for review as part of Case No. 2011.0931E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Public transit serving the project site and within ¼ mile includes the Muni historic streetcar F Line and Muni bus routes 6, 14, 16X, 49, 71, and 71L. Muni's Van Ness Station with access to the Muni Metro routes J, K, L, M, N is slightly further away at approximately 1/3 mile and the Civic Center BART station with access to BART's regional rail lines is approximately 3/4 mile from the project site. 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.

Loading

Section 152 of the Planning Code does not require any loading spaces for residential uses less than 100,000 sf in area or less than 10,000 sf of retail use. The amount of residential and retail floor area in the project is less than those thresholds, so no loading spaces are required. The proposed plan for the project site does not include any off-street loading spaces and is therefore in compliance with the Planning Code requirement regarding loading spaces.

Pedestrian and Bicycle Conditions

The FEIR notes that the Market and Octavia Plan 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 also notes that the Market and Octavia Plan contains several key pedestrian corridors, as well as provides a blueprint for new pedestrian facilities and amenities. The FEIR did not identify significant impacts related to bicycle and pedestrian conditions as a result of Plan implementation.

The proposed project would not cause a substantial amount of pedestrian and vehicle conflict, as there are adequate sidewalk and crosswalk widths in the area surrounding the project site. Planning Code Section 155.5 requires one bicycle parking space for every two units in building with 50 or less units. The proposed project would provide a total of 26 bicycle parking spaces which meets the Planning Code requirement of one space for every two dwelling units. There are four bicycle routes near the project site: route 30 along Market Street, route 32 along Page Street, route 45 on Octavia Boulevard frontage road, and route 545 on McCoppin Street. There is one proposed curb cut for vehicles turning into and out of the basement-level garage on the northbound Octavia Boulevard frontage street. This curb cut would be along a bicycle route, although it would not pose a safety concern due to adequate sight distance from the Market and Octavia intersection. 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.

Parking

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 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 site is well-served by local public transit, including the Muni historic streetcar F Line, six Muni bus routes (6, 14, 16X, 49, 71, and 71L), and six Muni Metro lines (J, K, L, M, N, and T). The Civic Center BART station with access to BART's regional rail lines is approximately ¾-mile distance the project site.

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.

The proposed project would provide 24 off-street parking spaces, or 0.5 spaces per dwelling unit, plus one parking space for the commercial space in a garage for 49 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. One parking space per 1,500 sf of retail use is permitted. Therefore, the 24 parking spaces for the residential use and one space for the retail use comply with the Planning Code requirements.

Based on the methodology presented in the 2002 *Transportation Guidelines*, on an average weekday, the demand for parking would be 80 spaces for both the residential and commercial uses in the project. Therefore, the parking provided would be less than the parking demand generated by the new uses in the building. There is limited on-street parking capacity available near the project site along Haight Street and the Octavia Boulevard frontage road. While the proposed off-street parking spaces would be less than the anticipated demand, the resulting parking deficit is considered to be a less-than-significant impact, regardless of the availability of on-street parking under existing conditions.

As noted in the Project Description, approval of a conditional use authorization is required to allow the access to the parking garage from the Octavia Boulevard frontage road. This road, as well as the other two along the project site's frontage, Haight and Market streets, are all transit-preferential streets where curb cuts are discouraged. The project is proposing a single lane curb cut on the Octavia Boulevard frontage road. This curb cut would not create substantial conflicts with vehicles, pedestrians, and bicyclists given that the parking lot would accommodate 25 spaces, that the traffic volumes on the frontage are low, and that the frontage road is a one-way street.

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* requiring dust control measures during construction 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 construction dust-related air quality impacts would 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.

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. In accordance with the Market and Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 2, below. The project also includes the installation of an air filtration system in the building's ventilation system which would remove at least 80 percent of the outdoor PM2.5 concentrations from habitable areas. A maintenance plan, along with a disclosure to buyers and renters, would also be established as part of the installation process for the air filtration system. A letter from the project sponsor incorporating this into this air filtration system into the Project description is on file with the Planning Department.⁶

Project Mitigation Measure 2 – Short-term Construction Exhaust Emissions (Mitigation Measure 5.8B of the Market and Octavia FEIR).

A, *Construction Emissions Minimization Plan*. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a) Where access to alternative sources of power is available, portable diesel engines shall be prohibited;
 - b) All off-road equipment shall have:
 - i. Engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards, *and*
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).⁷
 - c) Exceptions:
 - i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an

⁶ Craig Hamburg, DDG Partners. Letter to Heidi Kline, EP. July 16, 2012. This letter is available for review as part of Case No. 2011.0931E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁷ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.

ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

**TABLE A1
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE***

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

*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

**Alternative fuels are not a VDECS

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.

B. Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

C. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications. Refer to Appendix E for the Certification Statement.

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 implementation of *Mitigation Measure 5.5.B1: Wind Mitigation Measure – Buildings in Excess of 85 feet in Height* and *Mitigation Measure 5.5.B2: Wind Mitigation Measure – All New Construction*⁸ would reduce effects to less-than-significant levels. The building is less than 85-ft. in height and, therefore, *Mitigation Measure 5.5.B1* does not apply to the project. *Mitigation Measure 5.5.B2* requires the application of design standards to all new buildings and alterations in order to minimize the ground-level wind currents from exceeding pedestrian comfort levels and ensuring they do not exceed the hazardous level. Since the mitigation measure applies to all new construction of buildings within the Plan Area, *Mitigation Measure B2* applies to the project. With implementation of this measure, impacts related to wind would be less than significant. In accordance with Market and Octavia FEIR requirements, the project sponsor has agreed to implement Mitigation Measure 3, below.

Project Mitigation Measure 3 – All New Construction (Mitigation Measure 5.5.B2 of the Market and Octavia FEIR). The following standards for reduction of ground-level wind currents shall be applied to all new construction in the Project Area:

- New building and additions to existing buildings shall be shaped, or other wind baffling measures shall be adopted, so that the development will not cause year-round ground-level wind currents to exceed, more than 10 percent of the time between 7:00 AM and 6:00 PM, the comfort level of 11 mph equivalent wind speed in areas of pedestrian use and seven mph equivalent wind speed in public seating areas. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.
- An exception to this requirement may be permitted, but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.
- The exception may permit the building or addition to increase the time that the comfort level is exceeded, but only to the extent necessary to avoid undue restriction of the development potential of the site.

⁸ 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 No. 2003.0347E.

- Notwithstanding the above, no exception shall be allowed and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 mph for a single hour of the year.
- For the purpose of this Section, the term “equivalent wind speed” shall mean an hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

A project-specific evaluation of the probable wind impacts of the proposed project was completed by Donald Ballanti.⁹ This evaluation found that the uphill terrain to the north and west (direction of the prevailing winds) of the project site amplify the shelter provided by the buildings on those blocks. Although the proposed building is oriented north-south with its longest elevation facing the prevailing wind, the upwind buildings would shelter all but the upper stories of the proposed building. Additionally, the proposed building height would vary with its shortest end at the northwest (windiest) corner of the site. The western building elevation has two breaks in the locations of the vertical courtyards which would moderate any wind acceleration from the upper floors and any wind acceleration would be elevated above the ground-floor pedestrian spaces. Based on this expert opinion letter, the proposed project as designed complies with the mitigation measure and would not have the potential to result in significant wind impacts.

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 Plan FEIR 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 FEIR identified potential significant impacts related to all new construction where the building height would exceed 50 feet in height. *Mitigation Measure 5.5A2: Shadow Mitigation Measure – Parks and Open Space not Subject to Section 295* was included which requires that buildings over 50 feet be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. Implementation of this mitigation measure would reduce but may not eliminate potentially significant shadow impacts

⁹ Donald Ballanti, Certified Consulting Meteorologist, *Wind/Comfort Impact Evaluation for the Octavia Gateway Project*, June 7, 2012. A copy of this document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as a part of Case No. 2011.0931E.

and a Statement of Overriding Consideration was made for shadow impacts on the War Memorial Open Space and United Nations Plaza. Since the proposed project includes building elements over 50 feet in height, *Mitigation Measure 5.5A2* would apply. With implementation of this measure, impacts related to shadow would be less than significant. In accordance with Market and Octavia FEIR requirements, the project sponsor has agreed to implement Mitigation Measure 4, below.

Project Mitigation Measure 4 – 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 in compliance with Section 295 of the Planning Code.¹⁰ The shadow analysis shows shadows cast by the project. The project would not shade non-Section 295 Open Space. 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 properties 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 this mitigation measure would apply to the project and implementation of this measure 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 5, below.

Project Mitigation Measure 5 – Construction-related Soils (Mitigation Measure 5.11.A of the Market and Octavia FEIR). Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect

¹⁰ Aaron Hollister, Case No. 2008.0596K – Shadow Analysis, October 6, 2008. 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.

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 was performed for the project site and the proposed development.¹¹ The project site is underlain by approximately 7 to 10 feet of fill; the fill is underlain by medium dense to dense, poorly graded sand which is underlain at depths of 11 to 17 feet by medium dense to very dense, poorly graded sand with clay. Groundwater was encountered at a depth of 19 feet.

According to the geotechnical investigation, the proposed building would need to utilize a deep foundation using piers or piles given the anticipated weight of the building, the presence of heterogenous fill, the potential for liquefaction and seismic densification, and the slope topography of the site. The report describes recommendations regarding site preparation and grading, seismic design, site drainage, and the design of foundations, retaining walls, and slab floors.

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.

The project is subject to a mandatory interdepartmental project review because the project site has been identified by the State of California Department of Conservation, Division of Mines and Geology, as a Seismic Hazard Zone. The Planning Department acts as the lead agency in collaboration with DBI, the Department of Public Works, and the San Francisco Fire Department. The project sponsor must request and participate in an interdepartmental project review prior to any application that requires a public hearing before the Planning Commission or new construction building permit.

¹¹ Earth Mechanics Consulting Engineers. Report Geotechnical Investigation: *Proposed Development 8 Octavia Boulevard San Francisco, CA*. September 20, 2011. This document is available for review as part of Case No. 2011.0931E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Hazards and Hazardous Materials

Soils investigations and site assessments conducted as part of the Central Freeway land transfer project and the Octavia Boulevard project concluded that Site Mitigation Plans should be prepared for future excavation projects in the vicinity of the parcels. The Market and Octavia FEIR found that subsequent development of these parcels could result in the transport, handling, use and/or generation of hazardous materials. The FEIR noted that future development of 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 6 (*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. Potential impacts of the proposed project related to exposure of hazardous materials would be less-than-significant with compliance with Project Mitigation Measure 6 and hazardous waste regulations.

A Phase I Environmental Site Assessment (ESA)¹² for the project site was conducted by ACC Environmental Consultants. Additional soil sampling¹³ was performed in accordance with the Voluntary Cleanup Program Requirements.

Project Mitigation Measure 6 – Site Mitigation Plan (Mitigation Measure 5.10.A of the Market and Octavia FEIR). A site mitigation plan (SMP) shall be prepared based on the results of the site investigation work plan. The SMP shall 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 shall include the following:

- Proposed vertical and lateral extent of excavation;
- Proposed building locations and configurations;
- Management options for contaminated soils;
- 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;

¹² ACC Environmental Consultants, Phase I Environmental Site Assessment, 8 Octavia Street, Assessor's Block 855 Lot 011, San Francisco, California, October 13, 2011. Copies of these documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in File No. 2011.0931E.

¹³ ACC Environmental Consultants, Soil Characterization Report, 8 Octavia Street, San Francisco, May 16, 2011. Copies of this document are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, in File No. 2011.0931E.

- If confirmation samples exceed State ESL or other criteria established with DPH SAM, additional excavation may be needed and additional confirmation samples should be collected and analyzed;
- 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.
- 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 shall be submitted for review and approval by DPH prior to the commencement of any excavation work. A six week lead time is recommended for review of the SMP. The Health and Safety Plan may be submitted two weeks prior to beginning construction field work.

The SMP would be monitored under the supervision of DPH. Implementation of Project Mitigation Measure 6, including the preparation and implementation of the SMP, would reduce potential hazardous materials impacts to a less-than-significant level.

Greenhouse Gas Emissions

Environmental Setting. 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 GHGs 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 (CO₂), methane (CH₄), and nitrous oxide (N₂O) 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 (CO₂E).¹⁴

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.¹⁵

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCO₂E), or about 535 million U.S. tons.¹⁶ 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.¹⁷ 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 percent of the Bay Area’s 95.8 MMTCO₂E emitted in 2007.¹⁸ Electricity generation accounts for approximately 16 percent of the Bay Area’s GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.¹⁹

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

¹⁴ 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.

¹⁵ 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.

¹⁶ 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. Accessed March 2, 2010.

¹⁷ Ibid.

¹⁸ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available at: http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.aspx. Accessed March 2, 2010.

¹⁹ Ibid.

percent from today's levels.²⁰ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMT_{CO₂E}) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see Table 2). ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.²¹ 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).

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.

Table 2 – GHG Reductions from the AB 32 Scoping Plan Sectors

GHG Reduction Measures By Sector	GHG Reductions (MMT CO ₂ 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
Total	174
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1

²⁰ California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

²¹ California Air Resources Board. AB 32 Scoping Plan. Available at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	9
<ul style="list-style-type: none"> • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing 	
Total	42.8-43.8

Source: California Air Resources Board. AB 32 Scoping Plan.

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 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 Greenhouse Gas 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 CO₂, CH₄, and N₂O.²² 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

²² 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.

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 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.²³ 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 as 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;

²³ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. Available at: <http://www.sfplanning.org/index.aspx?page=1570>.

- 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) CO₂E and 2005 GHG emissions are estimated at 7.82 MMTCO₂E, 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 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."²⁴

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 in Table 3.²⁵

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

²⁴ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. Available at <http://www.sf-planning.org/index.aspx?page=2627>.

²⁵ San Francisco Planning Department, *Greenhouse Gas Compliance Checklist, 8 Octavia Boulevard*, June 19, 2012. This document is available for review as part of Case No. 2011.0931E.

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*.²⁶ As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

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. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.
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.
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	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.
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)	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.

²⁶ San Francisco Planning Department, *Greenhouse Gas Compliance Checklist, 8 Octavia Boulevard*, June 19, 2011. This document is available for review as part of Case No. 2011.0931E.

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

Mineral/Energy Resources

No known minerals exist at the project site, and therefore the project would not contribute to any individual or cumulative impact on mineral resources. The California Energy Commission is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply grid within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not require a major expansion of power facilities. Therefore,

the energy demand associated with the project would not contribute to an individual or cumulative impact on energy resources.

Agricultural and Forest Resources

The project site does not contain agricultural uses or forest resources and is not zoned for such uses. Therefore, the proposed project would not result in any significant impacts related to agricultural and forest resources.

Project Mitigation Measures

Implementation of the following mitigation measure would reduce impacts related to air quality to a less than significant level.

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;
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

Project Mitigation Measure 2 – Short-term Construction Exhaust Emissions (Mitigation Measure 5.8B of the Market and Octavia FEIR).

A, *Construction Emissions Minimization Plan*. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a) Where access to alternative sources of power is available, portable diesel engines shall be prohibited;
 - b) All off-road equipment shall have:
 - i. Engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards, *and*
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).²⁷
 - c) Exceptions:
 - i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that

²⁷ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.

ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

**TABLE A1
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE***

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

*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

**Alternative fuels are not a VDECS

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions

to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.

B. Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

C. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications. Refer to Appendix E for the Certification Statement.

Project Mitigation Measure 3 – All New Construction (Mitigation Measure 5.5.B2 of the Market and Octavia FEIR). The following standards for reduction of ground-level wind currents shall be applied to all new construction in the Project Area:

- New building and additions to existing buildings shall be shaped, or other wind baffling measures shall be adopted, so that the development will not cause year-round ground-level wind currents to exceed, more than 10 percent of the time between 7:00 AM and 6:00 PM, the comfort level of 11 mph equivalent wind speed in areas of pedestrian use and seven mph equivalent wind speed in public seating areas. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.
- An exception to this requirement may be permitted, but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.
- The exception may permit the building or addition to increase the time that the comfort level is exceeded, but only to the extent necessary to avoid undue restriction of the development potential of the site.
- Notwithstanding the above, no exception shall be allowed and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 mph for a single hour of the year.
- For the purpose of this Section, the term “equivalent wind speed” shall mean an hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

Project Mitigation Measure 4 - 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.

Project Mitigation Measure 5 – Construction-related Soils (Mitigation Measure 5.11.A 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.

Project Mitigation Measure 6 – Site Mitigation Plan (Mitigation Measure 5.10.A of the Market and Octavia FEIR). A site mitigation plan (SMP) shall be prepared based on the results of the site investigation work plan. The SMP shall 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 shall include the following:

- Proposed vertical and lateral extent of excavation;
- Proposed building locations and configurations;
- Management options for contaminated soils;
- 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;
- If confirmation samples exceed State ESL or other criteria established with DPH SAM, additional excavation may be needed and additional confirmation samples should be collected and analyzed;
- 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.
- 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 shall be submitted for review and approval by DPH prior to the commencement of any excavation work. A six week lead time is recommended for review of the SMP. The Health and Safety Plan may be submitted two weeks prior to beginning construction field work.

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was sent out on March 12, 2012, to the owners of properties within 300 feet, adjacent occupants of the project site, and interested parties. Staff received one response to the notice from a resident and business owner on an adjacent parcel on Haight Street. The resident's concerns were that the proposed building would block the light and air to the adjoining building, cast a shadow on that property's solar panel (see Shadow Analysis p. 15), and due to its height, was out of scale with the neighborhood (see Aesthetics p. 36).

Conclusion

The Market and Octavia FEIR incorporated and adequately addressed all potential impacts of the proposed project at 8 Octavia Boulevard. As described above, the 8 Octavia Boulevard 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 8 Octavia Boulevard 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.

Attachment A Community Plan Exemption Checklist

Case No.: 2011.0931E
Project Title: 8 Octavia Boulevard – Central Freeway Parcel “V”
Plan Area: Market and Octavia Area Plan
Zoning: Southwest corner along Octavia Boulevard:
 NCT – Hayes Neighborhood Commercial Transit Zoning District,
 50-X Height and Bulk District
Remainder of Site:
 NCT-3 Moderate Scale Neighborhood Commercial Transit Zoning
 District, 85-X Height and Bulk District
Block/Lot: 0855/011
Lot Size: 29,803 square feet
Staff Contact: Heidi Kline – (415) 575-9043, heidi.kline@sfgov.org

A. PROJECT DESCRIPTION

The proposed project involves the construction of an eight-story, 75-foot-high, 70,153-square-foot (sf) building containing 49 dwelling units above approximately 2,000 sf of ground-floor retail space on an approximately 12,244 sf lot. The project site is an existing 29,803 sf parcel that includes an approximately 17,559 sf portion of the adjacent Octavia Boulevard right-of-way. The portion of the lot containing the existing Octavia Boulevard right-of-way would be conveyed to the City. The new mixed-use building would be constructed on the remaining easterly portion of the parcel and would include a 25-vehicle parking garage with its access on the one-way, northbound Octavia Boulevard frontage road along its western edge.

The project site is within the block bounded by Octavia Boulevard to the west, Haight Street to the north, Gough Street to the east, and Market Street to the south. The project site is a former Caltrans property containing structural supports for the portion of the elevated Central Freeway that was removed in 2003. Subsequently, the property was transferred to the City and County of San Francisco. The parcel is located within the Western Addition neighborhood and is included within the area encompassed by the Market and Octavia Neighborhood Plan (Market and Octavia Plan). This particular parcel is referred to in that Plan as Parcel V. The proposed project would require a conditional use authorization for the development of a lot greater than 10,000 sq ft (Planning Code Sections 720.11 and 731.11) and for off-street parking access from Octavia Street (Planning Code Section 155(r)(3)(H)).

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 "Project 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 under 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.

Any item that was not addressed in the FEIR (i.e. Greenhouse Gases) is discussed in the Certificate of Determination. For any topic that was found to be less than significant (LTS) in the FEIR and for the proposed project or would have no impacts, the topic is marked LTS/No Impact and is discussed in the Checklist below.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
1. LAND USE AND LAND USE PLANNING—				
Would the project:				
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 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 project site is currently vacant and from 1959 to 2003 was encumbered by concrete supports for the elevated Central Freeway. The proposed development would construct a 49-unit mixed-use building with approximately 2,000 sf of retail on the ground floor. According to the Market and Octavia Plan, the development of the Central Freeway parcels, including Parcel V, would help reunite a neighborhood that was previously divided and disrupted by the Central Freeway structure. Therefore, the development of Parcel V would not physically disrupt or divide an established community.

With the adoption of the Market and Octavia Plan, the project site was rezoned to Hayes-Gough NCT (Neighborhood Commercial Transit) along Octavia Boulevard in the northwest corner and NCT-3 (Neighborhood Commercial Transit) 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. NCT-3 zoning allows and encourages residential development on upper floors with retail uses on the ground floor. There are no density limits on residential uses in either zoning district. Conditional use authorization is required to allow development on a lot greater than 10,000 square feet in the NCT-3 and Hayes-Gough NCT Districts. The proposed building would be consistent with the height and bulk controls, uses and densities for the site analyzed in the Market and Octavia FEIR. 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 FEIR.

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.^{28,29} Therefore, the project would have no significant impacts related to land use.

²⁸ Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 8 Octavia*. This document is on file and available for review as part of Case File No. 2011.0931E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

²⁹ Mark Luellen, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning, 8 Octavia*. This document is on file and available for review as part of Case File No. 2011.0931E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

<i>Topics:</i>	<i>Project</i>			
	<i>Contributes to</i>		<i>Project Has</i>	<i>LTS/ No</i>
	<i>Sig. Impact</i>	<i>Sig. Impact</i>		
<i>Identified in</i>	<i>Identified in</i>	<i>Impact</i>	<i>Impact</i>	
	<i>FEIR</i>	<i>FEIR</i>	<i>Impact</i>	<i>Impact</i>
2. AESTHETICS—Would the project:				
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"/>
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 Plan FEIR noted that development pursuant to the Market and Octavia Plan would result in changes to views within the Plan Area and that the greatest changes would be to north-south views, along the Octavia Boulevard. It was anticipated that while the new mid-rise buildings along the edges of Octavia Boulevard would be slightly taller than the existing buildings adjacent to the site, these future buildings would not vary so much so that they would obstruct mid-range views toward Cathedral Hill to the north and SoMa West to the south, it was anticipated that over time the new edge created by this new building, as well as on the other Central Freeway parcels, would frame views of the Boulevard and create a defined “outdoor room” along the Boulevard’s alignment. It was also noted that while some of the buildings on the mid-block portions of the sites may block some oblique views, such as City Hall dome to the northeast, these features would continue to be visible from view corridors along the east-west streets in the Plan Area. The FEIR concluded that the Market and Octavia Plan would not result in a significant adverse impact with regard to views. The proposed project is consistent with the scale envisioned in the Plan and therefore would have a less-than-significant impact on scenic vistas.

The project site is a sloped vacant property without any trees, rock outcrops, or other scenic resources. Therefore, the proposed project would not have an adverse impact on any scenic resources.

The Market and Octavia Plan is intended to change the existing land use character of the project area from one characterized as a neighborhood bifurcated by an elevated freeway to one characterized as a transit-oriented, high-density mixed-use neighborhood. The Market and Octavia FEIR found that while implementation of the Market and Octavia Plan would result in visual changes within the project area, these aesthetic changes would generally be perceived as an overall visual improvement to the Plan Area. The FEIR concluded that development of the Market and Octavia Plan, including the project site, in the manner outlined in the Plan would not result in a substantial, demonstrable negative aesthetic effect on the existing visual character or quality of the area and its surroundings, and therefore, would have a less-than-significant impact on its aesthetics.

The FEIR found that the intersection of Market Street and Octavia Boulevard is an area in transition due to ongoing transportation improvements that include the removal of the overhead Central Freeway and its replacement with the pedestrian-oriented Octavia Boulevard. This project site which formerly held a freeway support structure would be developed with a mid-rise building, in general keeping with the height and massing of other proximate buildings in the area. This development of the former Central Freeway parcels with mid-rise mixed-use buildings in an urban form consistent with other existing neighborhood buildings was contemplated by the Plan to return a cohesive visual character to the Plan Area upon removal of the overhead freeway which has bifurcated the neighborhood since its initial construction in the 1950s. A “mending of the urban fabric” would be accomplished by rebuilding on the vacant Central Freeway parcels and is intended to improve, rather than have an adverse impact, the visual character and quality of the area. Therefore, the project would have a less-than-significant impact on the visual character and quality of the site and its surroundings.

The Market and Octavia FEIR anticipated that new building construction would generate additional night lighting from exterior lighting, but not in amounts unusual for a developed area. New buildings and vehicles were also expected to produce additional glare. As with light, any additional glare would not be expected to result in a substantial change from existing conditions as use of reflective glass is restricted by Planning Commission Resolution 9212. Thus, any light or glare generated by the new mixed-use building on this site would be consistent with the assumptions in the FEIR for the use of exterior lighting on new buildings and the restriction on the use of reflective glass and would be considered to result in a less than significant impact.

Topics:	Project			
	Contributes to		Project Has Sig. Peculiar Impact	LTS/ No Impact
	Sig. Impact Identified in FEIR	Sig. Impact Identified in FEIR		
3. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input 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 Plan encourages transit-oriented development by creating housing, jobs, and services near the existing transportation infrastructure. A net increase of 7,620 residents is anticipated by the year 2025. The Market and Octavia FEIR determined that while the additional development that would result from adoption of the Plan would generate household growth, it would not cause an adverse physical impact, since 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 expected population increase.

The proposed project is located within one of the areas of the Market and Octavia Plan that calls for transit-oriented development encouraging housing, jobs, and services near existing transportation infrastructure. The FEIR estimated a range of 800 to 900 new housing units would be constructed on the Central Freeway parcels which would increase population by approximately 1,495 to 1,680 residents. It was determined that this increase in housing units in an existing neighborhood well-served by transit and other public services would not cause an adverse impact on the neighborhood. Additionally, the development on these parcels was anticipated to result in only a small number of jobs. Therefore, the FEIR concluded that the planned development of these in-fill parcels would not have a significant physical impact due to population, housing, and employment growth.

The proposed mixed-use building at 8 Octavia Boulevard would add 49 residential units in an area adjacent to both the onramp to the Central Freeway with a connection to regional highways 80, 101, and 280, as well as a variety of existing public transit opportunities within ¼ mile of the project site, including the Muni historic streetcar F Line and Muni bus routes 6, 14, 16X, 49, 71,

and 71L. The Van Ness Station with access to the underground Muni Metro J, K, L, M, N lines is slightly further at approximately 1/3 mile and the Civic Center BART station with access to BART's regional rail lines is approximately 3/4 mile from the project site. An additional 2,000 sq. ft. of neighborhood-serving retail would be provided on the ground floor to serve both the existing and proposed residents in the Plan Area. Additionally, a variety of existing neighborhood commercial uses are located on both Market and Octavia Boulevard to serve the residents of the new building.

The new residential units would be constructed on a vacant lot and would not displace existing housing units or people. Therefore, impacts on population and housing would be less than significant.

<i>Topics:</i>	<i>Project Contributes to</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>Sig. Impact Identified in FEIR</i>		
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input 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"/>

Historic Resources

Historic resource surveys were conducted for the Market and Octavia Plan area subsequent to the adoption of the Market and Octavia FEIR, with interim controls for evaluation and protection of historic resources during the survey period. On December 17, 2008, the Landmarks Preservation Advisory Board endorsed the findings of the Market and Octavia Area Plan-level Historic Resource Survey, and on February 19, 2009, the San Francisco Planning Commission adopted the findings of the survey. The project site is vacant and does not contain any architectural historic

resources. Given the site is not within an historic district, the City’s Preservation Coordinator has determined the proposed project would not have an adverse effect on off-site historical resources.³⁰

Archaeological Resources

The Market and Octavia Plan FEIR found that there was a potentially significant impact on archaeological resources in the Plan Area and that with the implementation of mitigation measures the impact would be reduced to less than significant. Please see the Certificate of Determination for a discussion of this resource subtopic.

<i>Topics:</i>	<i>Project</i>			
	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
5. TRANSPORTATION AND CIRCULATION—				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input 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"/>

³⁰ Phone Log of Message from Tina Tam, Preservation Coordinator, to Jeanie Poling, October 13, 2011, This document is available for review as part of Case No. 2011.0931E.

<i>Topics:</i>	<i>Project</i>			
	<i>Contributes to</i>		<i>Project Has</i>	<i>LTS/ No</i>
	<i>Sig. Impact</i>	<i>Sig. Impact</i>		
	<i>Identified in</i>	<i>Identified in</i>	<i>Impact</i>	<i>Impact</i>
	<i>FEIR</i>	<i>FEIR</i>		
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 the Certificate of Determination for a discussion of the project's potential impact on Transportation Resources.

<i>Topics:</i>	<i>Project</i>			
	<i>Contributes to</i>		<i>Project Has</i>	<i>LTS/ No</i>
	<i>Sig. Impact</i>	<i>Sig. Impact</i>		
	<i>Identified in</i>	<i>Identified in</i>	<i>Impact</i>	<i>Impact</i>
	<i>FEIR</i>	<i>FEIR</i>		
6. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input 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"/>

<i>Topics:</i>	<i>Project</i>			
	<i>Contributes to</i>		<i>Project Has</i>	<i>LTS/ No</i>
	<i>Sig. Impact</i>	<i>Sig. Impact</i>		
	<i>Identified in</i>	<i>Identified in</i>	<i>Impact</i>	<i>Impact</i>
	<i>FEIR</i>	<i>FEIR</i>		
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 the key potential noise impacts associated with the Market and Octavia Neighborhood Plan are from increasing thoroughfare traffic and construction-related impacts from building demolition, excavation, and new construction. Nonetheless, the FEIR concluded that while certain intersections will become noisier due to arterial changes, the increase in noise levels from mobile and stationary sources will result in a less-than-significant impact. The FEIR also noted that new development may introduce stationary sources of noise, such as electrical and mechanical air conditioning equipment located on rooftops, but that such increases in noise levels would be considered less than significant. The FEIR noted that construction noise will be subject to Article 29 of the San Francisco Police Code, which limits the hours of construction and the decibel levels of individual pieces of construction equipment, thus construction noise impacts will be less than significant. The FEIR concluded that no noise mitigation measures were necessary.

Ambient noise levels in the vicinity of the project 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. The project would not result in any adverse impacts to permanent noise levels.

Noise levels in the vicinity of the project site are typical of and expected in urban areas. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects (including hotels, motels, and live/work developments). The Department of Building Inspections (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies for the residential development meet State standards regarding sound transmission for residents.

The project site is not within two miles of an existing airport.

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 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) 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 14 months, occupants of the 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 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, effects related to both permanent and construction noise would be less-than-significant.

<i>Topics:</i>	<i>Project Contributes to Sig. Impact</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>Sig. Impact Identified in FPEIR</i>		

7. AIR QUALITY

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. **Would the project:**

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 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 the Certificate of Determination for a discussion of this topic.

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

9. WIND AND SHADOW—Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Alter wind in a manner that substantially affects public areas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

<i>Topics:</i>	<i>Project</i>			
	<i>Sig. Impact Identified in FEIR</i>	<i>Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 a discussion of this topic.

<i>Topics:</i>	<i>Project</i>			
	<i>Sig. Impact Identified in FEIR</i>	<i>Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
10. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input 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 Market and Octavia Plan FEIR found that the development of the Central Freeway parcels would negligibly increase the demand for open space within the Plan Area due to the increased population from the additional residential units. However, it was anticipated that these residents would be adequately served by the existing parks in and adjacent to the Area, along with the additional parks that would be constructed as a result of the Plan, notably Hayes Green (aka "Patricia's Green"), McCoppin Square, Octavia Plaza, and Brady Park. As a result, no significant impact on recreation and open space facilities was expected to occur as a result of the redevelopment of the Central Freeway parcels.

The proposed project would provide on-site open space for passive recreational use for project residents through a combination of a common rooftop terrace space, private balconies and

terraces. The project location is served by existing parks and the Market and Octavia Plan proposes a number of new parks. With the addition of 49 dwelling units, the proposed project would be expected to generate minimal additional demand for recreational facilities. The increase in demand would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use and therefore, the proposed project would not result in substantial physical deterioration of existing recreational resources. The proposed project would not result in significant impacts, either individually or cumulatively, in regard to recreation facilities, nor require the construction or expansion of public recreation facilities beyond the new parks and open space provided for in the Plan.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
11. UTILITIES AND SERVICE SYSTEMS—Would the project:				
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"/>
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"/>

<i>Topics:</i>	<i>Sig. Impact</i>	<i>Project</i>	<i>Project Has Sig.</i>	<i>LTS/ No</i>
	<i>Identified in</i>	<i>Contributes</i>		
	<i>FEIR</i>	<i>to Sig. Impact</i>	<i>Peculiar Impact</i>	<i>Impact</i>
	<i>FEIR</i>	<i>FEIR</i>		
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 Market and Octavia FEIR noted that the water and wastewater systems in San Francisco are adequate to meet existing and projected demand, and that implementation of the Plan would not result in significant impacts to water or wastewater services in San Francisco. The FEIR also concluded that the Plan would not result in significant impacts to electricity or gas systems.

The proposed project would have a sufficient water supply, 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.

The project would need to comply with the City's Stormwater Management Ordinance, which requires 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 on site, promote stormwater reuse, and limit site discharges entering the combined sewer collection system. This, in turn, would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential need for expanding or constructing new facilities. Thus, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The Market and Octavia FEIR analyzed growth projections and determined that the demand for public utility services generated by the development of the Central Freeway parcels would be met by all public utility service providers. Thus, it found there would be no significant impacts on public services and no mitigation measures were identified in the FEIR.

<i>Topics:</i>	<i>Project Contributes</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>to Sig. Impact Identified in FEIR</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 be consistent with the land use density assumed for the parcel in the Market and Octavia Plan EIR for Central Freeway parcels. This growth was not anticipated to substantially increase demand for police or fire protection services or necessitate new school facilities in San Francisco. Thus, the proposed project would not result in a significant impact to public services.

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

<i>Topics:</i>	<i>Project Contributes to Sig. Impact</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>Sig. Impact Identified in FEIR</i>		
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 Market and Octavia FEIR states that development of the Central Freeway parcels, including Parcel V (8 Octavia), would not affect, or substantially diminish, plant or animal habitats, nor would require removal of substantial numbers or mature, scenic trees. The project site does not contain any trees on the site, rather there are street trees along the Octavia Boulevard frontage road planted as part of the Boulevard streetscape improvements. It is likely that at least one of the street trees would need to be removed for the curb cut into the garage. However, any street trees removed would need to be replaced pursuant to DPW regulations

The project site is vegetated with European annual grasses, Hedera spp., and other non-native plant species. No known rare, threatened or endangered animal or plant species are known to exist on the project site. Therefore, development of the project site would not affect or substantially diminish plant or animal habitats. The project would not remove scenic trees, and

all removed street trees would be replaced. The development of the project site would therefore not have a significant impact on biological resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
14. GEOLOGY AND SOILS—				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<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"/>
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"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 a discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
15. HYDROLOGY AND WATER QUALITY—				
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"/>
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"/>

Topics:	Project Contributes		Project Has Sig. Peculiar Impact	LTS/ No Impact
	Sig. Impact Identified in FEIR	to Sig. Impact Identified in FEIR		
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"/>
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 a vegetated vacant site. 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 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.

The project site is not within a 100-year-flood special hazard area as shown on the Federal Emergency Management Agency (FEMA) 2007 maps for San Francisco and would not be subject to any localized flooding.

The City’s Stormwater Management Ordinance became effective May 22, 2010. As addressed in Public Works Code Section 147.2, stormwater design guidelines have been instituted to minimize the disruption of natural hydrology. In compliance with the Stormwater Management Ordinance, the project would maintain or reduce the existing volume and rate of stormwater runoff discharged from the site by implementing and installing appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before they enter the combined sewer collection system. In addition, the stormwater management system would capture and treat stormwater runoff 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. Compliance with these requirements would ensure that effects related to hydrology and water quality would not be significant, either individually or cumulatively.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
16. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input 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"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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"/>
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 a discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
17. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input 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"/>

<i>Topics:</i>	<i>Project Contributes</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>to Sig. Impact Identified in FEIR</i>		
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"/>

This topic was not addressed in the Market and Octavia FEIR; thus, the topic is addressed in the Certificate of Determination.

<i>Topics:</i>	<i>Project Contributes</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>to Sig. Impact Identified in FEIR</i>		
18. AGRICULTURE AND FOREST RESOURCES: 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. – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input 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"/>

<i>Topics:</i>	<i>Project Contributes to Sig. Impact</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>Identified in FEIR</i>		
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"/>

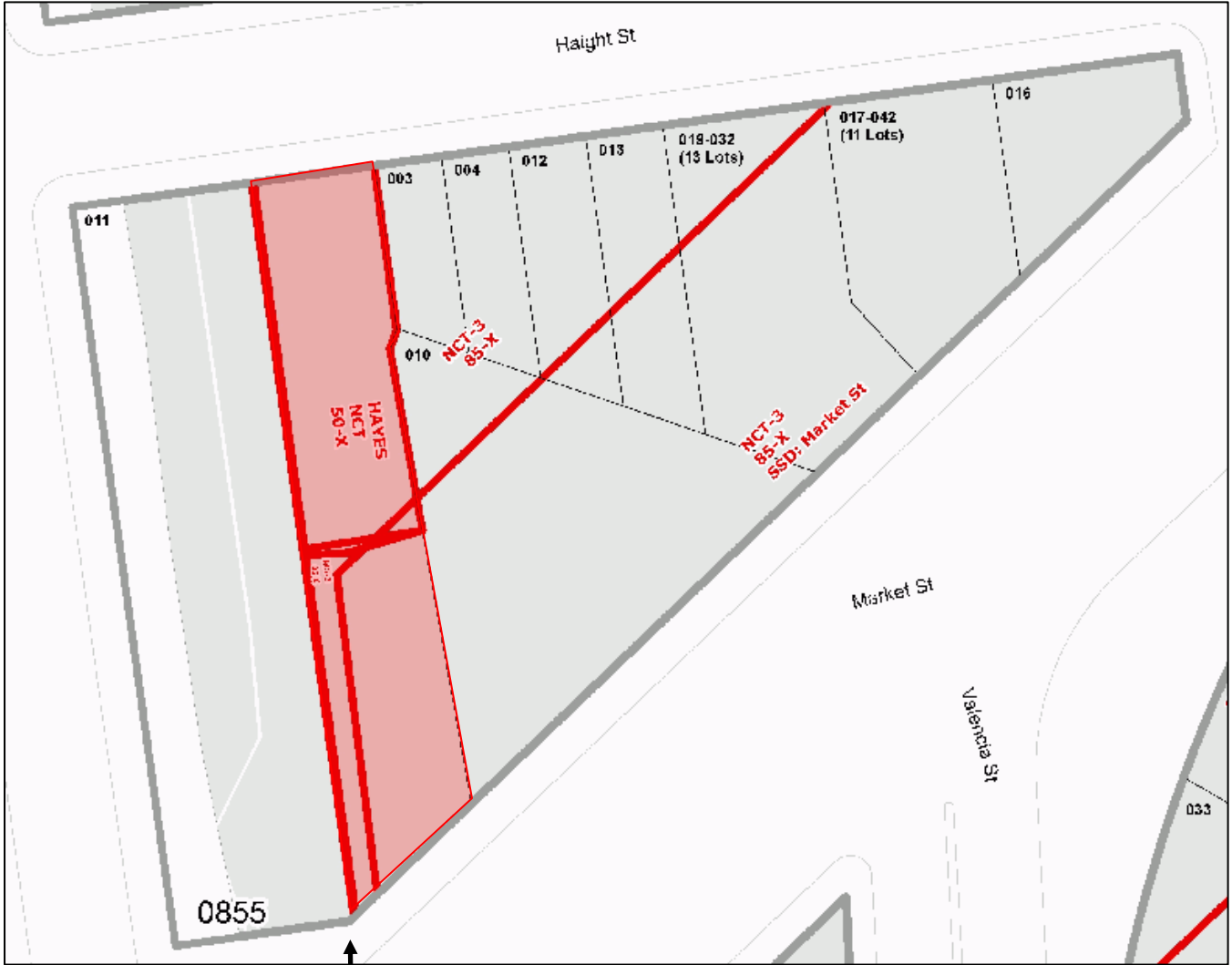
This topic was not addressed in the Market and Octavia FEIR; thus, the topic is addressed in the Certificate of Determination.

<i>Topics:</i>	<i>Project Contributes to Sig. Impact</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>Identified in FEIR</i>		
19. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Project Contributes</i>		<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
	<i>Sig. Impact Identified in FEIR</i>	<i>to Sig. Impact Identified in FEIR</i>		
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 allow the development of a currently vacant parcel which was formerly the location of a concrete support structure for the now-demolished Central Freeway at Market Street. The proposed project involves the construction of an eight-story, 75-foot-high, 70,153 sf building containing 49 dwelling units above approximately 2,000 sf of ground-floor retail space on an approximately 12,244 sf lot. 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 Plan FEIR.

Parcel Map

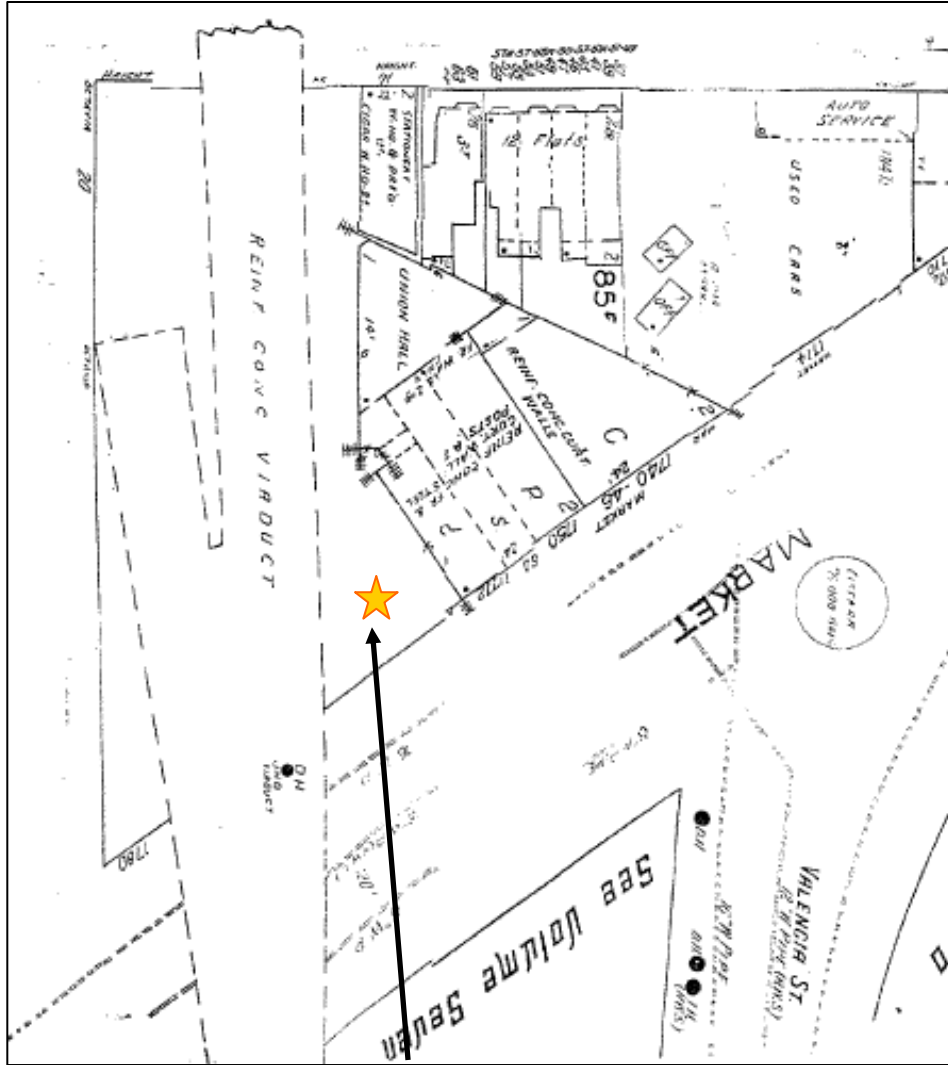


SUBJECT PROPERTY



Case Number 2011.0931EC
Conditional Use Authorization
4-20 Octavia Boulevard

Sanborn Map*



SUBJECT PROPERTY



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

Case Number 2011.0931EC
Conditional Use Authorization
4-20 Octavia Boulevard

Aerial Photo

North-Facing



SUBJECT PROPERTY



Aerial Photo

East-Facing



SUBJECT PROPERTY



Case Number 2011.0931EC
Conditional Use Authorization
4-20 Octavia Boulevard

Aerial Photo

South-Facing



SUBJECT PROPERTY



Case Number 2011.0931EC
Conditional Use Authorization
4-20 Octavia Boulevard

Aerial Photo

West-Facing

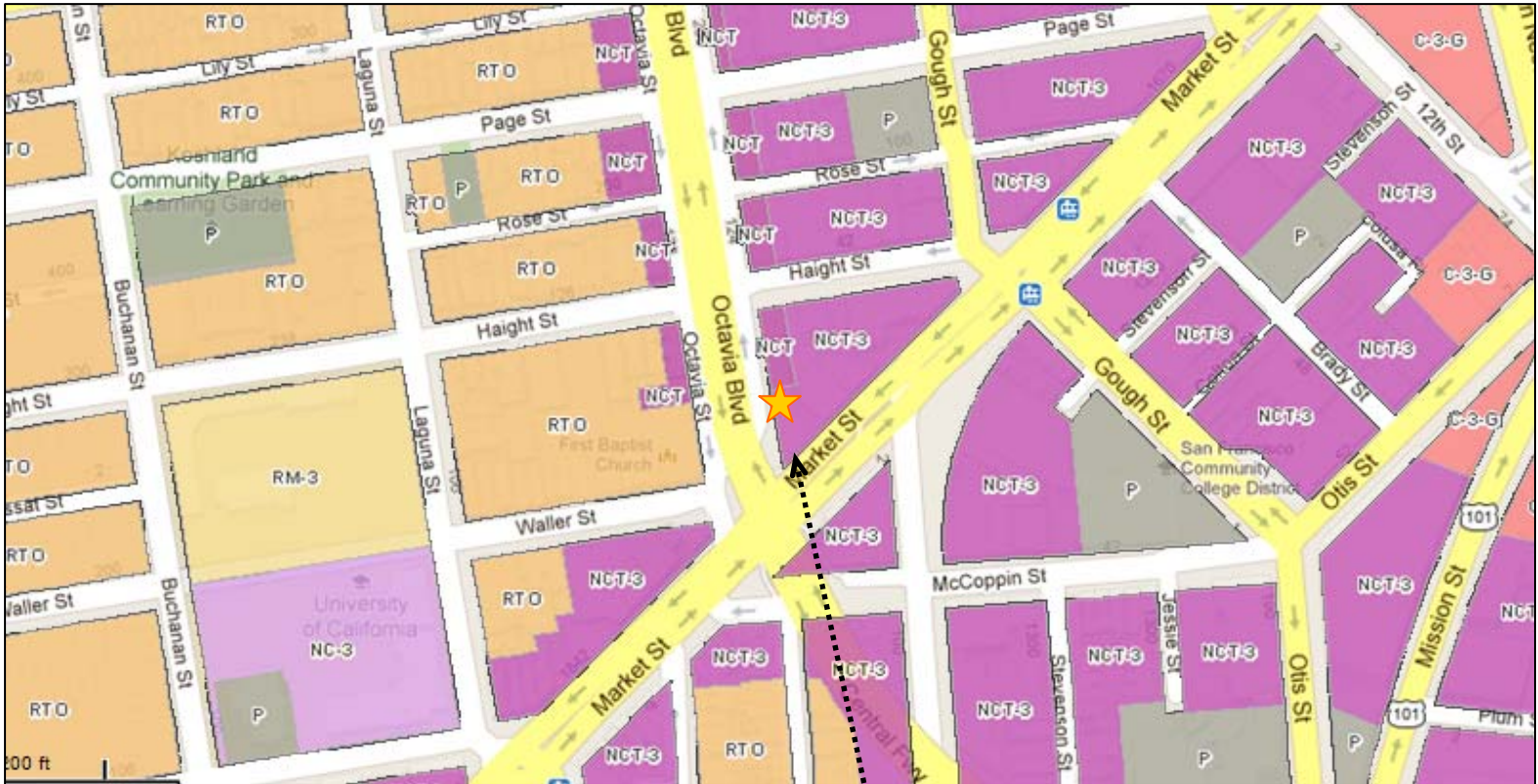


SUBJECT PROPERTY



Case Number 2011.0931EC
Conditional Use Authorization
4-20 Octavia Boulevard

Zoning Map



SUBJECT PROPERTY



Case Number 2011.0931EC
Conditional Use Authorization
4-20 Octavia Boulevard

Height & Bulk Districts



SUBJECT PROPERTY



Case Number 2011.0931EC
Conditional Use Authorization
4-20 Octavia Boulevard

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

July 9, 2012

Re: 8 Octavia Boulevard

Dear Commission President Fong and Planning Commissioners,

The Hayes Valley Neighborhood Association's Transportation & Planning Committee is pleased to enthusiastically support the proposed development at 8 Octavia Boulevard. We urge you to approve the project.

The project is fully in keeping with the spirit of the Market/Octavia Plan. We particularly applaud the developer's decision to build the inclusionary housing on-site. We feel the unit mix, the proposed retail on the corner of Market and Octavia with high ceilings and the engagement of Octavia Boulevard with townhouses and multiple entryways will be a great addition to the neighborhood. However we suggest the developer reconsider the decision not to include retail at the Haight/Octavia corner of the project. The vision for Octavia Boulevard and the new development that lines it is for residential over ground floor retail. Once the Haight Street buses are rerouted to continue eastbound past Laguna, there will be a bus stop at that corner, which until that development occurs may make retail there more workable.

We also welcome the developer's decision to limit parking to the amount permitted as-of-right under the Market/Octavia Plan. However we do have concerns about the location of the garage access off the Octavia Boulevard side lane and the potential conflict between motorists and bicyclists at that location. Therefore we urge the developer and the Commission to consider design modifications to Octavia Boulevard, such as a raised table where the side lane peels off from the center lanes just past Market to slow traffic entering it.

HVNA worked with the previous developer and current architect several years ago on an earlier iteration of this proposal, and we commend the overall quality of the architecture. The current design by Stanley Saitowitz/Natoma Architects is a bold, innovative interpretation of neighborhood context. It will serve as a very striking and interesting gateway to Hayes Valley, Upper Market and the City at this very prominent site. However we suggest the developer/architect consider some type of distinct vertical element at the Market/Octavia corner, as was proposed for this site by the winning entry in the 2005 San Francisco Prize Design Competition, that would reinforce its gateway role without compromising design integrity.

RECEIVED

JUL 10 2012

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
RECEPTION DESK

Again, the Hayes Valley Neighborhood Association's Transportation and Planning Committee is pleased to endorse this project and therefore urges Planning Commission approval. Thank you very much for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin F. Levitt". The signature is written in a cursive style with a period at the end.

Robin F. Levitt

Hayes Valley Neighborhood Association Transportation & Planning Committee

225 Lily Street

San Francisco CA 94102

rflevitt@prodigy.net

415.863-5302

cc: Mark Leuellen, SF Planning Department



SPUR URBAN CENTER
654 Mission Street
San Francisco, California
94105

415.781.8726
www.spur.org

SPUR SAN JOSE
38 West Santa Clara Street
San Jose, California
95113

408.510.5688
www.spur.org/sanjose

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Debra Walker
Cynthia Wilusz-Lovell
Cindy Wu

July 13, 2012

Mark MacDonald, Principal
DM Development Partners, LLC
448 Linden Street
San Francisco, CA 94102

Dear Mr. MacDonald,

Thank you for submitting the proposed residential development at 8 Octavia Street for consideration by SPUR's Endorsement Subcommittee. We are pleased to inform you that we have endorsed this project.

SPUR's endorsement is reserved for projects of citywide importance.. In all cases, we are seeking a combination of excellent planning and design solutions that will ensure the positive contribution of each project to a safe, comfortable, visually appealing and useful urban setting for the people who live and work in San Francisco.

Land Use

We support the proposed housing at this site at the portal to Octavia Boulevard. This pedestrian-friendly urban area will benefit from the additional residents in the 13 one-bedroom, thirty-three two-bedroom and three three-bedroom units. The ratio of 25 parking spaces, 26 bicycle spots, and one car sharing space is also welcome. The restaurant at the corner of Octavia and Market is consistent with other nearby neighborhood land uses.

Public realm Interface and the Promotion of a Pedestrian-Oriented environment

The building creates a strong portal at the east side of the entrance to Octavia Blvd. It hugs the street line, creates a vibrant façade (further noted below), and offers a welcome pedestrian refuge with the restaurant/café at the Market Street corner. The committee also appreciated the combination of the strong presence of the building while still respecting the scale of the neighborhood. A successful gesture in achieving this is the way the building maintains a consistent roofline as Octavia goes uphill, giving the structure a stronger presence (more height) where need at the Market Street intersection. Positioning the parking entry on Hayes St. minimizes pedestrian disruptions.

Building and Landscape Design

The building will create an extraordinary and vibrant façade and streetscape along Octavia Blvd. The transparent glass shielded by controllable vertical colored metal shades will produce a rhythmic, subtly changing, eye-catching reflection of the activity within the building. At night the building will glow.

The units themselves combined simplicity, transparency, options for privacy when desired, and immediate access to light and interior green courtyards. The committee found these one- and two-bedroom units to be highly desirable urban living spaces.

As noted previously, keeping the roofline of the building consistent as the street climbs the hill creates strong presence at the primary intersection of Market Street and maintains a consistency in the street wall while transitioning gently to the scale of the neighborhood.

Environmental Effects

The buildings will be constructed with environmentally appropriate materials consistent with the City's and State's green building codes. In addition to these, the incorporation of controllable vertical louvers on the long west-facing façade create not only a dramatic tableau but are also the optimal way to shade the building from that direction, reducing its solar heat gain. The committee applauds how this feature integrates both design and sustainability, as SPUR always looks to projects to build environmental sustainability into their design and function and encourages the project sponsor to regard sustainability as an ongoing priority throughout the design and construction process rather than as an add-on at a later stage.

Conclusion

In sum, SPUR finds this project to be a very positive addition to the Octavia Blvd corridor. It creates a strong visual presence at the prominent portal to the boulevard while fostering a positive pedestrian experience; it adds needed housing to the neighborhood; and it does so with an extraordinarily imaginative and compelling design of understated force. We thank you for committing your time and resources to the presentation at SPUR.

Please do not hesitate to contact us for questions.

Sincerely,

Reuben Schwartz

Mary Beth Sanders

Charmaine Curtis

Co-Chairs, Project Review Committee

Cc. SPUR Board of Directors



February 9, 2012

Mr. Mark MacDonald
DM Development
448 Linden Street
San Francisco, CA 94102

Re: 8 Octavia Project

Dear Mr. McDonald,

On behalf of the San Francisco Housing Action Coalition (SFHAC), I am pleased to inform you of our support for the 8 Octavia project. Following review and discussion, our Endorsement Committee believes the project has many merits and can 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 very good 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 is an 8-story mixed-use project with 7 levels of residential (49 units) above a ground-level retail space. The project is approximately 75 feet high at Market St. and 50 feet high at Haight St., with open space provided by the roof deck. Of the proposed 49 units, approximately 73 percent of them are two and three-bedrooms.

Land Use:

The use of the site for housing and ground floor commercial use is consistent with and promotes the land uses called for in the Market-Octavia plan. The high-density, transit-friendly nature and the imaginative provision of open space by the proposed project will improve the livability of the neighborhood and the quality of life for existing and future residents. It is clearly an appropriate use of the property.

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 on the Haight Street frontage.

Affordability:

The Project will provide seven on-site affordable units, consistent with Code requirements. Most of those will be two bedroom units. The project will also be responsible for payment of the special Market-Octavia affordable housing fee.

Alternative Transportation and Parking:The proposed project meets the SFHAC guidelines with 25 spaces at an overall ratio of .5-to-1. SFHAC applauds your inclusion of 26 bicycle spots, although we encourage you to add more if you are able. We also recommend looking into putting a City CarShare space in or around the surrounding streets.

Mr. MacDonald
February 9, 2012
Page 2

Historic Preservation:

There are no historic resources to be demolished as a result of the project as it is a vacant lot formerly occupied by a portion of the Central Freeway. The design acknowledges the general height and massing scale of the historic residential buildings across the boulevard and its unique fenestration works well as a counterpoint to the classical church building and the LGBT Community Center across Octavia at the entrance to the boulevard. It appears that no proximate historic resources are to be negatively affected by the project.

Urban Design:

The proposed project promotes the principles of quality urban design. The SFHAC believes it will be compatible with the adjacent streetscape and neighborhood character [see our discussion above in the Historic Preservation section. We particularly applaud the inclusion of the four “vertical courtyards” that help break up the massing while also providing light and air into the interior areas of the units.

The SFHAC urges you to pull back the open space on the south side of the building to create a place for tables and chairs at the sidewalk level to accommodate a restaurant or café that may go into the ground floor retail space. Further, we feel that the suburban style landscaping at the entrance could be reconsidered with something in a more urban form appropriate for the entrance to the new boulevard. These will create a greatly improved sense of place along the adjacent portion of Market Street.

Environmental Features:

The SFHAC is highly supportive of the project’s feature of the vertical courtyards that maximize the use of natural light and ventilation and minimize energy use instead of the standard back yard. The SFHAC encourages you to consider other greening measures, including rooftop solar panels for the building to the degree that it meets the confines of the budget. We urge you to also consider other on-site energy technologies as well as individual water metering.

Community Input:

The SFHAC applauds DM Development and the design team led by Natoma Architects for engaging the community, including the pre-application meeting that was attended by a representative of the Hayes Valley Neighborhood Association and others. 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.

Mr. MacDonald
February 9, 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.



584 Castro Street, # 333
San Francisco CA 94114-2512
415/431-2359
Email MUMC-SF@earthlink.net
www.CastroMerchants.com

Terry Asten Bennett, President
415/431-5365 Ext. 4
TerryAsten@cs.com

August 8, 2012

Via email and USPS hardcopy

Linda Avery, Commission Secretary
San Francisco Planning Commission

and

Aaron Hollister, Staff Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

Re: File No. 2011.0931EC – 4-20 Octavia Blvd (aka 8 Octavia Blvd)
Request for Conditional Use Authorization
Planning Commission Agenda: August 9, 2012, Item No. 11

Dear Ms. Avery and Mr. Hollister,

I am pleased to confirm that the Members of the **Merchants of Upper Market & Castro (MUMC)** voted at their Meeting on August 2, 2012 to **SUPPORT** the request of the Project Sponsor(s) of 8 Octavia Blvd. for construction of a new mixed-use building (including about 49 residential units and about 2,000 s.f. of commercial space) at the northeast corner of Market Street at Octavia Blvd, and through to Haight Street.

This project is scheduled to be heard as Item 11 on the Planning Commission's Agenda for Thursday, August 9, 2012.

We have asked the Project Sponsor(s) to inform **MUMC** with respect to our continued support for this Project, in the unexpected event that there are subsequent significant and substantial changes from the Proposal presented to us on August 2, 2012. Should **MUMC**'s support be withdrawn (which we do not currently anticipate), we would notify your Commission and Department.

MUMC is the merchants' organization serving San Francisco's Castro-Upper Market area, generally along Upper Market Street from Octavia Blvd. to Castro Street; Castro from Market to 19th Street, and cross streets throughout that area. **MUMC** has about 240 currently-paid Members for 2012. The location of the Project described herein is within **MUMC**'s service area.

.... continued

Merchants of Upper Market & Castro – MUMC

San Francisco Planning Commission and Department
RE: File No. 2011.0931EC - 8 Octavia Blvd.

August 8, 2012
Page 2

Please let us know if you have any questions regarding **MUMC**'s support for this Project. Please include this letter in the Project's permanent file, and assure that it is provided to all Planning Staff and Commissioners and any other hearing panels at the time that this Project is considered by them. Thank you for considering our comments.

Respectfully,

A handwritten signature in black ink, appearing to read "T. Bennett", with a long horizontal flourish extending to the right.

Terry Asten Bennett, President

cc: Mark MacDonald, *DM Development*, Project Sponsor
Taylor Jordan, *BergDavis Public Affairs*
email cc: District 8 Supervisor Scott Wiener
Capt. Robert Moser, *SFPD Mission Station*



10TH ANNIVERSARY CAMPAIGN
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The San Francisco Foundation
Barefoot Wine & Bubbly

August 7, 2012

Linda Avery
Secretary
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear San Francisco Planning Commissioners,

I am pleased to submit this letter of support on behalf of the proposed project of residential units and commercial space at 8 Octavia on behalf of the San Francisco Lesbian Gay Bisexual Transgender Community Center (the Center).

The Center's mission is to connect our diverse community to opportunities, resources and each other in order to create a stronger, healthier and more equitable world for the LGBT people and our allies. We offer a range of resources to support the health and economic well being for the LGBT community, including help in finding jobs; starting businesses; building financial stability for individuals and families; getting connected to vital medical, legal, and social service resources; and programs to meet the needs of children, families, and seniors.

The Center is located across Octavia Street from this project, and we welcome this new addition to the community. We are confident that the mix of commercial space and housing, along with the architecture will be a compliment to the existing building and in strong alignment with the plans for Octavia Boulevard.

We are particularly supportive of their commitment to include BMR units onsite. The Center runs a program to support first time homebuyers, including people entering the BMR market, and we look forward to opportunities to work with DM Development to ensure that the new residents reflect the diversity of the neighborhood and surrounding communities, including LGBT and allied people.

Thank you in advance for your consideration of this issue and for your leadership and efforts to create strong and vibrant communities and neighborhoods in San Francisco.

Rebecca Rolfe
Executive Director

SAN FRANCISCO LESBIAN GAY BISEXUAL TRANSGENDER COMMUNITY CENTER

1800 MARKET STREET, SAN FRANCISCO, CA 94102 • 415-865-5555 • INFO@SFCENTER.ORG • WWW.SFCENTER.ORG

August 6, 2012

**Joseph Pasternak
67-71 Haight Street
San Francisco, CA 94102**

Aaron Hollister
San Francisco Department of Planning
1650 Mission Street, Suite 400
San Francisco, CA 94123

Re: Case Number 2011.0931EC
4-20 Octavia Boulevard
Block 0855/Lot 011

Dear Mr. Hollister:

My partner and I own and reside in the building immediately adjacent to this proposed project. My partner also runs a company out of this building and employs ten full time staff. We generate a large share of our power needs from solar panels on our roof. Need I say that our property is our home and our livelihood?

I have two major concerns regarding this proposed project:

- 1) The size of the building itself with its lack of adequate parking
- 2) The developers outreach to the neighborhood was simple posturing that left many questions unanswered and issues unresolved

The renderings of the proposed building are basically imagined from the south-west corner of Market and Octavia, and are presented as an impressive edifice. However, if you can imagine this structure from any of the other surrounding corners (Valencia & Market, Gough & Haight, Haight & Laguna, and Octavia & Page); it becomes quite clear that this structure is inharmonious and out-of-scale with the rest of the neighborhood.

The structure includes a huge cinder block wall that cuts-off light and air to the neighbors who live and work to the East. It almost divides the neighborhood in the same way that the central freeway did. It will dwarf my building, as well as the row of historically recognized Victorians on the other side of me. The Architect did a very poor job in designing this structure three dimensionally. He gave no consideration as to what was behind or adjacent to this proposed structure.

A shorter building will be more in keeping with the neighborhood. If you simply eliminate two floors of the current design, it would be more on scale with its surroundings and would provide a better parking space to unit ratio.

As for the developers, they did meet with me, as I'm sure they are required to do. They listened to my questions and issues, but have yet to provide definitive answers or solutions to any of my questions.

I'm very concerned this structure will severely limit sunlight for our solar panels. The developers do not have a solution, nor do they seem to care about identifying one until after their structure is completed. The City of San Francisco issued me a permit for these solar panels, and the City of San Francisco owns the lot on which the developers wish to build. Therefore, is it now the policy of the City of San Francisco to restrict or eliminate green energy opportunities for residences and small business?

This proposed building leaves a very narrow alleyway between my building and the new structure. I've asked the developers what this will look like. No one can answer my question. I have to assume that it will be a dirt ditch that will attract garbage, vagrants and years of problems.

I've asked what the height of the building will be along my property line. No one can answer this question. I was told that the height of the building will be fifty feet at the corner of Haight & Octavia, but that corner is slightly up hill from me.

The following are a list of questions for which I've not been given definitive answers:

How will the foundation of our building be protected during construction and what implications does it have to my partners business?

What is the developer's protocol for handling any damages to our building caused by or during construction? Are the developers required to have an insurance policy be in place naming us as additionally insured?

If damages occur, how do you guarantee that the repairs are done timely and to our satisfaction?

What steps will be taken to limit dirt and noise from this project?

I am not opposed to the development of this vacant lot. Actually, I welcome it. However, I am opposed to this project in its current scope. This is a clear example of runaway development that created the planning department in the first place.

Lastly, I ask the planning department to give limited credence to the Hayes Valley Neighborhood Association. They do not represent me nor a vast majority of my neighbors. It is my experience that they have entrenched themselves in the bureaucracy of San Francisco and abuse their power for their Board's self-interest.

Thank you for your time and consideration to my concerns.

Sincerely,



Joseph Pasternak
67-71 Haight Street
San Francisco, CA 94102



DDG Partners
448 Linden Street
San Francisco, CA 94102
T 415 692 5050, F 415 692 5059

August 7, 2012

Aaron Hollister
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, 94123

**Subject: Joseph Pasternak Letter
Case Number 2011.0931EC
4-20 Octavia Boulevard
Block 0855/Lot 011**

Dear Aaron:

This letter is in response to Joseph Pasternak's letter dated August 6, 2012 expressing concerns about our proposed project located at 4-20 Octavia Boulevard ("8 Octavia"). As Mr. Pasternak points out in his letter, he and his partner Ron Johnson own the property located at 67-71 Haight Street ("67 Haight St") directly to the east of 8 Octavia. Mr. Pasternak states two primary concerns regarding the proposed project:

- "The size of the building itself with its lack of adequate parking"
- "The developers outreach to the neighborhood was simple posturing that left many questions unanswered and issues unresolved"

With regard to the building size, the proposed project design is within allowable zoning height and bulk limits as set forth in the recently adopted Market Octavia Neighborhood Plan. The project provides 0.5 spaces per unit, which meets the maximum parking requirements dictated by the Market Octavia Neighborhood Plan and is inline with the City of San Francisco's Transit First goals.

Mr. Pasternak's comments about "developers outreach" and "posturing" are inaccurate. Mr. Pasternak was present in a January 11th, 2012 meeting at my Linden Street office. Since then, however, Mr. Pasternak's partner, Ron Johnson, has acted as the main point of contact. Mr. Johnson and I have personally met on three separate occasions, exchanged approximately 50

emails and had several telephone conversations. During our meetings and correspondences, Mr. Johnson and I have openly discussed many of the concerns mentioned in Mr. Pasternak's letter and have established what I believed to be an open and trusting working relationship.

On July 19th, Mr. Johnson and I met for roughly 2 hours to discuss his concern that our building might partially shade the solar panels on his roof. We reviewed a solar contractor's proposal to potentially replace the 67 Haight St solar panels and to explore alternative solutions. We discussed the idea of waiting until our building was topped off so that we could measure the exact impact to his solar array before coming up with an appropriate solution. Hence, Mr. Pasternak's comment that "the developers do not have a solution, nor do they seem to care about identifying one until after the building is completed" does not reflect my conversation with Mr. Johnson.

During my meeting with Mr. Johnson, we also discussed a number of items related to the finishes for our building, views from the residential units toward 67 Haight Street, coordinating our construction activities with Mr. Johnson to ensure that impacts to his building and his work schedule are minimized, the upcoming Planning Commission hearing and related topics.

I understood that, following our meeting, Mr. Johnson would send us a list of his concerns and we would continue to work cooperatively with him to determine mutually acceptable solutions. Although we have not received Mr. Johnson's list, we remain committed to working with him as we proceed with the project.

Mr. Pasternak also mentions concerns about the height and massing of the project in relation to the "scale of the rest of the neighborhood" and more specifically to 67 Haight Street. As previously noted, the proposed height and massing are within allowable zoning guidelines. In fact, on Market Street the zoning allows for an 85 foot tall building, but our proposed building will only be 75 feet tall. We also eliminated a stair penthouse on the roof along Haight Street, which was originally 15 feet tall to reduce the impact of our project on Mr. Johnson's building. In addition, the western roofline is designed to match the building heights across the street on the western side of Octavia Boulevard. The Market Octavia Neighborhood Plan specifically encourages equal building heights on both sides of the street and conceptually the design intent is to create a gateway into Octavia Boulevard. The 8 Octavia design is taller than 67 Haight Street, however, contextually 8 Octavia's height will be consistent with other building heights on the street and again within allowable zoning controls. It is also important to note that the zoning allows the owners

of 67 Haight Street to increase their building height to 85 feet tall, significantly taller than our building will be on Haight. Today 67 Haight St is a 2-story building. However, it is conceivable the building height will be added to in the future.

Mr. Pasternak also raises several construction related questions similar to those discussed in conversations I've had with Mr. Johnson regarding (1) protection of 67 Haight St's foundation during construction; (2) construction impacts on Mr. Johnson's business; (3) the developer's responsibility for damage to 67 Haight Street caused by construction; and (4) limits on noise and dirt during construction.

We fully intend to proceed with the construction as a good neighbor and responsible community member. 8 Octavia will be built to Department of Building and Inspections ("DBI") specifications in accordance with all applicable building codes and regulations and in accordance with the project conditions of approval and mitigation measures. To address the specific concerns listed above we note that (1) the Building Code requires us to protect adjacent buildings during construction. We will have appropriate insurance for our project; (2) the project mitigation measures require us to comply with Best Management Practices for dust control and erosion control during construction; and (3) we will be required to comply with the City's Noise Ordinance during our construction activities. Thus, we are confident that these concerns will be fully addressed.

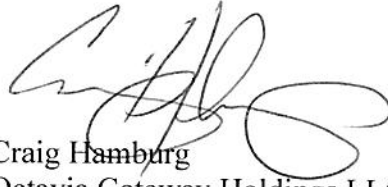
Upon receipt of Mr. Pasternak's letter, I emailed a copy to his partner Mr. Johnson and requested a meeting to address Mr. Pasternak's concerns. Mr. Johnson replied and explained he was unaware of the letter until earlier in the day (August 7th) and had not had an opportunity to speak with Mr. Pasternak over the last several weeks as they both have been and are currently traveling separately for work. However, Mr. Johnson offered to contact Mr. Pasternak to discuss the letter and we intend to meet or speak on Friday to continue our dialogue.

Octavia Gateway Holdings LLC has worked very hard to incorporate feedback from the neighborhood, community and various San Francisco stakeholders into the proposed 8 Octavia project design. Support from the Hayes Valley Neighborhood Association, SF Housing Action Coalition, SPUR, LGBT, Merchants of Upper Market Castro and various neighbors as well as our efforts with Mr. Johnson are numerous examples of our inclusive efforts to date. I am confident we can continue to work with the owners of 67 Haight Street to find reasonable solutions to their concerns.

Subject: Joseph Pasternak Letter
Page 4 of 4

Please feel free to contact me if you would like to further discuss any of the above.

Thank you,

A handwritten signature in black ink, appearing to read 'Craig Hamburg', with a large, stylized flourish at the end.

Craig Hamburg
Octavia Gateway Holdings LLC

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

7.24.12
Date

I, Mark MacDonald, do hereby declare as follows:

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

8 Octavia Blvd 855 / 7
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:

2011.0931E
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:

Aaron Hollister / Mark Luellen
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).

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios <i>*</i>	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
49		7	10	29	3

** = Jr. 1 Bd*

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 <i>*</i>	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
7		1	2 3	4	

** = Jr. 1-Bedroom*

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 _____ % 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			

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.² 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:

448 Linden St. SF CA
Location

7.24.12
Date



Signature

Mark MacDonald, Principal
Name (Print), Title
DM Development

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

415-692-5062
Contact Phone Number

² California Civil Code Section 1954.50 and following.

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name <i>Octavia Gateway Holdings LLC</i>	Company Name
Print Name of Contact Person <i>Craig Hamburg</i>	Print Name of Contact Person
Address <i>448 Linden St</i>	Address
City, State, Zip <i>SF CA 94102</i>	City, State, Zip
Phone, Fax <i>415-692-5054 / 5059</i>	Phone, Fax
Email <i>cnh@ddgpartners.com</i>	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
Name (Print), Title <i>Craig Hamburg / Project Manager</i>	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 2007-2014	Units Entitled To Date	Percent Entitled
Total Units Entitled¹	31,193	11,130	35.7%
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%

¹ 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).

8 OCTAVIA

A Vibrant New Gateway to San Francisco

Overview: The Market/Octavia Plan

The Market/Octavia Plan declares a commitment to “excellence and innovation in urban infill and architectural design” for the redevelopment of Hayes Valley after razing the Central Freeway. The Market/Octavia Plan describes the northeast parcel at the corner of Market Street and Octavia Boulevard as “particularly important because it has frontage on Market Street as well as the Boulevard, and will play an important role not only in drawing the two streets together, but also in marking the entrance to the Boulevard from Market Street.” The plan stipulates a height of 50 feet on the northern half of the site and 85 feet on the southern half. The recommended use calls for maximizing housing above neighborhood-serving retail, community services and other active, pedestrian-oriented uses.



Design Competition and Evolution

In 2007, San Francisco Prize announced the selection of Stanley Saitowitz | Natoma Architects as the winner of a design competition for Parcel V at the northeast corner of Market Street and Octavia Boulevard, now known as 8 Octavia. In 2011, DDG Partners and DM Development acquired the property interests for 8 Octavia and have since refined the design in collaboration with the city’s planning professionals and the broader community. The team’s commitment to excellence has remained steadfast throughout the process. As a result, 8 Octavia will create a bold and vibrant gateway to the Hayes Valley neighborhood.

8 Octavia Design

Today, 8 Octavia is a forward-thinking vision of elegant density and modern design. The proposed design features an eight-story translucent form that extends the entire block. Each unit is cloaked in obscured glass fins that serve as sunscreens. Multistory vertical notches in the building create wide courtyards visible from the street. The building will enhance Market Street with wraparound ground-floor retail space, unique townhome living and inviting pedestrian entrances and landscaping. 8 Octavia successfully fulfills the mission of the Market/Octavia Plan by breathing new life into Hayes Valley and Market Street.



“This prominent site, a gateway to the city, announces a new form of housing and provides an optimistic view of the city and its architecture.”

-- 2007 SF Prize Jury on the winning 8 Octavia design

Project Facts

Residential

- 49 Residential units (7 on-site BMR units)
- Dense urban housing averaging 952 sq. ft. per unit
- 65% 2 & 3 BD units
- Common courtyards, vertical gardens, and roof deck common space

Commercial

- One 2,000 sq. ft. Market St. commercial space

Garage

- 24 residential / 1 retail parking spaces
- 26 bike parking spaces

Collaboration

DDG Partners and DM Development have worked closely with the Planning Department and the community to bring the award-winning Saitowitz design in step with San Francisco's General Plan and the Market/Octavia Area Plan.

Design revisions include:

- The removal of one housing unit to allow the addition of double height ceilings to the Market Street retail space. The pedestrian experience will be enhanced with a 20' ceiling where the building meets Market Street and Octavia Boulevard.
- Townhome entrances along Octavia Boulevard through a ground level courtyard to better activate the street.
- The removal of the Haight Street fire stair penthouse and reduction of the parapet to better reflect the residential character of the neighborhood and reduce Haight Street massing.
- The addition of two-story windows to the Market Street and Haight Street concrete facades, better articulating the massing and creating a more residential character.
- Teaming with Marta Fry Landscape Architects to sculpt the triangular Market Street landscape area. This creates a more inviting entrance to the residential lobby and retail space, as well as a new seating area for the public.
- The addition of perforated metal gates to secure the unusable triangular space on the east side of the lot, proactively avoiding an "attractive nuisance" area.
- Added articulation, materiality and adjusted eastern façade massing to create a more contextually appropriate response to the neighborhood plan.

Endorsements

8 Octavia has been endorsed by:

- Hayes Valley Neighborhood Association (HVNA)
- San Francisco Planning + Urban Research Association (SPUR)
- San Francisco Housing Action Coalition (SFHAC)

Contact Information

DDG Partners and DM Development are real estate investment and development firms who share a passion for creating exceptional urban housing with a commitment to high-design, sustainability and community revitalization.

For more information on 8 Octavia please contact Taylor Jordan at:

- 415.788.1000 x 200
- tjordan@bergdavis.com

More information on DDG Partners and DM Development can be found at:

www.ddgpartners.com & www.dm-dev.com

Consistency of 8 Octavia with Market & Octavia Plan Objectives and Policies

<u>OBJECTIVE/ POLICY</u>	<u>TEXT</u>	<u>PROJECT CONSISTENCY</u>
1.1.1	Repair the damage caused by the Central Freeway by encouraging mixed-use infill on the former freeway lands.	The project will construct new mixed-use infill development, including 49 residential units and ground level retail, on vacant Central Freeway Parcel V.
1.1.2	Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.	The project will be located at Market Street and Octavia Boulevard—near the center of the City—where it will be well-served by public transit and easily accessible to pedestrians.
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 will support and enhance the vitality of surrounding neighborhood commercial districts by providing 49 new residential units and approximately 2,000 square feet of new retail space.
1.1.5	Reinforce the importance of Market Street as the city’s cultural and ceremonial spine.	The project will reinforce the importance of Market Street by developing a key vacant parcel with a dynamic, modern building that will provide a gateway from the 101 Freeway to the City. The project will also create new ground floor retail and attract new residents, both of which will help activate Market Street.
1.1.6	Preserve and enhance the role of cultural and educational institutions in the plan area.	The project will create 49 new residential units, whose occupants will support cultural and educational institutions in the plan area, including the opera, the theatre, the LGBT community center, and civic center.
1.1.8	Reinforce continuous retail activities on Market, Church, and Hayes Streets, as well as on Van Ness Avenue.	The project will create over 2,000 square feet of new retail space at the street level.
1.2	Encourage urban form that reinforces the plan area’s unique place in the city’s larger urban form and strengthens its physical fabric and character.	The project will strengthen the physical fabric and character of the neighborhood by developing a key vacant parcel at the entrance to the City from the 101 Freeway. The project will reinforce by the plan area’s unique place by featuring a dynamic, modern building with a vibrant façade.

ATTORNEY-CLIENT AND WORK PRODUCT PRIVILEGE

<u>OBJECTIVE/ POLICY</u>	<u>TEXT</u>	<u>PROJECT CONSISTENCY</u>
1.2.1	Relate the prevailing height of buildings to street widths throughout the plan area.	The proposed building height is appropriately related to the widths of Market Street and Octavia Boulevard: the building will maintain a constant roofline as it slopes up away from Market Street, resulting in a maximum building height along Market (a wider street) which gradually shortens along Octavia (a narrower street).
1.2.2	Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.	The project will include seven levels of residential housing including 49 new units and 2,000 square feet of commercial space on the ground floor.
1.2.4	Encourage buildings of the same height along each side of major streets.	The proposed building will be of similar height to the First Baptist Church on the opposite side of Octavia Boulevard and was designed to match the Baptist Church and the adjacent apartment building cornice lines to create a gateway into the City; constructing this building on the vacant Central Freeway parcel will re-balance the street front at this location.
1.2.7	Encourage new mixed-use infill on Market Street with a scale and stature appropriate for the varying conditions along its length.	The project will construct new mixed-use infill at Market Street and Octavia Boulevard. The project's height and scale will strengthen Market Street's role as a monumental public space and is especially appropriate for this location because the roofline remains constant as the Octavia slopes up from Market Street, giving the project a strong presence on Market Street while allowing it to gently transition into the surrounding neighborhood. The modern architectural language is contextual to the LGBT building and multiple multifamily buildings under construction on Market Street.
2.1	Require development of mixed-use residential infill on the former freeway parcels.	The project will provide mixed-use residential infill on vacant Central Freeway Parcel V.

ATTORNEY-CLIENT AND WORK PRODUCT PRIVILEGE

<u>OBJECTIVE/ POLICY</u>	<u>TEXT</u>	<u>PROJECT CONSISTENCY</u>
2.1.1	Develop the Central Freeway parcels with mixed-use, mixed- income (especially low income) housing.	The project will develop Central Freeway Parcel V with mixed-use and mixed-income housing, including seven affordable residential units for low-income families.
2.2	Encourage construction of residential infill throughout the plan area.	The project will construct residential infill, including 49 new units.
2.2.2	Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.	The project will include a mix of unit sizes, including 13 one-bedroom units, 33 two-bedroom units, and three three-bedroom units.
2.2.4	Encourage new housing above ground-floor commercial uses in new development and in expansion of existing commercial buildings.	The project will construct a new mixed-use building with seven floors of housing above ground floor commercial space.
2.4	Provide increased housing opportunities affordable to households at varying income levels.	The project will provide housing opportunities to households at varying income levels by including seven affordable units.
2.4.1	Disaggregate the cost of parking from the cost of housing.	The project will disaggregate the cost of parking from the cost of housing by selling/leasing parking spaces and residential units separately.
3.1	Encourage new buildings that contribute to the beauty of the built environment and the quality of streets as public space.	The proposed building design won an international design competition sponsored by the Mayor's Office. The building will include a vibrant, dynamic façade that will beautify and activate the streetscape and public spaces along Market Street and Octavia Boulevard. The building will feature an outdoor public courtyard on Market & Octavia with a public seating area and landscaping.

ATTORNEY-CLIENT AND WORK PRODUCT PRIVILEGE

<u>OBJECTIVE/ POLICY</u>	<u>TEXT</u>	<u>PROJECT CONSISTENCY</u>
3.1.1	Ensure that new development adheres to principles of good urban design.	The project adheres to principles of good urban design by following the Fundamental Design Principles for the Market and Octavia area, including those principles addressing building massing and articulation and ground floor treatment.
3.2.8	Encourage new building design that respects the character of nearby older development.	The project's design respects the character of nearby older development by acknowledging the existing buildings' scale and fabric. The project was designed to mirror the First Baptist Church roofline and to create a 'Gateway' into the City from the 101 Freeway. However, the project takes a back seat to the more civic church building and does not try to compete with the monumental dome located on top of its roof. While the project is a modern design aesthetic it also uses vertical courtyards to break the façade into smaller elevations similar to neighboring buildings in mass and height. The modern glass façade also reflects the character and design aesthetic of the nearby LGBT community center.
4.1	Provide safe and comfortable public rights-of-way for pedestrian use and improve the public life of the neighborhood.	The project will preserve existing sidewalks along Octavia Boulevard, providing safe and comfortable rights-of-way for pedestrian use. The new residents and ground floor retail will improve the public life of the neighborhood. The project will also add permeable sidewalk materials to improve storm water drainage and provide both an aesthetic and greening feature.

ATTORNEY-CLIENT AND WORK PRODUCT PRIVILEGE

OBJECTIVE/ POLICY	TEXT	PROJECT CONSISTENCY
4.1.2	Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.	The project will preserve the existing street trees along Octavia Boulevard to enhance the pedestrian environment. The project will also add landscaping to both Market and Haight Streets and will add permeable pavers on Octavia Boulevard. The project will also add new street trees to Haight St.
4.3	Reinforce the significance of the market street streetscape and celebrate its prominence as San Francisco’s symbolic “main street.”	The project will reinforce the significance of Market Street by providing a modern, dynamic building with a vibrant façade at Market Street and Octavia Boulevard—a key entrance to Market Street and the City from the 101 Freeway, which is currently vacant. The project will add a landscaped courtyard area with public seating and a prominent building canopy to engage pedestrian interaction and reinforce Market Street’s significance.
4.3.3	Mark the intersections of Market Street with Van Ness Avenue, Octavia Boulevard, and Dolores Street with streetscape elements that celebrate their particular significance.	The project will add landscaping to Market Street along with a public seating area and permeable pavers to both green and beautify Octavia Boulevard and Haight Street. The project will add new street trees to Haight St.
5.1.2	Restrict curb cuts on transit-preferential streets.	The project will not involve any curb cuts on Market Street, and it will only involve a single curb cut on Octavia Boulevard. The curb cut on Octavia is unavoidable because there are no alleys or alternative locations that could be used.
5.2.2	Encourage the efficient use of space designated for parking.	The project will maximize efficient use of parking space by including an underground parking garage that provides 25 car parking spaces (24 residential + 1 commercial) and 26 bike parking spaces which comply with dimension standards.

ATTORNEY-CLIENT AND WORK PRODUCT PRIVILEGE

<u>OBJECTIVE/ POLICY</u>	<u>TEXT</u>	<u>PROJECT CONSISTENCY</u>
5.2.3	Minimize the negative impacts of parking on neighborhood quality.	Parking for the project will be located in an underground garage where it will not intrude on or negatively affect the quality of the neighborhood.
5.2.4	Support the choice to live without a car.	The project's parking spaces will be unbundled from the residential units, which will support the choice of new residents to live without a car. The project will only provide 24 residential parking spaces for 49 units.
5.2.6	Make parking cost transparent to users.	The project will make parking cost transparent by selling/leasing parking spaces separately from the residential units.
5.3	Eliminate or reduce the negative impact of parking on the physical character and quality of the neighborhood.	The project will help eliminate and reduce the negative impact of parking on the physical character and quality of the neighborhood by locating parking spaces in a secure, underground garage.
5.3.1	Encourage the fronts of buildings to be lined with active uses and, where parking is provided, require that it be setback and screened from the street.	The project will help maintain an active street front by providing approximately 2,000 square feet of commercial space at Market and Octavia, which is intended for restaurant use. The project will include townhomes at the corner of Octavia Blvd & Haight Street which will be accessed via the street further activating the area.
5.4.3	Permit off-street parking only where loss of on-street parking is adequately offset, and pursue recovering the full costs of new curb cuts to the city.	The creation of 25 new off-street parking spaces in an underground garage will offset the loss of on-street parking spaces resulting from the curb cut.
5.5.2	Provide secure and convenient bicycle parking throughout the area.	The project will provide secure and convenient bicycle parking for residents by creating 26 new bike parking spaces in a secure, easily-accessible underground garage.

ATTORNEY-CLIENT AND WORK PRODUCT PRIVILEGE

<u>OBJECTIVE/ POLICY</u>	<u>TEXT</u>	<u>PROJECT CONSISTENCY</u>
5.5.3	Support and expand opportunities for bicycle commuting throughout the city and the region.	The project will support and expand opportunities for bicycle commuting by providing residents with 26 new bike parking spaces.
6.1	Ensure that new development is innovative and yet carefully integrated into the fabric of the area.	The proposed project is both innovative in its use of interior courtyards to bring light and air into all units on a narrow site, as well as in its use of exterior louvers to prevent solar heat gain. It is carefully integrated into the fabric of the area by matching the cornice line of the First Baptist Church and the apartment buildings across Octavia Boulevard and by reflecting the modern design aesthetic of the LGBT community center. It won an international design competition sponsored by the Mayor's Office for Central Freeway Parcel V.
6.2	Encourage new development on the central freeway parcels and the Market Street Safeway site to heal the physical fabric of the neighborhood and improve neighborhood character.	The project will heal the physical fabric of the neighborhood by developing a vibrant, modern building on vacant Central Freeway Parcel V.
6.2.1	Provide guidelines for new development that respond to the opportunities presented by the Central Freeway parcels.	The project is consistent with the Market and Octavia Neighborhood Plan and other guidelines for development of Central Freeway Parcel V.



FIRST BAPTIST

FIRST BAPTIST CHURCH

Market

30

No Left Turn



Objective
1.2.4

Encourage buildings of the same height
along each side of major streets





Civic Building

Fabric Building











Home Opened to Golden Gate Park
calacademy.org

CALIFORNIA
ACADEMY OF
SCIENCES
Where life comes to life

ONLY

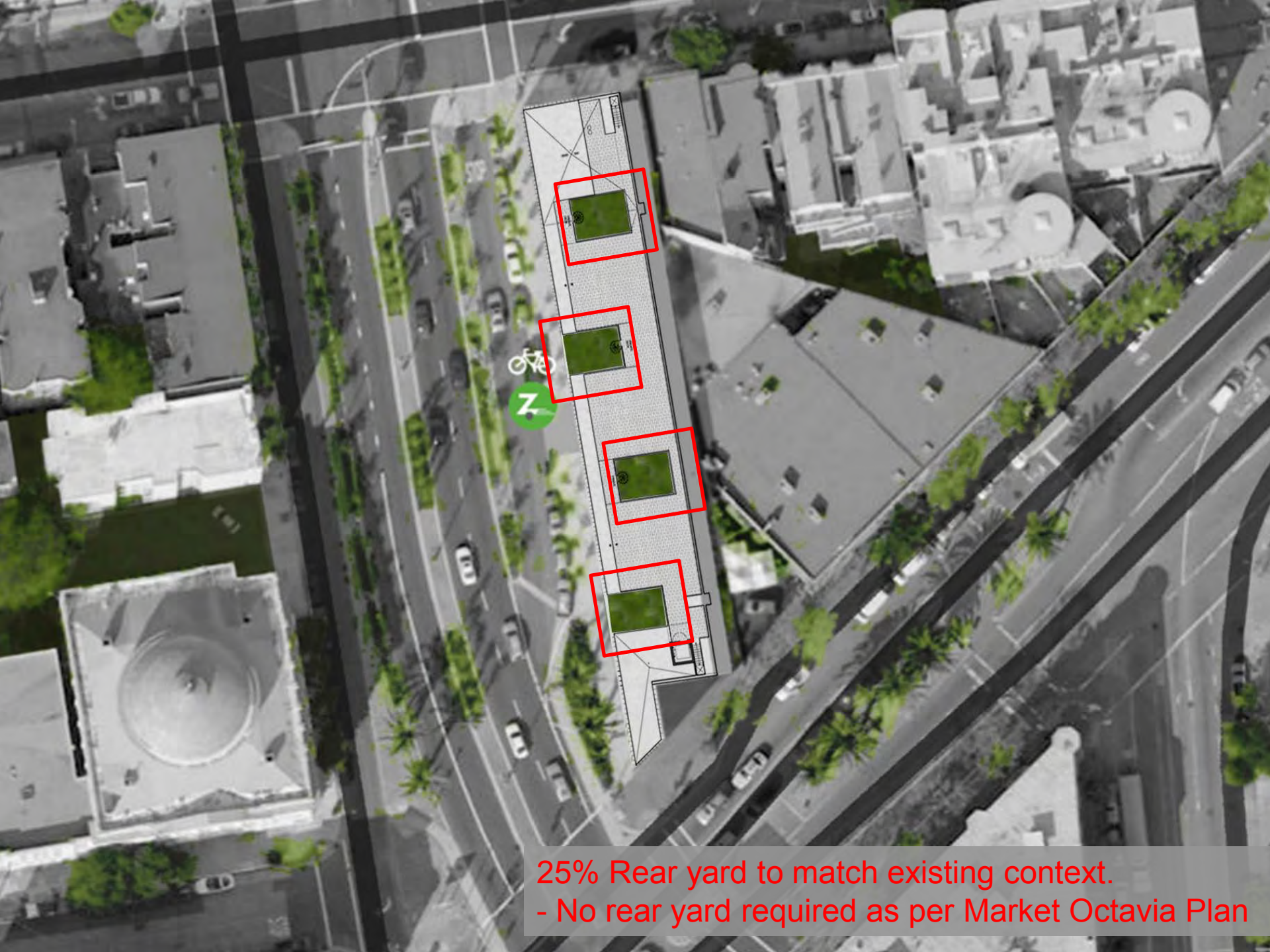
LEFT LANE
MUST
TURN LEFT

NO PARKING
EXCEPT
TUESDAY

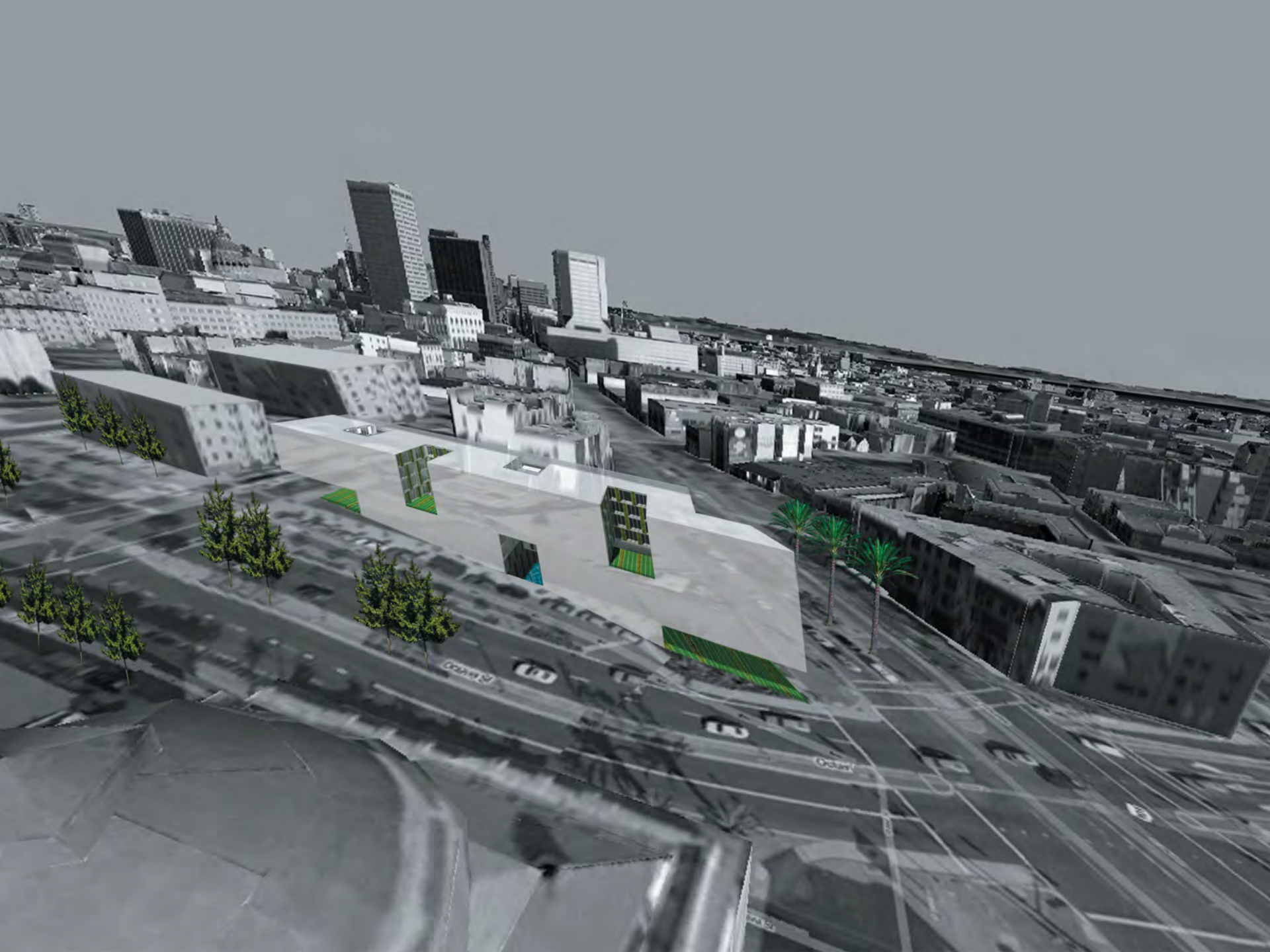
SAN FRANCISCO
ALBERA
Chrysler - Jeep

5W6F2L4





25% Rear yard to match existing context.
- No rear yard required as per Market Octavia Plan





WEST ELEVATION









ADDRESS: 8 Octavia Blvd., San Francisco, CA 94103
 CROSS STREET: Between Market and Haight Streets.
 BLOCK/LOT: 0855/11
 ENVIRONMENTAL/PROP K: 98.891E/98.791K
 PROJECT DESCRIPTION: New 49 Unit, 8 Story, Mixed use Multi-Family and Commercial Building. The building will be Automatic Sprinkled with a manual and automatic fire alarm system. It is considered an Adaptable Accessible Building with full elevator access. The building will include parking, one commercial space and residential housing units. There will typically be two unit types: a 1 bedroom (27%), 2 bedroom units (67%) and 3 bedroom units (6%). Non of the units are to have mezzanines.

CODE USED: 2010 CALIF BLDG CODE & SF AMENDMENTS
 2010 CALIF MECH CODE & SF AMENDMENTS
 2010 CALIF PLMBG CODE & SF AMENDMENTS
 2010 CALIF ELECTR CODE & SF AMENDMENTS
 2010 CALIF ENERGY CODE
 2010 CALIF FIRE CODE & SF AMENDMENTS
 2010 HOUSING CODE
 2010 NFPA 72 (FIRE ALARMS)
 2010 NFPA 13 / 13R (SPRINKLERS)

ZONING: Octavia & Market Plan (NCT and NC3) and Design competition
 EXISTING SITE CONDITION: The site is a vacant lot previously traversed by the central freeway.

OCCUPANCY: R-2 Multi- Residential,
 U Private Garage
 A-2 Assembly occupancy with loads less than 300

ACCESSIBILITY: As per the multi level model in CBC Sec 1107b and The California Multi Family Disabled Access Regulations book Sec 11, this is a multi-level, elevator building . It is in full compliance with CBC Section 11-b, accessible in all common areas and accessible adaptable in private dwelling units. There is one accessible parking stall as per Tbl 11B-6 (24 parking stalls < 25 parking stalls). As per 1129B.4 this stall is a Van sized space with a clear 96 inch access aisle.

CONSTRUCTION and TYPE and BUILDING TYPE: The proposed building is to be Type 1B. Please refer to Assembly diagram for description of all rated assemblies. As per Table 601, and unless indicated as a fire wall, all structural frames, floors and bearing walls are to be rated at a minimum of 2 hours. As per Table 508.3.3 the maximum horizontal fire separation between all listed assemblies in a sprinkled building is 1 hours; therefore Table 601 governs

NUMBER OF STORIES: 8 Stories / 75 feet (Automatic Sprinkled)
 THE ENTIRE BUILDING IS TO BE FULLY SPRINKLED. THIS WILL BE UNDER SEPERATE PERMIT. See addendum schedule.
 Install Type 1 dry/wet combination standpipe

HEIGHT: 75' high from the property line on Market street. Market street is to be defined as the front of the project. The site slopes up to Haight (rear of project). The elevator penthouse roof extends an additional 18'-6" above the roof. The roof line is 53'-6" from the property line on Haight street. A maximum 55'-0" is permitted (additional 5' above 50' allowed if commercial space has ceiling height greater than 10'). See 1-A2.1 for permitted building envelope

LOT SIZE/AREA: The site is irregular in shape. The lengths provided are averages:
 Length: 256'-0"
 Width: 48'-9"
 Area: 12,573 sq ft

LOT COVERAGE: The building occupies 11,410 sq ft (90%) of the subject site. There is 5 foot side yard as well as a front entry yard / court which serves the commercial and residential programs

REAR YARD: Although the SFPC does not require that the project provide rear yards or setbacks, the following have been provided. (This has been done to reduce the overall mass of the building) :
 1. Side Yard: 298 sq ft
 2. Front Yard: 363 sq ft
 3. Courtyards: 4 open courtyards each meeting minimum width and depth measurements. Each court provides for 480 sq ft of yard space.
 The total rear yard square footage provided is 3,081 sq ft which is 25% of the lot area.
 The distributed courts effectively reduce the apparent overall mass of the project.

OPEN SPACE: Common Outdoor Space
 The common outdoor space has been provided at:
 1. Roof: 4,282 sq ft
 Private Outdoor Space
 2. Penthouse roof decks: 3 Private Decks
 Each deck is approx. 250 sq ft which total 750 sq ft

PARKING: Off street parking
 The project makes provision for the following:
 24 standard size stalls of which 1 is accessible.
 This provides for a ratio of 0.5 and is permitted under table 151 SFPC
 As per UBC Table 11B-6 1 accessible parking space is required. As per UBC Sec 1129B4-2 this space is van accessible.
 Accessible stalls and loading areas will NOT be striped. There is to be 2 Commercial Car stalls.

Off street loading
 As per table 152 no offstreet loading spaces are required:
 1. Residential net square footage = 45,178 sq ft < 100,000 sq ft
 2. Commercial net square footage = 2,000 sq ft < 10,000 sq ft

Bike Stalls
 Twenty Six (26) independantly accessible bike stalls have been provided. This provides for a ratio of 0.5

STRUCTURE: The entire structural component of the building is to be non combustible concrete construction. The floor slabs are to be post tensioned poured in place concrete. Supporting walls and columns are to be poured in place concrete.

EXTERIOR MATERIALS: Acrylic Cement Plaster, "Hardi-Plank" Siding & "Hardi-Panel" Fascias, Anodized Aluminum Framed Doors and Windows(Storefront & Sliding), Curtain Wall System, Aluminum Bar Grating Guardrails, Aluminum operable sun shades, Sectional Garage & Doors with vented perforated metal siding.

GROSS BUILDING AREA CALCULATION FOR TABLE 503: Type 1B non combustible construction permits a building of this type and use the following:
 R-1: unlimited floor area and 11 stories height; Building complies
 A-3: unlimited floor area and 11 stories height; Building complies
 S-1: 48,000 sq ft of area and 11 stories height; Building complies

Gross Sq Ft	Area
Level 1	2,804
Level 2	10,931
Level 3	9,490
Level 4	8,972
Level 5	9,489
Level 6	9,489
Level 7	9,489
Level 8	9,489
	70,153

One Bedroom	9	19 %
Two Bedroom	36	75 %
Three Bedroom	3	6 %
Total	48	

Net Residential Area 44,753 sq.ft.
 Net Commercial Area 2,815 sq.ft.

81% 2+ BDRROOMS

OCCUPANCY LOAD CALCULATIONS

36.8	per floor: non cascading	R-2 Load Factor = 200 as per CBC Tbl 1004.1.1
39.3	per floor: non cascading	S-3 Load Factor = 200 as per CBC Tbl 1004.1.1
285	Load Factor:15	Common outdoor deck
93.2	Load Factor:15 & 200	2 exits required as per CBC 1019.1
49.3	Load Factor:15	Mercantile (Market street)- assumes 640 sq ft for kitchen
		2 exits required
		Mercantile (Haight street)- assumes 740 sq ft of occupiable space
		1 exits required

85.5" 285 * 0.3 Minimum Accumulative Width of any component of means of egress system, as defined by Tbl 1005.1 However, minimum accessible stair width shall be 48" *2 = 96"

OCCUPANCY SEPARATION: 2 HR slab between 1st story S2 Garage and 2nd Story R-2 Residential as per CBC Table 706.3.9
 2 HR non combustible between S2 Garage and Exit lobby / paths.
 2 HR non combustible between A3 and R2

TYPE IB CONSTRUCTION 2 HR. WALLS: Structural frame, and bearing walls both interior and exterior as per CBC Table 601

TYPE IB CONSTRUCTION 2 HR. SHAFT WALLS: All stairs w/ 2 HR enclosure as per CBC Sec. 707.4 1-1/2 HR Door as per CBC Sec. 715.4

TYPE IB CONSTRUCTION 1 HR. WALLS: All corridors leading to exit enclosures

TYPE 1B CONSTRUCTION. NR WALLS: Non Bearing Interior Partitions. Non Rated Doors

EMERGENCY ESCAPE: As per CBC Section 1029 Exception 1, Type 1 construction equipped with an approved automatic sprinkler system need not provide emergency escape and rescue opening

GARAGE VENTILLATION: Total Garage (S-2) area = 7,842 sq ft In accordance with CBC Sec 406.4.2 a mechanical ventilation system will be provided

GROUP R LIGHT AND VENTILATION: Light: All habitable rooms (except bathrooms as per CBC 1203.2) have natural light greater than 1/8 of the floor area.
 Ventillation: All rooms required by CBC 1203.1 shall be provided with mechanical ventilation

PROJECT DATA

1

REVISIONS

Stanley Saffowitz Office / Natoma Architects Inc.
 1022 Natoma Street, No. 4
 San Francisco, CA 94108
 T 415.626.8977
 F 415.626.8978
 E ssaffowitz@natoma.com

KFF Consulting Engineers
 STRUCTURAL and CIVIL
 415-989-1004

Earth Mechanics
 SOILS REPORT
 510-562-8833

Frederick Seher & Assoc.
 SURVEY
 415-921-7690

Mario Fry Landscape
 LANDSCAPE
 415-543-8202

OCTAVIA GATEWAY
 8 OCTAVIA BLVD, SAN FRANCISCO, CA

PROJECT DATA

SITE PERMIT

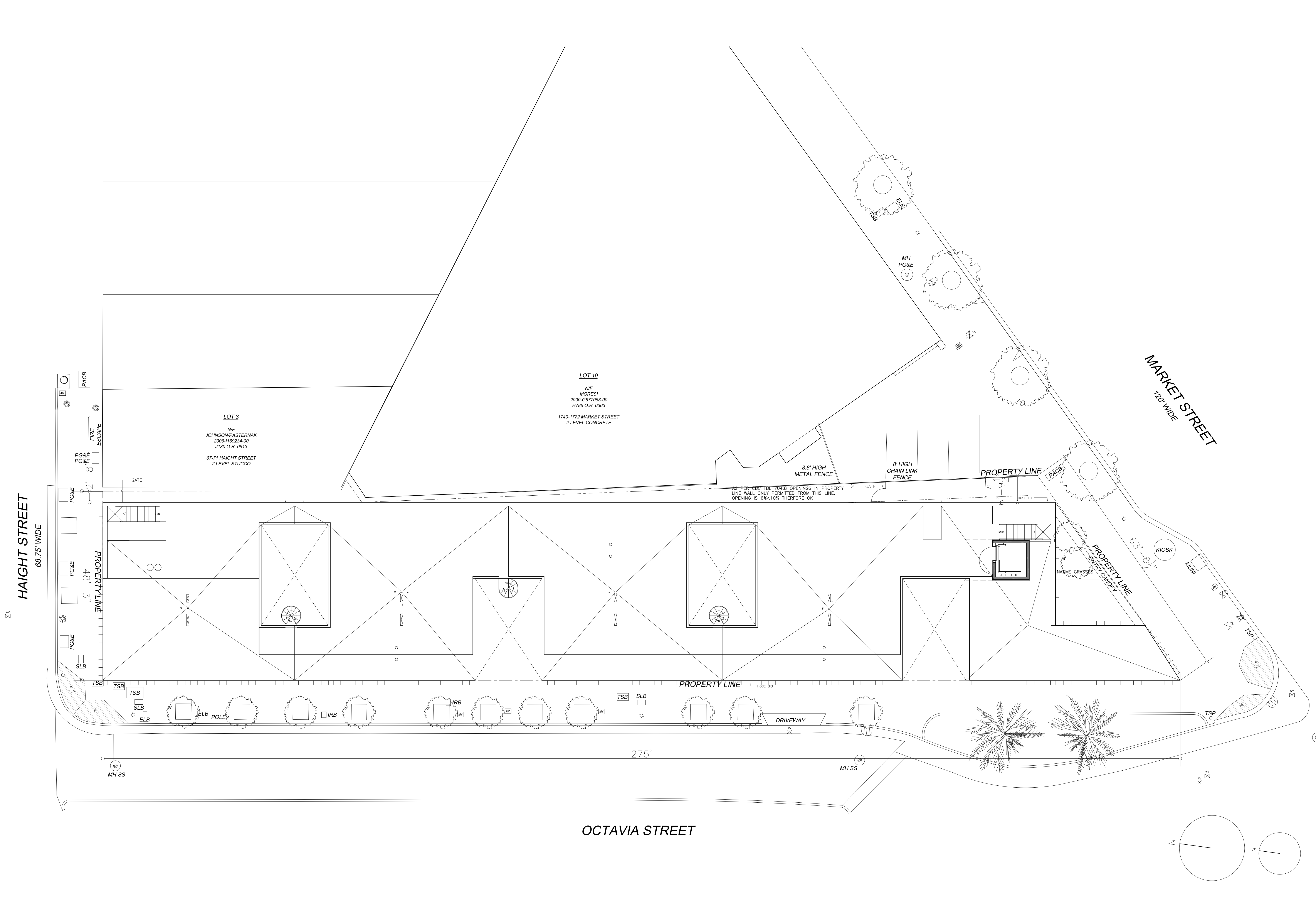
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REVISIONS

Stanley Sallowitz Office / Natoma Architects Inc.
 1022 Natoma Street, No. 4
 San Francisco, CA 94103
 T 415.626.8977
 F 415.626.8978
 E ss@ssallowitz.com

KPFF Consulting Engineers
 STRUCTURAL and CIVIL
 415-989-1004

Earth Mechanics
 SOILS REPORT
 510-562-8833

Frederick Seher & Assoc.
 SURVEY
 415-921-7690

Marisa Fry Landscape
 LANDSCAPE
 415-543-8202

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SITE PLAN

GMP SET
 Date 06/15/2012
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 Sheet A0.4

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**Stanley Sallowitz Office /
 Notoma Architects Inc.**
 1022 Holman Street No. 4
 San Francisco, CA 94108
 T 415.426.8977
 F 415.426.8978
 E ss@stanleyoffice.com

KPFF Consulting Engineers
 STRUCTURAL and CIVIL
 415-989-1004

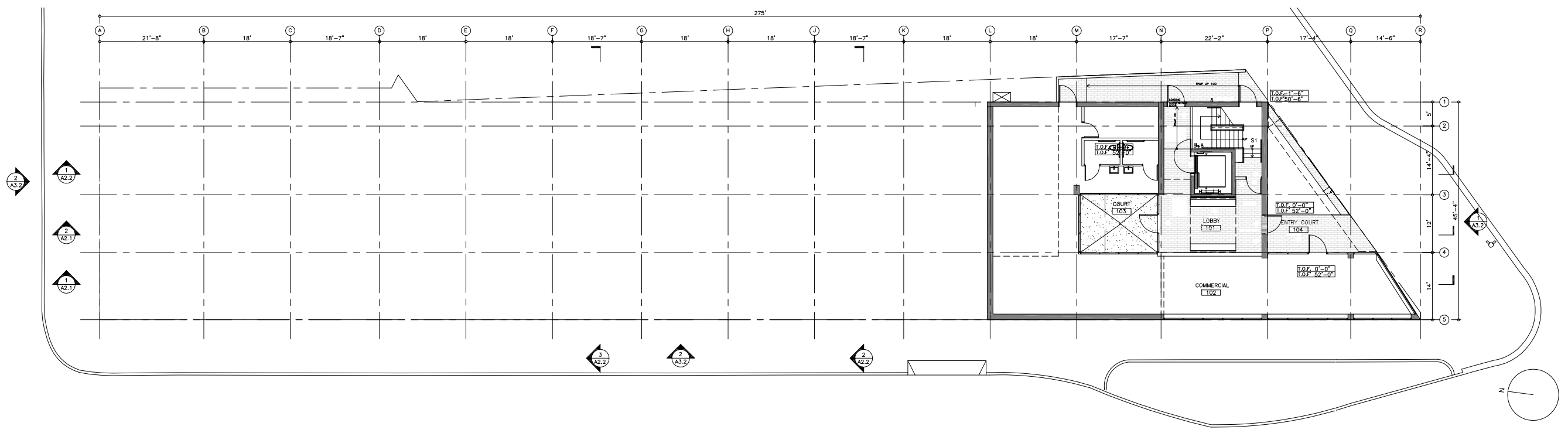
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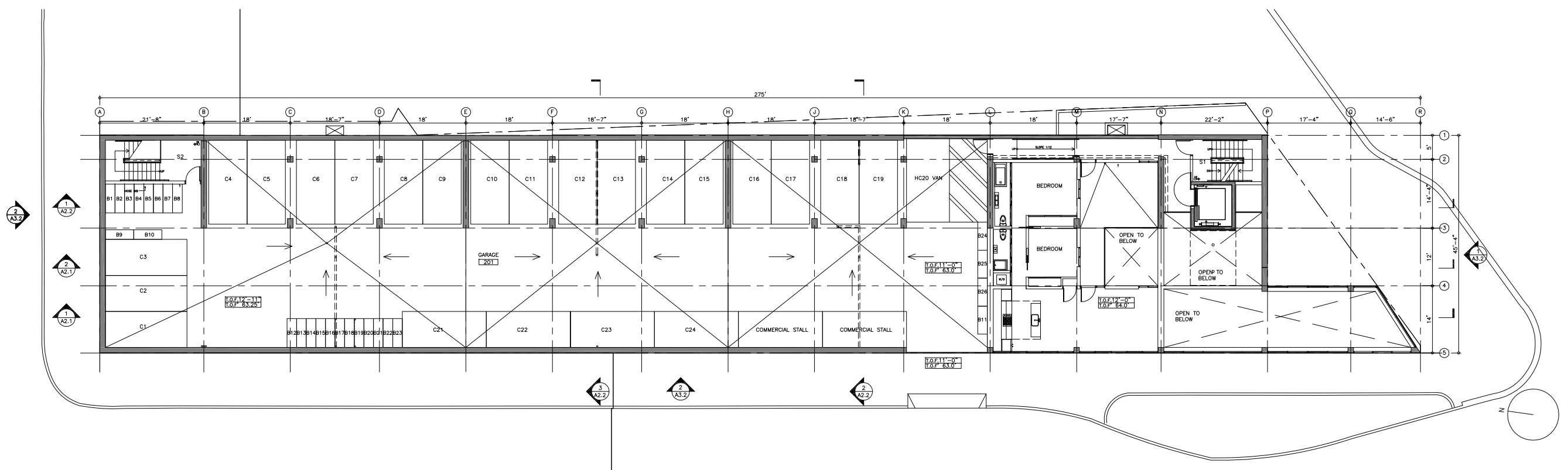
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OCTAVIA GATEWAY
 8 OCTAVIA BLVD, SAN FRANCISCO, CA

PLAN
SITE PERMIT
Date 08/22/2012
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Sheet A1.1



FIRST LEVEL PLAN 1



SECOND LEVEL PLAN 2

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Stanley Sclowitz Office /
Noloma Architects Inc.
1022 Holoma Street, No. 4
San Francisco, CA 94109
T 415.626.8977
F 415.626.8978
E stan@sclozoffice.com

KFF Consulting Engineers
STRUCTURAL and CIVIL
415-989-1004

Earth Mechanics
SOILS REPORT
S10-562-8833

Frederick Seher & Assoc.
SURVEY
415-921-7690

Martin Fry Landscape
Landscape Code
415-543-8202

OCTAVIA GATEWAY
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PLAN

SITE PERMIT

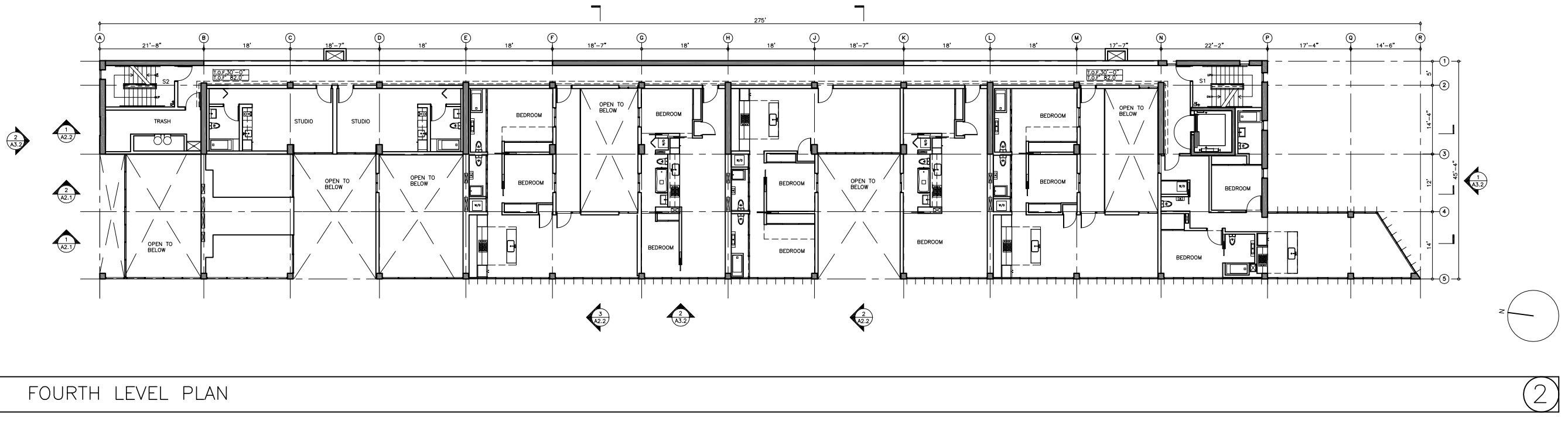
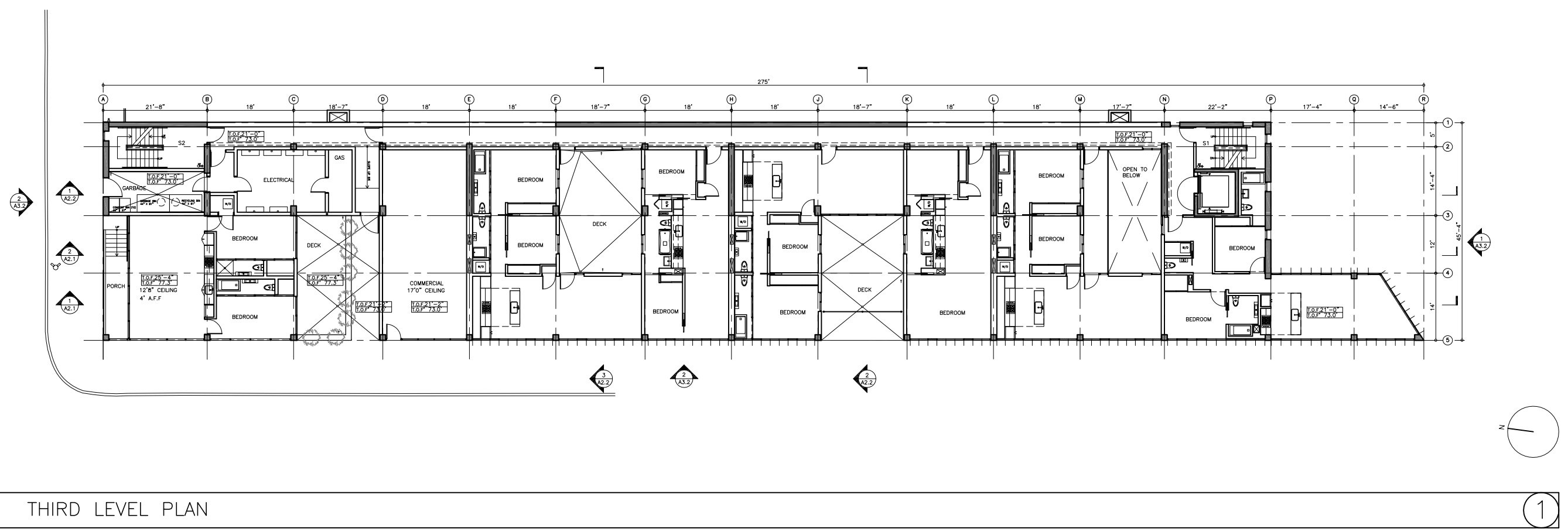
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Stanley Sallowitz Office /
Noloma Architects Inc.
1022 Holoma Street No. 4
San Francisco, CA 94108
T 415.626.8977
F 415.626.8978
E ss@stanleyoffice.com

KPFF Consulting Engineers
STRUCTURAL and CIVIL
415-989-1004

Earth Mechanics
SOILS REPORT
S10-562-8833

Frederick Seher & Assoc.
SURVEY
415-921-7690

Mario Fry Landscape
Landscape
415-543-8202

OCTAVIA GATEWAY
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PLAN

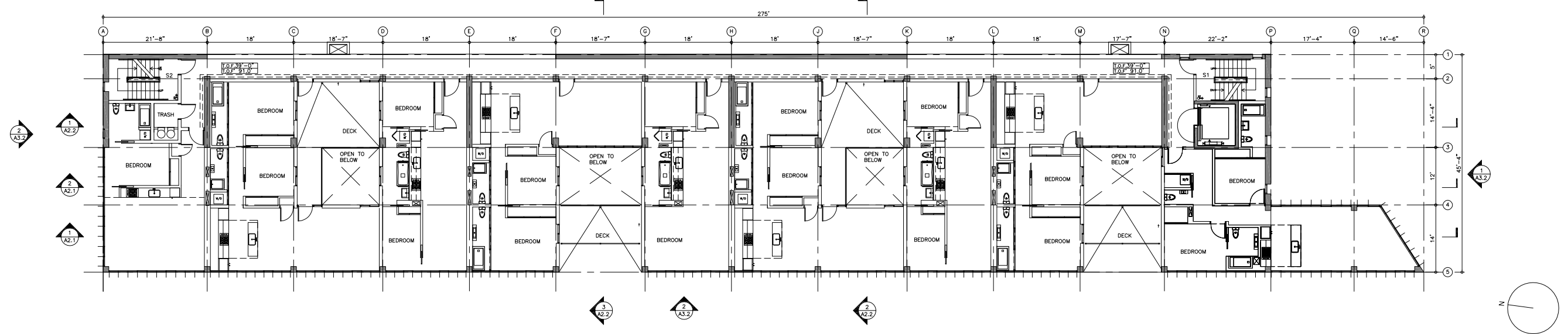
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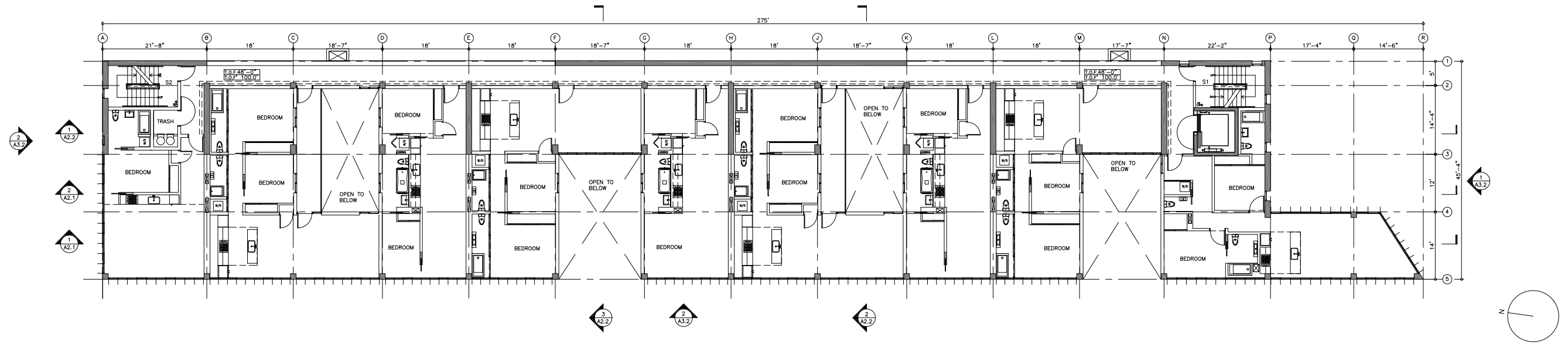
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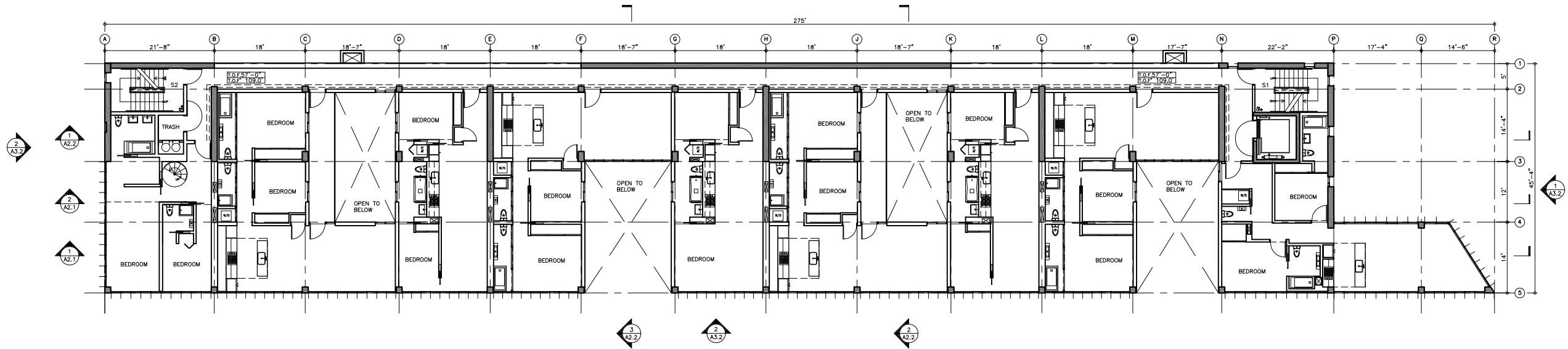
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FIFTH LEVEL PLAN 1

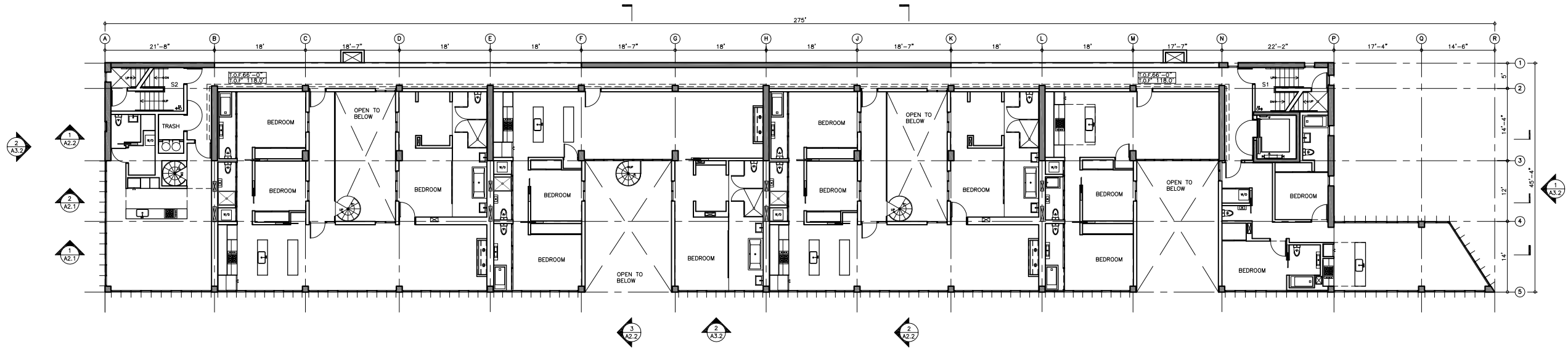


SIXTH LEVEL PLAN 2



TYPICAL FLOOR PLAN; LEVEL 7

1



TYPICAL FLOOR PLAN; LEVEL 8

2

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Stanley Sadowitz Office /
Noloma Architects Inc.
1022 Holoma Street No. 4
San Francisco, CA 94108
T 415.626.8977
F 415.626.8978
E ss@stanleyoffice.com

KPFF Consulting Engineers
STRUCTURAL and CIVIL
415-989-1004

Earth Mechanics
SOILS REPORT
S10-562-8833

Frederick Seher & Assoc.
SURVEY
415-921-7690

Martin Fry Landscape
LANDSCAPE
415-543-8202

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PLAN

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**Stanley Sadowski Office /
Notoma Architects Inc.**
1022 Holoma Street No. 4
San Francisco, CA 94108
T 415.626.8977
F 415.626.8978
E ss@stanley.com

KPFF Consulting Engineers
STRUCTURAL and CIVIL
415-989-1004

Earth Mechanics
SOILS REPORT
S10-562-8833

Frederick Seher & Assoc.
SURVEY
415-921-7690

Martin Fry Landscape
Landscape
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PLAN

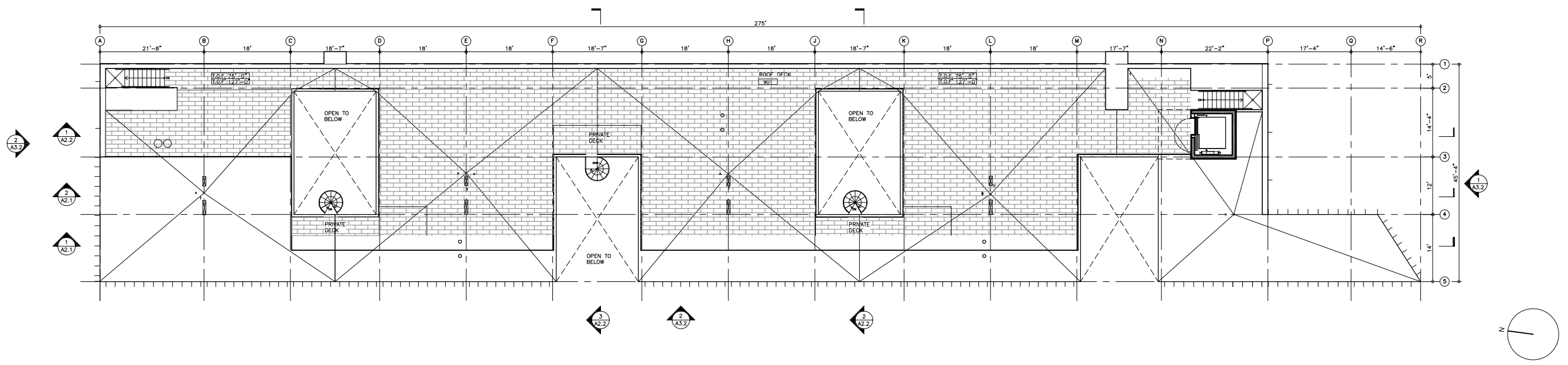
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ROOF PLAN

1

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Noloma Architects Inc.
1022 Holoma Street No. 4
San Francisco, CA 94109
T 415.626.8977
F 415.626.8978
E nos@noloma.com

KPFF Consulting Engineers
STRUCTURAL and CIVIL
415-989-1004

Earth Mechanics
SOILS REPORT
S10-562-8833

Frederick Seher & Assoc.
SURVEY
415-921-7690

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415-543-8202

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SECTION

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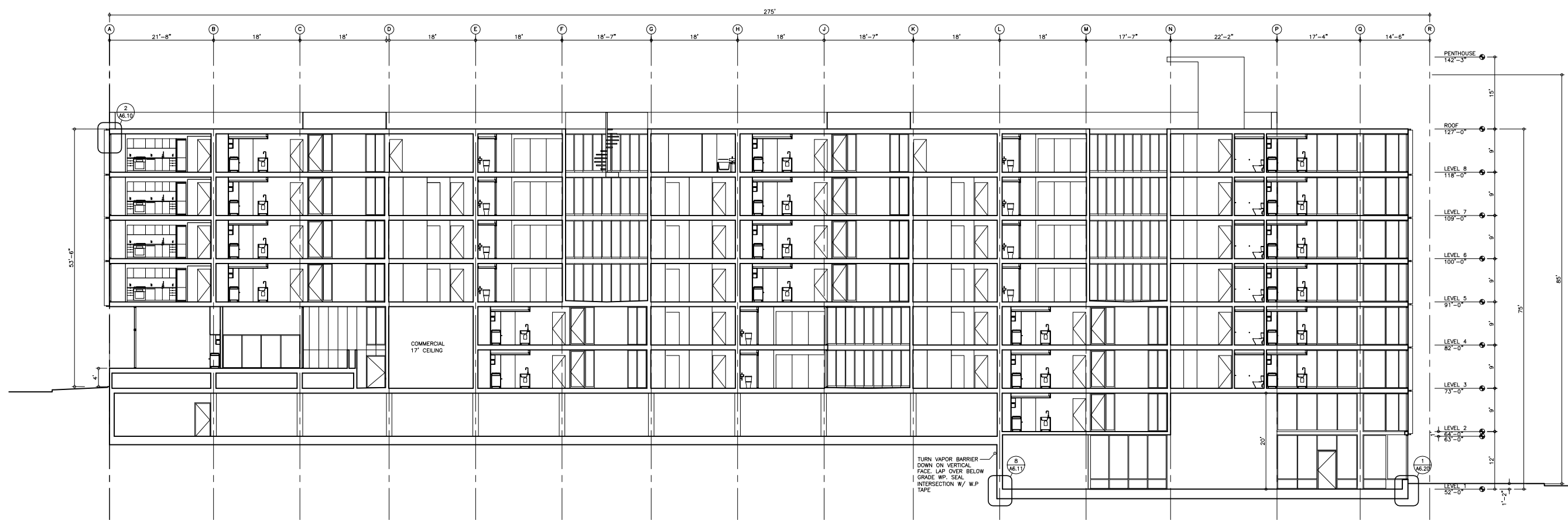
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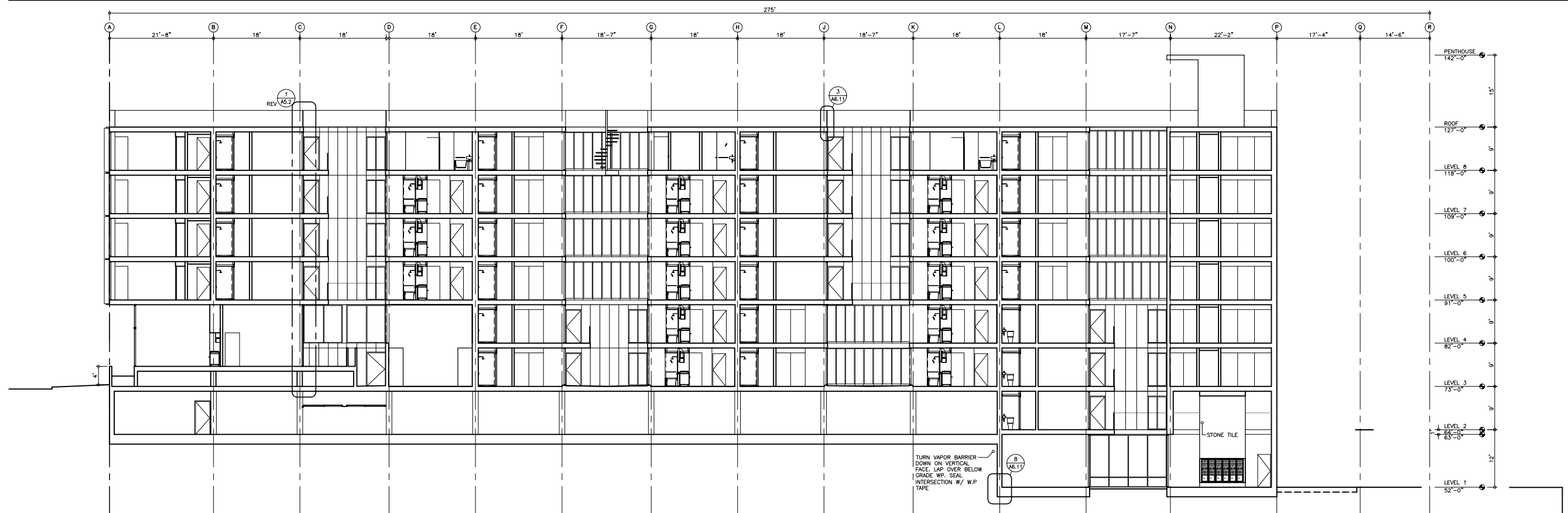
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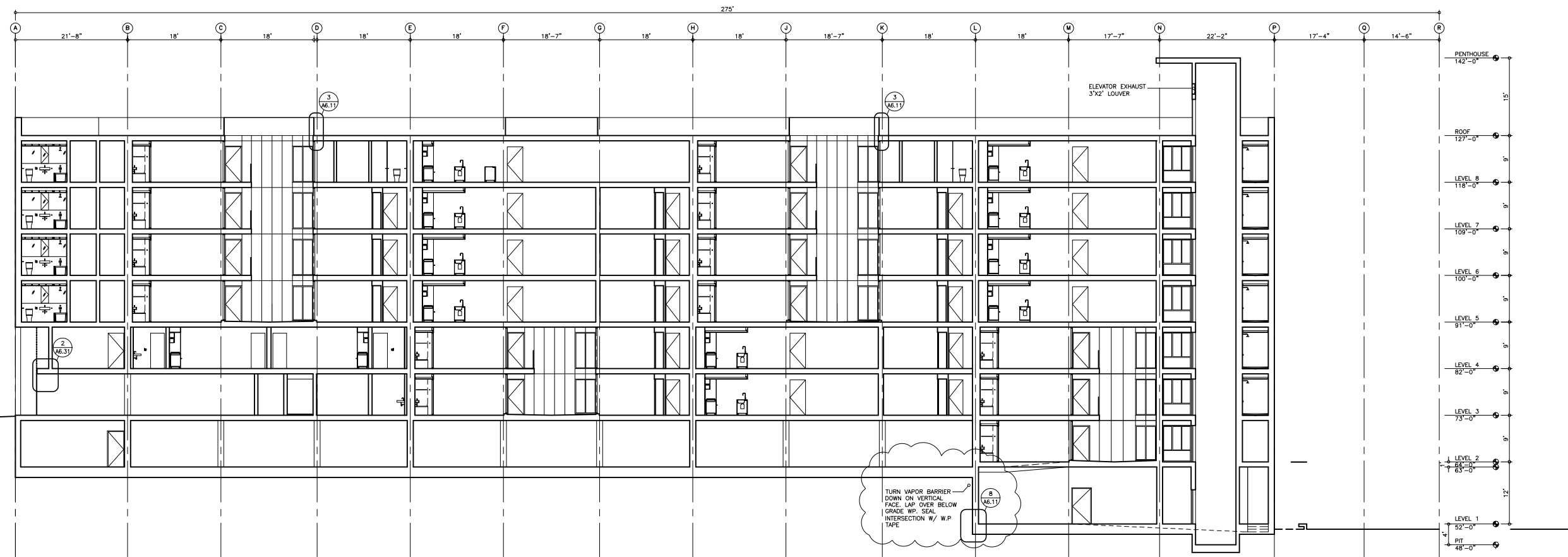
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LONGITUDINAL SECTION 1

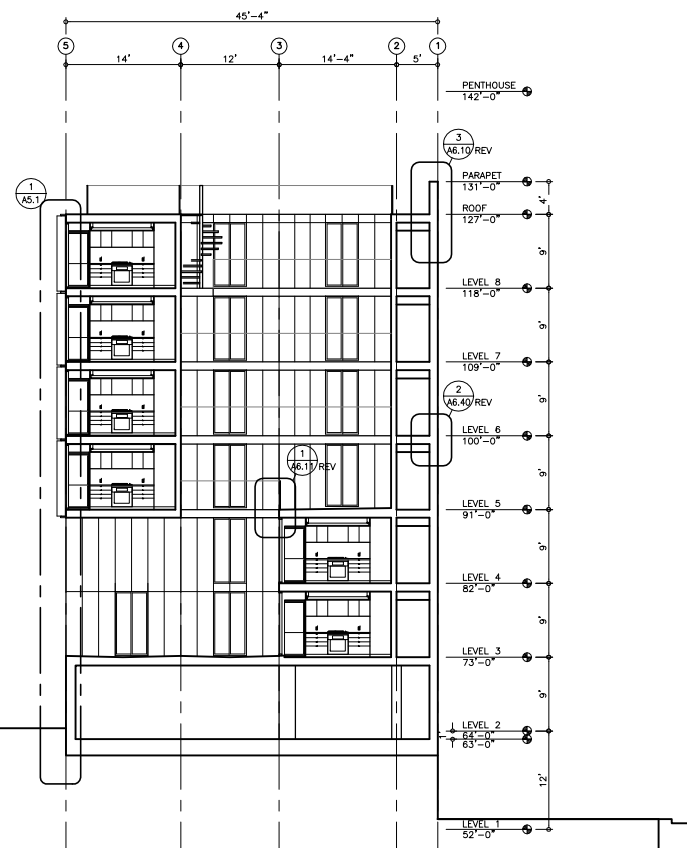


LONGITUDINAL SECTION 2



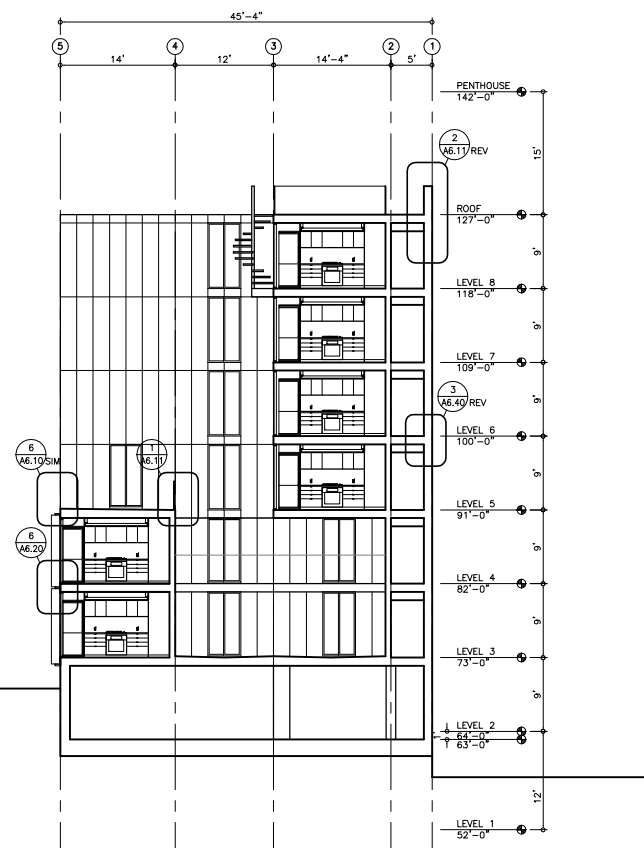
LONGITUDINAL SECTION

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CROSS SECTION

2



CROSS SECTION

3

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Stanley Sclafoni Office /
Noloma Architects Inc.
1022 Holoma Street, No. 4
San Francisco, CA 94109
T 415.626.8977
F 415.626.8978
E stan@sclo.com

KFF Consulting Engineers
STRUCTURAL and CIVIL
415-989-1004

Earth Mechanics
SOILS REPORT
S10-562-8833

Fredrick Seher & Assoc.
SURVEY
415-921-7690

Marta Fry Landscape
LANDSCAPE
415-543-8202

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SECTION
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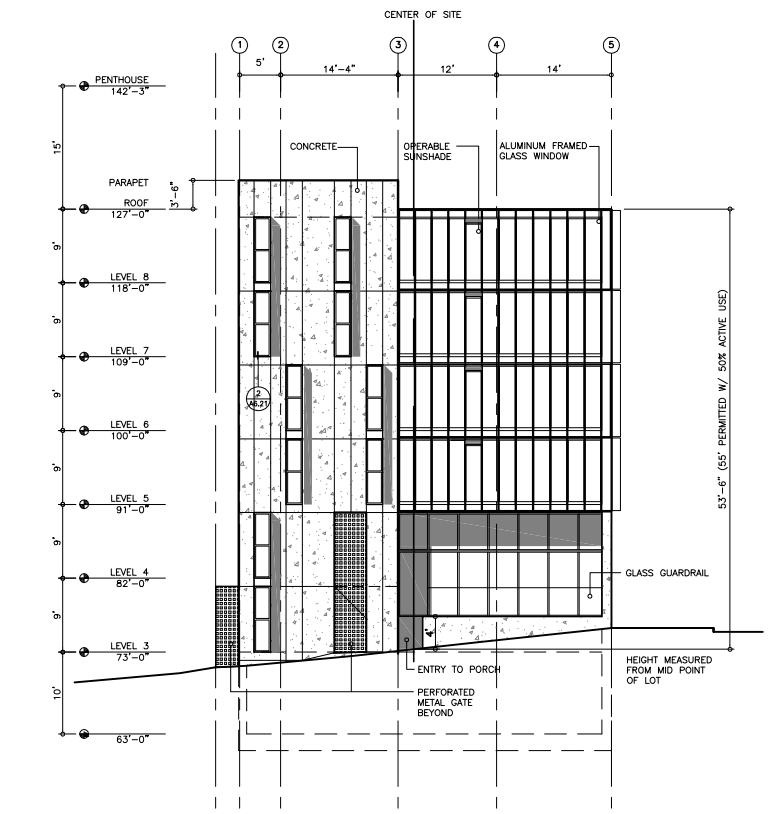
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Noloma Architects Inc.
1022 Holoma Street No. 4
San Francisco, CA 94108
T 415.626.8977
F 415.626.8978
E nos@noloma.com

KPFF Consulting Engineers
STRUCTURAL and CIVIL
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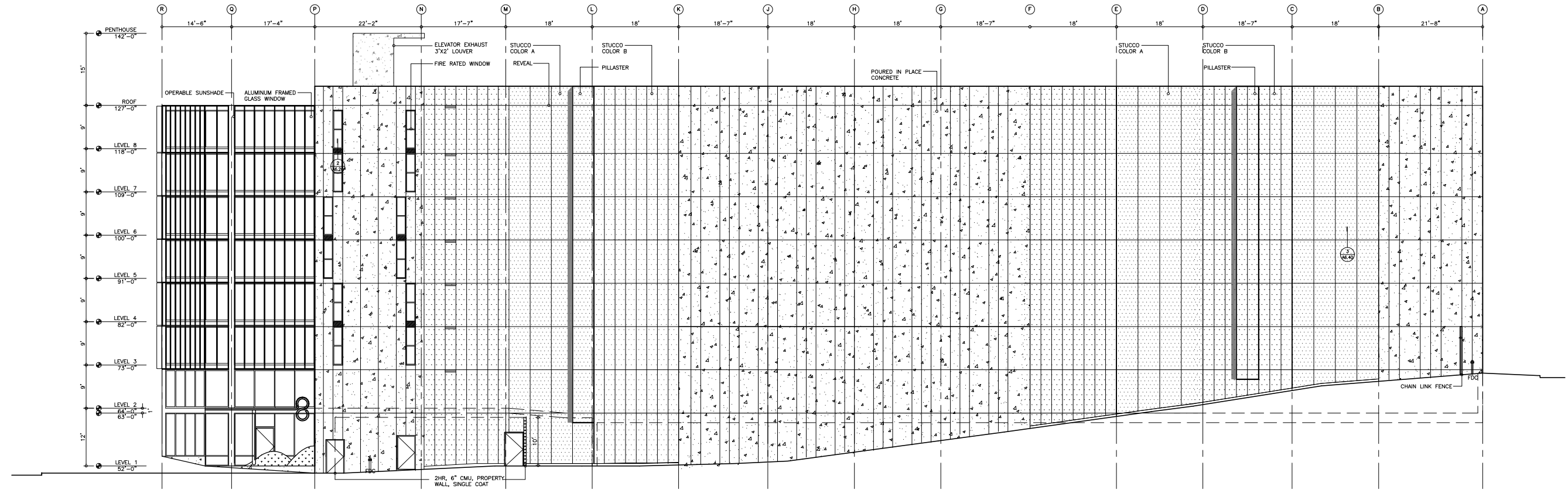
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Frederick Seher & Assoc.
SURVEY
415-921-7990

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NORTH ELEVATION 1



EAST ELEVATION 2

OCTAVIA GATEWAY
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EXTERIOR ELEVATIONS
NORTH, EAST

SITE PERMIT

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Notoma Architects Inc.
1022 Holoma Street No. 4
San Francisco, CA 94108
T 415.626.8977
F 415.626.8978
E ss@stanleyoffice.com

KPFF Consulting Engineers
STRUCTURAL and CIVIL
415-989-1004

Earth Mechanics
SOILS REPORT
S10-552-8833

Frederick Seher & Assoc.
SURVEY
415-921-7990

Marta Fry Landscape
LANDSCAPE
415-543-8202

OCTAVIA GATEWAY
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EXTERIOR ELEVATIONS
SOUTH, WEST

SITE PERMIT

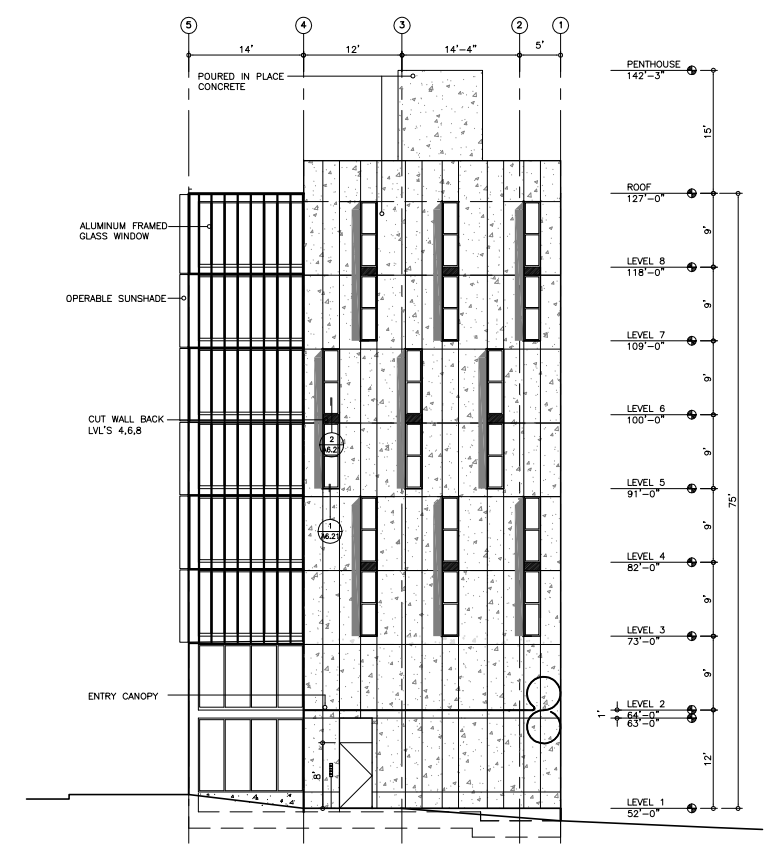
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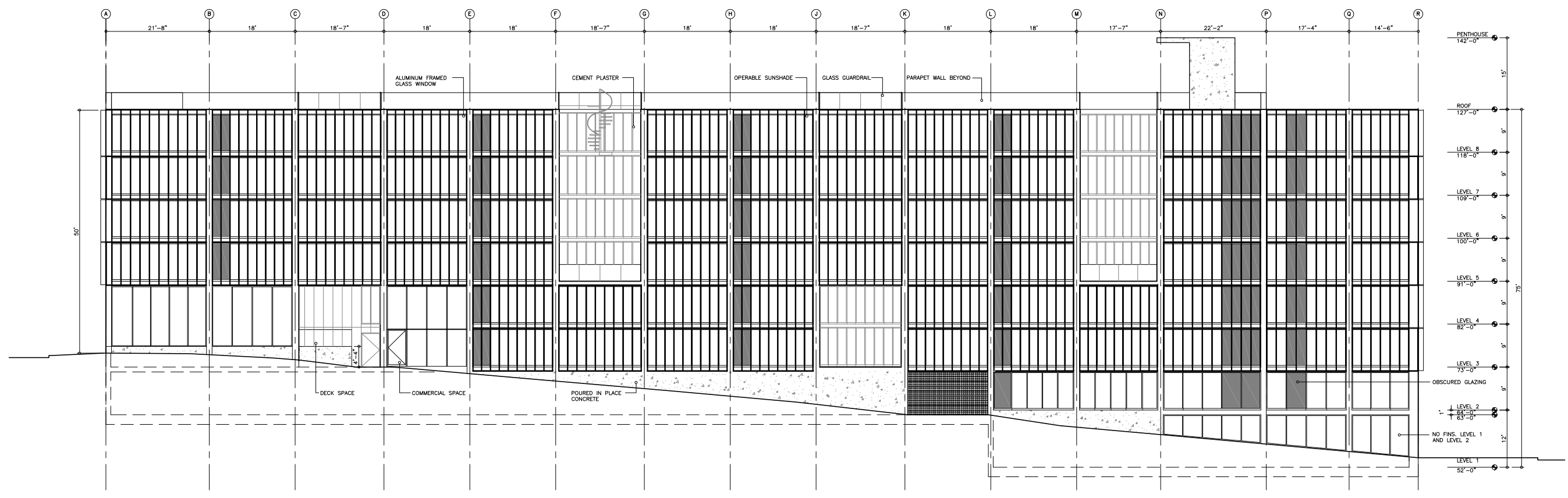
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SOUTH ELEVATION ①



WEST ELEVATION ②