



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary Conditional Use Authorization Planned Unit Development

HEARING DATE: OCTOBER 25, 2012

*Date:* October 18, 2012  
*Case No.:* **2012.0045CE**

*Project Address:* 5800 Third Street  
*Block/Lot(s):* 5431A/ 041 – Building No. 3  
5431A/ 042 – Building No. 4  
5431A/ 043 – Buildings No. 1 & 2  
5415/ 002, 005 – Carroll Avenue

*Zoning:* M-1 (Manufacturing, General) District  
Bayview-Hunters Point Redevelopment Plan  
65-J Height & Bulk District

*Project Sponsor:* Lots 041 & 043:  
Holiday Development  
Third Street Equity Partners LLC  
1201 Pine Street, Suite 151,  
Oakland, CA 94607

Lots 042, 002, 005:  
McCormack Baron Salazar  
50 California Street, Suite 1500  
San Francisco, CA 94111

*Staff Contact:* Tara Sullivan, 415-558-6258  
tara.sullivan@sfgov.org

*Recommendation:* **Approval with Conditions**

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### PROJECT DESCRIPTION

The application is to modify the project known as "5800 Third Street", which was originally approved through Case No. 2003.0672CEK, Motion No. 17089, on September 1, 2005, as a Conditional Use Authorization pursuant to Sections 134, 140, 215, 303, and 304 of the Planning Code for a Planned Unit Development. The revised proposal would modify the site plan and overall design to Buildings No. 3 and No. 4 as originally approved, to construct a five-story residential building with 150 market-rate units and 129 off-street parking spaces (now Building No. 3, Lot 041), and to construct a five-story residential

building with 121 affordable units specifically designed for senior citizens, a 14,967 square foot senior community center, and 54 off-street parking spaces (now Building No. 4, Lot 042). There will be approximately 24,061 square feet of open space including a shared mews between the two buildings. The proposal also calls for the incorporation of streetscape and pedestrian improvements along the northern portion of the site and Carroll Avenue.

Since the 2005 approval, the site has been subdivided into three lots. Two of the lots (041, 043) are still owned by SF Third Street Equity LLC (Holiday Development), who was the original project sponsor. Lot 042 is owned by the Mayor's Office of Housing in conjunction with McCormack Baron Salazar. In addition, Lots 002 and 005 (Block 5415), which are located at the northern edge of the site, have been purchased by the City of San Francisco in conjunction with McCormack Baron Salazar and incorporated into the project for access to Carroll Avenue and accompanying open space. All five parcels will be included in the revised Planned Unit Development.



## **SITE DESCRIPTION AND PRESENT USE**

The 6.15-acre site (275,096 square feet) consists of five lots and is located off Third Street between Carroll and Paul Avenues in the Bayview District. The site is divided into four "quadrants". The western portion of the site faces the Caltrans railroad tracks/right-of-way. There is a private road ("Private Drive") that runs north-south off of Carroll Avenue which splits the site into two halves, and provides access to the rear two lots. Lots 041 and 042 are interior lots and abut each other, with lot 042 being to the north of lot 041. Lots 002 & 005 (Block 5415) are triangle-shaped lots that will be incorporated into the larger site to provide open space, drop-off services for Lot 042, and as a portion of Carroll Avenue. Currently lot 041 is partially paved and used as a parking lot, and lot 042 is undeveloped land.

Lot 043 contains Buildings No. 1 & 2, which were approved in 2005. There are 137 residential units in these two buildings with 17 below-market-rate units located on site. There is 21,000 square feet of retail and commercial space at the ground floor along Third Street, which is currently occupied by a grocery store ("Fresh & Easy") and a restaurant ("Limon Restaurant"). The remainder of the retail use is currently vacant.

Carroll Avenue is a plotted street but only partially developed. It is paved from Third Street to the Private Drive, with sidewalks and utilities. There is an active rail spur that runs along Carroll Avenue. This spur consists of rail lines that are flush with grade.



## **SURROUNDING PROPERTIES AND NEIGHBORHOOD**

5800 Third Street is in the Bayview neighborhood in the southeast portion of San Francisco. This area has undergone considerable change due to the implementation of area plans and redevelopment in the past decade. The neighborhood is transitioning from a heavy industrial neighborhood to a mixed-use neighborhood with a mix of residential, retail, open space, and light industrial uses. There are several large housing developments to the north of the site and Candlestick Park is several blocks to the east of Third Street. Caltrain runs along the rear of 5800 Third Street and Bayshore Boulevard, and Highway 101, are a few blocks to the west of the site. The Third Street light rail runs north-south along the east of the subject property. The Martin Luther King public pool and community center, Bayview Park, and K.C. Jones playground are diagonally across from the project site on Third Street. There is an active rail spur that runs south from Mendall Street and turns onto Carroll Avenue, which is the northern edge of the site, terminating at South Basin on the bay. Building heights range from one to two stories in the immediate vicinity, with Buildings No. 1 & 2 at 5800 Third Street being five stories. The surrounding area is zoned M-1 (Manufacturing, General) and PDR-2 (Core Production, Distribution, and Repair), the Third Street Special Use District runs along Third Street, and the Design & Development District is adjacent to the site.

## **PROPOSED MODIFICATIONS**

Planning Code Section 304 requires that the Planning Commission review and evaluate all Planned Unit Developments ("PUD"). The intent of a PUD is for projects on a site of considerable size, developed as integrated units, and designed to project an environment of stable and desirable character which will benefit the occupants, neighborhood, and the City as a whole. In certain cases, such a project may merit modification(s) of certain provisions contained in the Planning Code. Any substantial modification of an approved PUD must be reviewed by the Planning Commission.

Pursuant to Planning Code Section 304, the revised project is requesting Planning Code exceptions for location of the required rear yard (Section 134), dwelling unit exposure (Section 140), and density (Section 215). There will be the following modifications to the 2005 PUD:

### Site Layout.

The project site will have the same general overall configuration as what was approved in 2005. There are four "quadrants", each consisting of several buildings. The site is divided in half by a private road running north-south. The footprints of the buildings on Lots 041 and 042 are being reduced and reconfigured from a square-shaped plan with a series of connected buildings to two buildings running parallel to each other. There will be a shared open space in the form of a mews between and connecting the two quadrants.

### Dwelling Units.

Planning Code Section 215 permits dwelling units in M-1 Districts at a density ratio not exceeding the number of dwelling units permitted in the nearest RM District. The Planned Unit Development approved on September 1, 2005 (Motion No. 17089) permitted 343 units but no more than 417 units on all

four development parcels. 137 units were constructed in Buildings No. 1 and No. 2, with 206 units remaining to be built.

Planning Code Section 207.1 states that density must be calculated according to lot size and cannot be transferred from one lot to another. The original PUD was for one lot, thus allowing each 'quadrant' to have a flexible number of dwelling units. However, in 2007, the project site was subdivided into three separate lots – 041 (Building No. 3), 042 (Building No. 4), and 043 (Buildings No. 1 & 2). Therefore, in order for Buildings No. 3 & 4 to be constructed with the increased number of dwelling units proposed, the dwelling unit count must be reallocated to all three parcels. The total number of dwelling units in this revised PUD will be 408, while the maximum density allowed under the Planning Code would remain constant at 417 units.

	<b>2005 Approval</b>	<b>2012 Proposed Modification</b>
Buildings No. 1 & 2	140	137
Building No. 3	88	150
Building No. 4	115	121
<b>Total</b>	<b>343</b>	<b>408</b>

Senior Housing.

The original project was for market-rate housing on all four quadrants. In 2010, McCormack Baron Salazar, in conjunction with the former Redevelopment Agency, now the Mayor's Office of Housing, purchased Lot 042 (Building No. 4). The proposal for this lot is a five-story residential building with 121 affordable units specifically designed for senior citizens pursuant to Planning Code Section 102.6.1. All Code requirements related to senior housing will be met on this site.

Senior Community Center.

An approximately 14,967 square foot senior community center will be constructed at the ground floor of Building No. 4, Lot 042. The senior community center will be open to the public and will provide meals, recreation activities, education classes, health and wellness activities, and social services/case management for approximately 50 seniors a day as well as the seniors who live on the property. It is expected that transportation for the senior center will be from bus, paratransit, shuttle and walking.

Affordable Housing.

The project was approved in 2005 with 41 on-site below-market-rate units (12 percent of 343 units), meeting the Affordable Housing Program of Planning Code Section 415 (formerly 315). 17 of these units were constructed in Buildings No. 1 & 2. Building No. 4 is constructing 100 percent affordable housing for seniors and under current Code requirements, is exempt from the Affordable Housing Program. Building No. 3 is providing their units off-site as a part of 833 Jamestown Street, which was approved by the Planning Commission on February 5, 2004 (Case no. 1999.0233C, Motion No. 16755). In order for 5800 Third Street to qualify to locate their off-site affordable housing units at 833 Jamestown Street, 25 percent of 150 units, or 38 units will be designated at this location.

Rear Yard.

Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth. Rear yards are to be provided opposite the site's frontage (at the rear of the property). For the subject site, the required rear yard would be approximately the last 50 feet along Lot 041, and increasing to approximately 66 feet along Lot 042. The proposal calls for 24,061 square feet of open space including shared mews between the two buildings, which is comparable to that of a required rear yard.

Exposure.

Planning Code Section 140 requires all dwelling units to face an open area that is at least 25 feet in every direction or a Code-complying rear yard on the first two floors of dwelling units, with an increase of five feet in every horizontal at each subsequent floor. On Building No. 3, Lot 041, there are approximately 32 units that do not meet these requirements, and on Building No. 4, Lot 042, there are approximately 2 units that do not meet this requirement because they face a rear yard that is not Code-complying.

## ENVIRONMENTAL REVIEW

The original project reviewed in the 5800 Third Street Final Mitigated Negative Declaration ("FMND") was issued on September 1, 2005. An Addendum to the FMND was issued October 12, 2007, when the retail space increased from 13,000 square feet to 21,000 square feet to accommodate a grocery store ("Fresh & Easy"). A second Addendum was prepared and issued on October 12, 2012 and concluded that the analyses conducted and the conclusions reached in the FMND remain valid for the modified project, and that no supplemental environmental review is required for the proposed project modifications. The modified project would neither cause new significant impacts not identified in the FMND, or result in a substantial increase in the severity of previously identified significant impacts. No changes have occurred with respect to circumstances surrounding the original project that would cause significant environmental impacts to which the modified project would contribute significantly, and no new information has been put forward which shows that the modified project would cause significant environmental impacts. Therefore, no supplemental environmental review was required beyond the addendum.

## HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	October 5, 2012	October 3, 2012	22days
Posted Notice	20 days	October 5, 2012	October 5, 2012	20 days
Mailed Notice	20 days	October 5, 2012	October 5, 2012	20 days

## PUBLIC COMMENT

As of October 18<sup>th</sup>, the Department has not received any public comment about the revised project.

## ISSUES AND OTHER CONSIDERATIONS

- Planning Code Section 151.1 does not require off-street parking for any uses in the M-1 District, and provides maximum parking amounts based on land use type. Section 151.1 permits up to one car for each two dwelling units as-of-right, and any additional off-street parking is permitted under Section

223(p). There were 381 off-street parking spaces approved in the 2005 PUD. 189 spaces were constructed in Buildings No. 1 & 2 (137 for residential uses, 52 for retail uses). Building No. 3 (Lot 041) will have 129 spaces, and Building No. 4 (Lot 042) will have 54 spaces. The total number of off-street parking spaces in this modified PUD will be 372, which is less than what was approved in 2005.

## **REQUIRED COMMISSION ACTION**

In order for the revised project to proceed, the Commission must approve the Conditional Use Authorization to allow for modifications to the 5800 Third Street PUD approved pursuant to Case No. 2003.0672CEK, Motion No. 17089, on September 1, 2005. As a result of altering the project's site plan, use program on Lot 042, and density, the following Planning Code modifications must be approved.

- Exception of the required rear yard, per Planning Code Section 134, for a rear yard that is provided throughout the development rather than in one contiguous area parallel to the front property line.
- Exception of dwelling unit exposure, per Planning Code Section 140, for 34 dwelling units.
- Exception of the density requirements, per Planning Code Section 215, to allow for the allocation of density to Lots 041 and 042 and to increase the number of units on those lots.

## **BASIS FOR RECOMMENDATION**

- The revised project is largely in conformance with the Planned Unit Development approved by the Planning Commission in 2005. The overall site will remain broken into four 'quadrants', with clusters of residential housing in each.
- The overall number of dwelling units, while increasing from 343 to 408, is not exceeding the 418 which was the maximum permitted in 2005. The proposal modifies the dwelling unit count but is done in a manner that is not intensive for this site, as it is 6.15 acres in size and has been designed to permit the maximum amount of open space and circulation (both pedestrian, vehicle, and bicycle) on the site.
- The revised design of the new structures is of a high quality and is less bulky than what was originally approved in 2005. The use of materials, landscaping, and other outdoor features creates an environment that is livelier and more integrated with the neighborhood.
- The project is enhancing the public realm by incorporating the two lots at the north of the site, thus enabling a larger green/open park area for the use of both the residents and public.
- The project is improving Carroll Avenue so that it will be an engaging street with minimal on or off-street parking and with additional landscape features.
- The project would create a new 14,967 square foot senior community center which will enhance the surrounding community by providing needed services to this population.
- The project will provide 121 dwelling units that will be specifically designed for senior citizens and offered at 100 percent affordability and will provide 150 dwelling units in this neighborhood.
- By providing affordable units off-site, the city will benefit from increased affordability and an increased supply of units.
- The project site is well served by public transit and incorporates parking performance standards to reduce the overall use of vehicles. There would be on-site storage for 106 bicycles. The project would provide two car share spaces available to the public.
- The revised project is compliant with the General Plan and meets the criteria of Section 304.

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

Zoning District Map

Parcel Map

Context Photos

Project Sponsor Submittal, including: project data, renderings, elevations, plans, and landscape plans.

Addendum to Environmental Impact Report

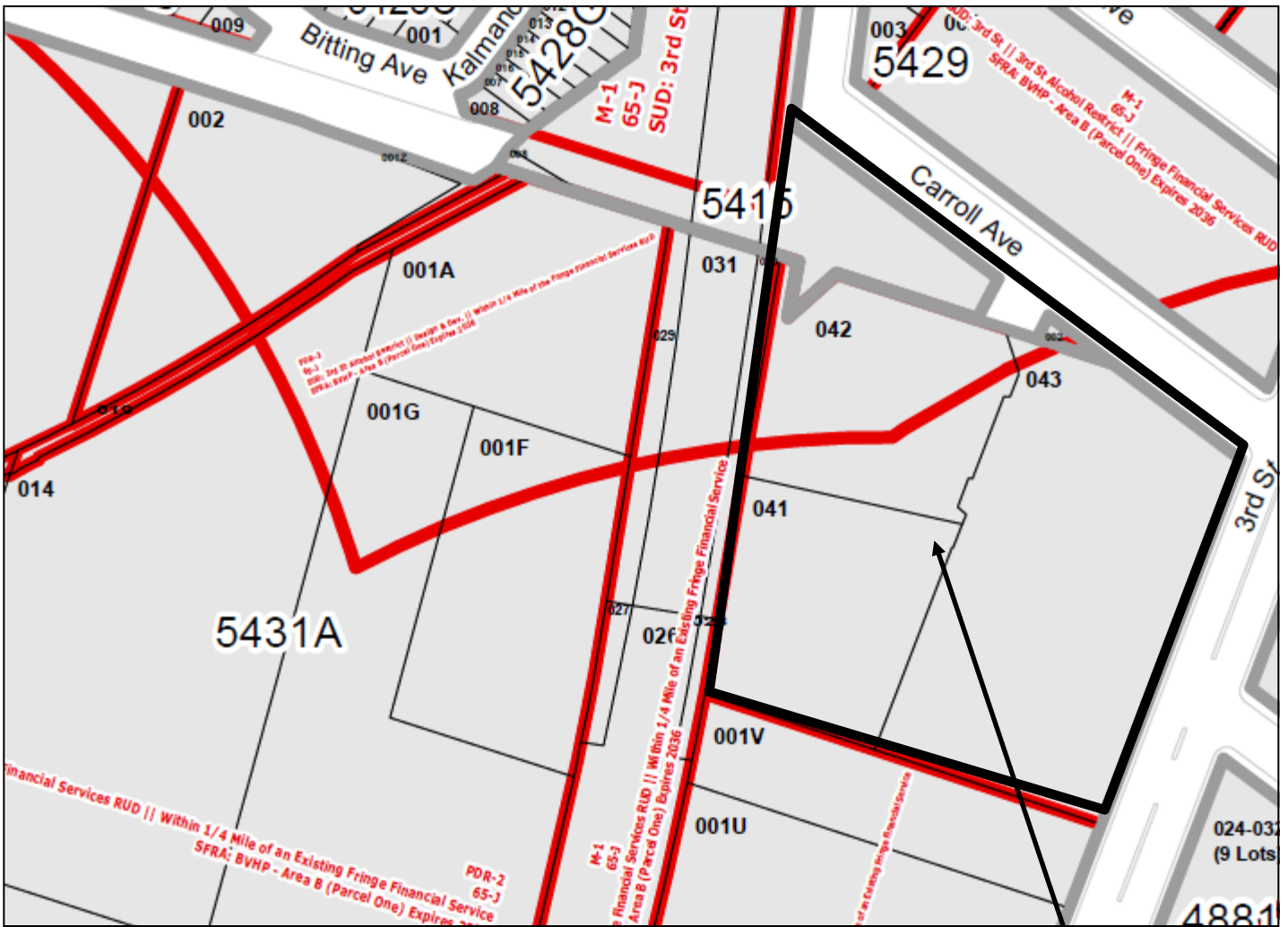
Attachment Checklist

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

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

\_\_\_\_\_  
Planner's Initials

# Parcel Map

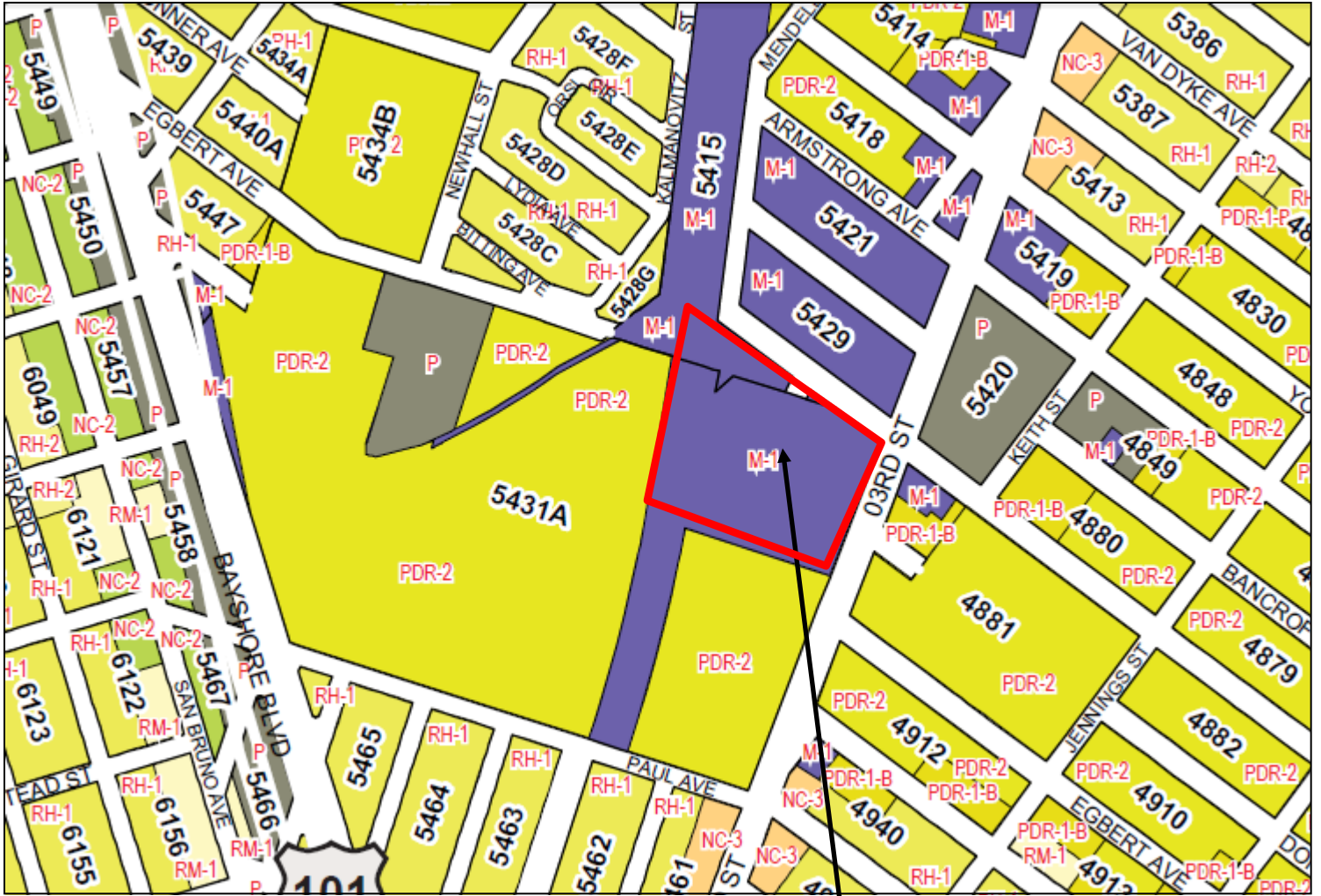


**SUBJECT PROPERTY**



Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street

# Zoning Map



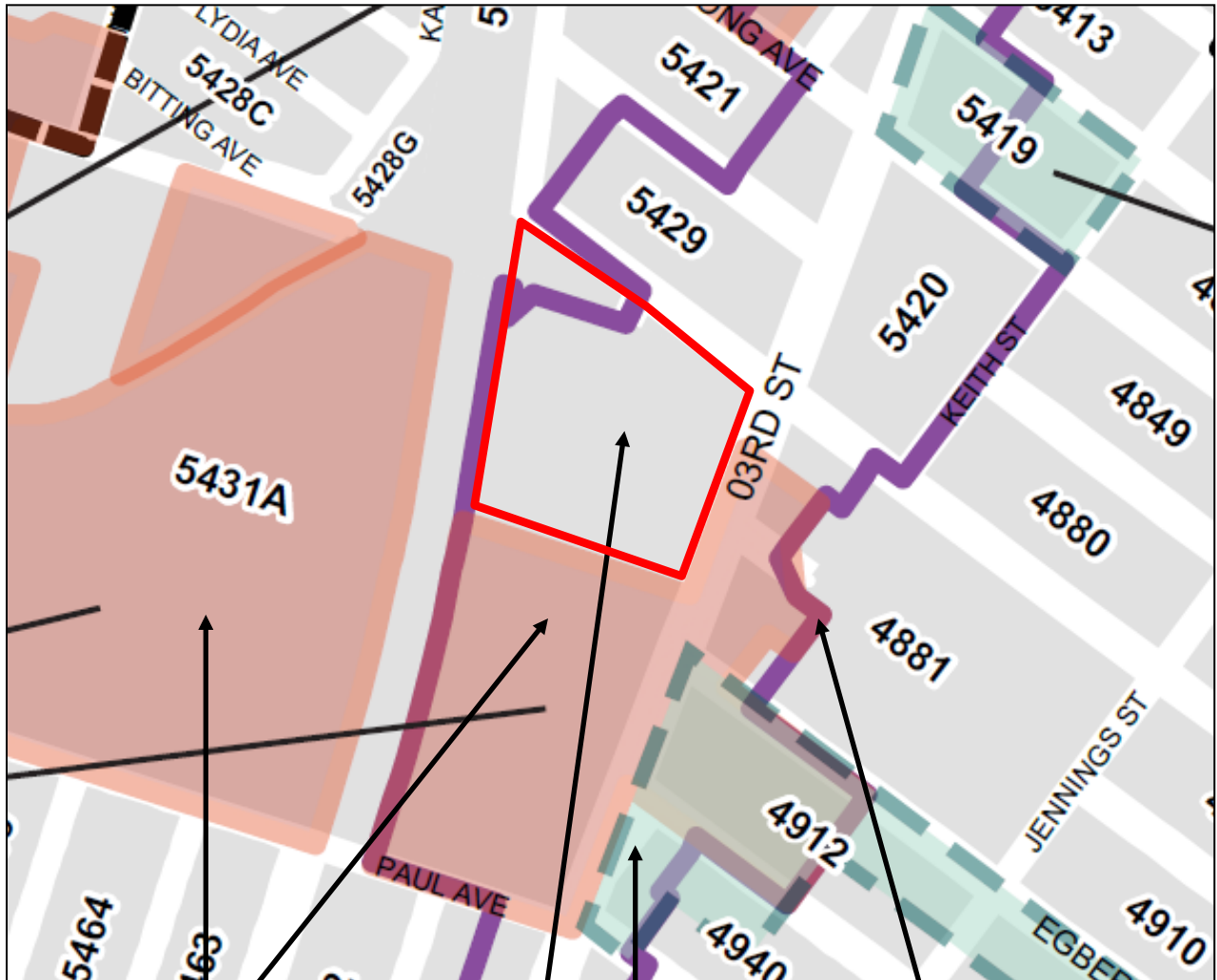
SUBJECT PROPERTY



Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street



# Zoning Map



Design & Development District

Third Street Special Use District

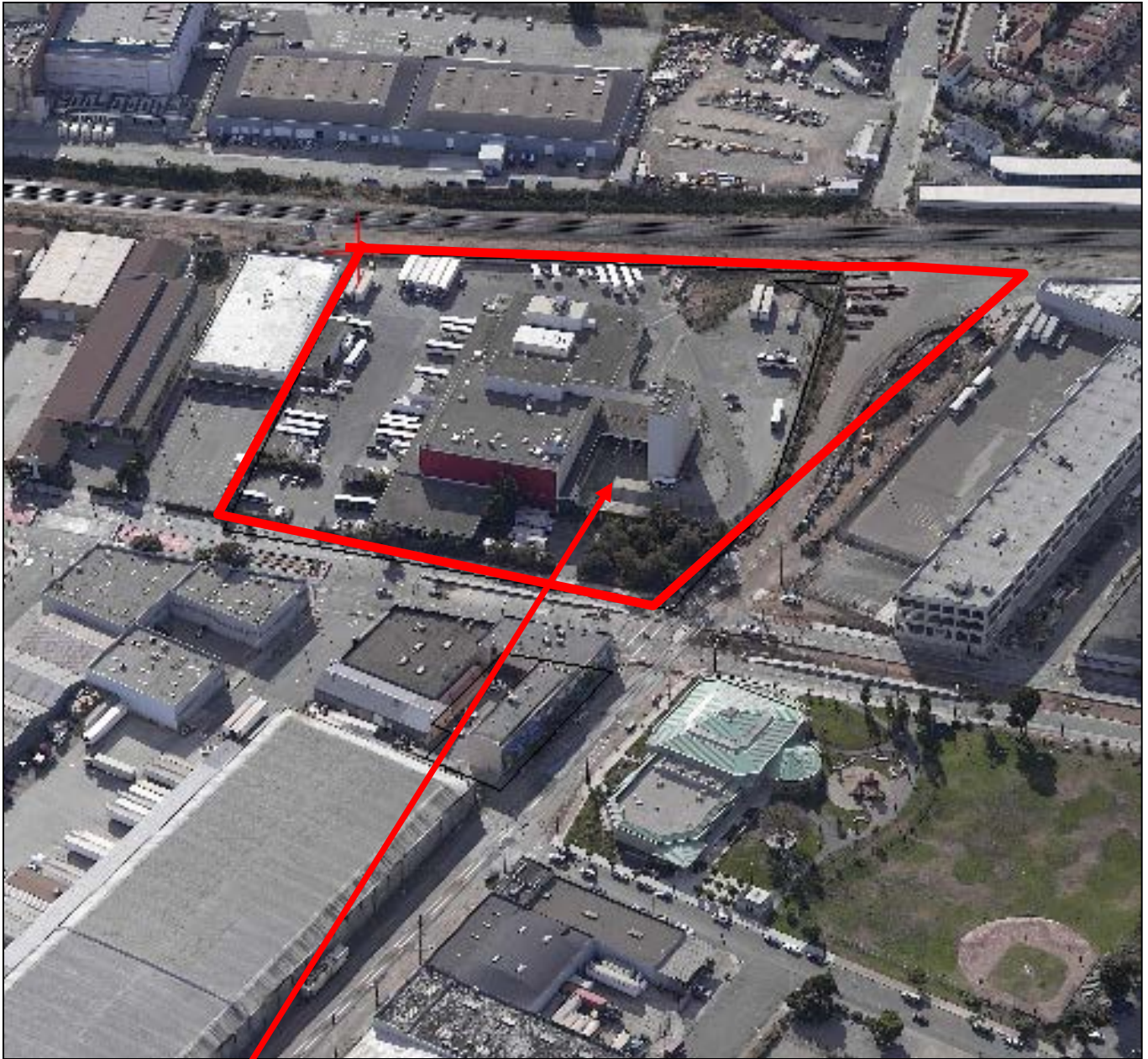
Restricted Light Industrial District

**SUBJECT PROPERTY**



Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street

# Site Photo

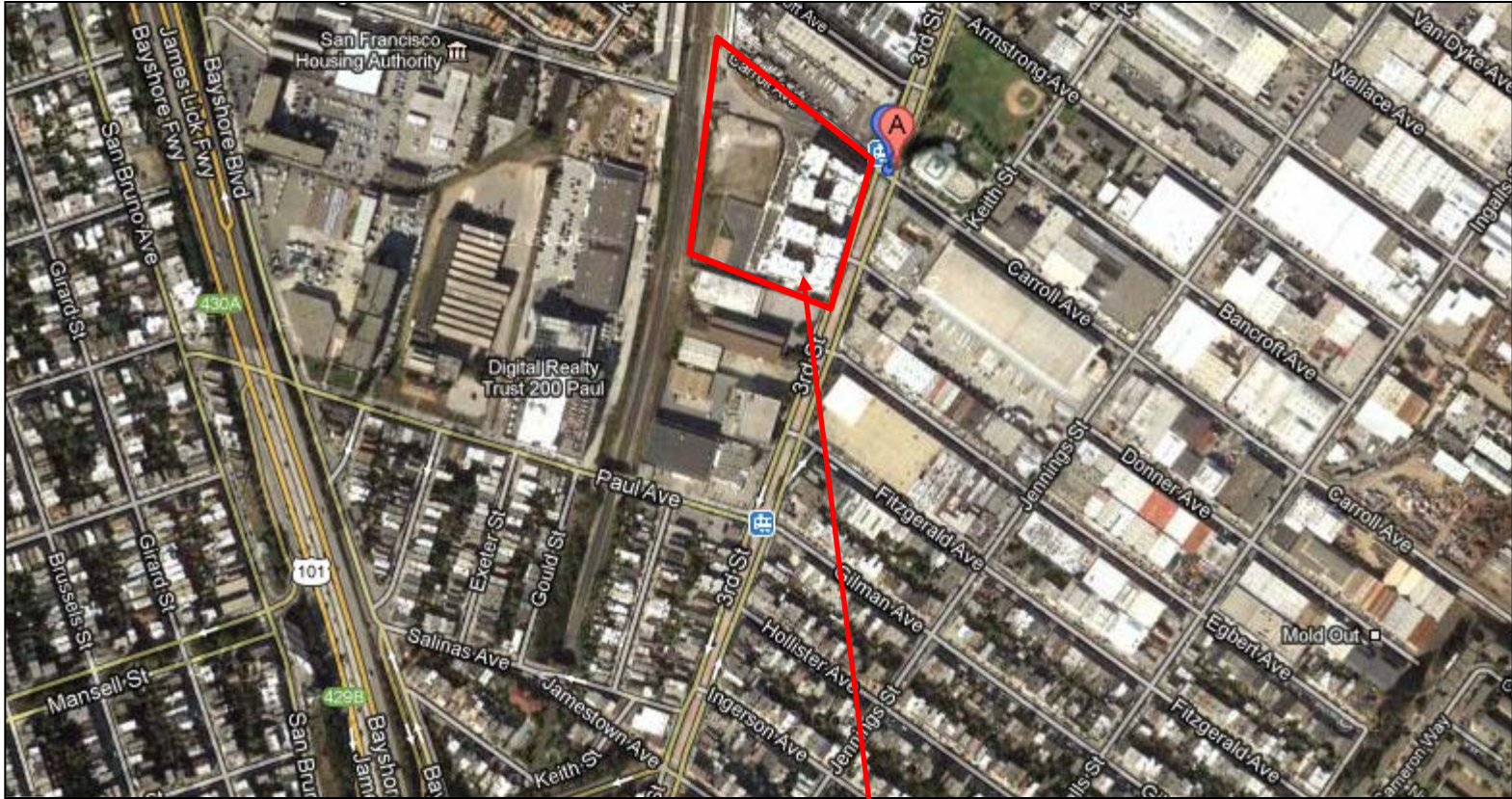


Subject Property in 2005 (former Coca-Cola Plant site)

Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street

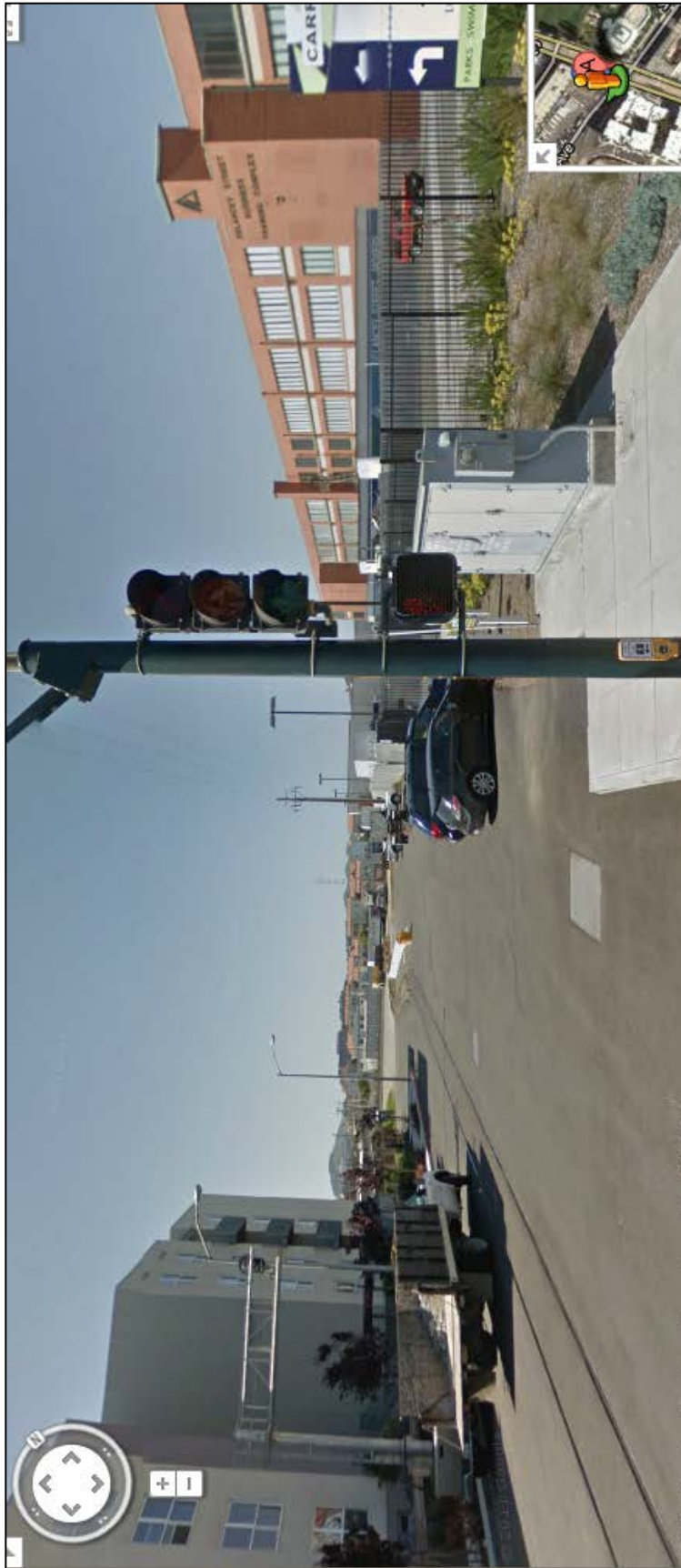


# Site Photo



**SUBJECT PROPERTY**

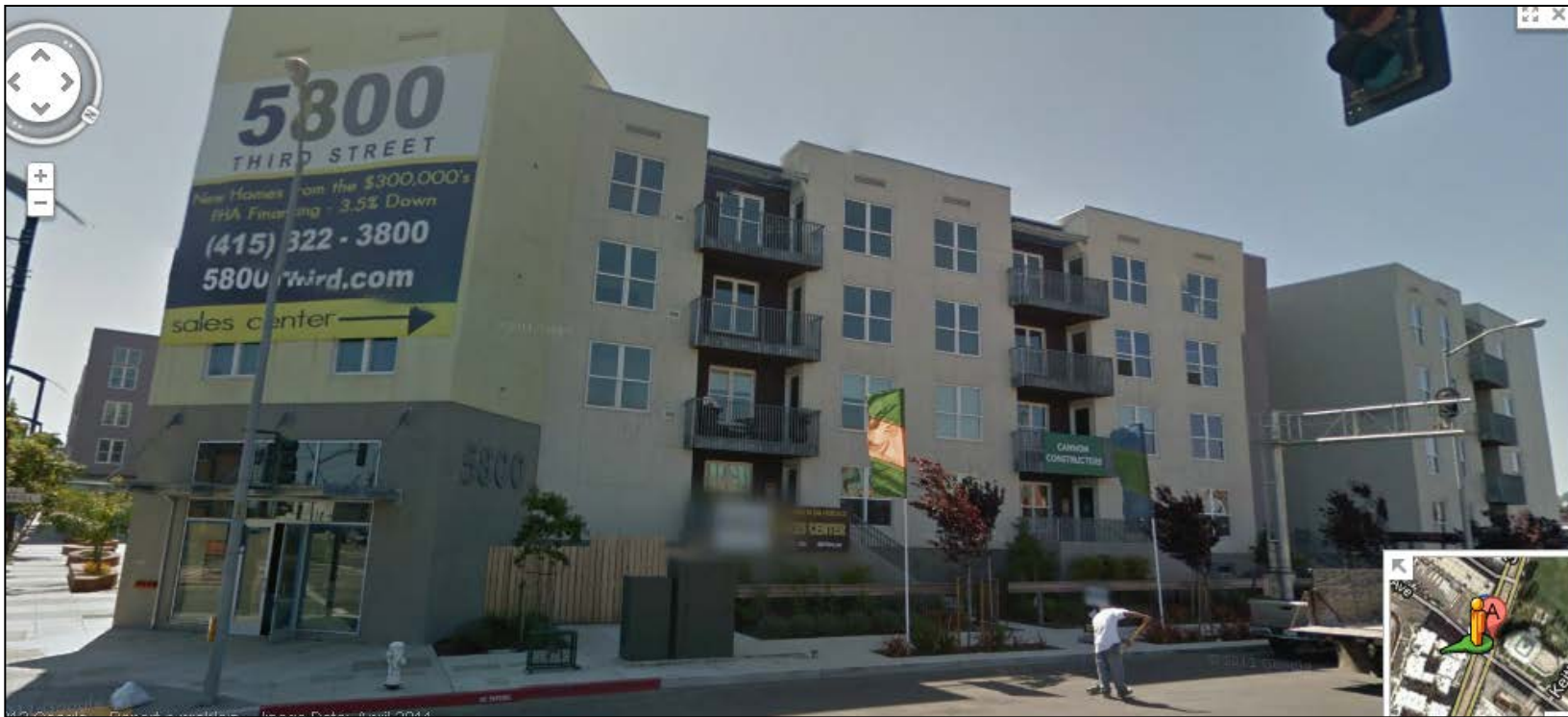
Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street



Looking west down Carroll Avenue from Third Street

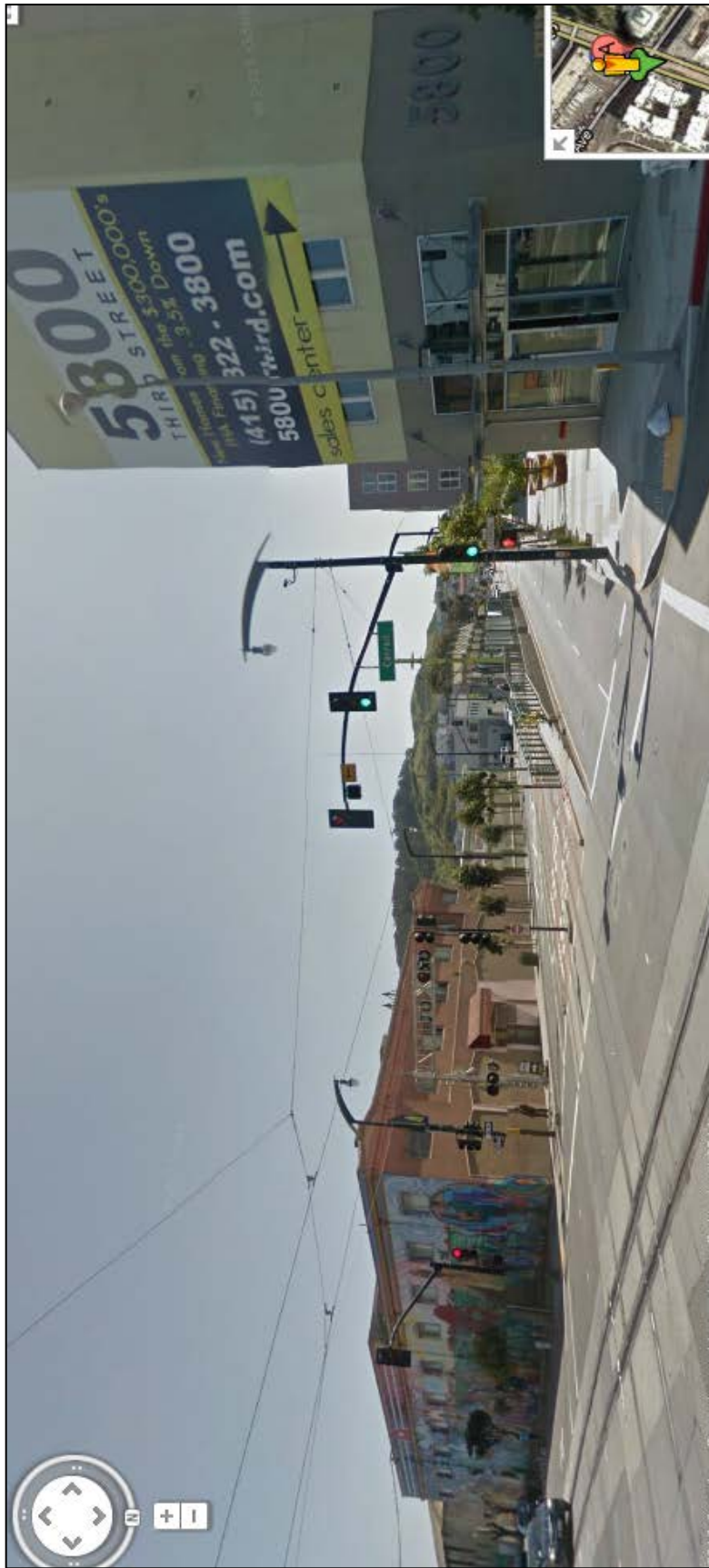


# Site Photo

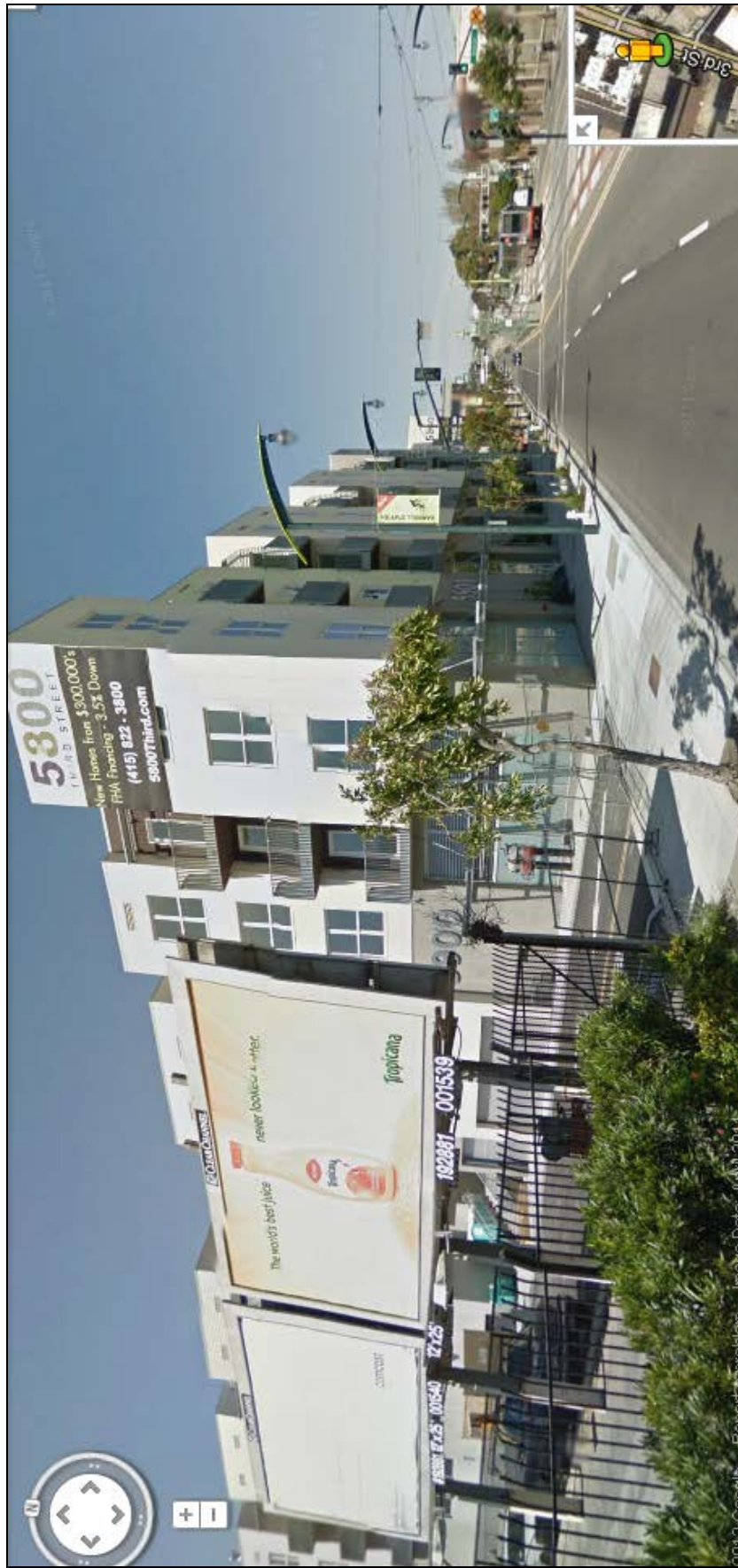


Looking south on Carroll Avenue at Building No. 1

Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street



Looking south on Third Street from Carroll Avenue



Looking north on Third Street at Building No. 2

Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street



# Site Photo



Looking north on Third Street

Conditional Use Authorization/  
Planned Unit Development  
Case Number 2012.0045C  
5800 Third Street





**PROJECT INFO**

ZONING DISTRICT: M-1 Bayview Hunters Point  
Plan - Area B

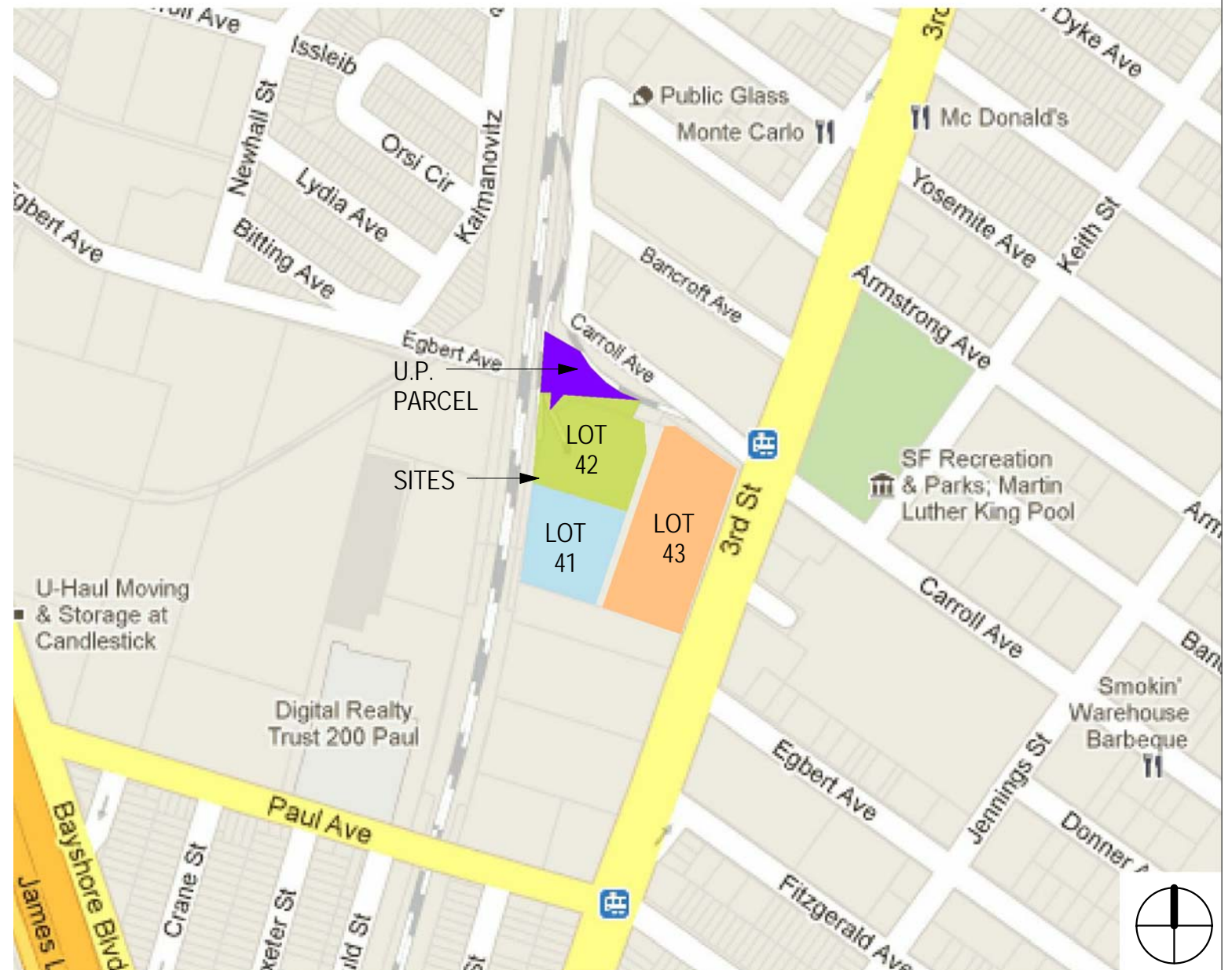
HEIGHT & BULK: 65-J  
DISTRICT:

LOT 41: Block 5431, Lot 041

LOT 42: Block 5431, Lot 042 +  
Block 5415, Lot 005 (UPPR Parcel)

LOT 43: Block 5431, Lot 043

**VICINITY MAP**



**PROJECT TEAM**

Lot 41 Owner:  
SF Third Street Equity Partners LLC  
1201 Pine Street, Suite 151  
Oakland, CA 94607  
Attn: Kevin Brown  
kb@hollidaydevelopment.com  
510-547-2122

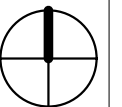
Lot 41 & 42 Architect:  
David Baker + Partners  
461 Second Street, Loft C127  
San Francisco, CA 94107  
Attn: Kevin Wilcock  
kw@dbarchitect.com  
415-896-6700 x102

Lot 41 & 42 Landscape Architect:  
Miller Company Landscape Architects  
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Lot 42 Authorized Agent:  
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Lot 42 Associate Architect:  
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Lot 42 Civil Engineer:  
Sandis Civil Engineers  
1721 Broadway, Suite 201  
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brucedavis@sandis.net  
510-590-3404









	LOT 41, BUILDING 3- PROPOSED (Holliday)	LOT 42, BUILDING 4- PROPOSED (MBS) COMMUNITY SENIOR CENTER + HOUSING	LOT 43, BUILDINGS 1 & 2 EXISTING
SITE AREA	57,802 SF (1.33 ACRES) (LOT 41)	64,369 (LOT 42) +18,648 SF (U.P. PARCEL) = 83,017 SF (1.91 ACRES)	130,061 SF (2.99 ACRES)
FAR- 5.0 TO 1 ALLOWED	161,540 SF / 57,802 SF = 2.79	154,398 SF / 83,017 SF = 1.86	(140,629 SF+155,232 SF) / 130,061 SF= 2.27
HEIGHT	UP TO 65'	UP TO 65'	50'
UNITS	150	121	137
STUDIO	28	0	0
LOFT	18	0	0
1 BR	64	117	30
2 BR	40	4	72
3BR	0	0	35
HOUSING INTERIOR COMMON AREA	3,927 SF	16,184 SF	0 SF
COMMUNITY SENIOR CENTER	-	14,967 SF	-
RETAIL	0	0	20,420 SF
PARKING SPACES	129 GARAGE (0.86 SPACES/UNIT)	54 GARAGE + 3 PARALLEL AT DROP OFF	137 RES. + 52 RETAIL = 189 SPACES
BIKE PARKING SPACES	72	34	44 SPACES
LOADING SPACES	1	1	3
COMMON OPEN SPACE	9,031 SF (NORTH CTYD + SOUTH MEWS)	14,858 SF (CTYD + NORTH MEWS + UNIT PATIOS)	13,307 SF

The overall development **COMPLIES** with the original CU approval. There are four buildings approved as part of the original CU approval which allowed for up to 417 units on a total of 5.75 acres (250,470 sf). This resulted in a ratio of 601 SF of lot area per unit. The proposed modification would total 408 units on 6.22 acres (270,880 sf) This results in a ratio 664 SF of lot area per unit.

Use	Gross Floor Area
Circulation	14847 SF
Common	3927 SF
Garage	16230 SF
Residential	118316 SF
Service	4434 SF
Stairs & Elevators	3787 SF
	161540 SF

Use	Gross Floor Area
Circulation	17913 SF
Common	16184 SF
Garage	22172 SF
Residential	70499 SF
Senior Center	14967 SF
Service	7081 SF
Stairs & Elevators	5582 SF
	154398 SF

#### Unit Tabulation: Lot 41

2BR+3BR % Total = 26.7%

	Count	Aver. SF	% Total
Studio	28	540 SF	18.7%
Loft	18	580 SF	12.0%
1BR	64	630 SF	42.6%
2BR	40	1050 SF	26.7%
3BR	0	0.0%	0.0%
	150		100%

#### Unit Tabulation: Lot 42

2BR+3BR % Total = 3.3%

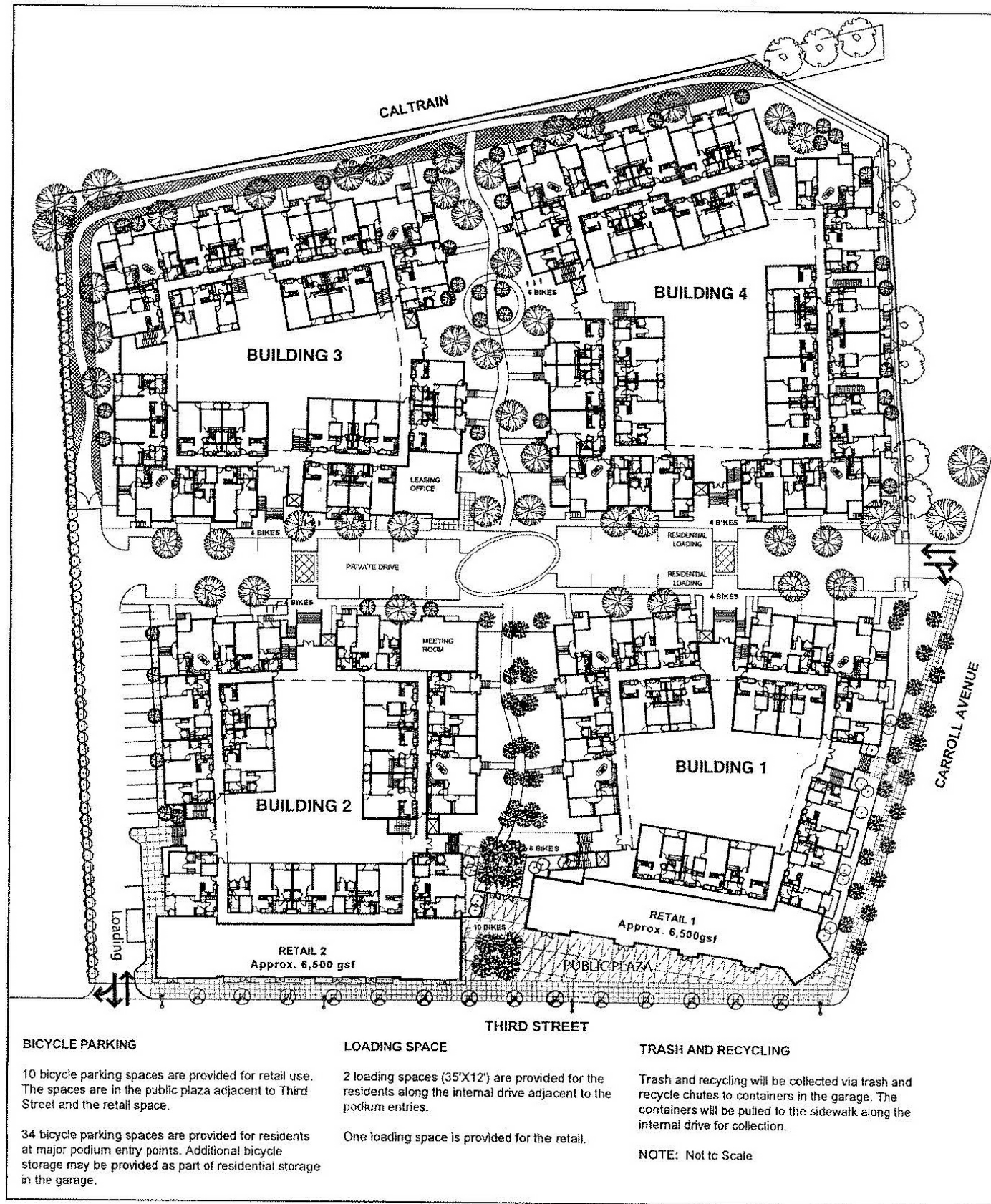
	Count	Aver. SF	% Total
Studio	0		0.0%
Loft	0		0.0%
1BR	117	525 SF	96.7%
2BR	4	770 SF	3.3%
3BR	0	0.0%	0.0%
	121		100%



david baker + partners  
dbarchitect.com  
461 second street loft 127  
san francisco california 94107  
v.415.896.6700 f.415.896.6103

**PROJECT DATA**  
5800 Third Street -Lots #41+ #42

project number 20903  
scale  
date 09/19/12  
drawn by APP, BRJ



SOURCE: Christiani Johnson Architects, 2004.



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 dbarchitect.com  
 461 second street loft 127  
 san francisco california 94107  
 v.415.896.6700 f.415.896.6103

## 2005 APPROVED PLAN

### 5800 Third Street -Lots #41+ #42

project number 20903  
 scale  
 date 09/19/12  
 drawn by Author





1) VIEW: LOT 41 SITE LOOKING SOUTHWEST



2) VIEW: LOT 41 SITE LOOKING NORTHWEST



3) VIEW: LOT 41 SITE LOOKING NORTH



4) VIEW: LOT 41 SITE LOOKING SOUTH



5) VIEW: LOT 41 SITE LOOKING NORTH



KEY PLAN



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**SITE CONTEXT - LOT 41**  
**5800 Third Street -Lots #41 & #42**

project number 20903  
 scale 12" = 1'-0"  
 date 09/19/12  
 drawn by APP, BRJ





1) VIEW: LOT 42 SITE LOOKING WEST (FROM CARROLL AVE.)



2) VIEW: LOT 42 SITE LOOKING WEST



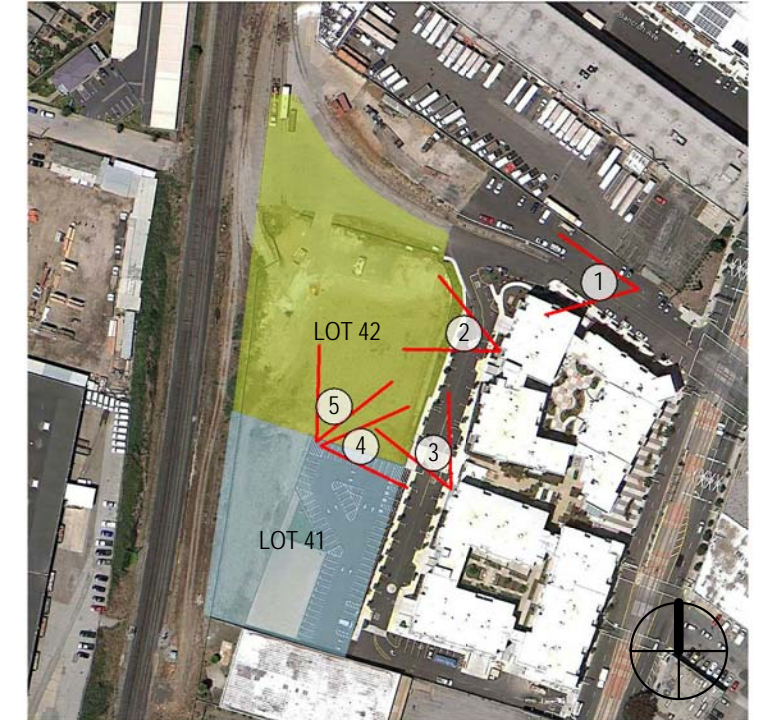
3) VIEW: LOT 42 SITE LOOKING NORTHWEST



4) VIEW: LOT 42 SITE LOOKING EAST



5) VIEW: LOT 42 SITE LOOKING NORTH



KEY PLAN



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**SITE CONTEXT - LOT 42**  
**5800 Third Street -Lots #41 & #42**

project number 20903  
 scale 12" = 1'-0"  
 date 09/19/12  
 drawn by APP, BRJ





1) VIEW: CARROLL AVE FROM 3RD ST.



2) VIEW: CARROLL AVE. LOOKING WEST



3) VIEW: CARROLL AVE. LOOKING SOUTHWEST



4) VIEW: CARROLL AVE. LOOKING SOUTHEAST



5) VIEW: LOOKING FROM END OF CARROLL AVE.



KEY PLAN



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**SITE CONTEXT - CARROLL AVE.**  
**5800 Third Street -Lots #41 & #42**

project number 20903  
 scale 12" = 1'-0"  
 date 09/19/12  
 drawn by APP, BRJ





1) VIEW: BUILDINGS 1 & 2 FROM CARROLL AVE.



2) VIEW: BUILDING 1 AT PRIVATE RD.



3) VIEW: PRIVATE RD. LOOKING SOUTH



4) VIEW: BUILDING 1 FROM PRIVATE RD.



5) VIEW: BUILDING 2 AT PRIVATE RD. LOADING AREA



KEY PLAN





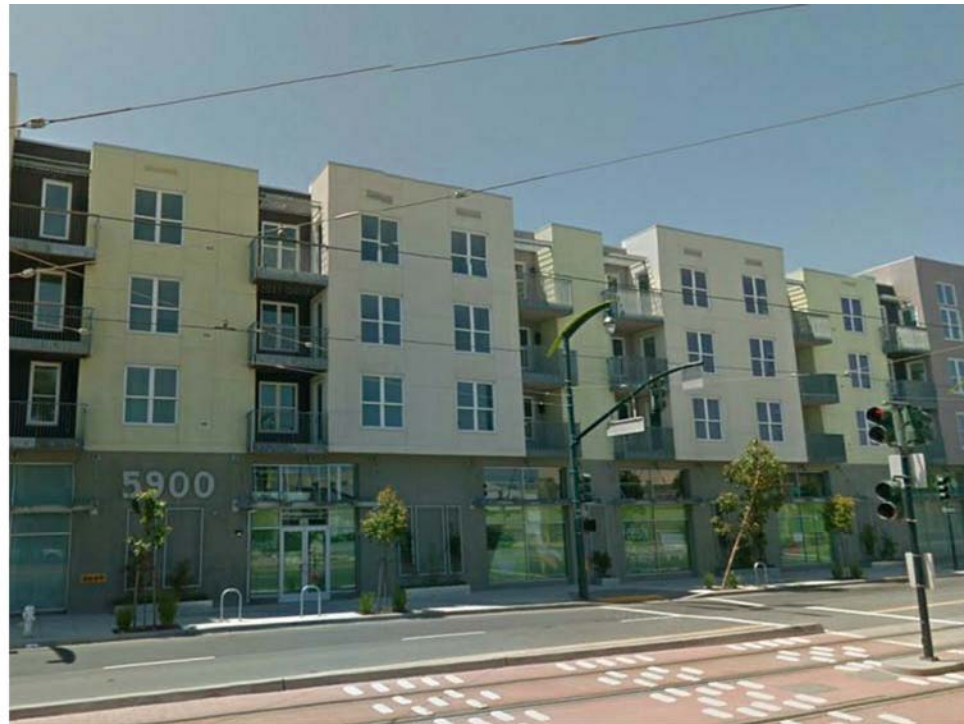
1) VIEW: BUILDING 1 FROM THIRD ST. & CARROLL AVE.



2) VIEW: BUILDINGS 1 & 2 FROM THIRD ST. LOOKING SOUTH



3) VIEW: BUILDING 1 FROM THIRD ST.



4) VIEW: BUILDING 2 FROM THIRD ST.



5) VIEW: BUILDINGS 1 & 2 FROM THIRD ST. LOOKING NORTH



KEY PLAN





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v.415.896.6700 f.415.896.6103

## LOT 41- 3D VIEWS - CORNER

### 5800 Third Street -Lots #41+ #42

project number 20903  
scale  
date 09/19/12  
drawn by APP, BRJ





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dbarchitect.com  
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san francisco california 94107  
v.415.896.6700 f.415.896.6103

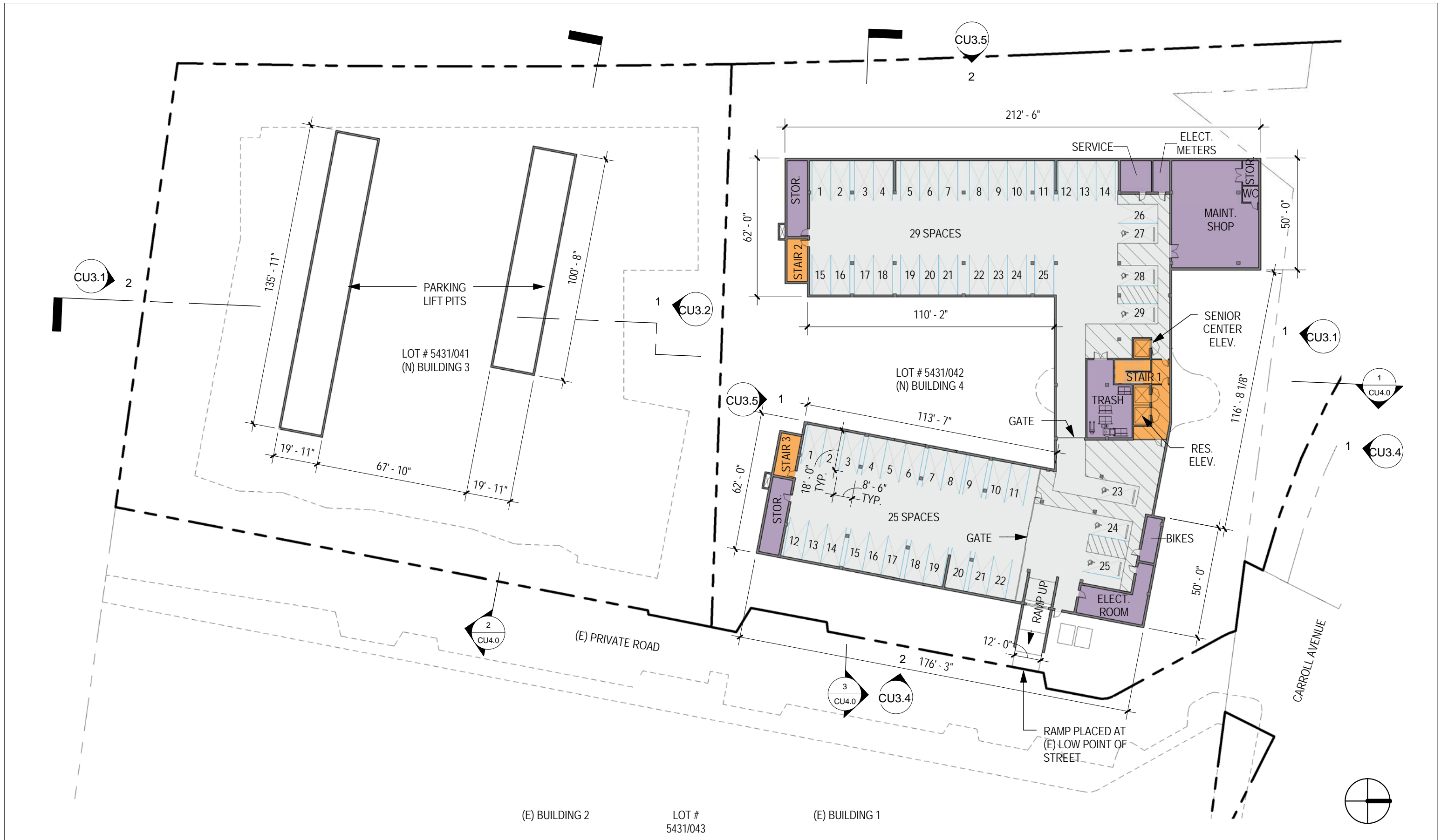
## LOT 42- 3D VIEWS - CARROLL AVE. 5800 Third Street -Lots #41+ #42

project number	20903
scale	
date	09/19/12
drawn by	Author











NOTE: SEE LANDSCAPE DRAWINGS FOR LANDSCAPE DESIGN



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# LEVEL 1 FLOOR PLAN

## 5800 Third Street -Lots #41 & #42

project number 20903  
 scale 1" = 40'-0"  
 date 09/19/12  
 drawn by APP, BRJ



LEVEL 1 AREA SCHEDULE	
Name	Area
HOUSING COMMON	
BEAUTY SALON	423 SF
BREAK RM.	159 SF
CONF	421 SF
CORR.	730 SF
DINING/ LIVING RM.	0 SF
DINING/LIVING ROOM	0 SF
ELECT.	40 SF
EXAM	186 SF
EXERCISE ROOM	2259 SF
FITNESS	278 SF
KITCHEN	0 SF
LIVING/ DINING RM.	2878 SF
LOBBY	1093 SF
MGR	155 SF
OFFICE	595 SF
PROP. MGMT	484 SF
STOR.	428 SF
TEL / DATA	14 SF
WC	345 SF
WORK RM.	169 SF
10656 SF	

LEVEL 1 AREA SCHEDULE	
Name	Area
SENIOR CENTER ADMIN OFFICE	
ACCT.	119 SF
ACT. DIR.	152 SF
ADMIN	693 SF
CHEF OFFICE	103 SF
CONF	158 SF
CONF.	158 SF
DEV. DIR.	148 SF
EXEC DIR	204 SF
FRONT DESK	150 SF
SC. DIR.	152 SF
SEOP	348 SF
SEOP DIR.	146 SF
STOR.	16 SF
TEL/ DATA	25 SF
WC	68 SF
2639 SF	

SENIOR CENTER COMMON	
Name	Area
ART ROOM	359 SF
COMMON ROOM 1	1696 SF
COMMON ROOM 2	1406 SF
COMP LAB	188 SF
DINING	1118 SF
GIFT DISPLAY	0 SF
GIFT SHOP	91 SF
LOBBY	2033 SF
LOUNGE	1169 SF
QUIET ROOM	263 SF
STOR	38 SF
STOR.	499 SF
TEL/DATA	41 SF
WC	650 SF
9549 SF	

SENIOR CENTER KITCHEN	
Name	Area
JAN.	54 SF
KITCHEN	1631 SF
PANTRY	76 SF
TRASH	144 SF
WC, SHOWER, LOCKERS	87 SF
1992 SF	

Grand total 24837 SF

- CIRCULATION
- HOUSING COMMON
- SENIOR CENTER ADMIN OFFICE
- SENIOR CENTER COMMON
- SENIOR CENTER KITCHEN
- SERVICE



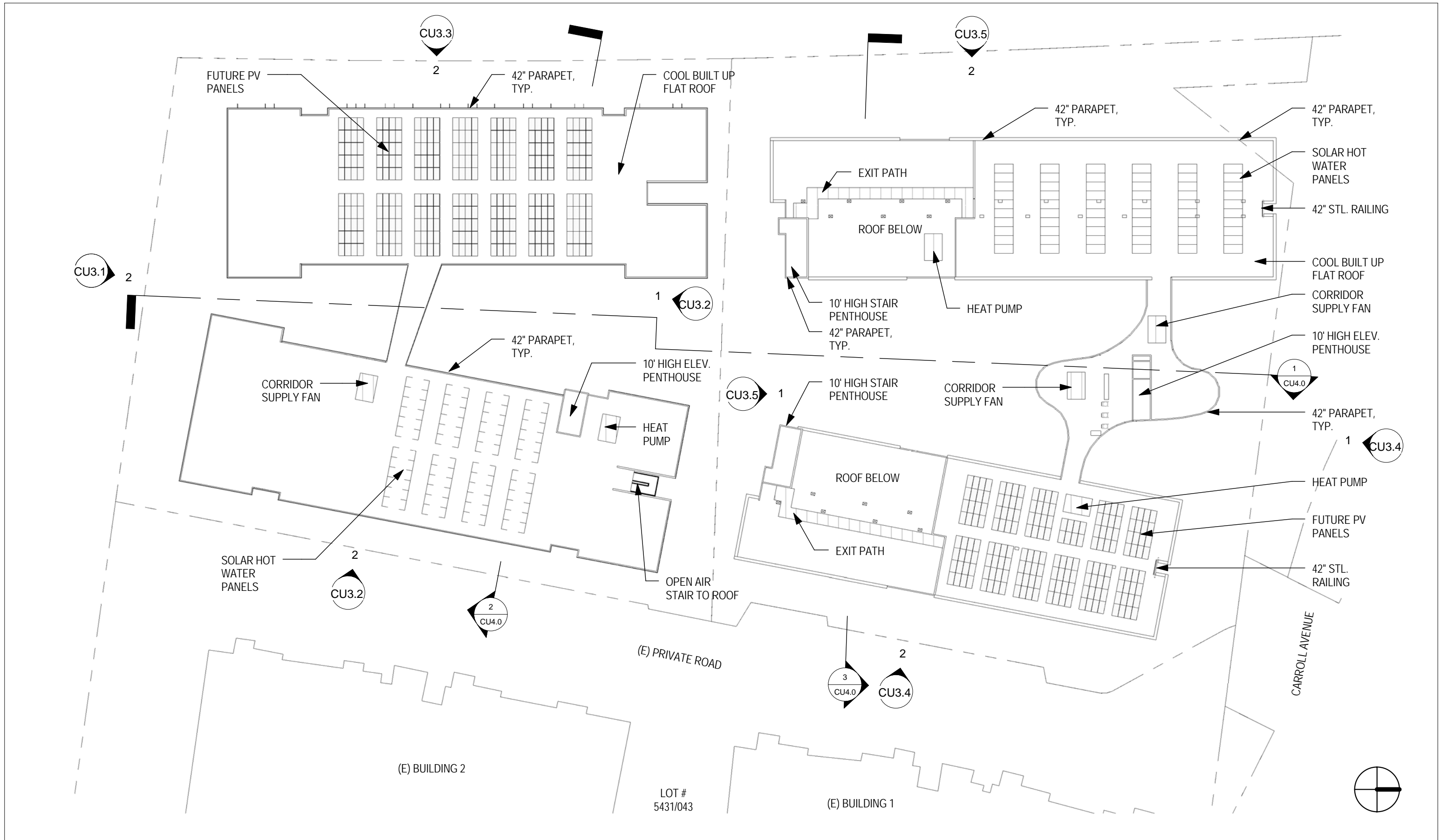




NOTE: ALL SENIOR HOUSING TO COMPLY W/ SECTION 102.6.1 OF THE SAN FRANCISCO PLANNING CODE











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## LOT 41- 3D VIEWS - CORNER

### 5800 Third Street -Lots #41+ #42

project number 20903  
scale  
date 09/19/12  
drawn by APP, BRJ





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# LOT 41- 3D VIEWS - COURTYARD

## 5800 Third Street -Lots #41+ #42

project number 20903  
scale  
date 09/19/12  
drawn by APP, BRJ





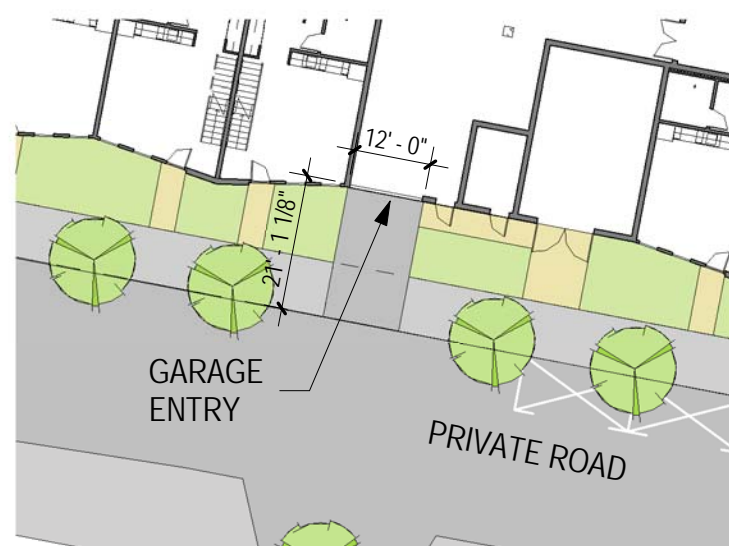
③ LOFT ENTRY ELEVATION (LOT 41)  
3/16" = 1'-0"



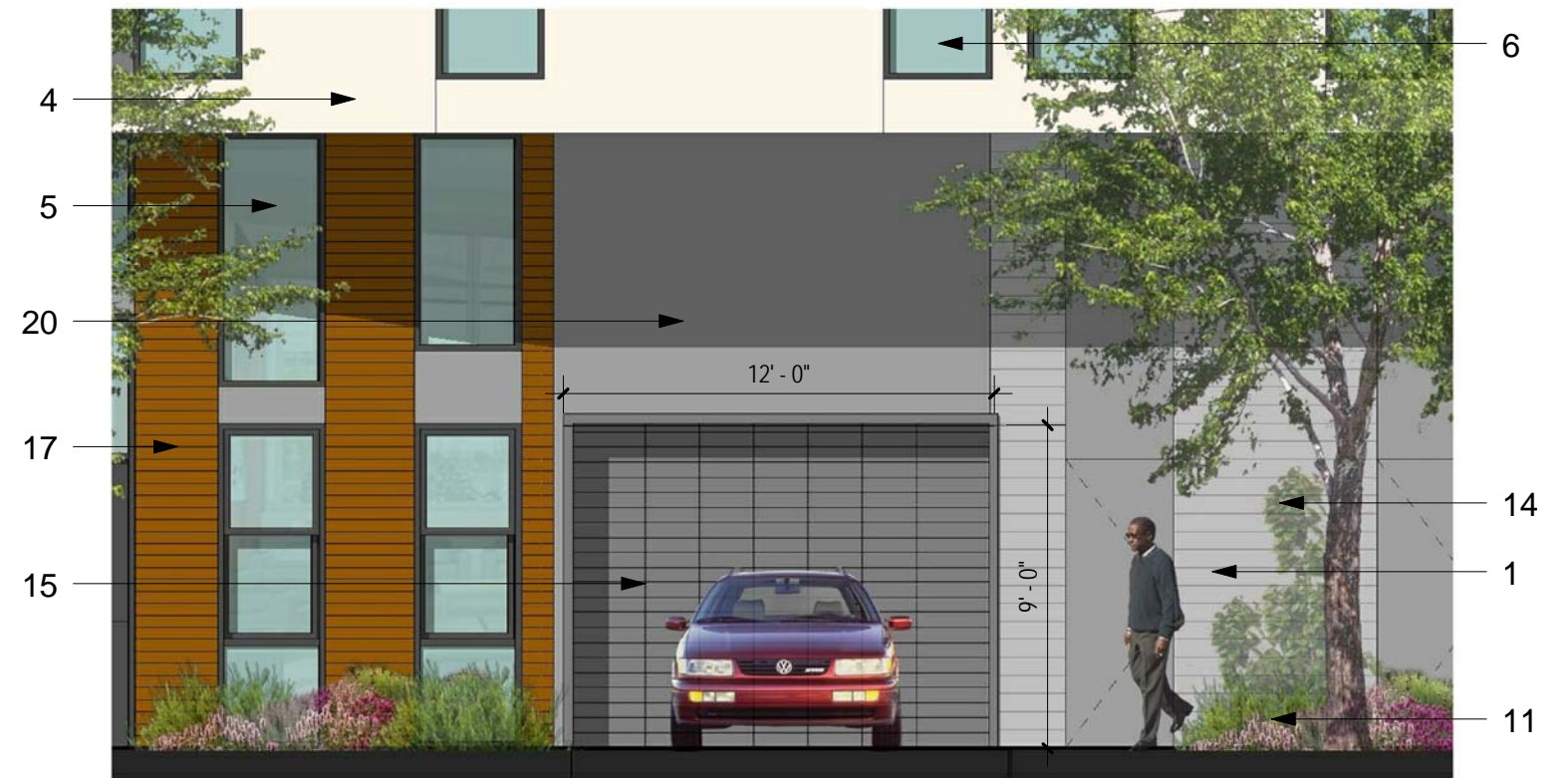
① LOBBY ENTRY ELEVATION (LOT 41)  
3/16" = 1'-0"

**MATERIALS LEGEND**

- 1. BOARD FORM CONCRETE
- 2. VERTICAL HARDY-TRIM OVER HARDI-PANEL
- 3. VERTICAL HARDI-TRIM WITH ACCENT COLORS
- 4. CEMENT PLASTER
- 5. STOREFRONT WINDOWS
- 6. THERMALLY BROKEN ALUMINUM WINDOWS
- 7. PERFORATED METAL BALCONY RAILINGS WITH AFROCENTRIC PATTERN
- 8. WOOD SLAT ENTRY CANOPY
- 9. SEATING
- 10. SCULPTURE
- 11. DROUGHT-TOLERANT PLANTS
- 12. GREEN ROOF
- 13. CUSTOM WOOD ENTRY DOOR
- 14. VINES AT BOARD FORM CONCRETE WALL
- 15. GARAGE ENTRY GRILLE. 75% MIN. OPEN AREA.
- 16. STOREFRONT ENTRY DOOR
- 17. IPE WOOD SIDING
- 18. STEEL AWNING
- 19. UNIT ENTRY DOOR
- 20. HARDY-BOARD



④ SETBACK OFFSTREET PARKING (LOT 41)  
1" = 30'-0"



② GARAGE ENTRY ELEVATION (LOT 41)  
3/16" = 1'-0"





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# LOT 42- 3D VIEWS - HOUSING ENTRY

## 5800 Third Street -Lots #41+ #42

project number 20903  
scale  
date 09/19/12  
drawn by APP, BRJ





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## LOT 42- 3D VIEWS - COURTYARD VIEW

5800 Third Street -Lots #41+ #42

project number	20903
scale	
date	09/19/12
drawn by	APP, BRJ





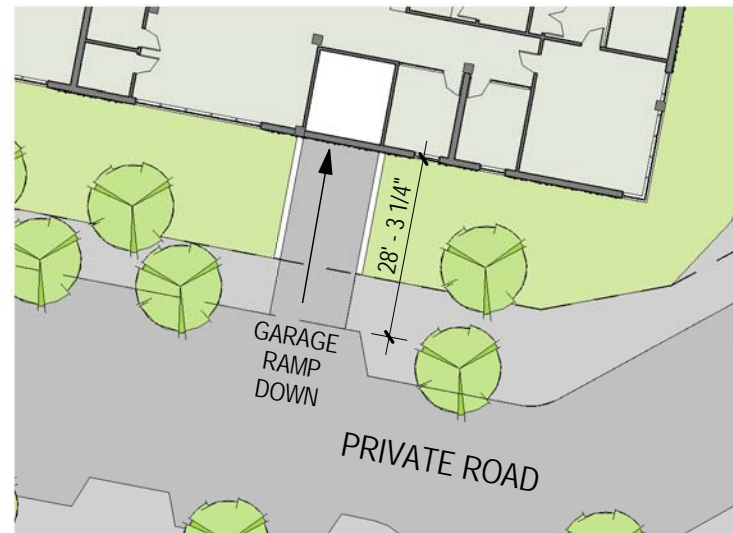
① HOUSING ENTRY ELEVATION (LOT 42)  
3/16" = 1'-0"



② SENIOR ENTRY ELEVATION (LOT 42)  
3/16" = 1'-0"

**MATERIALS LEGEND**

- 1. BOARD FORM CONCRETE
- 2. VERTICAL HARDY-TRIM OVER HARDI-PANEL
- 3. VERTICAL HARDI-TRIM WITH ACCENT COLORS
- 4. CEMENT PLASTER
- 5. STOREFRONT WINDOWS
- 6. THERMALLY BROKEN ALUMINUM WINDOWS
- 7. PERFORATED METAL BALCONY RAILINGS WITH AFROCENTRIC PATTERN
- 8. WOOD SLAT ENTRY CANOPY
- 9. SEATING
- 10. SCULPTURE
- 11. DROUGHT-TOLERANT PLANTS
- 12. GREEN ROOF
- 13. CUSTOM WOOD ENTRY DOOR
- 14. VINES AT BOARD FORM CONCRETE WALL
- 15. GARAGE ENTRY GRILLE. 75% MIN. OPEN AREA.
- 16. STOREFRONT ENTRY DOOR
- 17. IPE WOOD SIDING
- 18. STEEL AWNING
- 19. UNIT ENTRY DOOR
- 20. HARDY-BOARD

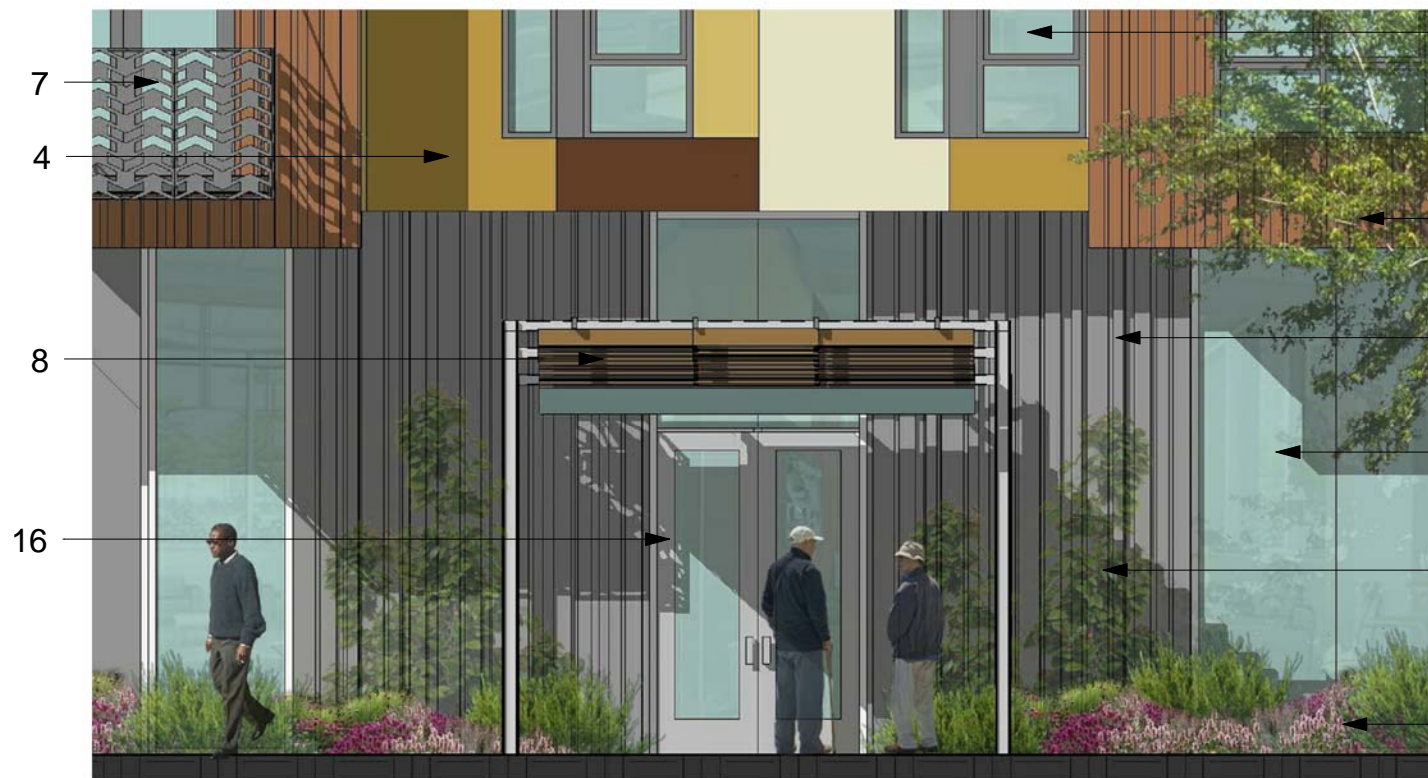


④ SETBACK OFFSTREET PARKING (LOT 42)  
1" = 30'-0"

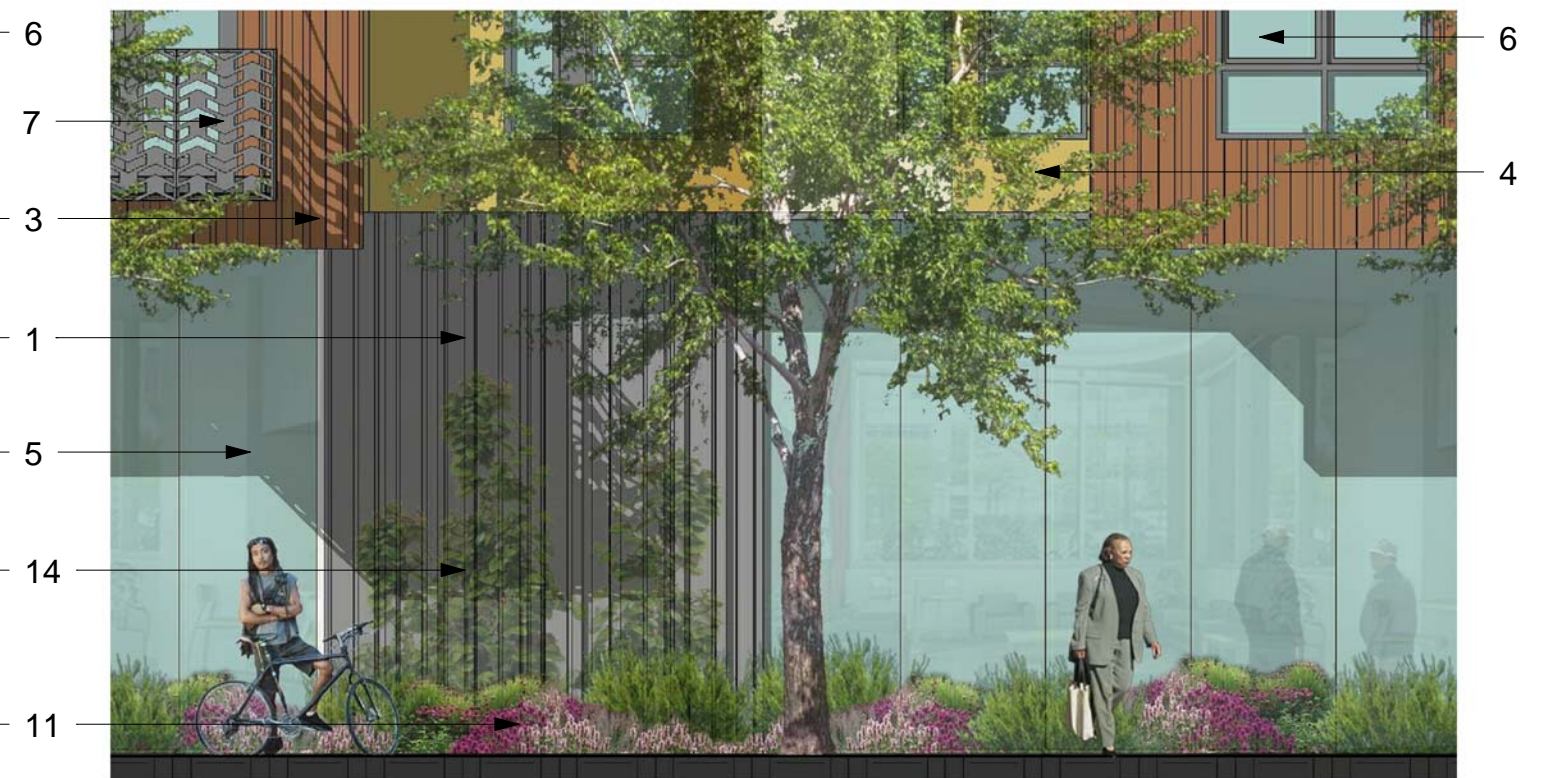


③ GARAGE ENTRY ELEVATION (LOT 42)  
3/16" = 1'-0"





② SECONDARY ENTRY ELEVATION (LOT 42)  
3/16" = 1'-0"



① GROUND FLOOR BAY ELEVATION (LOT 42)  
3/16" = 1'-0"

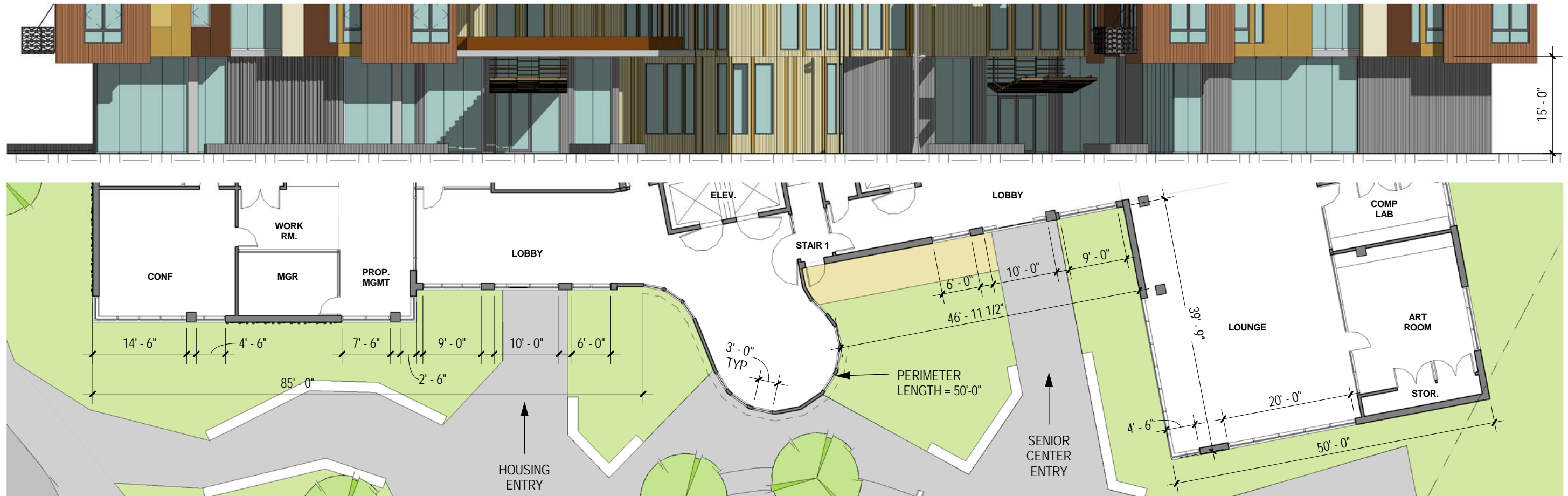
### MATERIALS LEGEND

1. BOARD FORM CONCRETE
2. VERTICAL HARDY-TRIM OVER HARDI-PANEL
3. VERTICAL HARDY-TRIM WITH ACCENT COLORS
4. CEMENT PLASTER
5. STOREFRONT WINDOWS
6. THERMALLY BROKEN ALUMINUM WINDOWS
7. PERFORATED METAL BALCONY RAILINGS WITH AFROCENTRIC PATTERN
8. WOOD SLAT ENTRY CANOPY
9. SEATING
10. SCULPTURE
11. DROUGHT-TOLERANT PLANTS
12. GREEN ROOF
13. CUSTOM WOOD ENTRY DOOR
14. VINES AT BOARD FORM CONCRETE WALL
15. GARAGE ENTRY GRILLE. 75% MIN. OPEN AREA.
16. STOREFRONT ENTRY DOOR
17. IPE WOOD SIDING
18. STEEL AWNING
19. UNIT ENTRY DOOR
20. HARDY-BOARD

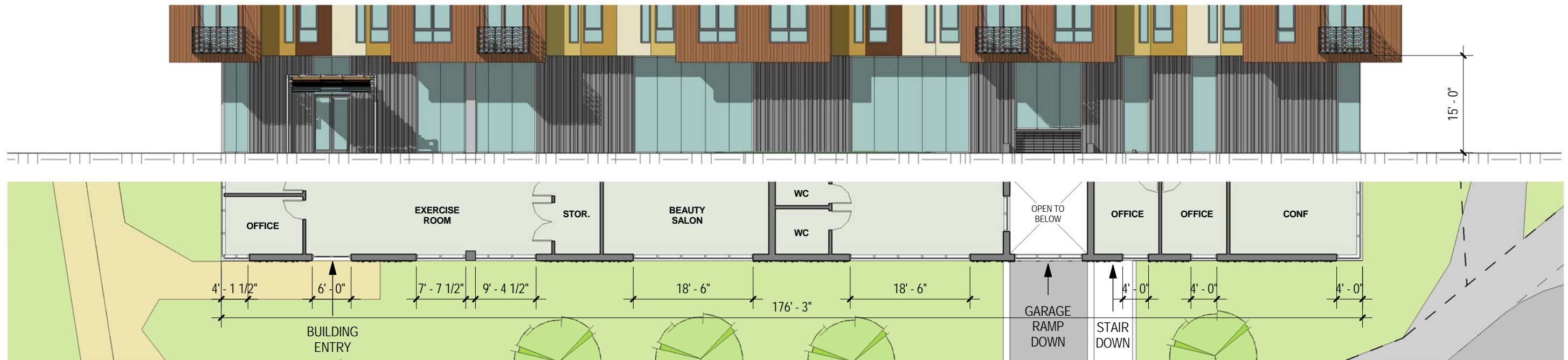


① PRIVATE ROAD (LOT 41)  
1/16" = 1'-0"





① CARROL AVENUE (LOT 42)  
1/16" = 1'-0"



② PRIVATE ROAD (LOT 42)  
1/16" = 1'-0"





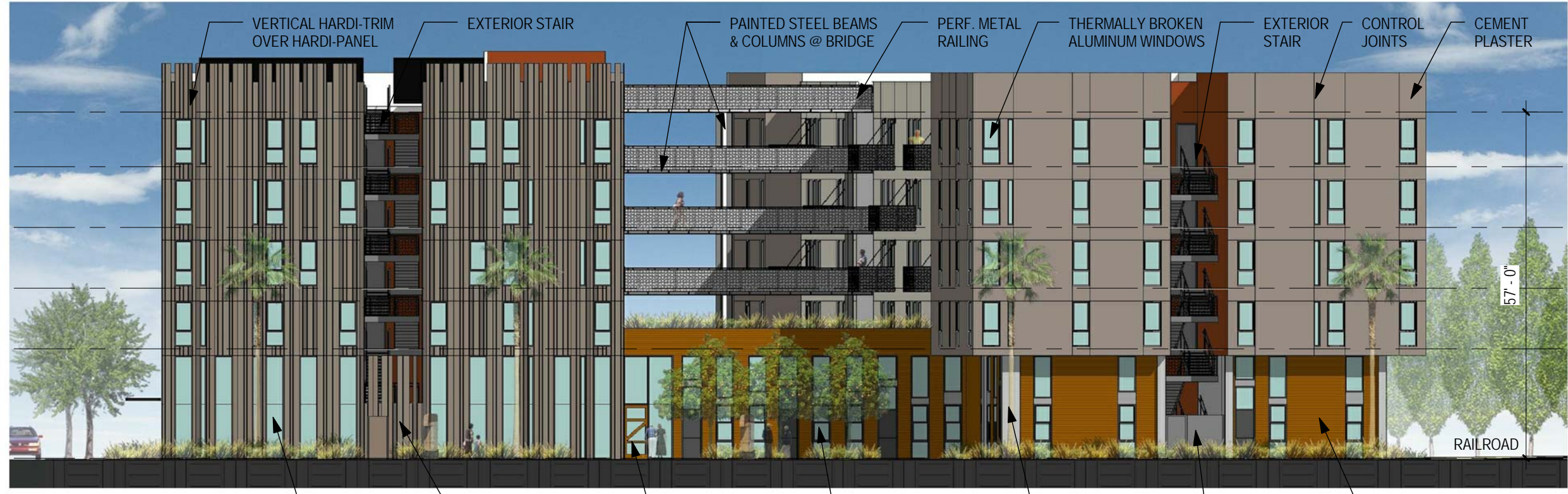


① OVERALL NORTH ELEVATION - CARROLL AVE  
1" = 40'-0"



② SOUTH ELEVATION - FIRE ACCESS EASEMENT (LOT 41)  
1" = 40'-0"





① NORTH ELEVATION - MEWS (LOT 41)  
 1" = 20'-0"

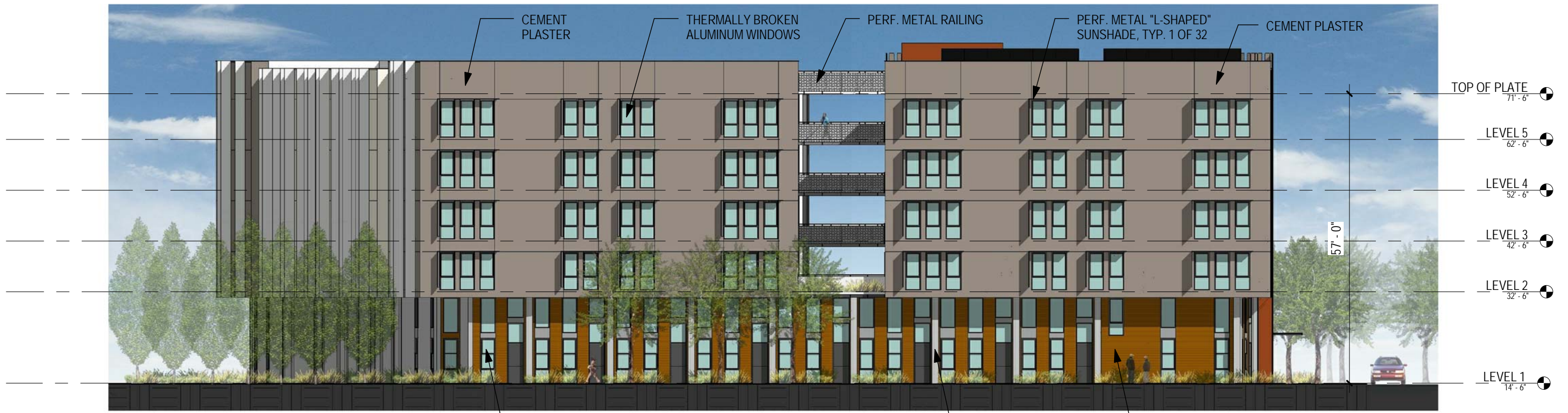
Labels: PRIVATE ROAD, STOREFRONT WINDOWS, HARDI-TRIM FENCE & GATE, WOOD ENTRY DOOR, THERMALLY BROKEN ALUM. WINDOWS, BOARD FORM CONCRETE COLUMNS, METAL FENCE & GATE, IPE WOOD SIDING, FIRE ACCESS EASEMENT.



② EAST ELEVATION - PRIVATE ROAD (LOT 41)  
 1" = 20'-0"

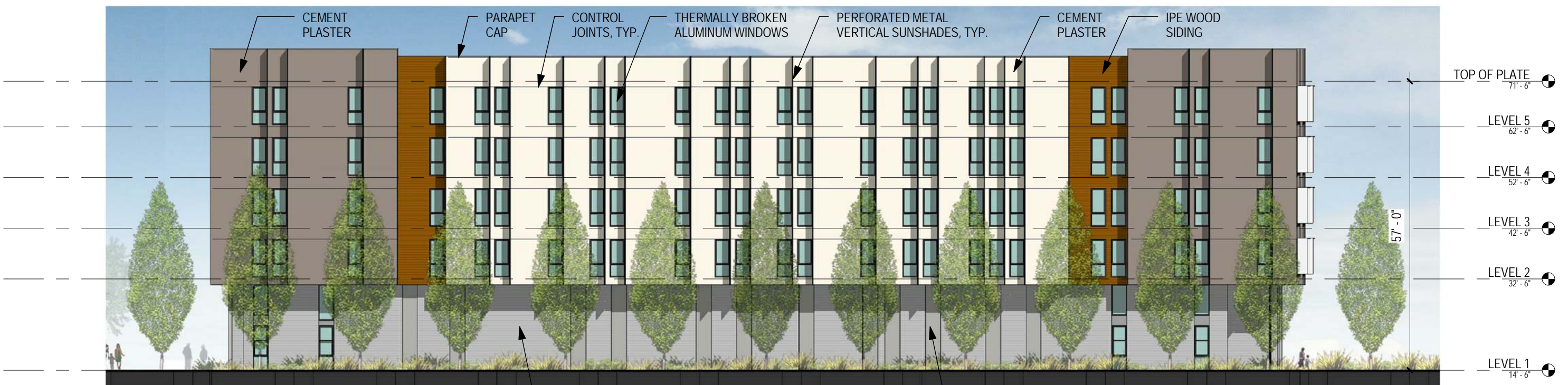
Labels: FIRE ACCESS EASEMENT, THERMALLY BROKEN ALUMINUM WINDOWS, STOREFRONT WINDOWS, GARAGE, BOARD FORM CONCRETE, IPE WOOD SIDING, WOOD ENTRY DOOR, STEEL AWNING, SOUTH MEWS.





RAILROAD FIRE ACCESS EASEMENT

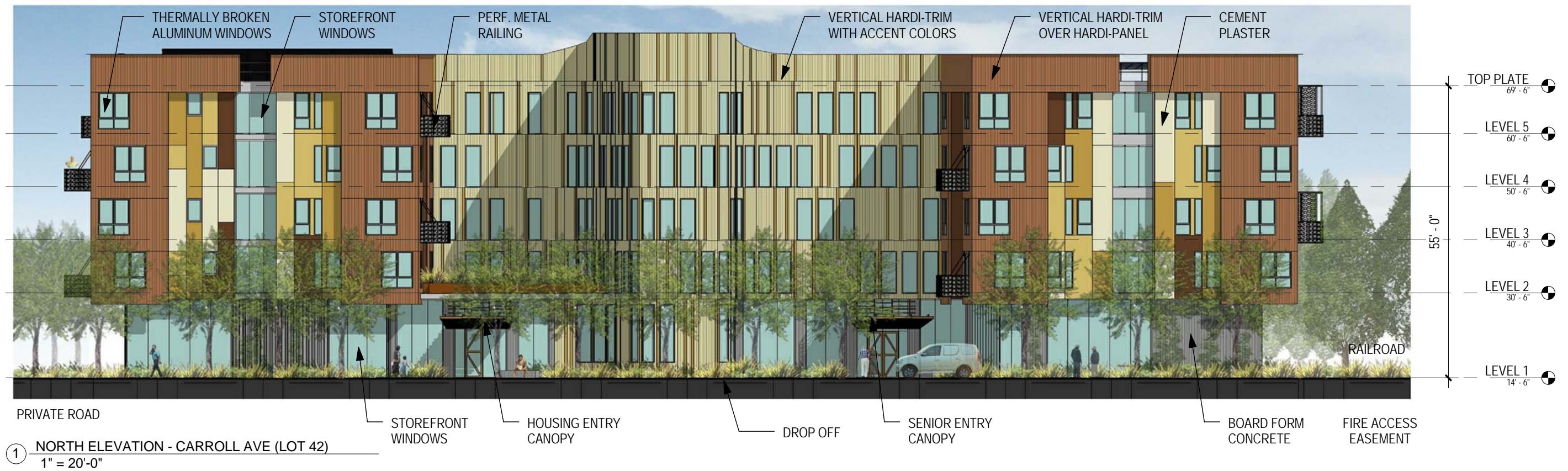
① SOUTH ELEVATION - FIRE ACCESS EASEMENT (LOT 41)  
1" = 20'-0"



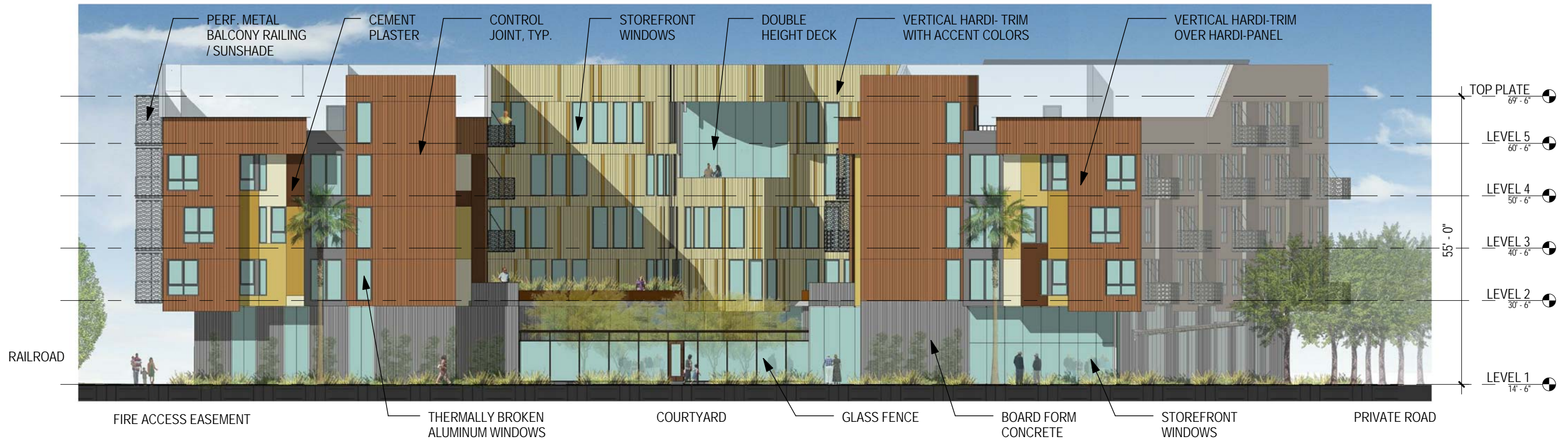
SOUTH MEWS

② WEST ELEVATION - RAILROAD (LOT 41)  
1" = 20'-0"

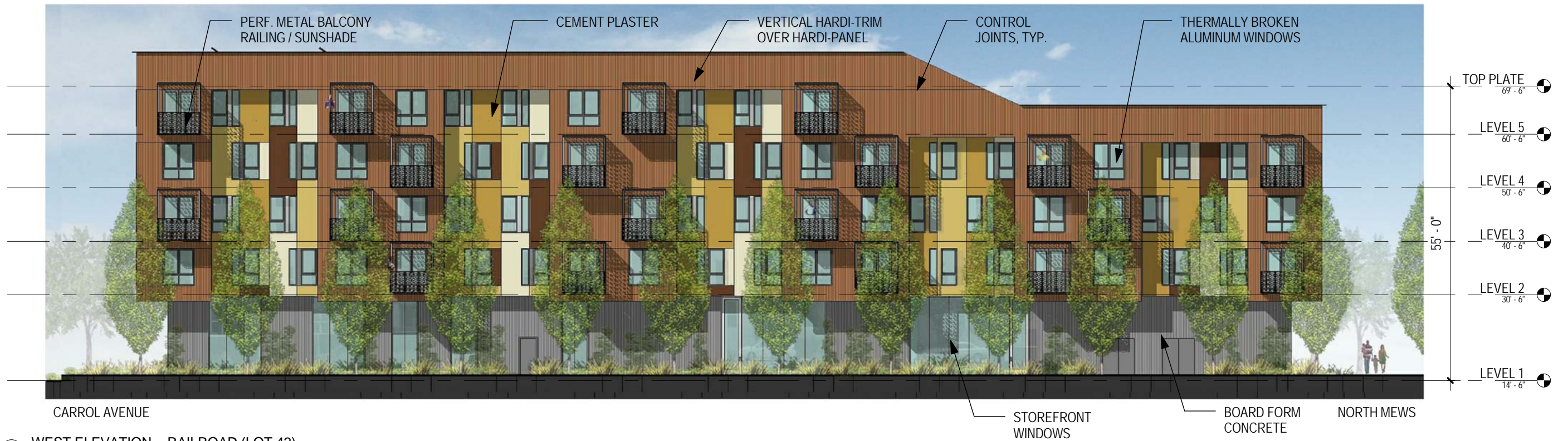








① SOUTH ELEVATION - MEWS (LOT 42)  
1" = 20'-0"



② WEST ELEVATION - RAILROAD (LOT 42)  
1" = 20'-0"

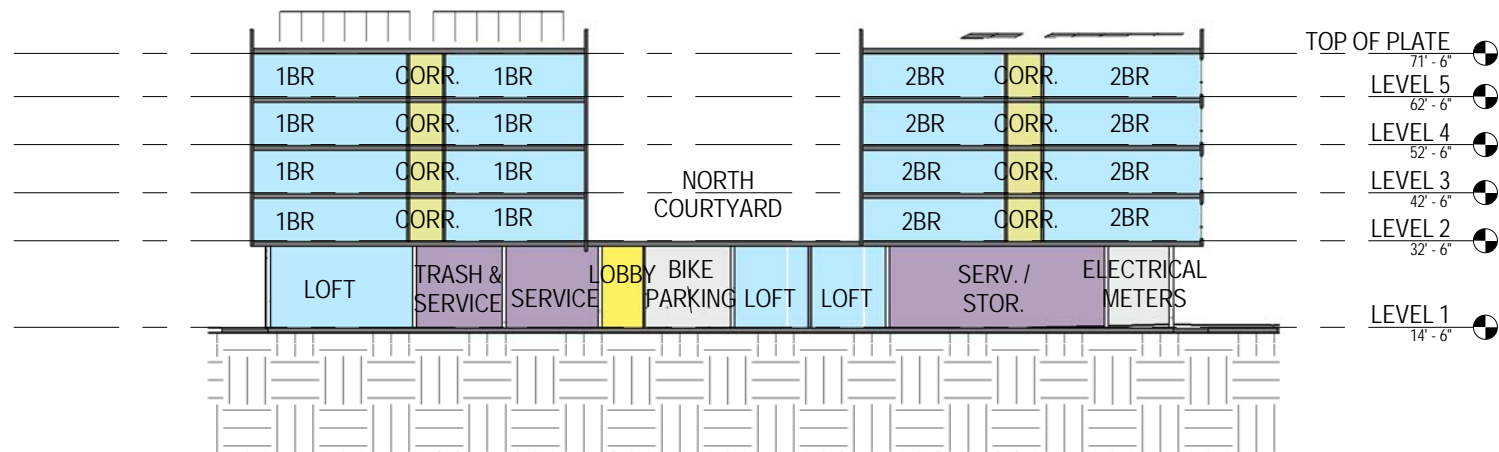
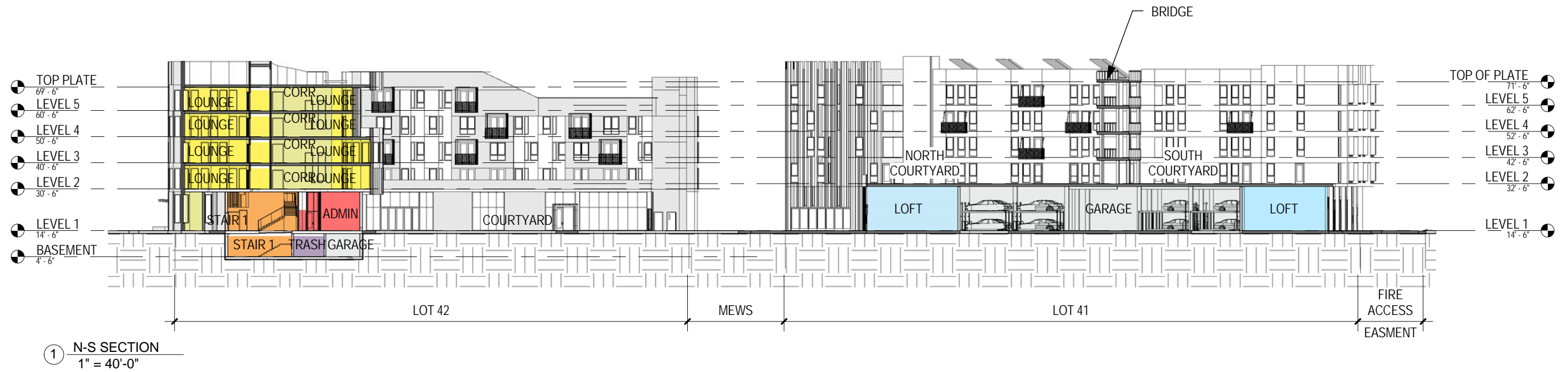


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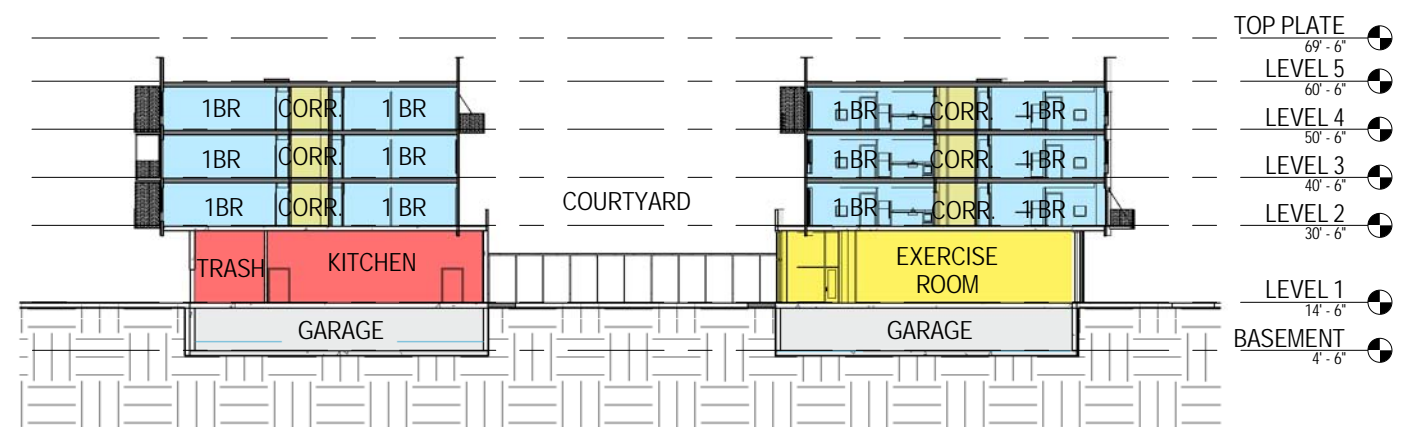
**LOT 42 - ELEVATIONS - S & W**  
5800 Third Street -Lots #41 & #42

project number 20903  
scale 1" = 20'-0"  
date 09/19/12  
drawn by APP, BRJ, MH



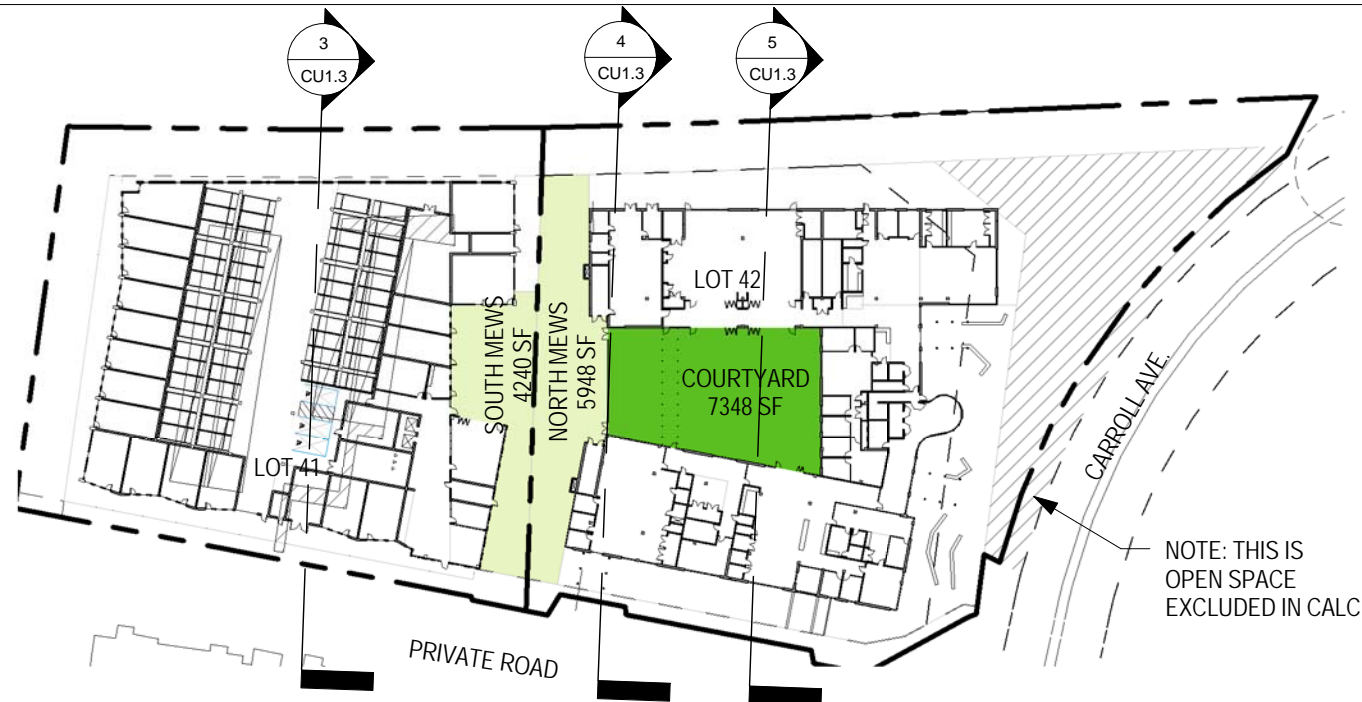


② E-W SECTION - LOT 41  
 1" = 40'-0"



③ E-W SECTION - LOT 42  
 1" = 40'-0"





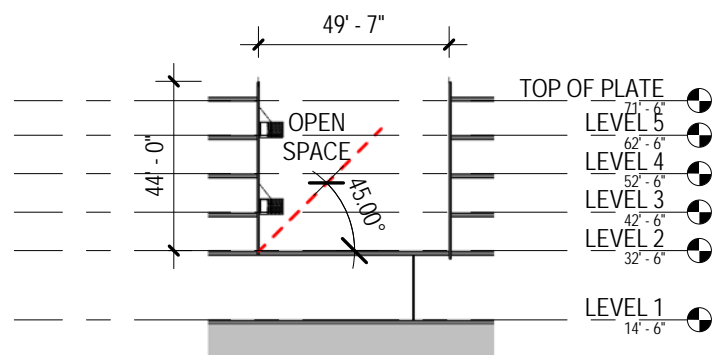
1 OPEN SPACE DIAGRAM - LEVEL 1  
1" = 100'-0"

COMMON OPEN SPACE  
PRIVATE OPEN SPACE  
PUBLIC OPEN SPACE

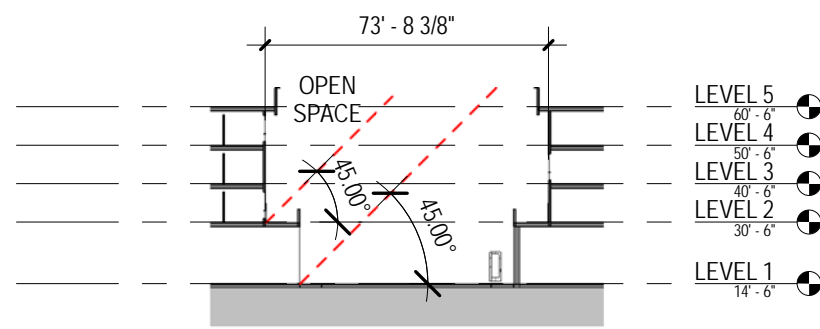


2 OPEN SPACE DIAGRAM - LEVEL 2  
1" = 100'-0"

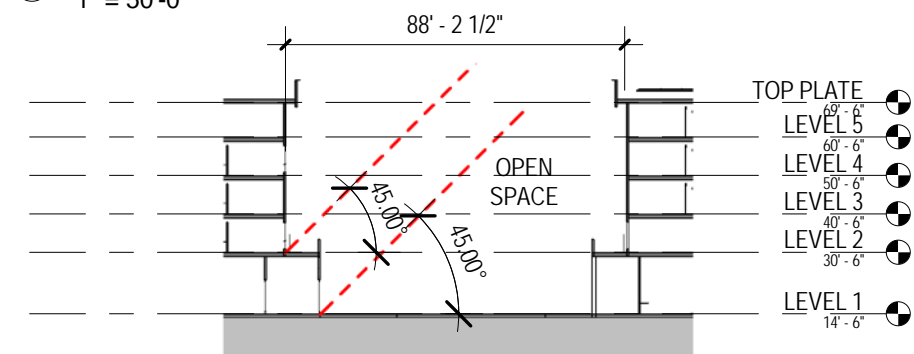
COMMON OPEN SPACE  
PRIVATE OPEN SPACE  
PUBLIC OPEN SPACE



3 OPEN SPACE SECTION A - LOT 41  
1" = 50'-0"



4 OPEN SPACE SECTION B - LOT 42  
1" = 50'-0"



5 OPEN SPACE SECTION C - LOT 42  
1" = 50'-0"

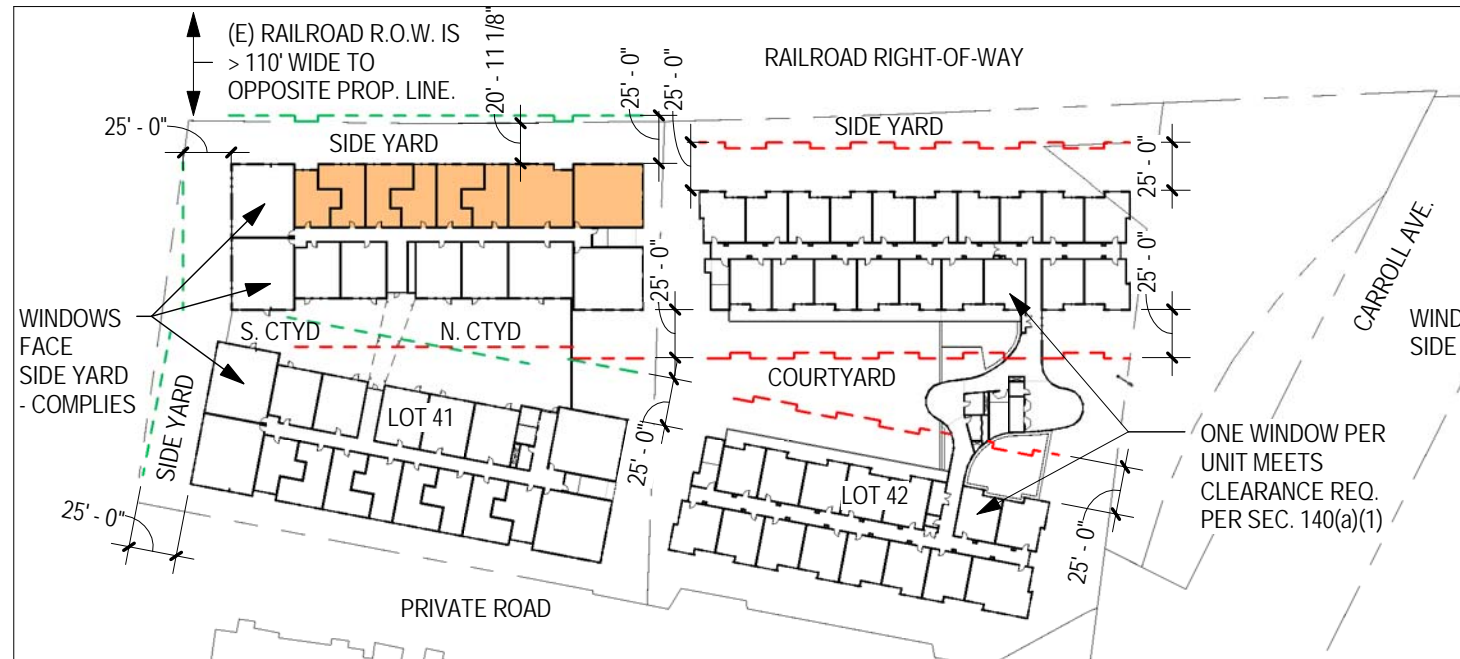
OPEN SPACE - LOT 41		
SOUTH MEWS	PUBLIC OPEN SPACE	4240 SF
NORTH COURTYARD	COMMON OPEN SPACE	4791 SF
		9031 SF

OPEN SPACE - LOT 42		
NORTH MEWS	PUBLIC OPEN SPACE	5948 SF
UNIT PATIOS	PRIVATE OPEN SPACE	762 SF
UNIT PATIOS	PRIVATE OPEN SPACE	800 SF
COURTYARD	COMMON OPEN SPACE	7348 SF
		14858 SF

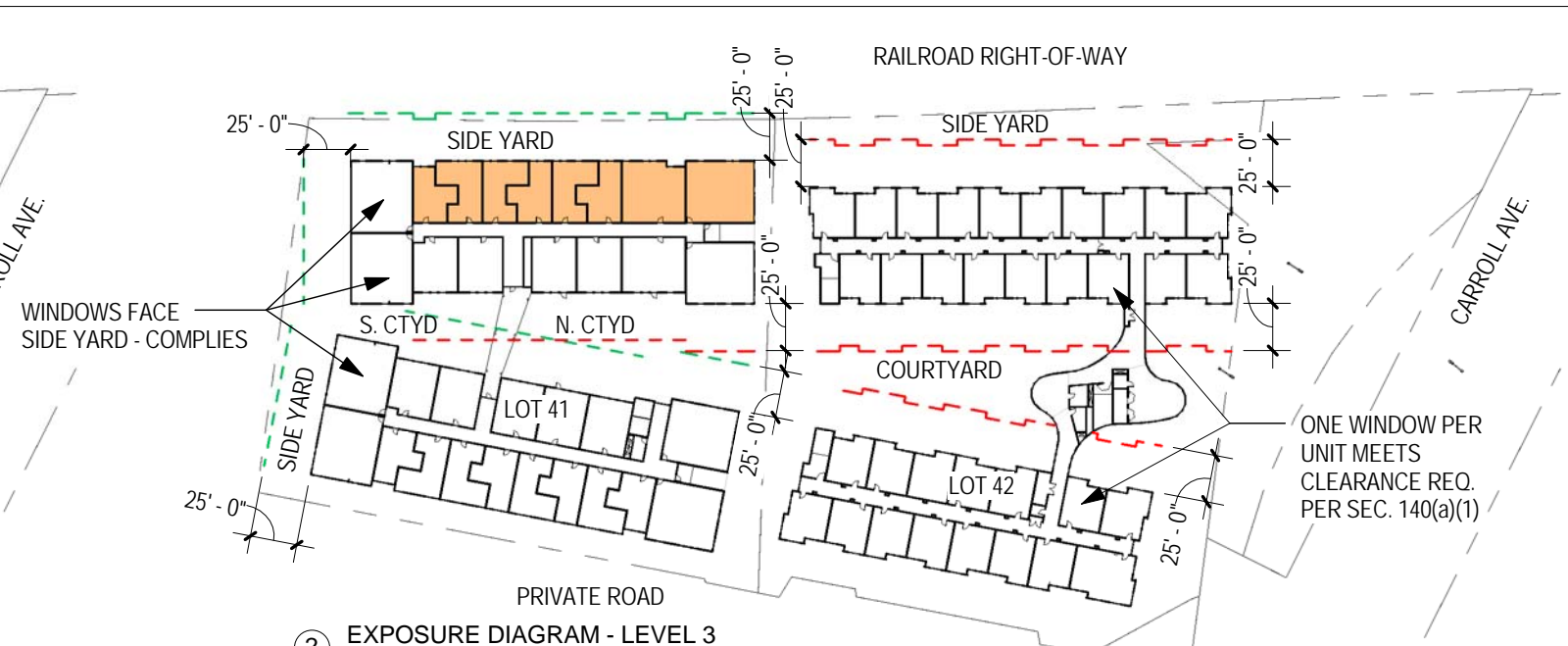
Open Space Summary - LOT 41 (Code Table 135A)	
Total Usable Open Space Req'd: (36SF x 1.33 x 150 units) =	7,182 SF
Total Usable Open Space Provided:	9,031 SF
9,031 SF(Provided) > 7,182 SF (Req'd)	
Open Space Summary - LOT 42 (Code Table 135A, Section (d)(3))	
Total Usable Open Space Req'd: ((36SF x 1.33= 48 SF/ 2* x (121 units)) =	2,904 SF
Total Usable Open Space Provided:	14,858 SF
14,858 SF SF(Provided) > 2,904 SF (Req'd)	

\* For Senior Housing

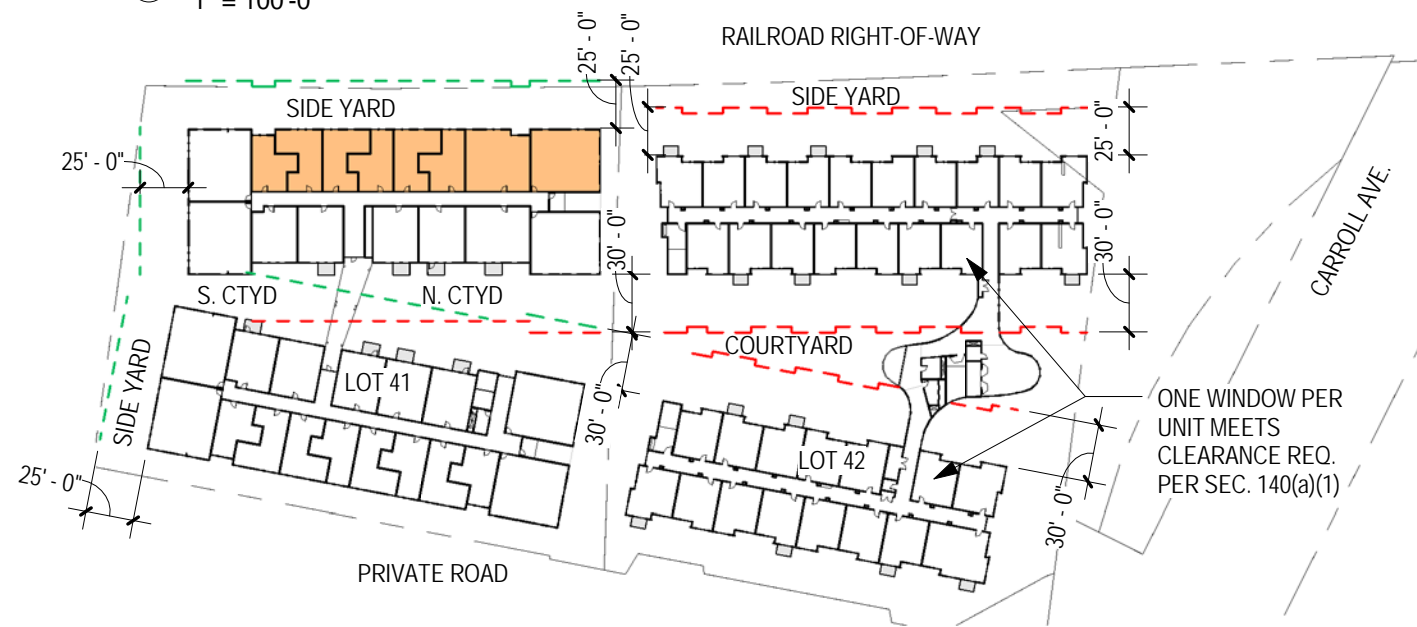




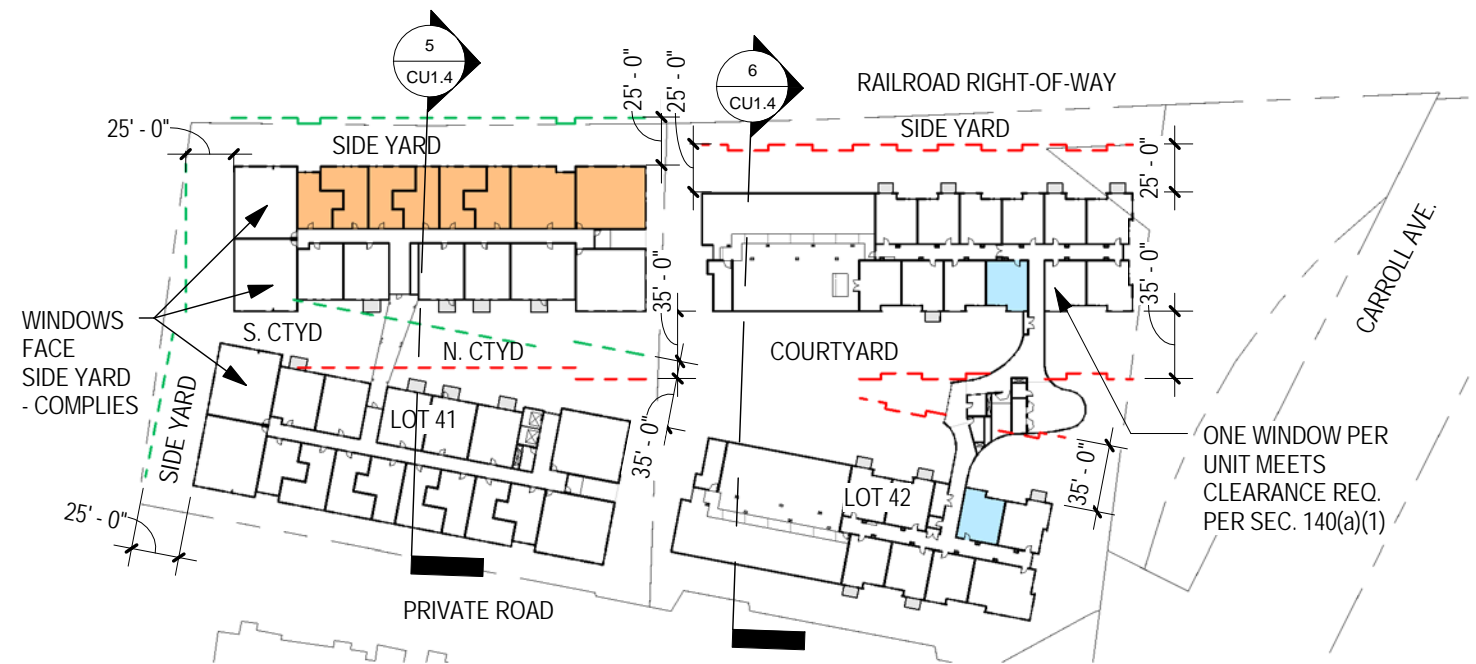
1 EXPOSURE DIAGRAM - LEVEL 2  
1" = 100'-0"



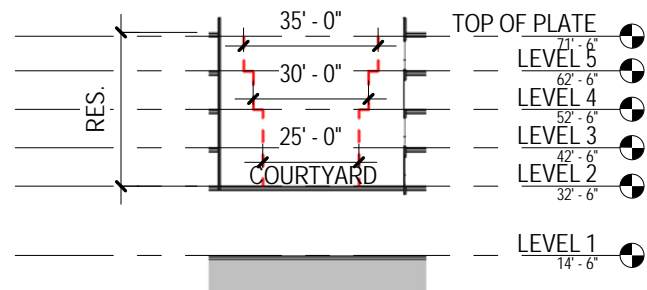
2 EXPOSURE DIAGRAM - LEVEL 3  
1" = 100'-0"



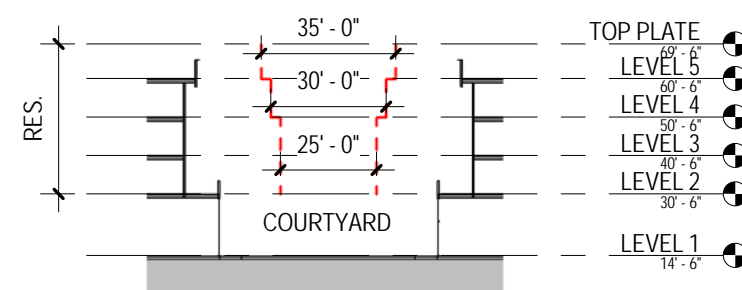
3 EXPOSURE DIAGRAM - LEVEL 4  
1" = 100'-0"



4 EXPOSURE DIAGRAM - LEVEL 5  
1" = 100'-0"



5 EXPOSURE SECTION - LOT 41  
1" = 50'-0"

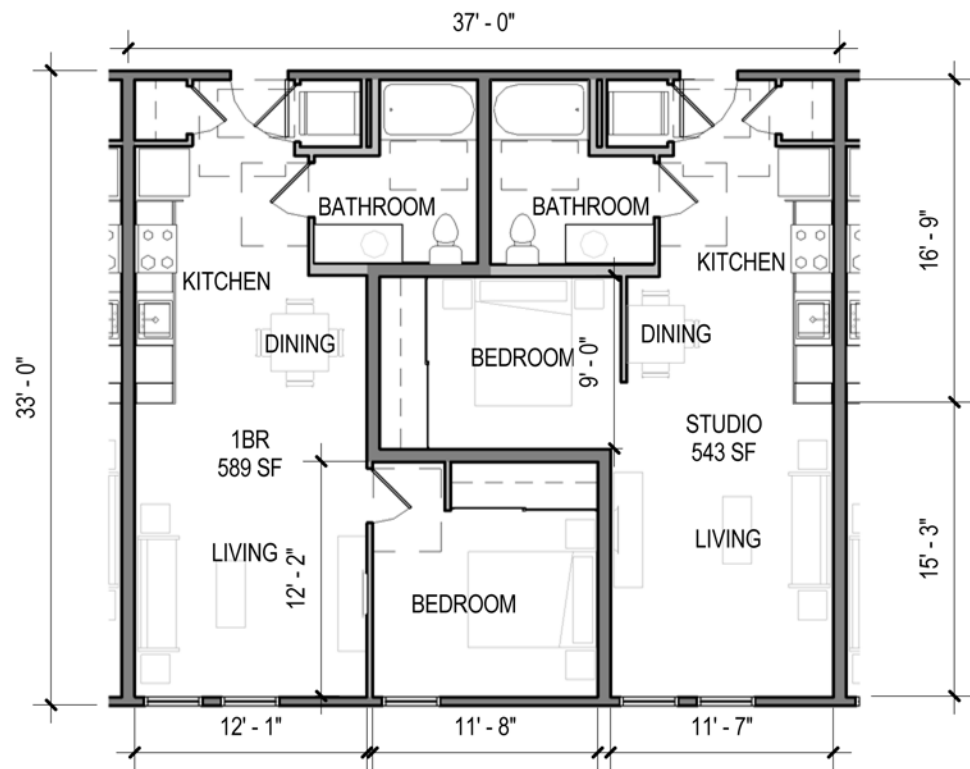


6 EXPOSURE SECTION - LOT 42  
1" = 50'-0"

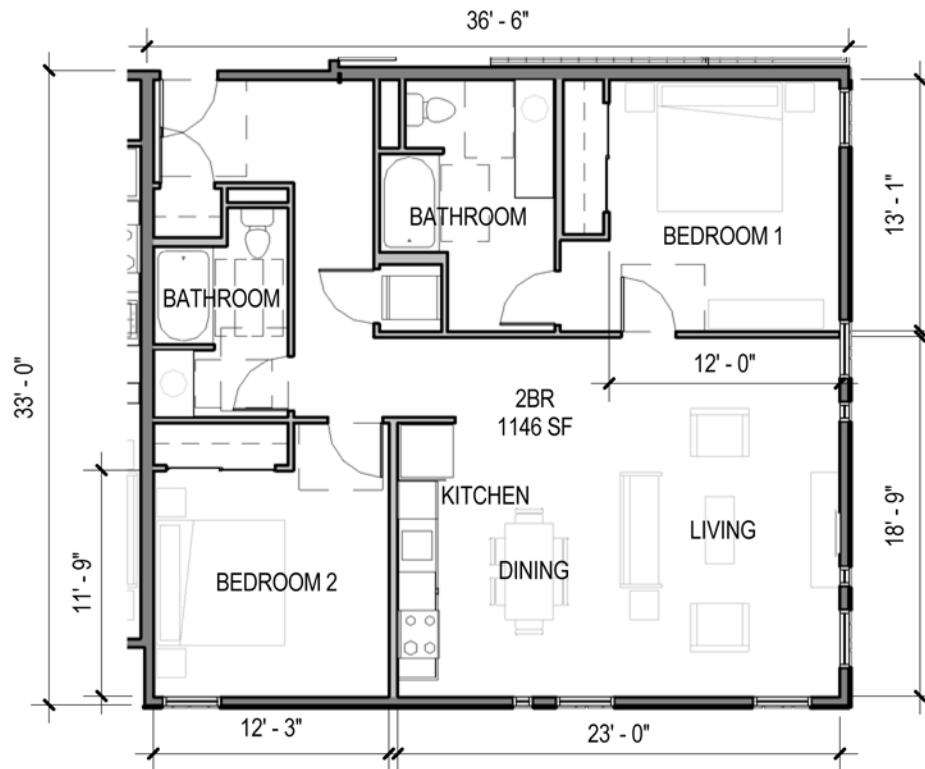
ORANGE COLOR INDICATES UNIT DOES NOT COMPLY W/ SECTION 140(a)(1) OF THE SAN FRANCISCO PLANNING CODE, TYP. EXCEPTION REQUESTED FOR (32) UNITS AT LOT 41

BLUE COLOR INDICATES UNIT DOES NOT COMPLY W/ SECTION 140(a)(2) OF THE SAN FRANCISCO PLANNING CODE, TYP. EXCEPTION REQUESTED FOR (2) UNITS AT LOT 42





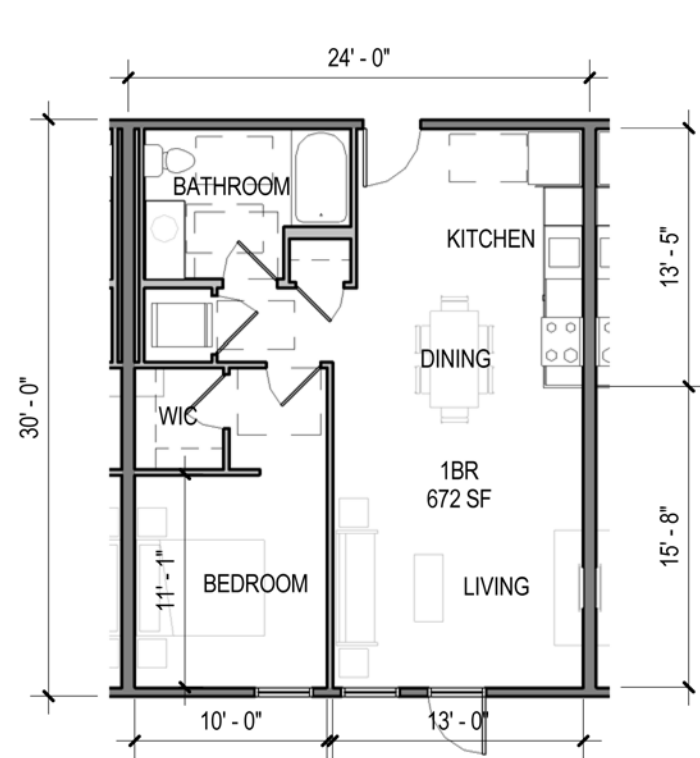
① LOT 41 UNIT PLAN - 1BR/S NESTED  
1" = 10'-0"



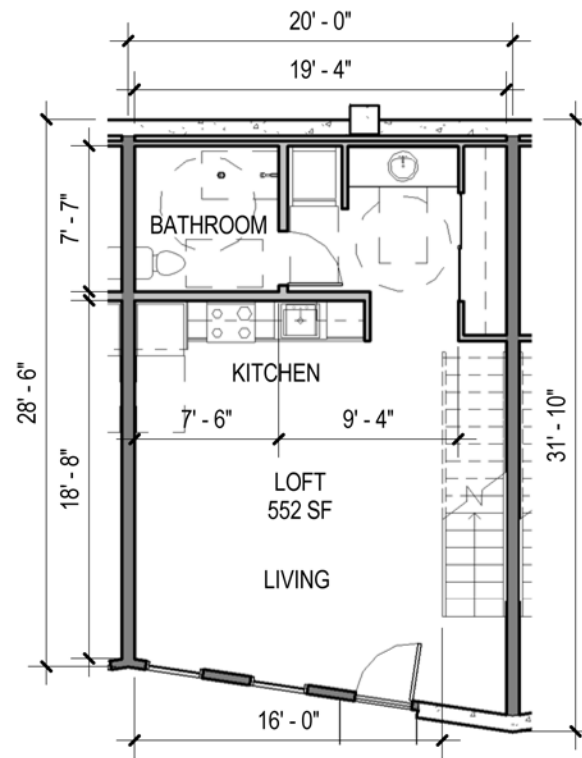
② LOT 41 UNIT PLAN - 2BR CORNER  
1" = 10'-0"



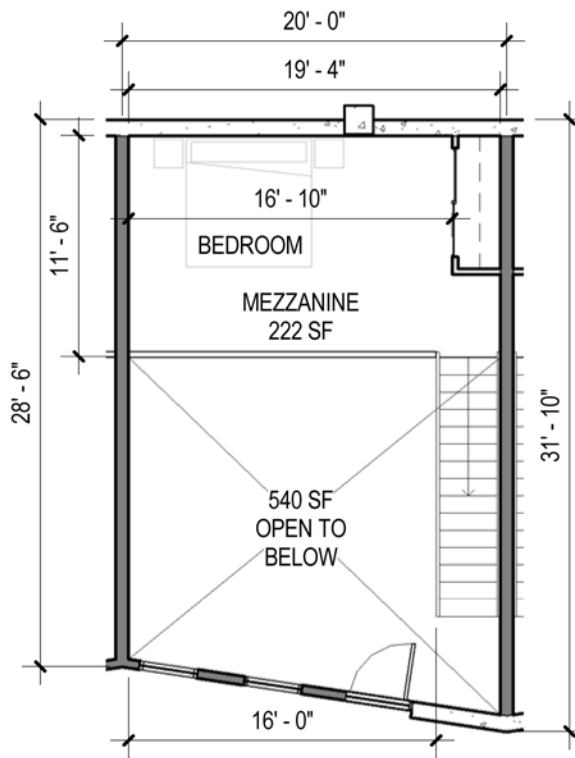
③ LOT 41 UNIT PLAN - 2BR  
1" = 10'-0"



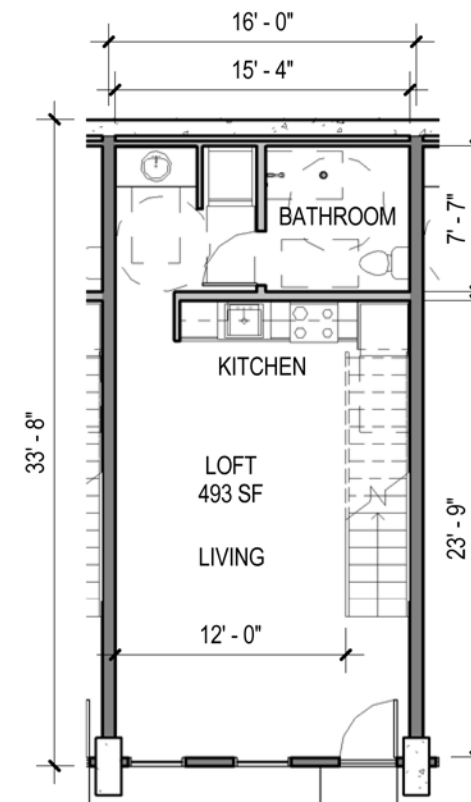
④ LOT 41 UNIT PLAN - 1BR  
1" = 10'-0"



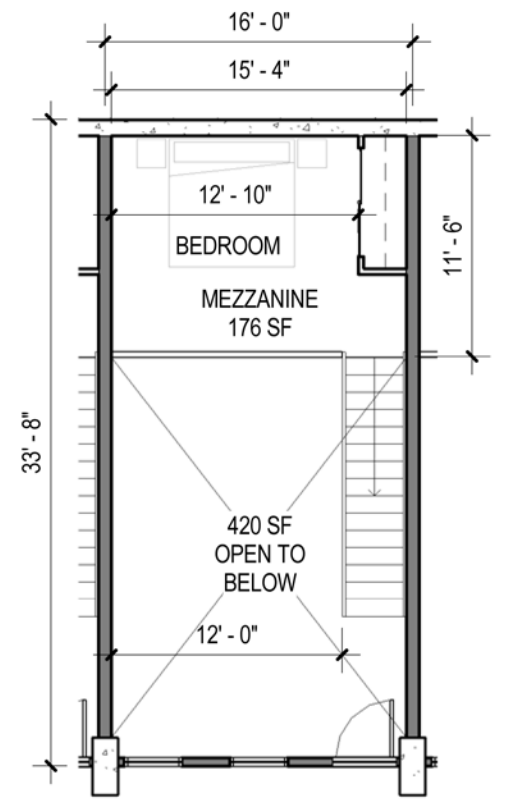
⑤ LOT 41 UNIT PLAN - LOFT 1  
1" = 10'-0"



⑦ LOT 41 UNIT PLAN - LOFT 1 MEZZ.  
1" = 10'-0"

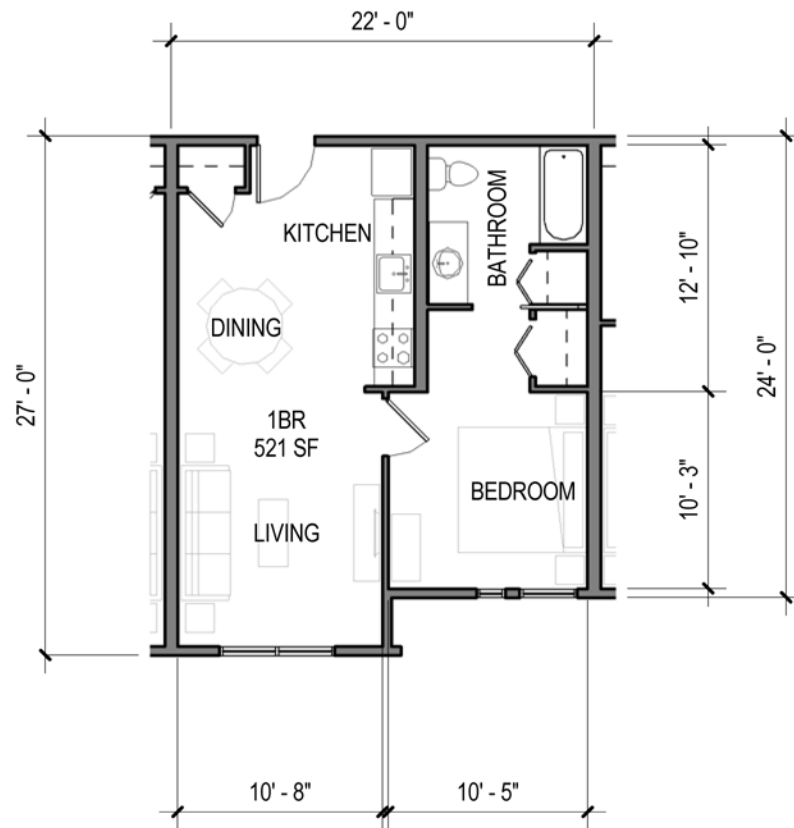


⑥ LOT 41 UNIT PLAN - LOFT 2  
1" = 10'-0"

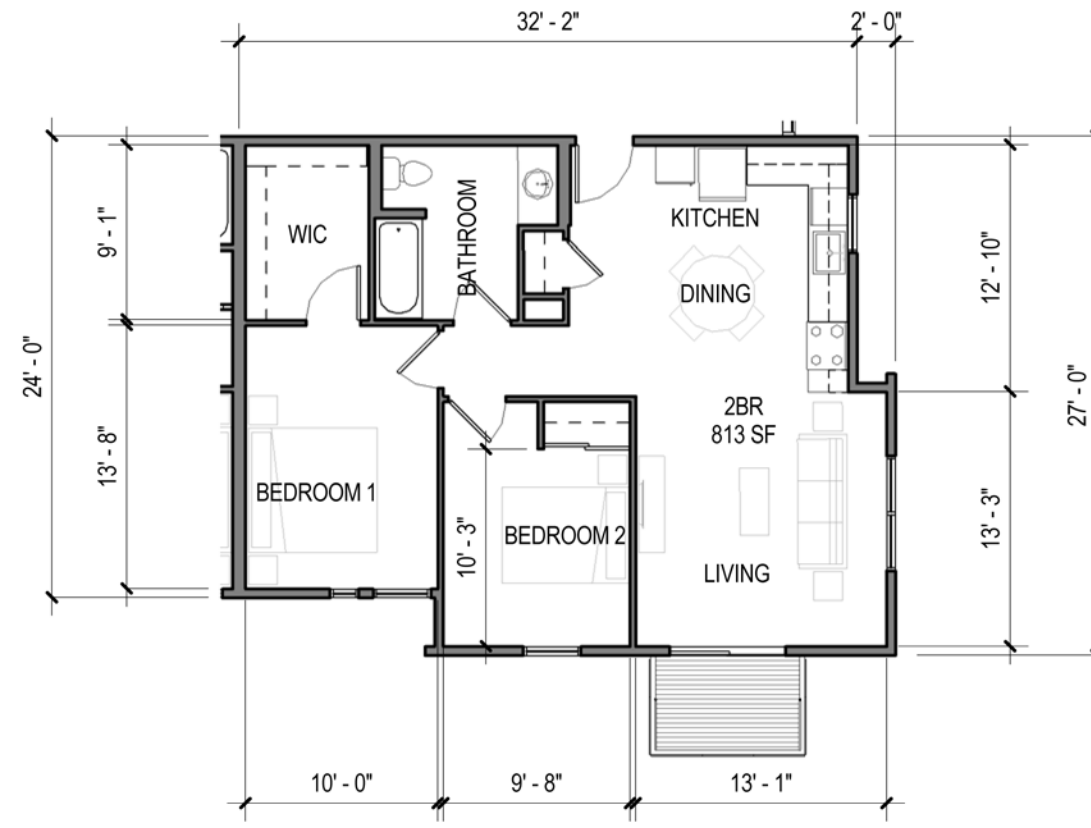


⑧ LOT 41 UNIT PLAN - LOFT 2 MEZZ.  
1" = 10'-0"



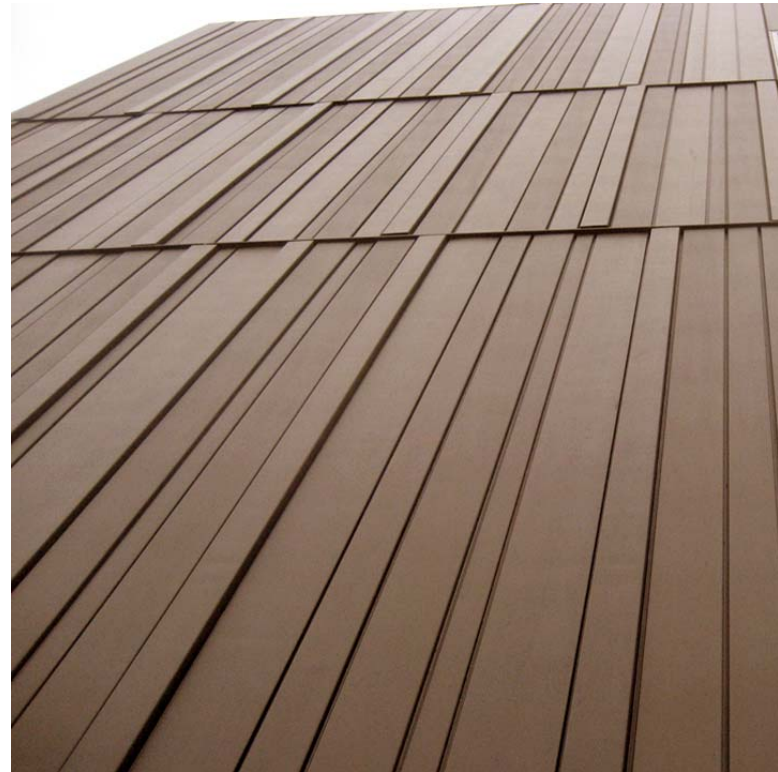


① LOT 42 UNIT PLAN - 1BR  
1" = 10'-0"



② LOT 42 UNIT PLAN - 2BR  
1" = 10'-0"





VERTICAL HARDI-TRIM OVER HARDI-PANEL



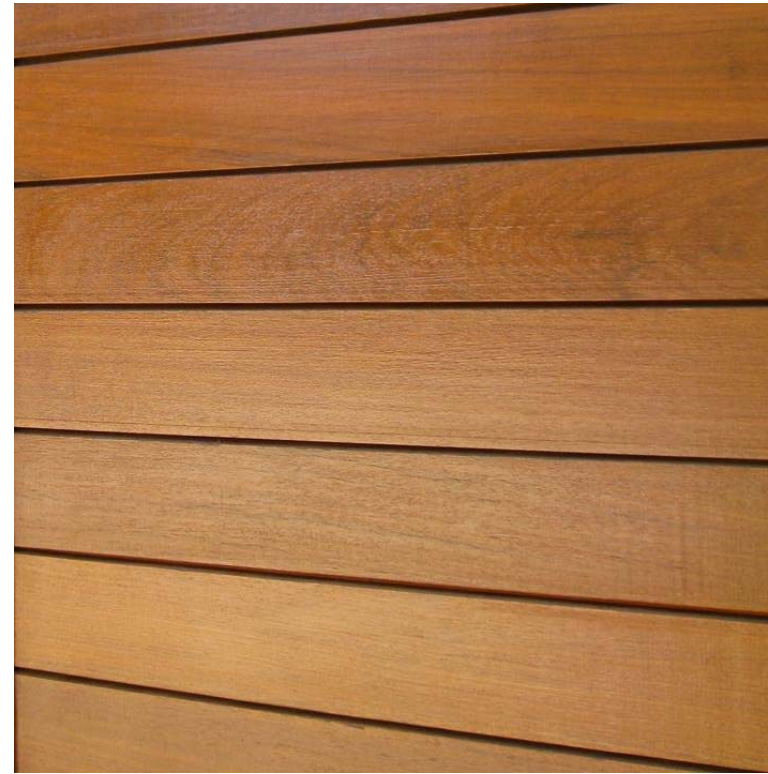
PERFORATED METEL BALCONY RAILINGS WITH AFROCENTRIC PATTERN



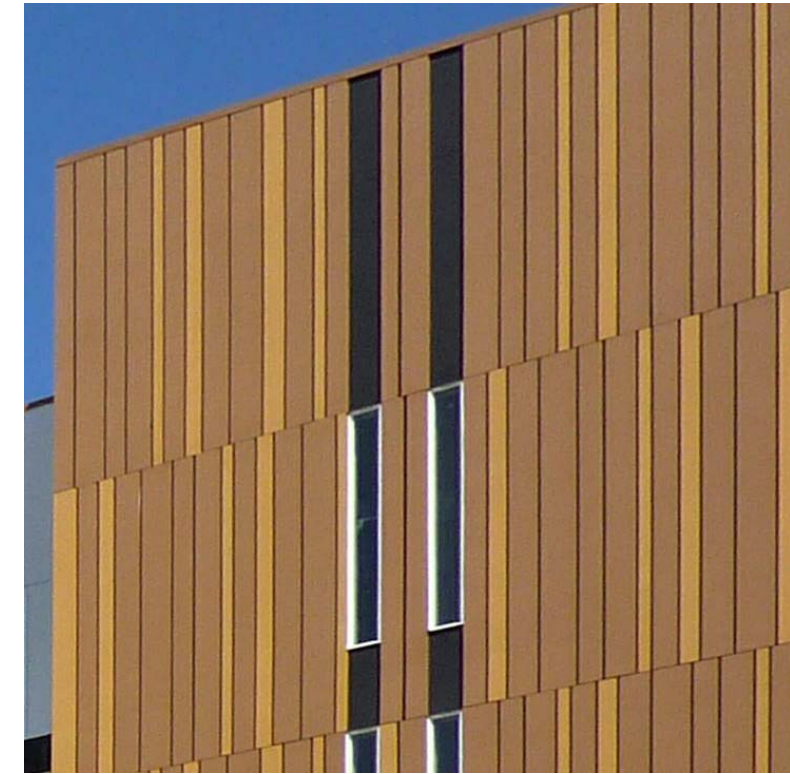
CEMENT PLASTER WITH THERMALLY BROKEN ALUMINUM WINDOWS



BOARD FORM CONCRETE AND STOREFRONT WINDOWS



IPE WOOD SIDING - LOT 41 ONLY



VERTICAL HARDI-TRIM WITH ACCENT COLORS- LOT 42 ONLY



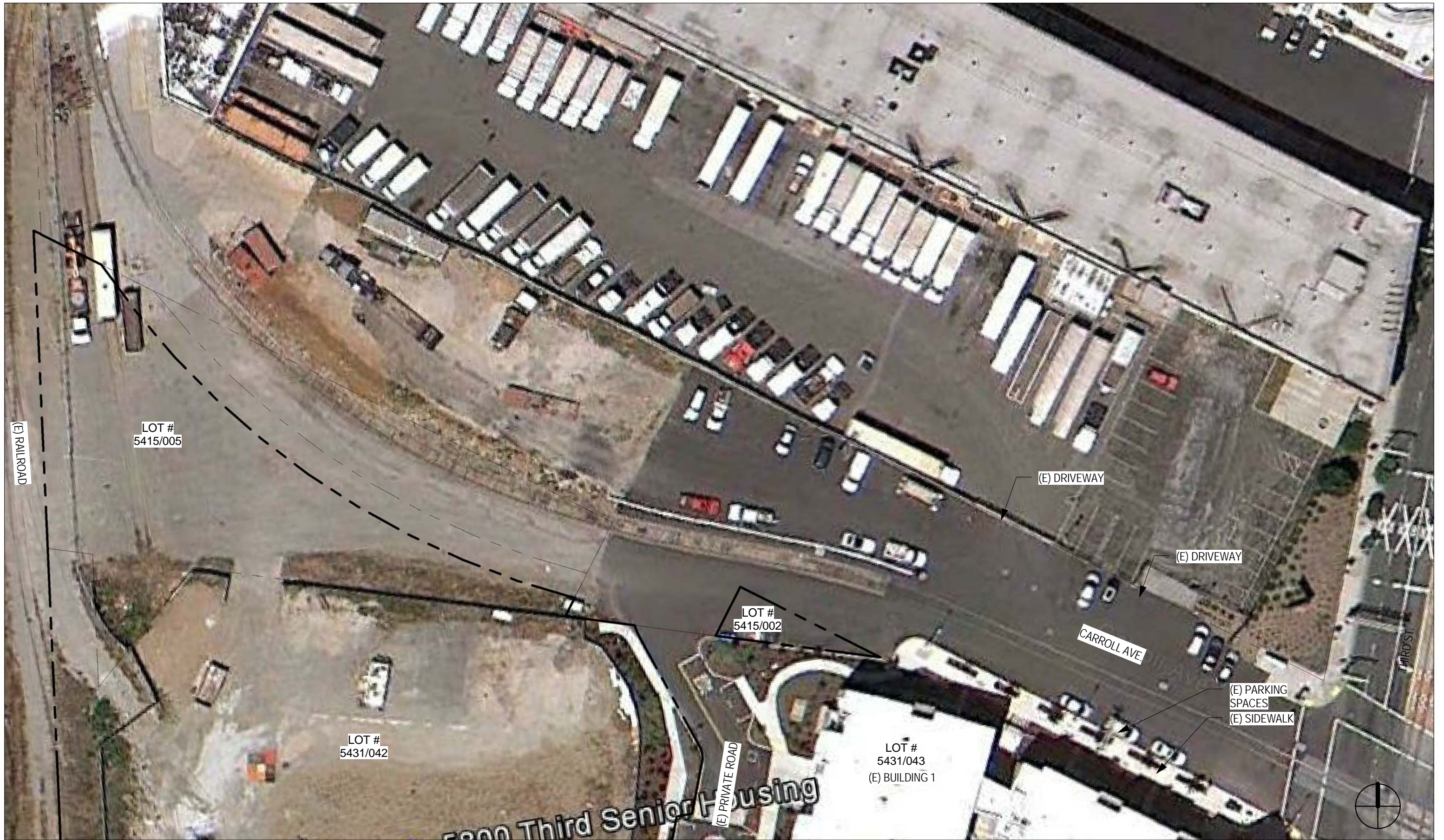
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## MATERIALS

5800 Third Street -Lots #41 & #42

project number 20903  
scale  
date 09/19/12  
drawn by APP, BRJ

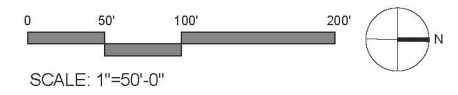




















**PROGRAMMATIC ELEMENTS**

1 NEW SIDEWALK	19 WATER FEATURE
2 PARKING	20 OUTDOOR BBQ AREA
3 TRUNCATED DOMES	21 DINING TABLES AND CHAIRS
4 VEHICLE TURN AROUND	22 GLASS FENCE
5 PLANTING	23 KITCHEN GARDEN (STAFF)
6 HABITAT GARDEN	24 CITRUS GROVE
7 REDWOOD GROVE	25 MEWS WALKWAY
8 PERMEABLE PAVING	26 SCULPTURE
9 ENTRY	27 HORSE SHOE PIT
10 SEAT WALL/WAITING AREA	28 WIND WALL
11 SENSORY PLANTING	29 FLOW THROUGH PLANTER
12 BOLLARD	30 FIRE PIT
13 SPEED TABLE	31 NEW PALM TREES
14 PAVING	32 PRIVATE PATIO
15 ALCOVE SEATING	33 DRIVEWAY TO DELANCY STREET FOUNDATION
16 TAI CHI AREA	34 EXISTING SIDEWALK
17 SEATING	35 WIND SCREEN PLANTING
18 RAISED GARDEN BOXES (RESIDENTS)	36 BAMBOO PLANTING
	37 MONUMENT SIGNAGE FOR SENIOR CENTER AND HOUSING







**PROGRAMMATIC ELEMENTS**

1 NEW SIDEWALK	19 WATER FEATURE
2 PARKING	20 OUTDOOR BBQ AREA
3 TRUNCATED DOMES	21 DINING TABLES AND CHAIRS
4 VEHICLE TURN AROUND	22 GLASS FENCE
5 PLANTING	23 KITCHEN GARDEN (STAFF)
6 HABITAT GARDEN	24 CITRUS GROVE
7 REDWOOD GROVE	25 MEWS WALKWAY
8 PERMEABLE PAVING	26 SCULPTURE
9 ENTRY	27 HORSE SHOE PIT
10 SEAT WALL/WAITING AREA	28 WIND WALL
11 SENSORY PLANTING	29 FLOW THROUGH PLANTER
12 BOLLARD	30 FIRE PIT
13 SPEED TABLE	31 NEW PALM TREES
14 PAVING	32 PRIVATE PATIO
15 ALCOVE SEATING	33 DRIVEWAY TO DELANCY STREET FOUNDATION
16 TAI CHI AREA	34 EXISTING SIDEWALK
17 SEATING	35 WIND SCREEN PLANTING
18 RAISED GARDEN BOXES (RESIDENTS)	36 BAMBOO PLANTING
	37 MONUMENT SIGNAGE FOR SENIOR CENTER AND HOUSING

**db** david baker + partners  
 dbarchitect.com  
 461 second street loft 127  
 san francisco california 94107  
 v.415.896.6700 f.415.896.6103

**ENLARGED LANDSCAPE PLAN - LOT 42**  
 5800 Third -Lots 41 & 42



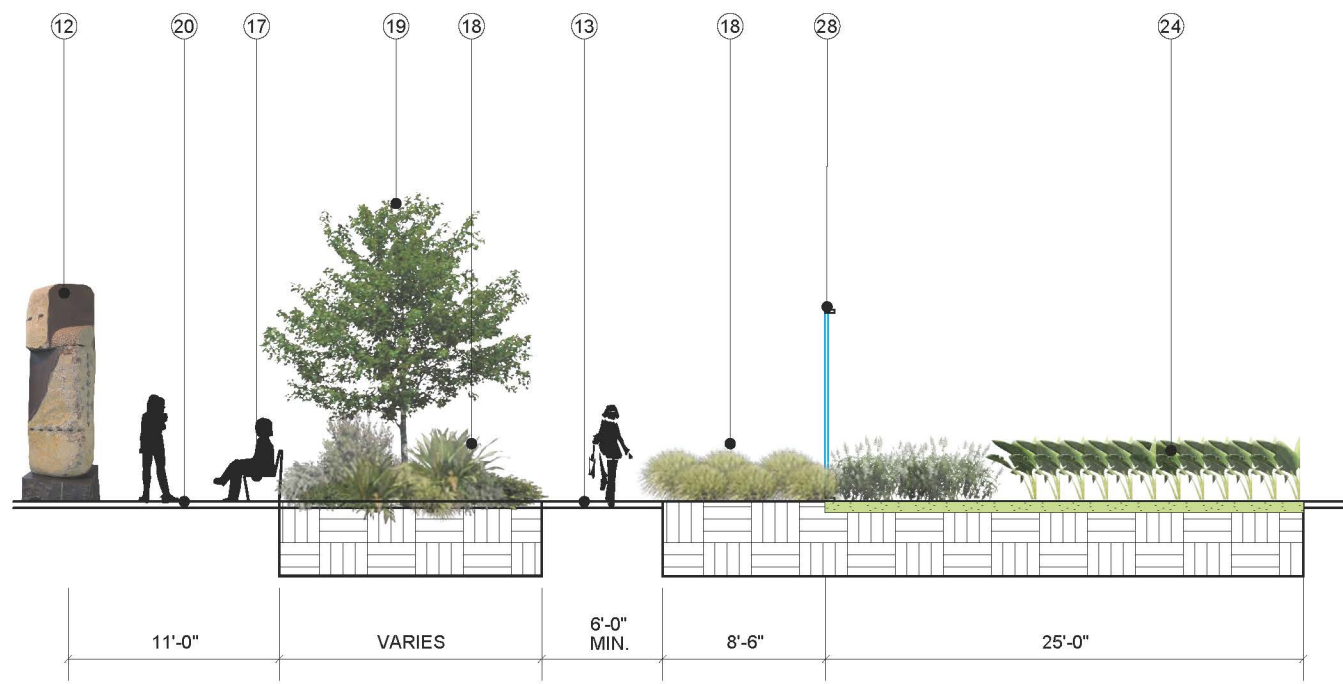
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 date 09/19/2012  
 drawn by MN/SH



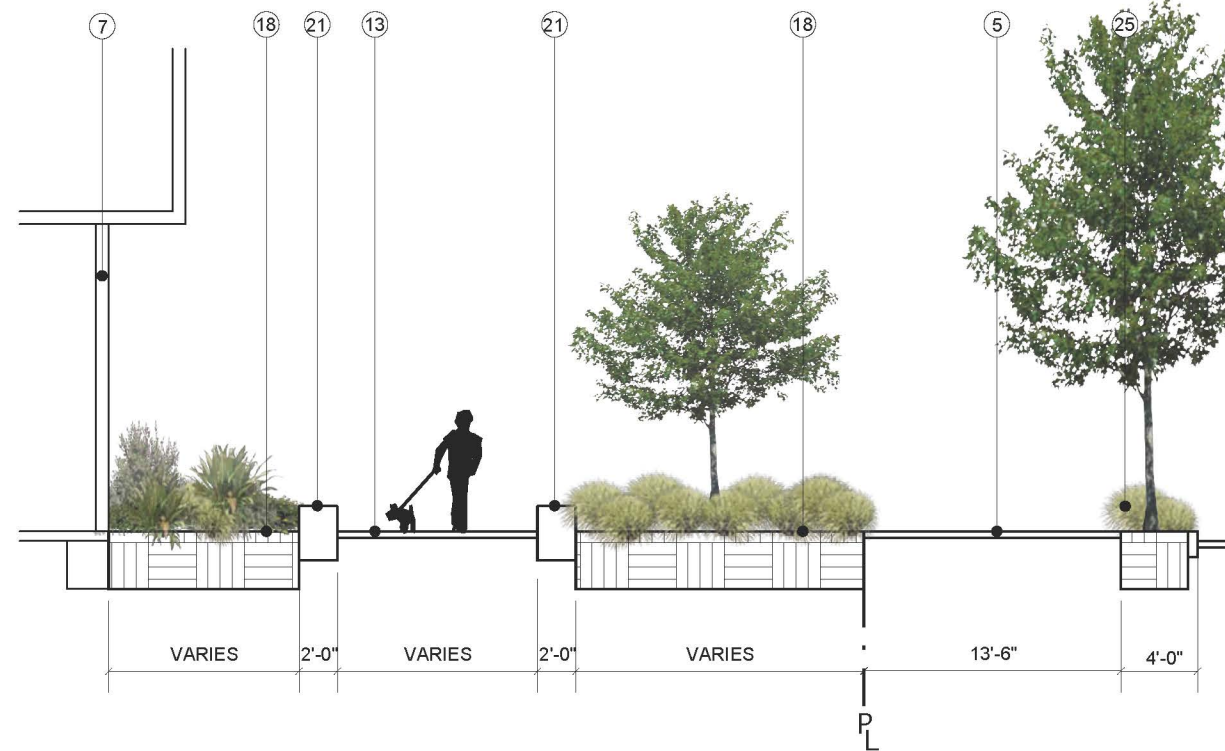


PROGRAMMATIC ELEMENTS			
1	NEW SIDEWALK	19	WATER FEATURE
2	PARKING	20	OUTDOOR BBQ AREA
3	TRUNCATED DOMES	21	DINING TABLES AND CHAIRS
4	VEHICLE TURN AROUND	22	GLASS FENCE
5	PLANTING	23	KITCHEN & RAISED FOOD GARDEN
6	HABITAT GARDEN	24	CITRUS GROVE
7	REDWOOD GROVE	25	MEWS WALKWAY
8	PERMEABLE PAVING	26	SCULPTURE
9	ENTRY	27	HORSE SHOE PIT
10	SEAT WALL/WAITING AREA	28	WIND WALL
11	SENSORY PLANTING	29	FLOW THROUGH PLANTER
12	BOLLARD	30	FIRE PIT
13	SPEED TABLE	31	NEW PALM TREES
14	PAVING	32	PRIVATE PATIO
15	ALCOVE SEATING	33	DRIVEWAY TO DELANCY STREET FOUNDATION
16	TAI CHI AREA	34	EXISTING SIDEWALK
17	SEATING	35	WIND SCREEN PLANTING
18	BIO SWALE	36	NEW BAMBOO PLANTING
		37	MONUMENT SIGNAGE FOR SENIOR CENTER AND HOUSING
		38	CROSSWALK

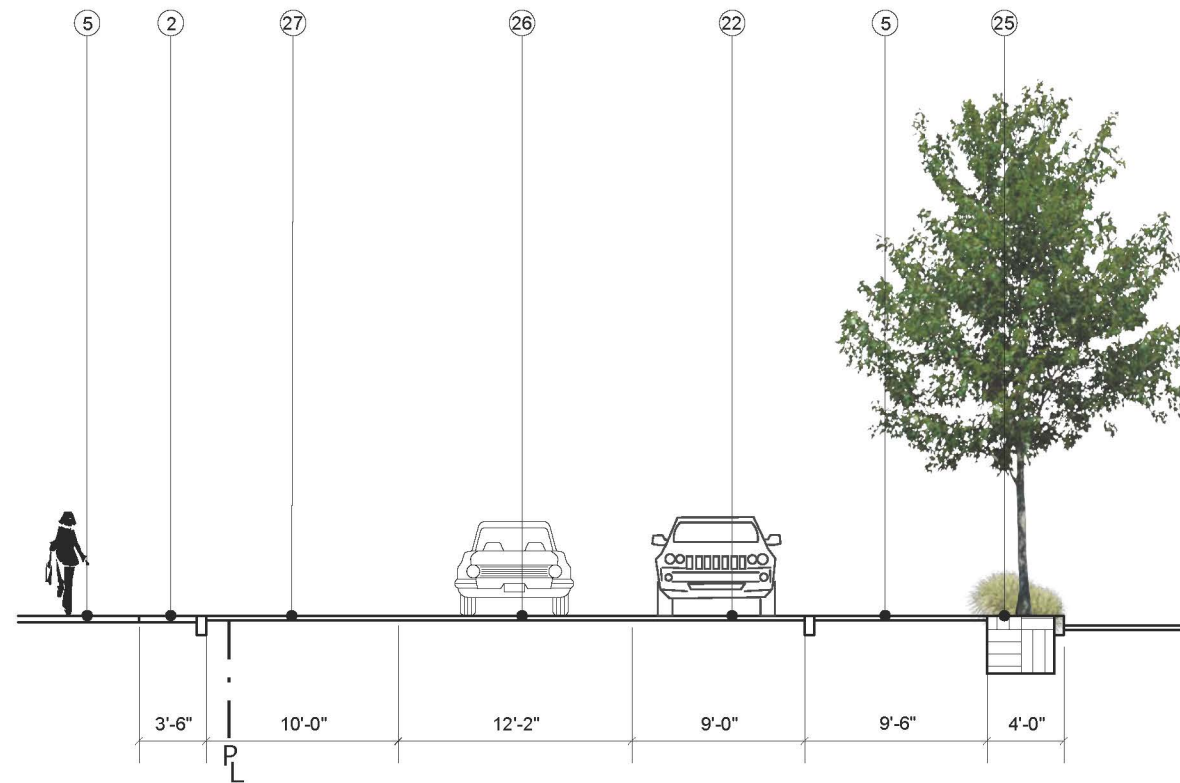




1 MEWS AT CITRUS GROVE  
SCALE: 1" = 10'-0"



2 FRONT SIDEWALK @ CARROL AVENUE  
SCALE: 1" = 10'-0"



3 ENTRY AT DROP OFF AND PARKING  
SCALE: 1" = 10'-0"



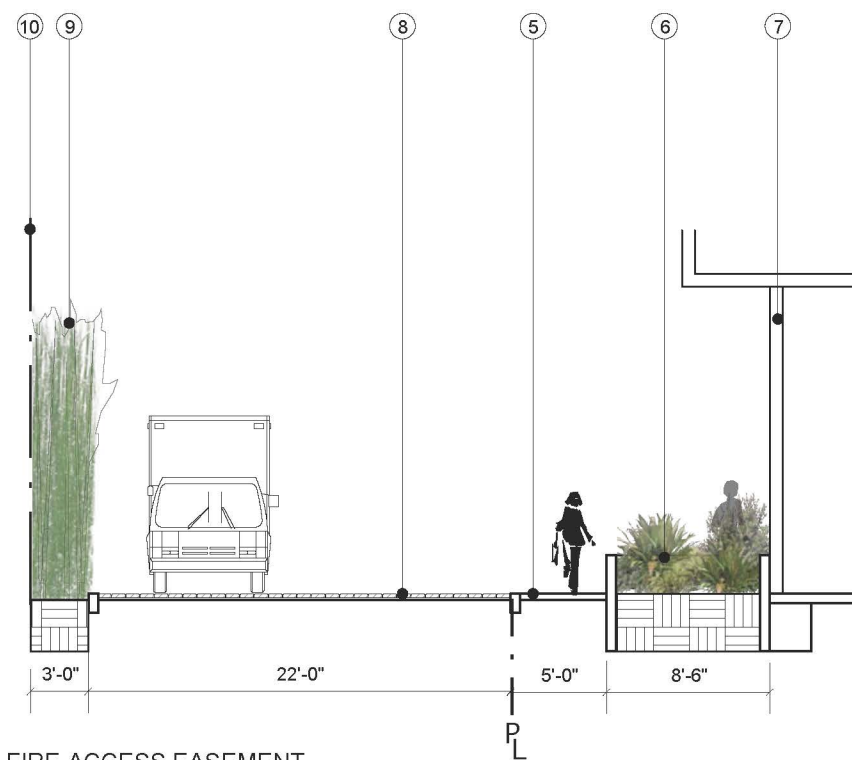
4 PRIVATE ROAD  
SCALE: 1" = 10'-0"

- LEGEND**
- 1 PRIVATE ROAD
  - 2 TRUNCATED DOME
  - 3 STREET TREE BEYOND
  - 4 STREET TREE
  - 5 SIDEWALK
  - 6 FLOW THROUGH PLANTER
  - 7 BUILDINGWALL
  - 8 PERMEABLE PAVING
  - 9 BAMBOO PLANTING
  - 10 PROPERTY LINE
  - 11 SENSORY PLANTING
  - 12 SCULPTURE
  - 13 WALKWAY
  - 14 PALM TREE
  - 15 PODIUM COURTYARD
  - 16 PATIO
  - 17 SEATING
  - 18 PLANTING
  - 19 CITRUS TREE
  - 20 PLAZA
  - 21 SEATING WALL
  - 22 PARKING
  - 23 LOW FENCE
  - 24 KITCHEN GARDEN (STAFF)
  - 25 STREET TREE AND PLANTING
  - 26 DRIVEWAY
  - 27 LOADING ZONE
  - 28 GLASS FENCE

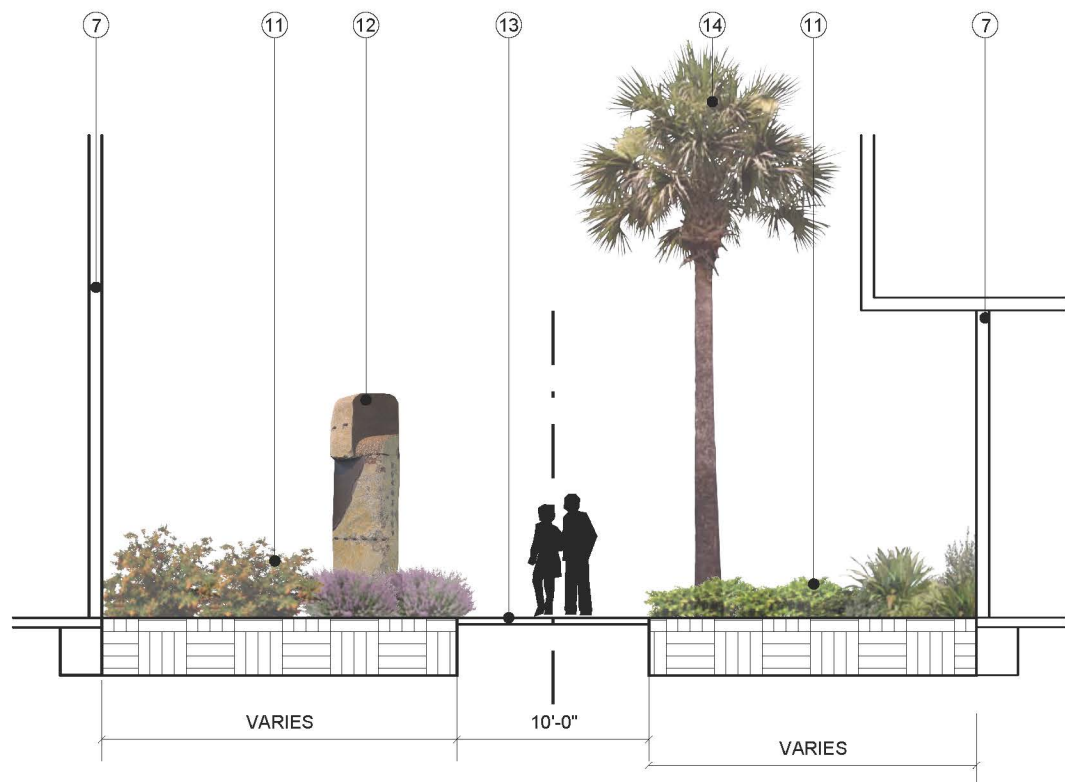




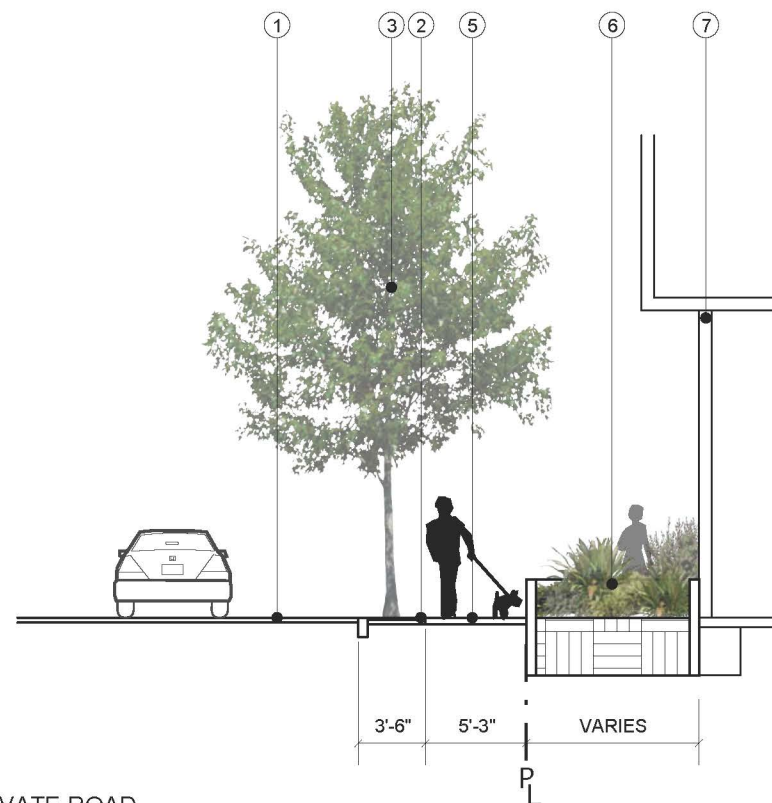
1 MEWS AT CITRUS GROVE  
SCALE: 1" = 10'-0"



2 FIRE ACCESS EASEMENT  
SCALE: 1" = 10'-0"



3 MEWS AT ENTRANCE  
SCALE: 1" = 10'-0"



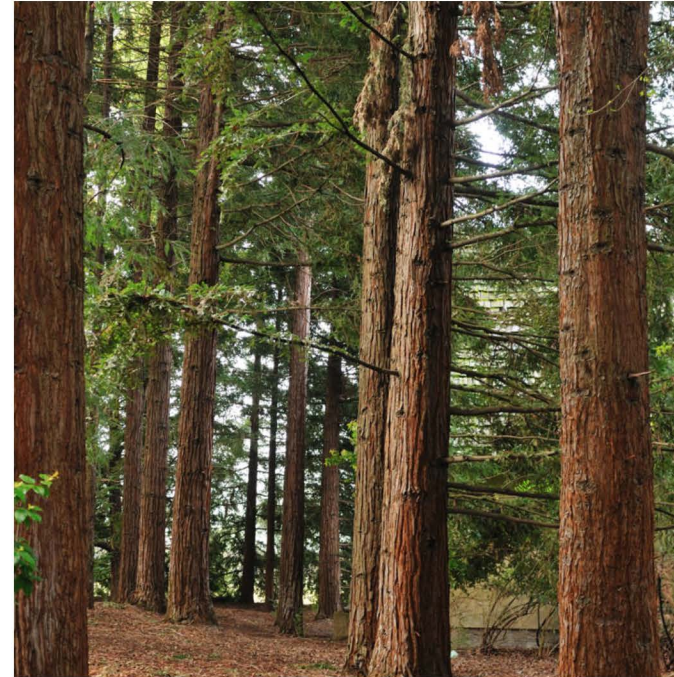
4 PRIVATE ROAD  
SCALE: 1" = 10'-0"

- LEGEND**
- ① PRIVATE ROAD
  - ② TRUNCATED DOME
  - ③ STREET TREE BEYOND
  - ④ STREET TREE
  - ⑤ SIDEWALK
  - ⑥ FLOW THROUGH PLANTER
  - ⑦ BUILDING WALL
  - ⑧ PERMEABLE PAVING
  - ⑨ BAMBOO PLANTING
  - ⑩ PROPERTY LINE
  - ⑪ SENSORY PLANTING
  - ⑫ SCULPTURE
  - ⑬ WALKWAY
  - ⑭ PALM TREE
  - ⑮ PODIUM COURTYARD
  - ⑯ PATIO
  - ⑰ SEATING
  - ⑱ PLANTING
  - ⑲ CITRUS TREE
  - ⑳ PLAZA
  - ㉑ SEATING WALL
  - ㉒ PARKING
  - ㉓ LOW FENCE
  - ㉔ KITCHEN GARDEN (STAFF)
  - ㉕ STREET TREE IN TREE WELL (TREE GRATES @ DROP-OFF)
  - ㉖ DRIVEWAY
  - ㉗ BOLLARD
  - ㉘ GLASS FENCE

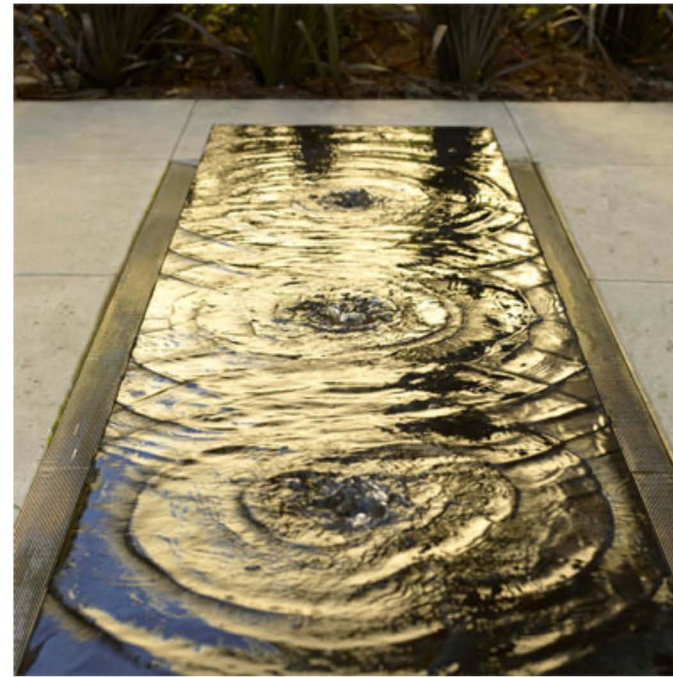




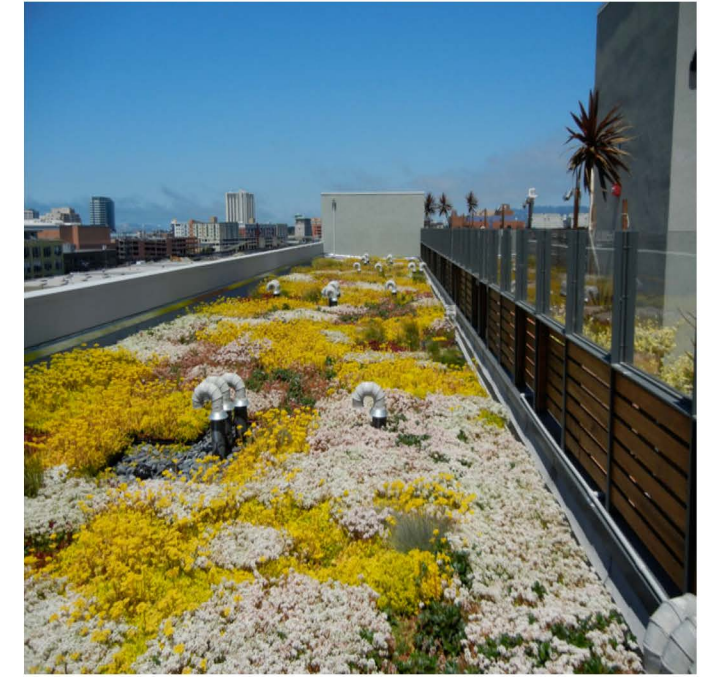
SENSORY PLANTINGS



REDWOOD GROVE



WATER FEATURE



GREEN ROOF



ALCOVE SEATING



OUTDOOR BBQ



KITCHEN GARDEN



SPORT COURT



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dbarchitect.com  
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**MATERIALS**  
5800 Third -Lot 41 & 42



project number 20903  
scale  
date 09/19/2012  
drawn by MN/SH





- 1 Lot 5431/042 - City and County of San Francisco ownership
  - 2 20' wide railroad easement on Lot 41 and 42
  - 3 25' wide emergency vehicle access roadway easement on Lot 41 and 42
  - 4 Railroad and emergency vehicle easement overlap
  - 5 City and County of San Francisco ownership, Lot 5415/005 & Lot 5415/002
  - 6 Carroll Ave. and Lane street public R.O.W.
  - 7 Lot 43
- Senior project boundary



### **5800 3<sup>rd</sup> Street, Lot 42 – Explanation of Lots**

An explanation about the lots associated with the Senior Project has been requested including information regarding ownership and use of the lots. A detailed explanation is provided below.

The City and County of San Francisco, successor agency to the San Francisco Redevelopment Agency, owns Lot 5431/042. Please see Item 1 in the attached Senior Project & Public Improvements – Parcel and Easement Map. As indicated on the Parcel and Easement Map, the senior building will be built on this lot.

The City and County of San Francisco is currently in the process of purchasing Lots 5415/005 and 5415/002 from Union Pacific Railroad Corporation, making the City the sole owner of the land associated with the Senior Project and Carroll Avenue public improvements. Lots 5415/005 and 5415/002 are shown as item 5 on the attached Parcel and Easement Map.

The purchase of Lot 5415/005 will allow for a drop-off area for clients using the senior center, additional green space, and continuity in the public improvement enhancements along Carroll Avenue. The drop-off area and improved green space are included in the project boundary with Lot 42 and have been incorporated in the project area calculation. The project boundary is shown as a red dotted line on the Parcel and Easement Map. The portion of Lot 5415/005 that is not the project boundary is part of the public right of way and is not included in the project area calculation.

The smaller, triangular Lot 5415/002 will stay in the public right of way to be improved with the rest of Carroll Avenue and is not included in the project area calculation. In addition to Carroll Avenue, the fire access lane behind the project will also be improved.

At initial financial closing, two Ground Lease Agreements will be executed between the City and County of San Francisco (as the owner of the land) and the owners of the senior center and residential improvements. A Memorandum of Ground Lease will be recorded for each owner. The ground leases will include only land located within the project boundary. Therefore only Lot 042 and the piece of Lot 5415/005 that is within the project boundary to serve as a drop-off area and green space will be included in the ground leases. Any land in the Carroll Avenue public right of way, including Lot 5412/002 and a portion of Lot 5412/005, or surplus, unimproved land acquired from Union Pacific will not be leased to the owners of the senior center and residential improvements.





1. LOT 5431/042- CITY AND COUNTY OF SAN FRANCISCO OWNERSHIP
2. 20' WIDE RAILROAD EASEMENT ON LOT 41 AND 42
3. 25' WIDE EMER. VEHICLE ACCESS ROADWAY EASEMENT ON LOT 41 AND 42.
4. RAILROAD AND EMER. VEHICLE EASEMENT OVERLAP
5. CITY AND COUNTY OF SAN FRANCISCO OWNERSHIP, LOT 5415/005 & LOT 5415/002
6. CARROLL AVE. AND LANE STREET PUBLIC R.O.W.
7. LOT 43

\*SENIOR PROJECT BOUNDARY REPRESENTED BY DOTTED RED LINE





# SAN FRANCISCO PLANNING DEPARTMENT

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*Subject to: (Select only if applicable)*

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

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Planning  
Information:  
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## Planning Commission Draft Motion

HEARING DATE: OCTOBER 25, 2012

*Date:* October 4, 2012

*Case No.:* **2012.0045CE**

*Project Address:* 5800 Third Street

*Block/Lot(s):* 5431A/ 041 – Building No. 3  
5431A/ 042 – Building No. 4  
5431A/ 043 – Buildings No. 1 & 2  
5415/ 002, 005 – Carroll Avenue

*Zoning:* M-1 (Manufacturing, General) District  
Bayview-Hunters Point Redevelopment Plan  
65-J Height & Bulk District

*Project Sponsor:* Lots 041 & 043:  
Holiday Development  
Third Street Equity Partners LLC  
1201 Pine Street, Suite 151,  
Oakland, CA 94607

Lots 042, 002, 005:  
McCormack Baron Salazar  
50 California Street, Suite 1500  
San Francisco, CA 94111

*Staff Contact:* Tara Sullivan, 415-558-6258  
tara.sullivan@sfgov.org

**ADOPTING FINDINGS TO MODIFY THE PROJECT KNOWN AS "5800 THIRD STREET" WHICH WAS ORIGINALLY APPROVED THROUGH CASE NO. 2003.0672CEK, MOTION NO. 17089, ON SEPTEMBER 1, 2005, AS A CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 134, 140, 215, 303, AND 304 OF THE PLANNING CODE FOR A PLANNED UNIT DEVELOPMENT, TO MODIFY THE SITE PLAN AND OVERALL DESIGN TO BUILDINGS NO. 3 AND NO. 4 AS ORIGINALLY APPROVED, TO CONSTRUCT A FIVE-STORY RESIDENTIAL BUILDING WITH 150 MARKET-RATE UNITS AND 129 OFF-STREET PARKING SPACES (NOW BUILDING NO. 3,**



PARCEL 041), AND CONSTRUCT A FIVE-STORY RESIDENTIAL BUILDING WITH 121 AFFORDABLE UNITS SPECIFICALLY DESIGNED FOR SENIOR CITIZENS, A 14,967 SQUARE FOOT SENIOR COMMUNITY CENTER, AND 54 OFF-STREET PARKING SPACES (NOW BUILDING NO. 4, PARCEL 042), FOR PROPERTY LOCATED IN THE M-1 (MANUFACTURING, GENERAL) ZONING DISTRICT, THE 65-J HEIGHT AND BULK DISTRICT, AND THE BAYVIEW-HUNTERS POINT AREA PLAN, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND PLANNING CODE SECTION 101.1.

## PREAMBLE

On September 1, 2005, under Case No. 2003.0672CEK and Motion No. 17089, the San Francisco Planning Commission approved a Conditional Use Authorization/Planned Unit Development pursuant to Planning Code Sections 303 and 304 allowing construction of a moderate density mixed use development of 343 dwelling units, approximately 13,000 square feet of ground floor commercial space, up to 381 off-street parking spaces, and three loading spaces. The Planning Commission also approved modifications of Planning Code requirements related to location of the required rear yard and density, and made CEQA findings.

On July 12, 2012, SF Third Street Equity Partners LLL (Holiday Development) and McCormack Baron Salazar, in conjunction with the Mayor's Office of Housing, filed with the Planning Department ("hereinafter Department"), a Conditional Use Authorization application under Planning Code Sections 303 and 304 to modify the previously approved Planned Unit Development to change the project's site plan and use program, request exceptions to the rear yard location, dwelling unit exposure, density, and incorporate Lots 002 & 005 in Block 5415, for the property known as "5800 Third Street", located in an M-1 (Manufacturing, General) Zoning District, and within a 65-J Height and Bulk District and the Bayview-Hunters Point Redevelopment Plan – Area B ("modified project").

On October 25, 2012, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2012.0045CE.

On April 30, 2005, under Case No. 2003.0672E, a Draft Initial Study/Mitigated Negative Declaration ("IS/MMD") for a project proposing construction of 355 multi-family residential units in four buildings, 13,000 square feet of retail, and 379 off-street parking spaces was prepared and published for public review. The Planning Department reviewed and considered the Final Mitigated Negative Declaration ("FMND") and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

On September 1, 2005, the Planning Commission found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department and the Planning Commission, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.



On October 17, 2007, an Addendum to Mitigated Negative Declaration, Case No. 2003.0672CEK, was prepared and certified, which analyzed the increase of the retail space from 13,000 square feet to 21,000 square feet to accommodate a grocery store ("Fresh & Easy"). The Addendum to Mitigated Negative Declaration, Case No. 2003.0672E, concluded that the FMND adopted and issued on September 1, 2005 remains valid and that no supplemental environmental review is required for the revised project aforementioned.

On October 12, 2012, an Addendum to Mitigated Negative Declaration, Case No. 2003.0672E, was prepared and certified which analyzed the current project, Case No. 2012.0045CE, proposing modifications to the Planned Unit Development, specifically, to modify the site plan and overall design to Buildings No. 3 and No. 4 as originally approved, to construct a five-story residential building with 150 market-rate units and 129 off-street parking spaces (now Building No. 3, parcel 041), and to construct a five-story residential building with 121 affordable units specifically designed for senior citizens, a 14,967 square foot senior community center, and 54 off-street parking spaces (now Building No. 4, parcel 042), and the incorporation of streetscape and pedestrian improvements along the northern portion of the site and Carroll Avenue. The Addendum to Mitigated Negative Declaration, Case No. 2012.0045E, concluded that the FMND adopted and issued on September 1, 2005 remains valid and that no supplemental environmental review is required for the revised project aforementioned.

On October 25, 2012, the Planning Commission found the FMND and the Addendum to Mitigated Negative Declaration, under Case Nos. 2012.0045E, were adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department and the Planning Commission, [and that the summary of comments and responses contained no significant revisions to the Draft IS/MND,] and reaffirmed the FMND and approved the Addendum for the currently proposed project under Case No. 2012.0045C, in compliance with CEQA, the CEQA Guidelines and Chapter 31. Planning Department staff prepared a Mitigation Monitoring & Reporting Program ("MMRP"), which material was made available to the public and this Commission for this Commission's review, consideration and action.

To provide current project information to the Planning Commission and the public, this Motion contains a full description of the development (the original project as modified) and its compliance with the Planning Code and General Plan.

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.

The Planning Department, Linda Avery, is the custodian of records, and they are located in the File for Case No. 2012.0045CE at 1650 Mission Street, Fourth Floor, San Francisco, California.

**MOVED**, that the Commission hereby authorizes the Conditional Use Authorization requested in Application No. 2012.0045CE, subject to the conditions of Motion Nos. XXXX, except as specifically modified herein, 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 6.15-acre site (275,096 square feet) consists of five lots and is located off Third Street between Carroll and Paul Avenues in the Bayview District. The site is divided into four "quadrants". The western portion of the site faces the Caltrain railroad tracks/right-of-way. There is a private road ("Private Drive") that runs north-south off of Carroll Avenue which splits the site into two halves, and provides access to the rear two lots. Lots 041 and 042 are interior lots and abut each other, with lot 042 being to the north of lot 041. Lots 002 & 005 (Block 5415) are triangle-shaped lots that will be incorporated into the larger site to provide open space, drop-off services for Lot 042, and as a portion of Carroll Avenue. Currently lot 041 is partially paved and used as a parking lot, and lot 042 is undeveloped land.

Lot 043 contains Buildings No. 1 & 2, which were approved in 2005. There are 137 residential units in these two buildings with 17 below-market-rate units located on site. There is 21,000 square feet of retail and commercial space at the ground floor along Third Street, which is currently occupied by a grocery store ("Fresh & Easy") and a restaurant ("Limon Restaurant"). The remainder of the retail use is currently vacant.

Carroll Avenue is a plotted street but only partially developed. It is paved from Third Street to the Private Drive, with sidewalks and utilities. There is an active rail spur that runs along Carroll Avenue. This spur consists of rail lines that are flush with grade.

3. **Ownership.** 5800 Third Street was owned by Third Street Equity Partners LLC (Holiday Development) when the project was originally approved in 2005. Since the 2005 approval, the site has been subdivided into three lots. Two of the lots (041 & 043) are still owned by SF Third Street Equity LLC (Holiday Development), who was the original project sponsor. Lot 042 is owned by the Mayor's Office of Housing in conjunction with McCormack Baron Salazar. In addition, Lots 002 and 005 (Block 5415) are currently being purchased by the City of San Francisco in conjunction with McCormack Baron Salazar and incorporated into the project for access to Carroll Avenue and accompanying open space. All five parcels are included in the modified Planned Unit Development.
4. **Surrounding Properties and Neighborhood.** 5800 Third Street is in the Bayview neighborhood in the southeast portion of San Francisco. This area has undergone considerable change due to the implementation of area plans and redevelopment in the past decade. The neighborhood is transitioning from a heavy industrial neighborhood to a mixed-use neighborhood with a mix of residential, retail, open space, and light industrial uses. There are several large housing developments to the north of the site and Candlestick Park is several blocks to the east of Third Street. Caltrain runs along the rear of 5800 Third Street and Bayshore Boulevard, and Highway 101, are a few blocks to the west of the site. The Third Street light rail runs north-south along the



east of the subject property. The Martin Luther King public pool and community center, Bayview Park, and K.C. Jones playground are diagonally across from the project site on Third Street. There is an active rail spur that runs south from Mendall Street and turns onto Carroll Avenue, which is the northern edge of the site, terminating at South Basin on the bay. Building heights range from one to two stories in the immediate vicinity, with Buildings No. 1 & 2 at 5800 Third Street being five stories. The surrounding area is zoned M-1 (Manufacturing, General) and PDR-2 (Core Production, Distribution, and Repair), the Third Street Special Use District runs along Third Street, and the Design & Development District is adjacent to the site.

5. **Modified Project Description.** Planning Code Section 304 requires that the Planning Commission review and evaluate all Planned Unit Developments (“PUD”). The intent of a PUD is for projects on a site of considerable size, developed as integrated units, and designed to project an environment of stable and desirable character which will benefit the occupants, neighborhood, and the City as a whole. In certain cases, such a project may merit modification(s) of certain provisions contained in the Planning Code. Any substantial modification of an approved PUD must be reviewed by the Planning Commission.

Pursuant to Planning Code Section 304, the revised project is requesting Planning Code exceptions for location of the required rear yard (Section 134), dwelling unit exposure (Section 140), and density (Section 215). There will be the following modifications to the 2005 PUD:

a) Site Plan.

The project site will have the same general overall configuration as what was approved in 2005. There are four “quadrants”, each consisting of several buildings. The site is divided in half by a private road running north-south. The footprints of the buildings on Lots 041 and 042 are being reduced and reconfigured from a square-shaped plan with a series of connected buildings to two buildings running parallel to each other. There will be a shared open space in the form of a mews between and connecting the two quadrants. There are no changes to Lot 043.

b) Dwelling Units.

The Planned Unit Development approved on September 1, 2005 (Motion No. 17089) permitted 343 units but no more than 417 units on all four development parcels. 137 units were constructed in Buildings No. 1 and No. 2, with 206 units remaining to be built.

Planning Code Section 207.1 states that density must be calculated according to lot size and cannot be transferred from one lot to another. The original PUD was for one lot, thus allowing each ‘quadrant’ to have a flexible number of dwelling units. However, in 2007, the project site was subdivided into three separate lots – 041 (Building No. 3), 042 (Building No. 4), and 043 (Buildings No. 1 & 2). Therefore, in order for Buildings No. 3 & 4 to be constructed with the increased number of dwelling units proposed, the dwelling unit count must be reallocated to all three parcels. The total number of dwelling units in this revised PUD will be 408, and the maximum density under the Planning Code would remain 417 units.



	2005 Approval	2012 Proposed Modification
Buildings No. 1 & 2	140	137
Building No. 3	88	150
Building No. 4	115	121
<b>Total</b>	<b>343</b>	<b>408</b>

c) Senior Housing.

The original project was for market-rate housing on all four quadrants. The proposal for Building No. 4, Lot 042, is a five-story residential building with 121 affordable units specifically designed for senior citizens pursuant to Planning Code Section 102.6.1. All Code requirements related to senior housing will be met on this site.

d) Senior Community Center.

An approximately 14,967 square foot senior community center will be constructed at the ground floor of Building No. 4 (Lot 042). The senior community center will be open to the public and will provide meals, recreation activities, education classes, health and wellness activities, and social services/case management for approximately 50 seniors a day as well as the seniors who live on the property.

e) Affordable Housing.

The project was approved in 2005 with 41 on-site below-market-rate units (12 percent of 343 units), meeting the Affordable Housing Program of Planning Code Section 415 (formerly 315). 17 of these units were constructed in Buildings No. 1 & 2. Building No. 4, Lot 042, is constructing 100 percent affordable housing for seniors and under current Code requirements, is exempt from the Affordable Housing Program. Building No. 3, Lot 041, is providing their units off-site as a part of 833 Jamestown Street, which was approved by the Department on February 5, 2004 (Case no. 1999.0233C, Motion No. 16755). In order for 5800 Third Street to qualify to locate their off-site affordable housing units at 838 Jamestown Street, 25 percent, or 38 units will be designated at this location.

6. **Public Comment.** As of October 18<sup>th</sup>, the Department has received no public comment with regard to the project at 5800 Third Street.

7. **Entitlement Required:** The Commission must approve the Conditional Use Authorization to allow for modifications to the 5800 Third Street PUD approved pursuant to Case No. 2003.0672CEK, Motion No. 17089, on September 1, 2005. Modifications to the original project's site plan through the rearrangement of building footprints, changes to the use program at Building No. 4 (Lot 042), changes in building architecture and massing and locations of courtyards and open space have been made. In addition, a number of Planning Code requirements have been adopted since the original Conditional Use Authorization/Planned Unit Development entitlement was approved in September 2005. All Code updates have been incorporated into the modified PUD. The project is seeking exceptions for three Code Sections: 1)



exception of the required rear yard, per Planning Code Section 134, for a rear yard that is provided throughout the development rather than in one contiguous area parallel to the front property line; 2) exception of dwelling unit exposure, per Planning Code Section 140, for 34 dwelling units that do not meet the 25 foot dimensional exposure requirement (32 units at Building No. 3, parcel 041; 2 units at Building No. 4, parcel 042); and 3) exception of the density requirements, per Planning Code Section 215, to allow for the allocation of density to Lots 041 and 042 to increase the number of units on those lots.

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

Planning Code requirements for which modifications through a Planned Unit Development are requested.

1. Rear Yard. Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot. Rear yards are to be provided opposite the site's frontage (at the rear of the property). For the subject site, the required rear yard would be approximately the last 50 feet along parcel 041, and increasing to approximately 66 feet along parcel 042.

*The 2005 PUD included an exception for rear yard requirements. The site is 6.15 acres, or 275,096 square feet, in size and has been designed to provide sufficient housing while maximizing the amount of open space. The modified site plan contains approximately 37,196 square feet of common open space, which varies from interior courtyards, rooftop gardens and decks, communal food gardens, and outdoor activity space. There is a 25 foot wide open space 'buffer' along the western property line which serves as a fire access easement and will be landscaped. While there is not a rear yard that complies with the Code, there is sufficient open space that provides the needed light and air to the residents on the site. On Buildings No. 3 & 4, the proposal calls for 24,061 square feet of open space including shared mews between the two buildings, which is comparable to that of a required rear yard. Therefore, this Conditional Use Authorization/PUD includes a modification to the rear yard requirement so that the open space can be provided throughout the site instead of in one continuous space on the lot that is opposite the site's frontage.*

2. Dwelling Unit Exposure. Planning Code Section 140 requires all dwelling units to face an open area that do not face a public street, alley, or side or rear yard that is a minimum of 25 feet in width or a Code-complying rear yard on the first two floors of dwelling units, with an increase of five feet in every horizontal at each subsequent floor.

*On Building No. 3, Lot 041, there are approximately 32 units that do not meet these requirements, and on Building No. 4, Lot 042, there are approximately 2 units that do not meet this requirement because all of these units are west facing and front a rear yard that is not Code-complying as described above.*

3. Density. Planning Code Section 215 permits dwelling units in M-1 Districts at a density ratio not exceeding the number of dwelling units permitted in the nearest RM District.



Planning Code Section 207.1 further states that density must be calculated according to lot size and cannot be transferred from one lot to another.

*The PUD approved on September 1, 2005 (Motion No. 17089) permitted 343 units but no more than 417 units on all four development parcels. 137 units were constructed in Buildings No. 1 and No. 2, with 206 units remaining to be built. The original PUD was for one lot, thus allowing each 'quadrant' to have a flexible number of dwelling units. However, in 2007, the project site was subdivided into three separate lots – 041 (Building No. 3), 042 (Building No. 4), and 043 (Buildings No. 1 & 2). Therefore, in order for Buildings No. 3 & 4 to be constructed with the increased number of dwelling units proposed, the dwelling unit count must be reallocated to all three parcels. The total number of dwelling units in this revised PUD will be 408, and the maximum density permitted would remain 4178 units.*

The Development complies with the following Planning Code requirements.

4. Use. The development includes residential, community facility, and retail in the M-1 Zoning District.

*Under Section 215(a), dwellings are permitted as-of-right in the M-1 Zoning District; Section 218(b) permits retail uses as-of-right in the M-1 Zoning District; and Section 217(d) permits "social service or philanthropic facility providing assistance of a charitable or public service nature" as-of-right in the M-1 Zoning Districts. Therefore, all the uses – both existing and proposed – for 5800 Third Street are Code complying.*

5. Senior Housing. Planning Code Section 102.6.1 defines a development that is specifically designed for and occupied by senior citizens as "a residential development developed, substantially rehabilitated or substantially renovated for, senior citizens that has at least 35 dwelling units." All senior citizen housing developments must meet the requirements of related city, state, and federal Codes, and must have specific design elements such as accessible entryways and walkways, railings, and common areas.

*Building No. 4 (Lot 042) is proposed to be a 121 dwelling unit senior citizen housing development and will meet all of the requirements of Planning Code Section 102.6.1, including design, accessibility, and occupancy. Building No. 4 will remain a senior housing development for the lifetime of the building. The proposal calls for all 121 units to be 100 percent affordable.*

6. Open Space. Planning Code Section 135 requires that 36 square feet of private usable open space be provided for every dwelling unit in M-1 Districts. The open space requirement must be multiplied by 1.33 when provided as common open space. For senior housing, the amount of required open space is ½ the amount otherwise required.

*Both buildings are providing common open space to meet this Code requirement. Building No. 3, (Lot 041), must provide 7,182 square feet of open space for 150 dwelling units - it is providing 9,031 square feet. Building No. 4, (Lot 042), must provide 2,896 square feet of open space for 121*



*dwelling units specifically designed for senior citizens – it is providing 14,858 square feet. The type of open space varies from interior courtyards, rooftop gardens and decks, communal food gardens, and outdoor activity space including dining and recreation spaces. In addition, there will be several private patios provided on Building No. 4, there is an approximately 10,188 square feet shared mews between both buildings, and the ground floor loft-style dwelling units on Building No. 3 have front yards for their use. Buildings No. 1 & 2 are providing open space in the form of interior courtyards and a shared mews between the buildings. Further, the proposal calls for the incorporation of Lots 002 & 005 of Block 5415 at the north of the site, to provide additional open space in the form of garden and landscaped areas. Collectively, the project provides a minimum of 37,196 square feet of open space and thus satisfies open space requirements.*

7. Street Trees. Planning Code Section 138.1 requires street trees and other streetscape improvements to be installed by a project sponsor constructing a new building in an M-1 District at the rate of one tree for each 20 feet of frontage of the property along each street.

*Building No. 3 (Lot 041) is required to have 10 street trees along the frontage of the Private Drive. Building No. 4 (Lot 042) is required to have 9 street trees along Carroll Avenue and 10 on the Private Drive. Both buildings are meeting this requirement.*

8. Bird-Safe Standards. Planning Code Section 139 outlines bird-safe standards for new construction to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." Feature-related hazards may create increased risk to birds and need to be mitigated.

*Both buildings have been designed to reduce the impact of bird risks. The majority of building materials are solid, such as wood panels and siding, cement plaster block, and hardi-trim panels. There are no large expanses of glass that would create a bird hazard. Therefore the project complies with the treatments required by Planning Code Section 139.*

9. Streetscape and Pedestrian Improvements. Planning Code Section 138.1(c)(2) requires that the Better Streets Plan must be met for lots that are greater than half an acre (21,780 square-feet) and includes new construction. Projects that meet these requirements must submit a streetscape plan that is consistent with the Better Streets Plan.

*5800 Third Street has provided a streetscape plan which provides streetscape improvements on Carroll Avenue and the Private Road. Lots 002 & 005 in Block 5415 are being incorporated into the PUD and will be used as a part of the Better Streets program. Improvements include regrading Carroll Avenue and extending it up towards the Caltrain track/right-of-way. There will be a curved garden space on the north side of the Avenue, which will have landscaping and a minimum of 15 trees. The sidewalk on this side of the Avenue will be 6 feet wide and have 18 street trees with planting beds between the trees and new street lights installed. There will be approximately 14 street parking spaces that will be parallel to the sidewalk and curb. There will be 6 street trees and planting areas at the eastern end of Carroll Avenue near Third Street. Two new*



*bulb-outs and crosswalks will be created – one at the western side of the street and one at the Private Drive. On the southern side of Carroll Avenue, there will be a 13 foot-wide sidewalk with 16 street trees, planting beds between, and new street lights. There will be no parking on this side of the Avenue. Lot 005, Block 5415 will be incorporated into the PUD and be used for access to Building No. 4 (Lot 042) and landscaping. A short “U” shaped driveway to Building No. 4 will be created (the “Drop Off Plaza”), with three parallel parking spaces. There will be a variety of landscaping and trees installed on the northern portion of Building No. 4, including “The Grove”. In addition to the improvements on Carroll Avenue, the proposal also calls for the creation of additional bulb-outs at the north of the Private Road, the installation of several speed tables, and additional landscaping and buffers. The railroad spur and tracks along with a 25 foot wide easement will remain and will not have any streetscape improvements that may impede its use or services.*

*The revised proposal for 5800 Third Street calls for extensive streetscape, landscape, and public improvements that were not a part of the original PUD. These elements will greatly enhance the quality of life for the residents and users of 5800 Third Street and the neighborhood. Lastly, it will pave this portion of Carroll Avenue, which is currently undeveloped and unused. The project is meeting the requirements of the Better Streets Plan under Code Section 138.1.*

10. Rooftop Screening. Section 141 requires that all rooftop mechanical features in M-1 Districts be screened from the public right of way.

*The new buildings at 5800 Third Street will have a series of solar hot water and PV panels, as well as other mechanical penthouses and equipment. Both buildings will have a 42 inch high parapet on all facades, thus shielding any rooftop features from view.*

11. Off-Street Parking. Planning Code Section 151.1 does not require off-street parking for any uses in the M-1 District, and provides maximum parking amounts based on land use type. Section 151.1 permits up to one car for each two dwelling units as-of-right, and any additional off-street parking is permitted under Section 223(p).

*There were 381 off-street parking spaces approved in the 2005 PUD. 189 spaces were constructed in Buildings No. 1 & 2 (137 for residential uses, 52 for retail uses). Building No. 3 (Lot 041) will have 129 spaces, and Building No. 4 (Lot 042) will have 54 spaces. The total number of off-street parking spaces in this modified PUD will be 372, which is less than what was approved in 2005. The project is meeting the off-street parking requirements of Sections 151.1 and 223(p).*

12. Loading. Section 152 requires certain amounts of off-street freight loading spaces based on the type and size of uses in a project. For the revised project at 5800 Third Street, one loading space is required for both Buildings No. 3 & 4.

*Building No. 3 (Lot 041) will have one loading space on Carroll Avenue directly in front of the main building entrance. Building No. 4 (Lot 042) will have two loading spaces in the drop off*



*area at the front of the building off of Carroll Avenue. Both buildings are meeting the requirements of Section 152.*

13. Bicycle Parking, Showers & Lockers. Planning Code Section 155.5 states that new residential buildings install spaces devoted to bicycle parking. For projects that have over 50 units, 25 spaces plus 1 space for every four units are required. Dwellings designed and dedicated to senior citizens do not have bicycle parking requirements. In addition, Planning Code Section 155.3 requires one shower and two lockers be provided in new buildings with 10,000 to 20,000 square feet of commercial uses for employees and/or tenants.

*Building No. 3 (Lot 041) is required to have 50 bicycle spaces and is providing 72 for the use of the residents. There are no shower and locker requirements for Building No. 3.*

*As a senior citizen development, Building No. 4 (Lot 042) is not required to provide bicycle parking, but is proposing 34 spaces for the use of the residents and users of the senior community center. In addition, Building No. 3 will provide one shower and two lockers in the senior community center. These facilities will be available for the staff of the community center.*

14. Car Share. Planning Code Section 166 requires all newly constructed buildings provide car-share spaces which are available to the general public. For residential buildings, the number of car-share spaces is determined by the total number of dwelling units. Buildings with 50 to 200 dwelling units must provide 1 car share space.

*Both Buildings No. 3 & 4 are required to have one car share space available to the general public. The two spaces are proposed to be located on the Private Drive in front of Building No. 3's (Lot 041) entrance (adjacent to the required loading space). These spaces will be clearly marked and the curb will have necessary markings to indicate that these spaces are to be used solely for car share. If at any time this location becomes unavailable to the general public or if they cannot remain dedicated to car share then they will be moved to another location on the site.*

15. Unbundled Parking. Planning Code Section 167 requires that all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units.

*Buildings No. 3 & 4 are providing off-street parking that is accessory to the residential dwellings on site. These spaces will be unbundled and sold and/or leased separately from the dwelling units. For Building No. 3 (Lot 041), the 7 spaces dedicated to the senior community center shall not be subject to this requirement, but they must be clearly delineated and grouped together in the parking garage.*



16. Shadows. Planning Code Section 295 generally does not permit new buildings over 40-feet in height to cast new shadows on a property owned and operated by the Recreation and Park Commission.

*The proposed height for Buildings No. 3 & 4 is 57 and 55 feet, respectively. A shadow analysis conducted by the Department shows that there will be no shadows cast upon the Martin Luther King Pool and Bayview & K.C. Jones Playground.*

17. Affordable Housing. 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 was applied for on or after July 18, 2006.

Pursuant to Planning Code Section 415.3(c)(4)(A)(i) and (ii), the Inclusionary Housing Program shall not apply to 1) a project using California Debt Limit Allocation Committee (CDLAC) tax-exempt bond financing as long as the project provides 20 percent of the units as affordable at 50 percent of area median income for on-site housing or 25 percent of the units as affordable at 50 percent of area median income for off-site housing, or to 2) a project that is an 100% affordable housing project in which rents are controlled or regulated by any government unit, agency or authority, and in which the Mayor's Office of Housing confirms that the project meets this requirement.

*Building No. 3 (Lot 041) is proposing to use CDLAC tax exempt bond financing for an off-site project. Thus, the Project Sponsor has indicated that the project is likely to be exempt from the Inclusionary Housing Program and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415.' The Project Sponsor has identified a potential off-site project located at 833 Jamestown Avenue (Case No. 1999.0233C, Motion 16755) (the "Off-Site Project"). The project sponsor for the Off-Site Project has received an allocation for California Debt Limit Allocation Committee (CDLAC) tax exempt bond financing and is in the closing process. The current Project includes 150 market-rate units. To qualify for the exemption under Planning Code Section 415.3(c)(4), the Project Sponsor would need to designate 25% of those units as affordable, which would result in 38 affordable units total. If the number of units in the principal project changes, the required number of affordable units would change proportionally. Project Sponsor has indicated that, if the Off-Site Project closes the CDLAC tax exempt bond financing, there will be 38 units at the Off-Site Project available for designation as qualified off-site affordable units under Planning Code Section 415. In order to satisfy the requirements of Planning Code Section 415.3(c)(4), a separate Notice of Special Restrictions must be recorded on the Off-Site Project indicating that 38 units are satisfying the requirement for the Project's exemption from the Inclusionary Housing Ordinance. In this case, the requirements of the Inclusionary Housing Ordinance, Planning Code Section 415 would not apply to the Project for so long as all of the conditions set forth in Planning Code Section 415.3(c)(4) are satisfied. If the Off-Site Project fails to secure CDLAC tax-exempt bond financing by the issuance of the First Construction Document, the Project shall not be able to designate the Off-Site Project units as satisfying the requirements of the Planning Code Section 415.3(c)(4)*



*exemption, and must pay the Affordable Housing Fee with interest, if applicable or provide the required amount of units on-site.*

*Building No. 4 (Lot 042) is proposing to provide 100 percent of the units as affordable for senior citizens and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415.' The Mayor's Office of Housing confirms, through a letter on file, that the project meets this requirement. In this case, the requirements of the Inclusionary Housing Ordinance, Planning Code Section 415 would not apply to the Project for so long as all of the conditions set forth in Planning Code Section 415.3(c)(4) are satisfied. If the Building No. 4 fails to provide rents that are controlled by any government agency at any time, Building No. 4 shall not be deemed to satisfy the requirements of the Planning Code Section 415.3(c)(4) exemption, and must pay the Affordable Housing Fee with interest, if applicable or provide the required amount of units on-site.*

9. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply with said criteria in that:

- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

*5800 Third Street was approved as a Planned Unit Development in September 2005 (Motion No. 17089). The revised project site will generally have a similar configuration and plan as what was approved in 2005. There are four 'quadrants', each consisting of several buildings. The site is divided in half by a private road running north-south. The footprints on Lots 041 and 042 are being reduced and reconfigured from a square-shaped plan with a series of connected buildings to two buildings running parallel to each other. There will be a shared open space in the form of a mews between and connecting the two quadrants. Buildings No. 1 and 2 have been constructed and conform to the original PUD.*

*The project's use, size, density and height are compatible with the surrounding community. The mixed use character of the project is compatible with adjacent and nearby land uses. The surrounding neighborhood has undergone considerable change as a result of the implementation of area plans and redevelopment in the past decade, and is transitioning from a heavy industrial neighborhood to a mixed-use neighborhood with a mix of residential, retail, open space, and light industrial uses, and there are varying building heights to create a diversity of building character. Furthermore, the project's location will compliment the Third Street light rail line by providing a higher density along a transit corridor.*

*The project will provide additional housing to this portion of the Bayview neighborhood, both market-rate and senior housing. There is little housing dedicated solely as affordable for senior citizens, and the addition of 271 dwelling units will help bring additional population to the area and help create a vibrant, engaged community. The senior community center is desirable and*



*compatible with this portion of the Bayview neighborhood and will enable seniors to interact with each other and engage with the community.*

*5800 Third Street will enhance and preserve the diversity of the Bayview neighborhood by providing quality housing for a range of incomes and families. Building No. 4 (Lot 042) will be dedicated exclusively to affordable housing for low-income seniors, which is a needed housing type and will help ensure that the neighborhood continues to be accessible to current residents. Building No. 3 (Lot 041) will provide additional market-rate housing which will add to the limited supply of new dwelling units in the neighborhood.*

*5800 Third Street is consistent with the Bayview Hunters Point Area Plan, Third Street Special Use District, Bayview Hunters Point Redevelopment Plan, and the Bayview Hunters Point Revitalization Concept Plan, all of which contemplate residential and community service uses in this portion of Bayview.*

*Lastly, the project will provide a significant amount of new open space, and will complete the development of Carroll Avenue on this block. The Avenue will be heavily landscaped and will provide much needed improvements to this portion of the Bayview neighborhood.*

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:
- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

*5800 Third Street is located on an odd-shaped site. Carroll Avenue is only partially developed, and there is little access to Lots 041 & 042, which are located at the rear of the site. The revised site plan better accommodates the shape of the lots and reduces the massing, thus opening up each lot to more open space. The revised buildings are arranged to maximize sunlight and air, while being sensitive to the adjacent Caltrain rail tracks on the western portion of the site. The overall height and massing of the buildings are compatible with the existing Buildings No. 1 & 2, and with the surrounding neighborhood.*

- 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;

*The 2005 PUD contained 381 off-street parking spaces. The revised project will decrease this amount to 372 spaces, all of which will be underground. 5800 Third Street is well served by MUNI and a variety of other transit options. Carroll Avenue has been designed to encourage walking to and from the site, in particular the senior community center, and there are a minimal number of parking spaces on the Avenue. There will be two car share spaces on site, encouraging residents to take advantage of this service and decrease the number of cars on the site. Further,*



*there will be 150 bicycle spaces on the site. The revised site plan has been designed to take advantage of all means of transit, with a focus on public modes and walking.*

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

*Since this will primarily be a residential project, unusual noise, odor, dust and glare as a result of its operations will generally not occur. The buildings will comply with Title 24 standards for noise insulation. The materials for the facades of the buildings will not result in glare. The project would generate additional night lighting, but not in amounts unusual for an urbanized area. Design of exterior lighting will ensure that off-site glare and lighting spillover are minimized.*

*Construction noise impacts would be less than significant because all construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, as amended November 2008). The SF Board of Supervisors approved 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 on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection. Therefore, the project sponsor and construction contractor would be required to follow specified practices to control construction dust and compliance with this new ordinance.*

*The 21,000 square feet of retail space has been approved and constructed in Buildings No. 1 & 2, and contain a grocery store and restaurant businesses. These uses are subject to the standard conditions of approval for restaurants and outlined in Exhibit A. These conditions specifically obligates the mitigation of odor and noise generated by these uses.*

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

*5800 Third Street has carefully thought-out and designed the open spaces of the site. The incorporation of Lots 002 & 005 (Block 5415) has enabled Carroll Avenue to have additional landscaped areas as well as providing public spaces for the community. Carroll Avenue will be paved and developed, will have a minimum amount of parking, and a large amount of greening. There will be at least 56 trees planted on both sides of the Avenue with planting beds, new lighting, and other pedestrian-friendly features.*

*Buildings No. 3 & 4 are providing a large amount of landscaping and open spaces. The type of open space varies from interior courtyards, rooftop gardens and decks, communal food gardens, and outdoor activity space including dining and recreation spaces. There are additional open spaces in the form of interior courtyards and a shared mews between the buildings. The ground floor loft-style dwelling units on Building No. 3, Lot 041, have landscaped front yards, and there is a 25 foot wide open space 'buffer' along the western property line which serves as a fire access*



*easement and will be landscaped. Buildings No. 1 & 2 have landscaped areas incorporated into their sites, mainly in interior courtyards and between the buildings.*

*The three drop off parking spaces off of Carroll Avenue for Building No. 4 (Lot 042) will be appropriately screened from view with street trees. Site lighting will be a combination of pole, building mounted and low level lighting to provide necessary illumination levels, while complementing the site design. The lighting will be designed to support the security of the site and the surrounding neighborhood.*

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

*The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.*

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

*5800 Third Street is not located within a neighborhood commercial district. However, the proposed uses are in conformity with the Bayview Hunters Point Area Plan, Third Street Special Use District, Bayview Hunters Point Redevelopment Plan, and the Bayview Hunters Point Revitalization Concept Plan. Lastly, the project is compatible with the surrounding neighborhood.*

10. **Planning Code Section 304** establishes criteria and limitations for the Planning Commission to consider when reviewing applications for the authorization of PUD's over and above those applicable to Conditional Uses. On balance, the project does comply with said criteria and limitations in that:

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

*This project furthers multiple existing General Plan and the Bayview Hunters Point Plan Area objectives and policies relating to housing, transportation and circulation, recreation and open space, and urban design.*

*Specifically, this mixed use project will create approximately 408 dwelling units of varying sizes, types and affordability levels in four 'quadrants', each with several interconnected buildings. The project will provide affordable and high quality living units, with 121 units being designed and dedicated to low-income senior citizens at Lot 042. In addition, the project will include a senior community center welcoming to seniors and the community.*

*In terms of promoting the City's transportation policies, the project provides on-site parking of up to 372 spaces. In Buildings No. 3 & 4 (Lots 041 and 042), the cost of the parking space will be unbundled from the housing costs borne by the residents. Consistent with the City's Transit First policy, the uses that are neighborhood oriented (e.g., retail and community facility) are located*



*closest to Third Street's transit lines. Pedestrian circulation through the site is encouraged by the Private Drive and by the wide sidewalks and bulb-outs that occur at the site's corners.*

- b. Provide off street parking adequate for the occupancy proposed;

*The project will provide 372 off-street parking spaces in four underground garages. All of the off-street parking is accessed from the Private Drive, thus minimizing the impact on Third Street, which is heavily trafficked and has light rail transportation. There will be two car share spaces and 4 loading spaces. Approximately 150 secure, on-site bike parking spaces would be available, in four locations throughout the development.*

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

*The common and public open space provided at 5800 Third Street totals approximately 37,196 square feet. The project is required to have 10,078 square feet of open space. The requirements for residential private and common open space under the M-1 zoning is 36 square feet of private usable open space be provided for every dwelling unit in M-1 Districts. The open space requirement must be multiplied by 1.33 when provided as common open space. For senior housing, the amount of required open space is ½ the amount otherwise required.*

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

*The PUD approved on September 1, 2005 (Motion No. 17089) permitted 343 units but no more than 417 units on all four development parcels. 137 units were constructed in Buildings No. 1 & No. 2, with 206 units remaining to be built. The original PUD was for one lot, thus allowing each 'quadrant' to have a flexible number of dwelling units. However, in 2007, the project site was subdivided into three separate lots – 041 (Building No. 3), 042 (Building No. 4), and 043 (Buildings No. 1 & 2). Therefore, in order for Buildings No. 3 & 4 to be constructed with the increased number of dwelling units proposed, the dwelling unit count must be reallocated to all three parcels. The total number of dwelling units in this revised PUD will be 408, and the maximum density would remain 417 units.*

- e. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 (Neighborhood Commercial Cluster) districts under the Code;

*This criterion is not applicable for 5800 Third Street, which is located within an M-1 Zoning District.*



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

*5800 Third Street is within the 65 foot height limit and is not seeking any exceptions or alterations under this application.*

- g. In NC Districts, be limited in gross floor area to that allowed under the Floor Area Ratio limit permitted for the district in Section 124 and Article 7 of this Code.

*This criterion is not applicable for 5800 Third Street, which is located within an M-1 Zoning District.*

- h. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code.

*This criterion is not applicable for 5800 Third Street, which is located within an M-1 Zoning District.*

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

Bayview Hunters Point Area Plan

OBJECTIVE 2 Improve use of land on Third Street by creating compact commercial areas, establishing nodes for complementary uses, and restricting unhealthy uses.

Policy 2.1 Improve the physical and social character of Third Street to make it a more livable environment.

Policy 2.4 Encourage new mixed-use projects in defined nodes along Third Street to strengthen the corridor as the commercial spine of the neighborhood.

*5800 Third Street meets the objective of this Plan by creating a large mixed use development along Third Street. This development replaced an underused and vacant industrial building with a series of interconnected residential 'quadrants'. The PUD will create a more livable environment in this portion of the Bayview neighborhood, and improve the social, residential, and commercial character of the area.*

OBJECTIVE 6 Encourage the construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point.

Policy 6.1 Encourage development of new affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.



Policy 7.2 Encourage complementary development adjacent to the Third Street core commercial area.

*5800 Third Street currently contains 17 below market rate units. The revised PUD will provide 121 units that are specifically designed for senior citizens and will be dedicated to low-income people. There will be 38 units constructed at an off-site location that will be at 50 percent of the median income. In addition to the affordable units, 5800 Third Street will provide 270 market-rate units to people in this portion of the Bayview neighborhood.*

OBJECTIVE 14 Assure adequate numbers, types, and locations of community facilities and services to meet the needs of the local community.

*5800 Third Street will provide a 14,967 square foot senior community center which will be available to the residents of the building as well as to senior citizens in the community. This facility will help meet the needs of the local community by providing social and educational services.*

OBJECTIVE 15 Combine social revitalization with physical and economic revitalization efforts.

Policy 15.2 Shape new housing growth to include adequate provision of physical facilities for the social and health needs of senior citizens.

*5800 Third Street contains a 121 unit building that is designed and dedicated solely for the use of senior citizens. This building will meet all of the requirements of Planning Code Section 102.6.1 as well as relevant local, state, and federal Codes.*

#### Housing Element

OBJECTIVE 1: Identify and make available for development adequate sites to meet the City's housing needs, especially permanently affordable housing.

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

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

*5800 Third Street provides a range of housing types, sizes, as well as affordable low-income senior housing in an area where there is low supply and where these households can easily rely on public transportation, walking, and bicycling for many of their daily trips.*

OBJECTIVE 4: Foster a housing stock that meets the needs of all residents across lifestyles.

Policy 4.2 Provide a range of housing options for residents with special needs for housing support and services.

Policy 4.3 Create housing for people with disabilities and aging adults by including universal design principles in new and rehabilitated housing units.



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

*5800 Third Street provides housing for senior citizens and is designed to meet Planning Code Section 102.6.1, which includes universal design principles in the senior units. These units are proposed to be designated for low-income residents and will remain as such for the life of the building.*

OBJECTIVE 11: Support and respect the diverse and distinct character of San Francisco's neighborhoods.

Policy 11.1: Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.3: Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.5: Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.

Policy 11.6: Foster a sense of community through architectural design, using features that promote community interaction.

*5800 Third Street is well designed, respects the neighborhood character through building height and design, and does not substantially or adversely affect the character of the existing Bayview neighborhood. The project fosters community interaction by including retail uses, publicly accessible open space, and a senior community center.*

OBJECTIVE 12: Balance housing growth with adequate infrastructure that serves the City's growing population.

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

Policy 12.3: Ensure new housing is sustainably supported by the City's public infrastructure systems.

*5800 Third Street is sited in an area that currently provides adequate access to infrastructure. As part of the development, new public open space, street improvements on Carroll Avenue, a senior community center, senior services, and community outdoor areas will be constructed. These elements will contribute to the quality of life of the residents on site and the surrounding community.*

#### Transportation Element

OBJECTIVE 1 Meet the needs of all residents and visitors for safe, convenient, and inexpensive travel within San Francisco and between the city and other parts of the region while maintaining the high quality living environment of the Bay Area.

Policy 1.2 Ensure the safety and comfort of pedestrians throughout the city.



*5800 Third Street has been designed to promote transit-first policies, in particular, public transportation, bicycling, and walking. The existing rail spur that runs along Carroll Avenue has been incorporated into the landscape and streetscape plans, and its impacts will be minimized. Pedestrian safety elements such as bulb-outs, speed tables, wide sidewalks, and large crosswalks are included in the project. Vehicular entrances to parking garages would be accessed via the Private Drive with minimal curb cuts.*

OBJECTIVE 11 Establish public transit as the primary mode of transportation in San Francisco and as a means through which to guide future development and improve regional mobility and air quality.

Policy 11.3 Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

*The project's location furthers the City's Transit First policy. There are numerous MUNI lines within easy walking distance of the project. The Third Street light rail runs along the front of the project site, and there are several bus lines nearby. Due to the frequency and number of MUNI routes near the site, there should be a high rate of ridership.*

Commerce and Industry Element

OBJECTIVE 1 Manage economic growth and change to ensure enhancement of the total city living and working environment.

Policy 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has undesirable consequences which cannot be mitigated.

*5800 Third Street provides substantial net benefits by utilizing currently vacant and isolated parcels in this portion of Bayview. It provides approximately 408 dwelling units in four 'quadrants'. There will be approximately 37,196 square feet of open space, including the recreation uses provided on Buildings No. 3 & 4. There will be a 14,967 square foot senior community center for social and cultural use by the neighborhood residents and 21,000 square feet of neighborhood serving retail uses.*

Urban Design Element

OBJECTIVE 1: Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

Policy 1.2: Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

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



*The new buildings at 5800 Third Street are designed to complement the architectural character of the existing buildings already constructed as a part of the PUD while emphasizing the unique character of the population and history of the Bayview neighborhood. Building heights, materials, massing and bulk, have all been designed to be compatible with the existing built environment but also are of a contemporary design that brings a new architectural vocabulary to the neighborhood.*

Recreation and Open Space Element

OBJECTIVE 4 Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

Policy 4.5 Require private usable outdoor open space in new residential development.

*5800 will provide approximately 37,196 square feet of open space to serve project residents that exceeds the requirements of the Planning Code. 5800 Third Street has provided a streetscape plan which provides streetscape improvements on Carroll Avenue and the Private Road. Lots 002 & 005 in Block 5415 are being incorporated into the PUD and will be used as a part of the Better Streets Program. Improvements include regrading Carroll Avenue and extending it up towards the Caltrain track/right-of-way. There will be a curved garden space on the north side of the Avenue, which will have landscaping and street trees. A short "U" shaped driveway to Building No. 4, Lot 042, will be created (the "Drop Off Plaza"), with three parallel parking spaces. There will be a variety of landscaping and trees installed on the northern portion of Building No. 4, including "The Grove". In addition to the improvements on Carroll Avenue, the proposal also calls for the creation of additional bulb-outs at the north of the Private Road, the installation of several speed tables, and additional landscaping and buffers. The railroad spur and tracks, along with a 25 foot wide easement, will remain and will not have any streetscape improvements that may impede its use or services.*

*The modified site plan contains 24,061 square feet of recreational open space on Buildings No. 3 & 4. The type of open space varies from interior courtyards, rooftop gardens and decks, communal food gardens, and outdoor activity space including dining and recreation spaces. The ground floor loft-style dwelling units on Building No. 3 (Lot 041) have front yards for their use, and there is a 25 foot wide open space 'buffer' along the western property line which serves as a fire access easement and will be landscaped. Further, the proposal calls for the incorporation of Lots 002 & 005 of Block 5415 at the north of the site, to provide additional open space in the form of garden and landscaped areas. Buildings No. 1 & 2 are providing open space in the form of interior courtyards and a shared mews between the buildings.*

12. **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.

*5800 Third Street currently has 21,000 square feet of retail and commercial space on Third Street. There is a grocery store and a restaurant on site with the remainder of the space vacant. These*



*businesses will continue to provide opportunities for on-site resident employment as well as employment opportunities for residents in the surrounding neighborhoods.*

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

*5800 Third Street originally contained an industrial warehouse bottling plant for the Coca-Cola Company. This structure was demolished as a part of the original PUD. Half of the site has been developed; the remaining two parcels (Lots 041 & 042) have been vacant for several years. The site never provided housing.*

*The project proposes to revitalize the site and the neighborhood in the following ways. First, the project will provide approximately 408 dwelling units, a 14,967 square foot senior community center, and 21,000 square feet of retail and commercial uses, all serving the residents on site and throughout the community. In addition, the project provides approximately 37,196 square feet of open space. The project further enhances the site accessibility and circulation by creating a mews between Buildings Nos. 3 & 4.*

*Lastly, the site includes up to 21,000 square feet of ground floor neighborhood serving retail space, and 14,967 square feet of community center space. This active, pedestrian oriented space will enhance the livability and activities of the project site itself, being a destination for both residents of the project and the surrounding neighborhoods.*

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

*There are currently 17 below market units constructed in Buildings No. 1 & 2 as a part of the original 2005 PUD. The revised plan calls for 121 affordable dwelling units for low-income seniors at Building No. 4 (lot 042). There will be 38 low income units constructed at an off-site project located at 833 Jamestown Avenue, located within a mile of the subject site, and which is more than the 23 required if they provided these units on-site. In sum, the project at 5800 Third Street is increasing the supply of affordable housing in the neighborhood.*

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

*Neither existing on-street parking supply nor MUNI will be detrimentally affected by the project. The project provides adequate on-site parking for residents via four underground parking garages, thus minimizing competition for on-street parking resources in the surrounding neighborhood. 2 car share parking spaces are provided, which will decrease the need for residents to own their own vehicles. The project also proposes up to 150 Class I bicycle spaces in at least four different locations throughout the site.*

*The project's location furthers the City's Transit First policy. The Third Street light rail runs along the eastern side of the site, and there are numerous MUNI lines within easy walking distance of the*



*project. Due to the frequency and number of MUNI routes near the site, the site should have a high rate of ridership. Even with a high rate of ridership, there would be no significant effect on MUNI operations.*

- 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.

*5800 Third Street is located in a portion of the Bayview neighborhood that is transitioning from industrial to mixed-use in character. Despite the construction of 408 dwelling units, the site is surrounded by light industrial uses to the south, north, and east. There are several area plans that have been carefully crafted to preserve industrial uses while enabling other uses to locate here. There will continue to be industrial uses and businesses in this portion of San Francisco.*

- 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. This proposal will not impact the property's ability to withstand an earthquake.*

- G. That landmarks and historic buildings be preserved.

*There are no designated landmarks or historic buildings on the Project site.*

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

*A shadow analysis conducted by the Department shows that there will be no shadows cast upon the Martin Luther King Pool and Bayview & K.C. Jones Playground.*

13. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
14. The Commission hereby finds that approval of the 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. 2012.0045CE** for modification of a project approved under Case No. 2003.0672CEK and Motion 17089, subject to the following conditions attached hereto as "EXHIBIT A" including all applicable mitigation measures of the Final Mitigated Negative Declaration ("FMND"), in general conformance with plans on file, dated September 19, 2012, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the FMND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the FMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

The Planning Commission hereby adopts the FMND and the Mitigation Monitoring Report Program ("MMRP") attached hereto as "EXHIBIT C" and incorporated herein as part of this Resolution/Motion by this reference thereto. All required mitigation measures identified in the FMND 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 October 25, 2012.

Linda D. Avery  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED:     October 25, 2012



## Exhibit A

### AUTHORIZATION

This is for a Conditional Use Authorization to allow for modifications to the 5800 Third Street Planned Unit Development approved pursuant to Case No. 2003.0672CEK, Motion No. 17089, on September 1, 2005, to modify the original project's site plan and overall design to Buildings No. 3 and No. 4 as originally approved, to construct a five-story residential building with 150 market-rate units and 129 off-street parking spaces (now Building No. 3, Lot 041), and construct a five-story residential building with 121 affordable units specifically designed for senior citizens, a 14,967 square foot senior community center, and 54 off-street parking spaces (now Building No. 4, Lot 042), provide approximately 24,061 square feet of open space including a shared mews between the two buildings, incorporate Planning Code requirements that have been adopted since the original Conditional Use Authorization/Planned Unit Development entitlement was approved in September 2005, and exceptions for three Code Sections: 1) the required rear yard, per Planning Code Section 134, for a rear yard that is provided throughout the development rather than in one contiguous area parallel to the front property line; 2) dwelling unit exposure, per Planning Code Section 140, for 34 dwelling units that do not meet the exposure requirements (32 units at Building No. 3, parcel 041; 2 units at Building No. 4, parcel 042); and 3) density requirements, per Planning Code Section 215, to allow for the allocation of density to Lots 041 and 042 to increase the number of units on those lots for a total of 408 units on the site, and to incorporate Lots 002 & 005 in Block 5415, for streetscape and pedestrian improvements along the northern portion of the site and Carroll Avenue for the property known as "5800 Third Street", located in an M-1 (Manufacturing, General) Zoning District, and within a 65-J Height and Bulk District and the Bayview-Hunters Point Redevelopment Plan – Area B, in general conformance with plans, dated September 19, 2012, and stamped "EXHIBIT B" included in the docket for Case No. 2012.0045CE and subject to conditions of approval reviewed and approved by the Commission on October 25, 2012 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **October 25, 2012** under Motion No XXXXXX.

All five lots that are subject to this Planned Unit Development – 041 (Building No. 3), 042 (Building No. 4), and 043 (Buildings No. 1 & 2), in Block 5431, and Lot 002 & 005 in Block 5415 must have separate Notices recorded on the property that must reference the Planned Unit Development and incorporate all conditions contained in this Motion. This Motion may not be severed to accommodate individual lots.

## PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

## SEVERABILITY

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

## CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes to the Planned Unit Development and modifications of conditions shall require Planning Commission approval of a new Conditional Use Authorization.

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

### PERFORMANCE

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

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

**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 perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

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



**Mitigation Measures.** Mitigation measures described in the FMND attached as Exhibit C of Motion XXXXX are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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

## DESIGN & CODE COMPLIANCE

**Final Materials.** The Project Sponsor(s) shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

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

**Senior Housing.** Building No. 4, Lot 042 in Block 5431, is a qualified senior housing development as defined in Planning Code Section 102.6.1. The project will meet the requirements of related city, state, and federal Codes, and must have specific design elements. The senior citizen housing development must be occupied by senior citizens and shall be limited to the occupancy of senior citizens or other qualifying residents under Civil Code Section 51.3 for the actual lifetime of the building, regardless, of whether the units will be owner-occupied or renter-occupied. If at any time the project fails to comply and qualify as a senior housing development then all Planning Code provisions apply and must be met.

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

**Lighting Plan.** The Project Sponsor(s) shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application for each building.

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

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

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

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

The revised PUD at 5800 Third Street includes streetscape improvements on Carroll Avenue and the Private Road. Lots 002 & 005 in Block 5415 are being incorporated into the PUD and will be used as part of Carroll Avenue and for access to Building No. 4 (Lot 042) and landscaping. Improvements on Carroll Avenue include regrading and paving, developing sidewalks and park areas, and installing street trees, planting beds, and light fixtures, bulb outs, speed tables, and cross walks. The sidewalk widths shall be 13 feet wide on the north side of Carroll Avenue and 6 feet wide on the southern side of Carroll Avenue. There will be a minimum of 39 trees installed along Carroll Avenue and the northern park. There will be no more than 14 street parking spaces which will be parallel to the sidewalk. The railroad spur and tracks along with a 25 foot wide easement will remain and will not have any streetscape improvements that may impede its use or services.

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

**Street Trees.** Pursuant to Planning Code Section 138.1, the Project Sponsor(s) shall submit a site plan to the Planning Department prior to Planning approval of the building permit application for each building 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, such as street lights, do not permit or public safety could be improved. 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 may be modified or waived by the Zoning Administrator to the extent necessary.

Building No. 3 (Lot 041) is required to have 10 street trees along the frontage of the Private Drive. Building No. 4 (Lot 042) is required to have 9 street trees along Carroll Avenue and 10 on the Private Drive.

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

**Landscaping.** Pursuant to Planning Code Section 132, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application for each building indicating that 50% of the front setback areas shall be surfaced in permeable materials and further, that 20% of the front setback areas shall be landscaped with approved plant species. The size and specie of plant materials and the nature of the permeable surface shall be as approved by the Department of Public Works.

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

**Landscaping, Screening of Parking and Vehicular Use Areas.** Pursuant to Planning Code Section 142, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating the screening of parking and vehicle use areas not within a



building. The design and location of the screening and design of any fencing shall be as approved by the Planning Department. The size and species of plant materials shall be as approved by the Department of Public Works.

Building No. 4, Lot 042, will have three parking spaces located at the front entry drive. These spaces will be screened from Carroll Avenue by the installation of street trees and other plantings.

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

**Public Access to the Private Drive.** There shall be no gates, chains, signage, medallions or similar feature(s) serving to regulate pedestrians or bicycles at the entrances, exits or thoroughfares of Private Drive at any time. Both car share parking spaces will be located on this Private Drive and must be accessible to the general public at all times. If at any time the Private Drive is made unavailable to the general public, these Code-required car share spaces must be relocated to another place on the site that is generally accessible to the public.

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

**Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than one shower and two clothes lockers.

Building No. 4, Lot 042 must provide a minimum of 1 shower and 2 clothes locker as a part of the senior community center. There are no requirements for showers and lockers for Building No. 3, Lot 041.

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

**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 architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

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

## PARKING AND TRAFFIC

**Parking.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than one space for each two dwelling units, and any spaces above this amount are permitted under Section 223(p). There will be a total of up to 372 off-street parking spaces on site, with 189 spaces at Buildings No. 1 & 2 (Lot 043), 129 spaces at Building No. 3 (Lot 041), and 54 spaces at Building No. 4 (Lot 042), with seven of the off-street spaced dedicated solely for the senior community center employees and visitors.

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

**Unbundled Parking.** All off-street parking spaces at Buildings No. 3 & 4 (Lots 041 & 042) shall be made available to all Project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

The seven off-street parking spaces at Building No.4, Lot 042, which are dedicated for the senior community center are not subject to this requirement. These spaces must be grouped together and be accessible to the employees and users of the community center.

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

**Off-street Loading.** Pursuant to Planning Code Section 152, the Project will provide a minimum 5 off-street loading spaces. Building No. 3, Lot 041, will have 1 loading space along the Private Drive directly in front of the building. Building No. 4, Lot 042 will have 1 loading space at the north of the site off Carroll Avenue. Buildings No. 1 & 2, Lot 043, has 3 loading spaces which are located to the south of Building No. 2. These spaces will be clearly marked and the curb will have necessary markings to indicate that these spaces are to be used solely for loading. If at any time these locations become unavailable or if they cannot remain dedicated to loading then they will be moved to another location on the site.

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

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

Buildings No. 3, Lot 041, and Building No. 4, Lot 042 are required to provide one car share space each. The proposed location of these two spaces are along the Private Drive directly in front of Building No. 3 (Lot 041). These spaces will be clearly marked and the curb will have necessary markings to indicate that these spaces are to be used solely for car share. If at any time this location becomes unavailable to the general public or if they cannot remain dedicated to car share then they will be moved to another location on the site that is publically accessible.

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

**Bicycle Parking.** Pursuant to Planning Code Sections 155.5, the Project shall provide no fewer than 150 bicycle parking spaces.

Building No. 3, Lot 041 must provide a minimum of 150 Class 1 bicycle spaces. There are no requirements for bicycle parking for Building No. 4, Lot 042, as long as it remains a senior citizen development as defined by Planning Code Section 102.6.1.



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

**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.sfplanning.org](http://www.sfplanning.org)*

## PROVISIONS

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

*For information about compliance, contact the First Source Hiring Manager at 415-581-2335, [www.onestopSF.org](http://www.onestopSF.org)*

**Carroll Avenue.** The project sponsor shall improve the remainder of Carroll Avenue as described above including all related infrastructure and streetscape improvements. The project sponsor shall provide maintenance services for those portions that are incorporated into the site for the life of the Project and shall assume all liability with respect thereto.

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

**Transit Impact Development Fee.** Pursuant to Planning Code Section 411 (formerly Chapter 38 of the Administrative Code), the Project Sponsors of Building No. 3 & 4 shall pay the Transit Impact Development Fee (TIDF) to those portions of the projects that apply, as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, each Project Sponsor shall provide the Planning Director with certification that the fee has been paid.

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

## MONITORING - AFTER ENTITLEMENT

**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.sfplanning.org](http://www.sfplanning.org)*

**Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

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

## OPERATION

**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>*

**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>*

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

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

**Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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

## INCLUSIONARY HOUSING

### 1. Requirement.



- a) Buildings No. 1 & 2, Lot 043. There are 17 on-site below-market-rate units which complies with the Affordable Housing Program as approved under Case No. 2003.0672CEK, and Motion No. 17089. These units are not proposed to be removed and will meet all conditions applied under Motion No. 17089.
  
- b) Building No. 3, Lot 041. The Project Sponsor has identified a potential off-site project located at 833 Jamestown Avenue (Case No. 1999.0233C, Motion 16755) (the "Off-Site Project"). The project sponsor for the Off-Site Project has applied for an allocation of California Debt Limit Allocation Committee ("CDLAC") tax exempt bond financing. If the Off-Site Project receives such funding, that portion of the project relating to Building No. 3 would be eligible for an exemption from the Inclusionary Affordable Housing Program requirement under Planning Code Section 415.3(c)(4). The current project includes 150 market-rate units. To qualify for the Planning Code Section 415.3(c)(4) exemption using off-site units, 25 percent (25%) of the Project units must be restricted as affordable at 50 percent of area median income. A 25% off-site requirement would result in 38 units to be located at the Off-Site Project. A separate Notice of Special Restrictions must be recorded for the property at the Off-Site Project indicating that 38 units are satisfying the requirement for the Project's exemption to the Inclusionary Housing Ordinance. In this case, the requirements of the Inclusionary Housing Ordinance, Planning Code Section 415 would not apply to the Project for so long as all of the conditions set forth in Planning Code Section 415.3(c)(4) are satisfied.

If the Off-Site Project fails to secure CDLAC tax-exempt bond financing by the issuance of the First Construction Document, the Project will not qualify for the Planning Code Section 415.3(c)(4) exemption from the Inclusionary Housing Program and must pay the Affordable Housing Fee with interest, if applicable, and meet the requirements of conditions 2 and 3. The requirements of condition 2 and 3 shall not apply for so long as all of the conditions set forth in Planning Code Section 415.3(c)(4) are satisfied. The Project Sponsor must record a Notice of Special Restrictions against the Property that provides that, in the event of foreclosure of the Off-Site Project or for any other reason, the Project no longer qualifies as a Project meeting the requirements of Planning Code Section 415.3(c)(4), the Project will either: (i) pay the Affordable Housing Fee plus interest from the date the project received its first construction document for the Project if no affordable units were ever provided or, if affordable units were provided and occupied, then the Affordable Housing Fee with no interest is due on the date the units were no longer occupied by qualifying households. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor. In the event that there is a foreclosure of the Off-Site Project or other event triggering the above requirement, the requirements of condition 2 and 3 shall apply, and the Project Sponsor shall record a new Notice of Special Restrictions against the property specifying the manner in which it complies with Inclusionary Affordable Housing Program, including but not limited to any specific units restricted as affordable under Planning Code Section 415.3(c)(4)(C)(ii). The new Notice of Special Restrictions shall provide that the units must comply with all of the requirements of the Inclusionary Affordable Housing Program.

- c) Building No. 4, Lot 042. The Project Sponsor is proposing to provide 100 percent of the units as affordable for senior citizens and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415.' The Mayor's Office of Housing confirms, through a letter on file, that the project meets this requirement. In this case, the requirements of the Inclusionary Housing Ordinance, Planning Code Section 415 would not apply to that portion of the project relating to Building No. 4 for so long as all of the conditions set forth in Planning Code Section 415.3(c)(4) are satisfied. If Building No. 4 fails to provide rents that are controlled by any government agency at any time, Building No. 4 shall not be deemed to satisfy the requirements of the Planning Code Section 415.3(c)(4) exemption, and must pay the Affordable Housing Fee with interest, if applicable or provide the required amount of units on-site. In this case, the requirements of the Inclusionary Housing Ordinance, Planning Code Section 415 would not apply to this portion of the Project for so long as all of the conditions set forth in Planning Code Section 415.3(c)(4) are satisfied.

If the Building No. 4 fails to provide rents that are controlled by any government agency, Building No. 4 will not qualify for the Planning Code Section 415.3(c)(4) exemption from the Inclusionary Housing Program and must pay the Affordable Housing Fee with interest, if applicable, and meet the requirements of conditions 2 and 3. The requirements of condition 2 and 3 shall not apply for so long as all of the conditions set forth in Planning Code Section 415.3(c)(4) are satisfied. The Project Sponsor must record a Notice of Special Restrictions against the Property which provides that the Project no longer qualifies as a Project meeting the requirements of Planning Code Section 415.3(c)(4), the Project will either: (i) pay the Affordable Housing Fee plus interest from the date the project received its first construction document for the Project if no affordable units were ever provided or, if affordable units were provided and occupied, then the Affordable Housing Fee with no interest is due on the date the units were no longer occupied by qualifying households. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.

2. **Affordable Housing Fee Requirement.** If any of the Project Sponsors fail to meet the requirements of Planning Code Section 415.3(c)(4) at any time, pursuant to Planning Code 415.5, the Project Sponsor(s) of that portion of the Project must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is twenty percent (20%).

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

3. **Other Conditions.** If any of the Project Sponsor fail to meet the requirements of Planning Code Section 415.3(c)(4) at any time, that portion(s) of the Project is immediately subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in



these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing ("MOH") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent.

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

- a) The Project Sponsor(s) must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOH prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Inclusionary Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.
- b) Prior to the issuance of the first construction permit by the DBI for the Project, each Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. Each Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
- c) If any 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 that portion of the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

AUG 26 2005

5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT, MITIGATION, MONITORING AND REPORTING PLAN							OFFICE OF ENVIRONMENTAL REVIEW
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	IMPLEMENTATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING		REPORTING		NOTES/ SIGN-OFF STATUS/ COMPLETION DATE
			RESPONSIBILITY	ACTIONS	RESPONSIBILITY	ACTIONS	
<b>CONSTRUCTION AIR QUALITY</b>							
The Project Sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.	Project Sponsor/ Construction Manager	During demolition, excavation and construction	DBI/ Construction Manager	- Maintain onsite observation as warranted, review daily field reports and inspect construction	Construction Manager	Prepare daily field reports and monthly compliance reports for the Public Works Department	Person Reporting _____ Documentation Received (DATE) _____ DPW Sign-off _____ SF Planning Dept. (SFPD) Sign-off _____
Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the Project Sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The Project Sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.	Project Sponsor/ Construction Manager	During demolition, excavation and construction	DBI/ Construction Manager	- Maintain onsite observation as warranted, review daily field reports and inspect construction	Construction Manager	Prepare daily field reports and monthly compliance reports for the Public Works Department	Person Reporting _____ Documentation Received (DATE) _____ DPW Sign-off _____ SF Planning Dept. (SFPD) Sign-off _____



**5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT, MITIGATION, MONITORING AND REPORTING PLAN**

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	IMPLEMENTATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING		REPORTING		NOTES/ SIGN-OFF STATUS/ COMPLETION DATE
			RESPONSIBILITY	ACTIONS	RESPONSIBILITY	ACTIONS	
<b>HAZARDOUS MATERIALS</b>							
<p>a. A Site Mitigation Plan shall be developed to address contaminated soil and/or groundwater, USTs/ASTs or other hazardous materials identified during the Phase II investigation or subsequent demolition activities.</p> <p>Since the site has a railroad track and it is not clear whether the subsurface is comprised of fill material, soil sampling that includes pesticides, metals, volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs), asbestos and petroleum hydrocarbons need to be conducted. Sampling should occur at depths of proposed excavations for foundations, utilities elevators, etc.</p> <p>If deemed necessary, all impacted materials shall be mitigated prior to construction. Soils with elevated lead concentrations shall be disposed of off site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of the California Department of Toxic Substances Control (DTSC) or the Regional Water Quality Control Board (RWQCB).</p> <p>The Phase II assessment requires the preparation of a Site Safety and Health Plan because contaminated soils and/or groundwater may be encountered; in addition to measures that protect on-site workers, the plan shall include measures to minimize public exposure to contaminated soils. Such measures shall include dust control, appropriate site security, restriction of public access, and posting of warning signs, and shall apply from the time of surface disruption through the completion of earthwork construction.</p>	Project Sponsor	Prior to undertaking any soil disturbing activities within the project site	Project Sponsor	Prepare Site Mitigation Plan	Project Sponsor	Submit the Site Mitigation Plan to San Francisco Department of Public Health, Environmental Services – Hazardous Waste Unit (SFDPH, EHS-HWU)	Person Reporting _____ Documentation Received (DATE) _____ DPH Sign-off _____ SF Planning Dept. (SFPD) Sign-off _____
<p>b. The UST and ASTs at the project site shall be further evaluated using geophysical techniques and subsurface exploration, as appropriate. The UST and ASTs shall be removed from the property and disposed of in accordance with applicable regulations or continue to be permitted and monitored as required by local and state laws. Soil beneath the UST and ASTs shall be visually inspected for soil and/or groundwater contamination. If contamination is detected, the impacted materials shall be tracked and managed throughout the construction phase. If deemed necessary, impacted materials shall be mitigated prior to construction.</p>	Project Sponsor	Prior to undertaking any soil disturbing activities within the project site	Project Sponsor with assistance of geotechnical specialist	- Identify and remove USTs - Inspect soil beneath USTs for contamination	Project Sponsor	Submit findings to San Francisco Department of Public Health, Environmental Services – Hazardous Waste Unit (SFDPH, EHS-HWU)	Person Reporting _____ Documentation Received (DATE) _____ DPH Sign-off _____ SF Planning Dept. (SFPD) Sign-off _____
<p>c. All waste oil and anti-freeze from the existing bus maintenance service performed on the site shall be disposed off-site in accordance with applicable regulations.</p>	Project Sponsor	Prior to undertaking any soil disturbing activities within the project site	Project Sponsor with assistance of professional hazardous waste disposal specialist	-Identify and remove all waste oil and anti-freeze from bus maintenance area	Project Sponsor	Submit findings to San Francisco Department of Public Health, Environmental Services – Hazardous Waste Unit (SFDPH, EHS-HWU)	Person Reporting _____ Documentation Received (DATE) _____ DPH Sign-off _____ SF Planning Dept. (SFPD) Sign-off _____

**5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT, MITIGATION, MONITORING AND REPORTING PLAN**

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	IMPLEMENTATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING		REPORTING		NOTES/ SIGN-OFF STATUS/ COMPLETION DATE
			RESPONSIBILITY	ACTIONS	RESPONSIBILITY	ACTIONS	
d. All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the Project Sponsor shall submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.	Project Sponsor	After mitigation measures have been implemented	Project Sponsor	- Prepare report stating that mitigation measures have been implemented	Project Sponsor	Submit report to San Francisco Department of Public Health, Environmental Services – Hazardous Waste Unit (SFDPH, EHS-HWU) Report must be certified by a qualified Environmental Assessor or similarly qualified individual.	Person Reporting  Documentation Received (DATE)  DPH Sign-off  SF Planning Dept. (SFPD) Sign-off
<b>ARCHEOLOGICAL RESOURCES</b>							
The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c). The Project Sponsor shall distribute the Planning Department archeological resource ALERT sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the ALERT sheet is circulated to all field personnel, including, machine operators, field crew, pile drivers, and supervisory personnel. The Project Sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the ALERT Sheet.  Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project head foreman and/or Project Sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	Project Sponsor	Prior to undertaking any soil disturbing activities within the project site	Head Foreman	- Circulate the ALERT SHEET to all field personnel	Project Sponsor	- Submit a signed affidavit to the Environmental Review Officer (ERO) confirming that all field personnel have received copies of the ALERT SHEET  - In the event of a discovery immediately notify ERO	Person Reporting  Documentation Received (DATE)  SF Planning Dept. (SFPD) Sign-off



**5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT, MITIGATION, MONITORING AND REPORTING PLAN**

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	IMPLEMENTATION RESPONSIBILITY	MITIGATION SCHEDULE	MONITORING		REPORTING		NOTES/ SIGN-OFF STATUS/ COMPLETION DATE
			RESPONSIBILITY	ACTIONS	RESPONSIBILITY	ACTIONS	
<p>If the ERO determines that an archeological resource may be present within the project site, the Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the Project Sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the Project Sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>	Project Sponsor	Prior to any physical removal of buildings or site features	Archaeological Consultant	<ul style="list-style-type: none"> <li>- Undertake archaeological monitoring program</li> <li>- Prepare a written report of findings</li> </ul>	Project Sponsor	Submit written report of findings to ERO	Person Reporting <hr/> Documentation Received (DATE) <hr/> SF Planning Dept. (SFPD) Sign-off <hr/>
<p>The project archeological consultant shall submit a final archeological resources report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>	Project Sponsor	When and if resources are found to be significant	Archaeological Consultant	<ul style="list-style-type: none"> <li>- Prepare a Draft Final Archaeological Resources Report (FARR)</li> </ul>	Project Sponsor	<ul style="list-style-type: none"> <li>- Submit FARR to ERO for Approval</li> <li>- Upon approval, distribute the FARR</li> </ul>	Person Reporting <hr/> Documentation Received (DATE) <hr/> SF Planning Dept. (SFPD) Sign-off <hr/>



# SAN FRANCISCO PLANNING DEPARTMENT

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## Addendum to Mitigated Negative Declaration

*Date of Publication of Addendum:* October 12, 2012  
*Date of Publication of Final MND:* September 1, 2005  
*Case No.:* **2012.0045E**  
*Project Title:* **5800 Third Street Project**  
*Block/Lot:* 5431A/041,042; 5415/005,002  
*Project Sponsor:* Kevin Brown, Holliday Development  
(510) 547-2122  
McCormack Baron Salazar  
(415) 935-0182  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Chelsea Fordham – (415) 575-9071  
[Chelsea.Fordham@sfgov.org](mailto:Chelsea.Fordham@sfgov.org)

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## REMARKS

### *Background*

A final mitigated negative declaration (FMND), case file number 2003.0672E for the project site was adopted and issued on September 1, 2005.<sup>1</sup> The project analyzed in the FMND is 355 multi-family residential units in four buildings (Buildings 1-4), 13,000 gross square feet (gsf) of retail, and 379 off-street parking spaces. The San Francisco Planning Commission (Planning Commission) adopted a conditional use authorization for a planned unit development (PUD) on the site on September 1, 2005 (Planning Commission Motion 17089). In 2007 an Addendum<sup>2</sup> to the 2005 FMND was issued to assess a proposal to accommodate a grocery store (d.b.a Fresh and Easy), which involved an increase in the retail space from 13,000 to 21,000 square feet and changes the location and method of accessing the retail store by delivery vehicles; however, the number of residential units remained unchanged. Other modifications to dwelling unit configuration and types, and parking were also made at that time.

At this time, a total of 137 market rate units and 21,000 sf of retail space have been constructed in Buildings 1 and 2 of the proposed four building project. Additionally, the lots have been subdivided since

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<sup>1</sup> San Francisco Planning Department. *5800 Third Street Residential and Commercial Mixed-Use Projects, Final Mitigated Negative Declaration*, September 1, 2005. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2003.0672E.

<sup>2</sup> San Francisco Planning Department. *5800 Third Street Residential and Commercial Mixed-Use Projects, Final Mitigated Negative Declaration, Addendum to Negative Declaration*, October 12, 2007. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2003.0672E.



the PUD was approved from Assessor's Block 5431A, Lot 001 to Assessor's Block 5431A and 5415 and Lots 041,042, 043, 005, and 002.

The proposed project herein consists of the development of Building 3, on an approximately 57,082 square-foot (sf) parcel (Assessor's Block 5431A, Lot 041) on the southwest portion of the property and Building 4 on an approximately 140,965 square-foot (sf) parcel (Assessor's Block 5431A, Lot 042 and Assessor's Block 5415, Lot 005, 002) on the northwest portion of the property

### *Proposed Revisions to Project*

Currently, the project sponsor has proposed further revisions to the project evaluated in the 2005 FMND and the 2007 Addendum. The modified project differs from that analyzed in the mitigated negative declaration and the addendum for Buildings 3 and 4 (see Tables 1 -3). The modified project for Building 3 would increase the number of market-rate residential units from 88 to 150, an increase in 62 residential units, compared to the project analyzed in the FMND. The unit mix for Building 3 would be 50 studios, 68 one bedrooms, and 32 two bedrooms. The modified plans for the off-street parking would increase the number of off-street parking spaces from 100 to 129, and parking would be provided at an at-grade garage in tandem parking lifts. Additionally, the revisions to Building 3 would also modify the design and layout of the building. The modified project for Building 4 would change the project with an increase from 115 market rate units to 121 units of senior housing, an increase in six residential units, and the addition of a publicly-accessible senior community center. The proposed publicly-accessible senior community center would be located on the ground-floor of Building 4 and would consist of two conference rooms, a kitchen, a lounge, and staff offices. The senior community center is expected to accommodate approximately 50 seniors per day and would provide services such as meals, recreational activities, educational classes, special events and social services, and would be open to the public from approximately 8 AM to 5 PM. It is proposed that seniors would arrive to the community center by bus, paratransit, shuttle, and walking. The revised plans for Building 4 would decrease the parking from 119 to 54 off-street parking spaces. The off-street parking would be provided in a below-ground parking garage. The proposed project together (Buildings 3 and 4) would total 356,945 sf, with 271 dwelling units, a 15,008 sf senior center, and 183 off-street parking spaces (see Figures 1-10). At this point in time, Building 3 and Building 4 are under separate ownership.

The proposed project would also result in infrastructure along Carroll Avenue, including new sidewalks, a van drop off area, street trees, and public parking. Additionally, a fire access lane would be required to be constructed at the south and west edges of the two project sites.

Tables 1 -3, Project Comparisons of Buildings 3 and 4 compares the original 2005 project and the modified project. Overall the proposed modifications to Building 3 and 4 would result in 68 additional dwelling units, and a 15,005 sq.ft. senior center beyond what was analyzed in the PMND for Buildings 3 and 4.

The height of the modified project would increase from 60 feet (ft) in the original 2005 project to approximately 65 ft for the proposed project. The modified project would provide 183 off-street parking spaces which is a decrease of 36 spaces from the original 2005 project, which approved 219 off-street parking spaces for Buildings 3 and 4. Vehicular access from a private drive accessed from Carroll Avenue and Third Street under the currently proposed project is the same as the projects covered in the 2005 FMND and 2007 Addenda.

**Table 1: Comparison of Building 3 (Block 5431/Lot 041)**

	Original 2005 Project for Building 3 (Lot 041)	2012 Modified Project for Building 3 (Lot 041)	Change from Original 2005 Project to 2012 Modified Project
Studios (units)	0	46	+46
One-bedroom (units)	35	64	+29
Two-bedroom (units)	19	40	+21
Three-bedroom (units)	34	0	-34
<b>Total Residential (units)</b>	<b>88</b>	<b>150</b>	<b>+62</b>
Parking (gsf)	35,030	16,230	-18,880 <sup>1</sup>
Parking Spaces	100	129	+29
Height (feet)	60	65	+5
<b>Total (gsf)</b>	<b>158,934</b>	<b>161,540</b>	<b>+2,606</b>

1. Parking will be provided in tandem parking lifts.



**Table 2: Comparison of Building 4 (Block 5431/Lot 042)**

	Original 2005 Project for Building 4 (Lot 042)	2012 Proposed Project for Building 4 (Lot 042)	Change from Original 2005 Project to 2012 Proposed Project
Studios (units)	0	0	0
One-bedroom (units)	46	117	+71
Two-bedroom (units)	32	4	-28
Three-bedroom (units)	37	0	-37
<b>Total Residential (units)</b>	<b>115<sup>1</sup></b>	<b>121<sup>1</sup></b>	<b>+6</b>
Senior Center (gsf)	0	15,008	+15,008
Parking (gsf)	41,623	23,334	-18,289
Parking Spaces	119	54	-65
Height (feet)	60	65	+5
<b>Total (gsf)</b>	<b>198,011</b>	<b>153,652</b>	<b>-44,359</b>

1. The original 2005 project was proposing 115 market rate residential units and the 2012 proposed project is proposing to 121 senior housing units.

**Table 3. Project Comparison of Buildings 3 and 4**

	Original 2005 Project for Buildings 3 and 4 (Lot 041 and 042)	2012 Proposed Project for Buildings 3 and 4 (Lot 041 and 042)	Change from Original 2005 Project to 2012 Proposed Project
Total Residential for Buildings 3 and 4 (units)	203	271	+68
Senior Center (gsf)	0	15,008	+15,008
Parking (gsf)	76,653	39,564	-37,089
Parking Spaces	219	183	-36
<b>Total (gsf)</b>	<b>356,945</b>	<b>315,192</b>	<b>-41,753</b>



Figure 1 - 5800 Third Street Site Plan



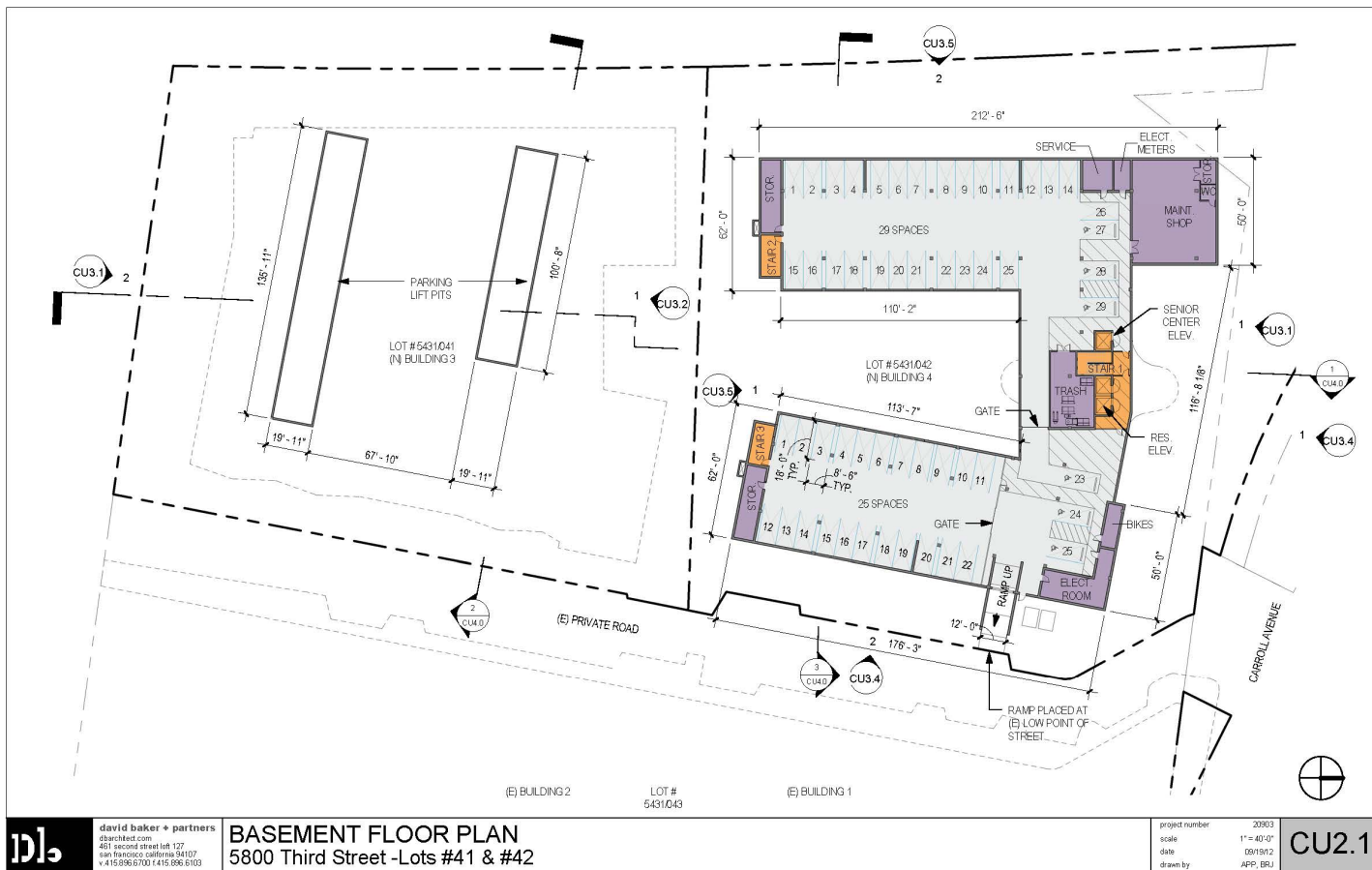


Figure 2 - 5800 Third Street Basement Plan

Source: David Baker and Partners, September 2012

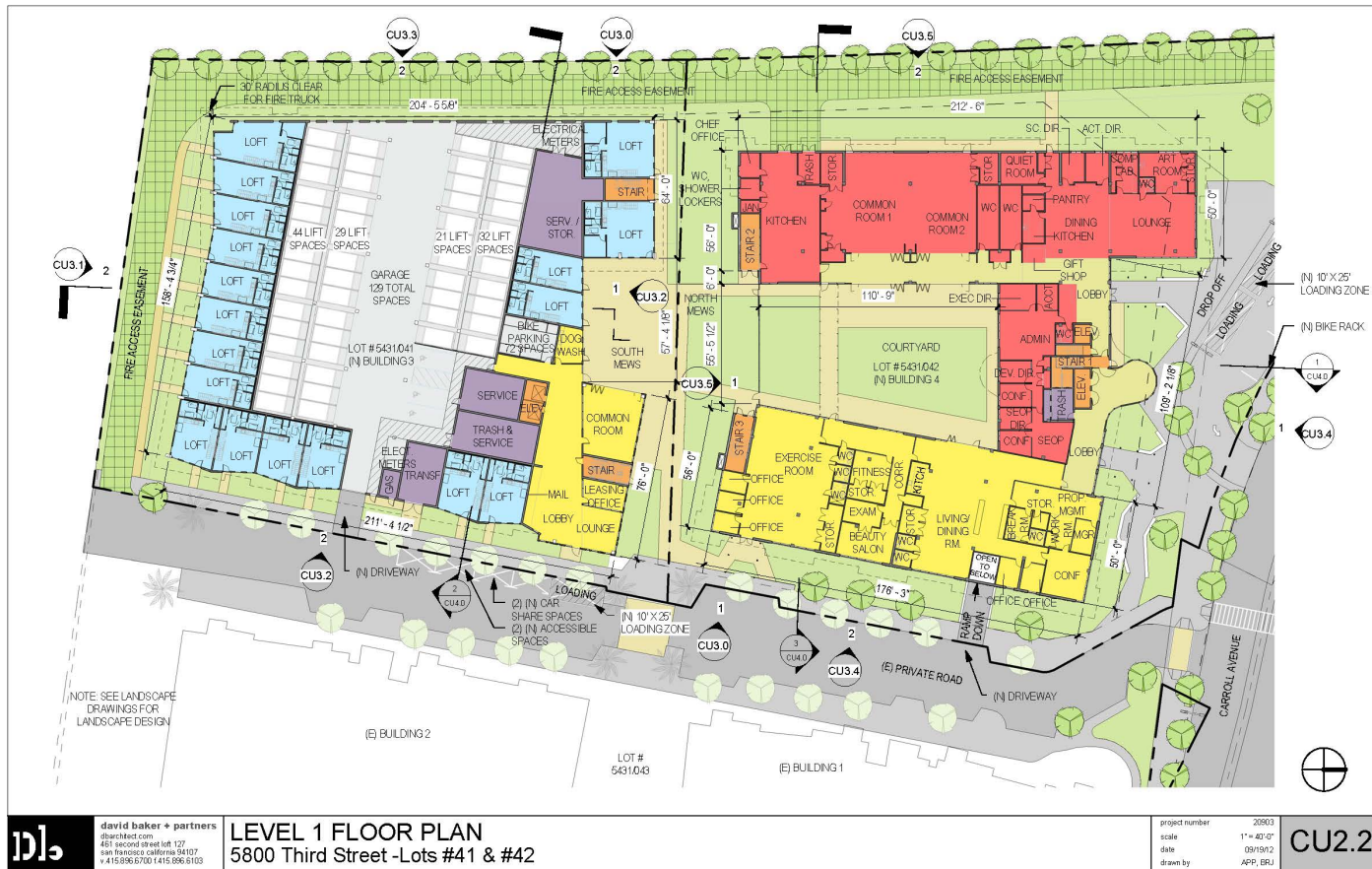


Figure - 5800 Third Street 1<sup>st</sup> Floor Plan



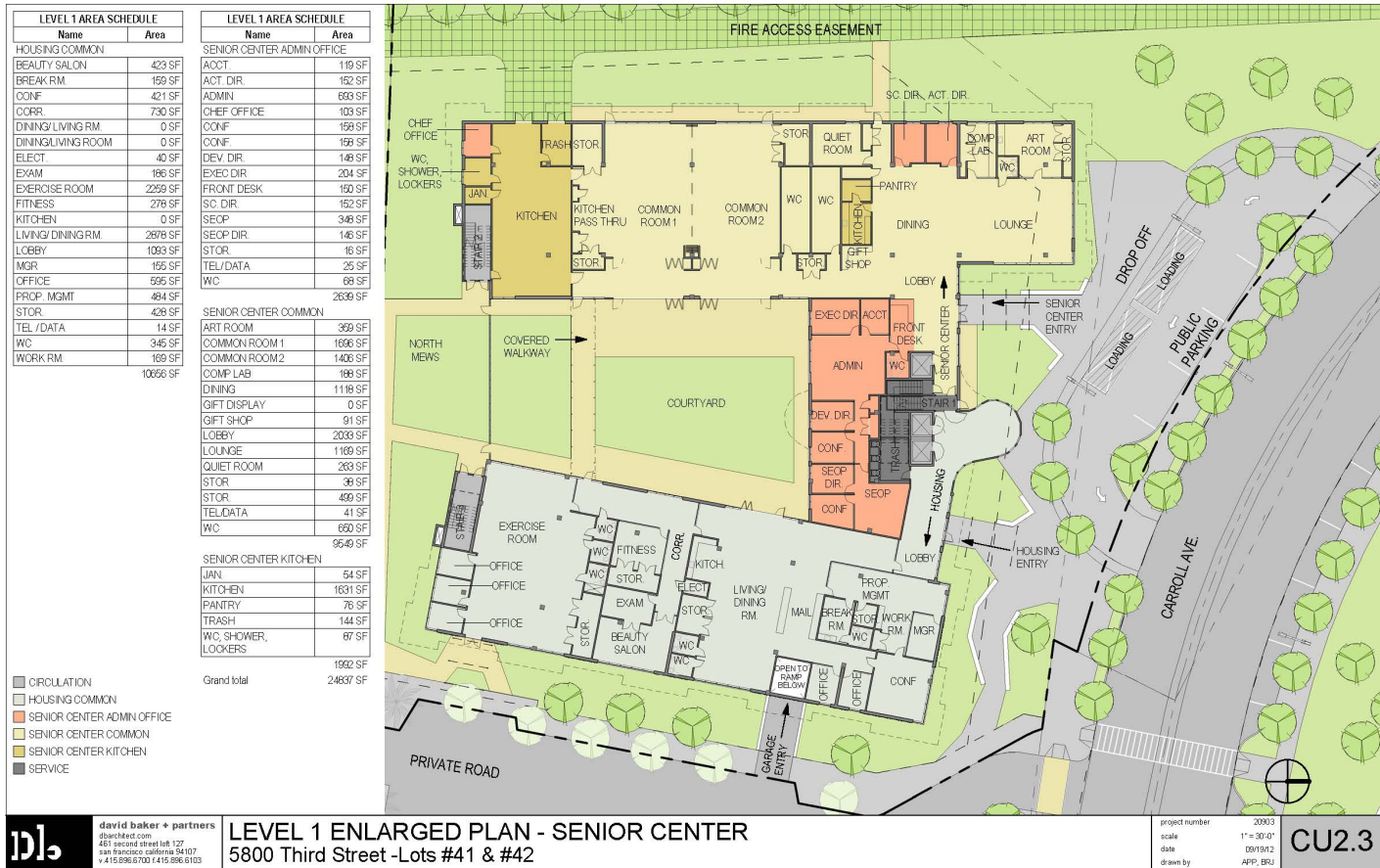


Figure - 5800 Third Street & ± μ ± μ Plan



Figure - 5800 Third Street Level 2-4 Floor Plan



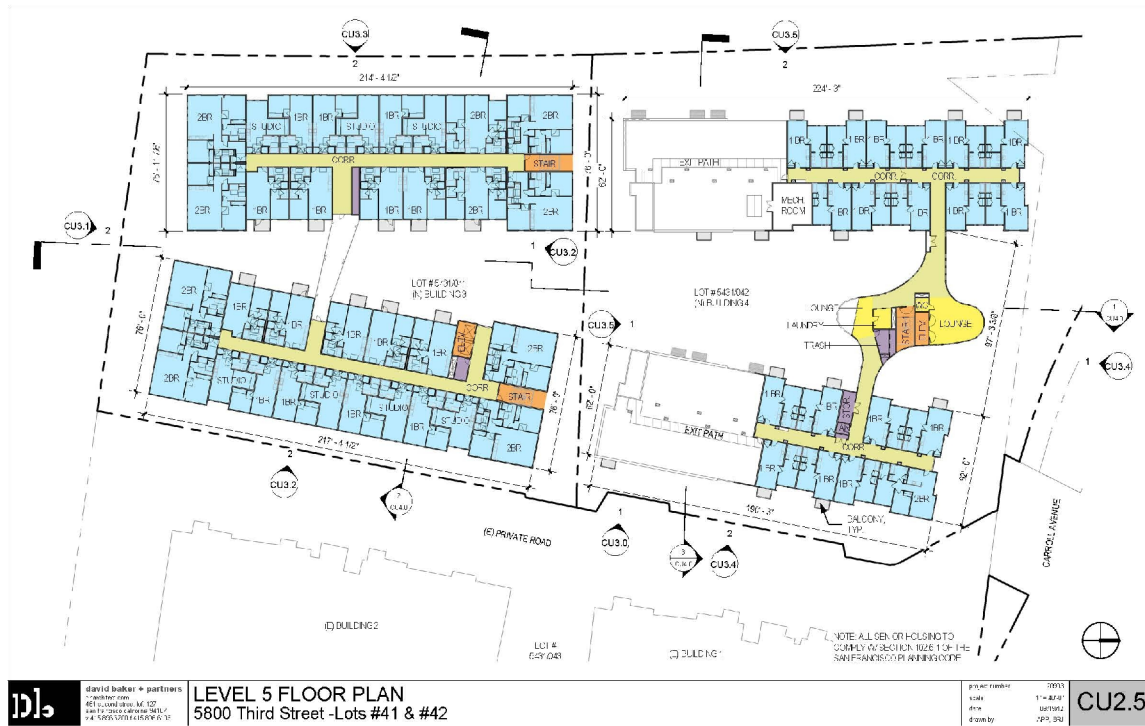


Figure 6 - 5800 Third Street Level 5 Floor Plan  
Source: David Baker and Partners, September 2012



Figure 7 - 5800 Third Street East and West Elevations  
Source: David Baker and Partners, September 2012





Figure 8 - 5800 Third Street North and South Elevations  
 Source: David Baker and Partners, September 2012

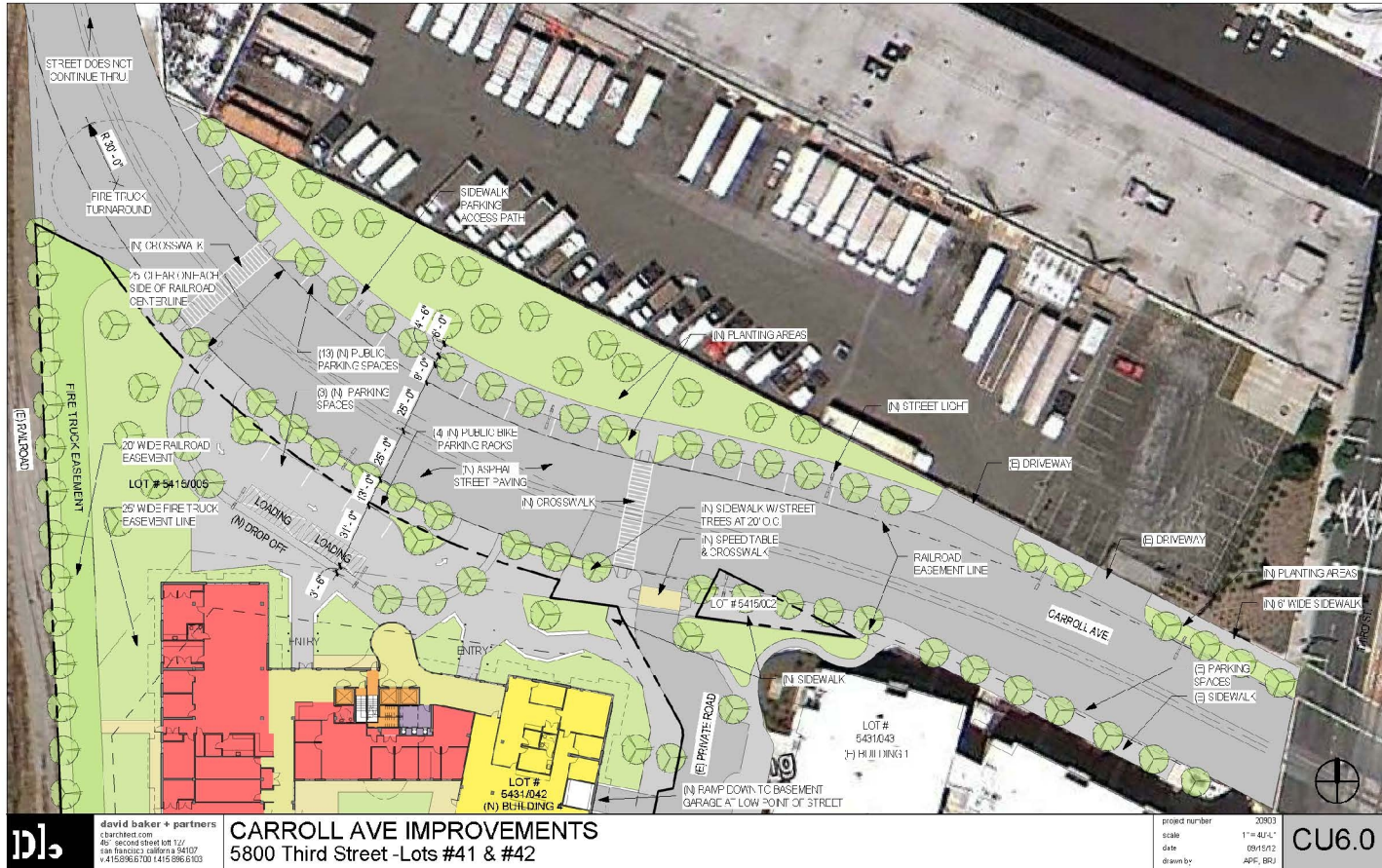


Figure 9 - 5800 Third Street Carroll Avenue Improvements

Source: David Baker and Partners, September 2012





Figure 10- 5800 Third Street Sections

Source: David Baker and Partners, September 2012

### *Approvals Required*

- San Francisco Planning Commission approval of a Conditional Use Authorization pursuant to Planning Code Sections 134, 140, 215, 303, and 304, to modify a previously approved Planned Unit Development under Case Number 2003.0672C. Modifications to Planning Code requirements will be sought for 1) rear yard (Section 134); 2) dwelling unit exposure (Section 140); and 3) density (Section 215).
- San Francisco Department of Building Inspection (DBI) building permits
- San Francisco Department of Public Works approval of public right of way improvements to Carroll Avenue.
- SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP) – Approval of a Stormwater Control Plan and Operation and Management Plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG) is required prior to issuance of building permits.

### *Analysis of Potential Environmental Effects*

Section 31.19(c)(1) of the San Francisco *Administrative Code* states that a modified project must be reevaluated and that, “If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.”

California Environmental Quality Act (CEQA) Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a subsequent MND for a project that is already adequately covered in an adopted MND. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent MND, as provided in CEQA Guidelines Section 15162, are not present.

The previously approved project was subject to an MND adopted by the Planning Department on September 1, 2005. The FMND analyzed the potential impacts of the original proposed project and found that the project would have three impacts that could be reduced to a less than significant level with the incorporation of mitigation measures (Construction Air Quality, Hazardous Materials, and Archaeological Resources) and the project as mitigated would not have a significant effect on the environment. One improvement measures was included in the FMND to require the project sponsor to meet with relevant departments to determine ways to reduce construction impacts on traffic and



pedestrian circulation during project construction, and to minimize the impact of construction on the operation of Muni light rail and buses via coordination with Muni's Chief Inspector before construction begins.

The FMND also analyzed the project's potential impacts in the areas of Land Use, Visual Quality, Population, Transportation/Circulation, Noise, Air Quality/Climate, Shadows and Wind, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, Hazards and Cultural Resources. Since the FMND was prepared, the Planning Department has revised its environmental checklist, and proposed projects are now evaluated for potential impacts in the following topic areas: Land Use, Aesthetics, Population and Housing, Cultural Resources, Transportation and Circulation, Noise, Air Quality, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural Resources. In these areas, the effects of the original proposed project and the modified proposed project would be substantially the same. The following discussion substantiates this determination.

Since adoption of the PMND, no changes have occurred in the circumstances under which the project as currently proposed that would change the severity of the project's physical impacts, and no new information has emerged that would materially change the analyses or conclusions set forth in the FMND. Further, proposed changes to the proposed project, as demonstrated below, would not result in any new significant environmental impacts or a substantial increase in the significance of previously identified environmental effects. The effects of the project would be substantially the same, or for many environmental topic areas of lesser severity than reported in the 5800 Third Street Residential and Commercial Mixed-Use Project. The following discussion provides the basis for this conclusion.

### *Land Use, Plans and Policies*

The 2005 FMND found that the original project would introduce more intense residential and retail mixed uses in the area which is within an area of existing and future residential commercial, and industrial mixed uses. The changes in land use from industrial to residential and retail uses on the project site would not disrupt or divide the physical arrangement of this area of Third Street. The Bayview Hunters Point Redevelopment Projects and Zoning and the Eastern Neighborhoods Rezoning efforts encourage and propose increasing housing supply, converting industrially zoned land to non-industrial uses in the Third street corridor along the new Third Street light rail line. The 2007 Addendum proposed additional commercial use, a grocery store, which was determined to have a less than significant impact to land use.

The modified project includes market rate housing, senior housing, and a community senior center. The proposed project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center. Additionally, the senior center included in Building 4 would not be incompatible with the surrounding uses. Similar to the FMND findings, the modified project would generally reflect, and be compatible with, the surrounding residential, commercial, and light industrial land uses in the surrounding area. Additionally, the proposed residential and senior community center uses would be compatible with the existing uses of Buildings 1 and 2, which have already been constructed with 137 market rate units and 21,000 sf of retail space.

The modified project would contain the similar land uses as the approved project and a similar arrangement of open space, public accessibility, and roadways. The increase of residential units and senior community center uses would not change the FEIR conclusions. Building heights would be within the range of heights in the neighborhood and within the height limits allowed for the site. In sum, changes proposed under the modified project would not result in adverse land use impacts either individually or cumulatively.

### *Visual Quality and Urban Design*

The modified project would result in changes to the project site's visual character and views similar to the original project as evaluated in the FMND. The most substantial change in the modified project is that the footprints of the proposed new buildings have been reoriented in some places. The proposed project would have a maximum height of 65', which would represent an increase by 5' from the 60' analyzed in the 2005 FMND. The project site is located within the 65-J height and bulk districts, and therefore the project would comply with the height and bulk regulations. The 5 ft height increase for the modified project would not alter the FMND conclusions that visual quality impacts would be less than significant. The constructed Building 1 and 2 have a height of 50'. The proposed project is similar to the adopted project, and similarly compatible in bulk and scale of Building 1 and 2 (See Figures 1-10). As with the original project, the overall character of the site would appear more intensely developed than under current conditions, but this visual change would not cause significant adverse impacts to the existing visual character of the site. Therefore, the FMND concluded that although original the 2005 project would be taller than surrounding one-to-three story residential, light industrial, and commercial buildings, it would be comparable in height to the five-story industrial building southwest of the site, and the project would not have a substantial, demonstrable negative aesthetic effect. Additionally, the FMND found that the project would not degrade or obstruct any scenic view or vista now observed from a public area. The proposed project's visual impacts would not be substantially different from the original 2005 project.



The above analysis indicated that the original 2005 project and the modified project would not substantially or demonstrably have a negative aesthetic effect, degrade or obstruct scenic views or vistas, or generate obtrusive of light or glare impacting other properties. Project and cumulative aesthetic effects would be less than significant.

### ***Transportation***

The modified project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center compared to the original project analyzed in the 2005 FMND. The modified project includes a van drop off area along Carroll Avenue for the senior center in Building 4. Other modifications to the circulation include new sidewalks along Carroll Avenue, public parking along Carroll Avenue, and a fire access lane along the south and west edges of the project site. A transportation study was prepared for the 2005 FMND to analyze the transportation impacts of the original 2005 project.<sup>3</sup> The FMND found that the 2005 original project would have a less than significant impact to traffic, transit, pedestrians, bicycles, parking, construction, and loading. Additionally, a transportation evaluation was conducted for the 2007 addendum to analyze the impact of increasing the retail space from 13,000 sf of general retail to 21,000 sf of grocery retail, and changes the location and method of accessing the retail stores by delivery vehicles.<sup>4</sup> The 2007 transportation evaluation also analyzed the change in setting since the publication of the FMND with the completion of the Third Street light rail, which resulted in removal of a through travel lane along northbound and southbound Third Street, restriping of intersections to create new turn pockets, and new signal timing plans. Additionally, the 2007 Addendum found that the 2007 revised project would not result in declines of Level of Service at any of the study intersections, and the project would result in less than significant impacts to traffic, transit, pedestrians, bicycles, parking, construction, and loading.

### **Traffic**

As set forth in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review, October 2002 (Transportation Guidelines)*<sup>5</sup>, the Planning Department evaluates traffic conditions for the weekday PM peak period to determine the significance of an adverse environmental impact.

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<sup>3</sup> Korve Engineering, Final 5800 Third Street Transportation Study, Planning Department Case #2003.0672E, November 1, 2004. A copy of this report is available for public review at the Planning Department, 1650 Mission Street, 4<sup>th</sup> Floor.

<sup>4</sup> DMJM Harris/Aecom, 5800 Third Street Transportation Evaluation, Planning Department Case #2007.1126E, October 11, 2007. A copy of this report is available for public review at the Planning Department, 1650 Mission Street, 4<sup>th</sup> Floor.

<sup>5</sup> This document can be located at <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753>.

Weekday PM peak hour conditions (between the hours of 4 PM to 6PM) typically represent the worst-case conditions for the local transportation network. Based on the *Transportation Guidelines* for both market rate housing and senior housing, the proposed project is anticipated to generate approximately 171 (55 PM peak hour trips for Building 4 and 116 for Building 3) peak hour vehicle trips.<sup>6</sup> The Original 2005 project found that project would generate 377 net new PM peak hour vehicle trips for Buildings 1- 4, with Building 3 and 4 generating 177 PM peak hour vehicle trips. Under the 2005 FMND existing conditions, the eight intersections evaluated operated at Level of Service (LOS) C or better. The FMND found that with implementation of the original project, seven of the eight intersections would continue to operate at the same LOS, with the exception of Third Street/Armstrong Avenue which would deteriorate from LOS C to D with a delay of 33.8 seconds, which is considered a satisfactory level of service.

The modified project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center. The modified project would generate approximately 171 PM peak hour vehicle trips, which is a decrease in PM peak-hour vehicle trips by six trips. This decrease in vehicle trips is due to the fact that senior housing units have a lower PM peak hour vehicle trip generation rate than the original proposed market rate housing. Therefore, the modified project is not anticipated to substantially change the level of service at the intersections in the project vicinity beyond what was analyzed in the FMND, and would not be considered a substantial traffic increase relative to the existing capacity of the local street system. Therefore, the proposed project's impact on existing vehicular traffic is considered less than significant.

### **Transit**

Similar to the conclusions reached in the FMND, the modified project would not cause a substantial increase in transit demand which cannot be accommodated by existing transit capacity. Additionally, since publication of the FMND, the Third Street Light Rail has been constructed, which is located directly in front of the project site. Additionally, the site is located directly north of the Carroll Avenue MUNI stop. The modified project was found to add approximately 74 transit trips during the PM peak hour. The pm peak hour capacity was shown to be 2,380 passengers in each direction for the Third Street Light Rail. With the addition of the 68 additional dwelling units and a senior community center, the project would add transit trips to the Third Street light rail; however, the light rail has enough passenger capacity ratio to accommodate this increase in trips and this impact would be less than significant.

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<sup>6</sup> Chelsea Fordham, San Francisco Planning Department, *Transportation Calculations*, August 3, 2012. These calculations are available for review as part of Case File No. 2005.0424E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.



### **Pedestrians**

As with the original project, new pedestrian trips associated with the modified project would be accommodated on the existing sidewalks and crosswalks adjacent to the project and would not substantially affect current pedestrian conditions. Additionally, the proposed project includes pedestrian improvements to Carroll Avenue and the private road that will bisect the project site between the constructed Buildings 1 and 2, and the proposed Buildings 3 and 4. Therefore the modified project's impacts to the pedestrian network would be less than significant.

### **Bicycle**

The modified project would provide 106 bicycle parking spaces for Building 3 and 4, compared to the 44 bicycle spaces for Buildings 1 - 4 proposed for the original project. The modified project would provide adequate bicycle parking and would not interfere with existing bicycle facilities and/or plans. Additionally, the modified project would not affect bicycle travel in the area or result in conflicts between bicycles and vehicles. The modified project's impact to bicycle circulation would be less than significant.

### **Parking**

As discussed in the FMND, the original project would generate an estimated parking demand of 487 residential spaces for Buildings 1-4 (or 329 for Buildings 3 and 4). The original project proposed 399 residential off-street parking spaces for Building 1 – 4 (or 219 spaces for Buildings 3 and 4) and resulted in a parking shortfall of 88 residential spaces (or 110 for Buildings 3 and 4). The modified project would generate an estimated parking demand of 202 residential spaces for Buildings 3 and 4 and the project is proposing to provide 183 off-street parking spaces resulting in parking shortfall of 19 spaces.

Consistent with the findings reported in the FMND and presented here for informational purposes, the modified project would increase parking shortfall, the FMND notes that parking supply is not considered to be part of the permanent physical environment and lack of such parking would not be considered an environmental impact as defined by CEQA. San Francisco does not consider parking supply as part of the permanent physical environment. 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 8A.115 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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 modified project would be minor. Potential secondary effects associated air quality, noise and pedestrian safety analyses were analyzed in the FMND and found to be less than significant.

### **Loading**

The modified project would not be required to provide off-street loading spaces, and off-street loading is currently conducted on Carroll Avenue for the existing grocery store and 137 constructed residential units. Additionally, as part of the modified project for Building 4, passenger loading, including a van drop-off area for the senior center would be constructed as part of the proposed project. Therefore, the modified project would have a less than significant impact.

### **Construction**

Construction of the modified Building 3 and 4 would both take approximately 18 months to construct, shorter than the 26 months estimated in the FMND. Construction of Building 3 is estimated to begin starting late spring/early summer 2013 and construction of Building 4 is estimated to begin summer 2013. Construction staging would occur onsite, and there would be sufficient space to accommodate temporary off-loading and stacking materials. Construction worker parking is also expected to be accommodated on site. It is anticipated that no regular travel lanes or bus stops would need to be closed or relocated during the construction period. As with the original project, construction-related impacts to transportation, circulation, and parking would be temporary and would be less than significant.



### *Air Quality*

The 2005 FMND analyzed the original project for air quality impacts to determine if the project would violate ambient air quality standards, expose sensitive receptors to substantial pollutant concentrations, create objectionable odors or have a significant impact on cumulative air quality in the Bay Area. The FMND determined that construction and operational emissions associated with the original project would be less than significant because the original project would be required to implement construction-related mitigation measures recommended by the Bay Area Air Quality District's (BAAQMD). For operational emission, the original project would not exceed the BAAQMD thresholds (in place in 2005) for particulate matter (PM10), nitrogen oxide (NOx), or reactive organic gases (ROG). Additionally, the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR for Year 2025 concluded that the seven worst intersections in the project area that operate at LOS D or worse would not exceed existing thresholds as established by BAAQMD for potential carbon monoxide (CO) hotspots. As previously discussed, the proposed project has been modified, compared to the original project that was analyzed in 2005. The proposed project together (Buildings 3 and 4) would total 356,945 sf, with 271 dwelling units, a 15,008 sf senior center, and 183 off-street parking spaces. The modified project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center. As discussed above, proposed project would result in a decrease of six peak period vehicle trips compared to the revised project previously analyzed in the 2005 FMND. Operational emissions would remain less than significant as the change of project-related traffic would not be substantial compared to the modified project.

For construction activities, the air quality mitigation measure (Mitigation Measure 1: Construction Air Quality) set forth in the 2005 FMND would no longer apply to the proposed project. San Francisco has adopted a Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The Construction Dust Control Ordinance was adopted 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 on-site workers, minimize public nuisance complaints, and avoid orders to stop work by the Department of Building Inspection (DBI).

The San Francisco Building Code Section 106A.3.2.6.3 requires a "no visible dust" requirement 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 on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Building Code requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic

yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI.

Since the project site is over one half acre in size, the Building Code requires the project sponsor to designate a person or persons who will be responsible for monitoring compliance with dust control requirements. The designated person or persons shall be on the site or available by telephone or other means during all times that site preparation, demolition, or construction activities may be in progress, including holidays and weekends. The name and telephone number where such person or persons may be reached at all times shall be provided to the Director of DBI and to the Director of Public Health prior to commencement of work on the project.

Below are the following regulations and procedures set forth in Section 106A.3.2.6.3 of the San Francisco Building Code's General Dust Control Requirements:

- Water all active construction areas sufficiently to prevent dust from becoming airborne. Increased watering frequency may be necessary whenever wind speeds exceed 15 mile per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible;
- Provide as much water as necessary to control dust (without creating run-off) in an area of land clearing, earth movement, excavation, drillings, and other dust-generating activity;
- During excavation and dirt-moving activities, wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday;
- Cover any inactive (no disturbance for more than seven days) stockpiles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil with a 10 mil (0.01 inch) polyethylene plastic or equivalent tarp and brace it down or use other equivalent soil stabilization techniques; and
- Use dust enclosures, curtains, and dust collectors as necessary to control dust in the excavation area.

Compliance with the San Francisco Building Code's General Dust Control Requirements would ensure that the project's fugitive dust impacts would be less than significant.

Based on the above, the proposed project would have less than significant impacts related to air quality, as was identified in the 2005 FMND for the original project and the 2007 Addendum.



## Greenhouse Gases

### 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.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. While the presence of the primary GHGs in the atmosphere is naturally occurring, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO<sub>2</sub>. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels and biomass.<sup>7</sup> N<sub>2</sub>O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO<sub>2</sub>E).<sup>8</sup>

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms and heat waves, are occurring already and will only become more frequent and more costly.<sup>9</sup> Secondary effects of climate change are likely to include a global rise in sea level, impacts to agriculture, the state's electricity system, and native freshwater fish ecosystems, an increase in the

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<sup>7</sup> Center for Climate and Energy Solutions. *What is Black Carbon?*, April 2010. Available online at: <http://www.c2es.org/docUploads/what-is-black-carbon.pdf>. Accessed September 27, 2012.

<sup>8</sup> Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

<sup>9</sup> California Climate Change Portal. Available online at: <http://www.climatechange.ca.gov>. Accessed September 25, 2012.

vulnerability of levees in the Sacramento-San Joaquin Delta, changes in disease vectors, and changes in habitat and biodiversity.<sup>10 11</sup>

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO<sub>2</sub>E (MMTCO<sub>2</sub>E).<sup>12</sup> The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state generation and imported electricity) at 23 percent and industrial sources at 18 percent. Commercial and residential fuel use (primarily for heating) accounted for nine percent of GHG emissions.<sup>13</sup> In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO<sub>2</sub>E emitted in 2007.<sup>14</sup> Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at seven percent, off-road equipment at three percent and agriculture at one percent.<sup>15</sup>

## REGULATORY SETTING

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 MMTCO<sub>2</sub>E); by 2020, reduce emissions to 1990 levels

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<sup>10</sup> California Climate Change Portal. Available online at: <http://www.climatechange.ca.gov/>. Accessed September 25, 2012.

<sup>11</sup> California Energy Commission. California Climate Change Center. *Our Changing Climate 2012*. Available online at: <http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>. Accessed August 21, 2012.

<sup>12</sup> California Air Resources Board (ARB). *California Greenhouse Gas Inventory for 2000-2009 – by Category as Defined in the Scoping Plan*. Available online at: [http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_00-09\\_2011-10-26.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf). Accessed August 21, 2012.

<sup>13</sup> ARB. *California Greenhouse Gas Inventory for 2000-2009 – by Category as Defined in the Scoping Plan*. Available online at: [http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_00-09\\_2011-10-26.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf). Accessed August 21, 2012.

<sup>14</sup> Bay Area Air Quality Management District (BAAQMD). *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, February 2010. Available online at: [http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007\\_2\\_10.ashx](http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx). Accessed August 21, 2012.

<sup>15</sup> BAAQMD. *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010*. Available online at: [http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007\\_2\\_10.ashx](http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx). Accessed August 21, 2012.



(estimated at 427 MMTCO<sub>2</sub>E); and by 2050 reduce statewide GHG emissions to 80 percent below 1990 levels (approximately 85 MMTCO<sub>2</sub>E).

In response, the California legislature passed Assembly Bill No. 32 in 2006 (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 from forecast emission levels).<sup>16</sup>

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. The Scoping Plan is the State's overarching plan for addressing climate change. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from 2008 levels.<sup>17</sup> The Scoping Plan estimates a reduction of 174 million metric tons of CO<sub>2</sub>E (MMTCO<sub>2</sub>E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 4, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.<sup>18</sup>

The AB 32 Scoping Plan recommendations are intended to curb projected business-as-usual growth in GHG emissions and reduce those emissions to 1990 levels. Therefore, meeting AB 32 GHG reduction goals would result in an overall annual net decrease in GHGs as compared to current levels and accounts for projected increases in emissions resulting from anticipated growth.

The Scoping Plan also 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

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<sup>16</sup> Governor's Office of Planning and Research (OPR). *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available online at: <http://opr.ca.gov/docs/june08-ceqa.pdf>. Accessed August 21, 2012.

<sup>17</sup> ARB. *California's Climate Plan: Fact Sheet*. Available online at: [http://www.arb.ca.gov/cc/facts/scoping\\_plan\\_fs.pdf](http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf). Accessed August 21, 2012.

<sup>18</sup> ARB. *Assembly Bill 32: Global Warming Solutions Act*. Available online at: <http://www.arb.ca.gov/cc/ab32/ab32.htm/>. Accessed August 21, 2012.

the next several years and the Bay Area Metropolitan Transportation Commission's 2013 RTP, Plan Bay Area, would be its first plan subject to SB 375.

**Table 4. GHG Reductions from the AB 32 Scoping Plan Sectors**<sup>19,20</sup>

<b>GHG Reduction Measures By Sector</b>	<b>GHG Reductions (MMT CO<sub>2</sub>E)</b>
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
<b>Total</b>	<b>174</b>
<b>Other Recommended Measures</b>	
Government Operations	1-2
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures:	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	9
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
<b>Total</b>	<b>41.8-42.8</b>

<sup>19</sup> ARB. *Climate Change Scoping Plan*, December 2008. Available online at: [http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). Accessed August 21, 2012.

<sup>20</sup> ARB. *California's Climate Plan: Fact Sheet*. Available online at: [http://www.arb.ca.gov/cc/facts/scoping\\_plan\\_fs.pdf](http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf). Accessed August 21, 2012.



AB 32 further 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 noted that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.<sup>21</sup> The BAAQMD has conducted an analysis of the effectiveness of the region in meeting AB 32 goals from the actions outlined in the Scoping Plan and determined that in order for the Bay Area to meet AB 32 GHG reduction goals, the Bay Area would need to achieve an additional 2.3 percent reduction in GHG emissions from the land use driven sector.<sup>22</sup>

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 added 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). The BAAQMD recommends that local agencies adopt a Greenhouse Gas Reduction Strategy consistent with AB 32 goals and that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy.<sup>23</sup> As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the CEQA Guidelines.

At a local level, the City has developed a number of plans and programs to reduce the City's contribution to global climate change. San Francisco's GHG reduction goals, as outlined in the 2008 Greenhouse Gas Reduction ordinance are as follows: by 2008, determine the City's GHG emissions for the year 1990, the baseline level with reference to which target reductions are set; by 2017, reduce GHG emissions by 25

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<sup>21</sup> ARB. *Climate Change Scoping Plan*. December 2008. Available online at: [http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). Accessed August 21, 2012.

<sup>22</sup> BAAQMD. *California Environmental Quality Act Guidelines Update, Proposed Thresholds of Significance*, December 2009. Available online at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Proposed%20Thresholds%20of%20Significance%20Dec%207%202009.ashx>. Accessed September 25, 2012.

<sup>23</sup> BAAQMD. *California Environmental Quality Act Air Quality Guidelines*, May 2012. Available online at: [http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines\\_Final\\_May%202012.ashx?la=en](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en). Accessed September 25, 2012.

percent below 1990 levels; by 2025, reduce GHG emissions by 40 percent below 1990 levels; and finally by 2050, reduce GHG emissions by 80 percent below 1990 levels. San Francisco's Greenhouse Gas Reduction Strategy documents the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies. As identified in the Greenhouse Gas Reduction Strategy, the City has implemented a number of mandatory requirements and incentives that have measurably reduced GHG 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 a mandatory recycling and composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding statewide AB 32 GHG reduction goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 MMTCO<sub>2</sub>E. A recent third-party verification of the City's 2010 communitywide and municipal emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 MMTCO<sub>2</sub>E, representing a 14.5 percent reduction in GHG emissions below 1990 levels.<sup>24</sup><sup>25</sup>

## APPROACH TO ANALYSIS

In compliance with SB 97, OPR amended the CEQA Guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. Among other changes to the CEQA Guidelines, the amendments added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. The potential for a project to result in significant GHG emissions which contribute to the cumulative effects global climate change is based on the CEQA Guidelines and CEQA Checklist, as amended by SB 97, and is determined by an assessment of the project's compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not

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<sup>24</sup> ICF International. "Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco." Memorandum from ICF International to San Francisco Department of the Environment, April 10, 2012. Available online at: <http://www.sfenvironment.org/download/community-greenhouse-gas-inventory-3rd-party-verification-memo>. Accessed September 27, 2012.

<sup>25</sup> ICF International. "Technical Review of San Francisco's 2010 Municipal GHG Inventory." Memorandum from ICF International to San Francisco Department of the Environment, May 8, 2012. Available online at: <http://www.sfenvironment.org/download/third-party-verification-of-san-franciscos-2010-municipal-ghg-inventory>. Accessed September 27, 2012.



generate enough GHG emissions to noticeably change the global average temperature. CEQA Guidelines Sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy, demonstrating that San Francisco's policies and programs have collectively reduced communitywide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80 percent below 1990 levels by 2050. Chapter 1 of the City's *Strategies to Address Greenhouse Gas Emission* (the Greenhouse Gas Reduction Strategy) describes how the strategy meets the requirements of CEQA Guidelines Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "Aggressive GHG reduction targets and comprehensive strategies like San Francisco's help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."<sup>26</sup>

With respect to CEQA Guidelines Section 15064.4(b), the factors to be considered in making a significance determination include: 1) the extent to which GHG emissions would increase or decrease as a result of the proposed project; 2) whether or not a proposed project exceeds a threshold that the lead agency determines applies to the project; and finally 3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

The GHG analysis provided below includes a qualitative assessment of GHG emissions that would result from a proposed project, including emissions from an increase in vehicle trips, natural gas combustion, and/or electricity use among other things. Consistent with the CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions, the significance standard applied to GHG emissions generated during project construction and operational phases is based on whether the project complies with a plan for the reduction of GHG emissions. The City's Greenhouse Gas Reduction Strategy is the City's overarching plan documenting the policies, programs and regulations that the City implements towards reducing municipal and communitywide GHG emissions. In particular, San Francisco implements 42 specific regulations that reduce GHG emissions which are applied to projects within the City. Projects that comply with the Greenhouse Gas Reduction Strategy would not result in a substantial increase in GHGs, since the City has shown that overall communitywide GHGs have decreased and that the City has met AB 32 GHG reduction targets. Individual project compliance with the City's Greenhouse

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<sup>26</sup> BAAQMD. *Letter from J. Roggenkamp, BAAQMD, to B. Wycko, San Francisco Planning Department, October 28, 2010.* Available online at: [http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction Letter.pdf](http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction%20Letter.pdf). Accessed September 24, 2012.

Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis.

In summary, the two applicable greenhouse gas reduction plans, the AB 32 Scoping Plan and the City's Greenhouse Gas Reduction Strategy, are intended to reduce GHG emissions below current levels. Given that the City's local greenhouse gas reduction targets are more aggressive than the State's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of AB 32. Therefore, proposed projects that are consistent with the City's Greenhouse Gas Reduction Strategy would be consistent with the goals of AB 32, would not conflict with either plan, and would therefore not exceed San Francisco's applicable GHG threshold of significance. Furthermore, a locally compliant project would not result in a substantial increase in GHGs.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Given the analysis is in a cumulative context, this section does not include an individual project-specific impact statement.

The most common GHGs resulting from human activity associated with land use decisions are CO<sub>2</sub>, black carbon, CH<sub>4</sub>, and N<sub>2</sub>O.<sup>27</sup> 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 constructing two residential buildings (Building 3 and 4) totaling 356,945 sf, with 271 dwelling units, a 15,008 sf senior center, and 183 off-street parking spaces. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

As discussed above and consistent with the state CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions under CEQA, projects that are consistent with San Francisco's *Strategies to*

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<sup>27</sup> OPR. *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/ceqapdfs/june08-ceqa.pdf>. Accessed March 3, 2010.



*Address Greenhouse Gas Emissions* would result in a less-than-significant GHG impact. Based on an assessment of the proposed project’s compliance with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*, the proposed project would be required to comply with the following ordinances that reduce greenhouse gas emissions, see Table 5 (Building #3) and Table 6 (Building #4).

**Table 5. Greenhouse Gas Regulations Applicable to 5800 Third Building #3**

Regulation	Requirements	Project Compliance	Discussion
<b>Transportation Sector</b>			
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.	X Project Complies  <input type="checkbox"/> Not Applicable  <input type="checkbox"/> Project Does Not Comply	The proposed project will provide at least 50 class 1 bicycle spaces.
Car Sharing Requirements (Planning Code, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City’s mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	X Project Complies  <input type="checkbox"/> Not Applicable  <input type="checkbox"/> Project Does Not Comply	The proposed project would provide at least one car-sharing space on the private drive between the existing building on lot 43 to the east of the project and the project, where it is accessible to the public.
<b>Energy Efficiency Sector</b>			
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code,	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	X Project Complies  <input type="checkbox"/> Not Applicable  <input type="checkbox"/> Project Does	Project will meet or exceed 15% more energy efficient than Title 24 energy efficiency requirements.

Regulation	Requirements	Project Compliance	Discussion
Chapter 13C)	energy efficiency requirements.	Not Comply	
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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will manage stormwater on-site using low impact design.
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> <li>1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm)</li> <li>2. All showers have no more than one showerhead per valve</li> <li>3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm</li> <li>4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf)</li> </ol>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Fixtures will comply with required minimum standards. Will be shown on Construction Permit drawings when submitted to DBI.



Regulation	Requirements	Project Compliance	Discussion
	<p>5. All urinals have a maximum flow rate of 1.0 gpf</p> <p>6. All water leaks have been repaired.</p> <p>Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>		
<p>Residential Energy Conservation Ordinance (SF Building Code, Housing Code, Chapter 12)</p>	<p>Requires all residential properties to provide, prior to sale of property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</p>	<p>X Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Required energy and water conservation measures will be provided as specified.</p>

Regulation	Requirements	Project Compliance	Discussion
	Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.		
<b>Waste Reduction Sector</b>			
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Recycling, composting, and trash storage, collection, and loading facilities will be provided on each floor of the building to be convenient to all users.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will comply with mandatory recycling and composting ordinance by providing refuse containers into recyclables, compostables and trash.
<b>Environment/Conservation Sector</b>			
Street Tree Planting Requirements for New Construction	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	The proposed project will plant ten street trees along the private drive consistent with the requirement.



Regulation	Requirements	Project Compliance	Discussion
(Planning Code Section 428)	Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	<p>Applicable</p> <input type="checkbox"/> Project Does Not Comply	

**Table 6. Greenhouse Gas Regulations Applicable to 5800 Third Building #4**

Regulation	Requirements	Project Compliance	Discussion
<b>Transportation Sector</b>			
Commuter Benefits Ordinance (Environment Code, Section 421)	<p>All employers must provide at least one of the following benefit programs:</p> <p>1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</p> <p>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or</p> <p>(3) Employer Provided Transit</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>The project is not expected to involve a "Covered Employer" as defined by the Commuter Benefits Ordinance.</p> <p>However, if the senior center does involve a Covered Employer, then that employer will comply with the Commuter Benefits Ordinance by providing at least one of the benefit programs.</p>

Regulation	Requirements	Project Compliance	Discussion
	furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.		
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>The emergency ride home program is voluntary for employers.</p> <p>To the extent the project involves any eligible employers, the applicant will encourage those employers to enroll in the program by completing an Employer Agreement.</p>
Transit Impact Development Fee (San Francisco Planning Code, Section 411)	<p>Establishes the following fees for all commercial developments. Fees are paid to DBI and provided to SFMTA to improve local transit services.</p> <p>Review Planning Code Section 411.3(a) for applicability.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The applicable fee will be paid per the fee schedule established in Planning Code, Section 411.
Bicycle Parking in New and Renovated Commercial Buildings (Planning Code, Section 155.4)	<p>Professional Services:</p> <p>(A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required.</p> <p>(B) Where the gross square footage</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will provide three spaces which are required for the 14,967 sf senior center and eight spaces will be provided at the drop off area.



Regulation	Requirements	Project Compliance	Discussion
	<p>of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required.</p> <p>(3)Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required.</p> <p>Retail Services:</p> <p>(A) Where the gross square footage of the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required.</p> <p>(2) Where the gross square footage of the floor area is between 50,000 square feet- 100,000 feet, 6 bicycle spaces are required.</p> <p>(3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.</p>		
<p>Bicycle parking in Residential Buildings (Planning Code, Section 155.5)</p>	<p>(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.</p> <p>(B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Bicycle parking is not required for senior housing. However, 34 Class 1 bicycle spaces will be provided in a secure bike room in the garage.</p>

Regulation	Requirements	Project Compliance	Discussion
Car Sharing Requirements (Planning Code, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	One required car share space will be provided at the Private Drive for the 121 housing units per Planning Code section 166.
<b>Energy Efficiency Sector</b>			
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The senior center will be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code,	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	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does	The residential portion of the building will be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.



Regulation	Requirements	Project Compliance	Discussion
Chapter 13C)	energy efficiency requirements.	Not Comply	
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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project's stormwater control plan will be reviewed by the SFPUC for compliance with City's stormwater ordinance.
San Francisco Green Building Requirements for water efficient landscaping (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Drought tolerant planting and efficient irrigation systems will be used to reduce the amount of potable water used for landscaping by 50%.
San Francisco Green Building Requirements for water use reduction (SF Building Code,	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does	Fixtures for the senior center will be selected to reduce the amount of potable water use by 20%.

Regulation	Requirements	Project Compliance	Discussion
Chapter 13C)		Not Comply	
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> <li>1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm)</li> <li>2. All showers have no more than one showerhead per valve</li> <li>3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm</li> <li>4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf)</li> <li>5. All urinals have a maximum flow rate of 1.0 gpf</li> <li>6. All water leaks have been repaired.</li> </ol> <p>Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>Fixtures in the residential portion of the new building will be selected to not exceed the flow rates.</p>
Residential Energy	Requires all residential properties to provide, prior to sale of	<input checked="" type="checkbox"/> Project Complies	The following items will be incorporated into the project; attic



Regulation	Requirements	Project Compliance	Discussion
Conservation Ordinance (SF Building Code, Housing Code, Chapter 12)	<p>property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</p> <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; installing low-flush toilets; insulating hot water pipes and tanks; tuning boilers and installing a time-clock on the burner.</p>
<b>Waste Reduction Sector</b>			
San Francisco Green Building Requirements for solid waste (SF	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable	Separate bins will be located throughout the project for convenience.

Regulation	Requirements	Project Compliance	Discussion
Building Code, Chapter 13C)	are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	<input type="checkbox"/> Project Does Not Comply	
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The residential portion of the project will have trash rooms on each floor with three separate chutes (trash/recycling/compost) going to a basement trash room. The senior center will have a separate trash room with trash/recycling/ and compost bins.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project will divert at least 75% of the project's construction and demolition debris to recycling.
<b>Environment/Conservation Sector</b>			
Street Tree Planting Requirements for New Construction (Planning Code Section 428)	Planning Code Section 143 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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	New street trees at Carroll Ave. will comply with street tree requirements. Existing street trees at Private Drive will remain and new trees will be planted in setback area to comply with requirement.



Regulation	Requirements	Project Compliance	Discussion
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: <ul style="list-style-type: none"> <li>• Pellet-fueled wood heater</li> <li>• EPA approved wood heater</li> <li>• Wood heater approved by the Northern Sonoma Air Pollution Control District</li> </ul>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project will not install any wood burning fire places.

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, or impact the City’s ability to meet San Francisco’s local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco’s sustainable policies have resulted in the measured reduction of annual GHG emissions; (3) San Francisco has met and exceeds AB 32 GHG reduction goals for the year 2020 and is on track towards meeting long-term GHG reduction goals; (4) current and probable future state and local GHG 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 the CEQA and BAAQMD requirements for a Greenhouse Gas Reduction Strategy, projects that are consistent with San Francisco’s regulations would not contribute significantly to global climate change. The proposed project would be required to comply with the requirements listed above, and was determined to be consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.<sup>28</sup> <sup>29</sup>As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

<sup>28</sup> *Greenhouse Gas Analysis: Compliance Checklist for Building #3. t.* April, 2012. This document is on file in Case File No. 2012.0045E and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

<sup>29</sup> *Greenhouse Gas Analysis: Compliance Checklist for Building #4. April, 2012.* This document is on file in Case File No. 2012.0045E and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

### ***Shadow***

The shadow analysis in the 2005 FMND concluded that the original project would not create substantial adverse shadows effects on open space or other pedestrian areas. The original 2005 project would cause new shading to the southerly area Bayview Playground during most times of the year during approximately the last hour before sunset. However, the shadow impact would not exceed the 1 percent new shadow for parks larger than 2 acres with an existing annual shadow of less than 20 percent typically considered acceptable by the Department and by the Department of Recreation and Park; therefore, shadow from the proposed project would not be considered a significant adverse impact to the Bayview Playground.

The currently proposed project would have a maximum height of approximately 65 feet. Similar to the revised projects covered under the 2007 Addendum, the currently proposed project would not create new shadows on Bayview Playground at times specified in *Planning Code* Section 295.<sup>30</sup> Therefore, the shadow analysis conclusions for the original 2005 project would apply to the currently proposed project. The currently proposed project would have less-than-significant shadow impacts, as was identified in the 2005 FMND for the original project.

### ***Hazardous Materials/Hazards***

A Phase 1 Environmental Site Assessment (ESA) was prepared for the project site in May 1998, by PIERS Environmental Services. An additional Phase I ESA was prepared in March 2003 by All West Environmental. The findings of the Phase I ESA were summarized in the FMND for the original project. Both Phase I ESA reports conducted for the proposed project list current and past operations, review environmental databases and records, identify site reconnaissance observations and summarize potential contamination issues.

Both Phase I ESAs recommend that the empty underground storage tank near the northwest corner of the project site beneath a surface concrete pad be removed. Standards and procedures for removal of the underground storage tank are identified in Mitigation Measure 2, Hazardous Materials, would reduce any potentially unforeseen effects related to contamination to a less-than-significant level. Surrounding sites with remaining underground storage tanks are down-gradient from the proposed project site, and in any event, groundwater is not used as a potable water source in San Francisco. Three above-ground storage tanks are on the site and these stored corn syrup for the former Coca-Cola bottling plant. These

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<sup>30</sup> San Francisco Planning Department. *5800 Third Street Shadow Analysis*, October 3, 2012. These documents are on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0045E.



were removed as part of Mitigation Measure 2, Hazardous Materials and this issue has been fully addressed.

Leading up to the proposed project, the project applicant took the necessary steps to implement the mitigation measures included in the 2005 FMND by submitting a site mitigation plan and a soil management plan to DPH for approval of the construction of Buildings 1-4.<sup>31</sup> Excavation of the Building 1 and 2 was conducted during August to October 2007 with approximately 27,900 cubic yards of soil excavated and transported off-site for disposal. Of that 18,250 cubic yards of soil were transported and disposed at a Class II facility. Additionally, the project sponsor for the proposed project has applied for a Work Plan for preliminary soil testing and a Voluntary Remedial Action Program (VRAP) for the northwest section of Building 4 with the Department of Public Health (DPH).<sup>32</sup> The DPH states the project may require a full site mitigation plan or requirements may be limited to construction related documents to address dust control, run off, noise control, health and safety, and contingency procedures should unexpected environmental issues or hazards be encountered during construction.<sup>33</sup> Additionally, contingency procedures may be part of the site specific worker health and safety plan. By entering into a VRAP for the construction of Buildings 3 and 4, workers and members of the public would be protected from the exposure contaminated soils during project construction and the potential exposure to hazardous materials is not a significant impact. Improper disposal of hazardous waste could result in a significant impact; however, implementation of the mitigation measures identified in the 2005 FMND Mitigation Measure 2 Hazardous Materials, would ensure that the currently proposed project's impacts related to hazards would be less than significant, similar to the original 2005 FMND project, the 2007 Addendum, and proposed project.

The FMND notes that dewatering may be required and the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. Standards and protocols for potential soil and groundwater effects resulting from past and existing uses are identified in

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<sup>31</sup> City and County of San Francisco Department of Public Health, Division of Occupational and Environmental Health, letter to Randy Rhoads April 12, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of the project file 2012.0045E.

<sup>32</sup> City and County of San Francisco Department of Public Health, Division of Occupational and Environmental Health, letter to San Francisco Third Street Equity Partners September 17, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of the project file 2012.0045E.

<sup>33</sup> DPH, Ibid

Mitigation Measure 2, hazardous materials and these would further reduce any potentially unforeseen effects related to soil and groundwater contamination to a less-than-significant level.

Access for fire safety and emergency access would be assured via implementation of the Building and fire Codes which the proposed project would conform to. The addition of 68 additional dwelling units (62 market rate and six senior affordable) and a 15,005 sf senior center does not change this and there would continue to be a less-than-significant impact with the project in terms of hazards and hazardous materials.

### *Other Issues*

The FMND for the 5800 Third Street Residential and Commercial Project determined that, for the following topics, any environmental effects associated with the project would either be insignificant or would be reduced to a level of less-than-significant by implementation of the mitigation measures adopted as conditions of project approval: Population, Noise, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, and Archaeological Resources. The FMND did not discuss these issues further. The FMND's mitigation measures would be implemented prior to, or during construction, as applicable to the effect they are intended to address. The significance conclusions reached in the FMND would not change based on the project modifications and all mitigation measures from the FMND would be applied to the modified project, except the Construction Air Quality Mitigation Measure as discussed above.



*Conclusion*

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final mitigated negative declaration adopted and issued on September 5, 2005 remain valid and that no supplemental environmental review is required. The proposed revisions to the project would not cause new significant impacts not identified in the final mitigated negative declaration, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

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

October 12, 2012

Date of Determination



Bill Wycko, Environmental Review Officer  
for John Rahaim, Director of Planning

cc: Kevin Brown, Holliday Development  
Maricela Flores, McCormack, Baron, Salazar  
Tara Sullivan, Current Planning Division  
Distribution List  
Virna Byrd, Master Decision File/Bulletin Board



# PLANNING DEPARTMENT

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## FINAL MITIGATED NEGATIVE DECLARATION

### Date of Publication of Final Mitigated Negative Declaration:

April 30, 2005; Amended on September 1, 2005

**Lead Agency:** Planning Department, City and County of San Francisco  
1660 Mission Street, 5th Floor, San Francisco, CA 94103

**Agency Contact Person:** Irene Nishimura

**Telephone:** (415) 558-5967

**Project Title:** 2003.0672E: 5800 Third Street Residential and Commercial Mixed-Use Project

**Project Sponsor:** Levin Menzies & Associates

**Project Contact Person:** Robert Kagan

**Telephone:** (925) 937-4111

**Assessor's Block(s) and Lot(s):** Block 5431A, Lot 001

**City and County:** San Francisco

**Project Description:** The proposed project would consist of construction of a residential and commercial mixed-use development after demolition of a defunct bottling plant facility at 5800 Third Street (Assessor's Block 5431A, Lot 001), at the southwest corner of Third Street and Carroll Avenue in the Bayview neighborhood. The project would include 355 multi-family residential units in four buildings, 13,000 gross square feet (gsf) of ground floor retail space in two of the buildings that would be along Third Street, and 379 off-street parking spaces in the four buildings. The four buildings would total 641,920 gsf in size, ranging in height from 50 to 60 feet tall (four to five stories), and would be built around a central plaza and a private drive with two visitor loading spaces, with access from Carroll Avenue. Sixteen surface parking spaces for the retail uses would be provided on the south side of the project site, with access provided from a right-turn-only driveway on Third Street at the southern boundary of the site. Twenty surface parking spaces for visitors would be provided on the central private driveway. Currently, the 5.75-acre site is occupied by a three-story, 103,000-gsf closed Coca-Cola bottling plant constructed in 1966, which would be demolished. Current use of the site is temporary parking for moving company trucks and charter buses. The site is within an M-1 (Light Industrial) District, the Third Street Special Use District (SUD), a 65-J Height and Bulk District, and the proposed Bayview Hunters Point Redevelopment Projects and Zoning Health Center Activity Node. The project would require Conditional Use Authorization for a Planned Unit Development and for residential uses in an M-1 District by the Planning Commission, which is a public hearing process.

**Building Permit Application Number, if Applicable:** None, yet.

**THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.** This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached. Mitigation measures, if any, are included in this project to avoid potentially significant effects: see attached Initial Study, pp. 55-58.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Final Mitigated Negative Declaration Adopted and Issued on:

*September 1, 2005*

  
Pam Maltzer  
Environmental Review Officer

cc: Supervisor Sophie Maxwell; Planning Commission; Distribution List; L. Fernandez/Master Decision File; Bulletin Board; Levin Menzies & Associates; Matthew Snyder, Planning Department; Jonathan Lau, Citywide Policies and Planning Section, Planning Department

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## INITIAL STUDY

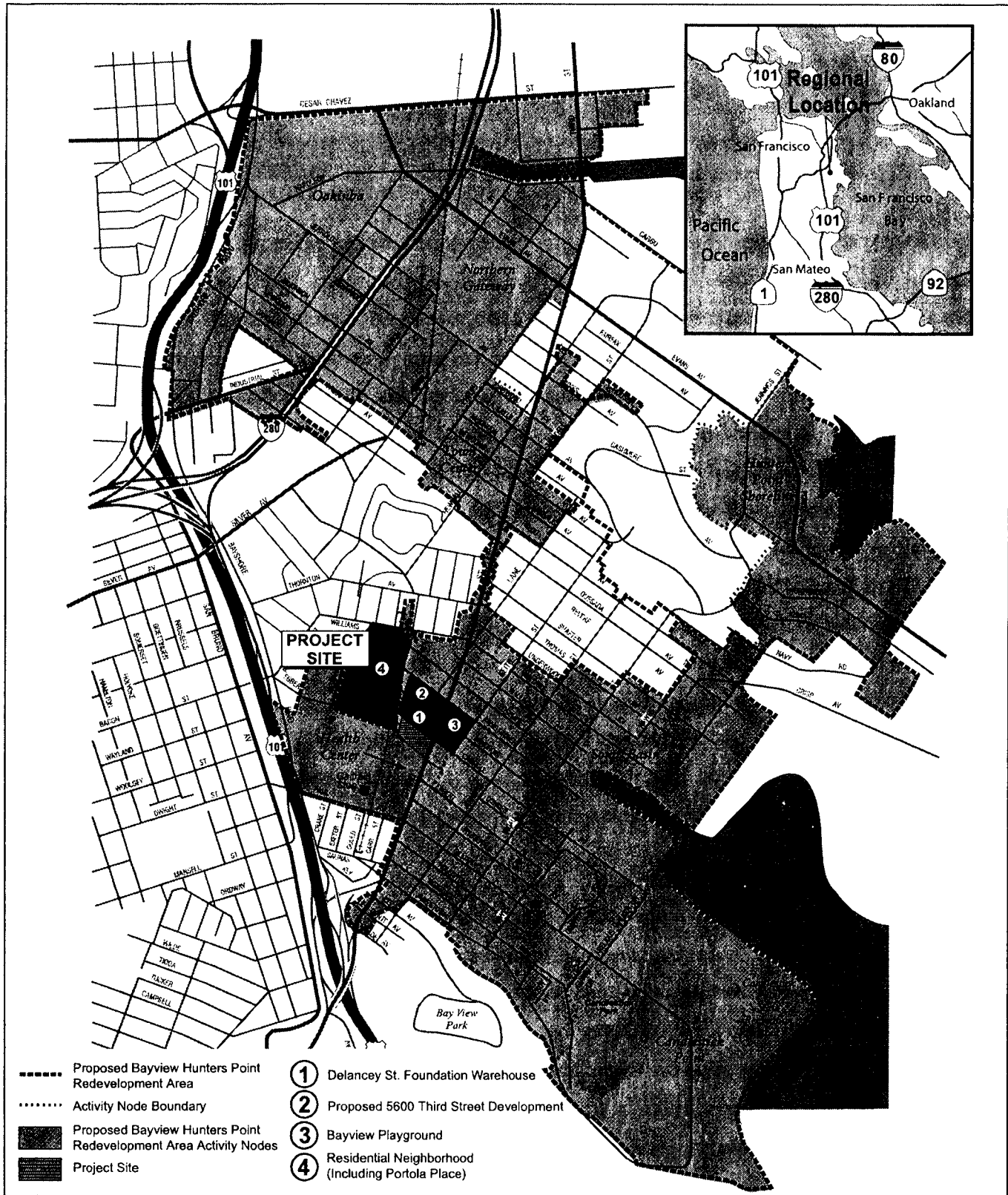
### 2003.0672E: 5800 Third Street Residential and Commercial Mixed-Use Project

#### I. PROJECT DESCRIPTION

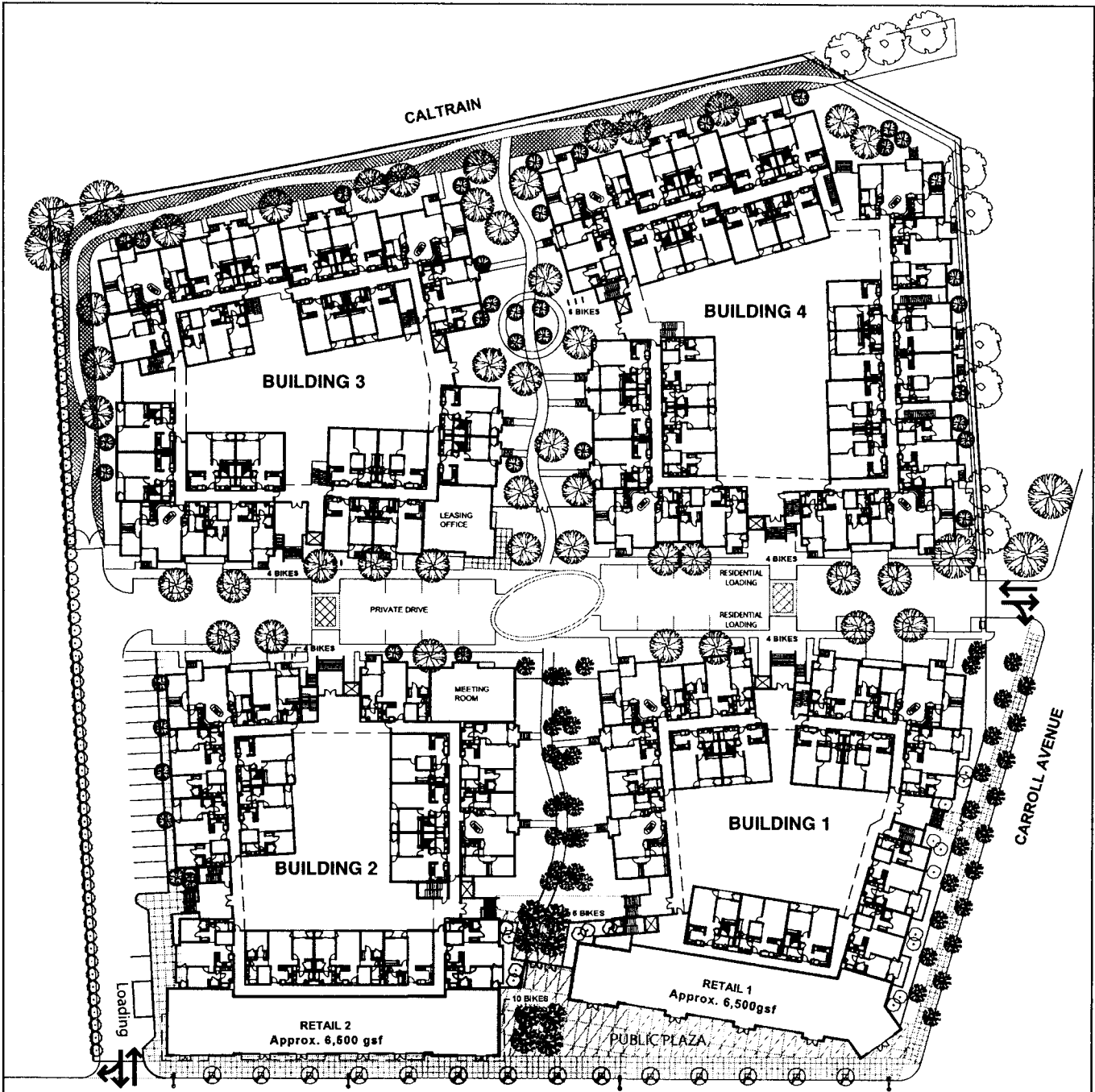
Levin Menzies & Associates (Project Sponsor) proposes to demolish a closed Coca-Cola bottling plant, an approximately 103,000 gross square foot (gsf) building, and construct a mixed-use residential and commercial development consisting of ground floor retail uses and 355 multiple-family housing units with accessory off-street parking for the residential and retail uses. Twelve percent of the total number of dwelling units would be for affordable housing per *San Francisco Planning Code (Planning Code)* Section 315. The project site is at 5800 Third Street on the west side of Third Street, immediately south of Carroll Avenue in the Bayview neighborhood (see Figure 1). The project site is Lot 001, Assessor's Block 5431A, with an approximate area of 250,470 square feet (sf), about 5.75 acres. The project site occupies the northern portion of a long irregularly-shaped block bounded by Carroll Avenue, Third Street, Paul Avenue and the Caltrain railroad tracks. Carroll Avenue is an east-west street that terminates at the Caltrain railroad tracks. An unimproved north-south mapped (i.e., not constructed) street, Mendell Street, intersects Carroll Avenue and terminates at the northwest corner of the project site. The project site is within an M-1 (Light Industrial) District, the Third Street Special Use District (SUD), and a 65-J Height and Bulk District. In addition, the project site is within the proposed Bayview Hunters Point Redevelopment Projects and Zoning area and the proposed Health Center Activity Node, under review for adoption by the San Francisco Redevelopment Commission and the Board of Supervisors.

The former bottling plant includes a three-story manufacturing building, a single-story office building, a sugar silo, a transformer, waste treatment and storage tanks, a wastewater treatment shed, a guard house, scale, two separate parking areas, and landscaping, all enclosed by wrought iron fence and gates. The site also contains a railroad spur line that served the bottling plant. The project site is temporarily used for moving company trucks and charter bus parking. The new development would consist of four buildings ranging in height from 50 to 60 feet, containing four and five stories. The total floor area of the residential uses would be 493,495 gsf. The project would also include 13,000 gsf of ground floor retail uses on Third Street. Approximately 9,220 gsf of private open space and 60,350 gsf of common usable open space would be provided for the residential use. Figure 2 shows the site plan and ground level floor plan. Four below-grade parking garages would provide





**5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT**  
**FIGURE 1: PROJECT LOCATION**



**BICYCLE PARKING**

10 bicycle parking spaces are provided for retail use. The spaces are in the public plaza adjacent to Third Street and the retail space.

34 bicycle parking spaces are provided for residents at major podium entry points. Additional bicycle storage may be provided as part of residential storage in the garage.

**LOADING SPACE**

2 loading spaces (35'X12') are provided for the residents along the internal drive adjacent to the podium entries.

One loading space is provided for the retail.

**TRASH AND RECYCLING**

Trash and recycling will be collected via trash and recycle chutes to containers in the garage. The containers will be pulled to the sidewalk along the internal drive for collection.

NOTE: Not to Scale

SOURCE: Christiani Johnson Architects, 2004.



5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT

FIGURE 2: SITE PLAN

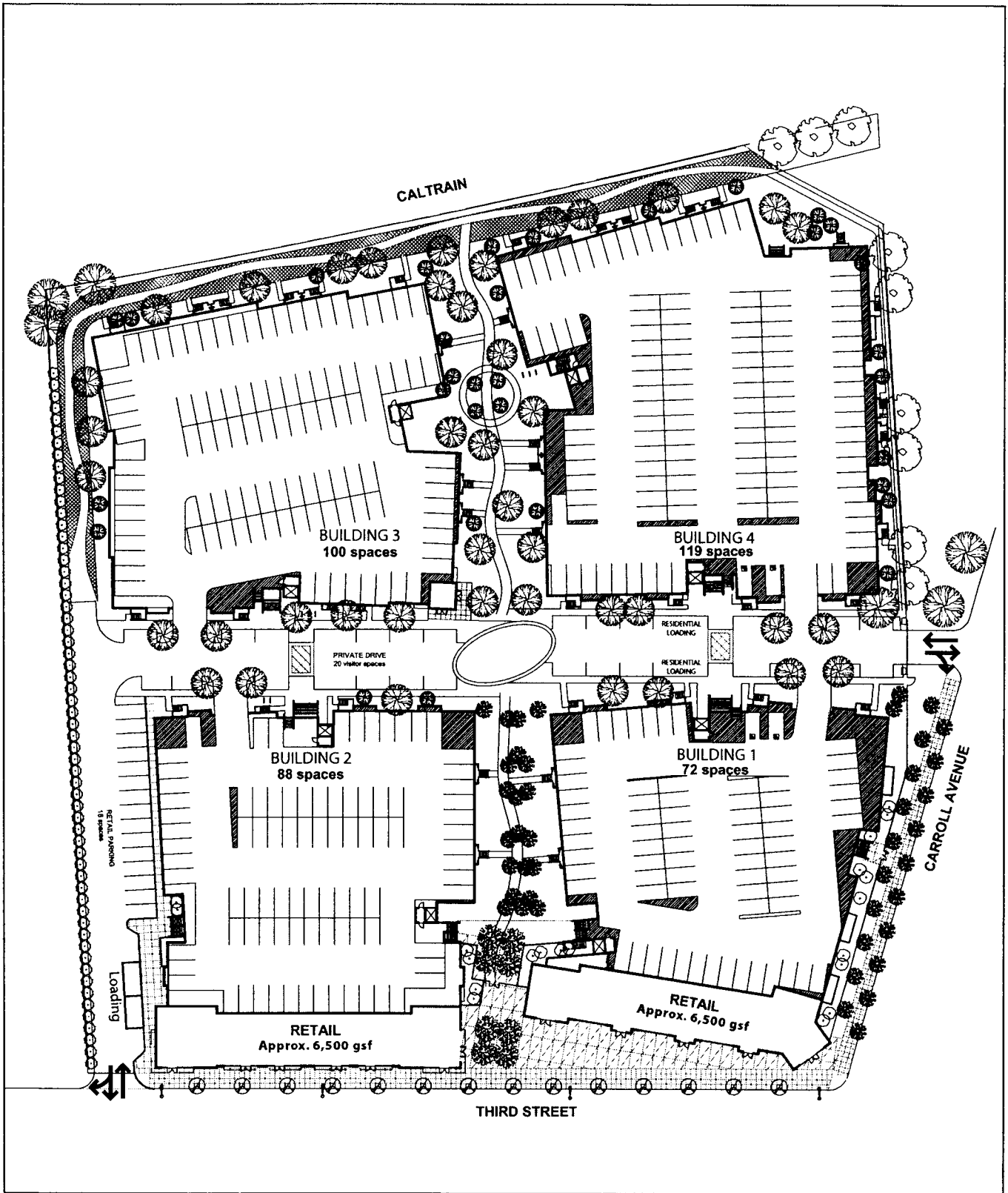


about 379 parking spaces (135,425 gsf) for the dwelling units (see Figure 3). The project would include 16 surface parking spaces for the retail uses on the south side of the site, accessible from Third Street, and 20 parking spaces for the visitors of the project residents within the central driveway. The parking garages would provide a podium for the residential buildings approximately 5 feet above grade. The retail uses would be constructed at grade.

The project would include landscaping, primarily trees, along the north-south drive, the east-west pedestrian pathways, along the west side of Buildings 3 and 4, the south side of Building 3, and the north side of Building 4. In addition, a double row of street trees would be provided along the Carroll Avenue right-of-way (see Figure 2).

Each residential building would occupy approximately one-quarter of the site with a central courtyard area within each of the buildings (see Figure 2). Buildings 1 and 2, both four-story buildings, would be at the northeast and southeast corners of the site, and would include groundfloor retail uses that would front on Third Street. Buildings 3 and 4, at the southwest corner and the northwest corner of the site, respectively, would be five stories. Table 1 summarizes the project uses. As shown in Figure 2, a main driveway would be accessed from Carroll Avenue, between Buildings 1 and 4. This main driveway would provide access to garages in Buildings 1 and 4. A second driveway, at the southern end of the Third Street frontage, would provide access from Third Street to the retail parking spaces and to garages in Buildings 2 and 3. The driveways would include security gates at each entrance. Visitor parking and two off-street loading spaces (serving the residential uses) would also be provided along these two drives. Approximately 10 bicycle parking spaces for the retail uses would be provided in the public plaza area on Third Street, and 34 bicycle parking spaces would be provided at the main residential entrances (see Figure 2).

There would be three types of open space: public, common, and private. The public open space would be the plaza area fronting the retail uses along Third Street as well as the retail parking area. There would be a central pedestrian pathway from Third Street to the west edge of the property, bisecting the project site and providing a pedestrian link between the four residential buildings. This area and all the landscaped areas, with exception of the retail plaza and retail parking, would be the common usable open spaces. The private areas include private decks and fenced areas in the courtyards. The common usable open space and private areas would not be accessible to the public (see Figures 2 and 3). Figures 4 and 5 depict typical floor plans for the residential uses. Figure 6 shows the elevations from Third Street, Carroll Avenue and the Caltrain side.



SOURCE: Christiani Johnson Architects, 2004.

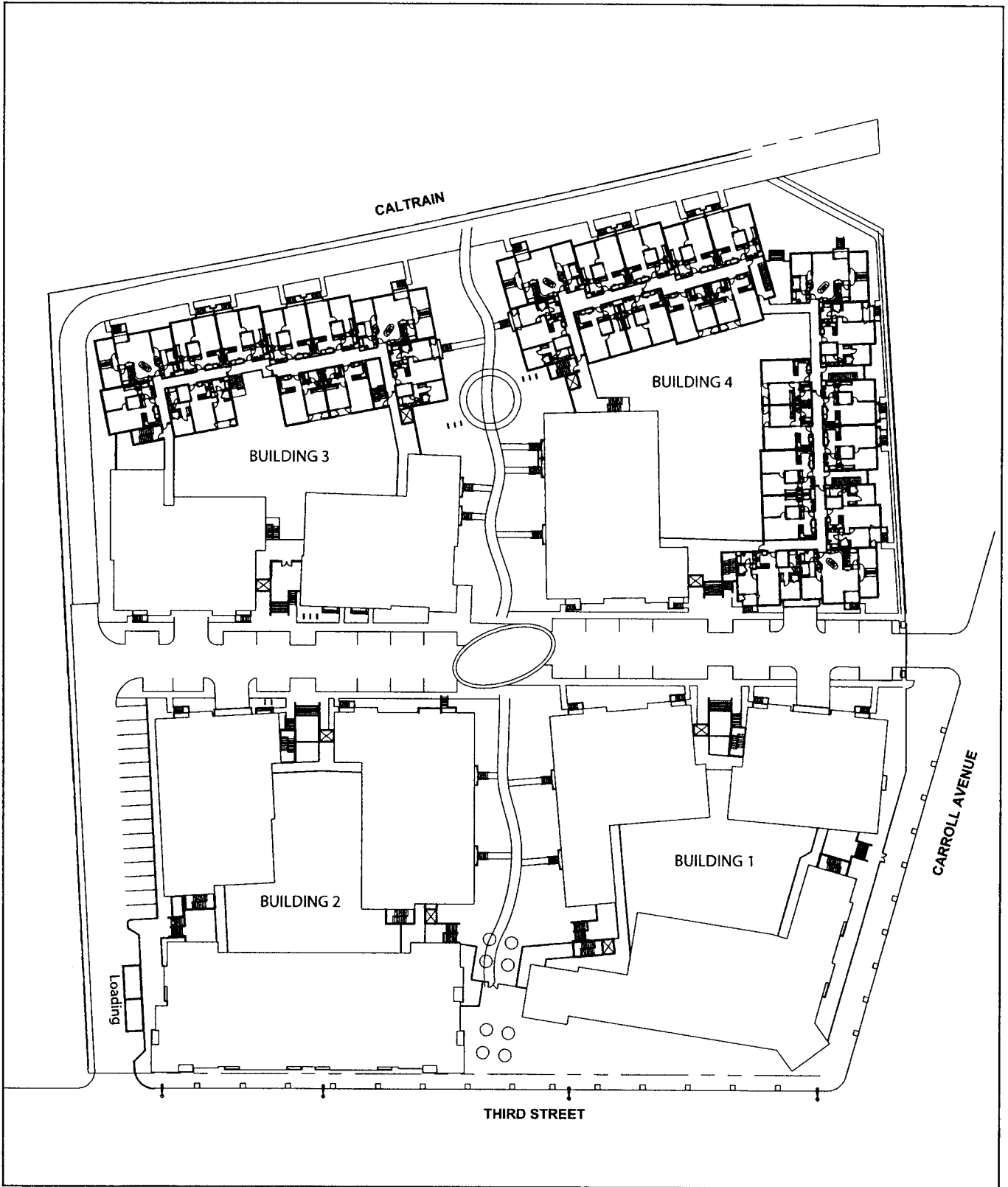
5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT  
**FIGURE 3: GARAGE FLOOR AND SURFACE PARKING PLAN**





SOURCE: Christiani Johnson Architects, 2004.

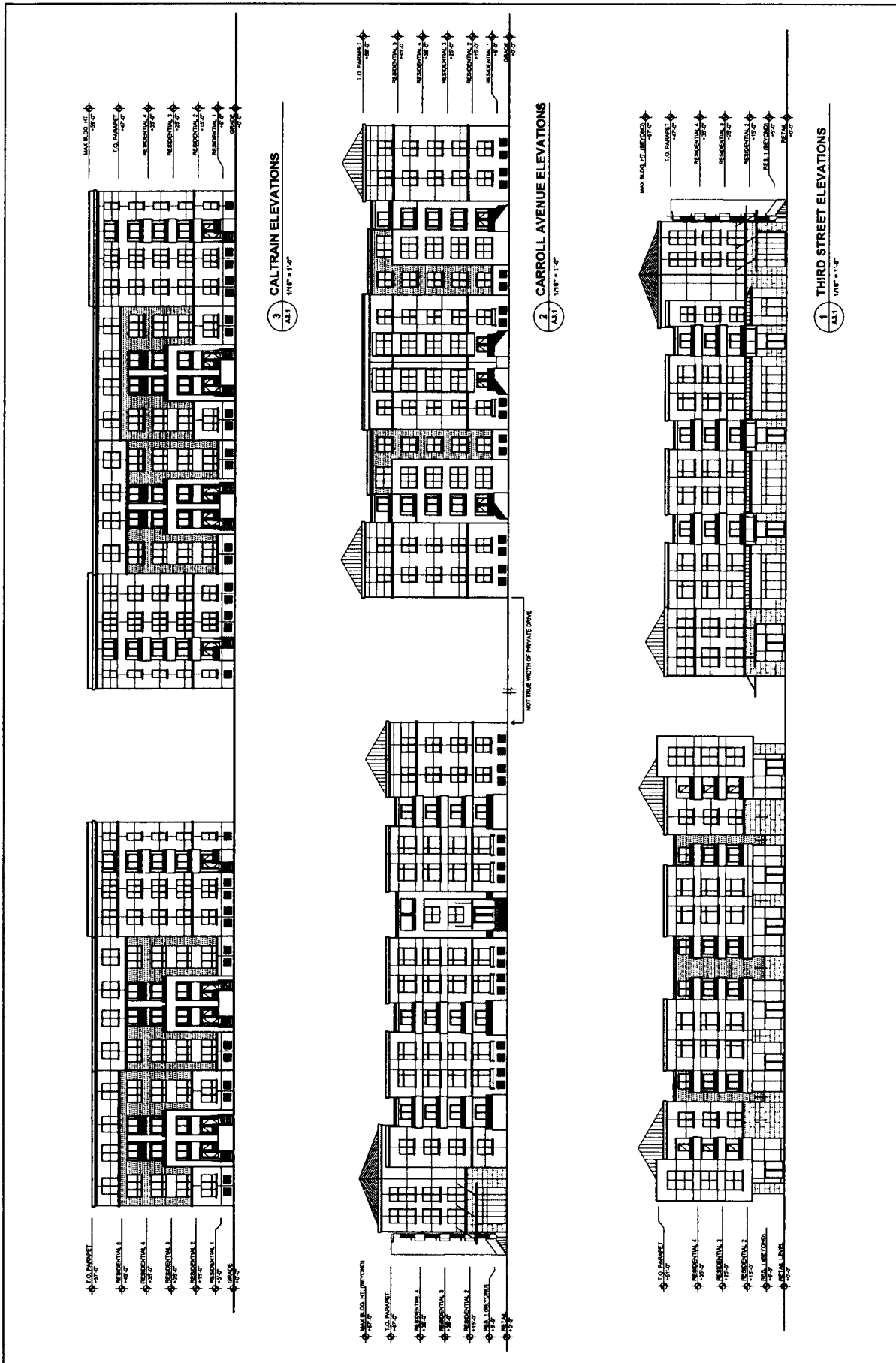
5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT  
 FIGURE 4: TYPICAL FLOOR PLAN



SOURCE: Christiani Johnson Architects, 2004.



5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT  
 FIGURE 5: LEVEL 5 FLOOR PLAN



5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT  
 FIGURE 6: BUILDING ELEVATIONS AT STREET LEVEL

SOURCE: Christiani Johnson Architects, 2004.



**Table 1  
Project Uses**

<b>Category</b>	<b>Building 1</b>	<b>Building 2</b>	<b>Building 3</b>	<b>Building 4</b>	<b>Total</b>
Residential (gsf)	98,317	114,886	123,904	156,388	493,495
Dwelling Units (#)	71	81	88	115	355
One-Bedroom	15	18	35	46	114
Two-Bedroom	36	42	19	32	129
Three-Bedroom	20	21	34	37	112
Retail (gsf)	6,500	6,500	0	0	13,000
Parking (gsf)	26,587	32,185	35,030	41,623	135,425
<b>Total Size (gsf)</b>	<b>131,404</b>	<b>153,571</b>	<b>158,934</b>	<b>198,011</b>	<b>641,920</b>
Garage Spaces	72	88	100	119	379
Private Open Space (gsf)	1,853	2,116	2,249	3,002	9,220
Common Open Space (gsf)	-	-	-	-	60,350
Surface parking spaces <sup>1</sup>	-	-	-	-	36
Height (feet)	50	50	60	60	
Floors	4	4	5	5	

Source: Christiani Johnson Architects, 2004.

Note: 1. Surface spaces include retail (16) and visitor (20) parking.

Project construction is anticipated to begin in 2005 and would require approximately 26 months to complete.

## **PROJECT SETTING**

The project site is within an M-1 (Light Industrial) District, which permits light industrial, retail, office, and other commercial uses. Residential uses proposed in the M-1 District require a Conditional Use Authorization by the Planning Commission. The project site is also located in the Third Street Special Use District.<sup>1</sup>

In addition, the project site is located within a 65-J Height and Bulk District. On the east side of Third Street, directly across from the project site is a 40-X Height and Bulk District. Most of the existing surrounding buildings vary from one- to four-stories in height. The vicinity of the project site is a mix of industrial and warehouse, residential and recreation land uses. Most of the area surrounding the project site is zoned M-1, with the exception of Bayview Playground, which is within a Public Use (P) District. In general, the area between Williams Avenue and Paul Avenue along Third Street contains

<sup>1</sup> Section 249.15 of the *Planning Code* established the Third Street Special Use District. This section controls the establishment of fast-food restaurants or small self-service restaurants along Third Street. The project would require a Conditional Use Authorization if it proposed these types of restaurants; however, no such uses are either planned for, or proposed for development as part of the project.

large parcels occupied by warehouses and other buildings with industrial uses. The area around Third Street, between Williams Avenue and Armstrong Avenue, varies from this pattern because it contains one- and two-story structures with upper-level residential uses over street-level retail or light industrial uses. BRIDGE Housing Corporation is proposing a residential with commercial space project at 5600 Third Street (“5600 Third Street Residential and Commercial Mixed-Use Project”), between Armstrong and Bancroft Avenues, one block north of the subject proposed project, which is also under review by the Planning Department. The 5600 Third Street Residential and Commercial Mixed-Use Project would consist of 131 senior housing units, 129 multi-family below-market-rate for-sale units, and 8,840 gsf of ground floor retail/commercial/social services space.

To the north of the project site, at 5700 Third Street, is a one-story warehouse and a three-story warehouse owned by the Delancey Street Foundation. To the northeast of the site, on Third Street and Carroll Avenue, is the Martin Luther King, Jr. Pool within the four-acre Bayview Playground. The five-story, 54-unit Geraldine Johnson Manor Senior Housing building is north of the playground. To the south is the Wave Exchange, an internet service exchange business located at 200 and 400 Paul Avenue. Circa Corporation, a manufacturing company is located southeast of the project site at 6025 Third Street. The Southeast Health Center is east of the Bayview Playground. Currently, the Third Street corridor is under construction with the extension of the Third Street MUNI Metro/LR transit line. The Caltrain railroad tracks are west of the site, and the Caltrain station serving the project vicinity is below grade at Paul Avenue. The San Francisco County Transportation Authority (SFCTA) has proposed to relocate this station to Oakdale Avenue, which is located approximately fourteen blocks north of the project site.

West, across the Caltrain tracks, is a residential neighborhood as well as other industrial uses. That residential neighborhood includes Portola Place, a 239-unit development that was constructed in the mid-1990s. This area is currently inaccessible from the project site because Carroll Avenue terminates at the Caltrain tracks.

As previously noted on p. 1, the project site is within the proposed Bayview Hunters Point Redevelopment Projects and Zoning area, which generally includes much of the area east of U.S. 101, south of Cesar Chavez Street, and north of Bayview Park. Specifically, the project site is within the Health Center Activity Node (see Figure 1). The proposed Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR identifies potential development of 1,200 dwelling units and zoning changes that would encourage new medical and health services within the Health Center Activity Node.

Independent of the Bayview Hunters Point Redevelopment Projects and Zoning, the Planning Department has initiated a community planning and rezoning process in the eastern neighborhoods of San Francisco to address the long-term goals of these communities and to develop permanent zoning controls that would resolve potential incompatibilities between residential, industrial, and commercial land uses. These efforts have focused on balancing the need to expand housing opportunities while protecting existing and future opportunities for production, distribution and repair activities on industrial lands. Production, Distribution and Repair (PDR) is a new land use category proposed under the Eastern Neighborhoods Rezoning efforts to replace M-1 and M-2 industrial zoning, in which the project site is encompassed. PDR uses are classified into three categories, light PDR (primary business focus of repair and services), medium PDR (primary business focus of production and distribution, including larger products) and core PDR (primary business focus of larger scale production and distribution).<sup>2</sup>

The Bayview Hunters Point Redevelopment Projects and Zoning proposes the project site be rezoned as Residential/PDR with immediately surrounding areas proposed for the following rezoning: Neighborhood Commercial – Transit, Core PDR, Residential/PDR, Residential/Commercial, and Public.<sup>3</sup>

## PROJECT APPROVALS

The proposed project would require demolition and building permits from the Department of Building Inspection (DBI), and Conditional Use Authorization as a Planned Unit Development (PUD) by the Planning Commission. The approvals that would be required in accordance with the *Planning Code* are listed below. The relevant *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item.

- Conditional Use Authorization for proposed residential uses in an M-1 District (*Planning Code* Section 215)
- Authorization of a PUD under *Planning Code* Section 304 for a site one-half acre or greater. The PUD conditions would include the following:

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<sup>2</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>3</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.B-20. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.



- Authorization for relief from rear yard requirement (*Planning Code* Section 134)
- Authorization for insufficient dwelling unit exposure to open space area for 10 dwelling units in Building 4 (*Planning Code* Section 140)

Authorization to allow 16 off-street parking spaces to serve 13,000 gsf of retail use (*Planning Code* Sections 150 and 151)

- Department of Public Works (DPW) approval of sidewalk construction

**II. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION**

**COMPATIBILITY WITH EXISTING ZONING AND PLANS**

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, or changes proposed to the <i>Planning Code</i> or Zoning Map, if applicable.	—	<u>X</u>
2. Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	—	<u>X</u>

The *Planning Code*, which incorporates by reference the City’s Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

As stated above in the Project Description, the project site is currently zoned M-1 (Light Industrial). Residential uses are conditional uses, and retail uses are permitted uses in the M-1 District. Off-street parking, accessory to such principal uses, is allowed up to certain limits and is determined by reference to *Planning Code* requirements or, in the case of certain approvals, according to determinations made by the Planning Commission regarding the amount of parking adequate or required to serve such uses. The proposed project would include a below-grade parking garage and surface parking, totaling 415 off-street parking spaces (not including two residential and one retail loading space). As described above, the proposed project would require a Conditional Use Authorization for the development of residential uses in an M-1 District. A Planned Unit Development authorization would be required for the following: project site size of half-acre or larger (*Planning Code* Section 304), relief from rear yard requirement (*Planning Code* Section 134); insufficient window exposure for 10 dwelling units in Building 4 (*Planning Code* Section 140); and to allow 16 off-street parking spaces to serve 13,000 gsf of retail use (*Planning Code* Sections 150 and 151).

The 65-J Height and Bulk District permits construction to a height of 65 feet. The tallest portion of the project, the 60-foot-tall Building 4, would be within this height limit. The J Bulk District limits building bulk above 40 feet to a diagonal dimension of up to 300 feet and a side length dimension of up to 250 feet. The diagonal measurement of the largest and tallest structure (Building 4) would be about 209 feet and the length would be about 207 feet, which would meet the J Bulk limits. Mechanical enclosures on top of the buildings would rise up an additional 10 feet to a height of 70 feet for Building 4, the tallest building. Rooftop mechanical enclosures are exempt from height limits as per *Planning Code* Section 260(b). Since the proposed project would not exceed the maximum permitted height of 65 feet and would not exceed the maximum length and diagonal plan dimensions above 40 feet, it would comply with the 65-J Height and Bulk District limits.

The total floor area of the project would be 641,920 gsf, and the Floor Area Ratio (FAR) would be about 2.6:1. In the M-1 District, a 5.0:1 FAR is allowed under Section 124(a) of the *Planning Code*. Because the proposed project would not exceed the allowed FAR for the M-1 District, it would comply with this provision of the *Planning Code*.

Environmental plans and policies directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plans or policies.

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision makers as part of their decision whether to approve or disapprove the proposed project, and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

The Bayview Hunters Point Redevelopment Projects and Zoning proposes rezoning of property to encourage mixed-use residential/commercial/PDR uses on properties fronting Third Street. The rezoning of these properties is intended to allow for infill development while shifting the area's land use character from mostly industrial uses to residential and transit-oriented land uses. Additionally, the existing industrial areas in the northern and southern portions of the Bayview Hunters Point Redevelopment Projects and Zoning area would also be rezoned to preclude incursions of incompatible

residential and commercial uses.<sup>4</sup> The proposed project would result in the construction of 355 dwelling units and 13,000 gsf of retail space, which would be consistent with redevelopment plans proposed under the Bayview Hunters Point Redevelopment Projects and Zoning. The proposed Health Center Activity Node is projected to add 1,200 new residential units, including 250 owner-occupied units. The proposed project would develop all of the owner-occupied units projected in this activity node, and include an additional 105 units beyond the number projected in the Bayview Hunters Point Redevelopment Plan. Residential units proposed under the project would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing. The relationship of the project to the Bayview Hunters Point Redevelopment Projects and Zoning is discussed further under Land Use, below.

As part of transportation plans in southeastern San Francisco, the City is considering extension of Carroll Avenue from Third Street to Bayshore Boulevard to provide a major east-west link for truck traffic. The existing east-west links that connect Third Street and Bayshore Boulevard are Cesar Chavez Street, Oakdale Avenue, and Paul Avenue. As currently proposed, the Carroll Avenue extension would include a grade separated crossing over the Caltrain right-of-way and would provide two lanes with sidewalks and bicycle routes or paths in order to provide a missing east-west link in the Bayview Hunters Point area pedestrian and bicycle network. The extension would allow area traffic, especially freight vehicles, to access Bayshore Boulevard and U.S. 101, decreasing traffic volumes on Third Street, Cesar Chavez Street, Oakdale Avenue, and Paul Avenue.<sup>5</sup> The proposed Carroll Avenue extension, which would be adjacent to the project site on the north side, is currently under review. A specific plan has not been approved. The environmental analysis for the Carroll Avenue extension project would need to address the land use compatibility of the extension and the proposed project. Overall, some adjustments to traffic, transit, and pedestrian circulation may need to be made so that the potential extension could be compatible with the proposed project and other surrounding and proposed residential/retail/industrial mixed-uses.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight priority policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of

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<sup>4</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.B-15. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>5</sup> Korve Engineering, *Final 5800 Third Street Transportation Study, Planning Department Case No. 2003.0672E*, November 1, 2004, pp. 26 – 27. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.



neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project is consistent with the eight priority policies. The case report for the Conditional Use Authorization and/or subsequent motion for the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight priority policies.

**ENVIRONMENTAL EFFECTS**

All items on the Initial Study Checklist have been checked “No,” indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those checklist items have also been checked “Discussed,” indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked “No,” without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience, and expertise on similar projects and/or standard reference material available within the San Francisco Planning Department, such as the Department’s *Transportation Impact Analysis Guidelines For Environmental Review*, or the California Natural Diversity Data Base and maps published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1.	<u>Land Use</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Disrupt or divide the physical arrangement of an established community?	—	X	X
b.	Have any substantial impact upon the existing character of the vicinity?	—	X	X

Land uses in the immediate vicinity of the project include light industry and warehousing with a mix of residential, recreation, and social services. Immediately to the north, at 5700 Third Street, is a large warehouse structure, owned by the Delancey Street Foundation for its house-moving operations. To the south is Wave Exchange, an internet service exchange business at 200 and 400 Paul Avenue. Caltrain railroad tracks are located immediately west of the project site. Further west of the site,

across the Caltrain tracks, are residential neighborhoods, specifically the 239-unit development which was constructed in the mid-1990s. The area further north around Third Street between Williams Avenue and Armstrong Avenue contains one- and two-story structures with upper-level residential uses over street-level retail or light industrial uses. To the south are other light industrial uses and the Caltrain stop on Paul Avenue. North along Third Street, land uses are a mix of residential, commercial (McDonald's Restaurant, among others), and light industrial uses. Bayview Playground and Martin Luther King Jr. Pool are immediately northeast of the project site. Existing senior housing is located at the northeast corner of Third Street and Armstrong Avenue, north of the Bayview Playground. At the southwest corner of Third Street and Armstrong Avenue, BRIDGE Housing Corporation is proposing the 5600 Third Street Residential and Commercial Mixed-Use Project, which would consist of 131 senior housing units, 129 multi-family affordable housing units, and 8,840 gsf of ground floor commercial space.

The proposed project would introduce more intense residential and retail mixed-uses at the site, which is within an area of existing and future residential, commercial, and industrial mixed uses. The change in land use from industrial to residential and retail uses on the project site would not disrupt or divide the physical arrangement of this area of Third Street.

As described above under Project Description, the proposed project is located in the Bayview Hunters Point neighborhood of San Francisco, which is proposed for redevelopment and rezoning under both the Bayview Hunters Point Redevelopment Projects and Zoning and the Eastern Neighborhoods Rezoning efforts. These plans combined, encourage and propose the following: development of housing along transit corridors (such as Third Street); fostering economic revitalization; increasing housing supply, particularly affordable housing; maintaining a large share of the industrial land supply; and improving the quality of future development by eliminating M-1 and M-2 Districts throughout the area, as appropriate. In the context of the larger neighborhood, the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR<sup>6</sup> reviewed the potential effects of land use changes, primarily conversion of existing industrially-zoned land to non-industrial zoning in the Third Street corridor, which includes the project site. Specifically, the Draft EIR concluded that there would be an incremental reduction of industrial uses and activities along Third Street as new development occurs. In general, the future character of the industrial segments of Third Street would change from "large lot, low density industrial and institutional uses to more intense transit-oriented, mixed-use

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<sup>6</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

residential/commercial/PDR development.”<sup>7</sup> According to the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, the project vicinity would be rezoned as Residential/Commercial.<sup>8</sup> Consistent with these future redevelopment and rezoning plans, the project as proposed would be developed to replace the existing light industrial uses at the site with a mix of residential and commercial uses.

If implemented, the Bayview Hunters Point Redevelopment Projects and Zoning would convert a total of about 682 acres<sup>9</sup> of land formerly zoned M-1 and M-2 in the Bayview Hunters Point area, including the project site, to PDR, neighborhood commercial, residential, transit-oriented and mixed-use zoning designations. Under Option C of the Eastern Neighborhoods Rezoning efforts (which is the assumed zoning option under the Bayview Hunters Point Redevelopment Projects and Rezoning), 17 acres of this land would be rezoned Residential/PDR, including the approximately six-acre project site. Additionally, 462 acres of the overall conversion would be rezoned for Core PDR uses. The acreage rezoned for Core PDR uses would not permit residential, major commercial (over 5,000 sf), or medical and educational facilities. Consequently, the rezoned Core PDR areas would be almost exclusively available for PDR activities ensuring that such land is protected from encroachment and competition from other types of uses. The Draft EIR further notes on pp. III.B-22 – III.B-23 that:

“The industrial base in the northern and southern portions of the (Bayview Hunters Point) Project Area would be largely retained, and the (Bayview Hunters Point) Project would preserve and protect approximately 484 acres of existing industrial areas for existing and future industrial uses, thereby helping to continue Bayview Hunters Point’s role as the City’s primary industrial base (Table III.B-3).”

The Draft EIR concludes, on p. III.B-23, that:

“Although major changes in land use patterns would result from the (Bayview Hunters Point) Project, these changes would not result in a significant adverse impact on land use character in BVHP, based on the analysis above. None of the proposed zoning changes, and resulting land use changes, would physically divide an established community or adversely change the character of an established community. The Project would not have a significant adverse impact on land use.”

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<sup>7</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, pp. III.B-17, 18. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>8</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.B-20 (see map). This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>9</sup> This total accounts for land that would be rezoned, and does not consider land already occupied by existing non-industrial uses. Therefore, all of the 682 acres would not necessarily be available for PDR uses, as existing non-industrial uses allowed in the M districts would still exist.



Development of the approximately six-acre project site would constitute less than 1 percent of the total amount of land converted from industrial to non-industrial uses within the Bayview Hunters Point area. Therefore, the project's contribution to the overall change in the industrial character of the existing Third Street corridor, and the overall neighborhood, would not in and of itself result in a significant land use effect.

2. <u>Visual Quality</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Have a substantial, demonstrable negative aesthetic effect?	—	X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	X	X
c. Generate obtrusive light or glare substantially impacting other properties?	—	X	X

The project site contains the defunct three-story Coca-Cola bottling plant and its associated structures. Building heights in the project vicinity range from one- to five-story residential, retail, and light industrial buildings. A five-story industrial building is southwest of the project site, near Paul Avenue. The Caltrain railroad tracks are directly west of the site. A small vacant triangular lot is located directly northwest of the site at Carroll Avenue and the Caltrain railroad tracks, a three-story reinforced concrete industrial building is north of the site, and the Bayview Playground is northeast of the site. One- to five-story reinforced concrete, masonry, and wood-framed industrial buildings with surface parking lots are to the east, south, and further to the west of the site. The architectural character of the area varies, and includes Twentieth Century industrial buildings with paved areas and surface parking lots, Victorian structures, and modern mixed-use residential/commercial buildings.

The proposed project would consist of two, four-story residential buildings with ground floor retail uses that would be approximately 50 feet in height, and two, five-story, approximately 60-foot high residential buildings. The new development would be taller than the three-story defunct Coca-Cola bottling plant at the site and the surrounding one- to three-story residential, light industrial, and commercial buildings, yet would be comparable in height to the five-story industrial building southwest of the site. The proposed buildings would be visible from nearby locations on Third Street, Carroll Avenue, Egbert Avenue, and Armstrong Avenue, and would replace views of the existing bottling plant structures.

The proposed buildings would also be visible from the upper floors of some units of the Portola Place residential development located west of the Caltrain tracks. The existing views from this development would be altered by the view of the new five-story residential buildings, which would replace views of

the three-story bottling plant and parking areas now on the site. The views from upper floors of the Portola Place residences would continue to be of buildings in a developed, urban area. This change in views from private residences would not be considered a significant adverse visual quality effect.

Public open space in the project vicinity consists of the Bayview Playground, northeast of the site, and Bayview Park and Candlestick Point State Recreation Area, which are approximately 1 mile southeast of the project site. The project site is visible from Bayview Playground and would replace existing views of the defunct Coca-Cola plant with views of mixed-use buildings. These views would not change the urban setting of Bayview Playground. In addition, Bayview Park and Candlestick Point State Recreation Area views would not be disrupted by the project because of intervening buildings, topography, and distance. The proposed project would be partially visible from longer-range viewpoints such as Bayview Park, McLaren Park, and Bernal Heights Park, as part of overall views of the Bayview Hunters Point neighborhood. The proposed project would not degrade scenic views of the San Francisco Bay waterfront or other public areas, and would not have a substantial, demonstrative negative aesthetic effect.

Additional light would be introduced by the proposed project but would not significantly affect surrounding properties. New lighting would include light within the dwelling units and commercial/retail spaces, light fixtures at the buildings' entrances, pedestrian walkways, and surface parking lots for safety and security, typical of residential and commercial development. The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Mirrored glass would not be used, and no other aspect of the buildings would result in light or glare that would significantly impact other properties. As a result, the proposed project would not generate obtrusive light or glare that could substantially impact other properties. For the above reasons, the proposed project would not have a significant visual quality impact.

3. <u>Population</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Induce substantial growth or concentration of population?		X	X
b. Displace a large number of people (involving either housing or employment)?		X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	X

The development of 355 dwelling units and 13,000 gsf of retail space would result in an on-site population of about 994 people.<sup>10,11</sup> In a city-wide context, this would not be considered a significant impact. The project would not displace any jobs because the defunct Coca-Cola bottling plant has been closed since the early 1990s. With the proposed retail uses, there would be a net increase in employment of about 35 jobs, representing a source of additional employment in the City. The project site is currently a vacant bottling facility and parking lot, hence no residents would be displaced as a result of the proposed project.

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in its Regional Housing Needs Determination (RHND) 1999–2006 allocation. The projected need of the City for 2006 is 20,327 new dwelling units, or an average yearly need of 2,716 net new dwelling units. The proposed project would add 355 new residential units to the City's housing stock towards meeting this need. Further, the proposed Bayview Hunters Point Redevelopment Projects and Zoning is expected to result in the construction of 3,700 new residential units in the Redevelopment Plan area, which includes the project site.<sup>12</sup> The proposed 355-unit project would represent about 10 percent of the planned residential growth identified in the Bayview Hunters Point Redevelopment Plan. Within the Redevelopment Plan area, the project site is located in the Southeast Health Center Activity Node, which is centered on Third Street between Williams/Van Dyke avenues and Carroll Avenue. This activity node is projected to add 1,200 new residential units, including 250 owner-occupied units. The proposed project would develop all of the owner-occupied units projected in this activity node, and include an additional 105 units beyond the number projected in the Bayview Hunters Point Redevelopment Plan. Residential units proposed under the project would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

The 2000 U.S. Census indicates that the population in the project vicinity, from east of Third Street to Bayshore Boulevard and west of Third Street to Aurelius Walker Drive, was approximately 6,080.<sup>13</sup>

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<sup>10</sup> Levin Menzies & Associates, 2004. Based on estimate of 2.7 persons per dwelling unit.  $2.7 \times 355 \text{ units} = 959 \text{ persons}$ .

<sup>11</sup> Employees associated with the proposed project would equal approximately 35 employees, assuming an average of one employee (job) per 367 sf of retail space as referenced in the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, p.II-24, Table II-1 notes, October 19, 2004.

<sup>12</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>13</sup> The project site is located near the borderline of one Census Tract, but across the street from another. The two tracts (233 and 234) together had a 2000 population of approximately 6,080. Because of the proximity



The project would increase the overall population of the City of San Francisco by up to 0.1 percent<sup>14</sup>, and the population near the project site up to an estimated 16 percent. While the proposed project would increase population and employment at the site compared to existing conditions, the project effects would not be significant relative to the amount of residents and employees within the project vicinity, nor would it be significant with regard to expected increases in the population and employment of San Francisco. No significant physical environmental effects on housing demand or population would occur.

4. <u>Transportation/Circulation</u> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	–	<u>X</u>	<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	–	<u>X</u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	–	<u>X</u>	<u>X</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	–	<u>X</u>	<u>X</u>

*Traffic Impacts.* Under the direction of the Planning Department, a transportation study was prepared to evaluate the transportation impacts of the proposed project.<sup>15</sup> The findings of the study are summarized below (for more details, see Final 5800 Third Street Transportation Study in Project File No. 2003.0672E). The study analyzed four scenarios: Existing, Existing Plus Project, Existing Plus Project Plus 5600 Third Street Project, and Future Year 2025 Cumulative.

Trip generation rates were developed using the Planning Department’s *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, and from information provided by the Planning Department and the Project Sponsor. The guidelines are published by the City and County of San Francisco, and provide person-trip generation rates, mode split, and vehicle occupancy information for each land use. The proposed project’s total person-trip and vehicle-trip generation (employees and

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of the two tracts to each other and to the project site, data from both tracts were included in the analysis to accurately reflect the demographics of the project site.

<sup>14</sup> The calculation is based on the estimated Census 2000 population of 776,733 persons in the City and County of San Francisco.

<sup>15</sup> Korve Engineering, *Final 5800 Third Street Transportation Study, Planning Department Case No. 2003.0672E*, November 1, 2004. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

visitors to and from the project site) were estimated to be 377 net new weekday PM peak-hour vehicle-trips, of which 239 would be inbound to and 138 would be outbound from the site.

Traffic operating characteristics of intersections are described by the concept of level of service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection LOS ranges from A, which indicates free flow or excellent conditions with short delays at an intersection, to F, which indicates congested or overloaded conditions with extremely long delays. LOS A, B, C, and D are considered excellent to satisfactory service levels, while LOS E and LOS F are unacceptable. A project resulting in LOS E or F is considered to have a significant, adverse impact.

The transportation study evaluated the effects of the weekday PM peak-hour vehicle trips at eight intersections in the project vicinity: Third Street/Williams Avenue/Van Dyke Avenue; Third Street/Yosemite Avenue; Third Street/Armstrong Avenue (minor street); Third Street/Bancroft Avenue (minor street); Third Street/Carroll Avenue; Third Street/Paul Avenue/Gilman Avenue; Third Street/Jamestown Avenue/U.S. 101 SB On-Ramp; and Jennings Street/Carroll Avenue. All of these intersections currently operate at LOS C or better (acceptable conditions).

Under the Existing-Plus-Project conditions, seven of the eight study intersections would operate at the same LOS as under existing conditions with no significant change to the delays at any of the intersections (see Table 2). The intersection of Third Street/Armstrong Avenue would deteriorate from LOS C to LOS D with a delay of 33.8 seconds, which is considered to be a satisfactory level of service.

In the Existing-plus-Project-plus-5600-Third-Street project scenario, all signalized study intersections would continue to operate at LOS B or better (see Table 2). The worst minor street movements at the Third Street/Armstrong Avenue and Third Street/Bancroft Avenue stop-controlled intersections would operate at LOS E in the Existing-plus-Project-plus-5600-Third-Street-Project condition. Although the LOS for these intersections would be at an E level, the Third Street/Armstrong Avenue and Third Street/Bancroft Avenue intersections would not meet the requirements for installation of traffic signals due to low traffic volumes on the minor street approaches going through the intersections. This condition for the minor street movement would not be considered a significant adverse impact at the intersection.

*Traffic – Cumulative (2025).* Based on the SFCTA's Transportation Demand Model's "Scenario C" forecasts of March 2004, increases in traffic levels at each study intersection were estimated under the

Cumulative Future (2025) condition. Under future conditions in the vicinity of the project site, the Third Street/Armstrong Avenue and Third Street/Bancroft Avenue intersections will be signalized. In addition, crosswalks at the Third Street/Bancroft Avenue intersection will be provided. Left turn movements from Third Street to Armstrong Avenue and Bancroft Avenues will be prohibited because the Third Street MUNI Metro/LR transit line will be in the middle of Third Street. Third Street will have two travel lanes in each direction. As shown in Table 2, all study intersections were found to operate at satisfactory conditions, LOS D or better, under the Cumulative Future (2025) condition.

**Table 2  
Intersection Level of Service Analysis**

Intersection	Existing		Existing-plus-Project		Existing-plus-Project-plus-5600-Third-Street		Year 2025 Cumulative	
	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)
Third St/Williams Ave /Van Dyke Ave	B	13.4	B	13.5	B	13.6	D	41.7
Third St/ Yosemite Ave	A	9.1	B	16.8	B	17.3	D	53.5
Third St/ Armstrong Ave	A *C	3.6 *23.5	A *D	3.8 *33.8	A *E	4.2 *49.2	B	13.4
Third St/Bancroft Ave	A *C	2.3 *16.7	A *C	2.2 *17.2	A *E	2.9 *36.8	B	13.5
Third St/Carroll Ave	A	8.9	B	11.5	B	11.6	C	22.6
Third St/Paul Ave/ Gilman Ave	B	14.4	B	14.5	B	14.6	C	30.8
Third St/Jamestown Ave/US101 SB On-Ramp/Keith Ave	A	8.7	A	8.7	A	8.8	B	10.7
Jennings St/ Carroll Ave	A	8.1	A	8.1	A	8.1	A	9.1

Source: Korve Engineering, 2004.

Note: \*Worst minor street movement LOS and delay are reported for two-way stop controlled (unsignalized) intersections.

As previously noted on pp. 14-15, the City is considering extension of Carroll Avenue from Third Street to Bayshore Boulevard to provide a major east-west link for truck traffic. The Carroll Avenue extension, which would be adjacent on the north side of the project site, is currently under review. A specific plan has not been approved and thus, no traffic or transportation analysis has been completed to date.



In light of the above, the proposed project would not result in a significant adverse cumulative traffic effect.

*Transit Impacts.* The transportation study analyzed public transit demand that would be generated by the proposed project and in another scenario, with the 5600 Third Street Residential and Commercial Mixed-Use Project. The proposed project retail and residential uses would generate an estimated 191 total in-bound and outbound transit trips during the PM peak hour. Approximately 170 person trips, or 89 percent, of these project-generated transit trips would use MUNI, based on the trip generation and mode split methodologies used for the transportation analysis. An estimated 12 transit trips on MUNI would transfer to or from BART at the Balboa Park Station. Maximum load factors<sup>16</sup> would remain under 100 percent for all bus routes with project traffic; therefore, project-generated transit trips would not adversely affect MUNI service demand in the area.

The analysis of the regional transit carriers' impacts focuses on the increase in transit patronage in the outbound direction during the PM peak hour. The proposed project would generate 21 Caltrain trips and 12 BART trips during the PM peak hour. BART and Caltrain provide large passenger carrying capacities relative to the project-generated transit trips. BART weekday ridership was approximately 292,950 in April 2003, and Caltrain ridership was approximately 28,900 riders. The estimated project additions to BART and Caltrain ridership are relatively small compared to overall ridership; therefore, the project would not substantially increase the demand for the regional transit services.

The project, in combination with the 5600 Third Street Residential and Commercial Mixed-Use Project, would not adversely affect MUNI service demand in the area as maximum load factors would remain under 100 percent for all bus routes in both scenarios. Third Street MUNI Metro/LR transit line ridership was forecast by the SFCTA Transportation Demand Model. In the vicinity of the proposed project, two-car trains are planned by MUNI during the PM peak-hour. The project's contribution to cumulative transit ridership would be less than 0.01 percent at the maximum load point. In the vicinity of the proposed project, the Third Street MUNI Metro/LR transit line would have sufficient capacity to accommodate transit trips generated by the subject project and proposed 5600 Third Street Residential and Commercial Mixed-Use Project.

*Parking Impacts.* A parking survey was conducted in the project area on September 25, 2003 between 11:00 am and 1:00 pm by Korve Engineering. The parking study area is bounded by Williams

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<sup>16</sup> The maximum load factor indicates the passenger count to passenger capacity ratio at the maximum load point. Maximum load point can be described as a transit stop that experiences maximum ridership during the peak hour.

Avenue/Van Dyke Avenue to the north, Donner Street to the south, Keith Street to the east, and the Caltrain right-of-way to the west. Currently, metered parking spaces are available on many segments of Third Street, but not in the vicinity of the proposed project site due to construction of the Third Street MUNI Metro/LR transit line project. The project site currently provides private parking spaces which are used by nearby businesses. Moving company trucks and charter buses primarily use the site for parking purposes. There are no valet parking or public self-parking lots in the vicinity. Approximately five spaces were observed to be available at the northeast corner of the project site, approximately 50 or more spaces were observed to be available at the southwest corner of the project site, and approximately 20 spaces were observed to be available at the southeast corner of the site. On-street unmetered parking spaces are available on most streets in the area surrounding the project site. The parking occupancy was 68 percent in the midday period (between 11:00 am and 1:00 pm), 66 percent in the afternoon period (between 1:00 pm and 3:00 pm), and 46 percent in the evening period (between 6:30 pm and 8:00 pm). Since the Third Street MUNI Metro/LR transit line is currently under construction and there is limited parking availability along Third Street, existing parking occupancy may be low. On some streets, parking occupancy exceeded 100 percent due to illegal parking. In general, there is an adequate supply of parking spaces in the study area.

Based on the *2002 Transportation Guidelines*, the proposed project would create an estimated demand for 487 residential spaces and 80 retail parking spaces. The proposed project would provide 379 parking spaces in the garages for the project's residents and 20 visitor parking spaces, plus two visitor loading spaces on the project site's internal/private driveway, resulting in 88 spaces short of the estimated residential parking demand. (Loading spaces are not included in parking space counts.) None of the parking spaces in the garages would be dedicated for the retail space; however, 16 retail parking spaces and one retail loading space would be provided on the project's internal driveway off of Third Street, 64 spaces short of estimated retail parking demand. As a result, the proposed project would provide 152 spaces less than the total estimated parking demand.

*Planning Code* Section 151 requires that the proposed neighborhood retail space provide 26 off-street parking spaces (one off-street parking space for each 500 sf of occupied floor area up to 20,000 sf where the occupied floor area exceeds 5,000 sf) and 355 off-street parking spaces for the residential development at the proposed project site (one parking space for each multi-family unit). The proposed garage parking spaces can accommodate the Code-required number of spaces for the residential component of the proposed project; however, the proposed project's retail parking space is 10 spaces short of the Code requirement.

*Planning Code* Article 1.5, Section 155 (i) requires one of every 25 off-street parking spaces to be designed and designated for handicapped persons. Therefore, the proposed project is required to provide 17 handicapped spaces. The proposed project would provide handicapped parking in accordance with the *Planning Code*.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, and so on. 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, but the secondary physical impacts that could be triggered by social impacts should be addressed in environmental documents (*CEQA Guidelines* Section 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 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 not available. 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 conditions in a given area. Therefore, 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 transportation



analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

*Pedestrian Impacts.* During the PM peak-hour, the proposed project is anticipated to generate 50 pedestrian trips to and from the site and 191 transit trips to and from the site. In the vicinity of the project, pedestrian crosswalks are provided at the nearby signalized intersections of Third Street/Carroll Avenue and Third Street/Armstrong Avenue.

Sidewalks are currently provided along the project site's frontage on Third Street, but not on Carroll Avenue. The proposed project would include the construction of a 10-foot wide sidewalk along Carroll Avenue, adjacent to the site. With the provision of sidewalks on Carroll Avenue, the project would not adversely affect pedestrian safety in the area.

The two front buildings (Building 1 and Building 2) would be set back 5 feet from the sidewalk on Third Street. In addition, the project would provide a public plaza along Third Street between Buildings 1 and 2. In light of the above, the proposed project would not result in substantial effects on pedestrian circulation.

*Bicycle Impacts.* Three existing bicycle routes and lanes occur in the vicinity of the proposed project site. Bicycle routes are currently provided on Third Street (Route 5), Keith Avenue (Route 7), and Carroll Avenue (Route 805). In the vicinity of the proposed project site, most routes are Class III routes where bikes and cars share the same lane. Some routes, such as Route 7 on Keith Avenue, and Route 70 on Palou Avenue east of Keith Avenue, are wide enough for bicyclists to be able to ride outside the path of motor vehicles. Class II bike lanes are provided on Evans Avenue, east of Third Street, Hunters Point Boulevard, and Oakdale Avenue between I-280 and Phelps Street. Bicycle counts were conducted on Third Street at Carroll Avenue between 4:00 pm and 6:00 pm on November 20, 2003 by Korve Engineering. During the peak hour, four bicyclists (three in the northbound direction and one in the southbound direction) were observed on Third Street.

Currently, the *City and County of San Francisco Bicycle Master Plan* is being updated. A description of these routes is provided below; however, route descriptions may change after the update is complete.

Route 5 connects the Bayview Hunters Point area with Downtown and the Fisherman's Wharf area via Bayshore Boulevard, Third Street, and the Embarcadero. In the vicinity of the project site, Route 5 is

a Class III bike route. On Bayshore Boulevard and Third Street, bicyclists must share the lanes with other vehicles.

Route 7 connects the Bayview Hunters Point area with the east side of Potrero Hill via Keith Avenue, Palou Avenue, Phelps Avenue, Third Street, and Indiana Street. Route 7 is a Class III bike route, and bicyclists must share the roadway with other vehicles. However, some sections of Route 7 on Keith Avenue and Indiana Street are wide enough for bicyclists to ride outside the path of vehicles.

Route 805, a Class III bike route, connects Third Street to the Candlestick Stadium through Carroll Avenue, Fitch Avenue and Hunters Point Expressway. It also connects Bayshore Boulevard to the Candlestick Stadium through Beatty Street, Alana Street, Harney Way and Jamestown Avenue. The route brings cyclists from the project site to two recreational areas – the Bay View Park and Candlestick Point State Recreation Area.

*Planning Code* Article 1.5, Section 155.4 (d) does not require bicycle parking spaces for retail buildings smaller than 25,000 gsf. Since the proposed project consists of 13,000 gsf of retail space, bicycle-parking spaces, shower or clothes lockers are not required. However, the proposed project would provide ten bicycle parking spaces for the retail uses, to be located in the public plaza adjacent to Third Street and the retail space (see Figure 2, p. 3).

*Planning Code* Article 1.5, Section 155 (j) requires one-bicycle parking space for every 20 off-street vehicular parking spaces. The proposed project would provide a total of 415 off-street parking spaces (not including the residential and retail loading spaces) and hence, would be required to provide 21 bicycle parking spaces. An additional 34 bicycle parking spaces would be provided at major podium entry points for residents. In light of the above, the proposed project would provide an adequate number of bicycle parking spaces on-site and would not result in substantial bicycle impacts.

*Loading Impacts.* Based on the *2002 Transportation Guidelines*, the proposed project's anticipated average peak hour loading demand is estimated to be one space. Section 152 of the *Planning Code* requires the nearly 500,000 gsf residential portion of the project to provide two loading spaces (two loading spaces for an apartment building of 200,001 to 500,000 sf) and the retail portion of the project would be required to provide one space. The proposed project would include two loading spaces (35 feet by 12 feet, each) for residents along the internal drive adjacent to the building entries. One designated loading space would be provided for the retail uses. Hence, the proposed project would satisfy the loading requirements of the *Planning Code*. Overall, the project would have adequate

loading space to meet demand, and therefore, would not have a significant adverse effect on loading conditions.

Trash and recycling would be collected via trash and recycling connections to containers in the garages. The containers would be moved out to the sidewalk along the internal driveway for weekly collection.

*Construction Impacts.* Potential project construction impacts would include impacts associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. The Third Street MUNI Metro/LR transit line construction would continue until late 2005, and it could potentially conflict with the project's construction schedule.

Although construction impacts would be temporary and intermittent, the following improvement measures would lessen their impact. The Project Sponsor and construction contractor would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, and the Planning Department to determine feasible traffic improvement measures to reduce traffic flow, transit operation, and pedestrian circulation disruptions during construction of the project, and any construction traffic conflicts with the Third Street MUNI Metro/LR transit line construction.

During all phases of construction work on the proposed project, there would be a flow of trucks to and from the site. Project construction trucks are expected to originate from the Peninsula/South Bay and the East Bay. From the South Bay and the Peninsula, trucks would primarily use U.S. 101 and access the project site via the U.S. 101 Cesar Chavez Street or the Third Street off-ramps. To the South Bay and the Peninsula, trucks would primarily access I-280 via U.S. 101 from the U.S. 101 Cesar Chavez Street or the Third Street on-ramps. From the East Bay, trucks would use I-80, the Bay Bridge, and U.S. 101 and access the project site via the Cesar Chavez Street or Third Street off-ramps. Although construction-related truck traffic impacts would be temporary, the following improvement measure would lessen their impacts: Any construction traffic occurring between 7:00 am and 9:00 am or between 4:00 pm and 6:00 pm would coincide with peak hour traffic and could impede traffic flow. To the extent possible, truck movements should be limited to the hours between 9:00 am and 4:00 pm to minimize disruption of the general traffic flow on adjacent streets.

All lane and sidewalk closures associated with project construction, if any, are subject to review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW). A revocable encroachment permit from DPW would be required if materials storage and/or project staging occurred within Third Street, Armstrong Avenue, or



Bancroft Avenue. Any bus stop relocation would be coordinated with MUNI's Chief Inspector. The Project Sponsor and the construction contractor(s) would meet with ISCOTT to determine feasible improvement measures to reduce potential traffic congestion, transit, and pedestrian circulation disruption associated with construction activities.

5. <u>Noise</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Increase substantially the ambient noise levels for adjoining areas?	—	<u>X</u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	—	<u>X</u>	<u>X</u>

*Traffic Noise.* The existing noise environment in the project area is typical of noise levels in San Francisco. The primary sources of noise in the vicinity of the project site are traffic due to the project site's proximity to traffic on Third Street and Carroll Avenue, MUNI bus lines on Third Street, and trains on the Caltrain railroad tracks. Noise associated with construction of the Third Street MUNI Metro/LR transit line also occurs within the vicinity of the project site. Traffic noise created by the project would be due to additional automobiles and limited truck deliveries, and the general coming and going of residents, employees, and other visitors. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. As discussed above in Transportation/Circulation, the project would not cause a doubling in traffic volumes, and therefore, the project generated traffic would not cause a noticeable increase in the ambient noise level in the project vicinity.

*Construction Noise.* Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Construction would take about 26 months. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. No pile driving would occur because the project's foundation would be constructed with a reinforced concrete mat. There would be times when noise could interfere with indoor activities in nearby industrial, residential, and recreational uses. Construction noise would be intermittent and limited to the period of construction.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than

impact tools, not exceed 80 decibels (dBA) at a distance of 100 feet from the source.<sup>17</sup> Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of the DPW. Section 2908 of the Ordinance prohibits construction work between 8:00 pm and 7:00 am, if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of the DPW. Compliance with the Noise Ordinance would reduce construction potential noise impacts to a less-than-significant level. Therefore, project construction noise would not substantially increase the ambient noise level of the surrounding area.

*Building Mechanical Equipment Noise.* The project buildings' occupancy and operation would generate noise from ventilators and other mechanical equipment. The project would comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates mechanical equipment noise. Project compliance with this Noise Ordinance Section would ensure that the buildings' mechanical equipment noise would not substantially increase the ambient noise level of the surrounding area.

*Residential Interior and Exterior Noise Levels.* Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. The DBI would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. Hence, the proposed project would not be substantially impacted by existing noise levels.

6. <u>Air Quality/Climate</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	-	<u>X</u>	<u>X</u>
b. Expose sensitive receptors to substantial pollutant concentrations?	-	<u>X</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	-	<u>X</u>	-

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<sup>17</sup> A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

6. <u>Air Quality/Climate</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_	<u>X</u>	<u>X</u>

*Emissions from Traffic.* The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects which the BAAQMD considers capable of producing air quality problems due to vehicular emissions. The BAAQMD considers residential projects greater than 510 apartment units, office projects greater than 280,000 gsf, and retail development greater than 87,000 sf to result in potentially significant vehicular emissions. Since the project would not exceed the residential and retail unit threshold, no significant air quality impacts due to vehicular emissions are anticipated by the proposed project.

*Construction Emissions.* During project construction, air quality could potentially be affected. Use of heavy-duty construction equipment would emit nitrogen oxide (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM<sub>10</sub>) as a result of diesel fuel combustion. PM<sub>10</sub> also would be generated from construction activities such as excavation or soil movement.

Construction emissions during demolition, foundation excavation, and site grading could cause adverse effects on local air quality by adding wind-blown dust to the particulate matter in the atmosphere while soil is exposed. The BAAQMD, in evaluating air quality effects under CEQA has developed an analytic approach that obviates the need to quantify these emissions. Instead, the BAAQMD has identified a set of feasible PM<sub>10</sub> control measures for construction activities on sites less than 4 acres and for sites 4 acres or larger. The proposed project site is approximately 5.75 acres. Implementation of the dust control measures delineated on p. 55, Mitigation Measure 1, Construction Air Quality, would reduce the air emission effects of construction activities to a less-than-significant level. The Project Sponsor would implement this mitigation measure; hence, the project would not cause significant construction-related air quality effects.

*Operational Emissions:* Project occupancy would result in a small amount of emissions from the use of electricity and natural gas for building heating, cooling, ventilation, and lighting. However, these stationary source emissions would not be significant. Also, traffic related to the proposed project could result in localized CO hot spots and could add more cars to area roadways, which could cause existing non-project traffic to travel at slower, less pollution-efficient travel speeds. However, cumulative



analysis for the Future Year 2025 in the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR concluded that CO concentrations at the seven intersections in the project area that would operate at LOS E or F. Thus, the 5800 Third Street project (or the 5600 Third Street project) would not contribute to a significant cumulative impact on air quality.<sup>18</sup>

*Area Air Quality.* A nearby existing internet service exchange facility located at 200 Paul Avenue (Assessor's Block 5431A, Lots 1F and 1G) has been approved for expansion to include the lot adjoining 400 Paul Avenue (Assessor's Block 5431A, Lot 14). The proposed expansion would include seventeen emergency diesel generators that would be operated for reliability testing and emergency generation. The generators would use the Best Available Control Technology (as established by the BAAQMD) to address emissions of pollutants including, particulate matter, nitrous oxides, carbon monoxide, sulfur dioxides, and hydrocarbons. The generators would also employ Best Available Control Technology for Toxics to address emissions of diesel particulates. The proposed expansion would also include available "All Reasonable Risk Reduction Measures" which include low-particulate engines certified by the Environmental Protection Agency, use of diesel particulate filters and ultra-low sulfur diesel fuel, and elevation of stack heights. Both facilities, combined, would operate a total of 38 emergency back-up diesel fuel generators. Air quality effects that would be expected from use of diesel fuel generators at 200 and 400 Paul Avenue, including health risks to adjacent land uses associated with release of potentially toxic air emissions, were evaluated under a separate environmental review of the proposed expansion project. The analysis evaluated potential effects to both a residential receptor (i.e., residents of adjacent residential area) and a workplace receptor (i.e., employees of nearby businesses). That analysis found that emission of criteria pollutants, specifically, hydrocarbons, nitrous oxides, and particulate matter were less than BAAQMD-established thresholds of significance, that carcinogenic risk from all projects with potential to generate diesel emissions was less than the 10-in-a-million risk threshold<sup>19</sup>, and that potential chronic non-carcinogenic health risks resulting from emissions would be less than the Acceptable Exposure Level. Consequently, the air

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<sup>18</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.H-17. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>19</sup> The proposed 400 Paul Avenue expansion and its cumulative impacts would result in a finite increase in the carcinogenic risk. At the point of maximum residential impact of the cumulative projects, the proposed 400 Paul Avenue Wave Exchange project will contribute a lifetime carcinogenic risk of 2.1 per million. The cumulative projects will contribute 8.1 per million at the point of maximum impact. For the purposes of comparison, estimated carcinogenic health risk due to toxic contaminants in the ambient air is greater than 500 per million. Most of this risk in the background air is due to diesel particulates and a majority of the emissions that are the source of the background risk levels are from mobile sources such as automobiles and trucks. Total carcinogenic risk due to other environmental factors is 400,000 per million.

quality analysis concluded that the use of the diesel generators would not result in significant adverse air quality effects.<sup>20</sup>

*Cumulative Air Quality.* The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring analysis of potential air quality impacts. Operational emissions from the proposed project would be below BAAQMD thresholds for all criteria pollutants. The CO threshold for vehicle-trip generation emissions is 550 lbs per day and the project would generate about 400 lbs of CO per day. Additionally, the proposed project would not exceed the 80 lbs per day threshold for NO<sub>x</sub>, reactive organic gases (ROG), or PM<sub>10</sub>, as the project would generate a maximum of about 50, 40, and 30 lbs per day of each pollutant, respectively. The project site is not adjacent to any heavy industrial uses, and the project area is well served by public transit. Therefore, a cumulative air quality analysis is not required for the proposed project. Cumulative analysis for the Future Year 2025 in the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR concluded that the seven worst intersections in the project area that operate at LOS D or worse would not exceed existing thresholds as established by BAAQMD.<sup>21</sup>

*Shadows.*<sup>22</sup> Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from additional shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission, finds the impact to be insignificant. Bayview Playground, a public open space under the jurisdiction of the Recreation and Park Commission, is kitty-corner to the northeast of the project site. Accordingly, the proposed project is subject to Section 295 of the *Planning Code*.

Bayview Playground consists of a playing field, a playground, and the Martin Luther King Jr. swimming pool in the southern portion of the park. Bayview Playground is normally open during daytime hours. The proposed project would shade Bayview Playground, with new shade occurring

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<sup>20</sup> The Denali Group, *400 Paul Avenue Proposed Project, San Francisco, California, Diesel Engine Generators Air Quality Evaluation, Case No. 2000.1061ECK*, September 6, 2001. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>21</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.H-17. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>22</sup> The shadow analysis is based on a study prepared by CADP Associates. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

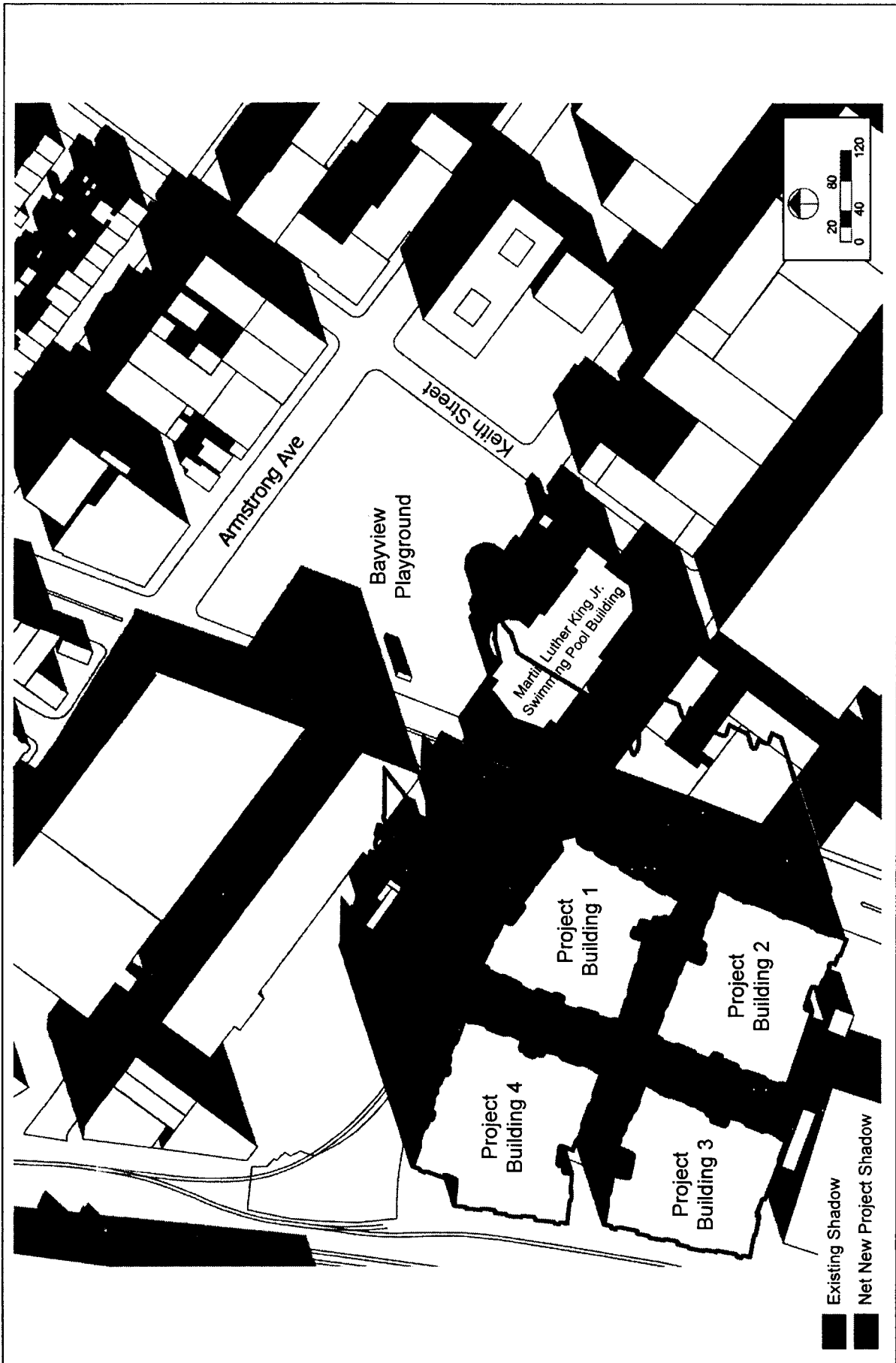
year round during the last 30 to 75 minutes before the period of one hour before sunset specified in the *Planning Code* Section 295. The project would not add shade at any time before 3:15 pm; therefore, the shadow analysis focuses on afternoons. On most days, the proposed project would add shadow for one hour or less. One hour before sunset on these days would range from about 7:35 pm PDT at the end of June to 3:50 pm in early December. The maximum new shade on the Bayview Playground at one time would be on October 11<sup>th</sup>, at around 5:45 pm when the proposed project would shade about 16,312 sf of the Bayview Playground (see Figure 7). Total shading on that day would be about 4,785 square-foot-hours, from about 4:45 pm to 5:45 pm PDT.<sup>23</sup>

As discussed above, Section 295 of the *Planning Code* prohibits new shade/shadow upon existing open spaces under the jurisdiction of the Recreation and Park Commission by any proposed structure exceeding 40 feet in height unless the new shade/shadow is found to be less than significant by the San Francisco Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission. In the past, new shade/shadows have been found to be less-than-significant if they fall within cumulative limits established by the Recreation and Park Department and the Recreation and Park Commission in their 1989 resolution, which adopted a memorandum prepared by the Planning Commission and Recreation and Park Department Staff, in which shadow significance criteria and “absolute” cumulative limits are prescribed. The memorandum also discusses parks for which no specific cumulative limits were established. “Large parks” were categorized as having areas greater than 2 acres, and may have up to 1 percent of additional shade/shadow where existing shadow/shade is less than 20 percent, and up to 0.1 percent of additional shade/shadow where existing shadow is between 20 and 40 percent. For “smaller parks,” with areas less than 2 acres, the standards prescribe no new shade/shadow where the existing shadow exceeds 20 percent.

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<sup>23</sup> A square-foot-hour is new shade covering one square foot of open space for a total of one hour. The CADP analysis uses a computer model of shadow effects on open space, calculating square feet of coverage of new shadow at 15-minute intervals, by week. These calculations are then converted to annual increases in shading. The calculations are output in tables of new square feet of shade by time, which allows identification of the maximum coverage of the Bayview Playground.





5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT  
 FIGURE 7: SHADOW PATTERNS - OCTOBER 11, 5:45 P.M. PDT, SUNSET - 1 HOUR

SOURCE: CADP Associates

The Bayview Playground, at approximately 3.9 acres, is in the “large park” category. No maximum cumulative limit of shadow has been established for this park. For purposes of evaluating the existing shade/shadow on a Recreation and Park Department park/open space area, existing park buildings and the shade they create are disregarded. With this discount, the existing shadow on Bayview Playground is estimated to be about 5,979,295 square-foot-hours annually, or about 1 percent, which is less than the 20 percent threshold for larger parks.

The proposed project would add some shade to the southerly area of Bayview Playground during most times of the year, during approximately the last hour before sunset. Those effects would range from about 150 sf of new shade in July and August to the maximum new shade of 16,213 sf in mid-October. This new shaded area of the Bayview Playground would primarily fall on the existing Martin Luther King Jr. swimming pool building. It would not add substantial shadow to the Bayview Playground playing field. The project would not add new shade during morning to mid-afternoon periods and would not shade other areas of the park, such as the children’s playground north of the pool building, at any time.

On an annual basis, the project would add about 1,065,148 net new square-foot-hours of shade to an existing total of about 625,000,000 square-foot-hours of sunlight, which would result in about 0.17 percent new square-foot-hours of shade on Bayview Playground. This would not exceed the standard of 1 percent new shade for parks larger than 2 acres with an existing annual shadow of less than 20 percent; hence, shadow from the proposed project would not be considered a significant adverse impact on the Bayview Playground. This finding is subject to a final determination by the Planning Commission, acting with the advice of the Recreation and Park Department and the Recreation and Park Commission.

The proposed 5600 Third Street Residential and Commercial Mixed-Use Project, presently under review, would also add some shade to the northwesterly area of Bayview Playground during most times of the year, during the last hour before sunset. This new shaded area of the Bayview Playground would be in the playing field portion of the playground. The 5600 Third Street Residential and Commercial Mixed-Use Project would not add new shade during morning to mid-afternoon periods, and would not shade other areas of the playground, such as the children’s playground north of the pool building, at any time. On an annual basis, the 5600 Third Street Residential and Commercial Mixed-Use Project would add about 3,034,800 net new square-foot-hours of shade, which would result in about 0.49 percent new square-foot-hours of shade on Bayview Playground. Together with the 5600 Third Street Residential and Commercial Mixed-Use Project, cumulative new shade (including the

proposed project) would be about 0.66 percent annually. This total would not exceed the threshold of 1 percent new shade for parks larger than 2 acres with an existing annual shadow of less than 20 percent. Accordingly, the proposed project, in combination with the 5600 Third Street Residential and Commercial Mixed-Use Project, would not result in cumulative adverse shadow impacts on Bayview Playground.

Other project shading on streets and sidewalks in the vicinity would not increase the total amount of shading above levels which are common and generally accepted in urban areas. Overall, the proposed project would not be considered to create significant shadow effects.

*Wind.* In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of wind generation associated with large buildings in certain areas of the City. Large structures can affect street-level wind conditions. Such effects can occur when a new massive building extends above neighboring buildings, or contributes to the creation of a large wall facing into prevailing winds. Such potential impacts can be reduced or avoided by building articulation, such that winds are not diverted to the street by a large, flat building facade. Prevailing winds in the City are from the west and northwest. The proposed buildings would range from 50 to 60 feet tall and would not extend above their surroundings so that substantial wind effects would occur. Typically, in San Francisco, buildings of 65 to 100 feet in height would not create adverse pedestrian wind conditions if the surrounding area buildings are comparable in height and mass.<sup>24</sup> Therefore, the proposed project would not have a significant adverse impact on wind conditions.

7. <u>Utilities/Public Services</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Breach published national, state or local standards relating to solid waste or litter control?	—	<u>X</u>	—
b. Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	<u>X</u>
c. Substantially increase demand for recreation or other public facilities?	—	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

<sup>24</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.G-3. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.



The Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR contains an analysis of existing conditions of utilities and public services in the Bayview Hunters Point area which includes the proposed project site area.<sup>25</sup> The analysis found that the project site is well served by existing utilities and public services including solid waste collection and disposal, wastewater collection and transfer, police and fire services, recreation and community services, and power, water, and communication facilities. Information provided in this analysis of the proposed project's effects on existing utilities and public services is summarized from the Draft EIR.

*Solid Waste.* In 2002, San Francisco generated a total of approximately 1,882,490 tons of solid waste, of which 702,012 tons (37 percent) were disposed of in the Altamont Landfill and about 1,180,478 tons (63 percent) were diverted from the solid waste stream through recycling, composting, reuse, source reduction, and other efforts. The City is expected to continue to lessen solid waste generation by achieving a recycling goal of 75 percent by 2010, as adopted by the Board of Supervisors in 2002. The proposed project's residents and commercial occupants are expected to participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream.

In addition, the Altamont Landfill is expected to remain operational for another 19 to 28 years, with an increase of 250 acres of fill area under an expansion plan. With the City's increase in recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026, once expansion of the Altamont Landfill occurs.

Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the impacts on solid waste from the proposed project would be less than significant.

*Wastewater.* The proposed project was included within the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR estimates for anticipated wastewater demand generation. Project-related wastewater and storm water would flow to the City's combined storm water and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. The Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR concluded that at buildout in 2025, all development would generate approximately 940,336 gallons of wastewater per day which would be within the expected growth projection for the City. During project occupancy and

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<sup>25</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, pp. III.O-1 – III.O-28. This document is available for public review by appointment at the Planning Department, 11660 Mission Street, 5th Floor.

operations, the project would comply with all local wastewater discharge requirements. The proposed project would not require substantial expansion of wastewater treatment facilities or an extension of a sewer trunk line.

*Parks and Recreation.* The addition of residents from the proposed project would likely increase the demand for park and recreation services and facilities. The proposed project would provide 9,220 gsf of private open space and 60,350 gsf of common open space for its residents, which is in excess of *Planning Code* requirements. The proposed project would also include a public plaza area on the retail frontage along Third Street. In addition, the existing Bayview Playground, which is under-utilized, would be available for the new residents to use. Hence, the proposed project would not result in a substantial increase in demand for additional parks and recreational facilities.

*Police Protection Services.* Development of the proposed project would include addition of residential and retail uses to the project area. This increased intensity of uses could potentially increase the service calls to the San Francisco Police Department (SFPD) and could require increased crime prevention activities and additional policing of the project area. The Mayor's 2004-2005 budget includes funding to hire 40 new police officers within the SFPD. Although it is currently unknown what stations these new officers will be assigned to, it is assumed that this increase and other potential increases in sworn personnel could be assigned to the Bayview Station. Since the Bayview Station, less than one-half mile from the project site, was constructed in 1997, this facility would be able to provide the necessary police services and crime prevention programs for the project area, and in the future, provide adequate space for some of the additional sworn officers that could be needed in the project area. Hence, the proposed project would have a less-than-significant impact on police services.

*Fire Protection Services.* The proposed project would increase the demand for fire protection services within the project area. The Bayview Hunters Point area is served by Division Three of the San Francisco Fire Department (SFFD). One of the most important criteria for effective firefighting is the response time needed to reach the site of the fire. The SFFD has stated that the existing fire protection services in the Bayview Hunters Point area are adequate. Existing stations are strategically located to ensure adequate service within the Bayview Hunters Point area. The nearest fire station, Station 17, which serves the project area, is at 1295 Shafter Street, about 1 mile from the project site. The SFFD currently maintains adequate response times with existing equipment of approximately 2.5 to 4.5

minutes to the project site.<sup>26</sup> In addition, the proposed project would be required to comply with all regulations of the 2001 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. Hence, the proposed project would have a less-than-significant impact on fire protection and emergency services.

*Schools.* The San Francisco Unified School District (SFUSD) provides school services to the Bayview Hunters Point area. Currently, the SFUSD has five elementary schools, two middle schools (one charter), and one high school that provide school services to Bayview Hunters Point area residents. The total capacity for SFUSD existing school facilities serving Bayview Hunters Point residents is 3,606 students. Total student enrollment for the 2003-2004 school year for schools within the SFUSD serving Bayview Hunters Point residents was 2,597 students. Therefore, the SFUSD's student enrollment was under capacity for this school year by 1,009 students, and it was operating at approximately 72 percent capacity. An estimated 1,248 students are anticipated to be generated under the larger Bayview Hunters Point Redevelopment Projects and Zoning. This estimate included the proposed project's incremental contribution to the future school population within its analysis. With an overall increase of approximately 1,248 students within the SFUSD under future proposed development, it is expected that enrollment in the schools serving the Bayview Hunters Point area would subsequently increase to approximately 3,845 students, which could presumably fulfill the existing capacity of these schools. Although the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR estimates an increase in student population for the larger neighborhood, including the project area, the SFUSD anticipates a decrease in the student population over the next ten years; consequently, new or expanded school facilities would not be required as a direct result of new development activities in the Bayview Hunters Point area. Hence, the proposed project's impacts on school services and facilities are considered less than significant.

*Community Facilities.* The addition of residents from the proposed project would increase the demand for library services and facilities and community centers. The Bayview/Anna E. Waden library branch is among a list of existing San Francisco library facilities that would be upgraded (under the Branch Improvement Library Program, voter-approved as Proposition A in 2000) and would be able to accommodate the increase in demand for library services in the Bayview Hunters Point area, including the proposed project demand. Proposed project residents would have a variety of community

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<sup>26</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.O-19. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.



centers/facilities open to them at the project site and in its vicinity. Bayview Hunters Point Community Improvement, Inc. provides a community service center across from the project site near the intersection of Third Street and Carroll Avenue. This facility provides mental health, substance abuse, youth, and legal services and violence prevention and intervention services. The Young Community Developers, Inc. building located just north of the project site at 1715 Yosemite Avenue provides employment and workforce development services. Additionally, the Bayview Hunters Point YMCA is about one-half mile to the north of the project site. This facility provides tutoring, mentoring, childcare services and sports programs.

Since there are upgraded library and various community centers in the area, the proposed project residents would be able to access and use them. Library services and community centers would not be significantly affected by the proposed project.

*Energy.* San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that California does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission is currently considering (and has approved some) 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. New power-generating facilities may be completed and operational by the time the project is occupied. The project-generated demand for electricity would be negligible in the context of the overall consumer demand in San Francisco and the state; and hence, the proposed project would not, in and of itself, generate a significant demand for energy and a major expansion of power facilities.

*Water.* All proposed large-size projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. In May 2002, the San Francisco Public Utilities Commission (SFPUC) adopted a resolution finding that the SFPUC’s Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a proposed project is covered by the demand projections identified in the UWMP,<sup>27</sup> which included all known or expected development

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<sup>27</sup> City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

projects and project development in San Francisco at that time through 2020. The Draft EIR for the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR concluded that water demands in the plan area, which includes the proposed project, would be within the projections identified in the UWMP.<sup>28</sup>

*Communication Facilities.* The project area is an urban area that is well served by existing communication facilities. Additional facilities would not be required as a result of project occupancy, since the proposed project residents would be served by existing communication facilities.

8. <u>Biology</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	—	<u>X</u>	<u>X</u>
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	<u>X</u>
c. Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	<u>X</u>

The project site is about one-half mile from the South Basin and over a half-mile from Candlestick Point Recreation Area. It is currently occupied by the closed Coca-Cola bottling plant, an asphalt parking lot, and some landscaping along the Third Street frontage, and does not support or provide habitat for any rare or endangered wildlife or plant species. No special-status bird species are known to nest in the area. The project vicinity is an urban environment and experiences high levels of human activities, and only common bird species are likely to nest in the trees. The proposed project would not substantially affect any rare or endangered animal or plant species or the habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species.

No street trees would be removed as part of the project; however, some mature trees in the landscaping on the Third Street frontage would be removed during site preparation. Mature trees located within the project area are subject to the Urban Forestry Ordinance. The Project Sponsor would comply with the ordinance, which requires that removed trees be replaced with plantings of the same species, or a species designated or approved by the DPW.

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<sup>28</sup> San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.O-24. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

9. <u>Geology/Topography</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	-	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	-	<u>X</u>	<u>X</u>

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element), but no major faults are located within 1 mile of the subject property. The project site is also within an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. In San Francisco, unengineered artificial fill was used during the mid-19<sup>th</sup> century to reclaim property from the Bay. Natural drainages and tidal flats were also reclaimed with artificial fill, including the Hunters Point shoreline and South Basin areas. Based on subsurface investigations, the soil beneath the site consists of silty and clayey sand with bedrock of the Franciscan Assemblage encountered at shallow depths below the silt. Excavation is proposed to a maximum depth of 6.5 feet to the bottom of the concrete mat foundation. The total excavated soil would be approximately 66,900 cubic yards. Approximately half of the excavated soil would remain on the project site to provide for grade changes around the buildings. Groundwater could be encountered during excavation (see discussion under Hazards, below).

At the time of the building permit application process, the DBI would require the Project Sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazard(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the DBI reviews the geotechnical report and building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

The project would not significantly alter the topography of the site, or otherwise affect any unique geologic or physical features of the site. Therefore, no further analysis of geology and seismicity is required.



In addition, any changes incorporated into the foundation design required to meet the San Francisco Building Code Standards that are identified as a result of the DBI building permit application review process would constitute minor modifications of the project. These minor modifications would not require additional environmental analysis.

10. <u>Water</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially degrade water quality, or contaminate a public water supply?	-	<u>X</u>	<u>X</u>
b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	-	<u>X</u>	<u>X</u>
c. Cause substantial flooding, erosion or siltation?	-	<u>X</u>	<u>X</u>

The project would demolish the existing bottling plant facility and construct four multi-family residential buildings with ground floor retail along Third Street. The proposed project would not substantially affect the area of impervious surface at the site or alter site drainage. During construction, requirements to reduce erosion would be implemented pursuant to San Francisco Building Code Chapter 33, Site Work, Demolition and Construction and the California Building Code Chapter 33, Excavation and Grading. These erosion reduction measures would ensure protection of water quality.

The primary existing use at the project site is vehicle parking. The project would not substantially affect the area of impervious surface at the site or alter site drainage. Currently, groundwater is not used at the site. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not substantially interfere with groundwater recharge.

Any exposure of soil during site preparation would occur below street grade, and since the project site is relatively level, there would be low potential for flooding, erosion, or siltation resulting from the project. Therefore, the proposed project would not substantially degrade the public water supply or groundwater quality, or cause substantial flooding, erosion or siltation.

11. <u>Energy/Natural Resources</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	-	<u>X</u>	<u>X</u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	-	<u>X</u>	<u>X</u>

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation enforced by the DBI. Other than natural gas and coal fuel used to generate the electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. See also the discussion of electricity use under 7, Utilities/Public Services on p. 38. For this reason, the project would not cause a wasteful use of energy and would not have a significant effect on natural resources.

12. <u>Hazards</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	-	<u>X</u>	<u>X</u>
b. Interfere with emergency response plans or emergency evacuation plans?	-	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	-	<u>X</u>	<u>X</u>

A Phase I Environmental Site Assessment (ESA) was prepared for the project site in May 1998, by PIERS Environmental Services.<sup>29</sup> An additional Phase I ESA was prepared for the project site in March 2003 by All West Environmental.<sup>30</sup> Both Phase I ESA reports conducted for the proposed project list current and past operations, reviews environmental agency databases and records, identify site reconnaissance observations, and summarize potential contamination issues. The findings of the Phase I ESAs are summarized in this section. Both reports were reviewed by the Department of Public Health (DPH).

*Hazardous Materials Use.* The proposed project would involve the development of four residential buildings with retail use, open space, and parking spaces, which would require relatively small quantities of hazardous materials for routine purposes. The development would likely handle common types of hazardous materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Backup electrical generators, which would likely utilize diesel fuel, may additionally be located on the project site but would not likely contain fuel in sufficient quantities to pose a significant hazard. Businesses are

<sup>29</sup> PIERS Environmental Services, *Phase I Environmental Site Assessment of 5800 3<sup>rd</sup> Street, San Francisco, California*, prepared for United Commercial Bank, May 1998. This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>30</sup> AllWest Environmental Inc., *Environmental Site Assessment Commercial Building 5800 3<sup>rd</sup> Street, San Francisco, California, prepared for Levin Menzies & Associates*, May 28, 2003. This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use during project operation would not pose any substantial public health or safety hazards related to hazardous materials.

*Underground Storage Tanks (USTs).* During the excavation of three USTs in 1993, low levels of petroleum hydrocarbon contamination were identified in soil and groundwater. However, all chemicals and metals detected were below regulatory risk-based screening levels for residential use and no pesticides were detected. One 10,000-gallon UST remains near the northwest corner of the project site beneath a surface concrete pad, but has been empty since at least 1999. Regulatory case closure was issued for the site in 1997, requiring no further investigation. Both of the Phase I ESAs recommend that the UST be closed and removed in accordance with applicable regulations.<sup>31,32</sup> Standards and procedures for removal of the UST identified in Mitigation Measure 2, Hazardous Materials, p. 56, would further reduce any potentially unforeseen effects related to UST contamination to a less-than-significant level.

For potential contamination assessment for surrounding or nearby sites, a search of standard regulatory agency databases, the San Francisco Department of Public Health records, and coordination with the San Francisco Fire Department found 46 leaking underground storage tank (LUST) sites within one-half mile of the project site. Groundwater contamination was not found on the project site, but contamination within undiscovered areas on the project site may exist (see discussion on soils and groundwater, below). Only one of the LUST sites is located near the project site at 5700 Third Street, and it received case closure in 1986. The remaining LUST sites located either cross- or down-gradient from the project site, were detected for soil contamination only, and/or received regulatory case closure. Therefore, these off-site LUSTs would not affect the project site.

*Above Ground Storage Tanks (ASTs).* Three ASTs (with a total capacity of 200,000 gallons) formerly used by Coca Cola remain at the site in the former sugar silo that stored corn syrup when the bottling plant was in operation. These include two approximately 12,000-gallon ASTs at the southwest corner of the building formerly used to store corn syrup, and one approximately 7,000-gallon AST near the southwest corner of the building formerly used to store waste syrup. All tanks are reportedly empty and no hazardous materials were known to have ever been stored in them. An approximately 1,000-

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<sup>31</sup> PIERS Environmental Services, *Phase I Environmental Site Assessment of 5800 3<sup>rd</sup> Street, San Francisco, California*, prepared for United Commercial Bank, May 1998. This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5<sup>th</sup> Floor.

<sup>32</sup> AllWest, *op.cit.*



pound nitrogen tank is in the southern end of the main building, and several vessels used by Coca Cola in syrup mixing operations are in the main building. Additionally, two 7,200-gallon storage tanks that formerly contained magnesium hydroxide, which was used by Coca-Cola in their wastewater treatment system, are now reported to contain water. In an inspection conducted in 2000 by San Francisco Environmental Health Management (SFEHM), these tanks were observed to be leaking. However, the Surface Investigation Report prepared by AllWest Environmental in 2003 found that all chemicals and other organic constituents detected on site were below regulatory risk-based screening levels for residential use.<sup>33</sup> The Phase I ESA recommends that the ASTs remaining at the project site be closed and removed in accordance with applicable regulations. Under their review of the Phase I ESA documents, the SFEHM also recommended removal of the remaining ASTs from the site in accordance with local and state laws. Standards and procedures for removal of the ASTs that are identified in Mitigation Measure 2, Hazardous Materials, p. 56, would further reduce any potentially unforeseen effects related to AST contamination to a less-than-significant level.

*Soil and Groundwater.* The Project Sponsor has provided a Surface Investigation Report prepared by AllWest Environmental that is on file and available for public review at the Planning Department as part of the project file.<sup>34</sup> Analytical tests performed on 14 soil samples obtained during the subsurface investigation indicated that no significant soil or groundwater environmental hazards were identified that would impair site development for residential and commercial uses. Low levels of petroleum hydrocarbons were detected in soil samples collected during the excavation of the three USTs as described above. However, the concentrations in the stockpiled soil were below the State of California Water Resources Control Board minimum detection limits, and the groundwater removed from the excavation pit was determined to meet the City and County of San Francisco Department of Public Works requirements for wastewater discharge into the sanitary sewer and no further subsurface or groundwater investigations were recommended at that time. The Phase I ESA also documented presence of staining on pavement where bus maintenance activities (associated with the business using the site for bus parking) occurred. Furthermore, contamination within undiscovered areas on the project site may exist. The Phase I ESA recommended a comprehensive soil investigation of the project site, especially in the area of bus maintenance activities, the railroad spur, and in other observed heavily stained areas in the vicinity of the sugar silos.

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<sup>33</sup> AllWest Environmental, Inc., *Surface Investigation Report of Industrial Building at 5800 Third Street, San Francisco, California, prepared by Levin Menzies & Associates, May 5, 2003.* This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

<sup>34</sup> AllWest Environmental Inc., *Subsurface Investigation Report of Industrial Building 5800 3<sup>rd</sup> Street, San Francisco, California, prepared for Levin Menzies & Associates, May 5, 2003.* This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

According to the subsurface investigation report, the depth to groundwater beneath the project site is between 2 to 10 feet below ground surface (bgs). Based on the site topography and nearby investigations, the local groundwater flow direction follows the natural site slope to the southeast, toward San Francisco Bay. Since the maximum depth of excavation would be 6.5 feet, groundwater may be encountered on-site and dewatering activities may be necessary. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the Project Sponsor to perform this monitoring.

In their review of the Phase I ESA documents, the SFEHM expressed concern on the potential unknown nature of the site's subsurface soil composition due to presence of the existing railroad tracks nearby. The SFEHM recommended soil sampling at the depths of the proposed excavations for foundations, utilities, etc. Additionally, DPH's Hazardous Materials Unified Program Agency is concerned with waste oil and anti-freeze disposal for the bus maintenance operations at the site.

Standards and procedures for potential soil and groundwater effects resulting from past and existing uses that are identified in Mitigation Measure 2, Hazardous Materials, p. 54, would further reduce any potentially unforeseen effects related to soil and groundwater contamination to a less-than-significant level.

*Wastewater.* The proposed project was included within the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR estimates for anticipated wastewater demand generation. Project-related wastewater and storm water would flow to the City's combined storm water and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. The Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR concluded that at buildout in 2025, all development would generate approximately 940,336 gallons of wastewater per day

which would be within the expected growth projection for the City. During project occupancy and operations, the project would comply with all local wastewater discharge requirements. The proposed project would not require substantial expansion of wastewater treatment facilities or an extension of a sewer trunk line.

*Asbestos.* Asbestos-containing materials may be found within the existing structures that would be demolished as part of the project. Potential asbestos-containing materials include vinyl floor tile and acoustical ceiling panels in some of the finished areas of the existing structures, such as the office area. Roofing materials may also contain asbestos. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD, vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement is to be notified ten days in advance of any proposed demolition or abatement work in accordance with state regulations.

BAAQMD notification includes: listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sf or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the demolition permit until the Project Sponsor has complied with the notice requirements described above.



These regulations and procedures, already established as a part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance.

*Lead-Based Paint.* Since the Coca-Cola plant was built in 1966, lead-based paint may be found in the existing building proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than a total of 10 sf of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the US Department of Housing and Urban Development Guidelines (the most recent guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI: of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; the anticipated start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property and the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner,

Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these San Francisco Building Code regulations and procedures would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

*Fire Safety and Emergency Access.* San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The proposed project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the project would not create a substantial fire hazard nor interfere with emergency access plans.

13. <u>Cultural</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	—	<u>X</u>	<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	—	<u>X</u>	—
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City <i>Planning Code</i> ?	—	<u>X</u>	<u>X</u>

As part of the environmental review for the Bayview Hunters Point Redevelopment Plan, an archaeological resources investigation was conducted by David Chavez & Associates.<sup>35</sup> The following summarizes relevant archaeological information for the project site.

Between 1906 and 1910, UC Berkeley Archaeologist, Nels C. Nelson, conducted an intensive archaeological survey during which he systematically documented prehistoric cultural deposits between Fort Ross in the north and Monterey Bay in the south. Nelson recorded over four-hundred shell heaps, earth mounds and a few minor localities that cannot be termed anything but temporary camp sites. He

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<sup>35</sup> David Chavez & Associates, *Archaeological Resources Investigations for the Bayview Hunters Point Redevelopment Plan, San Francisco, CA*, May 2004. This study is on file and available for public review by appointment at the San Francisco Redevelopment Agency, 770 Golden Gate Avenue, as part of File No. ERO3-3.

identified and mapped eighteen sites within present-day San Francisco, half of which lay within or near the Bayview Hunters Point Redevelopment area. Numerous site-specific archaeological surveys have occurred throughout the area in more recent years, primarily as part of individual project approvals. In the last two decades, a significant concentration of prehistoric archeological sites has been discovered in reclaimed areas. Although no prehistoric archaeological sites are located in the vicinity of the project site, the potential for discovering prehistoric cultural resources (beneath landfill and urban development) in this once highly favorable prehistoric setting is high.

Early maps indicate that the entire region was devoid of activity as late as 1852. However, by 1861, a lone structure stood at the northwest corner of Yosemite Avenue and Lane Street, although there is no evidence that Hispanic-era structures or features associated with the Bernal family Rancho de Rincon de las Salinas y Potrero Viejo ever existed within the project area. Also during the early 1860s, the marshlands along the east side of present-day Third Street were partially reclaimed in order to create Bayview Park (1863-1890s) and its oval-shaped racetrack, which were bordered by Carroll Avenue, Third Street, Wallace Avenue and Hawes Street. During this time, horse-drawn railroad cars began running down present-day Third Street, carrying San Franciscans out to the racetrack.

The racetrack structures had been demolished by the turn of the twentieth century. The 1914 Sanborn Maps indicate that the project vicinity contained several one- to two-story, wood-framed dwellings scattered among and around the vegetable gardens. By the late 1920s the present-day character of west of Third-Street began to develop as a light-industrial region. By 1950, all of the gardens were gone and more than a dozen one- to three-story, wood-framed, reinforced-concrete or corrugated-metal light industrial buildings had been constructed west of Third Street. During the early 1960s, one- to two-story buildings were constructed across the newly-cleared or previously-vacant blocks between Keith and Jennings Streets. Over time they housed numerous light-industries, bottle works, beverage warehouses, the Southeast Health Center, and the now defunct Coca-Cola Plant on the project site, which was built in 1966.

The proposed project would involve excavation to a maximum depth of 6.5 feet. It is not known whether significant archeological resources exist at the project site; however, potentially significant subsurface cultural resources from the prehistoric/protohistoric period, gold rush era, and later 19<sup>th</sup> century may exist at one or more locations within the vicinity of the project area. If archeological resources are unexpectedly encountered during project excavation or during other project construction activities, the Project Sponsor would implement Mitigation Measure 3, Archaeological Resources,



p. 57 to reduce any potentially significant disturbance, damage, or loss of archeological resources to a less-than-significant level.

*Historic Architectural Resources.* As part of the environmental review process for the proposed Bayview Hunters Point Redevelopment Plan, a historic resources survey was conducted for the redevelopment area.<sup>36</sup> The historic resources survey found the areas outside of the Third Street corridor and the Southeast Health Center area to contain primarily late 19<sup>th</sup> century residential buildings in styles such as Queen Anne and Folk Victorian with several other examples of slightly later architectural trends such as Mediterranean and Moderne. One property has been assigned a status code of “4” and another property with a status code of “5” during recent architectural surveys.<sup>37</sup> These properties are located at 5700 Third Street and 1775-77 Yosemite Avenue, respectively. The proposed project would not directly affect the integrity of these structures, nor substantially change views of these two structures. The existing defunct Coca-Cola bottling plant facility was constructed in 1966, and is not rated on any architectural surveys nor is it located within any locally, state or nationally designated historic district. Its demolition would not affect a rated or recognized architectural resource nor a designated historic district. Hence, the proposed project would not have a significant effect on historic architectural resources.

<b>OTHER</b> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from regional, state, or federal agencies?	<u>X</u>		<u>X</u>

The proposed project would require Department of Public Works approval of sidewalk construction on Carroll Avenue.

<sup>36</sup> Carey & Company, *Bayview Hunters Point Redevelopment Plan, San Francisco, CA, Historic Resources Survey*, April 2004. This study is on file and available for public review by appointment at the San Francisco Redevelopment Agency, 770 Golden Gate Avenue, as part of File No. ERO3-3.

<sup>37</sup> National Register of Historic Places status codes are defined as follows: (1) The property is listed on the National Register as an individual property and/or as a contributor to a district. (2) The property has been determined eligible for the National Register in a formal process as an individual property and/or as a contributor to a district. (3) The reviewer believes that the property appears eligible for the National Register as an individual property and/or as a contributor to a district. (4) The property might become eligible for the National Register as an individual property and/or as a contributor to a district if any of a number of criteria is met. (5) The property appears ineligible for the National Register as an individual property and/or as a contributor to a district however it is still of local interest. (6) The property is not eligible for the National Register as individual property and/or as a contributor to a district.

## NEIGHBORHOOD CONCERNS

Neighborhood concerns about the project are primarily centered on compatibility of the proposed land uses with existing nearby industrial uses. The land use compatibility issues are discussed in Land Use, on pp. 15-17 of the Initial Study and in other related topics, such as Noise (on pp. 30-31 of the Initial Study) and Air Quality (on pp. 32-37 of the Initial Study). Other concerns include the relative height of the proposed project and its effect on views (discussed in Visual Quality on pp. 18-19 of the Initial Study), and potential for loss of parking and traffic congestion with implementation of the proposed project (discussed in Transportation/Circulation on pp. 21-30 of the Initial Study). Neighborhood concerns regarding the design of the proposed project and the use of the proposed private open space would be addressed by the Planning Commission during the project authorization process. A copy of a letter of support for the issuance of a Mitigated Negative Declaration for the proposed project from a Bayview Hunters Point community organization to the Project Sponsor is on file with the Planning Department in the project's case file.

## Conclusions

While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment. The Project Sponsor has agreed to implement the Mitigation Measures and Improvement Measure as part of the proposed project (Project Sponsor letter signed and dated April 26, 2005, and can be found in project file Case No. 2003.0672E).

## MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	—	<u>X</u>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	<u>X</u>	—	<u>X</u>

The following mitigation measures, all of which are necessary to reduce the potential impacts of the project, have been agreed to by the Project Sponsor.

### Mitigation Measure 1: Construction Air Quality

The Project Sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per

day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the Project Sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The Project Sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

### **Mitigation Measure 2: Hazardous Materials**

In addition to local, state, and federal requirements for handling hazardous materials, USTs, and soil and groundwater containing chemical contaminants, the Project Sponsor shall enter into a remedial action agreement with the Department of Public Health pursuant to Health and Safety Code Section 101480 et seq. At a minimum, the Project Sponsor shall undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

- a. A Site Mitigation Plan shall be developed to address contaminated soil and/or groundwater, USTs/ASTs or other hazardous materials identified during the Phase II investigation or subsequent demolition activities.

Since the site has a railroad track and it is not clear whether the subsurface is comprised of fill material, soil sampling that includes pesticides, metals, volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs), asbestos and petroleum hydrocarbons need to be conducted. Sampling should occur at depths of proposed excavations for foundations, utilities elevators, etc.

If deemed necessary, all impacted materials shall be mitigated prior to construction. Soils with elevated lead concentrations shall be disposed of off site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of the California Department of Toxic Substances Control (DTSC) or the Regional Water Quality Control Board (RWQCB).

The Phase II assessment requires the preparation of a Site Safety and Health Plan because contaminated soils and/or groundwater may be encountered; in addition to measures that protect on-site workers, the plan shall include measures to minimize public exposure to contaminated soils. Such measures shall include dust control, appropriate site security, restriction of public access, and posting of warning signs, and shall apply from the time of surface disruption through the completion of earthwork construction.



- b. The UST and ASTs at the project site shall be further evaluated using geophysical techniques and subsurface exploration, as appropriate. The UST and ASTs shall be removed from the property and disposed of in accordance with applicable regulations or continue to be permitted and monitored as required by local and state laws. Soil beneath the UST and ASTs shall be visually inspected for soil and/or groundwater contamination. If contamination is detected, the impacted materials shall be tracked and managed throughout the construction phase. If deemed necessary, impacted materials shall be mitigated prior to construction.
- c. All waste oil and anti-freeze from the existing bus maintenance service performed on the site shall be disposed off-site in accordance with applicable regulations.
- d. All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the Project Sponsor shall submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

### **Mitigation Measure 3: Archeological Resources**

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The Project Sponsor shall distribute the Planning Department archeological resource ALERT sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the ALERT sheet is circulated to all field personnel, including, machine operators, field crew, pile drivers, and supervisory personnel. The Project Sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the ALERT Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project head foreman and/or Project Sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the Project Sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the Project Sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a final archeological resources report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

**IMPROVEMENT MEASURES**

The Project Sponsor would implement the following improvement measures to diminish project transportation circulation effects that were found to be less-than-significant.

**Improvement Measure 1: Transportation/Circulation**

- a. The Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the DPT, the Fire Department, and the Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during construction of the project.
- b. To minimize the impact of construction activities on MUNI LRT, bus stops and routes in the area, the Project Sponsor would coordinate with MUNI’s Chief Inspector before construction begins.

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project 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 pre-history?	—	<u>X</u>	—
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	<u>X</u>	—
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	—	<u>X</u>	—
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>X</u>	—



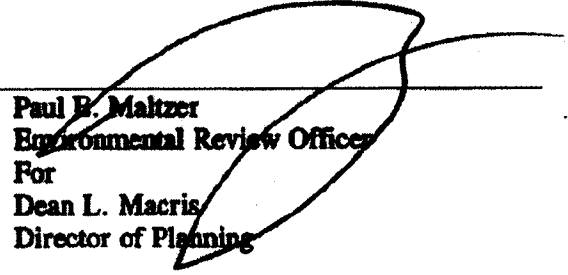
**ON THE BASIS OF THIS INITIAL STUDY:**

I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: April 29, 2005

  
\_\_\_\_\_  
Paul E. Maltzer  
Environmental Review Officer  
For  
Dean L. Macris  
Director of Planning



# SAN FRANCISCO PLANNING DEPARTMENT

## ADDENDUM TO NEGATIVE DECLARATION

**Date of Publication of Addendum:** October 12, 2007

**Date of Publication of Final Negative Declaration:** September 1, 2005

**Lead Agency:** Planning Department, City and County of San Francisco  
1650 Mission Street, Suite 400 San Francisco, CA 94103

**Agency Contact Person:** Patrice M. Siefers **Telephone:** (415) 575-9045

**Project Title:** 2003.0672 A 5800 Third Street Mixed Use Project

**Project Sponsor/Contact:** Jared Eigerman, Reuben & Junius **Telephone:** (415) 567-9000

**Project Address:** 5800 Third Street

**Assessor's Block and Lot:** Block 5431A, Lot 001

**City and County:** San Francisco

**Building Permit Application Number(s), if Applicable:** None yet.

### Remarks:

A Final Negative Declaration (FND), Case Number 2003.0672E, to construct a residential and retail mixed-use residential development, was adopted and issued on April 30, 2005 and amended on September 1, 2005. The original proposed project analyzed in the FND was a 355-unit multiple-family residential development in four four-to-five story buildings with 13,000 gross square feet of ground floor retail use along Third Street. The project buildings would total 641,920 square feet and would be built around a central plaza and a private drive with both van-size and one semi-trailer loading space with access from Carroll Avenue. Approximately 9,220 square feet of private open space and 60,350 square feet of common usable open space were to be provided for the residential use. Sixteen (16) surface parking spaces for the retail uses were to be provided on the south side of the project site, with access provided from a right-turn-only driveway on Third Street at the southern boundary of the site. Twenty surface parking spaces for visitors would be provided on the central private driveway. A total of 379 off-street parking spaces were to be provided in underground garages accessed from Carroll Avenue.

The revised development proposal increases the retail space from 13,000 square feet to 21,000 square feet to allow for a grocery store to be built, and changes the location and method of accessing the retail stores by delivery vehicles. The number of dwelling units remains constant at 355 although there will be adjustments in the unit size mix as follows:

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Planning  
Information:  
**415.558.6377**

*2003 0672E*

an increase in one bedroom units from 114 to 133; a decrease in two bedroom units from 129 to 121; and a decrease in three bedroom units from 112 to 101. Open space remains constant. Parking is proposed to be reduced from 435 total off-street spaces to 421 spaces. It will remain “unbundled” from the dwelling units; in other words, residents will separately purchase their parking space. A total of 355 spaces are proposed for the 355 units, and 95 of these will be tandem or mechanical stacker spaces. A total of 66 independently accessible spaces will be provided for the 21,000 square feet of retail.

Since the Original Project was considered, the third street light rail system has opened and there have been changes to traffic, as is typical upon the initiation of new transit services. The net effect of the revised traffic of the change to the road network and the increase in retail space and revision to the unit mix is that the number of retail trips increases to approximately 448 vehicle trips, an increase of about 20 percent (71 vehicle trips) over the Original Project. The capacity of Third Street in terms of auto traffic is reduced due to the elimination of one travel lane in each direction, now used by the Third Street light rail vehicles. The installation of new traffic signals also serves to change Level of Service, for the better. The net effect of these changes is an decrease in intersection Level of Service to D at third Street/Paul/Gilman Avenue and at Third/Jamestown; however in neither case does LOS drop below LOS D. Thus, the changes to circumstances, road geometrics and the project revisions result in no significant impact to intersection LOS.

The new Third Street light rail requires a project revision in the loading and unloading location and requires shaving back part of the building envelope to accommodate the truck turning movements on the site. Trucks would load and unload using either a loading zone on Third Street which would need to be approved by MTA if the truck is longer than 45 feet or they would use the Carroll Street entrance if shorter than 45 feet in length. Trucks would enter the loading area from southbound Third street, turn right into the driveway and then exist the site on Carroll Avenue. The gates along the internal street would be modified to allow the trucks access and a red zone would be reacted on a portion of Third Street. In the event 45 foot trucks are used by the retail component of the development, deliveries would be limited to the overnight hours of 1:00 am to 5:00 am to minimize disruption to Third Street traffic.

## **Location**

The project site (Assessor's Block 5431A, Lot 001) is located along Third Street at the southwest corner of Third and Carroll Avenues in the Bayview neighborhood in the southeastern quadrant of the City (see Figure 1, Project Location). The site is within an M-1 (Light Industrial) District, the Third Street Special Use District (SUD), a 65-J Height and Bulk District and within the Bayview Hunters Point Redevelopment project area and Zoning Health Center Activity Node. The project would require Conditional Use Authorization for a Planned Unit Development and for residential uses in an M-1 District, by the Planning Commission, which is a public hearing process. The project site is located between Third Street and the Caltrain rail line tracks and between Carroll Avenue on the north and Paul Avenue on the south. The site is bounded on the east by Third Street and on the west by the Caltrain



commuter and freight railroad tracks. The project site is approximately 250,470 square feet, about 5.75 acres, and was the site of a former bottling plant built in 1966, buildings for which would be demolished. Current use for the site is temporary parking for moving company trucks and charter buses.

Figure 1 shows the site and its neighborhood along with adjacent land uses. Figure 2 shows the project site plan.

### **Adjacent Land Uses**

Land uses in the vicinity of the project site are characterized by a mix of light industrial, commercial, and residential uses. Adjacent uses are shown in Figure 1 and include the Delancey Street Foundation Warehouse to the north, the 5600 Third Street Residential Development to the north, and the Bayview Playground across Third Street to the northeast. Since the original development was reviewed environmentally, the Third Street light rail line construction has been completed and the site is adjacent to the Carroll Avenue stop. The Caltrain tracks are located immediately to the west of the project site. The Bayview/Hunter's Point Redevelopment project envisions a Health Center activity node near this section of Third Street and envisions up to 1,200 dwelling units in the area. The purpose of the Third Street Special Use District, in which this property is located, is to obtain a healthier mix of retail along Third Street, and to encourage commercial neighborhood uses for Bayview residents.

Most of the area surrounding the proposed project site is zoned M-1 with the exception of Bayview Playground, which is within a Public Use (P) District. In general, the area between Williams Avenue and Paul Avenue along Third Street contains large parcels occupied by warehouses and other industrial uses. The area around Third Street, between Williams Avenue and Armstrong Avenue varies from this pattern because it contains one-and two-story structures with upper-level residential uses over street-level retail or light industrial uses. Other uses in the area are the 54-unit Geraldine Johnson Manor Senior Housing building which is located to the north of the Bayview playground. To the south is the Wave Exchange, an internet service exchange business—a "server farm"—located at 200 and 400 Paul Avenue. Circa Corporation, a manufacturing company is located southeast of the project site at 6025 Third Street.

### **Proposed Revisions to Original Project**

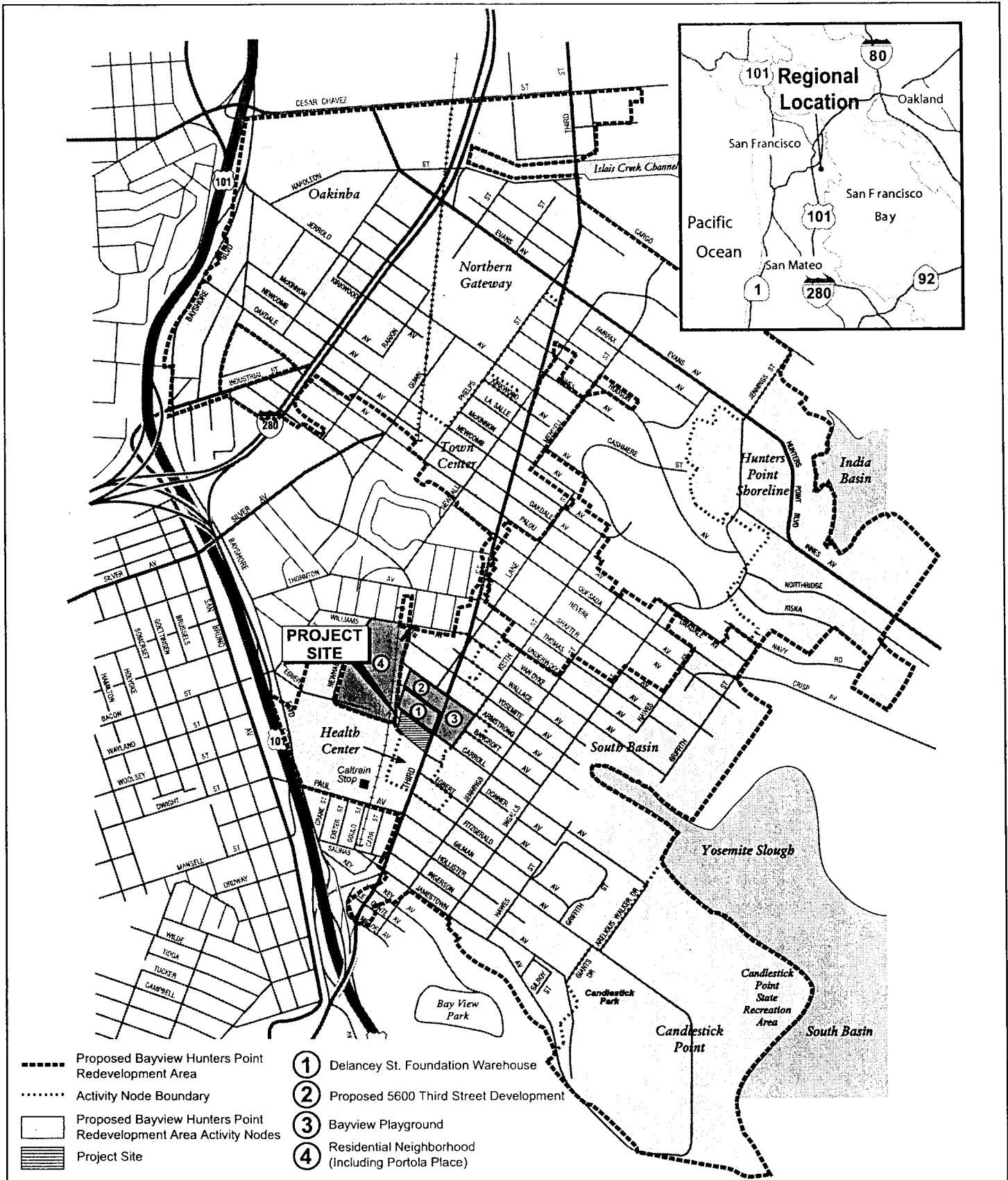
Land Use Revisions: The proposed changes to the project are minor. Changes are an increase in the retail square footage to add a grocery store; a change in the size mix for the residential units, and revisions to the loading space for the retail uses so that grocery trucks can be accommodated entirely on the site, and not impact Third Street traffic. The square footage of retail would increase from 13,000 square feet to a total of 21,000 square feet of retail (15,000 square feet for the grocery store and 6,000 square feet for the other neighborhood retail uses). The number of one bedroom units would increase from 114 to 133; the number of two bedroom units would decrease from 129 to 121 units; and the

number of three bedroom units would decrease from 112 to 101 units. The total number of units would remain constant at the 355 studied in the Final Mitigated Negative Declaration.

Access Revisions: The proposed access for grocery trucks would be via the Carroll Avenue parking entrance driveway. The retail access driveway on Third would be limited to right turn in and right turn out (no delivery trucks) so as not to conflict with the Third Street light rail and Third Street traffic. The primary access to the development would be the proposed Carroll Avenue driveway.

Parking Revisions: Proposed parking would total 355 unbundled parking spaces for the 355 dwelling units, plus 66 spaces for the 21,000 square feet of retail use. A total of 421 on-site parking spaces are proposed. Of the 355 residential parking spaces, 95 will be mechanically stacked or tandem spaces. Of the 66 retail parking spaces, 32 would be independently accessible spaces located within Building 2 for the grocery store. The remaining 34 independently accessible spaces for the grocery store would be located south of Building 2 (15 spaces) and along the private driveway that bisects the site north-south (19 spaces). Thus, total parking for the revised project is proposed to be 421 spaces; the previous project was approved for 381 spaces---365 unbundled spaces for the 343 dwelling units and 16 spaces for 13,000 square feet of retail. The original entitlement waived ten (10) spaces for the retail uses. For this mix and intensity of uses, the Planning Code would require a total of 399 parking spaces— 355 spaces for the 355 dwelling units analyzed in the Final Mitigated Negative Declaration, and 44 spaces for the 21,000 square feet of retail.

Façade and Height: There are no proposed changes to the envelope of the building, lot coverage, or height.



SOURCES: Clement Designs; San Francisco Redevelopment Agency; Korve Engineering, 2004.



5800 THIRD STREET RESIDENTIAL AND COMMERCIAL MIXED-USE PROJECT  
 FIGURE 1: PROJECT LOCATION



## **Analysis of Potential Environmental Effects of Modified Project**

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

The California Environmental Quality Act (Division 13 of the Public Resources Code) requires that an addendum be prepared to a previous negative declaration if the three tests contained in Section 15162 are met as follows: 1) there are no substantial changes to the project that create significant effects not previously covered, 2) there is no change to the setting or circumstances under which the project is undertaken that would create new or greater environmental effects, and 3) there is no new information regarding significant effects, and mitigations are still effective and feasible.

The September 1, 2005 Final Mitigated Negative Declaration (FMND) analyzed the potential impacts of the original proposed project and found that the project with three standard mitigation measures (Construction Air Quality, Hazardous Materials, and Archaeological Resources) would not have a significant effect on the environment. Two improvement measures were included in the project's negative declaration: one to require the project sponsor to meet with relevant departments to determine ways to reduce construction impacts on traffic and pedestrian circulation during project construction, and one to minimize the impact of construction on the operation of Muni light rail and buses via coordination with Muni's Chief Inspector before construction begins.

The FMND analyzed the project's potential impacts in the areas of Land Use, Visual Quality, Population, Transportation/Circulation, Noise, Air Quality/Climate, Shadows and Wind, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, Hazards and Cultural Resources. Since the FMND was prepared, the Planning Department has revised its environmental checklist, and proposed projects are now evaluated for potential impacts in the following topic areas: Land Use, Aesthetics, Population and Housing, Cultural Resources, Transportation and Circulation, Noise, Air Quality, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural Resources. In these areas, the effects of the original proposed project and the revised proposed project would be the same. The discussion below substantiates this determination.

## **Compatibility with Existing Zoning and Plans**

The project site is zoned M-1 (Light Industrial), a district in which residential development is a Conditional Use, and on a parcel of this size, a Planned Unit Development permit is

required. The FMND concluded that the proposed project would be consistent with the San Francisco General Plan and the San Francisco Planning Code. Development of neighborhood serving retail uses and residential uses are objectives of the General Plan for this area. Development of active uses is encouraged for areas surrounding the new T-Third light rail stops. The proposed development is located adjacent and across Third Street from the Carroll Street station of the new T-Third rail line. The Bayview Hunters Point Redevelopment Projects and Zoning is intended to allow for infill development while shifting the areas land use character from mostly industrial uses to residential and transit-oriented land uses. The proposed project would be consistent with redevelopment plans. The proposed Health Center Activity Node is projected to add 1,200 new residential units, including 250 owner-occupied units. The proposed project would develop all of the owner-occupied units projected in this activity node, and include 105 units beyond the number projected in the Bayview Hunters Point Redevelopment Plan.

The FMND concluded that the original project would not conflict with plans and policies, such as the Bay Area Air Quality Plan and the City's General Plan, that relate to physical environmental issues. This continues to be the case with the revised project. Conclusions reached in the FMND regarding compatibility with policies and plans would continue to apply to the revised project because it does not represent a substantial change in development from the original project analyzed in the FMND, and the planning policies and plans have remained the same.

#### Land Use

The FMND found that the proposed project would introduce more intense residential and retail mixed uses in the area which is within an area of existing and future residential commercial, and industrial mixed uses. The changes in land use from industrial to residential and retail uses on the project site would not disrupt or divide the physical arrangement of this area of Third Street. The Bayview Hunters Point Redevelopment Projects and Zoning and the Eastern Neighborhoods Rezoning efforts encourage and propose increasing housing supply, converting industrially zoned land to non-industrial uses in the Third Street Corridor along the new light rail line. The project proposes additional commercial/retail use—a grocery store—and this is consistent with the General Plan, Redevelopment Plan and Eastern Neighborhoods Plan concepts. The project's contribution to overall change in the industrial character of the existing Third Street Corridor, and the overall neighborhood, would not in and of itself result in a significant land use effect.

#### Aesthetics

The FMND describes the defunct three-story Coca-Cola bottling plant and its associated structures. Adjacent to the site are one- to five-story reinforced concrete, masonry, and wood-framed industrial buildings with surface parking lots and the Caltrain railroad tracks. The architectural character of the area varies, and includes Twentieth Century industrial buildings with paved areas and surface parking lots, Victorian structures, and modern mixed-use residential/commercial buildings. The FMND also notes that the scenic views of the San

Francisco Bay waterfront and other public areas would not be degraded by the proposed development. The proposed project's additional ground floor retail square footage does not change these conclusions. In terms of views to the site from the street and the new light rail line, the project represents an environmental and aesthetic improvement over existing conditions.

#### Population and Housing

The FMND discusses the effects of the proposed project on population and housing and determines that the development would result in an on-site population of about 994 people. In a citywide context, this is not considered a significant impact. The project would also not displace any jobs because the defunct Coca-Cola bottling plant has been closed since the early 1990s. The proposed additional retail development which will allow a grocery store would not induce substantial population growth, displace housing units or residents, or create demand for new housing, and would therefore have no impact with regard to population and housing. The proposed project would represent about 10 percent of the planned residential growth identified in the Redevelopment Plan, and would provide a much-needed shopping use—a grocery store—to the neighborhood.

#### Cultural Resources

The FMND indicates that no known prehistoric archaeological sites are located in the vicinity of the project site; however, the potential for discovering prehistoric cultural resources (beneath landfill and urban development) is high. The proposed project would continue to implement Mitigation Measure 3, Archaeological Resources, to reduce any potentially significant disturbance, damage, or loss of archaeological resources to a less-than-significant level.

The historic resources in the vicinity of the proposed project site were inventoried for the Bayview Hunters Point Redevelopment Plan, and it was determined that the proposed project would not directly affect the integrity of historic structures or substantially change views of historic structures. The addition of the grocery store as part of the retail program on the site does not change the conclusion that there is no impact to historic resources.

#### Transportation/Circulation

The project results in about twice the number of trips of a general retail use. During the weekday pm peak hour, the Revised Project would generate 448 vehicle trips, an increase of 71 pm peak hour vehicle trips, about 20 percent over the Original Project. Changes to the intersection configurations and controls (signals where there were formerly traffic stop signs) result in a changed capacity situation. The net result of reduced capacity and increase pm peak hour traffic does not result in declines in Level of Service at any study intersection. All intersection continue to operate at LOS D at least with the project and under cumulative conditions.

Access to and from Third Street from the site will be right-turn-in and right-turn-out to reduce conflict points and congestion. The project site plan and building design was modified from



the proposed to have all freight and deliveries using less than 45-foot long trucks use the Carroll Avenue driveway. This prevents queues and backing in along Third Street and allows for smooth truck movements for deliveries to the site.

*Intersection LOS:* The FMND found that the proposed project would have no significant effect on traffic, transit, parking or non-motorized travel in the area. The major change in setting occurs in the transportation network surrounding the project. The completion and operation of the Third Street light rail adjacent to the site with its attendant change in lane geometry, turning movements, new traffic signals, and number of lanes, is the primary potential for a reduction in pm peak level of service. However, the analysis done for the project does not change the conclusions regarding Intersection level of service reached in the FMND. These conclusions remain valid and are shown on the next page in Table 1.

*Transit:* The project was found to add approximately 112 transit trips to the Third Street light rail in the cumulative (2025) years. The pm peak hour capacity was shown to be 2,380 passengers in each direction and ridership at Carroll Avenue at Williams/Van Dyke would total 465 passengers in the northbound direction and 537 in the southbound direction. With the addition of the grocery to the project, the project would add transit trips to the Third Street light rail; however, the light rail provide more than enough capacity to accommodate these trips. The project would not overload the Third Street light rail or regional transit operators.

*Pedestrian:* The project would generate a total of 241 pedestrian trips, 191 of which are access trips to the Third Street light rail and are included in the discussion of transit above. The addition of pedestrian trips would not create a sidewalk or crosswalk capacity problem, and there would be no impact of the grocery store addition.

*Bicycle:* The project would generate 15 bicycle trips no bicycle safety hazards or capacity issues would be created.

*Parking:* The project proposes to “unbundle” parking from the residences. This means that parking will be available separately from the unit. A total of 355 parking spaces will be provided for residential uses. Of these, 95 spaces will be tandem/mechanical stacker parking spaces. A total of 66 independently accessible spaces will be provided for the grocery and other retail uses. The *Planning Code* Section 151 requires that the proposed retail space provide 44 off-street parking spaces and one space for each of the 355 units for a total of 399 spaces. The proposed project proposes 421 parking spaces on the site which is 22 spaces over the demand estimated in the Planning Code.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month and so on. 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.

The proposed project as revised would provide 22 parking spaces over the estimated parking demand; however these are not environmental impacts.

*Loading Space:* The project's grocery store and residential loading and unloading will occur off Carroll Street so as not to interfere with traffic or light rail operations. To accomplish a loading space of sufficient size for grocery store service, one of the building's envelopes will be slightly modified to be made smaller, and trucks will be limited to 45 feet long. Due to the width of the driveway and the width of Third Street, only trucks under 45-feet long (WB-40 design vehicle) could make the maneuvers needed to access the loading area. Improvement measures for truck loading include: 1) the use of trucks less than 45 feet in length, 2) allowing trucks to back into the site from Third Street, southbound, and exit to Carroll Avenue provided that there are only backing maneuvers between the hours of 1:00 pm to 5:00 am, and these maneuvers will be monitored by store personnel.. The revision to the loading spaces proposed will allow safe and efficient loading and unloading for the grocery, and there will be no traffic or safety impact created.

*Summary of Transportation:* The proposed addition of the grocery square footage does not result in any new impacts, worsen any potential impact, or result in any reduction in levels of service for autos, transit, parking or non-motorized modes. The addition of the grocery does not result in any reduction in safety or access to or from the site. Table 1 below shows the results of the transportation analysis from the FMND (shaded columns) and from the transportation analysis for the revised project with the grocery store (unshaded column). As is clear from Table 1, there are no new transportation impacts or significant transportation impacts.

### Noise

The FMND found that noise from the proposed project would increase due to additional automobiles and limited truck deliveries; however, the ambient urban noise environment would not noticeably change. The addition of the grocery to the proposed project does not change these conclusions. There would not be a substantial increase in noise in the area and noise impacts from the proposed project would be less than significant. Traffic levels would increase modestly, and traffic noise increases would be far below the typical doubling of traffic required to have a discernable noise increase. Construction noise would be regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code).

Compliance with the noise Ordinance during construction would reduce construction noise impacts to a less-than-significant level. Therefore, project construction noise would not substantially increase the ambient noise level of the surrounding area. Mechanical equipment would also be subject to the Noise Ordinance and this would reduce noise impacts of HVAC to a less than significant level.

**Table 1. Transportation Impacts**

Intersection	FMND		FMND		FMND		Existing Plus Revised Project and Cumulative 2025 LOS (2007/2025)	
	Existing LOS/	Avg. Delay	Existing Plus Project <sup>1</sup> LOS/	Avg. Delay	Cumulative 2025 LOS/Avg. Delay			
Third St./Williams/ Van Dyke	B	13.4	B	13.6	D	41.7	C/D	28.2/52.1
Third St./Yosemite	A	9.1	B	17.3	D	53.5	C/D	22.6/51.6
Third St./Carroll	A	8.9	B	11.6	C	22.6	C/C	27.6/28.9
Third St./ Paul/Gilman	B	14.4	B	14.6	C	30.8	C/D	24.3/35.9
Third St./Jamestown/US 101 SB On-ramp	A	8.7	A	8.8	B	0.7	C/D	33.1/52.9
Third St./ Armstrong <sup>2</sup>	C	23.5	E	49.2	B	13.4	B/B	15.7/16.2
Third St./Bancroft <sup>3</sup>	C	16.7	E	36.8	B	13.5	B/B	11.5/14.6
Jennings./ Carroll	A	8.1	A	8.1	A	9.1	A/A	7.6/8.6

Air Quality

The FMND found that the project does not reach the size threshold used by the Bay Area Air Quality Management District (BAAQMD), and consequently the project would not exceed air district thresholds for vehicular emissions. The addition of the grocery does not increase the size of the development or its vehicle trips to the air district thresholds. The Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR for Year 2025 concluded that the seven worst intersections in the project area that operate at LOS D or worse would not

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FMND stands for Final Mitigated Negative Declaration. All delay shown in seconds per vehicle.

<sup>1</sup> This column contains existing plus project plus 5600 Third Street development.

All delay shown in seconds per vehicle.

SOURCES: November, 2004, Korve Engineering, 5800 Third Street Project Final Transportation Study., and Korve/DMJM, Supplemental Transportation Evaluation, October 11, 2007.

<sup>2</sup> Unsignalized intersection; shown is the worst minor street movement for the stop controlled intersection. This intersection to be signalized as part of the Third Street Light Rail Project.

<sup>3</sup> Unsignalized intersection; shown is the worst minor street movement for the stop controlled intersection. This intersection to be signalized as part of the Third Street Light Rail Project.



exceed existing thresholds as established by BAAQMD. The addition of the grocery store and residential units would not change this conclusion. There would remain no significant level of vehicular or operational emissions. During project construction, Mitigation Measure 1, Construction Air Quality, would reduce the air emissions effects of the construction activity to a less than significant level.

#### Wind and Shadow

Wind and shadow were included in the Air Quality section at the time the FND was prepared.

The proposed residential and retail mixed use development would be approximately 65 feet tall in four towers with the retail fronting on Third Street at the ground floor level. Parking would be located in two stories at ground level. No change has been made to the envelope of the proposed buildings from the FMND. In the FMND, it is noted that there would be an insignificant amount of shadowing on the Bayview Playground which is kitty-corner (to the northeast) of the project site across Third Street. The shadow analysis found that there would be some new shade (150 square feet) in July and August and 16,213 square feet of new shade in mid-October. The new shade would fall primarily on the existing Martin Luther King Jr. swimming pool building. The structures would not add new shade to the Bayview Playground playing field and would not add new shade during morning to mid-afternoon periods. The proposed project would therefore not result in any substantial, adverse impacts with regard to shadow.

The proposed buildings would range from 50 to 60 feet tall which is the same height as was analyzed in the FMND. Typically, in San Francisco, buildings of 65 to 100 feet in height would not create adverse pedestrian wind conditions if the surrounding buildings are comparable in height and mass. The structures would not extend above their surroundings so that substantial wind effects would occur. The proposed project would not have a substantial wind impact

#### Recreation

Recreation was not addressed as a separate environmental topic area at the time that the FMND was prepared.

The proposed project would increase the demand for park and recreation services and facilities. It would provide approximately 9,220 square feet of private open space and 60,350 square feet of common open space for its residents, which is in excess of Planning Code requirements. The proposed project would also include a public plaza area on the retail frontage along Third Street. In addition, the existing Bayview Playground, which is under-utilized, would be available for the new residents to use. Hence, the proposed project would not result in a substantial increase in demand for additional parks and recreational facilities.

#### Utilities and Service Systems

The FMND assessed impacts on utilities and services from the proposed mixed use development, including solid waste, wastewater, police, fire, schools, energy, community facilities, water, and communication facilities, and found no significant impact. This

conclusion remains correct, as the addition of the grocery use would not significantly increase the demand for utilities and services. This conclusion was also reached in the Draft EIR for the Bayview Hunters Point Redevelopment Projects and Zoning cumulative 2025 conditions. The project was included in the cumulative analysis of that plan.

### Biological Resources

The FMND determined that the project site has no habitat for rare or endangered species or special status bird species nesting sites. The project vicinity is an urban environment and experiences high levels of human activities. The project site is occupied by the closed Coca-Cola bottling plant, an asphalt parking lot and some landscaping along the Third Street frontage and does not support habitat for endangered species. Mature trees in the project area or on the site would be subject to City ordinance which the sponsor would comply with by replacing any trees removed. The addition of the grocery store does not change these findings and the project, as modified, would not result in significant biological impacts.

The FMND determined that the topographical changes resulting from grading for the project would not be significant. The project would not significantly alter the topography of the site or otherwise affect any unique geologic or physical features of the site. A geotechnical report would be prepared during the building permit application process and building and foundation plans would be reviewed in light of the geology and soils report. The FMND notes that the project site is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other Bay Area earthquake faults. The addition of the grocery store to the project does not change any of these findings, and the project would not have a significant geological impact.

The FMND notes that the project would demolish the existing bottling plant facility and construct four multi-family residential buildings with ground floor retail along Third Street, which would not substantially affect the area of impervious surface at the site or alter site drainage. During construction, requirements to reduce erosion would be implemented pursuant to the San Francisco Building Code Chapter 33, Site Work, Demolition and construction and the California Building Code Chapter 33, Excavation and Grading. These erosion reduction measures would ensure protection of water quality. The proposed addition of the grocery store on the bottom floor of Building 2 would not change these conclusions and the revised project would not increase the potential for significant impacts on water quality.

A Phase 1 Environmental Site Assessment (ESA) was prepared for the project site in May 1998, by PIERS Environmental Services. An additional Phase I ESA was prepared in March 2003 by All West Environmental. Both Phase I ESA reports conducted for the proposed project list current and past operations, review environmental databases and records,

identify site reconnaissance observations and summarize potential contamination issues. Both reports were reviewed by the Department of Public Health (DPH). The findings of the Phase 1 ESAs covered hazardous materials use, underground storage tanks, above ground storage tanks, soil, groundwater, wastewater, asbestos, lead based paint, and fire safety and emergency access. No significant impacts were found. The addition of the grocery store in the development program does not change these findings.

Both Phase I ESAs recommend that the empty underground storage tank near the northwest corner of the project site beneath a surface concrete pad be removed. Standards and procedures for removal of the underground storage tank are identified in Mitigation Measure 2, Hazardous Materials, would reduce any potentially unforeseen effects related to contamination to a less-than-significant level. Surrounding sites with remaining underground storage tanks are down-gradient from the proposed project site, and in any event, groundwater is not used as a water source in San Francisco so pollution from leaking tanks would not be an issue.

Three above-ground storage tanks are on the site and these stored corn syrup for the Coca-Cola bottling plant. These will be removed as part of Mitigation Measure 2, Hazardous Materials and this removal would further reduce any potentially unforeseen effects related to above-ground storage tanks contamination to a less-than-significant level.

The FMND notes that dewatering may be required and the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. Standards and protocols for potential soil and groundwater effects resulting from past and existing uses are identified in Mitigation Measure 2, Hazardous Materials, and these would further reduce any potentially unforeseen effects related to soil and groundwater contamination to a less-than-significant level.

Project related wastewater and storm water would flow to the City's combined storm water and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. The project is included in the cumulative analysis of wastewater done for the Hunters Point Redevelopment Projects and Zoning which concluded that in 2025, all development would generate approximately 940,336 gallons of wastewater per day which would be within the expected growth projection for the City. The addition of the grocery store use would not significantly change this conclusion.

Potential asbestos containing materials will be demolished following BAAQMD requirements that are already established as part of the permit review process to ensure that any potential impacts due to asbestos would be reduced to a level of insignificant. This is the same situation with the addition of the grocery store.

Compliance with the San Francisco Building Code regulations and procedures would ensure that the potential lead-based paint impacts during demolition and transfer would be minimized to a level of insignificance.



Access for fire safety and emergency access would be assured via implementation of the Building and Fire Codes to which the proposed project would conform. The addition of the grocery use does not change this and there would continue to be a less-than-significant impact with the project in terms of hazards and hazardous materials.

This topic area was not part of the Planning Department's Initial Study checklist at the time the FMND was issued. All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the proposed project.

With regard to energy use, the proposed grocery store addition to the development program would not result in substantial increases in the amount of fuel, water, or energy. Based on the above discussion, the proposed project would therefore not result in significant impacts on mineral and energy resources.

This topic area was not part of the Planning Department's Initial Study checklist at the time the FMND was issued. The project site is completely paved and covered with structures and asphalt/concrete. It does not support any agriculture or involve farmland, Williamson Act lands or other agricultural resources, including special soils. Because the site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. The proposed project would therefore have no impact on agricultural resources.

There were no significant cumulative impacts identified in the FMND, and the proposed addition of a grocery store to the development program would not result in any new cumulative impacts.

#### Mandatory Findings of Significance

The proposed mixed use development with the addition of a grocery store would not have the potential to degrade the quality of the environment. It would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten or eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal, and it would not eliminate important examples of the major period of California history or pre-history. The proposed project with the grocery store addition would not have the potential to achieve short-term

goals to the disadvantage of long-term environmental goals. The proposed mixed use project would not have possible environmental effects which are individually limited, but cumulatively considerable. The proposed project would not cause substantial adverse effects on human beings, either directly or indirectly.

## **Conclusion**

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the FMND adopted April 30, 2005 and amended on September 1, 2005 remain valid and that no supplemental environmental review is required. The primary revision to the setting is the completion of the Third Street light rail line; there is not significant worsening of traffic impacts resulting from the changed setting or the addition of the grocery store to the development program. The proposed revisions to the project would not cause new significant impacts not identified in the FMND, and no new mitigation measures would be necessary to reduce significant impacts. The project's contribution to cumulative remains below the significance threshold used by the San Francisco Planning Department, and the project would not contribute a cumulatively considerable portion to LOS impacts that occur in the future. No changes have occurred with respect to the feasibility of mitigations and all remain in place. Additional improvement measures with respect to truck loading locations, a 45 foot size limit on trucks used for deliveries and pick-ups and set loading and unloading time limits so as to not impact Third Street traffic or light rail operations. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

October 12, 2007

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



BILL WYCKO

Acting Environmental Review Officer

cc: Jared Eignerman, Project Sponsor Representative  
Julian Banales, Southeast Quadrant, Planning Department  
Supervisor Sophie Maxwell, District 10, Board of Supervisors  
Distribution List  
V. Byrd/Bulletin Board  
V. Byrd/Master Decision File