



SAN FRANCISCO PLANNING DEPARTMENT

Large Project Authorization

HEARING DATE: AUGUST 14, 2014

Date: August 7, 2014
Case No.: **2012.1218 X**
Project Address: **645 TEXAS STREET**
Zoning: MUR (Mixed Use Residential)
40-X Height and Bulk District
Block/Lot: 4102/026
Project Sponsor: Jessie Stuart
90 New Montgomery, Suite 750
San Francisco, CA 94105
Staff Contact: Diego R Sánchez – (415) 575-9082
diego.sanchez@sfgov.org
Recommendation: **Approval with Conditions**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The Project Sponsor proposes to demolish the existing 22,700 square foot light industrial and institutional use buildings and construct a five-story mixed use building with up to 91 dwelling units and 600 square feet of ground floor retail. In total, the building will be approximately 106,000 gross square feet in size. The project will also provide 65 off-street parking spaces located in the lowest level of the structure as well as 9,400 square feet of useable open space in a central courtyard and at private and common decks.

SITE DESCRIPTION AND PRESENT USE

The project is located at the southern end of the block bounded by Texas Street on the west, 22nd Street on the south and Mississippi Street on the east, the property being Lot 026 in Assessor's Block 4102. The property is located within the MUR (Mixed Use Residential) District with a 40-X Height and Bulk district. The present uses on the property include industrial, office and institutional uses within one- and two-story buildings. The property is located at the end of the block, on an irregularly shaped lot with frontages along Texas Street, 22nd Street and Mississippi Street. The lot is approximately 32,000 square feet in area.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The property is located at the eastern end of the Potrero Hill neighborhood, in close proximity to the 22nd Street Caltrain Station. Properties in the area are of a mixed character, including light industrial, residential and retail buildings. Properties to the north of the subject property include two- and three-story residential buildings and a light industrial building. Properties to the south are one-story light industrial buildings. Properties to east, opposite Mississippi Street, include two-story residential buildings, a light industrial building and an artist live/work building. The property to the west is a mixed use, retail and multifamily building. The surrounding properties are located within the PDR-1-G

(Production, Distribution and Repair: General), UMU (Urban mixed Use) and MUR (Mixed Use Residential) and RH-2 (Residential, House, Two Family) zoning districts.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on July 23, 2014, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	July 25, 2014	July 25, 2014	20 days
Posted Notice	20 days	July 25, 2014	July 25, 2014	20 days
Mailed Notice	20 days	July 25, 2014	July 25, 2014	20 days

The proposal requires a Section 312 neighborhood notification, which was conducted in conjunction with the Large Project Authorization process.

PUBLIC COMMENT

- The Department has received input from concerned neighbors about the proposed height, building mass, and design. The Department also received a letter in support of the project.

ISSUES AND OTHER CONSIDERATIONS

- Large Project Authorization Modifications: As part of the Large Project Authorization (LPA), the Commission may grant modifications from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The proposed project requests exceptions from the Front Setback requirement (Planning Code Section 132), Rear Yard requirement (Planning Code Section 134), the Dwelling Unit Exposure requirement (Planning Code Section 140), the Street Frontages requirement (Planning Code Section 145.1), Off-Street Parking requirement (Planning Code Section 151.1), and to the measurement of height (Planning Code Sections 102.12, 260). Planning Department staff supports the proposed modifications given the quality of design and the unique topography and shape of the subject property.

- Affordable housing. The project is subject to the affordable housing requirement for projects within the MUR zoning district. The project is required to provide a minimum of 12 percent of all units as affordable because it is electing the on-site alternative. For the 91 dwelling units, the project will provide the required 11 affordable housing units on site.
- Zoning and Intended Use of Lot. Under the Eastern Neighborhoods Program, the property was rezoned from an Industrial District (Light Industrial (M-1) Zoning District) to a Mixed Use District (Mixed Use Residential (MUR) Zoning District) to promote residential development on the lot.
- Development Impact Fees: The Project would be subject to the following development impact fees, which are estimated as follows:

DEVELOPMENT IMPACT FEE SUMMARY	
Eastern Neighborhoods Infrastructure Impact Fee	
Replacement or Change of Use	\$115,997.80
New Construction	\$765,150.75
TOTAL	\$881,148.55

Please note that these fees are subject to change between Planning Commission approval and approval of the associated Building Permit Application, as based upon the annual updates managed by the Development Impact Fee Unit of the Department of Building Inspection.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Large Project Authorization pursuant to Planning Code Section 329 to allow the construction of a five-story mixed use building with up to 91 dwelling units and 600 square feet of retail space and to allow modifications to the requirements for Front Setback (Planning Code Section 132), Rear Yard (Planning Code Section 134), Dwelling Unit Exposure (Planning Code Section 140), Street Frontages (Planning Code Section 145.1), Off-Street Parking (Planning Code Section 151.1) and to the measurement of height (Planning Code Sections 102.12, 260). The subject property is located within the MUR (Mixed Use Residential) Zoning District and a 40-X Height and Bulk Designation.

BASIS FOR RECOMMENDATION

- The project provides 91 new dwelling units, 61% of which are two-bedroom units or larger.
- The project is proposing to meet its affordable housing requirement on-site, creating a socially integrated development.
- The project provides private and common useable open spaces at the rear yard and at the roof as amenities to the residents.

- At current rates, the project will produce approximately \$881,150 in development impact fees that will benefit the community and City.

- The project is consistent, on balance, with the objectives and policies of the General Plan.

RECOMMENDATION: Approval with Conditions
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Attachments:

- Block Book Map
- Sanborn Map
- Aerial Image
- Zoning Map
- Site Image
- Public Correspondence
- Project Sponsor Submittal

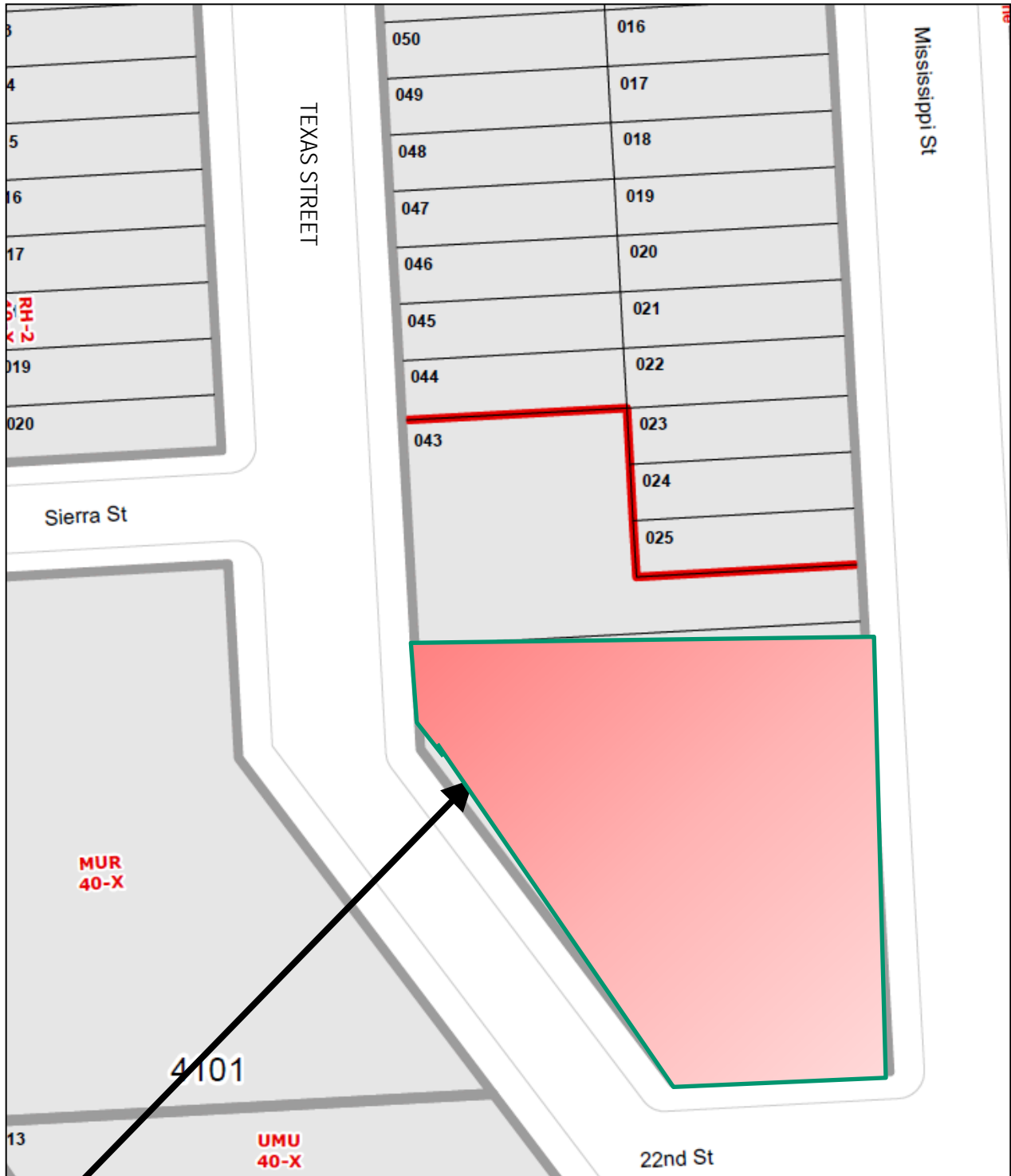
Attachment Checklist

- | | |
|---|--|
| <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 checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Parcel Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Housing Documents |
| <input checked="" type="checkbox"/> Aerial Photo | <input checked="" type="checkbox"/> Inclusionary Affordable Housing
Program: Affidavit for Compliance |
| <input checked="" type="checkbox"/> Context Photos | <input checked="" type="checkbox"/> Residential Pipeline |
| <input checked="" type="checkbox"/> Site Photos | |

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

Planner's Initials

Parcel Map



SUBJECT PROPERTY



Large Project Authorization
Case Number 2012.1218X
645 Texas Street

Sanborn Map*



SUBJECT PROPERTY

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

Large Project Authorization
 Case Number 2012.1218X
 645 Texas Street



Aerial Photo

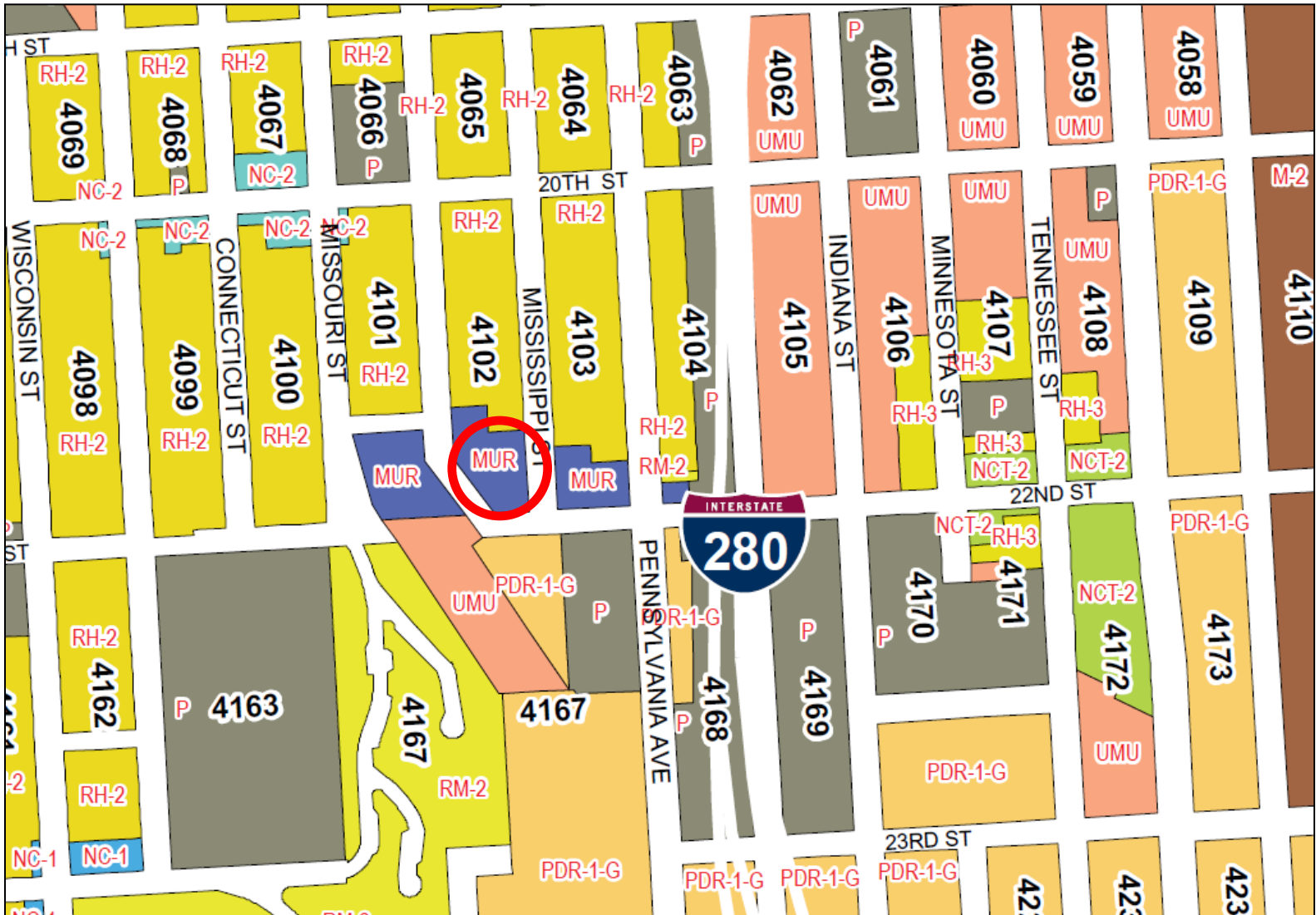


SUBJECT PROPERTY



Large Project Authorization
Case Number 2012.1218X
645 Texas Street

Zoning Map



Large Project Authorization
Case Number 2012.1218X
645 Texas Street

Site Photo



Large Project Authorization
Case Number 2012.1218X
645 Texas Street

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

July 15, 2014

Date

I, **Jessie Stuart**, do hereby declare as follows:

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

645 Texas

Address

4102/ 026

Block / Lot

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

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

2012.1218U

Planning Case Number

2013/12/09/3691S

Building Permit Number

This project requires the following approval:

Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)

This project is principally permitted.

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

Diego Sanchez

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

Yes (if yes, please indicate Tier) Tier 1

No

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

This project uses California Debt Limit Allocation Committee (CDLAC) funding.

This project is 100% affordable.

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

Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).

On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).

Affidavit for Compliance with the Inclusionary Affordable Housing Program

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

Ownership. All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.

Rental. Exemption from Costa Hawkins Rental Housing Act.² The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 though one of the following:

Direct financial contribution from a public entity.

Development or density bonus or other public form of assistance.

Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

(1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

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

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

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

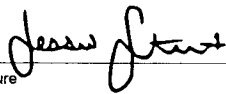
90 New Montgomery Suite 750, San Francisco, CA 94105

Location

7.15.14

Date

Signature



Jessie Stuart - Development Manager

Name (Print), Title

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

415-370-1767

Contact Phone Number

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
91	-	-	35	53	3

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

- On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at 12% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
11	-	-	5	6	-

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

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

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

- Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:
Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee _____ % of affordable housing requirement.
2. On-Site _____ % of affordable housing requirement.

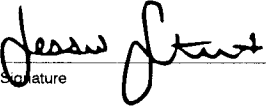
NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

3. Off-Site _____ % of affordable housing requirement.

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

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

Affidavit for Compliance with the Inclusionary Affordable Housing Program

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name Trumark Urban	Company Name
Print Name of Contact Person Jessie Stuart	Print Name of Contact Person
Address 90 New Montgomery, Suite 750	Address
City, State, Zip San Francisco, CA 94105	City, State, Zip
Phone, Fax 415-370-1767	Phone, Fax
Email jstuart@trumarkco.com	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
 Signature	Signature
Jessie Stuart, Development Manager Name (Print), Title	Name (Print), Title



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

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RESIDENTIAL PIPELINE ENTITLED HOUSING UNITS 2007 to 2014 Q1

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

This table represents completed units and development projects in the current residential pipeline to the first quarter of 2014 (Q1). The total number of entitled units is tracked by the San Francisco Planning Department and is updated quarterly in coordination with the *Quarterly Pipeline Report*. Subsidized housing units – including moderate and low income units – as well as inclusionary units are tracked by the Mayor’s Office of Housing; these are also updated quarterly.

2014 QUARTER 1	RHNA Allocation 2007 - 2014	Units Built 2007 - 2014 Q1	Units Entitled in 2014 Q1 Pipeline*	Percent Built and Entitled
Total Units	31,193	18,078	16,733	111.6%
Above Moderate (> 120% AMI)	12,315	11,993	14,073	211.7%
Moderate Income (80 - 120% AMI)	6,754	1,107	753	27.5%
Low Income (< 80% AMI)	12,124	4,978	1,907	56.8%

**These totals do not include three entitled major development projects with a total of 23,714 net new units: Hunters' Point, Treasure Island and ParkMerced. While entitled, these projects are not expected to be completed during the 2007-2014 RHNA reporting period.*



Ms. Kim Diamond, Development Director
Trumark Urban
90 New Montgomery Street, Suite 750
San Francisco, CA 94105

March 20, 2014

Re: 645 Texas Street - Residential For-Sale Development

Dear Ms. Diamond,

On behalf of the San Francisco Housing Action Coalition (SFHAC), I am pleased to endorse your 645 Texas Street proposal. Following review and discussion, our Project Review Committee believes the project has significant merit and will make a substantial contribution to SFHAC's mission of increasing the supply of well-designed, well-located housing in San Francisco. This letter reflects several recommendations from the Committee that are focused primarily on car parking and urban design. We believe that this project embodies the best principals of urban design and, with the implementation of our suggestions it meets the needs of both present and future San Franciscans.

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

Land Use:

We believe the proposed site is an appropriate location for new housing. Several underused commercial buildings that do not activate the streetscape or surrounding neighborhood currently occupy the site. The surrounding neighborhood is a mix of residential and commercial, is well served by local and regional transit and a nearby recreation center, so your proposal is quite compatible.

Density:

The Planning Code limits density on this site by unit mix. Specifically, your project is required to provide 40 percent of the units as two-bedrooms or greater, or 30 percent as three-bedrooms or greater. Because you targeted your development for families, 66 percent of your dwelling units will be suited for this. The SFHAC supports this, as we are acutely aware of the need for family housing in San Francisco.

Affordability:

The SFHAC commends your providing the Below-Market-Rate (BMR) units on site. This results in a total of 14 percent, or 11 Below-Market-Rate (BMR) units.

Parking and Alternative Transportation:

Your project is well served by several transit options, including multiple bus lines, the Third Street MUNI lines and CalTrain. It is within close walking distance to both the 22nd Street CalTrain station and MUNI stops.

We understand you plan to maximize the allowable parking by providing 74 parking spaces,

Ms. Kim Diamond
Page 2

including one CarShare spot. While we understand street parking is a major concern among the neighbors, we strongly urge you to search for ways to reduce the total number of spaces. Your project is located in an area well served by transit and we believe that the need for cars could be reduced by increasing the total number of on-site CarShare spots.

We applaud your proposed 114 bicycle parking spaces as it exceeds the citywide requirement ratio of 1:1.

Preservation:

There are no structures of significant historical or cultural merit on the site or nearby that could be affected.

Urban Design:

Our committee believes the exterior renderings of your project blend nicely with the surrounding environment. We particularly like the landscape architecture and how it has been incorporated into the designs.

We have a couple of suggestions we urge you to consider as you finalize your designs. We recommend that you provide seating at the bulb-out at the corner of 22nd Street and Mississippi Street. In addition, we suggest you consider design flexibility for the community room so it could easily convert to children's use.

Environmental Features:

We fully support the measures you took to enhance energy efficiency and address water conservation. These measures include incorporating solar thermal, roof gardens, green walls and EV Plug-Ins. To address water conservation, you plan to incorporate low-flow taps and fixtures, as well as on-site storm water controls with water reuse for landscaping.

Community Input:

In our experience, Trumark Urban has consistently made exemplary efforts to reach out to the community and incorporate neighborhood input into the project designs. This project is no exception.

You presented your proposal to the Dogpatch Neighborhood Association three times and addressed their concerns. Other groups you met with include the Potrero Boosters, Potrero Dogpatch Merchants Association, Dogpatch Playground Fundraisers, Sierra Heights HOA, SF Bicycle Coalition and City CarShare.

In response to the input from these groups, you improved the project's façade, enhanced sustainability measures, added bike parking, and security lighting that improve safety for residents and the neighbors.

Thank you for submitting this project to the SFHAC Project Review Committee. Please keep us abreast of any changes or updates. We are pleased to support your excellent project as it moves forward. Let us know how we may be of assistance.

Ms. Kim Diamond
Page 3

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Tim Colen", with a long horizontal flourish extending to the right.

Tim Colen, Executive Director

CC: SF Planning Commission

SFHAC Project Review Criteria

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

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

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

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

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

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

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

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

Ms. Kim Diamond
Page 5

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

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



San Francisco Housing Action Coalition (SFHAC) Project Report Card

Address: 645 Texas Street

Project Sponsor: Trumark Urban

Date of SFHAC Review: January 22, 2014

Grading Scale:

1 = Fails to meet project review guideline criteria

2 = Meets some project review guideline criteria

3 = Meets basic project review guideline criteria

4 = Exceeds basic project review guideline criteria

5 = Goes far beyond of what is required

Criteria for SFHAC Endorsement:

1. The project must have been presented to the SFHAC Project Review Committee;
2. The project must score a minimum of 3/5 on any given guideline.

<i>Guideline</i>	<i>Comments</i>	<i>Grade</i>
Land Use	The proposed project will replace several under-used commercial buildings that do not activate the existing streetscape.	5
Density	While we like projects that maximize density within the building envelope, we understand the Project Sponsor is building two and three-bedroom units for families.	4
Affordability	The project will provide 14 percent of the total units as Below-Market-Rate (BMR) units on-site, equating to 11 BMR units.	4
Parking and Alternative Transportation	The project is well situated for public transit and exceeds the required bike parking, but maxed out car parking under pressure from the neighborhood. Only one CarShare spot provided. We suggest reducing the parking ratio.	3
Preservation	There are no structures of significant historical or cultural merit on the site or nearby that could be affected.	N/A
Urban Design	The proposed project improves the character of the neighborhood. We would like you to add seating at the bulb out and flex space in the community room.	4
Environmental Features	We support all of the measures taken to enhance energy efficiency and address water conservation.	5
Community Input	The Project Sponsor has effectively engaged the community and incorporated their input into the project's designs.	5
Additional Comments	There are no comments to add.	N/A
Final Comments	SFHAC gives its full endorsement to Trumark Urban's proposed project at 645 Texas Street.	4-3/5

Please see letter for further explanation.



SAN FRANCISCO PLANNING DEPARTMENT

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 checked="" type="checkbox"/> Other: EN Impact Fees (Sec. 423) |

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 TO ALLOW NEW CONSTRUCTION OF A FIVE-STORY MIXED USE BUILDING WITH UP TO 91 DWELLING UNITS AND 600 SQUARE FEET OF RETAIL SPACE AND TO ALLOW EXCEPTIONS FROM (1) FRONT SETBACK PURSUANT TO PLANNING CODE SECTION 132, (2) REAR YARD PURSUANT TO PLANNING CODE SECTION 134, (3) DWELLING UNIT EXPOSURE PURSUANT TO PLANNING CODE SECTION 140, (4) STREET FRONTAGE PURSUANT TO PLANNING CODE SECTION 145.1, (5) OFF-STREET PARKING PURSUANT TO PLANNING CODE SECTION 151.1, AND (6) TO THE MEASUREMENT OF HEIGHT PURSUANT TO PLANNING CODE SECTIONS 102.12 AND 260, AND TO ADOPT FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AT 645 TEXAS STREET, LOT 026 IN ASSESSOR'S BLOCK 4102, WITHIN THE MUR (MIXED USE RESIDENTIAL) ZONING DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On May 9, 2013 Jessie Stuart (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization under Planning Code Section 329 to allow new construction of a five-story residential building with up to 91 dwelling units and 600 square feet of retail space and to allow exceptions from the following: (1) Front Setback pursuant to Planning Code Section 132, (2) Rear Yard pursuant to Planning Code Section 134, (3) Dwelling Unit

Exposure pursuant to Planning Code Section 140, (4) Street Frontage pursuant to Planning Code Section 145.1, (5) Off-Street Parking pursuant to Planning Code Section 151.1, and (6) to the measurement of height pursuant to Planning Code Sections 102.12 and 260 on the property at 645 Texas Street, east side between 22nd and Sierra Streets; Lot 026 in Assessor Block 4102 (hereinafter "Subject Property"). The project is located within a MUR (Mixed Use Residential) Zoning District a 40-X Height and Bulk District.

On August 14, 2014, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on a Large Project Authorization, application No. 2012.1218X.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Eastern Neighborhoods Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on August 7, 2008, by Motion No. 17661, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter "CEQA")). The Commission has reviewed the Final EIR, which has been available for this Commission's review as well as public review.

The Eastern Neighborhoods EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Eastern Neighborhoods Plan, the Commission adopted CEQA Findings in its Motion No. 17661 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On July 23, 2014, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major

revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP) setting forth mitigation measures that were identified in the Eastern Neighborhoods Plan EIR that are applicable to the project. These mitigation measures are set forth in their entirety in the MMRP attached to the draft Motion as Exhibit C.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2012.1218X at 1650 Mission Street, Fourth Floor, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization requested in Application No. 2012.1218X, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located at the southern end of the block bounded by Texas Street on the west, 22nd Street on the south and Mississippi Street on the east, the property being Lot 026 in Assessor's Block 4102. The property is located within the MUR (Mixed Use Residential) District with a 40-X Height and Bulk district. The present uses on the property include industrial, office and institutional uses within one- and two-story buildings. The property is located at the end of the block, on an irregularly shaped lot with frontages along Texas Street, 22nd Street and Mississippi Street. The lot is approximately 32,000 square feet in area.
3. **Surrounding Properties and Neighborhood.** The property is located at the eastern end of the Potrero Hill neighborhood, in close proximity to the 22nd Street Caltrain Station. Properties in the area are of a mixed character, including light industrial, residential and retail buildings. Properties to the north of the subject property include two- and three-story residential buildings and a light industrial building. Properties to the south are one-story light industrial buildings. Properties to east, opposite Mississippi Street, include two-story residential buildings, a light

industrial building and an artist live/work building. The property to the west is a mixed use, retail and multifamily building. The surrounding properties are located within the PDR-1-G (Production, Distribution and Repair: General), UMU (Urban mixed Use) and MUR (Mixed Use Residential) and RH-2 (Residential, House, Two Family) zoning districts.

4. **Project Description.** The Project Sponsor proposes to demolish the existing 22,700 square foot light industrial and insitutional use buildings and construct a five-story mixed use building with up to 91 dwelling units and 600 square feet of ground floor retail. In total, the building will be approximately 106,000 gross square feet in size. The project will also provide 65 off-street parking spaces located in the lowest level of the structure as well as 9,400 square feet of useable open space in a central courtyard and at private and common decks
5. **Public Comment.** The Department received input from concerned neighbors about the proposed height, building mass, and design. The Department also received one letters in support of the project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in MUR Zoning Districts.** Planning Code Sections 841.20 and 841.45 states that residential and retail uses are principally permitted use within the MUR Zoning District.

The Project is proposing to construct new residential and retail uses within the MUR Zoning District and complies with Planning Code Sections 841.20 and 841.45.

- B. **Front Setback.** Planning Code Section 132 allows obstructions, including bay windows, to extend into the front setback provided they do not exceed dimensional limitations. For bay windows, the maximum projection into a front setback is three feet and the maximum width of a bay window is 15 feet.

The project is proposing bay windows that do not conform to the dimensional limits for allowable obstructions within the front setback as the bay windows are in excess of 15 feet in width on all street frontages. The project is seeking an exception from the Front Setback requirement under Planning Code Section 329.

- C. **Rear Yard.** Planning Code Section 134 requires a rear yard to be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet and that it be located at the lowest level containing a dwelling unit.

The project is providing a rear yard, in the form of a courtyard, in the center of the lot, beginning at the second level of the proposal. This does not comply with the requirement that the rear yard be equal to at least 25% of the lot depth and that it be located at the lowest level (in this case, the ground floor) containing a dwelling unit. The project is seeking an exception from this requirement pursuant to Planning Section 329.

- D. **Useable Open Space.** Planning Code Section 135 requires a minimum of 80 square feet of useable open space for each dwelling unit.

The project is proposing approximately 9,400 square feet of useable open space on roof decks, private decks and courtyards, exceeding the required 7,280 square feet of useable open space.

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

The project is proposing the new construction of a five-story mixed use building on an approximately ¾ acre lot with a combined 528 linear feet of frontage on Texas, 22nd and Mississippi Streets. The project will provide the required 26 street trees in compliance with Section 138.1. The project will also comply with the Better Street Plan by submitting a compliant streetscape plan prior to building permit issuance.

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

One unit does not face an area as required by Planning Code Section 140. An exception is being sought pursuant to Planning Code Section 140.

- G. **Street Frontage in Mixed Use Districts.** Section 145.1 of the Planning Code requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 17 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

The project is proposing the off-street parking to be located at the rear of the property. The off-street parking entrance is approximately 15 feet in width. The ground floor features a retail use, the residential lobby and dwelling units which provide direct, individual pedestrian access to a public

sidewalk. The retail street-fronting space is set back two feet from the sidewalk, providing a comfortable buffer from the public realm, but still meeting the intent of this Code Section. The ground floor is fenestrated in excess of 60 percent of the street frontage.

The Project is proposing to provide a 10 foot floor-to-floor height at the non-residential space. This does not comply with the minimum floor-to-floor height of 14 feet for ground floor non-residential uses in the MUR zoning district. The project is seeking an exception under Planning Code Section 329 from this requirement.

- H. **Off-Street Parking.** Planning Section 151.1 of the Planning Code allows as of right up to one off-street parking space for every four dwelling units within the MUR Zoning District. It also allows up to three off-street parking spaces for every four dwelling units with an exception and up to one off-street parking space for each dwelling unit if that dwelling unit has at least two bedrooms and 1,000 square feet of area, with an exception.

The project is proposing 91 dwelling units, of which 15 are at least two bedrooms and 1,000 square feet in size. Up to 23 off-street parking spaces are allowed, as of right and up to 72 off-street parking spaces are allowed with an exception from Planning Code Section 329. The project is proposing 65 off-street parking spaces, and is seeking an exception under Planning Code Section 329 from this requirement.

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

The project is proposing up to 91 dwelling units and approximately 600 square feet of occupied floor area of retail space and requires at least 91 Class 1 bicycle parking spaces and five Class 2 bicycle spaces for the residential component and two Class 2 bicycle parking spaces for the retail component. The project is proposing 96 Class 1 bicycle parking spaces and 16 Class 2 bicycle parking spaces, in compliance with Planning Code Section 155.2.

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

The project is proposing up to 91 dwelling units and is required to provide at least one car sharing space. The project is proposing two car sharing spaces and is in compliance with Planning Code Section 166.

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

The project is proposing up to 91 dwelling units of which 56 will be two bedroom units or larger. This is equivalent to 61.5 percent of all dwelling units being two bedroom units.

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

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

- M. **Inclusionary Affordable Housing Program in MUR.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 12% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on July 15, 2014. The EE application was submitted on March 15, 2013. Pursuant to Planning Code Section 415.3 and 415.6, the on-site requirement is 12%. 11 units (five one-bedroom, and six two-bedroom) of the 91 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

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

The project is proposing up to 91 dwelling units within a five-story mixed use building of approximately 106,000 gross square feet in size. The project is also replacing the existing PDR uses.

The project is subject to Planning Code Section 423 and all associated impact fees must be paid prior to the issuance of the building permit application.

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

- A. Overall building mass and scale;

The proposed building mass and scale is appropriate for the context given the predominance of two- and three-story structures in the surrounding area. The facades feature multiple building recesses that function to visually break the mass into distinct modules. The scale of the bay windows helps to emphasize the distinct modules, as well. The building height gradually follows the slope of lot, stepping down in height toward the southern end of the lot.

- B. Architectural treatments, facade design and building materials;

The use of recessed mass breaks helps reduce the apparent size of the building and forms the primary façade design. The bay windows help to accentuate these breaks. The use of a varied material palette helps distinguish the architectural elements; this palette includes fiber-cement panels, wood rain-screen siding and scored cement plaster.

- C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access;

The lower floors are designed to respond to and interact with the street. Where residential units are located on the ground floor, stoops and / or landscaped planters provide an adequate buffer between the private and public realms. The retail space is conveniently located adjacent to the building lobby, enlivening the entrance to the project. The central courtyard functions as the rear yard and provides an area for passive recreation. Parking and loading access are concentrated in one location, thereby limiting the disturbance of automobiles to the pedestrian experience.

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

The project provides useable open space, both common and private, in the central courtyard and at private and common decks. The common roof deck is attractive as it provides views south and east of the project. All proposed open spaces are easily accessed from dwelling units.

- E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2;

The provision of a mid-block alley is not applicable because there are no linear street frontages in excess of 200 feet in length.

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

Required street trees, in accordance with Planning Code Section 138.1, as well as required Class 2 bicycle parking will be provided within the public right of way immediately in front on the building. In addition the project sponsor will provided landscaped planters along the 22nd and Mississippi Street façades.

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

Automobile access is provided exclusively through the sole garage entrance at the eastern side of the subject property on Mississippi Street. Although not required by the Planning Code, the project is providing a pedestrian pathway through the project, with an entrance from the western side of the development on 22nd Street to the eastern side of the development on Mississippi Street.

- H. Bulk limits;

The proposed project is within an 'X' bulk district, which does not restrict bulk.

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

The proposed project, on balance, meets the Objectives and Policies of the General Plan.

8. **Large Project Authorization Exceptions.** As a component of the review process under Planning Code Section 329, projects may seek specific exceptions to the provisions of this Code as provided for below:

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

The proposed project is seeking exceptions from the front setback requirement (Section 132), rear yard requirement (Section 134), the dwelling unit exposure requirement (Section 140), the street frontage requirement (Section 145.1), the off-street parking requirement (Section 151.1) and to measurement of height (Sections 102.12 and 260).

- 1) *Planning Code Section 132 establishes the front setback of each property and allows certain obstructions, including bay windows, to extend into the setback. Bay windows that do not extend further than three feet and that are not wider than 15 feet are permitted obstructions*

into the front setback. The Project is proposing multiple bay windows that either extend further than three feet into the front setback or that are wider than 15 feet. Those bay windows provide mass breaks and articulate and provide emphasis to the façade. Larger bay windows also accentuate the corners which is a typical urban design standard.

- 2) *Planning Code Section 134 requires the project to provide a rear yard equivalent to 25 percent of lot depth at the rear of the yard and at the lowest story containing a dwelling unit. Given the depth of the subject lot (200 feet), the project is required to provide a rear yard of 50 feet. This is equivalent to an area of 10,000 square feet. The project is proposing an interior courtyard of approximately 8,125 square feet, which provides privacy and security for residents. To ameliorate the lack of a code complying rear yard, the project is providing approximately 9,400 square feet of useable open space in the interior courtyard and at private and common decks at the upper floors of the project.*
- 3) *Planning Code Section 140 requires each dwelling unit to face directly on a public street, public alley at least 25 feet in width, side yard at least 25 feet in width, a rear yard meeting the requirements of this Code or an outer court whose width is 25 feet or an open area no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. The project is proposing one unit that does not meet this requirement. This unit is located in the southern end of the interior courtyard. All other units face onto a Code complying area.*
- 4) *Planning Code Section 145.1 requires the project provide areas with non-residential uses a minimum floor-to-floor height of 14 feet. The project is providing the ground floor retail space with a floor-to-floor height of 10 feet. Given the size and location of the proposed retail space, the exception is reasonable.*
- 5) *Planning Code Section 151.1 establishes maximum quantities of off-street parking that are allowed, both as of right and through exception under Planning Code Section 329, within the MUR Zoning District. Given the number of units and unit types, the project is allowed up to 23 off-street parking spaces as of right and up to 72 off-street parking spaces with an exception from Planning Code Section 329. The project is proposing 65 off-street parking spaces. Given that only one MUNI line, the 48 Quintara, has stops within 4 blocks of the site, it is reasonable to assume that into the near future private automobiles will be a needed means of transportation for residents of the site.*

In addition, the following findings are made pursuant to Planning Code Sections 329 and 151.1:

Vehicle movement on or around the project does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;

By locating the sole vehicle entrance on Mississippi Street, which is the widest street of the three that encircle the subject property, any adverse impacts from vehicle movements upon pedestrian and bicycle network improvements are proposed for 22nd Street are avoided. Any transit stops and/or routes are also not adversely impacted given that the site is located multiple blocks from the nearest transit.

Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;

The excess accessory parking will be located in the same basement level garage and will utilize the same garage entrance as the accessory parking provided as of right and therefore will not affect the overall urban design.

All above-grade parking is architecturally screened and lined with active uses according to the standards of Section 145.1, and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code;

All accessory parking is located in the basement level of the subject property and is either lined with active uses or is not visible from the public right of way given the topography of the site.

Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements

The quality and visibility of planned streetscape enhancements will not be diminished from the excess accessory parking because it is located in the basement level of the subject property, will utilize the same garage door as the as of right accessory parking and the streetscape enhancements account for the sole entrance into the basement level garage.

For projects with 50 dwelling units or more, all residential accessory parking in excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts, valet, or other space-efficient means that reduces space used for parking and maneuvering, and maximizes other uses.

The project does provide a small fraction (approximately four percent) of the accessory parking in excess of 0.5 spaces per unit through space efficient means; however the bulk of the parking in excess of 0.5 spaces is not stored and accessed by mechanical stackers or lifts, valet, or other space-efficient means. The project is seeking an exception from this requirement.

The subject property is an excavated lot with a difference in grade of approximately 25 feet from the northern point to the southern point of the lot. The proposed excess accessory parking can be generally accommodated within this excavated space, located at the basement level and outside of view from the street level. Given the size of the lot in combination with the grade differential it is reasonable that accessory parking be located in the basement as proposed.

- 6) *According to Planning Code Section 304(d)(6), minor deviations from the provisions for measurement of height, as defined in Planning Code Section 260 and 261, may be permitted. Under Planning Code Section 102.12(c), the height of a building is defined as the vertical distance by which a building or structure rises above a certain point of measurement. This point shall be taken at the centerline of the building or, where the building steps laterally in relation to a street that is the basis for height measurement. Under Planning Code Section 102.25, a street is defined as a right-of-way, 30-ft or more in width, permanently dedicated to common and general use by the public, including any avenue, drive, boulevard, or similar way, but not including any freeway or highway without a general right of access for abutting properties.*

The project is proposing to break the building into eight different segments, none wider than 65 feet and none deeper than 100 feet. The height for each segment is measured at the northern most point of that segment, where the height is equal to 40 feet and the height of each segment will not exceed 44 feet 11 inches at the midpoint. Given the unique siting, topography and shape of the subject lot, a minor deviation to the measurement of height, as proposed, is reasonable.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1:

Develop new housing, and encourage the remodeling of existing housing, for families with children.

The proposed project exceeds the minimum dwelling unit mix requirement by providing more than the required 40 percent of its units as two-bedroom units or larger. The project is proposing 61.5 percent of its units as two-bedroom units or larger.

OBJECTIVE 5:

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.4:

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

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.2:

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

Policy 1.3:

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

The Project is proposing a retail space at the corner of 22nd and Mississippi Streets. The proposed retail space will provide desirable goods and/or services to the residents of the project as well as to the immediate neighborhood which is consistent with the MUR zoning district.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

The Project will install street trees at approximately 20 foot intervals along the all street frontages, in compliance with requirements.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

The Project includes 96 bicycle parking spaces in a secure and convenient location on the subject property.

SHOWPLACE SQUARE/POTRERO AREA PLAN

Objectives and Policies

OBJECTIVE 1.2:

IN AREAS OF SHOWPLACE/POTRERO WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER.

Policy 1.2.1:

Ensure that in-fill housing development is compatible with its surroundings.

The Project is of a height and scale that is compatible with the predominately two- and three-story surroundings and that responds to the topography of the site, as it gradually steps down following grade.

OBJECTIVE 2.1:

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

Policy 2.1.1:

Require developers in some formally industrial areas to contribute towards the City's very low, low, moderate and middle income needs as identified in the Housing Element of the General Plan.

The current use of the site is for light industrial purposes and the Project is proposing to satisfy the affordable housing requirement by providing affordable units on-site. Of the required 11 affordable units, five will be one-bedroom units and six will be two-bedroom units.

OBJECTIVE 2.3:

REQUIRE THAT A SIGNIFICANT NUMBER OF UNITS IN NEW DEVELOPMENTS HAVE TWO OR MORE BEDROOMS EXCEPT SENIOR HOUSING AND SRO DEVELOPMENTS UNLESS ALL BELOW MARKET RATE UNITS ARE TWO OR MORE BEDROOM UNITS.

Policy 2.3.3:

Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments.

Of the 91 dwelling units proposed, 56 (61.5%) will be two- and three-bedroom units.

OBJECTIVE 5.2:

ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE

Policy 5.2.1:

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

Policy 5.2.3:

Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.

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

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

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

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

The proposed building is designed in a manner that complements the current mixed character of the area, with an eye toward establishing a framework from which subsequent residential development may draw inspiration.

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

The proposed development will add 91 new dwelling units, of which 11 will be affordable, on-site dwelling units under Planning Code Section 415.

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

It is not anticipated that commuter traffic will impede MUNI transit or overburden streets or neighborhood parking as the sole automobile entrance is located toward the southeastern end of the subject property.

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

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

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

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

- G. That landmarks and historic buildings be preserved.

No historic resource or landmark properties are on the project site.

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

No parks or open spaces will have their access to sunlight adversely affected as a result of the proposed project.

11. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will execute a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.

12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

13. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2012.1218X** under Planning Code Section 329 to allow the new construction of a five-story mixed use building with up to 91 dwelling units, 600 square feet of retail space and exceptions from the rear yard, dwelling unit exposure, street frontages, off-street parking and the measurement of height requirements within the MUR (Mixed Use Residential) Zoning District and a 40-X Height and Bulk District. The Project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated August 5, 2014, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as Exhibit C and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the Eastern Neighborhoods Plan EIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on August 14, 2014.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 14, 2014

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow to allow the new construction of a five-story mixed use building with up to 91 dwelling units, 600 square feet of retail space and exceptions from the rear yard, dwelling unit exposure, street frontages requirements, off-street parking and to the measurement of height located at 645 Texas Street, Lot 026 in Assessor's Block 4102 pursuant to Planning Code Section 329 within the MUR (Urban Mixed Use Residential) District and a 40-X Height and Bulk District; in general conformance with plans, dated **August 5, 2014**, and stamped "EXHIBIT B" included in the docket for Case No. **2012.1218X** and subject to conditions of approval reviewed and approved by the Commission on **August 14, 2014** 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 **August 14, 2014** under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Large Project Authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

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

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

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

3. **Diligent pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

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

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

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

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

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

6. **Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2004.0160E) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

8. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

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

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

- a. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- b. On-site, in a driveway, underground;
- c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- d. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- g. On-site, in a ground floor façade (the least desirable location).

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

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

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

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

PARKING AND TRAFFIC

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

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

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

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

13. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 98 bicycle parking spaces (91 Class 1 spaces and five Class 2 spaces for the

residential portion of the Project and two Class 1 or 2 spaces for the commercial portion of the Project).

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

14. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than sixty five (65) off-street parking spaces.

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

PROVISIONS

15. **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

16. **Affordable Units.**

- A. **Eastern Neighborhoods Affordable Housing Requirements for MUR.** Pursuant to Planning Code Section 415.6, the Project is required to provide 12% of the proposed dwelling units as affordable to qualifying households. The Project contains 91 units; therefore, 11 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 11 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing ("MOH").

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

- B. **Unit Mix.** The Project contains 35 one-bedroom, 53 two-bedroom and three three-bedroom units; therefore, the required affordable unit mix is five one-bedroom and six two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.

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

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

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

- D. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) of the each phase's total number of dwelling units as on-site affordable units.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
- E. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
- F. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:
<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
- a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.
- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size derived

- from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco.” The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.
 - d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
 - e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
 - f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.
 - g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor’s failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law
 - h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.

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

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

MONITORING

20. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

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

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

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

OPERATION

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

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

23. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

24. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information

change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2012.1218E
 Project Address: 645 Texas Street
 Zoning: Mixed Use Residential (MUR)
 40-X
 Block/Lot: 4102/026
 Lot Size: 32,495 square feet
 Plan Area: Eastern Neighborhoods Area Plan
 Project Sponsor: Jessie Stuart, Trumark Urban- (415) 370-1767
 Staff Contact: Laura Lynch- (415) 575-9045
 Laura.Lynch@sfgov.org

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

Reception:
 415.558.6378

Fax:
 415.558.6409

Planning
 Information:
 415.558.6377

PROJECT DESCRIPTION

The project site is located at 645 Texas Street and 1300 22nd Street (herein referred to as 645 Texas Street). The project site is on Assessor's block 4102, lot 026 and is a corner lot with frontages along 22nd, Texas and Mississippi Streets. The lot size is approximately 32,500 square feet (sf). Two existing one and two-story structures occupy the site and include industrial, institutional and office uses, totaling approximately 30,000 sf. The existing 22 and 18-foot tall structures were constructed in 1948 and 1983, respectively. The project site includes a parking lot, providing 10 parking spaces and four loading spaces that are accessed via two curb-cuts, one along 22nd Street and one along Mississippi Street. Development of the project would require all on-site businesses to relocate. The site is minimally vegetated with shrubbery and non-native trees.

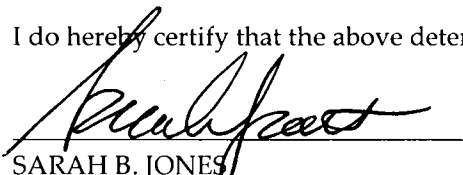
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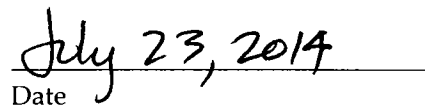
EXEMPT STATUS

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

DETERMINATION

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


 SARAH B. JONES
 Environmental Review Officer


 Date

cc: Trumark Urban, Project Sponsor; Supervisor Malia Cohen, District 10; Diego Sanchez, Current Planning Division; Rich Sucre, Historic Preservation Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The project sponsor, Trumark Urban, proposes to demolish the existing buildings at 645 Texas and 1300 22nd Streets and construct a five-story, 45-foot (ft) tall building (up to 60 ft measuring to the top of the elevator penthouse). The project would consist of 91-93 residential units with approximately 108,000 gross sf of residential and accessory uses.¹ The project would provide a residential unit mix of approximately 37 one-bedroom units and 56 two-to three-bedroom units. In addition, the project would include about 545 sf of ground floor retail and approximately 9,500-11,000 sf of common and private open space. Common open space (8,500 - 9,500 sf) would be provided within an interior courtyard and a communal roof deck. Private open space (1,000 - 1,500 sf) would be provided via balconies and decks for 19 units; each about 60-300 sf. The project would also provide approximately 26,780 sf of below grade parking with a total of 65 - 73 vehicle spaces, two car share spaces, and 96 Class I bicycle parking spaces. Eight Class II bicycle parking spaces will be located on 22nd Street. Access to the parking garage would be provided by a new 10-foot curb-cut along Mississippi Street.

PROJECT APPROVAL

The proposed project is subject to notification under Section 306 of the Planning Code. A hearing with the Planning Commission would be required for approval of the Large Project Authorization (LPA) pursuant to Planning Code Section 329. The Planning Commission approval of the LPA would be the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EXEMPTION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not specific to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

The project site is located within the Showplace Square/Potrero Hill Plan Area, which was evaluated as part of the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans² (Eastern Neighborhoods PEIR). The proposed project is also consistent with the zoning controls and the

¹ The environmental analysis is based on 93 units. However, the figures provided are based on 91 units. Any units in addition to the 91 shown on the figures would be provided within the building envelope presented in those figures.

² Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

provisions of the Planning Code applicable to the project site.^{3,4} This determination evaluates the potential project-specific environmental effects of the 645 Texas Street project described above, and incorporates by reference information contained in the PEIR. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{5,6}

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods PEIR evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially zoned land to residential use. Option C converted the most existing land accommodating PDR uses to residential and mixed-uses. Option B fell between Options A and C. The Draft PEIR also evaluated two community-proposed alternatives that focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR.

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the

³ Adam Varant, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 645 Texas Street, July 7, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1218E.

⁴ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 645 Texas Street, July 7, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1218E.

⁵ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

⁶ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned from M-1 (Light Industrial) to the MUR (Mixed Use Residential) District. The MUR District is intended to serve as a major housing opportunity area within the eastern portion of the South of Market. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The district is also designed to encourage the expansion of retail, business service and commercial and cultural arts activities. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist,⁷ under Land Use. The 645 Texas Street site, which is located in the Showplace Square/ Potrero Hill Plan Area of the Eastern Neighborhoods, was designated as a site allowing buildings up to 40 feet in height (or 45 ft with the approval of an LPA).

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 645 Texas Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 645 Texas Street project, and identified mitigation measures applicable to the 645 Texas Street project. Therefore, no further CEQA evaluation for the 645 Texas Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located within the Potrero Hill neighborhood; on Assessor's block 4102, lot 026. The project is on a corner parcel with frontages on Texas, 22nd and Mississippi Streets. The project site is an irregular shaped lot totaling 32,500 sf with two curb cuts allowing vehicle access from 22nd and Mississippi Streets. The project is located within a 40-X height and bulk district and is zoned MUR. Parcels north of the project site are zoned MUR and Residential House, Two Family (RH-2) providing a number of single-family homes and two-unit residential structures, these buildings range from one to three stories. Parcels to the east and west of the project site are zoned MUR and consists of residential, commercial, live/work, and mixed use buildings, these buildings range from three to four stories. South of the project site, parcels are zoned PDR and include a number of single-story, industrial uses; types of industrial uses include a dog grooming facility and wood flooring warehouse.

The project site is located within a 40 ft height district. Industrial buildings north and south of the site range from approximately 16 to 25 ft in height, while the residential structure west of the site varies in height from 43 to 56 ft, and the live/work residential structures east of the project site range in height from 22 to 45 ft.

As part of Large Project Authorization, the Planning Commission would review and evaluate all physical aspects of a proposed project at a public hearing. At such hearing, the Director of Planning would present

⁷ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2012.1218E and online at <http://www.sf-planning.org/index.aspx?page=2780>.

any recommended project modifications or conditions to the Planning Commission. The Planning Commission may subsequently require these or other modifications or conditions, or disapprove the project, in order to achieve the objectives and policies of the General Plan or the Planning Code. Further, as a component of the review process under this Section 329, projects may seek specific exceptions to the provisions of this Code. The proposed project would seek an exception from the height limit in requesting minor deviations from the provisions for the measurement of height as part of the Large Project Authorization.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 645 Texas Street project was determined to be consistent with the development density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 645 Texas Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

The PEIR identified significant and unavoidable impacts in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would result in a net loss of approximately 20,000 sf of PDR building space and would contribute to the significant cumulative land use impact identified in the PEIR. In addition, the project would involve the demolition of two buildings determined not to be historic resources by Preservation staff; therefore, demolition of these buildings would not result in a significant impact on historic resources. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Eastern Neighborhoods PEIR. A shadow study was conducted for the proposed project and determined the project would not shade any Planning Code Section 295 or non- section 295 open spaces. The project would shade nearby sidewalks, but at levels commonly expected in urban areas.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability
F. Noise	
F-1: Construction Noise (Pile Driving)	Applicable: project would include pile driving which may expose neighboring residences to temporary noise and vibration. Therefore the project contractor shall ensure piles be pre-drilled and undertake other measures to reduce

Mitigation Measure	Applicability
	noise from pile driving.
F-2: Construction Noise	Applicable: temporary construction noise would occur from the use of heavy equipment.
F-3: Interior Noise Levels	Not Applicable: project is subject to California Noise Insulation Standards in Title 24.
F-4: Siting of Noise-Sensitive Uses	Applicable: project would add noise sensitive uses in areas where noise levels exceed 60 dBA (Ldn). The requirements of this mitigation measure have been completed during the environmental review process through the preparation of a noise study.
F-5: Siting of Noise-Generating Uses	Not Applicable: project would is not expected to generate excessive noise levels.
F-6: Open Space in Noisy Environments	Applicable: The requirements of this mitigation measure have been complied with as part of this environmental review process and the majority of open space is shielded by proposed buildings. No Further mitigation is required.
G. Air Quality	
G-1: Construction Air Quality	Not Applicable: project would comply with the San Francisco Dust Control Ordinance.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: project is not in the Air Pollutant Exposure Zone.
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed residential land uses are not uses that would emit substantial levels of DPM.
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed residential land uses are not uses that would emit substantial levels of other TACs.
J. Archeological Resources	
J-1: Properties with Previous Studies	Not Applicable: project site does not contain any previous archeological studies.
J-2: Properties with no Previous Studies	Applicable: project site is located in an area with no previous archeological studies. As a result, in compliance with Mitigation Measure J-2, the project contractor would be required to be on alert for archeological resources throughout the construction period.

Mitigation Measure	Applicability
J-3: Mission Dolores Archeological District	Not Applicable: project site is not located within the Mission Dolores Archeological District.
K. Historical Resources	
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area	Not Applicable: plan-level mitigation completed by Planning Department.
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission.
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission.
L. Hazardous Materials	
L-1: Hazardous Building Materials	Applicable: project involves the demolition of industrial buildings.
E. Transportation	
E-1: Traffic Signal Installation	Not Applicable: plan-level mitigation required by San Francisco Municipal Transit Agency (SFMTA).
E-2: Intelligent Traffic Management	Not Applicable: plan-level mitigation required by SFMTA.
E-3: Enhanced Funding	Not Applicable: plan-level mitigation required by SFMTA & San Francisco County Transit Authority (SFCTA).
E-4: Intelligent Traffic Management	Not Applicable: plan-level mitigation required by SFMTA & Planning Department.
E-5: Enhanced Transit Funding	Not Applicable: plan-level mitigation required by SFMTA.
E-6: Transit Corridor Improvements	Not Applicable: plan-level mitigation required by SFMTA.
E-7: Transit Accessibility	Not Applicable: plan-level mitigation required by SFMTA.
E-8: Muni Storage and Maintenance	Not Applicable: plan-level mitigation required by SFMTA.
E-9: Rider Improvements	Not Applicable: plan-level mitigation required by SFMTA.

Mitigation Measure	Applicability
E-10: Transit Enhancement	Not Applicable: plan-level mitigation required by SFMTA.
E-11: Transportation Demand Management	Not Applicable: plan-level mitigation required by SFMTA.

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on February 12, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Eight individuals submitted concerns regarding the proposed project. These concerns are related to parking, pedestrian safety at the intersection of Texas and 22nd Streets, traffic, recreation, hazardous materials, noise, shadow, design, and compliance with existing zoning. The Community Plan Exemption Checklist addresses these concerns, as they relate to physical environmental effects, in the applicable checklist topics. Non-CEQA related comments regarding the design, height and bulk restrictions, and Planning Code requirements were noted and forwarded to Current Planning staff, which would review the entitlement application and provide recommendations to the Planning Commission. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public.

CONCLUSION

As summarized above and further discussed in the CPE Checklist:⁸

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are specific to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

⁸ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2012.1218E and online at <http://www.sf-planning.org/index.aspx?page=2780>.

5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
<p>PMM-1 –Archeological Resources (PEIR Mitigation Measure J-2) 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, supervisory personnel, etc. 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.</p>	<p>Project sponsor/ Planning Department</p>	<p>Prior to any soil- disturbing activities on the project site.</p>	<p>Distribute Planning Department Archeological Resource “Alert” sheet to prime contractor, sub- contractors and utilities firms;</p> <p>Project sponsor, archeologist and Environmental Review Officer (ERO). Submit signed affidavit of distribution to ERO.</p>	<p>Date Signed affidavit submitted to the ERO: _____</p>
<p>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.</p>	<p>Head Foreman and/or project sponsor</p>	<p>Accidental discovery.</p>	<p>Suspend any soils disturbing activity; and Notify ERO of accidental discovery.</p>	
<p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. 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</p>	<p>Project Sponsor/ Archeological consultant</p>	<p>In case of accidental discovery.</p>	<p>If ERO determines an archeological resource may be present, services of a qualified archeological consultant to be retained.</p>	

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
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.			Identify and evaluate archeological resources; make recommendation to the ERO.	
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 Environmental Planning (EP) 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.	Project Sponsor	After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery.	ERO	
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.	Project Sponsor	Following completion of any* archeological field program. (*Required.)	Submittal of Draft/ Final FARR to ERO.	
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 Environmental Planning division of the Planning	Project Sponsor		Distribution of Final FARR.	

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD 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.				
PMM-2 – Construction Noise from pile driving (Mitigation Measure F-1 of the Eastern Neighborhoods FEIR). The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors shall use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.	Project sponsor/ project contractor	During construction.	Project sponsor/ contractor shall provide monthly reports to the Planning Department throughout all construction pile driving activities.	Considered complete upon receipt of final monitoring report at completion of construction.
PMM-3 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods FEIR). The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection (DBI) to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:	Project sponsor	Prior to and during construction.	Project sponsor, contractor(s), shall provide Department of Building Inspection and the Planning Department with monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 				
<p>PMM-4 – Hazardous Building Materials. The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project sponsor/ contractor	Prior to demolition of structures	Project Sponsor/contractor shall submit a monitoring report to the Department of Public Health and Planning.	Considered complete upon receipt of final monitoring report.



SAN FRANCISCO PLANNING DEPARTMENT

Attachment B: Community Plan Exemption Checklist

Case No.: 2012.1218E
Project Address: 645 Texas Street (aka 1300 22nd Street)
Zoning: MUR (Mixed-Use Residential Use) District
40-X Height and Bulk District
Block/Lot: 4102/026
Lot Size: 32,495 square feet
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Jessie Stuart, Trumark Urban
Staff Contact: Laura Lynch – (415) 575-9045
Laura.Lynch@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

Project Location

The project site is within the Potrero Hill/Showplace Square Area Plan that was evaluated as part of the Eastern Neighborhoods Rezoning & Area Plans Programmatic Final Environmental Impact Report (PEIR) (see Figure 1. Project Location). The project site is located at 645 Texas Street and 1300 22nd Street (herein referred to as 645 Texas Street). The project site is on Assessor's block 4102, lot 026 and is a corner parcel with frontages along 22nd, Texas and Mississippi Streets. The lot size is approximately 32,500 square feet (sf). The project site is located within the Mixed Use Residential (MUR) Use District and within the 40-X height and bulk district. The project site is well served by transit and is located approximately two blocks away from the Caltrain Station at 22nd Street, between Pennsylvania Avenue and Iowa Street.

Two existing one and two-story structures occupy the site and include industrial, institutional and office uses, totaling approximately 30,000 sf. The existing 22 and 18 foot (ft) tall structures were constructed in 1948 and 1983, respectively. The project site includes a parking lot that provides 10 parking spaces and four loading spaces that are accessed via two curb cuts, one along 22nd Street and one along Mississippi Street. The existing buildings are occupied with industrial, institutional and office spaces; the institutional use on site is Norcal Vocational Inc., providing services for people with developmental disabilities. Development of the project would require all on-site businesses to relocate. The site is minimally vegetated with shrubbery and non-native trees.

Project Characteristics

The project sponsor, Trumark Urban, proposes to demolish the existing buildings at 645 Texas Street and 1300 22nd Street and construct a five-story, 45 ft-tall building (up to 60 ft measuring to the top of the elevator penthouse). The project would consist of 91-93 residential units with approximately 108,000 gross sf of residential and accessory uses.¹ The project would provide a residential unit mix of approximately 37 one-bedroom units and 56 two- to three-bedroom units. In addition, the project would include about 545 sf of ground floor retail and 9,500-11,000 sf of common and private open space.

¹ The environmental analysis is based on 93 units. However, the figures provided are based on 91 units. Any units in addition to the 91 shown on the figures would be provided within the building envelope presented in those figures.

Common open space (8,500- 9,500 sf) would be provided within an interior courtyard and a communal roof deck. Private open space (700 - 1,500 sf) would be provided via balconies and decks for 19 units, each about 60-300 sf. The project would also provide approximately 26,780 sf of below grade parking with a total of 65-73 vehicle spaces, two car share spaces, and 96 Class I bicycle parking spaces. Access to the parking garage would be provided by a new 10 ft curb cut along Mississippi Street.

The project proposes a new bulb-out at the corner of 22nd and Mississippi Streets. The project would remove the existing curb cuts along 22nd and Mississippi Streets; this would create one additional on-street parking space and one on-street loading space along 22nd Street. Loading would be allowed from 9:00 a.m. to 3:00 p.m. Monday-Friday. In addition, eight new on-street bicycle parking spaces are proposed along 22nd Street. Figure 2 shows the proposed project site plan. Figures 3 through 8 show the proposed floor plans. Figures 9 and 10 illustrate east, west and southern elevations.

Project Construction

Construction activities would consist of demolition, excavation, and below and above grade construction. Project construction is expected to last 18 months with approximately two months of pile driving and drilling for support piers. Construction activities would require excavation to a depth of about 15 ft below grade and 14,500 cubic yards of soil disturbance.

SETTING

The project is located within a 40-X height and bulk district and is zoned MUR. Parcels north of the project site are zoned MUR and Residential House, Two Family (RH-2) providing a number of single-family homes and two-unit residential structures, these buildings range from one to three stories. Parcels to the east and west of the project site are zoned MUR and consists of residential, commercial, live/work, and mixed use buildings, these buildings range from three to four stories. South of the project site, parcels are zoned Production Distribution and Repair (PDR) and include a number of single-story, industrial uses; types of industrial uses include a dog grooming facility and wood flooring warehouse.

The project site is located within a 40 ft height district. Industrial buildings north and south of the site range from approximately 16 to 25 ft in height, while the residential structure west of the site varies in height from 43 to 56 ft, and the live/work residential structures east of the project site range in height from 22 to 45 ft.

PROJECT APPROVAL

The issuance of a Planning Code Section 329, Large Project Authorization, by the San Francisco Planning Commission is the Approval Action per Chapter 31 of the San Francisco Administrative Code. The Approval Action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

The proposed project at 645 Texas Street would require the following approvals:

Actions by the Planning Commission

- Large Project Authorization

Actions by other City Departments

- Approval of a Site Mitigation Plan (SMP) from the San Francisco Department of Public Health (DPH) prior to commencement of any excavation work;
- Building Permit from the Department of Building Inspection (DBI) for the demolition of the existing building on the project site;
- Building Permit from DBI for the Site Permit and construction of the residential building;
- Encroachment Permit from the Department of Public Works (DPW) for the proposed corner extension along 22nd and Texas Streets, installation of street trees and Class II bicycle parking; and
- Approval from the San Francisco Municipal Transportation Agency (SFMTA), through the Color Curb Program, for the proposed on-street loading.

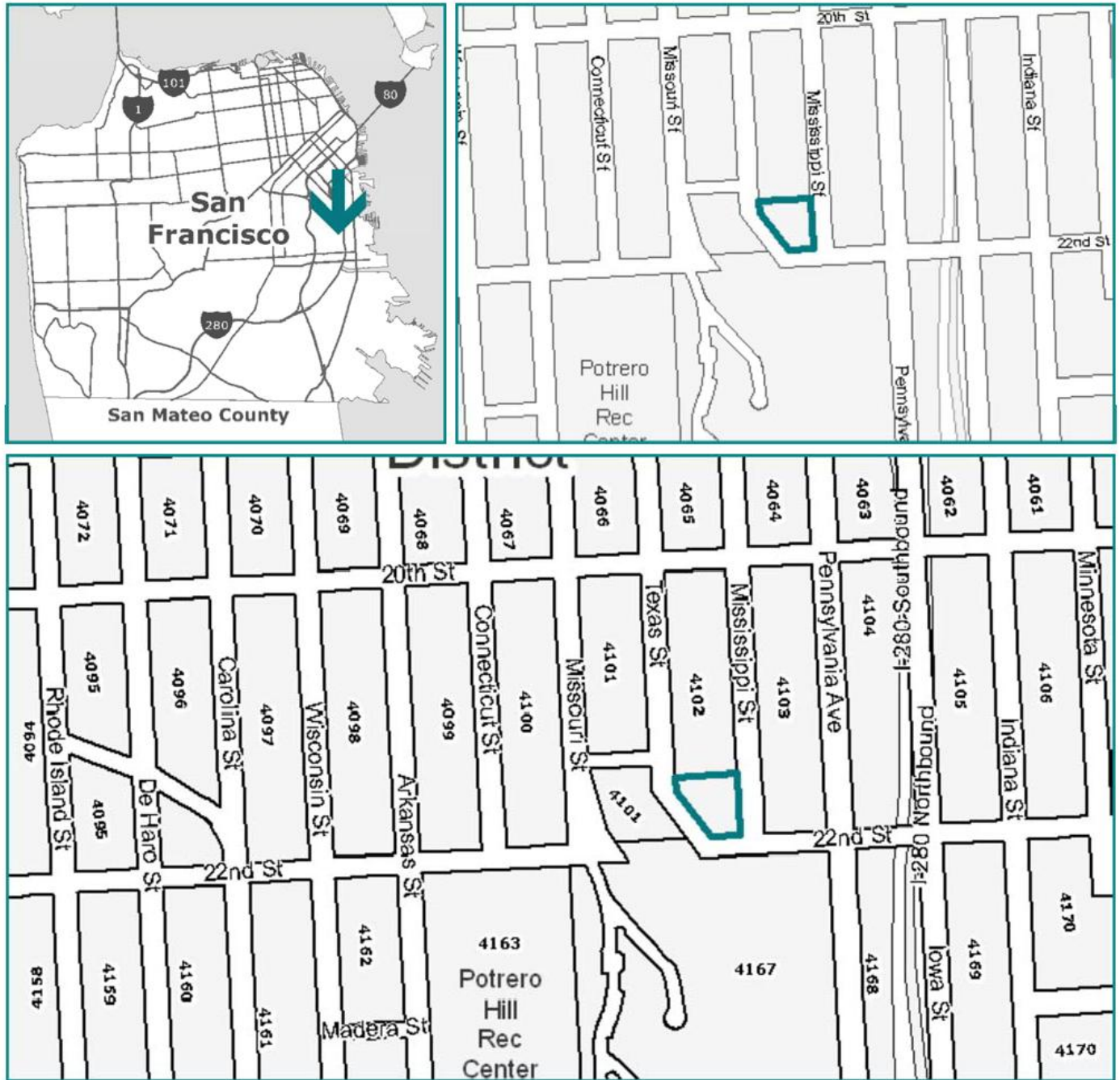


Figure 1. Location Map

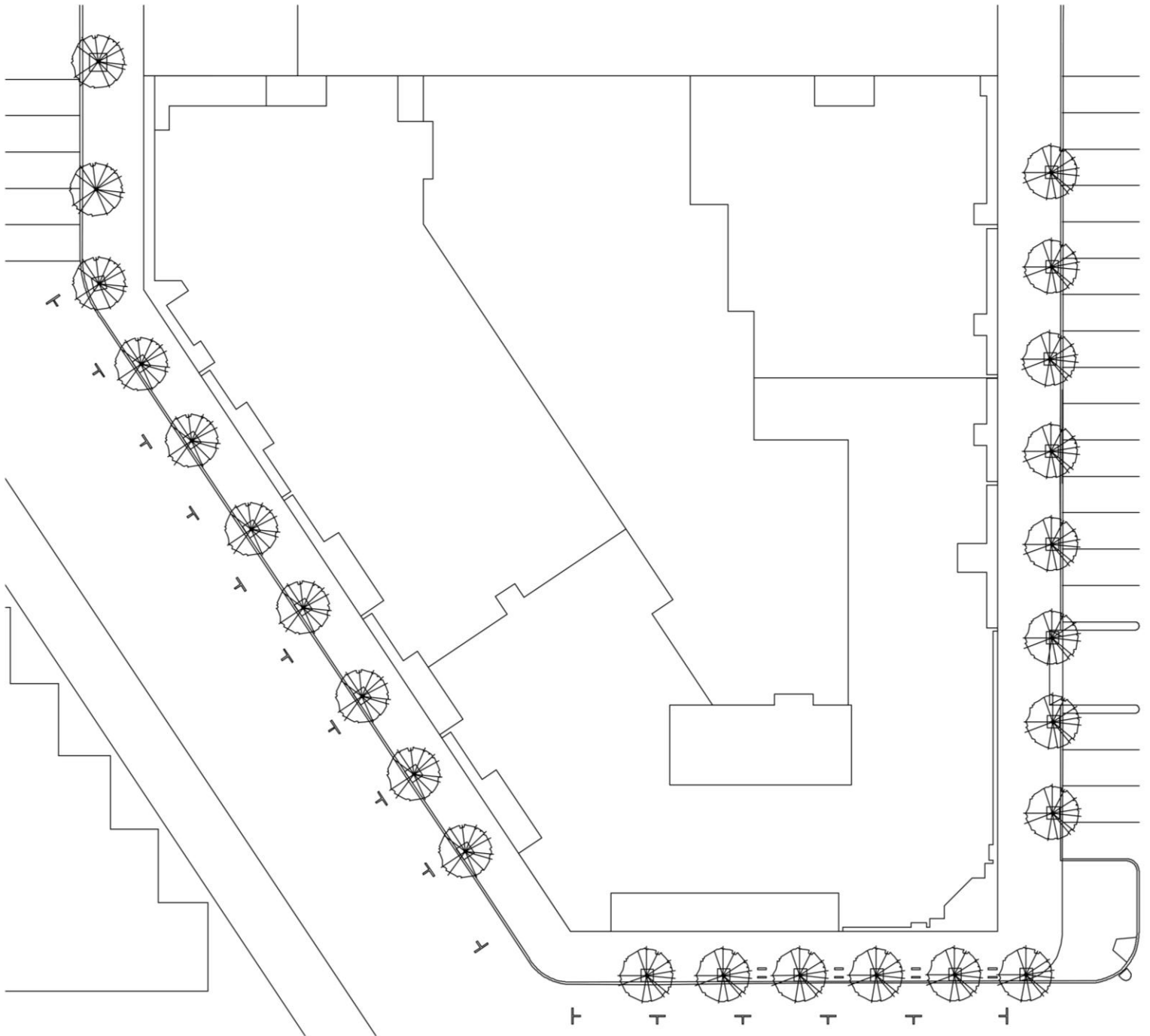


Figure 2. Proposed Site Plan

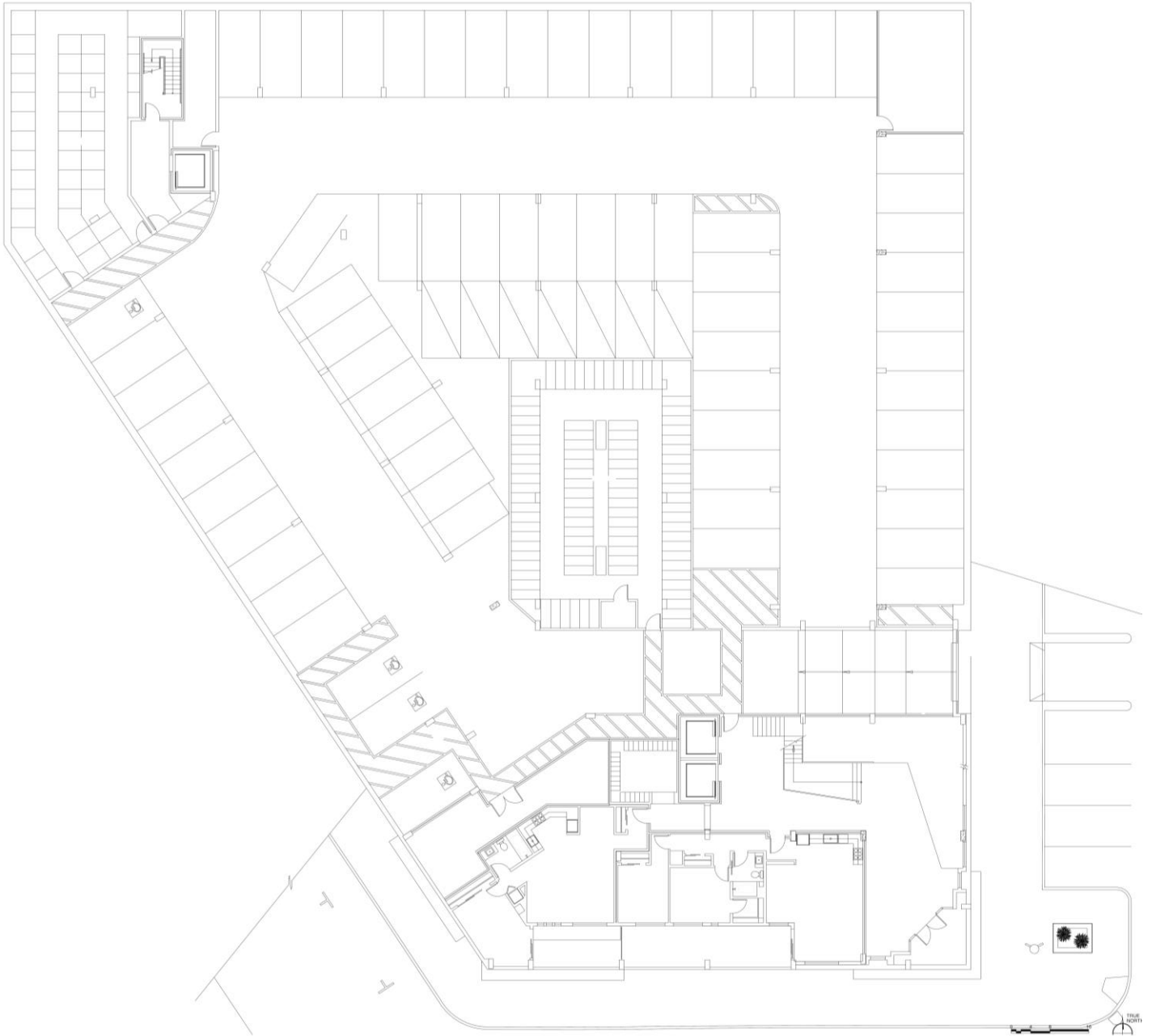


Figure 3. Proposed Garage Level Plan



Figure 4. Proposed 1st Floor Plan



Figure 5. Proposed 2nd Floor Plan



Figure 6. Proposed 3rd Floor Plan



Figure 7. Proposed 4th Floor Plan



Figure 8. Proposed 5th Floor/Roof Plan

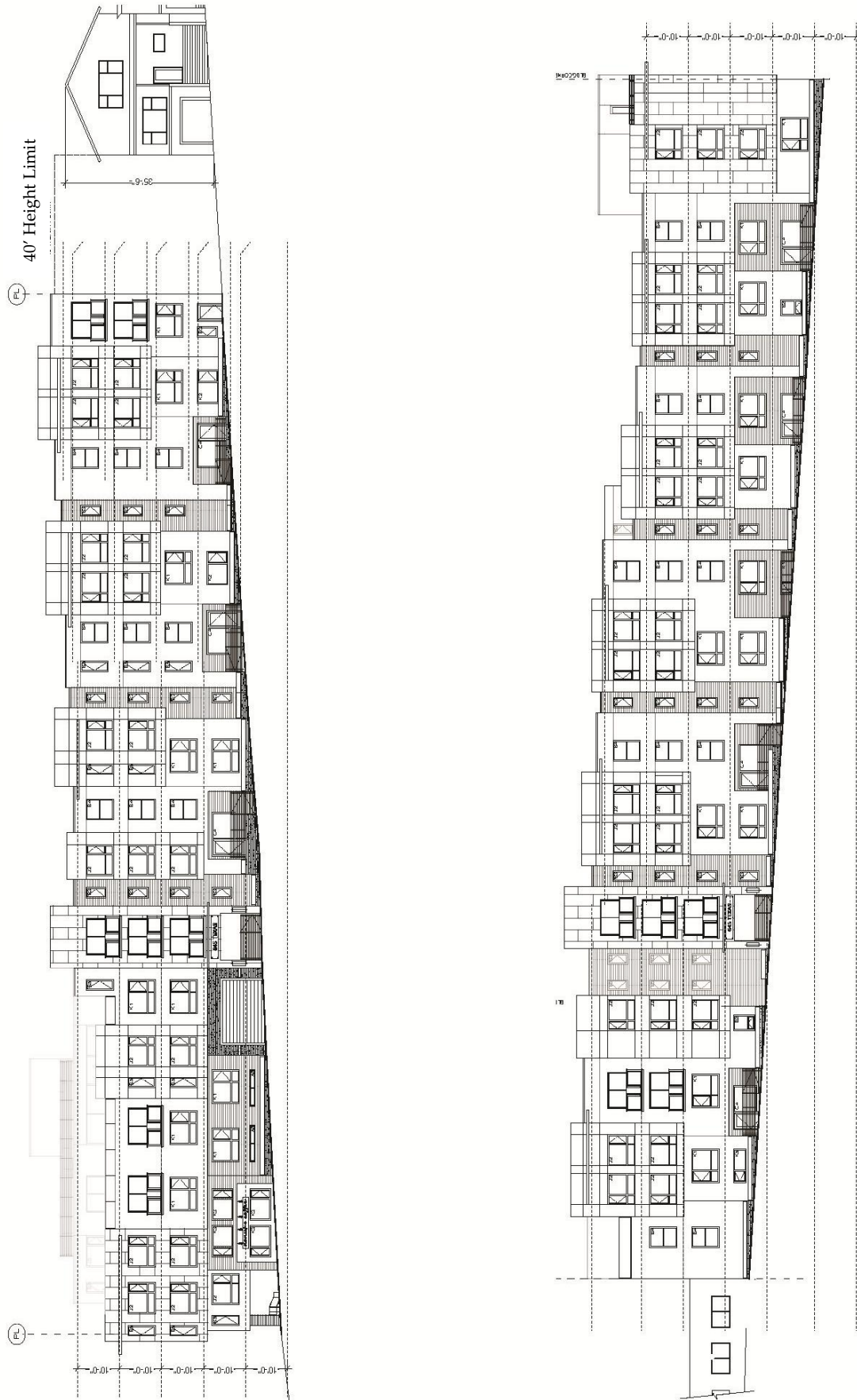


Figure 9. Proposed West and East Elevations

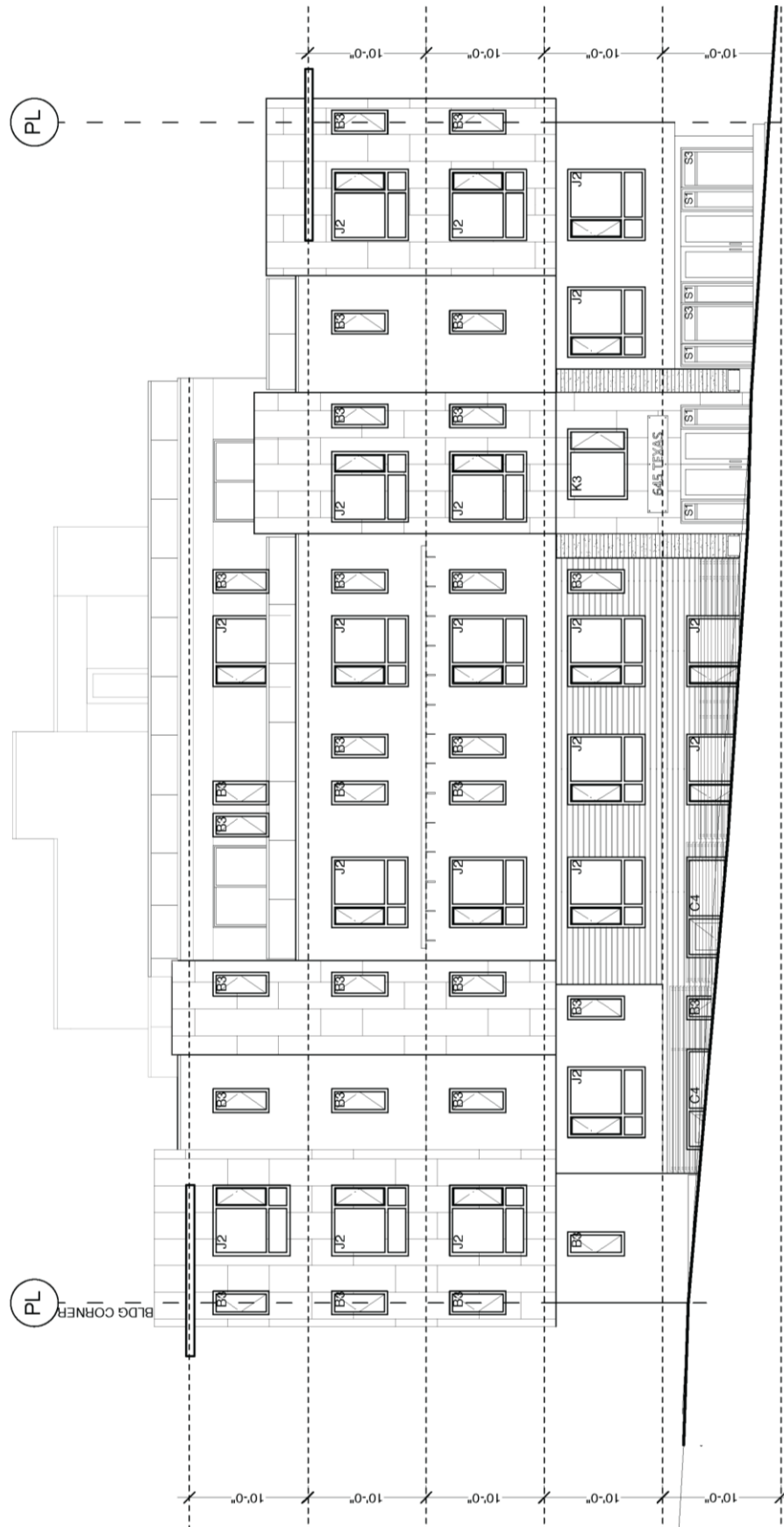


Figure 10. 22nd Street/ South Elevation

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).² The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are listed on page 51.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would include construction of a 108,000 gross square foot residential/retail mixed-use building. As discussed below in this checklist, the proposed project would not result in new significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria because the project proposes residential and retail uses (i.e. mixed-use residential), is located within an urban environment and on a site that was

² San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

previously developed, and is located within a transit priority area due to its close proximity to the Caltrain Station at 22nd Street between Pennsylvania Avenue and Iowa Street.³ Thus, this checklist does not consider aesthetics in determining the significance of project impacts under CEQA. The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand analysis for informational purposes, in the Transportation and Circulation Section.

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

Eastern Neighborhoods Plan Area PEIR

The Eastern Neighborhoods Rezoning and Area Plans rezoned much of the City’s industrially zoned land. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed in the Area Plan process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts. Therefore, reducing the availability of land traditionally used for light industrial uses, also known as PDR (Production, Distribution, and Repair).

The Eastern Neighborhoods PEIR evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially zoned land to residential use. Option C converted the most existing land accommodating PDR uses to residential and mixed uses. Option B fell between Options A and C.

While all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be the greatest under Option C. The alternative ultimately selected – the ‘Preferred Project’ – represented a zoning designation that ultimately fell between Options B and C. Because the amount of PDR space to be lost with future development under all three options could not be precisely gauged, the PEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use character, due to the cumulative loss of PDR use in the Plan Area. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

³ San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 645 Texas Street, March 21, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1218E.

The Eastern Neighborhoods PEIR included Mitigation Measure A-1, for land use controls in Western SoMa that could incorporate, at a minimum, no net loss of land currently designated for PDR uses, restrict non-PDR uses on industrial (or other PDR-designated) land, and incorporate restrictions on potentially incompatible land uses proximate to PDR zones. These PDR zones are often found in clusters, similar to the PDR 1-G zoning district located south of the project. The mitigation measure was judged to be infeasible because the outcome of the community-based Western SoMa planning process could not be known at the time and the mitigation measure was seen to conflict with other City policy goals, including the provision of affordable housing.

Additionally the Eastern Neighborhoods PEIR determined that land use impacts related to physically dividing an established community (1a) or conflicting with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect (1b) to be less than significant.

Proposed Project

As discussed in the Eastern Neighborhoods PEIR, the underlying premise of the Eastern Neighborhoods Area Plans was that by delineating PDR-focused zones, separate from residential and neighborhood commercial districts, PDR activities would tend to concentrate in PDR zones more so than the M-1 (Light Industrial) and M-2 (heavy industrial) zoning categories which allowed for a mix of industrial, residential and commercial activities. Transitions between PDR zones and residential areas would be achieved by UMU zoning (Mixed-Use Urban) or MUR zoning. The concentration of PDR activities would result in more cohesive neighborhood subareas with a greater consistency in land use and building types with clearly defined residential neighborhoods and commercial corridors. PDR clusters, as the Area Plan refers to, would preserve PDR uses by minimizing the secondary economic effects that are related to increases in land values that occur through the conversion of specific sites to nonindustrial uses, undermining the economic viability of existing and adjacent industrial agglomerations.

Prior to rezoning that occurred under the Eastern Neighborhoods Rezoning and Area Plans process, the project site was zoned Light Industrial (M-1). This zoning designation was changed to the current MUR designation. As discussed above, the project site is currently occupied by two existing buildings housing office, institutional, and industrial uses. Development of the proposed project would require these businesses to relocate elsewhere. Other PDR businesses near the project site include a dog training facility, wood flooring warehouse, and caterer. Development of the proposed project would result in a net loss of approximately 14,000 sf - 18,000 sf of PDR building space that is proximate to other PDR businesses and would therefore contribute to the significant cumulative land use impact identified in the PEIR. Mitigation Measure A-1 applied to the Planning Commission and Board of Supervisors' actions and does not apply to individual development projects.

The proposed project would be constructed within the existing lot boundaries and would not alter the established street grid or permanently close any streets or sidewalks. The proposed project would be consistent with the land use and zoning regulations adopted in the Eastern Neighborhoods PEIR.⁴⁵

⁴ Adam Varant, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 645 Texas Street, July 7, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1218E.

⁵Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 645 Texas Street, July 7, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1218E.

For these reasons, implementation of the proposed project would not result in new significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
2. POPULATION AND HOUSING—				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Eastern Neighborhoods Plan Area PEIR

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City’s traditionally industrially zoned land to meet the citywide demand for additional housing. The Eastern Neighborhoods PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects. This rezoning would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plans. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

Proposed Project

The proposed project would increase the population on site by replacing the existing office, industrial, and institutional uses with 93 new dwelling units, adding approximately 200 new residents to the area.⁶ The existing businesses on-site would be required to relocate within available office, industrial and institutional spaces. However, the proposed project would not displace a substantial number of housing units because the project site contains no residences. As such, construction of replacement housing would not be necessary. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Area Plan and evaluated in the Eastern Neighborhoods PEIR.

⁶ Based on the average household size of 2.15 persons per household identified in the Eastern Neighborhoods PEIR.

For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plan could result in substantial adverse changes in the significance of both individual historic resources and on historic districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historic resources in the Plan Areas could potentially be affected under the Preferred Project. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The PEIR identified three mitigation measures that were tasked to the Planning Department that could reduce the severity of impacts to historic resources as a result of development enabled under the Plan Areas (Mitigation Measures K-1 to K-3). These mitigation measures were the responsibility of the Planning Department and do not apply to subsequent development projects. Demolition or substantial alteration of a historic resource typically cannot be fully mitigated; therefore, the PEIR concluded that the Eastern Neighborhoods Area Plans would have a significant and unavoidable impact on historic resources.

Specific to the project site, Preservation staff evaluated the two existing buildings for potential impacts to historic resources. In evaluating whether the proposed project would have an impact on historic resources under CEQA, the Planning Department must first determine whether the buildings on the project site are considered historic resources. A property may be considered a historic resource if it meets

any of the California Register of Historical Resources criteria related to: (1) Events, (2) Persons, (3) Architecture, or (4) Information Potential that make it eligible for listing in the California Register of Historical Resources, or if it is considered a contributor to a potential historic district.

To assist with the determination of the property's historic eligibility, an Historic Resource Evaluation (HRE) was prepared to provide further background information. The structures at the project site were constructed in 1948 and 1983. Planning Department records show that the buildings were not inhabited by any person(s) of significance (Criterion 1) and no significant events occurred on the site (Criterion 2). The original architects of the property along the northwest corner of 22nd and Mississippi Streets (1948) was Hertzka & Knowles; this building represents a simple one and two story industrial building and is not representative work of the master architects. The property along Texas Street was designed by Robert Gefken (1983) and was constructed as a two-story office building; thus, neither building is noted for its architectural style (Criterion 3). Preservation staff determined neither building is a historical resource for the purposes of CEQA.⁷

As such, the subject property is not considered a historic resource under CEQA and demolition of the existing buildings would not result in a significant impact. In addition, the project site is not located within a known or eligible historic district. For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the Area Plan could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less than-significant-level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared, or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Lastly, Mitigation Measure J-3 applies to properties in the Mission Dolores Archeological District and requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The property at 645 Texas Street has no previous archeological assessment and therefore the project would be required to implement Mitigation Measure J-2. In accordance with Mitigation Measure J-2, Preliminary Archeological Review (PAR) was conducted by Planning Department staff archeologists. The existing property and the proposed project's excavation depth were analyzed. The project purposes a below grade parking garage requiring excavation to a depth of 15 ft; therefore, the project was determined to have the potential to affect below-grade archeological resources. As a result, in compliance with Mitigation Measure J-2 of the PEIR, the project would be required to implement the Project Mitigation Measure 1, which requires the project contractor to be on alert for archeological resources throughout the construction period. Should archeological resources be encountered, all soils disturbing activities must cease until the significance of the resources is evaluated in the event that archeological

⁷ Left Coast Architectural History, *1300 22nd Street Historical Resource Evaluation*, September 9, 2013. This report is available for review, by appointment, at the Planning Department, 1650 Mission Street, Suite 400, in File No. 2012.1218E.

resources are discovered, additional actions and reporting requirements must be completed by the project sponsor. The full text of Project Mitigation Measure 1 is found on page 51.

Human Remains

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Thus, the project would not have the potential to result in significant impacts from the disturbance of human remains.

Paleontological Resources

A geotechnical report was prepared for the proposed project. Borings to a depth of 17-26 ft were analyzed. Soils beneath the site consists of approximately 3 ft of fill, below that, approximately 8-10 ft of clay, underlain by a silty sand to a depth of approximately 13 ft, underlain by sandy lean and fat clay to a depth of 15 to 26 ft, underlain by strong serpentinite bedrock at a depth of 15-26 ft. Based on review by the geotechnical engineer, the soils located below the imported fill (3 ft) and above the juristic aged bedrock (15-26 ft) are alluvial in nature and appear to be of Holocene Age. By definition, to be considered a fossil, a specimen must be more than 11,000 years old. Therefore, earthmoving activities in the Holocene-age material would have no impact on unique paleontological resources.⁸ In addition the serpentine bedrock is a metamorphic rock and has a low-potential for containing paleontological resources.⁹ Thus, the project would not have the potential to result in significant impacts from the disturbance of paleontological resources.

The proposed project would be required to implement project Mitigation Measure 1, in compliance with the PEIR. For the reasons discussed above, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

⁸ San Francisco Planning Department, California Pacific Medical Center, Long Range Development Plan Draft EIR, July 21, 2010, Chapter 4.4. This project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2005.0555E.

⁹ San Francisco Planning Department, Calaveras Dam Replacement Project, January 27, 2011, Chapter 4.10. This project is on file and available for public review at the San Francisco Planning Department, as part of Case File 2005.0161E E.

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

The Eastern Neighborhoods PEIR found that growth resulting from proposed zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the proposed zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures. Even with mitigation, however, it was determined that significant adverse cumulative traffic impacts at certain local intersections and cumulative impacts on certain transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topic 5c is not applicable.

Trip Generation

The proposed project consists of the demolition of two buildings and the construction of a 45 ft tall, 133,550 sf, residential building. The project would provide approximately 93 units, 73 vehicle parking spaces, 104 bicycle parking spaces and one on-street loading space (on 22nd Street). The proposed project would provide vehicle access to the site from Mississippi Street.

Trip generation from the proposed project was calculated using information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Transportation Guidelines) developed by the San Francisco Planning Department.¹⁰ The proposed project would generate an estimated 937 person trips (inbound and outbound) on a daily basis. These person trips would be distributed among travel modes as follows: 558 person trips by auto, 250 transit trips, 75 walk trips and 53 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 87 vehicle trips (accounting for vehicle occupancy data for the Census Tract in which the project is located).

Traffic

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersection of 22nd and Missouri Streets, approximately 1,000 feet from the project site, currently operates at LOS A and is anticipated to continue operating at LOS A under future 2030 conditions.¹¹

The proposed project would generate an estimated 87 new p.m. peak hour vehicle trips that would travel through surrounding intersections. This amount of new p.m. peak hour vehicle trips would be dispersed among the local roadway network, would not substantially increase traffic volumes at the intersection of 22nd and Missouri Streets or other nearby intersections, and would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS.

The proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 87 new p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or new vehicle trips generated by Eastern Neighborhoods' Plan projects. The project is located directly across from the proposed project at 790 Pennsylvania Avenue; this project proposes approximately 251 residential units. This project and others within the vicinity, including the proposed project, are within the anticipated growth analyzed within the Eastern Neighborhoods PEIR and would not result in any new significant cumulative traffic impacts.

The proposed project would also not contribute considerably to cumulative traffic conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

For the above reasons, the proposed project would not result in significant impacts on traffic that were not identified in the Eastern Neighborhoods PEIR.

Transit

The project site is located within a quarter mile of several local transit lines including the 48 Quintara and the 10 Townsend. The 48 Quintara inbound, connects the site to the surrounding Potrero Hill neighborhood and Ocean Beach and stops within one-quarter mile of the project site. The 10 Townsend connects the project site to San Francisco General Hospital and the Pacific Heights neighborhood.

¹⁰ San Francisco Planning Department, Transportation Calculations for 645 Texas Street, May 1, 2013. These calculations are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1218.

¹¹ The *San Francisco Potrero Hope Transportation Study* (Case no. 2010.0515!) document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of their respective case file numbers.

Additionally, the project is located within one half mile of the Third Street T line, 19 Polk, and 22 Fillmore transit lines. The project site would also have a direct connection to Caltrain, with the 22nd Street station located three blocks from the site. The proposed project would be expected to generate 250 daily transit trips, including 42 trips during the p.m. peak hour. Given the availability of nearby transit, the addition of 42 p.m. peak hour transit trips would be accommodated by existing capacity.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of the 48 Quintara. Mitigation measures proposed to address this impact include pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information and storage/maintenance capabilities for Muni lines in the Eastern Neighborhoods. Even with mitigation, however, cumulative transit impacts on the above line was found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative transit impact was adopted as part of the PEIR certification and project approval.

The proposed project would not contribute considerably to these conditions as it represents a minor contribution of p.m. peak hour transit trips and would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhoods' projects. The proposed project would also not contribute considerably to cumulative transit conditions and thus would not result in any significant cumulative transit impacts. Additionally, the proposed project is within the growth projections assumed in the Eastern Neighborhoods PEIR and would not result in any new significant transit impacts.

For the above reasons, the proposed project would not contribute considerably to cumulative transit impacts that were identified in the Eastern Neighborhoods PEIR and would not result in any new significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transit.

Pedestrians

Although the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, neighbors of the project site have expressed concerns associated with pedestrian safety. The proposed project would not include sidewalk narrowing, roadway widening, or removal of a center median; these are conditions that can adversely affect pedestrians. The streets surrounding the project are not Neighborhood Commercial Streets or Neighborhood Network Connection Streets as defined by the San Francisco General Plan. The project would include sidewalk improvements complete with a sidewalk extension on the corner of Mississippi and 22nd Streets. The project would also reduce auto and pedestrian conflicts on site by eliminating the existing curb-cuts on Mississippi and 22nd Streets and creating a single 10 ft curb-cut along Mississippi Street. The proposed project would improve conditions for pedestrians and would not cause a hazard to pedestrians or otherwise interfere with pedestrian accessibility to the project site and adjoining areas. Pedestrian activity may increase as a result of the proposed project, but not to a degree that would result in substantial overcrowding on public sidewalks. In addition, a site visit was conducted by planning department staff on November 8th 2013;¹² during this site visit no pedestrians were observed within the project vicinity. For the above reasons, the proposed project would not result in pedestrian safety impacts that were not identified in the Eastern Neighborhoods PEIR.

¹² Planning Department Site Visit, November 8th, 2013. 4:00-5:00 p.m., weather conditions were overcast, low 60 degrees Fahrenheit.

Parking

As discussed within the Evaluation of Environmental Effects section of this document (page 14), the proposed project meets the definition of a transit priority project and therefore parking effects are not to be considered significant CEQA impacts. However, the Planning Department acknowledges that parking conditions may be of interest to the public and decision makers. Therefore, the following presents a parking demand analysis for informational purposes.

The parking demand for the new residential and retail uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the demand for parking would be for 131 spaces. The proposed project would provide 65-73 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 58-66 spaces. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

Further, the project site is located in a MUR zoning district where under Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces. It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. The Planning Commission may not support the parking ratio proposed. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission may not support the provision of any off-street parking spaces. This is, in part, owing to the fact that the parking spaces are not 'bundled' with the residential units. In other words, residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit.

If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 131 spaces. As mentioned above, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby and through alternative modes such as public transit and bicycle facilities, such as Bicycle Lane 7, located approximately three blocks east of the project site. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

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. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

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 or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Polices, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, 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. 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, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that 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, would reasonably address potential secondary effects.

In summary, the proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit or pedestrians.

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

Eastern Neighborhoods Plan Area PEIR

The Eastern Neighborhoods PEIR identified potential conflicts related to residential and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, cultural/institutional/educational and office uses. In addition, the PEIR identified significant construction noise impacts. Noise resulting from an increase in Plan Area traffic was found to be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels. Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measures F-3, F-4, and F-6 apply to individual projects that include new noise-sensitive uses. Lastly, Eastern Neighborhoods PEIR Mitigation Measure F-5 applies to projects that include new noise-generating uses

Proposed Project

Construction Noise

The Eastern Neighborhoods PEIR identified Mitigation Measure F-1 applicable to projects that require pile driving during construction and Mitigation Measure F-2; which requires the preparation and implementation of a construction noise plan. The proposed project would require 18 months of construction with about two months of pile driving. Due to the close proximity of construction activity to surrounding residential uses directly north, east and west of the project site, the project would be required to implement the construction noise mitigation measures identified in the PEIR, to reduce noise

from pile driving activities (Project Mitigation Measure 2) and noise from general construction activities (Project Mitigation Measure 3). The full text of Project Mitigation Measures are found on page 51.

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

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours.

Nonetheless, during the approximately 18 month construction period, occupants of the nearby properties could be disturbed by construction noise. At times, construction noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. With implementation of PEIR Mitigation Measures F-1 and F-2, project related construction noise would be less than a significant.

Noise Sensitive Uses

Mitigation Measure F-3 applies to new development that includes noise-sensitive uses located in areas where noise levels exceed 60 dBA (Ldn), where such development is not already subject to California Noise Insulation Standards in Title 24. The project is subject to Title 24 therefore Mitigation Measure F-3 is not applicable to the proposed project.

Mitigation Measure F-4 requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line of site to, the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes) to demonstrate that acceptable interior noise levels consistent with Title 24 can be attained. The proposed project would add noise sensitive uses in areas where noise levels exceed 60 dBA (Ldn). Therefore, in compliance with Mitigation Measure F-4, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels consistent with Title 24,¹³ as summarized below.

Pursuant to Mitigation Measures F-4 a noise study was prepared by Charles M. Salter Associates, Inc.¹⁴ The study included long-term continuous noise measurements in addition to one 15-minute spot measurement. The report notes that 1dBA was added to all measurements to accommodate a typical increase in traffic as a result of the project. Two long-term continuous noise measurements were conducted at the project site between the 21st and 23rd of January 2013 and two 15-minute short-term

¹³ 645 Texas Street , San Francisco, CA Environmental Noise Study, March 04, 2013, Charles M Salter Associates, Inc. This document is on file and is available for review as part of Case File No. 2012.1218E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

¹⁴ 1645 Texas Street , San Francisco, CA Environmental Noise Study, March 04, 2013, Charles M Salter Associates, Inc. This document is on file and is available for review as part of Case File No. 2012.1218E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

measurements to quantify the existing noise environment. The noise study assessed the potential noise from surrounding uses and concluded that potential noise-generated uses within 900 ft of the site would not substantially impact the noise environment for the proposed residential use.

The noise study confirmed that the project is located in areas where noise levels exceed 60 dBA. The long-term continuous measurement along 22nd Street measured approximately 66 dBA, the long-term continuous monitor where Texas and 22nd Streets meet measured approximately 66 dBA. Lastly, the short-term measurements along Mississippi Street measured between 63 and 65 dBA.

The noise study provided the following recommendations: (1) the building façade, windows and exterior doors should be sound rated; (2) when windows are required to be closed to meet State Building Code noise levels, then an alternative method of supplying fresh air must be provided. The noise study concludes that with incorporation of these recommendations, interior noise levels would be acceptable. Therefore, the proposed project has complied with Eastern Neighborhoods PEIR Mitigation Measure F-4 and additional analysis is not required.

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the vicinity of the project site. The proposed project would introduce new noise sensitive uses, and is not expected to generate excessive noise levels. In addition, any noise generated by the project including mechanical equipment would be subject to noise control requirements pursuant to the Noise Ordinance. Thus, Mitigation Measure F-5 does not apply to the project.

Mitigation Measure F-6 requires that open space required under the Planning Code for individual projects located in noisy areas be protected, to the maximum feasible extent, from existing ambient noise levels. The noise study prepared for the project noted that existing daily noise levels on site range from 63 to 66 dBA. According to project plans, the majority of open space for the project is located within an interior courtyard. Additional common and private open space would be located via decks, balconies and a roof deck along Mississippi Street. The majority of the open space provided within the courtyard would be protected by the proposed buildings. The preliminary design for the project's open space was reviewed as part of the project's noise study and concluded that the acoustical shielding of open spaces provided by the building and the roof deck fence would be sufficient. Therefore, the project has met the requirements of Mitigation Measure F-6, to the extent feasible.

For the above reasons, the proposed project would not result in significant noise impacts that were not identified in the Eastern Neighborhoods PEIR.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Eastern Neighborhoods Plan Area PEIR

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses¹⁵ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels. Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, Mitigation Measure G-2 addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs. All other air quality impacts were found to be less than significant.

Proposed Project

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive 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 DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

¹⁵ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering, disturbed areas, covering stockpiled materials, street and sidewalk sweeping and other measures.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1.

Health Risk

Subsequent to certification of the PEIR, San Francisco (in partnership with the Bay Area Air Quality Management District (BAAQMD)), inventoried and assessed air pollution and exposures from mobile, stationary, and area sources within San Francisco and identified portions of the City that result in additional health risks for affected populations (“Air Pollutant Exposure Zone”). The Air Pollutant Exposure Zone was identified based on two health based criteria:

- (1) Areas where the excess cancer risk from all sources is greater than 100 per one million persons exposed; or
- (2) Areas where PM_{2.5} concentrations from all sources (including ambient concentrations) are greater than 10µg/m³.

The project site is not located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

The proposed project would include development of residential uses and is considered a sensitive land use for purposes of air quality evaluation. As discussed above, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and Eastern Neighborhoods PEIR Mitigation Measure G-2 Air Quality for Sensitive Land Uses is not applicable to the proposed project. Furthermore, the proposed residential land uses are not uses that would emit substantial levels of DPM or other TACs and Eastern Neighborhoods Mitigation Measures G-3 and G-4 are similarly not applicable.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”¹⁶ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria¹⁷ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have the potential to result in a significant impact related to criteria air pollutants. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed

¹⁶ San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

¹⁷ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

BAAQMD significance thresholds. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
7. GREENHOUSE GAS EMISSIONS –				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Eastern Neighborhoods Plan Area PEIR

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Showplace Square/ Potrero Hill Plan Area under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of carbon dioxide-equivalents (CO₂E) per service population,¹⁸ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Proposed Project

The proposed project would increase the activity on-site by demolishing the existing 30,000 sf of office, institutional, and industrial uses and creating 133,550 sf of residential and retail use. 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.

¹⁸ Memorandum from Jessica Range, MEA to MEA staff, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines allow for projects that are consistent with a Qualified GHG Reduction Strategy to conclude that the project’s GHG impact is less than significant. San Francisco’s *Strategies to Address Greenhouse Gas Emissions (GHG Reduction Strategy)*¹⁹ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s Qualified GHG Reduction Strategy in compliance with the BAAQMD’s guidelines. These actions have resulted in a 14.5 percent reduction in GHG emissions in 2010 compared to 1990 levels, exceeding the year 2020 reduction goals outlined in the BAAQMD’s *2010 Clean Air Plan*, Executive Order S-3- 05,²⁰ and Assembly Bill 32 (also known as the Global Warming Solutions Act.)^{21,22} Therefore, projects that are consistent with San Francisco’s GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would be subject to, and required to comply with, several regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. The regulations that are applicable to the proposed project include: bicycle parking requirements, street tree planting requirements for new construction, mandatory recycling and composting ordinance, San Francisco green building requirements for energy efficiency, and stormwater management. The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy.²³

Furthermore, the proposed project is within the development projections assumed in the PEIR analysis and would not result in impacts associated with GHG emissions beyond those calculated in the PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
8. WIND AND SHADOW – Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁹ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. The final document is available online at: <http://www.sf-planning.org/index.aspx?page=2627>.

²⁰ Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (estimated at 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

²¹ San Francisco Department of Environment (DOE), “San Francisco Community-Wide Carbon Emissions by Category.” Excel spreadsheet provided via email between Pansy Gee, DOE and Wade Wietgreffe, San Francisco Planning Department. June 7, 2013.

²² The *Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 goals, among others, are to reduce GHGs in the year 2020 to 1990 levels.

²³ Greenhouse Gas Analysis: Compliance Checklist. September 18, 2013. This document is on file and available for public review as part of Case File No 2012.1218E.

Eastern Neighborhoods Plan Area PEIR

Wind

No significant impacts related to wind were anticipated to result from the implementation of the Eastern Neighborhoods Rezoning and Area Plans. Specific projects within the Eastern Neighborhoods would require analysis of wind impacts where deemed necessary. Thus, wind impacts were determined not to be significant. No mitigation measures relative to wind impacts were identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 ft in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Area Plan, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to Section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude with certainty that the Eastern Neighborhoods Rezoning and Area Plans would result in less-than-significant shadow impacts because the feasibility of mitigation for potential shadow impacts from then unknown projects could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

Proposed Project

Wind

Based on the experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 ft in height do not have the potential to generate significant wind impacts. In general, projects less than approximately 80 to 100 ft in height are unlikely to result in substantial adverse effects on ground-level wind speeds. Wind impacts are generally caused by large building masses extending substantially above their surroundings and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The structures surrounding the project site range in building height. Industrial buildings north and south of the site range from approximately 16 to 25 ft in height, while the residential structure west of the site varies in height from 43 to 56 ft, and the live/work residential structures east of the project site range in height from 22 to 45 ft. Although the proposed 45 ft tall building (up to 60 ft including the elevator penthouse), would be taller than buildings to the north, south and east of the project site, it would be similar in height to the building west of the project. Therefore, the proposed project is not anticipated to result in significant wind impacts not identified in the Eastern Neighborhoods PEIR.

Shadow

A shadow study for the proposed project at 645 Texas Street was prepared by Adam Noble at CADP²⁴ in compliance with Section 295 of the Planning Code. The shadow study analyzed possible shadows that would be cast upon Recreation and Park Department facilities. The Potrero Hill Recreation Center was

²⁴ 645 Texas Street Shadow Analysis, CADP, Adam Noble, November 5, 2013. This document is part of the case file number 2012.1218E and can be reviewed at 1650 Mission Street, San Francisco, CA.

analyzed given its close proximity (0.2 miles) to the proposed project. The shadow analysis found that the proposed project would not shade the Potrero Hill Recreation Center or any Section 295 open space or other non-Section 295 open spaces.

The proposed project would shade portions of nearby streets and sidewalks and private property within the project vicinity. Shadows cast on streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

For the above reasons, the proposed project would not result in significant wind or shadow impacts that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
9. RECREATION – Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR.

The proposed project would increase the population on site by approximately 200 people.²⁵ The increase in demand for recreational facilities would be within the development projected under the Eastern Neighborhoods Rezoning and Area Plans and there would be no additional impacts on recreational resources beyond those analyzed in the Eastern Neighborhoods PEIR.

²⁵ Based on the average household size of 2.15 persons per household identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

The proposed project would comply with all applicable federal, state and local regulations related to solid waste. In addition, the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
11. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

The proposed project would result in 93 new residential units (up to 200 residents on site).²⁶ As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

²⁶ Based on the average household size of 2.15 persons per household identified in the Eastern Neighborhoods PEIR.

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

Eastern Neighborhoods Plan Area PEIR

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods Plan Area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Areas that could be affected by the development anticipated under the Area Plans. In addition, development envisioned under the Eastern Neighborhoods Area Plans would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Area Plans would not result in significant impacts to biological resources and no mitigation measures were identified.

Proposed Project

The proposed project entails the demolition of two existing buildings and a parking lot. The project site is fully paved and consists of minimal non-native trees and shrubbery. The existing vegetation on the project site that would be removed as part of the proposed project is not protected. Furthermore, the project site does not support habitat for any candidate, sensitive or special status species. The project site

currently has 20 street trees, none of which would be removed. In compliance with the provisions of the San Francisco Green Landscape Ordinance, the proposed project would include the planting of seven additional street trees along Texas, Mississippi, and 22nd Streets for a total of 27 street trees. As a result, the proposed project would not conflict with any local policies or ordinances that protect biological resources.

Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of, and having a direct line of sight to, an Urban Bird Refuge, which is defined as an open space “two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water.” The project site is not within 300 feet of an Urban Bird Refuge; therefore, the standards related to location-specific hazards are not applicable to the proposed project. Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 square feet or larger. The proposed project would comply with the feature-related standards of Planning Code Section 139 by using bird-safe glazing treatment on 100 percent of any feature-related hazards. As a result, the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.

For these reasons, implementation of the proposed project would not result in significant impacts to biological resources not identified in the PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Eastern Neighborhoods Plan Area PEIR

The Eastern Neighborhoods PEIR concluded that implementation of the Plan would indirectly increase the population that would be subject to the effects of an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

Proposed Project

A geotechnical investigation was prepared for the proposed project.²⁷ The geotechnical report addresses areas of concern including the potential for differential settlement due to material transitions, shallow bedrock, naturally occurring asbestos, presence of undocumented fills, and shallow groundwater. Recommendations are provided within this report to alleviate these topics of concern and are summarized below. The report concluded that construction of the project is feasible provided that the recommendations of the report are incorporated into the project design.

Site Background and Conditions

The project was developed as a commercial and industrial use dating back to 1947. Based on information provided within the Phase 1 Environmental Site Assessment and Preliminary Sub-Slab Vapor Quality Evaluation (see Hazardous Materials section), prior to 1947 the project site was an undeveloped field east of a former railroad and railroad tunnel. The existing site is developed with Portland cement concrete overlying granular base material. A concrete block retaining wall supports the northern property line. In addition, the site slopes from an elevation of approximately 53 ft above sea level at the southeast corner of the site and rises to 68 ft at the northern property line.

Seismic Hazards

The project is located in an area that may experience moderate to severe earthquakes and would therefore experience strong ground shaking, typical within the Bay Area region. Although the site is not located within a state designated liquefaction hazard zone, the site is located immediately west of a mapped hazard zone. With regards to soil, undocumented fill was encountered at a depth ranging from three to seven feet. It is anticipated that a majority of this fill would be removed during the excavation for the proposed garage. However if undocumented fill is discovered below the excavation depth of 15 ft, the fill should be removed and replaced.

Foundation and Below Grade Excavation

A geotechnical report was prepared for the proposed project. Borings to a depth of 17-26 ft were analyzed. Soils beneath the site consists of approximately 3 ft of fill, below that, approximately 8-10 ft of clay, underlain by a silty sand to a depth of approximately 13 ft, underlain by sandy lean and fat clay to a depth of 16 to 26 ft, underlain by strong serpentinite bedrock at a depth of 15-26 ft.

The report has identified three foundations types that are appropriate to support the proposed project. These foundation types include the following: shallow foundation with spread footings, mat foundation, or drilled piers. As described in the Project Description, the project sponsor anticipates using drilled piers as the preferred foundation method in accordance with applicable building codes.

Borings collected for the proposed project encountered hard bedrock. The proposed project would involve excavation into the bedrock requiring heavy ripping and possible use of a D8 dozer and/ or hydraulic hoe rams. Additionally, due to portions of the site exhibiting shallow bedrock, there is a potential for differential movement beneath the proposed structure. The report recommends over-excavation of the site for the proposed parking garage to provide for a more uniform cushion of support. As a result of the over-excavation, additional effort or larger construction equipment would be required for grading and excavation.

²⁷ Cornerstone Earth Group, *Preliminary Geotechnical Investigation, 645 Texas Street and 1300-1302 22nd Street, San Francisco, California*. November 13, 2013. This report is available for review as part of Case No. 2012.1218 E.

Drilled piers may be used to support the building requiring less bedrock excavation and is the preferred foundation type. However, drilled piers should extend into competent bedrock across the entire building footprint. If shallow footings are selected as the foundation method, five feet of native soil or engineered fill should be imported beneath the foundation. The shallow footings would also require additional excavation into the bedrock.

Due to the presence of shallow groundwater, approximately 7-15 ft below ground surface (bgs), the garage slab would be designed to tolerate the conditions of the high groundwater table. The varying groundwater depths across the site would require further exploration. Dewatering and shoring of utility trenches and temporary retaining wall excavations would likely be required, especially on the western half of the site. Prior to any slab on-grade construction, the exposed excavated area should be stabilized with 12-18 inches of crushed rock underlain by a filter fabric.

The project site is covered by impervious surfaces; therefore, implementation of the proposed project would not result in soil erosion or the loss of topsoil. The proposed project would not include the use of septic tanks or alternative wastewater disposal systems, and there are no unique geologic or physical features on the project site that could be altered by implementation of the proposed project.

With regards to naturally occurring asbestos, this topic is addressed within the Hazardous Materials section of this document. Please see page 48.

DBI Review

The final building plans would be reviewed by DBI. In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. DBI would review the geotechnical report and building plans for the proposed project to determine the adequacy of the proposed engineering and design features and to ensure compliance with all applicable San Francisco Building Code provisions regarding structural safety. The above-referenced geotechnical investigation report would be available for use by DBI during its review of building permits for the site. In addition, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would not result in significant impacts related to soils or geology.

For these reasons, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

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

Eastern Neighborhoods Plan Area PEIR

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including effects to the City’s combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

Proposed Project

The proposed project would not result in an increase in the amount of impervious surface area on the site. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems in compliance with the Stormwater Design Guidelines. In addition, the project sponsor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) for construction on the site that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission (SFPUC). The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sediment from entering the City's combined stormwater/sewer system during construction.

The project is located within the Islais Creek Basin; however, groundwater in San Francisco is not currently used as a potable water supply. Groundwater is relatively shallow throughout the project site; approximately 7 to 15 ft bgs (see Geology and Soils section). The proposed project would involve excavation to a depth of approximately 15 ft bgs and therefore is likely to encounter groundwater. Any groundwater that may be encountered during construction and permanent operations would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge is required to contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Effects from lowering the water table due to dewatering, if any, would be temporary and would not be expected to substantially deplete groundwater resources. In the event that project related excavation would require permanent pumping of ground water, the project sponsor would be required to obtain a permit pursuant to Public Works Code Article 4.1, which regulates the quantity and quality of discharges to the combined sewer system. The geotechnical report noted that due to the variable ground water depths across the site, further exploration will be required to establish a design ground water elevation that could be utilized for uplift and dewatering design.

The project site is not in a designated flood zone, and therefore the proposed project would not place housing within a 100-year flood hazard area, would not impede or redirect flood flows in a 100-year flood hazard area, and would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. As shown on Map 5, Tsunami Hazard Zones, in the Community Safety Element of the *General Plan*, the project site is not within a tsunami hazard zone.²⁸ As a result, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.

For these reasons, the proposed project would not result in significant impacts on hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

²⁸ San Francisco Planning Department, San Francisco General Plan, Community Safety Element, p. 15. Available online at http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf. Accessed July 15, 2014

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Eastern Neighborhoods PEIR

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project’s rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present

a health risk to existing building occupants if the buildings are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level.

Proposed Project

Hazardous Building Materials

The proposed project would involve the demolition of an industrial building, once used as a paint manufacturing facility and currently housing industrial uses. Therefore, the project would be required to implement PEIR Mitigation Measure L-1 (Project Mitigation Measure 4), which requires that all hazardous building materials be removed and properly disposed of in accordance with applicable federal, state and local laws. The full text of Project Mitigation Measures are found on page 51.

Industrial Uses

The Phase 1 addressed site contamination related to past and existing industrial uses. The existing site was once used as a paint manufacturing facility, consisting of above and underground storage tanks (UST). These tanks have since been removed. In 1997, with the installation of two groundwater monitoring wells, DPH granted a case closure for the property and the former USTs. The current tenants of the site include industrial businesses with a variety of chemicals stored on site. Based on the Phase 1, the presence of these chemicals do not appear likely to have impacted soil or groundwater quality beneath the site, provided the materials were managed and used in accordance with the manufacture's guidelines. Furthermore, the Phase 1 recommends that all hazardous materials from the site be removed using appropriate off-site disposal and for the closure of the existing tenants' hazardous materials use permits.

Asbestos Containing Materials and Lead Based Paints

The Phase 1 found that due to the age of the existing structure at 1300 22nd Street, the building materials may contain asbestos and/or lead based paints. Therefore, prior to demolition, painted components of the structure should be surveyed for the presence of lead paints and asbestos containing materials. Lead may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. Children six years old and under are most at risk. Therefore, demolition must be conducted in compliance with Section 3425 of the *San Francisco Building Code (Building Code)*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures.

Section 3425 contains performance standards, the including establishment of containment barriers and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to Section 3425 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.

Section 3425 also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the DBI with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead-based paint

is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; 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: a Post Sign notifying the public of restricted access to work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3425 contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

With regards to asbestos containing material, section 19827.5 of the *California Health and Safety Code* 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 is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified of any demolition or renovation project that involves the removal of 100 square feet or more of asbestos-containing materials 10 days in advance of the work.

Notification includes 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; the approximate amount of friable asbestos that would be removed or disturbed; the scheduled starting and completion dates of demolition or abatement; the nature of the planned work and methods to be employed; the procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. Approved methods for control of asbestos-containing materials during abatement include adequate wetting of all asbestos-containing materials and providing containment with a negative air pressure ventilation system to prevent migration of asbestos-containing materials. BAAQMD randomly inspects asbestos removal operations. In addition, BAAQMD will inspect any removal operation when a complaint has been received.

The local office of the State Occupational Safety and Health Administration (Cal/OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.17 where there is asbestos-related work involving 100 square feet 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 are 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 San Francisco Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice and abatement requirements described above.

Accordingly, the project sponsor would ensure that the buildings are surveyed for asbestos-containing materials prior to demolition or renovation, and would provide BAAQMD with notification of any planned demolition or renovation activities a minimum of 10 days prior to these activities. The project sponsor would retain a certified asbestos removal contractor to completely remove all asbestos-

containing materials prior to demolition or renovation using BAAQMD-approved methods, and would also retain a licensed waste hauler to legally dispose of the removed materials.

The proposed project would be subject to and would comply with the above regulations; therefore, impacts from lead-based paint and asbestos containing materials would be less than significant.

Soil and Groundwater Contamination

The proposed project would develop a formerly industrial site and construct a new residential building. The project would involve approximately 14,500 cubic yards of soil excavation and disturbance. Thus, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

The Phase 1 determines the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to the DPH. In addition, a Phase 1 Environmental Site Assessment and Preliminary Sub-Slab Vapor Quality Evaluation²⁹ (further referred to as "Phase 1") and Work Plan, addressing further testing of soil and groundwater contaminants were prepared for the project site. Due to the site's previous use as a paint manufacturing facility and the existing and surrounding industrial uses, the soil and possible groundwater have been contaminated. DPH has reviewed the Phase 1 and proposed work plan and determined that, in accordance with the Maher Ordinance, the project sponsor would be required to submit an SMP.³⁰

A substantial amount of groundwater was not encountered during the Phase 1 and therefore no testing of groundwater occurred. However, eight soil samples were conducted during the Phase 1. The samples showed that nickel, vanadium and cobalt were detected above the California Human Health Screening Levels (CHHSLs) for residential use. The CHHSLs is used to screen sites for potential human health concern; exceeding the CHHSLs does not indicate that adverse impacts to human health are occurring or will occur, but suggests that further evaluation is necessary. The Phase 1 suggests that soils containing metals such as nickel would require off-site disposal and some may require disposal as California Hazardous waste. The results of these samples will be reviewed by DPH; any requirements for site remediation as a result of DPH's review would be complete prior to construction.

The proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with Article 22A of the Health Code. Therefore, the proposed project would not result in any significant impacts related to hazardous soil and groundwater that were not identified in the Eastern Neighborhoods PEIR.

²⁹ Cornerstone Earth Group, *Phase I environmental Site Assessment and Preliminary Soil and Sub-Slab Vapor Quality Evaluation*, November 12, 2012. This report is available for review as part of Case No. 2012.1218 E.

Naturally Occurring Asbestos

Results of subsurface investigation indicate that the site is underlain by weathered serpentine bedrock, which was encountered at 16 to 26 feet below ground surface (bgs). Therefore, the proposed project's construction would potentially release serpentinite into the atmosphere. Serpentinite commonly contains naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Although the California Air Resources Board (ARB) has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.³¹ To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001. The requirements established by the Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,³² and are enforced by the BAAQMD.

The Asbestos ATCM requires construction activities in areas where NOA is likely to be found to employ best available dust control measures. Additionally, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance in 2008 to reduce fugitive dust generated during construction activities. The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the workers themselves as well as the public from fugitive dust that may also contain asbestos. The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to NOA would not occur. Therefore, the proposed project would not result in a hazard to the public or environment from exposure to NOA.

For these reasons, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

³¹ California Air Resources Board, Fact Sheet #1 Health Information on Asbestos, 2002. Available online at: <http://www.arb.ca.gov/toxics/Asbestos/1health.pdf>. Accessed April 15, 2013.

³² California Air Resources Board, Operations, July 29, 2002.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
16. MINERAL AND ENERGY RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the Area Plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any mineral resources routinely extracted and the rezoning would not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Area Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

The proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Ordinance. As the proposed project is located within the Eastern Neighborhoods Plan Area, there are no known mineral resources present.

For these reasons, the proposed project would not result in significant impacts to mineral and energy resources that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST				
RESOURCES:— Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Area Plan; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

The project site does not contain agricultural uses, forest land, or timberland, and it is not zoned for such uses. The proposed project would not convert farmland to non-agricultural use and would not convert forest land or timberland to non-forest use.

For these reasons, the proposed project would have no impacts on agriculture or forest resources that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

MITIGATION MEASURES

Project Mitigation Measure 1 –Archeological Resources (PEIR Mitigation Measure J-2)

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, supervisory personnel, etc. 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 an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. 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 Environmental Planning (EP) 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 Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD 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.

Project Mitigation Measure 2 – Construction Noise from Pile Driving (Mitigation Measure F-1 of the Eastern Neighborhoods PEIR)

The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors shall use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Project Mitigation Measure 3 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR)

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection (DBI) to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Project Mitigation Measure 4 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR)

The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.



August 5, 2014

Ms. Cindy Wu, President
San Francisco Planning Commission
1650 Mission Street, STE 400
San Francisco, CA 94103

Re: 645 Texas Street (Case No. 2012.0793) – August 14, 2014, Hearing on Large Project Authorization

Dear President Wu and Commissioners,

I am writing on behalf of my client, Trumark Urban, the project sponsor for 645 Texas Street (Case No. 2012.0793). On August 14, 2014, the Planning Commission will consider a Large Project Authorization for the development of a four-to-five story, 133,298 square foot residential building on a site currently occupied by two low rise commercial buildings (“Project”). **The Project will add ninety-one (91) new dwelling units to the City’s housing supply, including eleven (11) new on-site below market rate (BMR) units.**

The Project is located in an established mixed-use neighborhood near the 22nd Street Caltrain station. This area was envisioned by the Eastern Neighborhoods Area Plan for additional housing. The Project before you for consideration implements that vision at a density, intensity, and height and bulk that is consistent with the Planning Code and General Plan. It is seeking several modifications, but they are minor and appropriate given the Project design, benefits and significant site constraints.

Over the past two years, Trumark Urban has worked closely with Planning Department staff and neighbors on the proposed design and programming for the Project. The result is a better Project with a better design that provides neighborhood amenities and street activation. Some specific changes made to the Project in direct response to neighborhood and staff requests include, but are not limited to:

- Addition of 545 square foot retail space at the corner of Mississippi and 22nd Street;
- Addition of a sidewalk bulb out with butterfly habitat, seating and local art at the corner of Mississippi and 22nd Street;
- Elimination of area at the corner of the building at the uppermost floor along the lowest point of the lot located at the southeast corner at Mississippi Street and 22nd Street;
- Addition of two nine by nine (9x9) foot entries along 22nd and Mississippi Streets providing direct access from the street to the interior courtyard for residents;
- Addition of six (6) ground floor walk-up dwelling units;
- Addition of on-site loading within the basement level;
- Revisions to the façade to setback the building between 1’6” and 5’ along all sides to give added visual depth to the streetscape;

- Creation of townhouse style design with 30 foot wide segments stepping down the slope of the lot, breaking up the massing of the building; and,
- Elimination of three (3) dwelling units as part of the project redesign and façade changes/improvements.

Trumark Urban has worked closely with the neighbors and the neighborhood, attending more than 20+ meetings and talking with over 125+ individuals. To date, over 100 neighborhood residents and employees have expressed support for the Project by either signing a petition of support or submitting an individual letter of support. Trumark Urban also has actively engaged with the residents of Sierra Heights, the adjacent live/work development across Texas/22nd Street and many of the changes highlighted above **are in direct response to their concerns**. To address concerns regarding roof deck noise, Trumark Urban will hereby commit to limit the hours of Project's roof deck to 8:00 a.m. to 10:00 p.m. daily. This restriction will be included in the Project's Covenants, Conditions and Restrictions (CC&Rs).

Trumark Urban is committed to developing a high quality residential development that fits into the existing neighborhood and greatly appreciates all of the insight and guidance it has received from the community, the neighborhood and the Planning Department. It believes this input has resulted in a better overall Project and improved Project design. For all these reasons and as discussed in more detail below, **Trumark Urban respectfully requests that the Planning Commission grant the approvals requested.**

1. Property Background

645 Texas Street is a 32,500 square foot corner lot bounded by Texas Street to the west, 22nd Street to the west and south and Mississippi Street to the east ("Project Site"). The Project Site is an up-sloping, irregular shaped lot with a 25-foot change in vertical height in an asymmetrical formation across the lot and up to an 8% grade change along surrounding sidewalks. It is located in the Showplace Square/Potrero Area Plan of the Eastern Neighborhoods Plan Area.

The Project Site is also near the boundaries of Dogpatch and the Potrero Hill neighborhood and is located in a mixed-use neighborhood comprised of commercial, retail, industrial and residential uses, including community serving and public uses. To the north of the Project Site are a number of single-family homes and two-unit residential structures ranging in height from one to three stories. To the east and west are residential, commercial, live/work and mixed-use buildings ranging in height from three to four stories. To the south are a number of single-story, industrial buildings.

The Project Site is currently occupied by two one and two-story structures totaling approximately 30,000 square feet and a surface parking lot containing 10 parking spaces. Access to the parking spaces is provided via two curb-cuts along 22nd Street and Mississippi Street.

The Project Site is within the Mixed Use Residential (MUR) zoning District and a 40-X height and bulk district.

2. Project Description

The Project is the demolition of the buildings and the construction of a four to five story approximately 133,298 square foot mixed-use residential development with 545 square feet of

ground floor retail. The Project includes 91 dwelling units comprised of thirty-five (35) 1-bedroom units, fifty-three (53) 2-bedroom units, and three (3) 3-bedroom units. **The dwelling units provided are large, by City standards, providing much needed family-size housing.** Fifty-eight percent (58%) of the dwelling units are two-bedrooms ranging in size from 800 square feet to 1,200 square feet. Three percent (3%) of the dwelling units are three-bedrooms ranging in size from 1,200 square feet to 1,500 square feet. **Eleven (11) of the dwelling units will be on-site below market rate units,** including five (5) 1-bedroom units and six (6) 2-bedroom units.

The design of the Project has changed over the past two years to reflect comments received by the neighborhood and Planning Department staff. It includes over 210 linear feet of recessing to create major breaks in the façade and nine foot by nine foot (9x9) breezeways on 22nd Street and Mississippi Street are included to create distinct entry points to the residential structure and interior courtyard. Bay windows and ground floor recessing as well as major material variation in color, rhythm and texture are also used to create visual interest and massing breaks.

Individual porches/stoops are provided for six (6) ground floor dwelling units providing direct street accesses for these units and activating the streetscape. A small retail space at the corner of 22nd Street and Mississippi Street, adjacent to the lobby entrance, is also provided. Various architectural and green features are included such as metal awnings and railings, latticework planted screened “green walls,” raised planters, wall paneling over “rain screen” backing and concrete pedestal decking with IPE accents, to provide a high quality residential design.

At the streetscape, twenty-six (26) new street trees will be added as well as the removal of one curb cut and the reduction of a second curb. The entire Property frontage will include landscape planters to create interest and depth at a pedestrian scale. A new bulb-out at the intersection of 22nd Street and Mississippi Street that will include native plantings, butterfly habitat, and local artwork and further activate the corner is also proposed.

The Project provides approximately 9,500 square feet of code complying open space through a combination of private and common open space. This is more than 30% more of the Planning Code required open space and does not include the additional 2,940 square feet of additional open areas and recreational facilities and amenities for future residents. A central interior courtyard matching the rear yard open space pattern provided by residential buildings along Texas Street and Mississippi Street is also provided. All nine (9) ground floor interior units have direct access to the interior courtyard from private patios.

3. Project Approval/Large Project Authorization Exceptions

The Project is requesting a Large Project Authorization under Planning Code section 329 and, as part of that authorization, exceptions to certain provisions of the Planning Code are requested. The requested exceptions are minor, appropriate given the Project, and warranted.

Under Planning Code section 329(d), the Project is seeking exceptions to Parking (Planning Code section 151.1), Rear Yard (Planning Code section 134), Dwelling Unit Exposure (Planning Code section 140), Street Frontages (Planning Code section 145.1), Height Measurement (Planning Code section 102.12) and Bay Windows (Planning Code section 136(c)(2)). As discussed in more detail below, **the exceptions requested are minor and warranted given the site conditions and exceptional design proposed.**

a. Parking

Planning Code Section 151.1 allows one parking space per four dwelling units (.25) and up to a maximum .75 parking spaces per dwelling unit and 1 parking space for every 2+ bedroom unit that is greater than 1,000 square feet. Parking above the principally permitted accessory residential parking ratio requires an exception.

The maximum allowable parking for the Project is 72 spaces¹. The Project includes 65 parking spaces, plus 2 car share spaces, which is an overall parking ratio of .71. Given the number of large family size dwelling units in the Project (i.e., over 60%), this ratio is warranted.

Access to the off-street parking is provided via a single curb cut along Mississippi Street, which is 80 feet wide. All off-street parking can be accommodated within the building envelope and will not be visible outside the building or degrade the overall urban design quality of the Project. For all these reasons, **an exception above the principally permitted parking ratio is warranted.**

b. Rear Yard

The Project is seeking an exception to Planning Code section 134(a)(1), which requires a rear yard depth equal to 25% of the total depth of the lot, but in no case less than 15 feet. The Project site sits at the end of the block and is a trapezoidal shape with four street frontages. While the Project includes an 8,125 square foot interior courtyard, which is 25% of the 32,495 square foot lot, the space provided does not meet the definition of a rear yard and therefore an exception is required.

The interior court provided by the Project matches the existing rear yard pattern of the neighborhood block to the north. It does not impede access to light and air from adjacent properties and is consistent with the interior block open space that currently exists. Providing a code compliant rear yard, as measured off of 22nd Street, would break the street wall along Mississippi Street and create a development pattern that is not consistent with the neighborhood.

As a comparable amount of open space required by a rear yard is being provided in an interior courtyard, in a location and a configuration that is consistent with the existing pattern of mid-block open space, **an exception to the rear yard requirement is warranted.**

c. Dwelling Unit Exposure

The Project is seeking an exception to Planning Code section 140, which requires dwelling units to open onto a code compliant rear yard, court or street. The Project is providing an interior courtyard that is equal to the required square footage of a rear yard as well as one that meets the dimensional requirements of an inner court or open area. Because of the configuration of the Project site, however, the interior courtyard does not meet the technical Planning Code definition for either a rear yard or inner court. As a result, even though the units that look onto the interior courtyard have exposure to ample light and air, they do not meet the exposure requirements of the Planning Code. For all these reasons, **these units are afforded ample light and air and meet the intent of the Planning Code and a modification is warranted.**

¹ This is based on the 76 units that are less than 1,000 square feet and the 15 units that are greater than 1,000 square feet.

d. Street Frontages – Ground Floor Ceiling Height

The Project is seeking an exception to Planning Code section 145.1, which requires a 14 foot high ceiling for all non-residential uses on the ground floor in the MUR district. The Project includes a small retail space at the corner of Mississippi Street and 22nd Street. **This use was added at the request of the community and is not required by the Planning Code** and has a 10-foot ceiling height that matches the residential lobby ceiling height thereby creating a seamless transition at the pedestrian level. The ceiling height proposed is appropriate given its location, size and likely use as a small café or coffee shop. **For all these reasons, an exception to the ground floor ceiling height requirement is warranted.**

e. Height Measurement

The Project is seeking an exception to Planning Code section 102.12, which requires the measurement for height to occur at the centerline of the building, or each building step on laterally sloping lots. The Project Site is an irregularly shaped lot with extreme topographical changes that result in a 25 foot height variance across the site that is not uniform and varies on all four sides. The Project seeks to measure height from the high point of each required 65 foot segment for a depth of no more than 100 feet.

The Project is a podium style 100% ADA compliant, handicap accessible structure with interior corridor access to all units. The Project steps down the slope creating 30 foot wide townhouse type modules. The exception to height measurement requested will not except the Project from any height limits established under Article 2.5 of Planning Code. At all times, at the point of measurement in each segment, the height is no greater than 40 feet and at all times, at the centerline, the height is no greater than 44 feet 11 inches. The request to measure from the high point of each segment is a minor deviation from how height is measured under section 260 and 261 and is an allowed deviation under Planning Code section 329(d)(11). **For all these reasons, a modification to how height is measured is warranted.**

f. Bay Windows

The Project is seeking an exception to Planning Code section 136(c)(2) which limits bay (projecting) windows to nine (9) feet in width and three (3) feet in depth. The Project design creates 30 foot wide townhouse modules that break up the façade by creating bays that are wider than nine (9) feet in width but that do not extend past the maximum three (3) feet in depth.

The Project's use of bay windows produces a more interesting and creative façade reflecting the diversity and scale of the existing and contextual neighboring structures. The total area of all bay window projections does not exceed the total area of bay windows prescribed in the Planning Code and/or exceed the depth of bays limited by code. **For all these reasons, a modification to the bay window width requirements is warranted.**

4. Project Benefits²

The Project design is the result of two years of hard work and reflects a commitment by Trumark Urban to work with the neighborhood, the community, and City staff to ensure that the development meets or exceeds citywide standards. Trumark Urban would like to, once again, thank Planning Department staff for their commitment to pushing this Project to achieve a very high design standard. Their efforts have resulted in a better building for the Project, the neighborhood, the community, and the City.

In addition to the exceptional design, the Project includes significant neighborhood and citywide benefits. Those benefits include:

- Green Development: The Project will be a “green” development committed to reducing energy and water demand associated with new construction. The building will be GreenPoint Rated.
- Infill Residential Development: In developing the Project Site with residential uses, the Project provides much needed residential units in an ideal location for infill development. It includes larger units including three (3) 3-bedroom units and fifty-three (53) 2-bedroom units. In fact, **over 60% of the dwelling units are large, family size units.**
- Job Creation: The Project **will create 210 union construction jobs over a 20 month period** as well as provide an apprentice, from the SoMa Pathways Program,³ an opportunity to work on the construction site.
- Inclusionary Housing Commitment: The Project will include eleven (11) on-site below market rate units including five (5) 1-bedroom units and six (6) 2-bedroom units.
- Impact Fees: The Project is estimated to pay over \$1,000,000 in impact fees including approximately \$800,000 as part of the Eastern Neighborhood Impact Fee which will directly benefit the surrounding neighborhood and Eastern Neighborhoods.


* * * * *

² A separate letter from Trumark Urban, dated August 4, 2014, has been submitted outlining their community outreach efforts to date.

³SoMa Pathways is a partnership between Trumark Urban and United Playaz that aims to educate and connect youth to potential local employment and education opportunities within real estate, development and construction.

In sum, the Project before you is an excellent example of green, infill development. It adds ninety-one (91) new dwelling units to the City's housing stock including eleven (11) below market rate units. It is an exceptional Project and one that we respectfully request you support and approve.

Very truly yours,



Alexis M. Pelosi

August 4, 2014

Mr. Diego Sanchez
City of San Francisco, Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 645 Texas Street
Trumark Urban's Community Outreach Update

Dear Mr. Sanchez,

As a follow-up to the previous Community Outreach letters on October 31, 2013, and March 5, 2014 (Attachment A), I wanted to provide you an update on our efforts related to our project at 645 Texas Street in San Francisco ("Project"). While we will be continuing our community outreach as we move forward toward an August 14th Planning Commission hearing date, we wanted to provide you with a summary of our outreach efforts to date.

To date, we have met with or spoken to more than 100 neighbors, local businesses, community groups and interested parties about the Project and have 80+ signatures of support and 14 letters of support. We have listened to various comments and have made numerous changes to the Project based on what we heard. The final Project that is before the Planning Commission reflects stakeholders' insight and comments, and we are thankful for the input, as we believe the process has made for a better project. Attachment B provides a map depicting where the individuals that have provided letters of support and those who signed the petition live or work, indicating that the Project's support comes from the neighborhood where it is located.

645 Texas Street -- Community Outreach Summary:

Supervisor Malia Cohen

- We met with Supervisor Cohen in July to provide an update on the proposed Project and our community outreach efforts to date.

Potrero Boosters

- Since our last presentation to the Boosters, we have individually met with several members of the Boosters to review the updated design of the proposed Project.

Dogpatch Neighborhood Association (DNA)

- We have continued to provide project updates to various members of the DNA to review the revised design from the last presentation to the DNA in January, where the Project received unanimous support.

Sierra Heights

- We have met individually with various residents and business owners, who live and work in the Sierra Heights building, located across from the Project on 22nd Street.
- Dialogue with residents has been ongoing. We met with a group of residents to provide an update on the Project on April 28th, 2014 as well as arranged for a follow-up meeting on July 30th, 2014 that included Supervisor Cohen's office and Planning Department staff. We have made numerous revisions to the Project to address the comments and concerns expressed by our neighbors.

Dogpatch Playground

- Trumark Urban has continued to be involved in the playground fundraising efforts and attended a groundbreaking ceremony for the playground in May. We are excited to attend the grand opening on August 16th, 2014.

Potrero Hill Festival

- Trumark has proudly sponsored the Potrero Hill Festival for two years and is thrilled to be able to support such dynamic, fun-filled events for the community.

Daniel Webster – Taste of Potrero

- For the second year in a row, Trumark Urban sponsored the Taste of Potrero event, with all proceeds dedicated to the Daniel Webster school.

Signatures of Support

- To ensure that all interested parties are aware of our Project and to make sure that we are hearing from everyone, Trumark Urban has walked the neighborhood talking to residents, merchants, and others who frequent the area. To date, after talking with community members, we have obtained over 80 signatures on our petition of support. Copies of all the signatures are attached for your reference. (Attachment B)

Additional Letters of Support

- To date, Trumark Urban has obtained letters of support from local business and organizations: Dogpatch Neighborhood Association, Dogpatch Playground Co-Chair, Potrero Hill Festival, and SF Parks Alliance. Two additional letters of support from residents in the area have also been received.
- Additional letters of support are also included from – IBEW6, Carpenters Local Union No. 22, Sheet Metal Workers Local 104, Laborers' Local 261, Plumbers Local Union 38, SPUR, the San Francisco Housing Action Coalition (SFHAC), Larkin Street Youth Services, and United Playaz.

Trumark Urban intends to continue its community outreach efforts and is in the process of scheduling meetings with other local neighborhood groups as well as continuing to update existing stakeholders regarding the status of the Project. If you have any questions about the information provided or need any additional information regarding the benefits of the Project, please let us know.

Sincerely ,



Kim Diamond
Development Director
Project Sponsor
Kdiamond@trumarkco.com
(925) 570-9342

Attachment A

Community Outreach Letter – October 31, 2013

Community Outreach Letter – March 5, 2014

October 31, 2013

Mr. Diego Sanchez
City of San Francisco, Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 645 Texas – Trumark Urban’s Community Outreach-to-date

Dear Mr. Sanchez,

The purpose of this letter is to provide you with a quick summary of Trumark Urban’s community outreach efforts to date related to its project at 645 Texas Street in San Francisco (“Project”). Trumark Urban believes in learning from the communities where it seeks to locate its projects, and as a result, we have been on a ‘listening tour’, hearing from neighbors, neighborhood groups and other stakeholders about the concerns and needs of the neighborhood. The Project is uniquely situated on the border of the Potrero Hill and Dogpatch neighborhoods; as a result, we have reached out to individuals and groups in both neighborhoods throughout the course of our outreach. The information we have gained from that listening tour has resulted in the Project that is before you today.

Some specific changes to the Project that have occurred as a direct result of meeting with the community and our local Supervisor include:

- (1) Increased façade variation and articulation;
- (2) Enhanced sustainability measures, including the potential for solar thermal, green roofs, enhanced landscaping, and EV-Plugins stations;
- (3) Extra bike parking and exploring onsite bike-shop to create a greater connection between the Project and cycling; and,
- (4) Addition of security lighting to improve safety measures for residents and the neighborhood.

These are just a few of the many changes that have been incorporated into the Project in direct response to what we have heard from the neighbors and community. While we will prepare a complete summary of all community outreach efforts as part of our materials for Planning Commission consideration of the Project, we thought it might be helpful to list the individuals and groups we have met with and their responses, if applicable.

645 Texas Street Community Outreach Summary:

Supervisor Malia Cohen

- Trumark Urban has been in regular contact with Supervisor Malia Cohen regarding the proposed Project and our community outreach efforts. We appreciate the Supervisor’s thoughtful input and have made changes to the Project to address her comments in our recent design efforts.

Community Meeting

- In the Spring of 2013, Trumark Urban kicked-off its outreach efforts with a community meeting, prior to submitting our Large Project Authorization. The meeting was productive and well-attended meeting, with many comments related to the need to provide additional parking at our Project, questions regarding building height, and Trumark Urban’s contribution to the neighborhood and community benefits.

Potrero Boosters

- On July 30, 2013, we presented the Project to the Potrero Boosters, and are scheduled to present an update to the group on November 26, 2013.

Dogpatch Neighborhood Association (DNA)

- We presented our Project to the DNA on July 9, 2013 and will be presenting an update to the DNA on November 12, 2013.

Potrero Dogpatch Merchants Association (PDMA)

- We met with PDMA President Keith Goldstein, to review our proposed Project. Trumark joined the PDMA and has attended and enjoyed a few of their events.
- We were very pleased to sponsor The Potrero Hill Festival on October 26th in support of the NABE.

Sierra Heights

- Sierra Heights, a residential for-sale development, is located across Texas and 22nd Streets. We informed Joel Russo, the head of Sierra Heights' HOA, of our neighborhood meeting to pass this information along to the residents.
- We met with Rosana Francescato, a resident of Sierra Heights, to better understand her questions and concerns.
- We are currently working to set up a date to present the project to the HOA, and will continue to provide project updates to interested residents.

R Group

- We met with the R Group to better understand their proposed apartment project across 22nd Street.

Dogpatch MUNI Park (Woods Park)

- We have a meeting set on November 1, 2013 with members of the SF Parks Alliance to better understand local efforts to create a new children's park and playground at Woods Park on 22nd Street.
- Trumark Urban intends to support efforts to create the park and other neighborhood beautification efforts.

Just For You Café Parklet

- Trumark Urban is a proud supporter of the parklet in front of the Just for You Café on 22nd Street.

Green Benefit District

- Trumark Urban has contributed to the formation of the GBD and is tracking the formation and planning meetings.

Daniel Webster School

- Trumark Urban proudly sponsored Taste of Potrero, which benefits the Daniel Webster School..

City CarShare

- Trumark Urban has met with Rick Hutchinson, and others at City CarShare, on the proposed City CarShare spot at the proposed Project. Discussion topics included access for City CarShare members into the project, routes of travel, and other operational issues.

Trumark Urban's combined contributions to date are over \$15,000 to local community groups to fund improvements and activities that directly benefit the neighborhoods surrounding our Project. Trumark Urban intends to continue its community outreach efforts and is in the process of scheduling meetings with other local neighborhood groups as well as continuing to update existing contacts regarding the status of the Project. While this letter may be a bit early in the process, we thought it might be useful to provide a bit of background on some of the many ways that Trumark Urban is working with the community and neighborhood. If you have any questions about the information provided or need any additional information regarding the benefits of the Project, please let us know.

Very Truly Yours,



Kim Diamond
Development Director
Project Sponsor
Kdiamond@trumarkco.com
(925) 570-9342

March 5, 2014

Mr. Diego Sanchez
City of San Francisco, Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 645 Texas – Trumark Urban's Community Outreach Update

Dear Mr. Sanchez,

As a follow-up to our letter on October 31, 2013, I wanted to provide you an update on our community outreach efforts related to our project at 645 Texas Street in San Francisco ("Project"). We are in the process of updating our Project based on our 'listening tour', having heard from the Planning Department, neighbors, neighborhood groups and other stakeholders about the concerns and needs of the neighborhood.

645 Texas Street Community Outreach Summary:

Supervisor Malia Cohen

- We met with Supervisor Cohen on January 31, 2014 to provide an update on the proposed Project and our community outreach efforts to date.

Potrero Boosters

- We presented to the Potrero Boosters on July 30, 2013, November 26, 2013, and are scheduled to present an update on March 25, 2014.
- Additionally, we have met individually with several members of the Boosters to review the proposed Project, and have gained valuable feedback, which we are incorporating into our revised plans.

Dogpatch Neighborhood Association (DNA)

- We presented the proposed Project to the DNA on July 9, 2013, and November 12, 2013. On January 14, 2014, an update to the group was presented and we received unanimous support for the Project.
- We have continued to provide project updates to various members of the DNA since the January meeting.

Sierra Heights

- A presentation was made on January 15, 2014 at the Sierra Heights general HOA meeting. (Notices for the meeting were posted in the building to notify residents in advance).
- We have met individually with various residents and business owners, who live and work in the Sierra Heights building.
- Ongoing dialogue to provide Project updates to interested residents will continue. A follow-up meeting with select interested residents is in the process of being set up to present updated plans, that respond to the comments and concerns expressed at the January 15 meeting.

Dogpatch Playground (Woods park).

- Trumark made a \$5,000 donation towards the playground fundraising efforts as well as reached out to our consultant team and contacts to raise an additional \$3,000 (\$8,000 in total)

Trumark Urban's combined contributions to date are over \$15,000 to local community groups to fund improvements and activities that directly benefit the neighborhoods in which we are building.

Trumark Urban intends to continue its community outreach efforts and is in the process of scheduling meetings with other local neighborhood groups as well as continuing to update existing stakeholders regarding the status of the Project. If you have any questions about the information provided or need any additional information regarding the benefits of the Project, please let us know.

Very Truly Yours,



Kim Diamond
Development Director
Project Sponsor
Kdiamond@trumarkco.com
(925) 570-9342

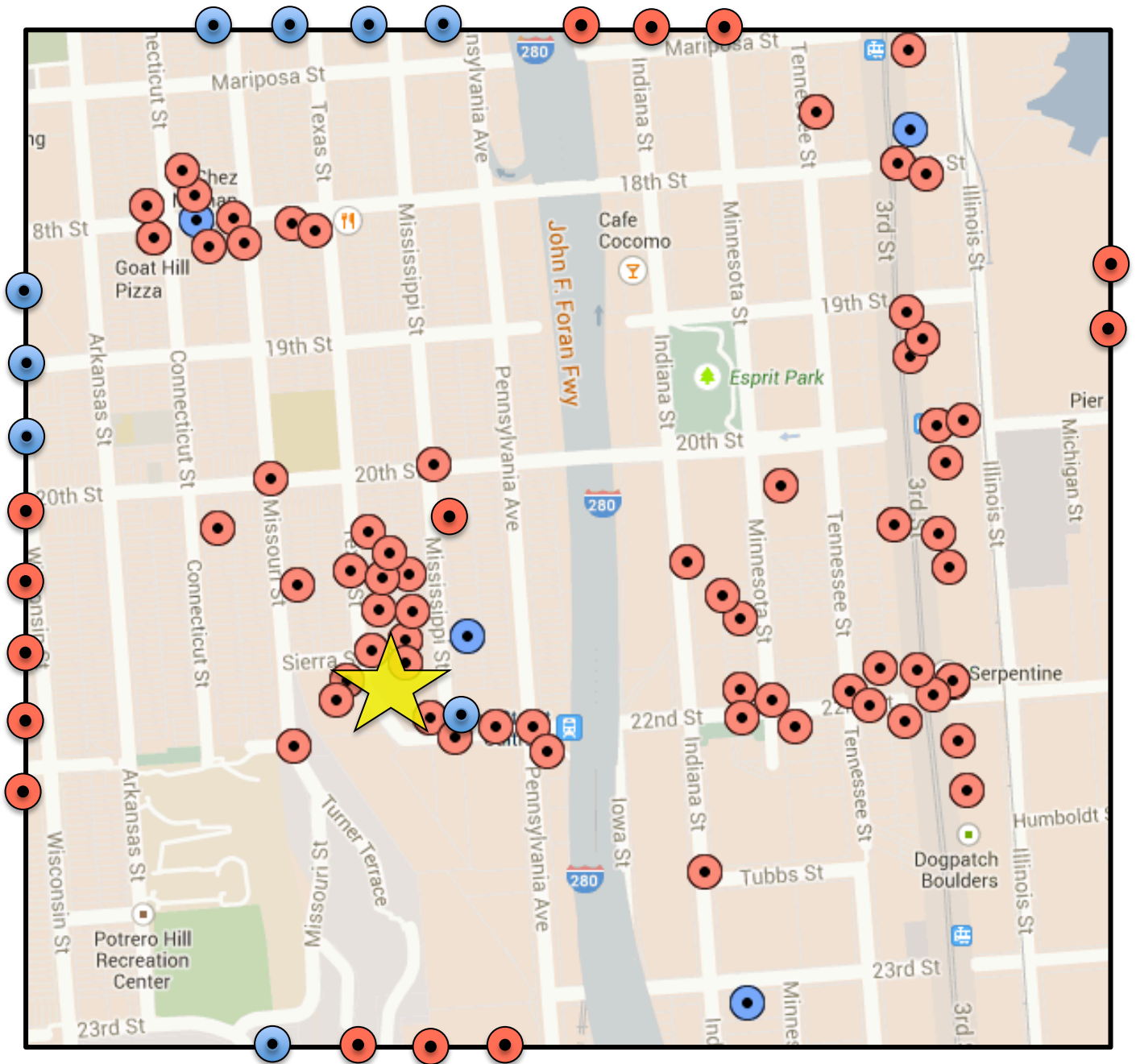
Attachment: October 31, 2013 Letter (regarding Community Outreach)

Attachment B

Community Support Summary - Letters & Signatures of Support

645 Texas Street

Community Support Summary



 Signature of Support (82)

 Letter of Support (14)

Letters of Support:





February 3, 2014

Re: Trumark Urban residential development proposal at 645 Texas St./ 22nd St.

The Dogpatch Neighborhood Association (DNA) voted at our January 2014 meeting, unanimously to support the residential development proposal (MUR zoning) by Trumark Urban at 645 Texas St./ 22nd St.

Neighbors and DNA met with the developer team several times since the pre-application meeting on April 23, 2013 to discuss our many concerns and suggestions as to what we wanted and did not want in the development.

Major suggestions from neighbors and our members which the developer responded to were: More articulation on 22nd St. façade, add to habitat for butterflies and other local fauna to augment what the neighborhood is trying to do along 22nd St. and at the 22nd St. MUNI mini park, additional greening of sidewalks and building facade at sidewalk level, sidewalk lighting, car-share, electric plug-in for cars, maximum "green" infrastructure, maximum allowable on-site car parking, 1-1 on-site bike parking, on-site affordable units, 3 bdrm. units, fit into neighborhood context as far as height and bulk of project.

We understand that the project will have 94 for-sale residential units with 12% on-site affordable units. Trumark provided to us a Fact Sheet with a list of additional particulars. We have that pdf and the January 2014 DNA presentation posted on our DNA web site and will update it with any changes that may occur.

We look forward to working with the city's planning and building departments and the developer team as they move forward into final details and construction. We understand that the project sponsor is continuing to work with planning on height details to be sure that the project conforms to the parcel zoning. We welcome project as an asset to the neighborhood.

Sincerely,

Janet Carpinelli
President

July 30, 2014

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

RE: 645 Texas Street
Case # 2012.1218U

Dear Planning Commissioners,

I am writing to strongly support Trumark Urban's proposed 91-unit residential development located at 645 Texas Street. As a resident in the neighborhood, I welcome Trumark Urban to the area as they have become enthusiastically involved with our community.

Trumark has been very supportive to the Dogpatch Playground fundraising efforts and provided a sizable donation. As part of their efforts, they reached out to their network of consultants to help, and have raised a combined total of \$10,000 towards the playground's construction. Trumark also made a contribution towards the fundraising efforts for the Parklet on 22nd Street.

The proposed project will greatly enhance the pedestrian experience along the development's street frontages. New street trees, landscaped planter boxes with native plantings, butterfly habitat, and nighttime lighting will activate, beautify, and improve the site and the block. A proposed bulb-out at the corner of 22nd and Mississippi will be designed with a local artist that will help incorporate art and play into the streetscape.

It is impressive that enhanced sustainability has been incorporated into the project. The development will provide ample bike parking and on street guest bike parking. Not only is the development located in close proximity to the Caltrain Station and to the T-Line, there will also be two City CarShare spaces within the development's parking garage, accessible to all members in the neighborhood. All of these features are great resources for the area, helping to reduce the need for individual car ownership. Understanding the community's concerns regarding the need for on street parking spaces, the onsite parking for residents has been increased as requested by the neighborhood.

I commend Trumark Urban for their engagement with the community and commitment to improving the neighborhood's public realm. I invite you to join me, many of my neighbors and support this exciting and desirable new development as proposed.

Sincerely,

Bruce Huie
1099 23rd Street, #12
San Francisco, CA 94107

July 31st, 2014

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

RE: 645 Texas Street
Case # 2012.1218U

Dear Commissioners,

I appreciate Trumark Urban's active involvement with the community; they have engaged with the community in various areas. Trumark Urban has been a sponsor of the Potrero Hill Festival for two years in a row. The festival is held as a benefit for The Potrero Hill Neighborhood House (NABE). Trumark, has additionally supported the Dogpatch Playground and the Parklet on 22nd Street fundraising efforts.

The project's proposals to enhance the pedestrian experience along the street frontages, with new street trees, landscaped planter boxes with native plantings, butterfly habitat, and nighttime lighting should activate and improve the site and the block. Additionally, I welcome their intent to use a local artist in the design of a proposed bulb-out at the corner of 22nd and Mississippi.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith Goldstein". The signature is fluid and cursive, written in a professional style.

Keith Goldstein
800 Kansas Street
Co-chair, Potrero Hill Festival
Keith@everestsf.com



451 Hayes Street, 2nd Floor
San Francisco, CA 94102
www.sfparksalliance.org
(415)621-3260 voice
(415)703-0889

July 17, 2014

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

RE: 645 Texas Street Case # 2012.1218U

Dear Planning Commissioners,

Trumark Urban has proven to be a company that supports parks and open spaces in the neighborhoods surrounding developments they are proposing. They have contributed both financially and organizationally to Franklin Square, the LOOP, GreenTrustSF, and Dogpatch Playground. The San Francisco Parks Alliance is the fiscal sponsor for the Dogpatch Playground, Progress Park, GreenTrustSF, and other community groups, and has found Trumark Urban's involvement commendable.

Trumark Urban assisted in the fundraising for Dogpatch Playground by making a leadership gift and also recruited Trumark Urban's consultant teams to join in the campaign. The Playground will fill a gap for young children and provide an important open space amenity to the neighborhood near the 645 Texas Street development.

Trumark Urban's proposed project at 645 Texas Street will activate the currently blighted site, improve safety and security, and provide much needed housing to the area. Dogpatch Neighborhood Association is supporting this project and SFPA echoes their support and look forward to new neighbors that will utilize the open spaces our Park Partners are developing.

Sincerely,

A handwritten signature in black ink, appearing to read 'ASJ', is written over the word 'Sincerely,'.

Steve Schweigerdt
Director of Stewardship

July 29th, 2014

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

RE: 645 Texas Street
Case # 2012.1218U

Dear Commissioners,

As a resident of the neighborhood across the street from the proposed development on Mississippi Street, I am in support of Trumark Urban's proposed development at 645 Texas Street.

The development at 645 Texas Street is a mixed-use residential building consisting of 91 residential units, including 11 below market rate units, with ground floor retail. As an active member of both the Potrero Boosters and Dogpatch Neighborhood Association, I saw Trumark Urban present and revise their design several times in response to community input.

I have appreciated their responsiveness and I believe it has resulted in a better development. I commend Trumark Urban for reaching out to us neighbors personally, and for their commitment to adding value to the neighborhood with their project.

The proposed project will activate and beautify the site and the pedestrian experience along the project's street frontages with the addition of street trees, on-street guest bike parking, and neighborhood serving retail. In addition, I believe the mixed-use residential development will improve safety and security in the neighborhood, particularly at night, while providing needed housing to the area.

I welcome Trumark Urban's proposed development, as an improvement to the neighborhood. I encourage you to support this exciting and desirable new development as proposed.

Sincerely,

Carlin Holden
Potrero Boosters Member & Dogpatch Neighborhood Association Member
631 Mississippi Street
carlinph@gmail.com/415/642-4955

July 28, 2014

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

RE: 645 Texas Street
Case # 2012.1218U

Dear Planning Commissioners,

I am writing to support Trumark Urban's proposed 91-unit residential development located at 645 Texas Street. As an active member of the Dogpatch Neighborhood Association (DNA), and a local resident in the neighborhood I am excited for this quality well designed development to be added to the area.

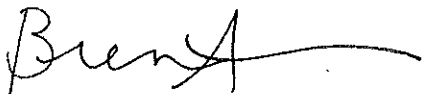
Trumark Urban has presented the proposed development at 645 Texas Street at three separate general DNA membership meetings. Each updated presentation has shown they have listened to the concerns and suggestions expressed by the neighborhood, and have incorporated many of the proposed changes into their revised plans.

The proposed project will greatly enhance the pedestrian experience along the development's street frontages. New street trees, landscaped planter boxes with native plantings, butterfly habitat, and nighttime lighting will activate, beautify, and improve the site and the block. I am also excited about the proposed bulb-out at the corner of 22nd and Mississippi, which will be designed with a local artist that will help incorporate art and play into the streetscape.

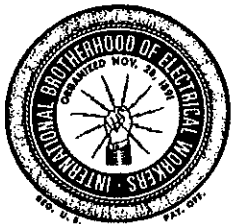
I commend Trumark Urban on their genuine involvement in the community. They have been helpful with the Dogpatch Playground and the Parklet on 22nd Street fundraising efforts. Trumark Urban's community outreach efforts are outstanding and are truly appreciated.

I commend Trumark Urban for their engagement with the community and commitment to improving the neighborhood's public realm. Trumark Urban's proposed project will activate the site, improve safety and security, and provide much needed housing to the area. I encourage you to join me and support this exciting and desirable new development as proposed.

Sincerely,



Brenna Williams
Dogpatch Neighborhood Association Member
2235 Third Street #E313
BrennaAWilliams@gmail.com



SAN FRANCISCO ELECTRICAL CONSTRUCTION INDUSTRY
Labor-Management Office of Business Development

55 Fillmore Street, Suite 100 • San Francisco • CA 94117
Tel. 415.241.0126 • Fax 415.241.0129



July 28, 2014

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

RE: 645 Texas Street
Case # 2012.1218U

Dear Planning Commissioners,

The IBEW Local Union 6 strongly endorses Trumark Urban's proposed mixed-use residential project located at 645 Texas Street.

The proposed mixed-use development will generate new local construction jobs and additional employment opportunities associated with the development.

Trumark Urban's project will be an asset to the neighborhood by improving and activating the existing site. The project will add 91 new homes, neighborhood serving retail, and is a welcome change to the neighborhood.

IBEW Local Union 6 has been actively involved with Trumark Urban's SOMA Pathways program and greatly appreciates Trumark's commitment to helping local youth. We are happy to partner with Trumark Urban to continue to support support their SOMA Pathways program moving forward.

IBEW Local Union 6 supports 645 Texas Street as proposed, and urges you to endorse the project as proposed to support local job creation to improve the area.

Sincerely,

A handwritten signature in black ink, appearing to read "Jill Worne".



United Brotherhood of Carpenters and Joiners of America

LOCAL UNION NO. 22

July 29, 2014

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

RE: 645 Texas Street - Case # 2012.1218U

Dear Planning Commissioners,

Carpenters Local Union 22 of the United Brotherhood of Carpenters and Joiners of America endorse Trumark Urban's proposed mixed-use residential development project located at 645 Texas Street.

The proposed development will create new local construction jobs and additional employment opportunities associated with the development.

Trumark Urban's proposed project will be an asset to the neighborhood by improving and activating the existing site. The project will add 91 new homes, neighborhood serving retail, and is a welcome change to the neighborhood.

Carpenters Local Union 22 participated in Trumark Urban's SOMA Pathways program, created in collaboration with United Playaz and were impressed dedication Trumark Urban has shown towards United Playaz and the youth they serve is commendable.

We endorse the proposed project at 645 Texas Street for the reasons mentioned above, and strongly encourage you to endorse the project to improve the neighborhood and support local job creation.

Sincerely,

Peter Garza
Field Representative

sko/opeiu-3-aff-cio (38)

2085 3RD STREET • SAN FRANCISCO, CA 94107
TELEPHONE: (415) 355-1322 • FAX: (415) 355-1422



INTERNATIONAL ASSOCIATION OF SHEET METAL, AIR, RAIL AND TRANSPORTATION WORKERS
SHEET METAL WORKERS' LOCAL UNION No. 104
WEST BAY DISPATCH OFFICE

July 20th, 2014

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

RE: 645 Texas Street - Case # 2012.1218U

Dear Planning Commissioners,

The brothers and sisters of the Sheet Metal Workers' Local Union No. 104 strongly support Trumark Urban's proposed development at 645 Texas Street. We urge you to join us in supporting the mixed-use residential development that will create 91 new homes to the area.

By supporting the project, you will guarantee the addition of local employment, both indirect and direct through construction, and other related jobs associated with the development.

The proposed development will enhance the pedestrian experience by activating a currently underutilized site, thus improving safety and security in the area. We also support the project as Trumark Urban has opted to include the affordable housing units onsite.

Trumark Urban partnered with United Playaz for an exciting new program called SOMA Pathways. We participated in SOMA Pathways by presenting to local youth, and really enjoyed the experience. We appreciate and respect Trumark Urban for their dedication and involvement in the community.

The Sheet Metal Workers' Local Union No. 104 strongly supports the development proposed at 645 Texas Street for the above-mentioned reasons, and ask that you join us to support the development to create local jobs.

Kind Regards,



Anthony Urbina
Business Representative



LABORERS' INTERNATIONAL UNION OF NORTH AMERICA

LOCAL UNION NO. 261

July 23, 2014

RAMON HERNANDEZ
Business Manager

DAVID DE LA TORRE
Secretary-Treasurer

JESUS VILLALOBOS
President

JAVIER FLORES
Vice President

VINCE COURTNEY
Recording Secretary

OSCAR DE LA TORRE
Executive Board

JOSE DE LA MORA
Executive Board

SAN FRANCISCO
3271 18th Street
San Francisco, CA 94110
Phone: (415) 826-4550
Fax: (415) 826-1948

SAN MATEO COUNTY
300 7th Avenue
San Mateo, CA 94401
Phone: (650) 344-7168
Fax: (650) 344-5357

MARIN COUNTY
4174 Redwood Highway
San Rafael, CA 94903
Mail P.O. Box 4250
San Rafael, CA 94913
Phone: (415) 492-0936
Fax: (415) 492-8233

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

RE: 645 Texas Street
Case # 2012.1218U

Dear Planning Commissioners,

On behalf of the brothers and sisters of Laborer's Local 261, I am writing to voice our strong support for Trumark Urban's proposed mixed-use, residential development at 645 Texas Street.

The development will greatly improve the pedestrian experience, and provide much needed housing in the area, including onsite affordable units. Additionally, both direct and indirect local construction-related jobs will be created from the proposed development.

We have enjoyed participating in an exciting program established by Trumark Urban and United Playaz – the SoMA Pathways program -- and commend Trumark for their ongoing commitment to educate and support local at-risk youth.

The Laborer's Local 261, strongly supports the development at 645 Texas Street as proposed, and urges you to support the development in order to create local jobs and provide needed housing to the City.

Sincerely,

RAMON HERNANDEZ
Business Manager



**UNITED ASSOCIATION OF JOURNEYMEN AND APPRENTICES
OF THE PLUMBING AND PIPE FITTING INDUSTRY**

LOCAL UNION NO. 38

1621 MARKET STREET • SAN FRANCISCO, CA 94103

July 20, 2014

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

RE: 645 Texas Street - Case # 2012.1218U

Dear Planning Commissioners,

The United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry – Local Union No. 38 San Francisco – strongly supports the project proposed located at 645 Texas Street.

The mixed-use residential development will provide 91 homes to the neighborhood, greatly improve the pedestrian experience around all the project street frontages, and create employment opportunities for members of Local Union No 38.

Local 38 has become involved with Trumark Urban's SOMA Pathways program to support the youth of United Playaz. We are excited to continue to work closely with Trumark Urban to inform local youth about the apprentice and career pathways Local 38 provides.

We fully support the residential development proposed at 645 Texas Street, and urge you to join us in supporting the development as proposed.

Sincerely,

LARRY MAZZOLA, JR.
Bus. Mgr. & Fin. Secty-Treas.

LMJR/la
opeiu-afl-cio (19)



Ms. Kim Diamond, Development Director
Trumark Urban
90 New Montgomery Street, Suite 750
San Francisco, CA 94105

March 20, 2014

Re: 645 Texas Street - Residential For-Sale Development

Dear Ms. Diamond,

On behalf of the San Francisco Housing Action Coalition (SFHAC), I am pleased to endorse your 645 Texas Street proposal. Following review and discussion, our Project Review Committee believes the project has significant merit and will make a substantial contribution to SFHAC's mission of increasing the supply of well-designed, well-located housing in San Francisco. This letter reflects several recommendations from the Committee that are focused primarily on car parking and urban design. We believe that this project embodies the best principals of urban design and, with the implementation of our suggestions it meets the needs of both present and future San Franciscans.

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

Land Use:

We believe the proposed site is an appropriate location for new housing. Several underused commercial buildings that do not activate the streetscape or surrounding neighborhood currently occupy the site. The surrounding neighborhood is a mix of residential and commercial, is well served by local and regional transit and a nearby recreation center, so your proposal is quite compatible.

Density:

The Planning Code limits density on this site by unit mix. Specifically, your project is required to provide 40 percent of the units as two-bedrooms or greater, or 30 percent as three-bedrooms or greater. Because you targeted your development for families, 66 percent of your dwelling units will be suited for this. The SFHAC supports this, as we are acutely aware of the need for family housing in San Francisco.

Affordability:

The SFHAC commends your providing the Below-Market-Rate (BMR) units on site. This results in a total of 14 percent, or 11 Below-Market-Rate (BMR) units.

Parking and Alternative Transportation:

Your project is well served by several transit options, including multiple bus lines, the Third Street MUNI lines and CalTrain. It is within close walking distance to both the 22nd Street CalTrain station and MUNI stops.

We understand you plan to maximize the allowable parking by providing 74 parking spaces,



Ms. Kim Diamond
Page 2

including one CarShare spot. While we understand street parking is a major concern among the neighbors, we strongly urge you to search for ways to reduce the total number of spaces. Your project is located in an area well served by transit and we believe that the need for cars could be reduced by increasing the total number of on-site CarShare spots.

We applaud your proposed 114 bicycle parking spaces as it exceeds the citywide requirement ratio of 1:1.

Preservation:

There are no structures of significant historical or cultural merit on the site or nearby that could be affected.

Urban Design:

Our committee believes the exterior renderings of your project blend nicely with the surrounding environment. We particularly like the landscape architecture and how it has been incorporated into the designs.

We have a couple of suggestions we urge you to consider as you finalize your designs. We recommend that you provide seating at the bulb-out at the corner of 22nd Street and Mississippi Street. In addition, we suggest you consider design flexibility for the community room so it could easily convert to children's use.

Environmental Features:

We fully support the measures you took to enhance energy efficiency and address water conservation. These measures include incorporating solar thermal, roof gardens, green walls and EV Plug-Ins. To address water conservation, you plan to incorporate low-flow taps and fixtures, as well as on-site storm water controls with water reuse for landscaping.

Community Input:

In our experience, Trumark Urban has consistently made exemplary efforts to reach out to the community and incorporate neighborhood input into the project designs. This project is no exception.

You presented your proposal to the Dogpatch Neighborhood Association three times and addressed their concerns. Other groups you met with include the Potrero Boosters, Potrero Dogpatch Merchants Association, Dogpatch Playground Fundraisers, Sierra Heights HOA, SF Bicycle Coalition and City CarShare.

In response to the input from these groups, you improved the project's façade, enhanced sustainability measures, added bike parking, and security lighting that improve safety for residents and the neighbors.

Thank you for submitting this project to the SFHAC Project Review Committee. Please keep us abreast of any changes or updates. We are pleased to support your excellent project as it moves forward. Let us know how we may be of assistance.

Ms. Kim Diamond
Page 3

Sincerely yours,

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

Tim Colen, Executive Director

SFHAC Project Review Criteria

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

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

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

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

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

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

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

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

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

Ms. Kim Diamond
Page 5

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



YOUTH SERVICES

Larkin Street Youth Services
701 Sutter Street, Suite 2
San Francisco, CA 94109
Tel (415) 673.0911
Fax (415) 749.3838
www.larkinstreetyouth.org

Board of Directors

Charles Dicke, Chair
Laura Powell, Vice Chair
Art Fatum, Treasurer
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Nina Hatvany, At-Large
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Terry Kramer, At-Large
Sherilyn Adams, Executive Director

February 18, 2014

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

Suzl Alexander
Jeremy Avenier
Chris Brahm
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Mark A. Edmunds
Conor Famulener
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Jim Henry
Phillip Schlein
Aaron C. Schwartz
Sandra Stangl
Christine A. Tsingos
Carla Washington
John Whiting
Charles J. Wibbelsman
Allison N. Wysocki

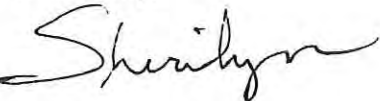
Dear Planning Commissioners,

Larkin Street Youth Services has been delighted to have Trumark Urban's participation in a variety of different aspects of our organization. We truly value their staff's involvement and generosity.

Trumark Urban has become a welcome addition to Larkin Street's volunteer network. Their staff has attended youth graduation ceremonies, prepared and served lunch at the center, repainted our facilities, and volunteered on a variety of different occasions.

In addition, a few members of Trumark's staff are active in 'Friends of Larkin Street', which raises awareness of Larkin Street Youth Services to San Francisco's professional community, and hosts a variety of events to raise funds for the organization. Trumark also recently provided a generous holiday donation that we genuinely appreciate.

Trumark Urban is a quality developer, committed to supporting the local communities in which they are building as well as non-profit organizations throughout San Francisco. We look forward to continue working with them in the future.

Sincerely,


Sherilyn Adams
Executive Director

Honorary Board

Terry Allen-Rouman
Ray Brown
William F. Campbell
James E. Canales, Jr.
Laurence A. Colton
Jay Cuetara
Penelope Douglas
Tim Emanuels
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Anne B. Stanton
Gregory W. Wendt
Victoria Willock
David B. Zenoff



July 25, 2014

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

RE: 645 Texas Street
Case # 2012.1218U

Dear Planning Commissioners,

United Playaz strongly supports Trumark Urban and their outstanding and genuine commitment to the community. We have been so fortunate to have created a lasting relationship with Trumark Urban, and are extremely thankful for all that they have provided to our team here at UP.

Trumark Urban, in partnership with United Playaz, launched SOMA Pathways in 2013. SOMA Pathways is a program aimed to educate and connect youth to potential local employment and education opportunities, within real estate, development and construction. In 2013, SOMA Pathways was launched with a kick-off fundraiser to benefit United Playaz, and raised over \$20,000 to contribute to our organization's mission.

The 2013 SOMA Pathways program was truly a great success consisting of 8 sessions, occurring twice a month, with a total of 50 youth participating. Presenters included: Trumark Urban, Sheet Metal Workers Local Union No. 104, Carpenters Local Union No. 22, Operating Engineers Local 3, Forum Design Architects, Cahill Contractors, Laborers' Local 261, IBEW Local 6, and Polaris Pacific.

We greatly appreciate Trumark Urban's time and commitment to educating and exposing youth to the variety of disciplines and career opportunities available in the industry. We recently completed the 2014 SOMA Pathways program with Trumark Urban and look forward to another successful program in the near future.

Trumark held another a fundraiser in 2014 that raised over \$50,000 to contribute to our capital campaign to help purchase our existing building. In addition, Trumark Urban has provided an ongoing commitment to United Playaz through an innovative Homeowners Association (HOA) structure at the proposed 923 Folsom Street development. Once residents are in place, ongoing monthly contributions will be made to UP through the HOA dues for UP to utilize for its ongoing organizational needs. In establishing this HOA program, Trumark's goal has been to maintain a long-term connection between the new residents of the Project and the SOMA neighborhood.

We commend Trumark Urban for providing much needed housing in the City and for providing onsite inclusionary at their proposed development. United Playaz strongly supports Trumark Urban's commitment to the community and their proposed project t 645 Texas Street. I encourage you to support Trumark Urban, as they are an excellent developer and a valued partner in the community.

Sincerely,


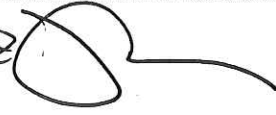

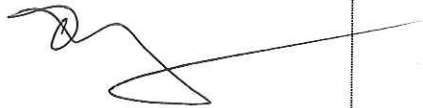

A handwritten signature in blue ink that reads "Rudy Corpuz Jr." with a stylized flourish at the end.

Rudy Corpuz Jr.
Director
United Playaz
1038 Howard Street
San Francisco, CA 94105

TRUMARK URBAN

The existing site will be enhanced with a 90-unit mixed-use residential community, including on-site affordable housing. New homeowners, ground floor retail, and greening of the street will help to activate and improve the neighborhood. Trumark Urban greatly appreciates your support of our development at 645 Texas Street.





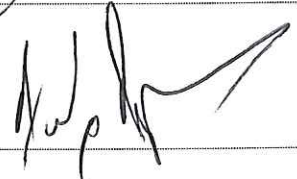
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Jose Guilan	San Francisco! 22 nd St CA 94193	831.254.5670	JazzieCarrera@yahoo.com	
2	Veronica Hernandez	230 Buckingham/22 nd St Way SF, CA 94132	(714) 614-1242	VERONICA-A-Hernandez @yahoo.com	
3	Monica Amaya	139 schooner/missouri st. Jk, Richmond CA	510 432 1182	monica.amaya zi@gmail.com	
4	Buda Leung	20 th /Missouri		bam@buda.	
5	Nick Frangos	2415 3rd St			

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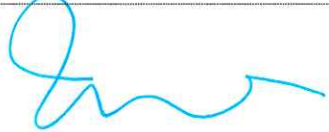
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Katie McCracken Workshop Residence	833 22nd Street	415 285 2050	theworkshop residence@gmail.com	
2	Shannon Beal	22nd and 3rd Street	925 413 2038	srbeal@9987@gmail.com	
3	Junlian Zhou	1300 22nd street			
4	Alan Daniels Jazbound Ent	851 Indiana	415 298-7475	alan.danielson@gmail.com	
5	Armando Aguilon	28 Parker Ave 15101	408-529-0483	mandure@gmail.com	

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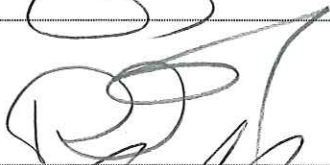
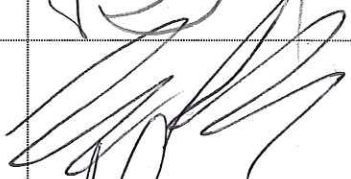

By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Wei Luo Zhou	1095 Indiana			
2	Wang Hongy	2368 3rd St.			
3	Jason Yoo	2368 3rd St			
4	Richard Lin	638 2nd St.			
5	Joelka Contreras	598 Silver			

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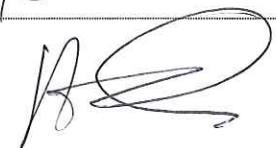



By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Gabriel R / DSATX	638 20th St			
2	Brandon Becker	825 MINNESOTA #1			
3	Renee G	811 Clement			
4	Navi S.	22nd & 3			
5	Stefan M.	730 22nd			

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By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	HFACTOR LANDSCAPE	3008 DANA ST. #4 BERKELEY CA 94705	(510) 225-5377	hfactor2004@ yahoo.com	
2	SHX	728 22ND ST #2	415-405-51 44		
3	Austin Wallace	88 King ST SF CA		justtoday45@ gmail.com	
4	CRAIG OKUHARA	146 MIRAMAR AVE SF CA	310 (209) 747-2571 660 22nd st	OKUHARA@TRIPLELIGHTDESIGN.COM	
5	Hellen Rivera	25 Sierra st.		hellenrivera7@gmail.com	

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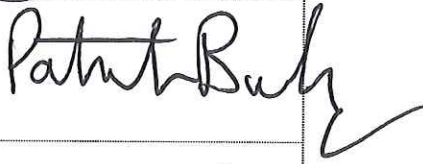
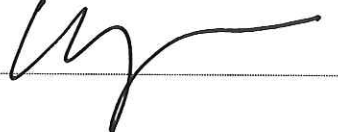
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Klara Muzik	720 22nd St.			
2	Lois A. Valeskie Municon Consultants	1300-22nd St SF CA 94107	415-641-2570	lois@municon.net	
3	Amy White	1415 Indiana St			
4	Kyla Sullivan	1500 25th St.	409-231 5548	knsullivan7@gmail.com	
5	Jesse Friedman	2325 3rd St #222			

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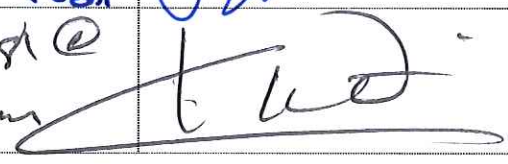
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Clarice Chui / Realpage	360 3rd St.	925 963 3375		
2	Dawn Hyun	Pennsylvania			
3	Janet Carpinelli resident, Dapatch	934 Minnesota St. SF. 94107	415-282-5516	jcc@jcarpinelli.com	
4	Patrick Buckley DODO case	2525 3rd St	917-974 6317	patrick@dodocase.com	
5	WAYNE GARCIA DIG WINES	1005 Minnesota St	415 648 6133	wayne@digwinesf.com	

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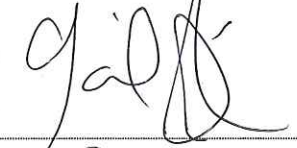
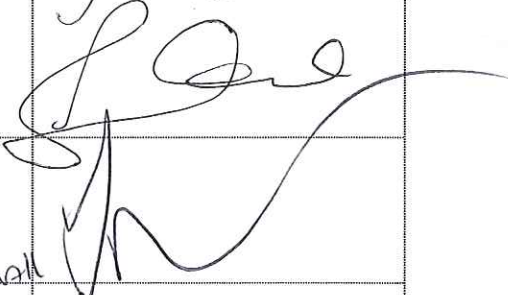
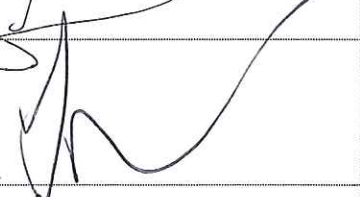

By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	debs gatziss ProLocal	1569 dolores SF CA 94110	415 606 5175	debgatziss@prolocal-sf.com	
2	Bradley Vallero / Allpointe	2565 3rd St. 94107	415 305 4268	bradcallpointe@is.com	
3	Potrero Chinos	240 Avisian	431-7600	docg@potrero chinos	
4	JOE BOSS	934 MINNESOTA SF 94107	640-7671	joeboss@joeboss -com	
5	Kris Wilcox	1434 18th St SF 94107	415-252 1625	kaw538st@ gmail.com	

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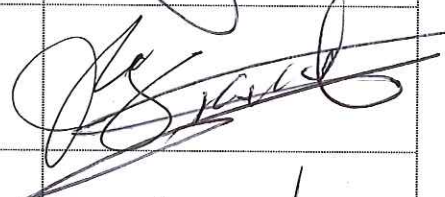

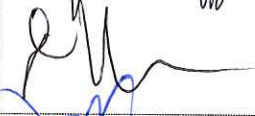
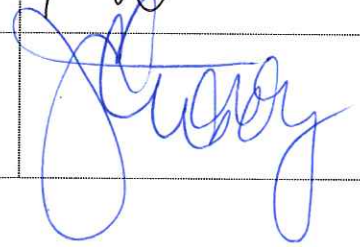
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Jason Friedman Goat Hill Pizza	300 Connecticut St.	415 641 1440	Jason@goathill.com	
2	Jail Sheerin	306 Connecticut St	415 613 6867	js@melach.com	
3	RYAN O'NEILL	200 CONNECTICUT ST	425 466 7601	RYAN.O'NEILL@METRIK.IO	
4	TIM RAWLS	1494 8th St.	415-548-0645	TIM.SPACER@GOATHILL.COM	
5	Lesly	288 connecticut st			

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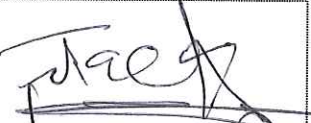
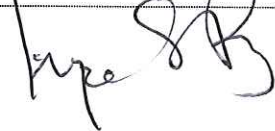

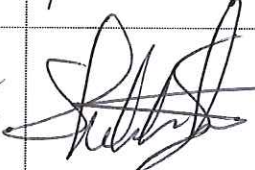
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Oliver Chris Namon	453 18th Street	915 824460	—	
2	Juan Gallego Arbelaide Ray	1415 16th St. 435 Ramwell SF CA 94132		—	
3	Vanessa Marlin	411 18th St	215	—	
4	Dominic MARTELL	752 A SAN BROW ST	94107 15th Mission 9901	—	
5	Jessie	509 Conover St	201- 230-1204	—	

TRUMARK **URBAN**

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#	Name / Company	Address	Contact Number	Email	Signature
1	Devin Widerper Farley's Coffee	1315 18th st San Francisco	767-245-0991	DevinWiderper@ix.com	
2	new potrero market	1301 18th SF			
3	hupa s Rung	3667 18th st SF 94118	415-271-8571	hupaSRung@gmail.com	
4	Brenna Williams	2235 Third Street	858.354. 3887	BrennaAWilliams@ gmail.com	
5	Sheldon Steere	2636 14th Street oakland, CA	(910) 364-9277	sheldon.steere@ gmail.com	

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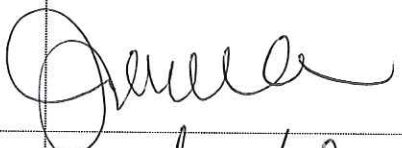
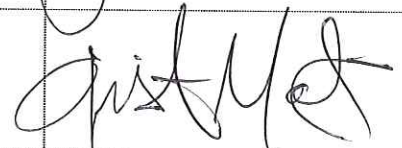
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Gkl	2235 THIRD ST. SAN FRANCISCO, CA.			
2	Nelson Magee triple Aught design	660 22 nd		nmagee@tripleaughtdesign.com	
3	Peter Hoff TRIPLE Aught Design	660 22 nd ST		phoff@tripleaughtdesign.com	
4	Copyworld	2001 3rd ST SF, CA 94107		Info@SFcopyworld.com	
5	Betsy Marione	1745 KINCAID ST. 18 th + 3 rd			

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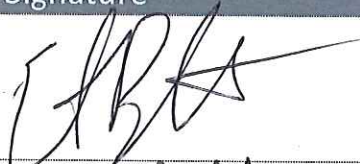
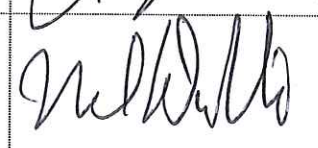

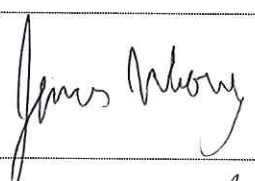

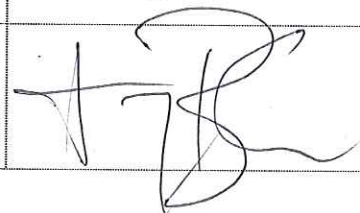
By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Ankai Xu	18 th and 3 rd			
2	Marci Mason	18 th + 3 rd			
3	Trent Guest	655 Tennessee St			
4	Jessie Womble	655 Tennessee Street			
5	Kristen Martz	2245 3 rd St			

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#	Name / Company	Address	Contact Number	Email	Signature
1	Ethan Bastone Not For Sale	2205 3rd St.	415-671-9008	ethanbe@notforsalecampaign.org	
2	Long Bridge Pizza	2347 3rd St.	(415) 829-8000	Longbridge@ gmail gmail.com	
3	 James Whong	23rd & Carolina			
4	Rory Partolis Sharon	22nd & Pennsylvania	404-903-7529	rpartolis@horumc.com	
5	JOEY PIZIALI	1240 22nd St	650-302-1669	info@vsn jpiziali@gmail.com	

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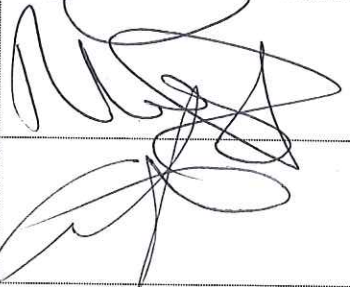
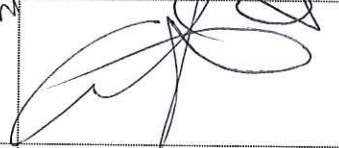
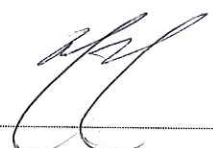

By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Quin Quincee Nail & Spa	640 Texas Street	(415) 920. 9888		
2	ANDREW Cherry	635 Texas	425 786 7774		
3	Tim Kaver	635 Texas	920-621 0204		
4	SIOBHAN Dillon	635 Texas	703 618 0555		
5	Henry Lippert	635 Texas St	202 517 1070		

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#	Name / Company	Address	Contact Number	Email	Signature
1	KIT GARTON Chubbies	1770 Filbert SF, CA 94123	214-478 1100	hartganton@ gmail.com	
2	Mason Robinson Chubbies	752 Filbert SF, CA 94133	952-200- 1094	Masonarobinson @gmail.com	
3	Austin Freed Chubbies	1990 Beach St 94123	838-775- 8339	awezj4@yahoo.com	
4	Molly Mitchell Chubbies	776 oaks 97117	267-796 1627	malmitchel@ gmail	
5	Lacey Hauge Chubbies	1521 Chestnut 97123	650 996 1090	Lacey@ chubbiesguts	

TRUMARK URBAN

The existing site will be enhanced with a 90-unit mixed-use residential community, including on-site affordable housing. New homeowners, ground floor retail, and greening of the street will help to activate and improve the neighborhood. Trumark Urban greatly appreciates your support of our development at 645 Texas Street.

By signing below, I hereby support the proposed project at 645 Texas Street.

#	Name / Company	Address	Contact Number	Email	Signature
1	Nick Mameba	3636 Scott #203 97123	585 307 9006	Nick@ chubbieshorts	NIM
2	Remy Prewssker	165 Mallorca #204	415 531 0614	remy@ chubbieshorts	Remy
3	Jennifer Wj	640 Texas St.	415 2788782		Jennifer Wj
4					
5					



CASE NO. 2012.0793

BDE
ARCHITECTURE

TRUMARKURBAN

645 TEXAS STREET

PLANNING COMMISSION SUBMITTAL

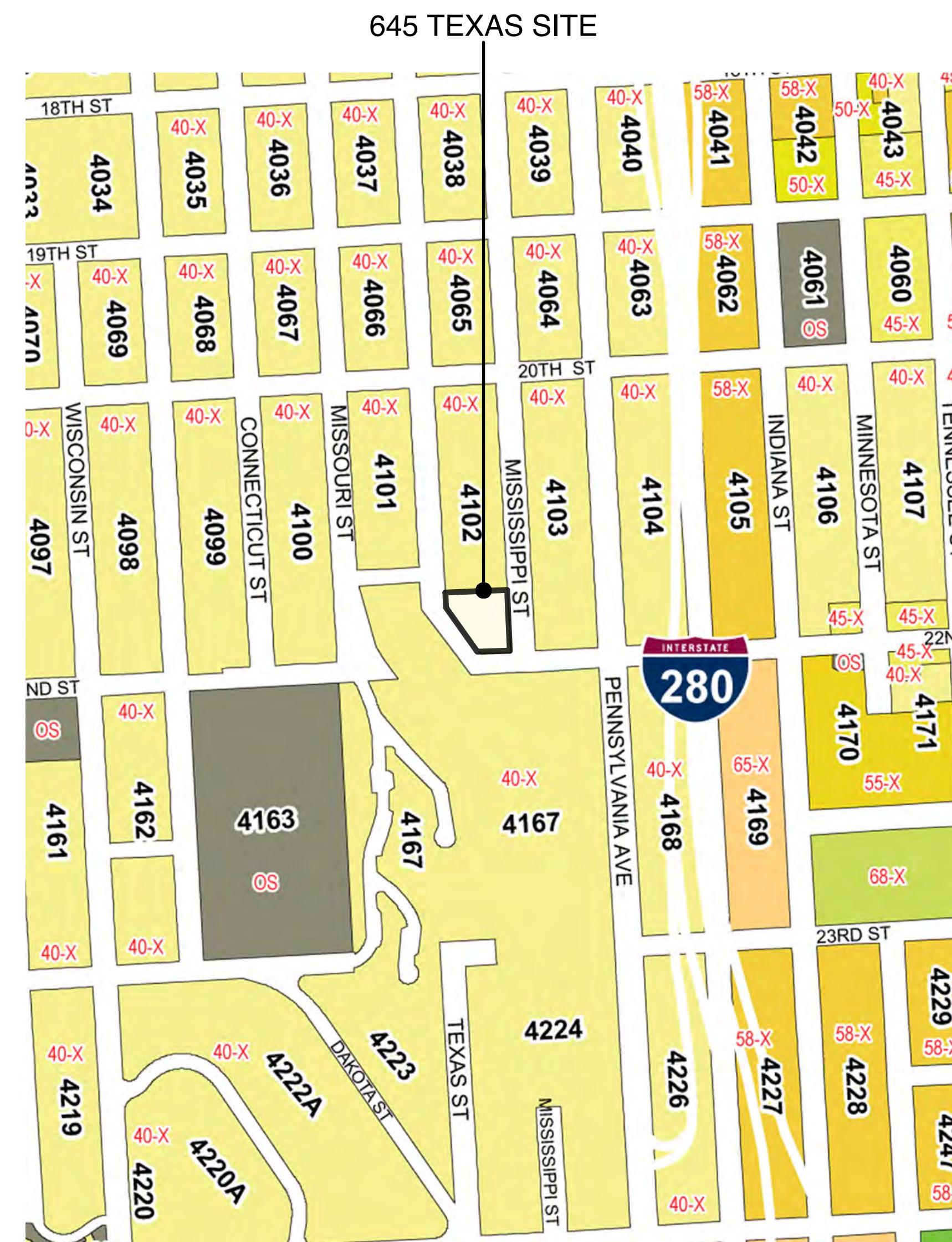
645 TEXAS ST. | SAN FRANCISCO, CA

AUGUST 5, 2014

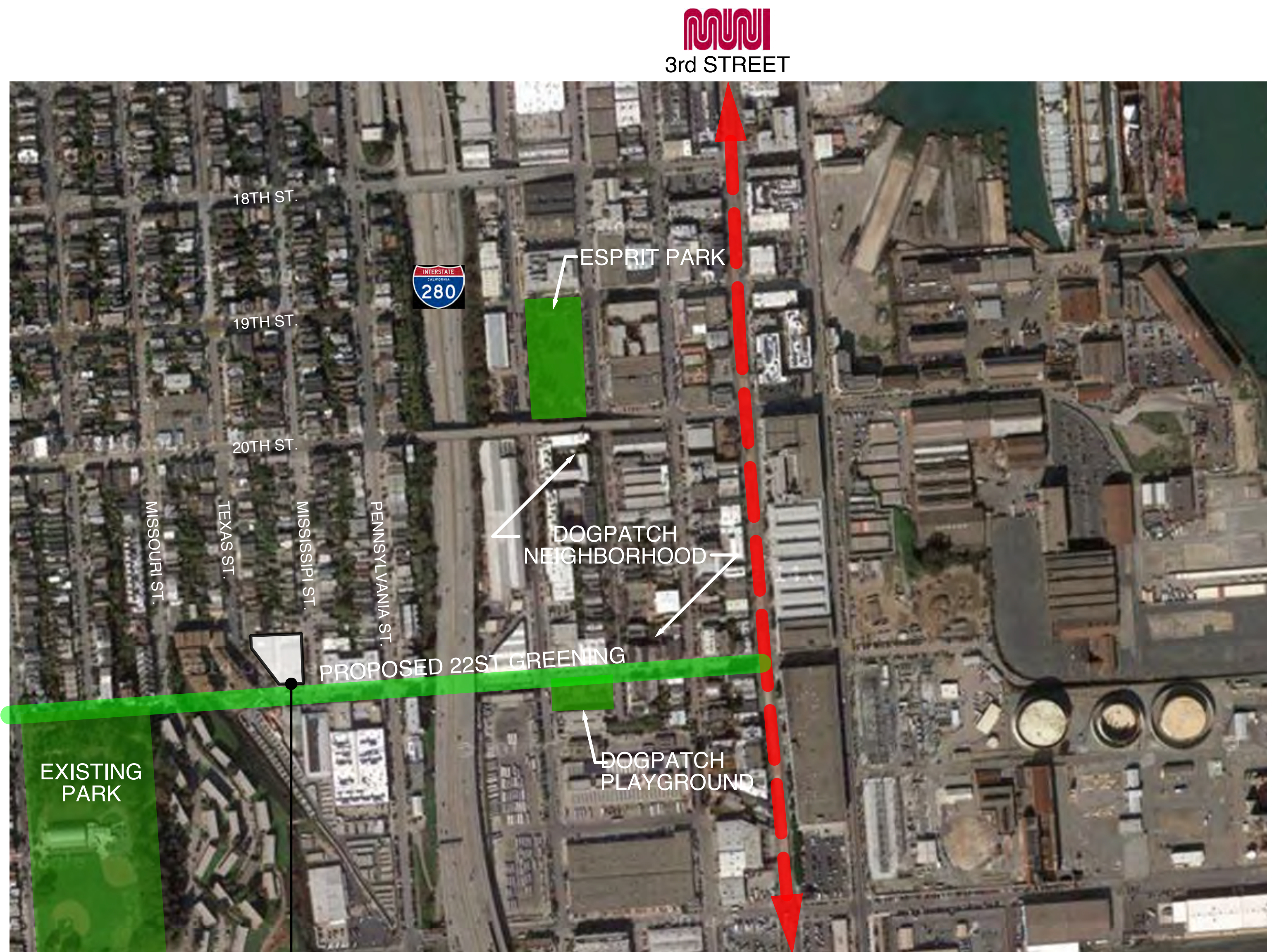
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL, AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



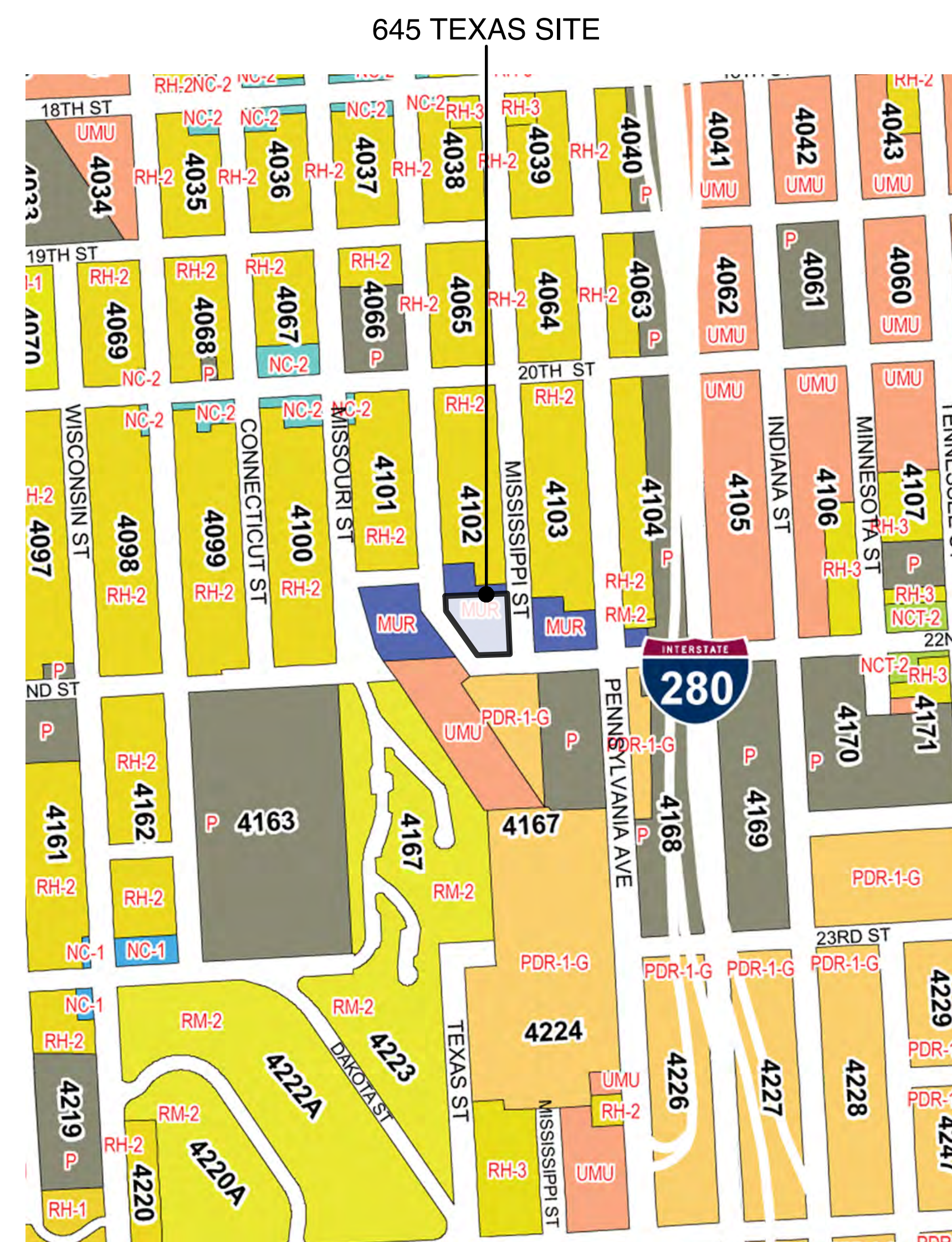
VICINITY MAP 7



HEIGHT MAP 5



REGIONAL MAP 6



ZONING MAP 4

PROJECT DIRECTORY

OWNER:
TRUMARK URBAN
90 NEW MONTGOMERY, SUITE 750
SAN FRANCISCO, CA 94105
TEL: (415) 370-1767
CONTACTS: ARDEN HEARING
KIM DIAMOND
JESSIE STUART

DESIGN AND EXECUTIVE ARCHITECT:
BDE ARCHITECTURE
465 CALIFORNIA STREET, SUITE 1200
SAN FRANCISCO, CA 94104
TEL: (415) 677-0966
CONTACTS: JON ENNIS
GRANT WEAVER

STRUCTURAL ENGINEER:
DCI + SDE ENGINEERS
ONE POST STREET, SUITE 1050
SAN FRANCISCO, CA 94104
TEL: (415) 781-1505
CONTACTS: RAJ SAHAI
TING CABADING
OCK D. ENG

SURVEYOR:
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
TEL: (650) 482-6300
CONTACT: ALEX M. CALDER

GENERAL CONTRACTOR:
ROBERTS-OBAYASHI CORP.
20 OAK COURT
DANVILLE, CA 94526
TEL: (925) 820-0600
CONTACT: SCOTT SMITH

CIVIL ENGINEER:
TREADWELL & ROLLO
555 MONTGOMERY STREET, SUITE 1300
SAN FRANCISCO, CA 94111
TEL: (415) 955-5200
CONTACT: PAMALA SALAS

LANDSCAPE ARCHITECT:
MILLER COMPANY LANDSCAPE ARCHITECTS
1585 FOLSOM STREET
SAN FRANCISCO, CA 94103
TEL: (415) 252-7288
CONTACT: SEAN HENDERSON

MECHANICAL, ELECTRICAL & PLUMBING ENGINEER:
MHC ENGINEERS
150 8TH STREET
SAN FRANCISCO, CA 94103
TEL: (415) 512-7141
CONTACTS: YEE FUNG CHEUNG LASSO
MENG-HSIU CHEN

SOILS ENGINEER:
ROLLO & RIDLEY, INC.
989 SUTTER STREET, UNIT 4
SAN FRANCISCO, CA 94109
TEL: (415) 254-1855
CONTACT: CHRISTOPHER RIDLEY

ACOUSTICAL ENGINEER:
CHARLES M. SALTER ASSOCIATES, INC.
130 SUTTER STREET, FLOOR 5
SAN FRANCISCO, CA 94104
TEL: (415) 470-5433
CONTACT: CRISTINA MIYAR

JOINT TRENCH:
GIACALONE DESIGN SERVICES
5820 STONERIDGE MALL RD, SUITE 345
PLEASANTON, CA 94588
TEL: (925) 467-1740
CONTACT: DAVID CROWFOOT

SHORING ENGINEER:
SPI CONSULTING
971 DEWING AVE, SUITE 201
LAFAYETTE, CA 94549
TEL: (925) 299-1341
CONTACT: SAL ITALIANO

BUILDING ENVELOPE:
CROSS 2 DESIGN GROUP
2476 WESTLAKE AVE. N. SUITE 102
SEATTLE, WA 98109
TEL: (206) 283-0066
CONTACT: BRAD MINOGUE

PROJECT DIRECTORY 3

PLANNING & ZONING SUMMARY

PROJECT DESCRIPTION: PRIVATELY FUNDED NEW CONSTRUCTION, 4-5 STORIES OF RESIDENTIAL UNITS OVER BASEMENT PARKING GARAGE WITH CORNER COMMERCIAL SPACE.

BLOCK / LOT NO.: BLOCK 4102/ LOT 026

LOT AREA: 32,500 S.F.

ZONING DISTRICT: MUR - MIXED USE/RESIDENTIAL

HEIGHT LIMIT: 40-X

BUILDING CODE SUMMARY:

HEIGHT LIMIT: 40-X; PER ZONING

CONSTRUCTION TYPE: TYPE V-A OVER TYPE I-B CONCRETE PODIUM

OCCUPANCY TYPES: R-2; S-2

SPRINKLER PROTECTION: YES; FULLY AUTOMATIC SPRINKLER SYSTEM

MAXIMUM HEIGHT & STORIES: TYPE 1-B: S-2 160 FEET / 11 STORIES
R-2 160 FEET / 11 STORIES
TYPE V-A: S-2 50 FEET / 4 STORIES
R-2 50 FEET / 4 STORIES W/ AUTOMATIC SPRINKLER SYSTEM

VEHICULAR PARKING SUMMARY:

MAXIMUM ALLOWABLE: 76 UNITS (less than 1000 S.F.) X .75 = 57 SPACES
15 UNITS (greater than 1000 S.F.) X 1.0 = 15 SPACES
TOTAL PARKING ALLOWED = 72 SPACES

PROPOSED: 65 VEHICULAR SPACES
+ 2 OFF STREET LOADING (SERVICE VEHICLES) + 2 CAR SHARE

BICYCLE PARKING SUMMARY

CLASS I REQUIRED: 1 PER UNIT = 91 SPACES
CLASS II REQUIRED: 1 PER 20 UNITS = 5 SPACES

CLASS I PROPOSED: 96 SPACES
CLASS II PROPOSED: 8 SPACES

ACCESSIBILITY:

PER 2010 CBC CHAPTER 11A, ONE COMPLYING BATHROOM PER UNIT WILL BE IN ACCORDANCE WITH 1134A.2 OPTION 2.

PROJECT INFORMATION 2

SHEET INDEX

A0.0 COVER	A2.4 LEVEL 4 PLAN
A0.1 PROJECT INFORMATION, INDEX	A2.5 LEVEL 5 PLAN
A0.2 UNIT / AREA SUMMARY	A2.6 ROOF PLAN
A0.3 OPEN SPACE DIAGRAMS	A2.7 BICYCLE PARKING
A0.4 REAR YARD DIAGRAM	A3.0 BUILDING ELEVATION - EAST
A0.5 EXPOSURE DIAGRAMS	A3.1 BUILDING ELEVATION - SOUTH
A0.6 CONTEXT PHOTOS	A3.2 BUILDING ELEVATION - WEST
A0.7 TOPOGRAPHIC SURVEY	A3.3 BUILDING ELEVATION - NORTH
C1.01 EXISTING CONDITIONS PLAN	A3.4 MATERIALS BOARD
C2.01 SITE PLAN	A3.5 BUILDING SECTIONS
L1.0 LANDSCAPE DESIGN	A3.6 BUILDING SECTIONS
- STREETSCAPE, PODIUM, COURTYARD	A3.7 BUILDING SECTIONS
L2.0 LANDSCAPE DESIGN	A4.0 MISSISSIPPI & 22ND ST.
- ROOF TERRACE, GREEN ROOF	A4.1 22ND ST. LOOKING WEST
A1.0 SITE / CONTEXT PLAN	A4.2 MISSISSIPPI & 22ND ST. ENTRY
A2.0 BASEMENT PLAN	A4.3 22ND ST. LOOKING NORTH
A2.1 LEVEL 1 PLAN	A4.4 MISSISSIPPI ST. RESIDENTIAL ENTRIES
A2.2 LEVEL 2 PLAN	A4.5 MISSISSIPPI ST. LOOKING SOUTH
A2.3 LEVEL 3 PLAN	A4.6 TEXAS ST. LOOKING SOUTH
	A4.7 MISSISSIPPI ST. AND 22ND ST. BEFORE AND AFTER

SHEET INDEX 1

PROJECT INFORMATION, INDEX A0.1

CONSTRUCTION TYPE:		TYPE V OVER TYPE I								
FLOORS:		5 WOOD OVER 1 CONCRETE								
UNIT TYPE		Unit Area	Floor Levels					Unit		Avg Area
		NSF	BSMNT	1ST	2ND	3RD	4TH	5TH	Total	by Type
1 BEDROOM	A1	1BED/1BATH	769		1				1	769
	A1.1	1BED/1BATH	770		1				1	770
	A1.2	1BED/1BATH	777			1			1	777
	A1.3	1BED/1BATH	897				1	2	3	2,691
	A1.4	1BED/1BATH	898				1	1	2	1,796
	A1.5	1BED/1BATH	776			2			2	1,552
	A1.6	1BED/1BATH	802		1				1	802
	A1.7	1BED/1BATH	819				1		1	819
	A2	1BED/1BATH	583		1				1	583
	A2.1	1BED/1BATH	594			1			1	594
	A2.2	1BED/1BATH	659				1	1	2	1,318
	A3	1BED/1BATH	649		1				1	649
A3.1	1BED/1BATH	682			1		1	3	2,046	
A4	1BED/1BATH	619		1				1	619	
A4.1	1BED/1BATH	673			1		1	3	2,019	
A5	1BED/1BATH	745	1					1	745	
A5.1	1BED/1BATH	794		1				1	794	
A6	1BED/1BATH	638		1				1	638	
A6.1	1BED/1BATH	621	1					1	621	
A7	1BED/1BATH	672		1				1	672	
A8	1BED/1BATH	848		1				1	848	
A9	STUDIO/1BATH	489			1			1	489	
A9.1	1BED/1BATH	741				1	1	2	1,482	
A10	1BED/1BATH	567		1				1	567	
A12	1BED/1BATH	698		1				1	698	
									35	38%
2 BEDROOM	B1	2BED/2BATH	812		1				1	812
	B1.1	2BED/2BATH	855			1			1	855
	B1.2	2BED/2BATH	934				1	1	2	1,868
	B2	2BED/2BATH	923		3				3	2,769
	B2.1	2BED/2BATH	950			3		3	10	9,500
	B3	2BED/2BATH	815		1				1	815
	B3.1	2BED/2BATH	842			1		1	3	2,526
	B4	2BED/2BATH	915			1		1	2	1,830
	B4.1	2BED/2BATH	1,071					1	1	1,071
	B5	2BED/2BATH	918		1				1	918
	B5.1	2BED/2BATH	969			1		1	3	2,907
	B6	2BED/1BATH	793				1		1	793
	B6.1	2BED/1BATH	887					1	1	887
	B6.2	2BED/1BATH	772			1			1	772
	B7	2BED/2BATH	944			1			1	944
	B7.1	2BED/2BATH	944				1		1	944
	B8	2BED/2BATH	1,034		1				1	1,034
	B9	2BED/2BATH	1,001			1		1	3	3,003
B10	2BED/2BATH	876			1		1	2	1,752	
B10.1	2BED/2BATH	1,030					1	1	1,030	
B11	2BED/2BATH	1,244			1			1	1,244	
B11.1	2BED/2BATH	1,244				1		1	1,244	
B12	2BED/2BATH	837			1			1	837	
B12.1	2BED/2BATH	910				1	1	2	1,820	
B13	2BED/2BATH	809			1			1	809	
B13.1	2BED/2BATH	859				1		1	859	
B13.2	2BED/2BATH	938					1	2	1,876	
B14	2BED/2BATH	1,075			1		1	3	3,225	
B14.1	2BED/2BATH	1,013						1	1,013	
									53	58%
3 BEDROOM	C1	3BED/2BATH	1,482					1	1	1,482
	C2	3BED/2BATH	1,243						1	1,243
	C3	3BED/2BATH	1,258						1	1,258
									3	3%
UNIT TOTALS				2	19	22	22	20	6	
									91	100%
										Total Unit NSF
										79,298

Gross Residential (lobby, corridors, stairs, etc...) (not incl. decks)	4,000	22,284	23,849	24,541	22,906	8,391	105,971
Gross Commercial	545						545
Gross Garage (Incl. storage, utilities, ...)	26,782	-	-	-	-	-	26,782
Total Gross	31,327	22,284	23,849	24,541	22,906	8,391	133,298

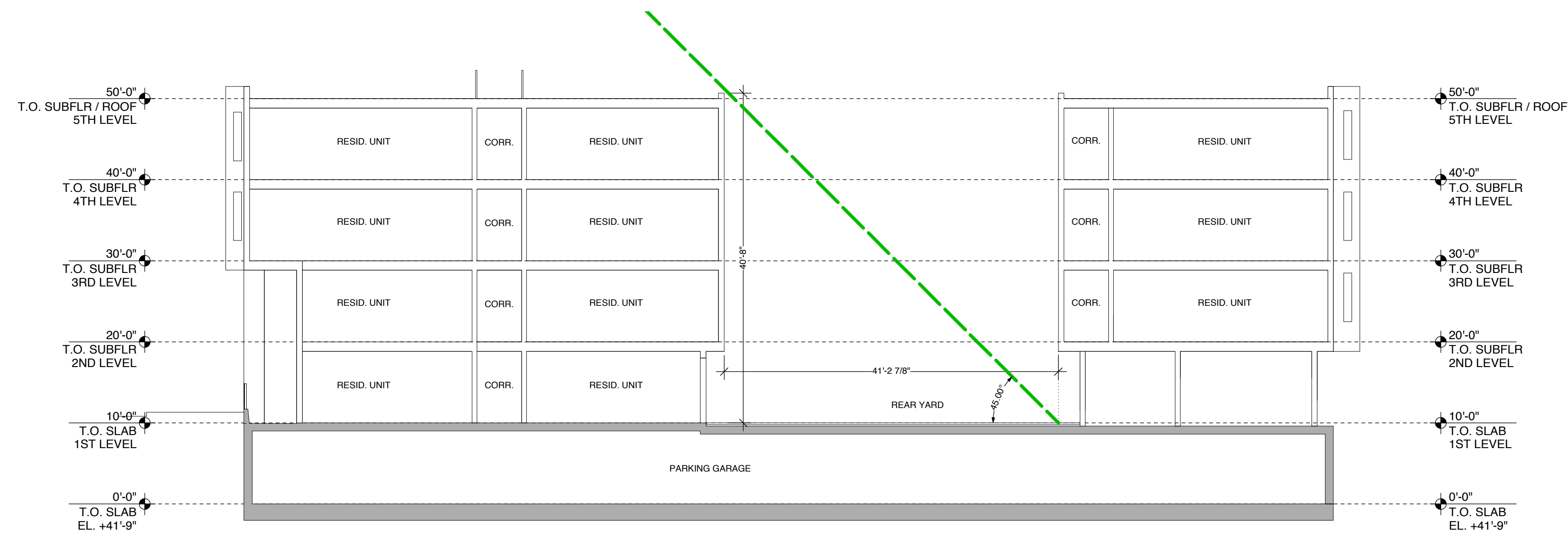
OPEN SPACE	
Required Open Space	770
91 Units x 80 s.f. per unit =	7,280
Private Open Space Provided =	960
Common Open Space Provided =	8,540
Total Open Space Provided =	9,500 SF

REAR YARD	
Total Site Area =	32,500
Rear Yard =	8,125
Percentage of Site Area =	25%

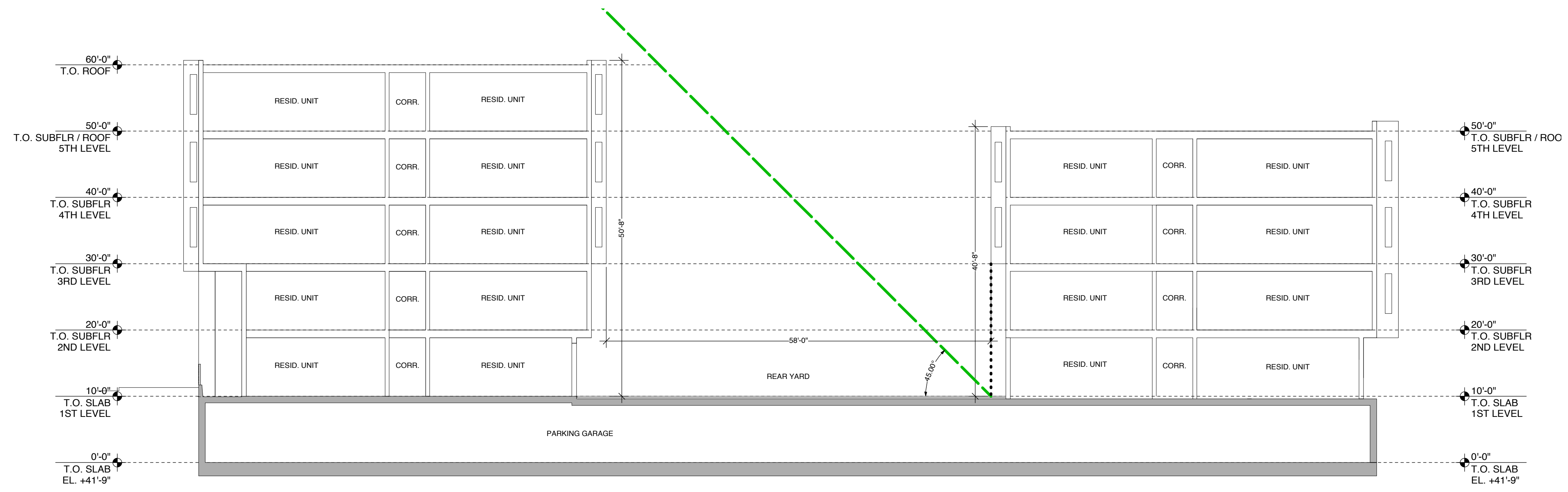
VEHICLE PARKING	
76 units < 1000 S.F. *.75	57
15 units > 1000 S.F. *1.0	15
Total Parking Allowed =	72
Vehicle Parking Proposed =	65 + 2 Off Street Loading (Service Vehicles)+ 2 Car Share

BICYCLE PARKING	
Class I - Bicycle Parking Req =	91
(1 Class I space per unit)	
Class II - Bicycle Parking Req =	5
(1 Class II space per 20 units)	
Class I Bicycle Parking Provided =	96
Class II Bicycle Parking Provided =	8
Total Bicycle Parking Proposed =	104

BMR UNITS	
12% On-Site =	11



SECTION B-B 4
3/32" = 1'-0"



SECTION A-A 2
3/32" = 1'-0"



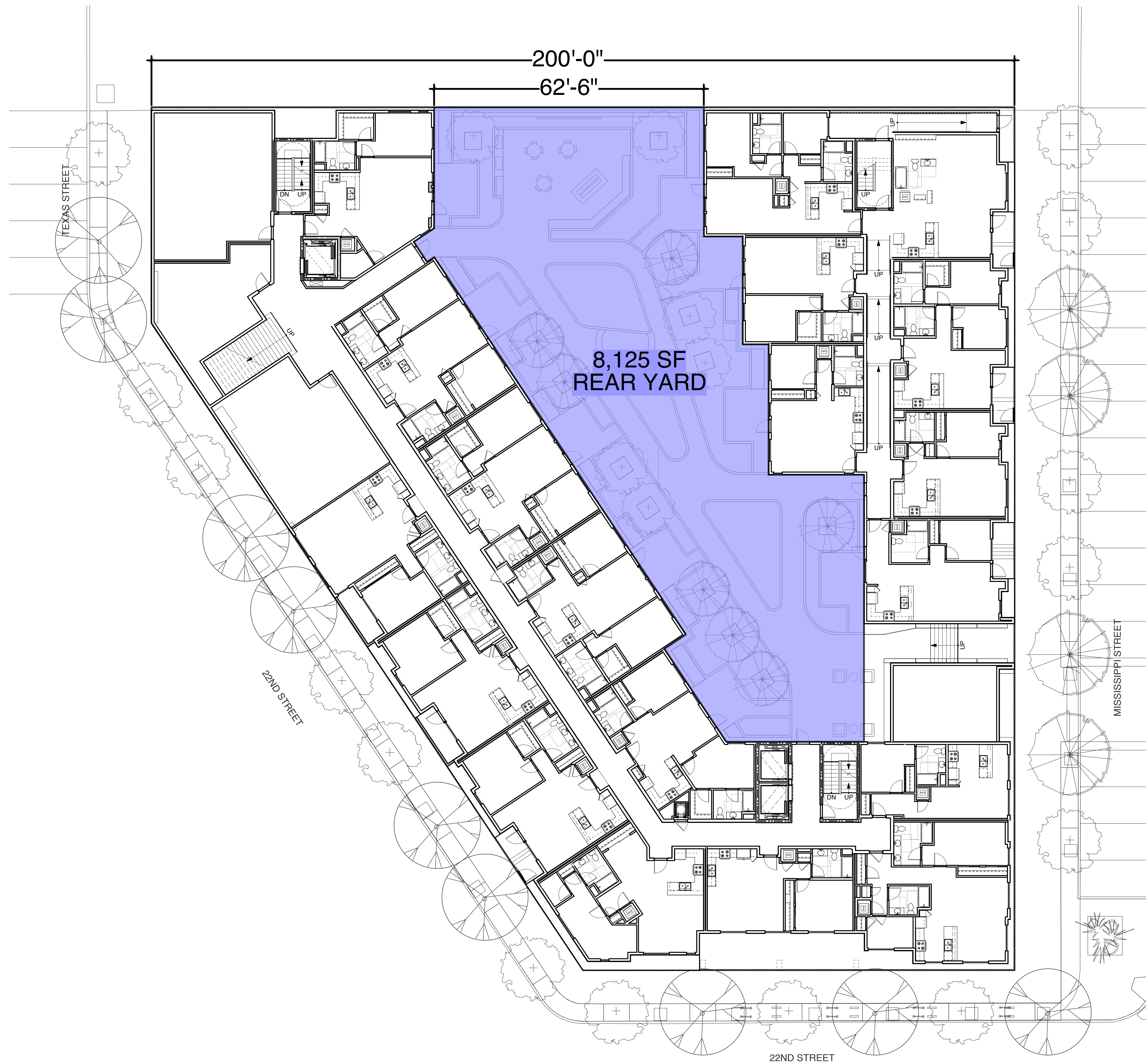
PRIVATE OPEN SPACE
 COMMON OPEN SPACE
LEVEL 5 - OPEN SPACE 3
 1/16" = 1'-0"



PRIVATE OPEN SPACE
 COMMON OPEN SPACE
LEVEL 1 - OPEN SPACE 1
 1/16" = 1'-0"

OPEN SPACE DIAGRAMS

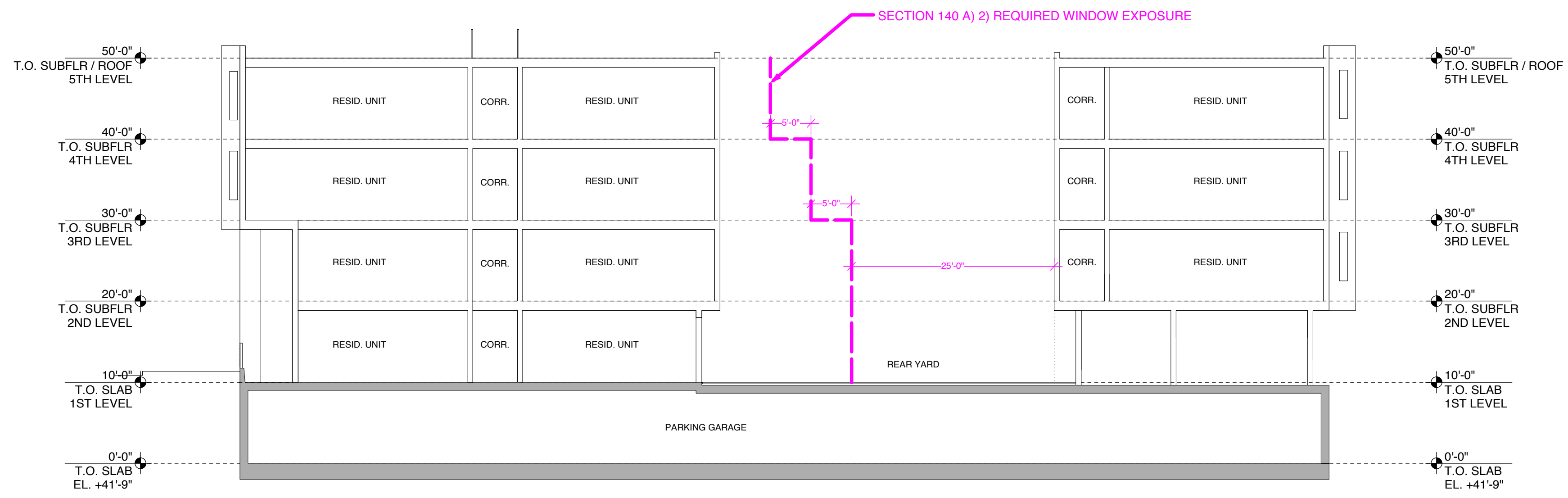
A0.3



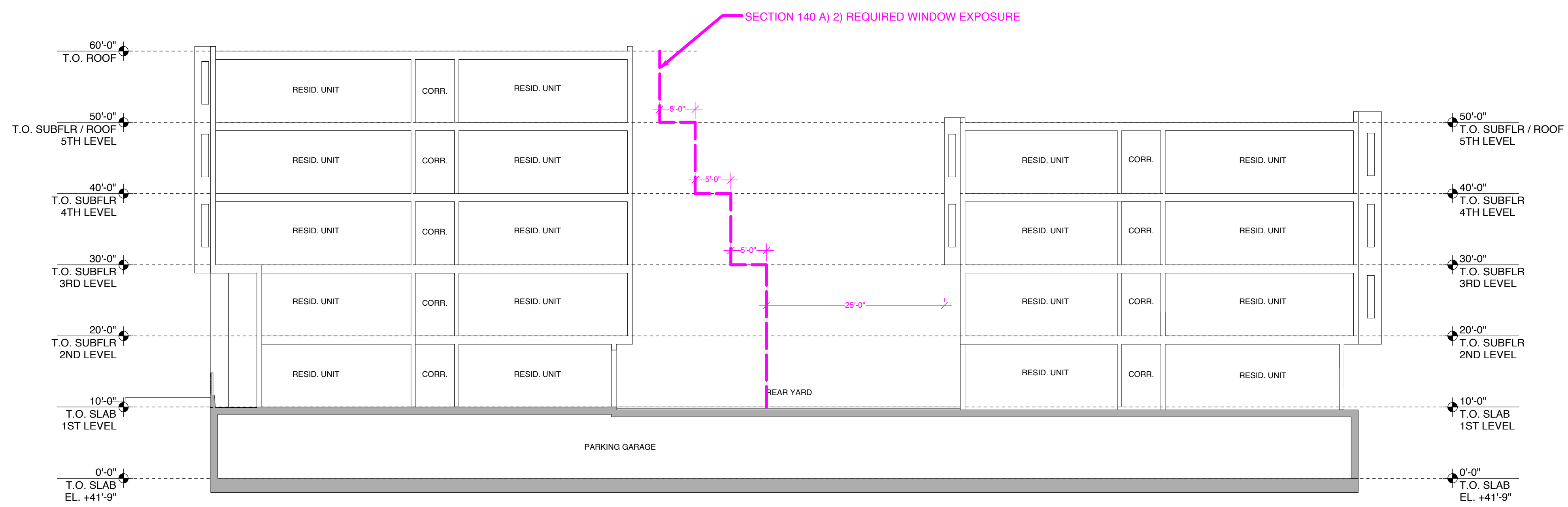
LEVEL 1 - REAR YARD 1
3/32" = 1'-0"

REAR YARD DIAGRAM

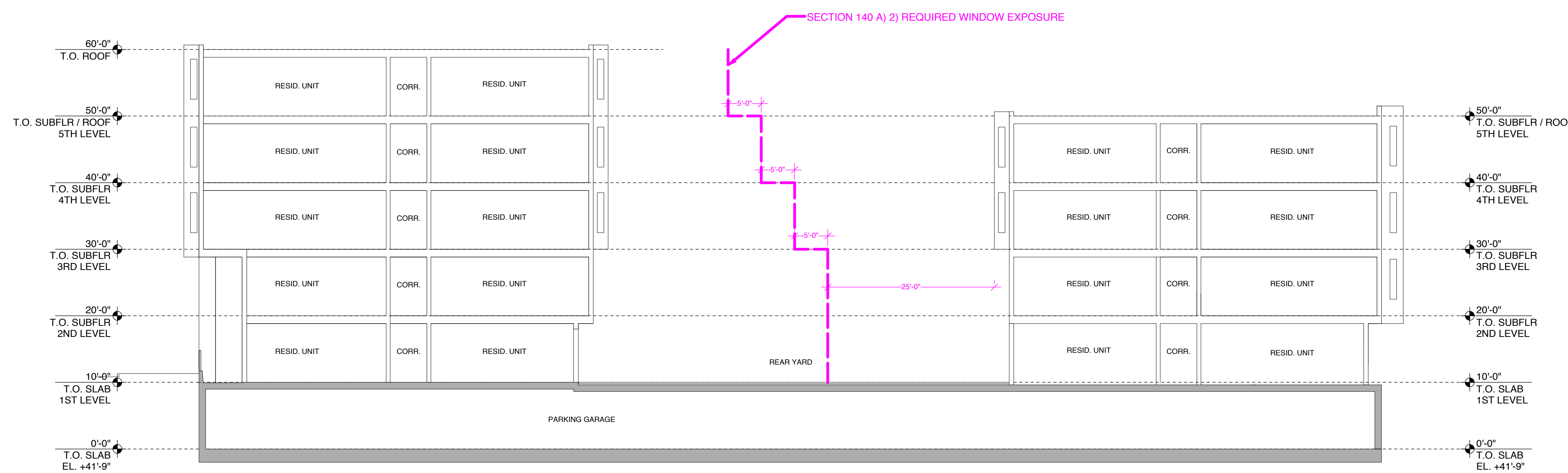
A0.4



SECTION C-C 4
3/32" = 1'-0"



SECTION B-B 3
3/32" = 1'-0"



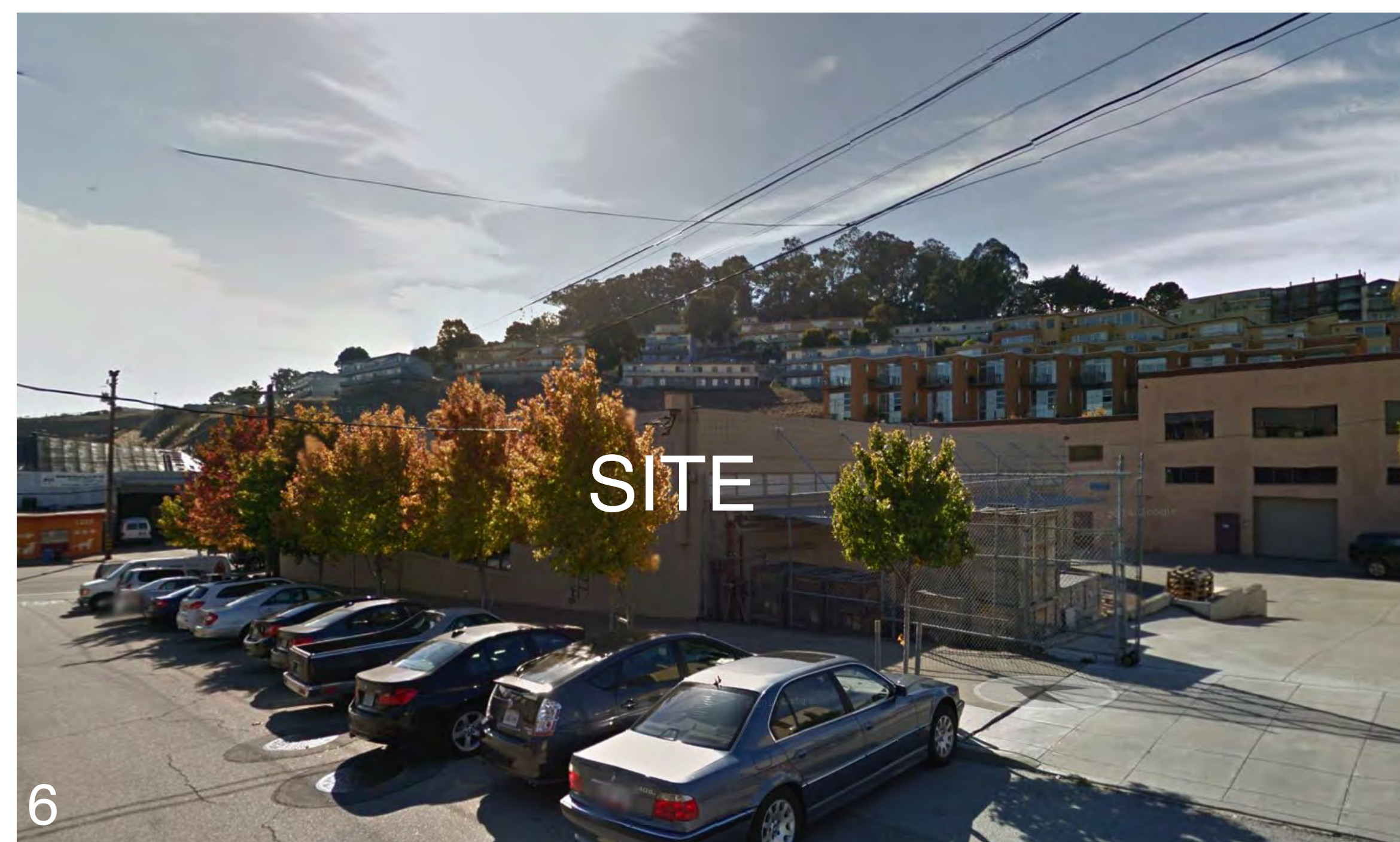
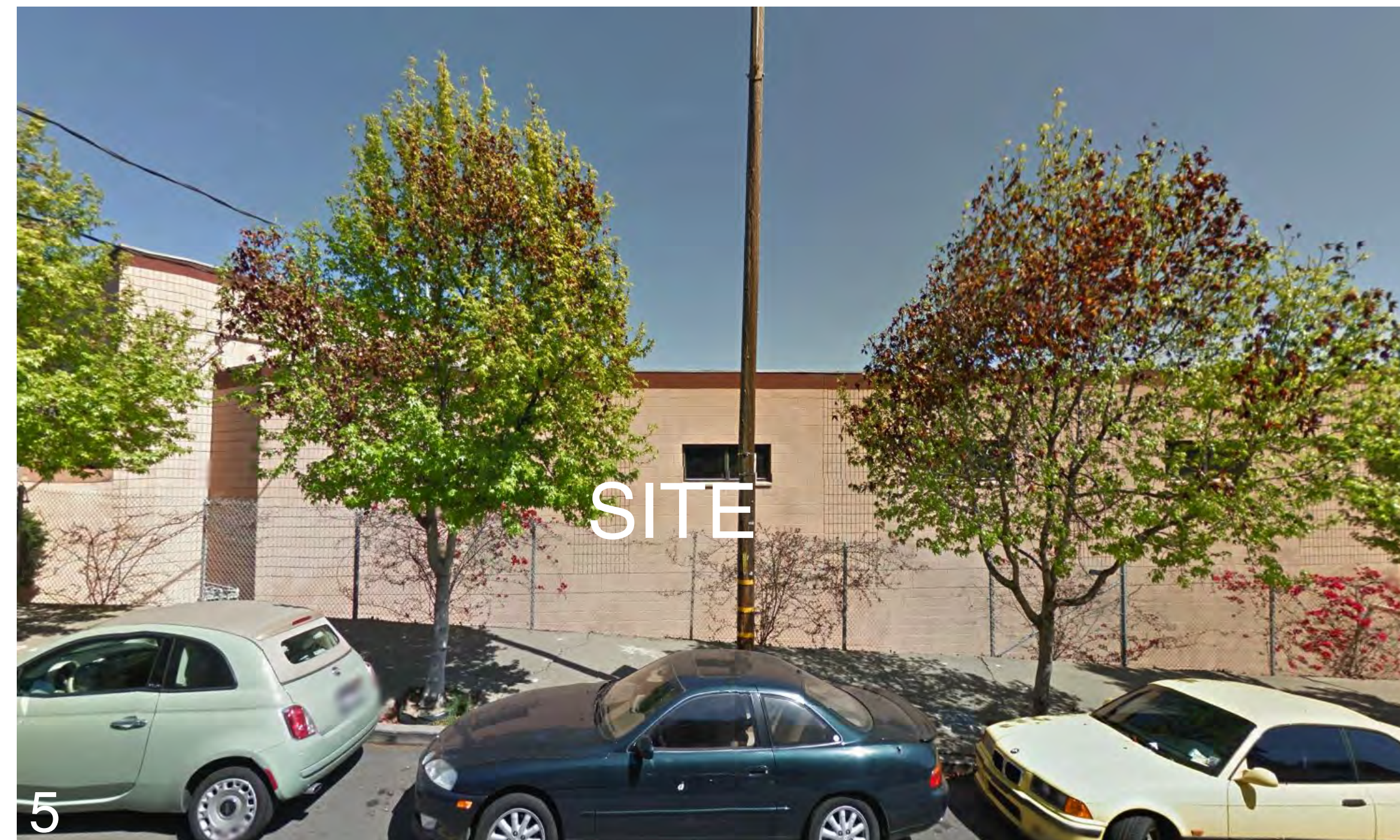
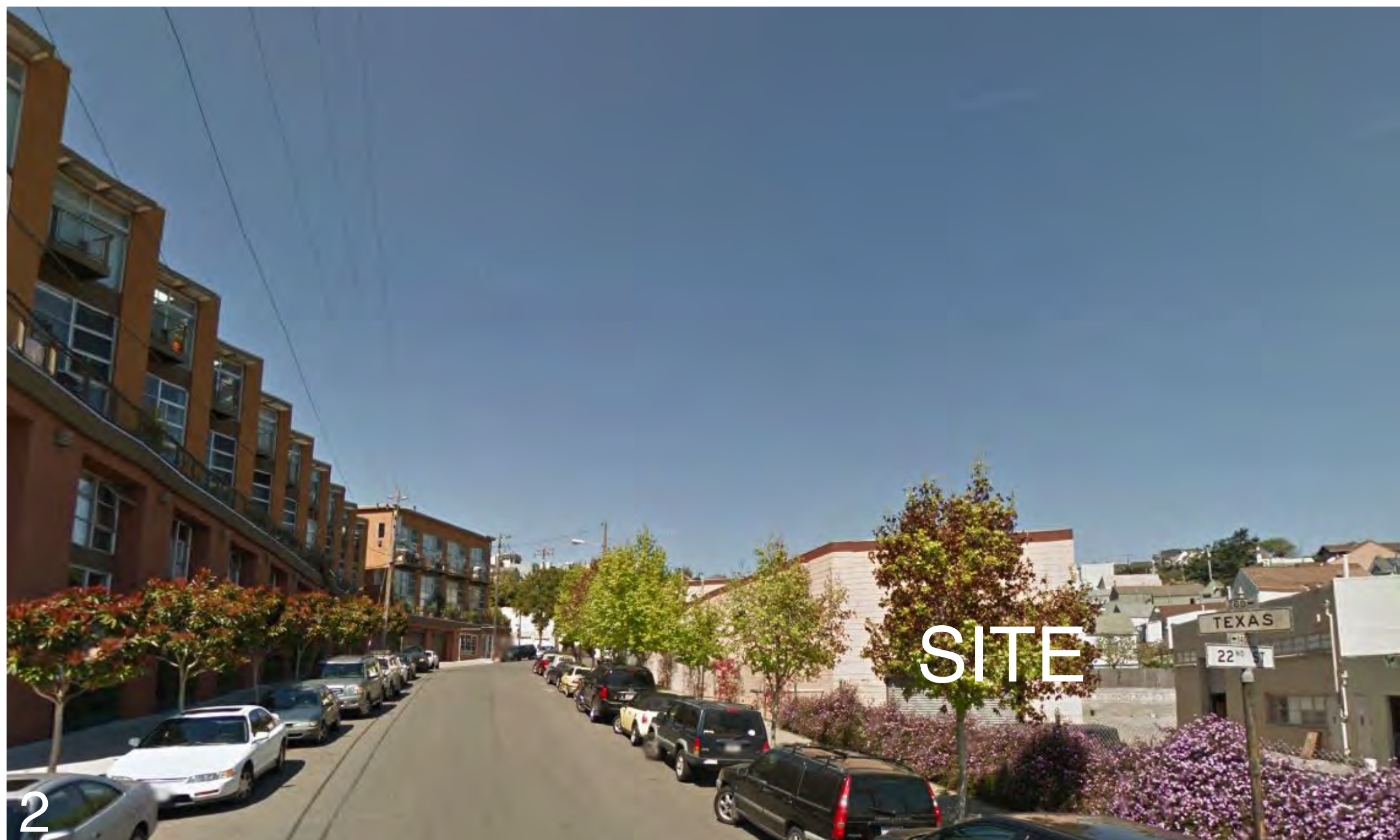
SECTION A-A 2
3/32" = 1'-0"



LEVEL 1 PLAN 1
1/16" = 1'-0"

EXPOSURE DIAGRAMS

A0.5



255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
650-482-6300 (FAX)
650-482-6399 (FAX)



CALIFORNIA

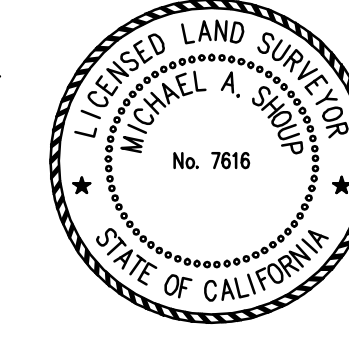
TOPOGRAPHIC SURVEY 645 TEXAS STREET (APN: 4102-026)

CITY AND COUNTY OF SAN FRANCISCO

SURVEYOR'S STATEMENT:

THIS SURVEY WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND COMPLIES WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

MICHAEL A. SHOUP
P.L.S. NO. 7616



MAY 1, 2013
DATE

BASIS OF SURVEY:

BLOCK LINES OF BLOCK 4102 WERE ESTABLISHED PARALLEL AND PERPENDICULAR TO THE CITY MONUMENT LINE, AS SHOWN ON THE CITY MONUMENT MAP #310, IDENTIFIED AS BASIS OF SURVEY LINE. RELATIONSHIPS BETWEEN MONUMENT LINES AND THE BLOCK LINES OF BLOCK 4102 WERE ESTABLISHED IN CONFORMANCE WITH COMPELLING EVIDENCE OF OCCUPATION AND FIELD SURVEY DATA SUCH AS: FOUND MONUMENTS, BUILDING STRUCTURES, FENCES, RETAINING WALLS AND OFFICIAL CONCRETE SIDEWALKS AND CURBS.

UTILITY NOTE:

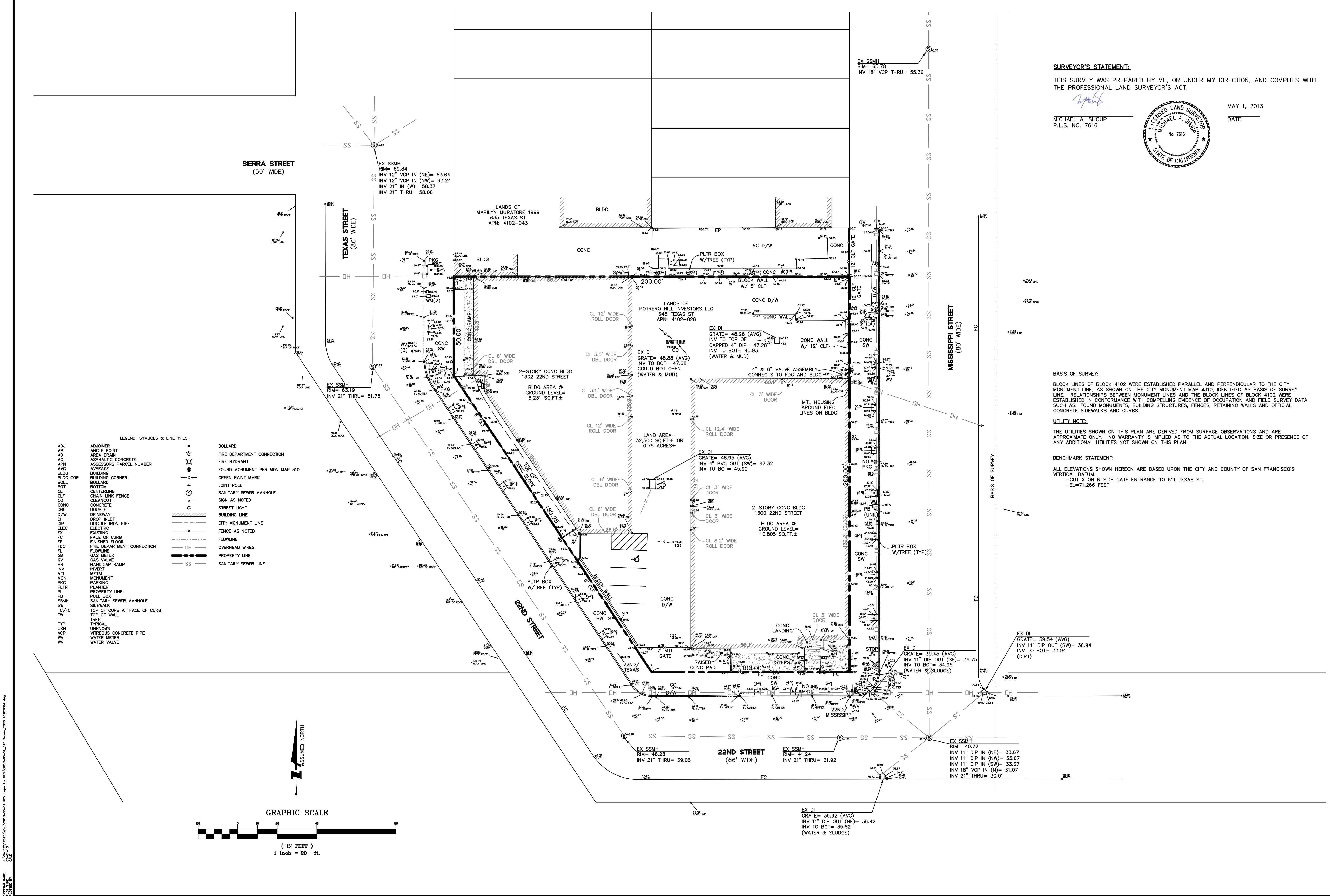
THE UTILITIES SHOWN ON THIS PLAN ARE DERIVED FROM SURFACE OBSERVATIONS AND ARE APPROXIMATE ONLY. NO WARRANTY IS IMPLIED AS TO THE ACTUAL LOCATION, SIZE OR PRESENCE OF ANY ADDITIONAL UTILITIES NOT SHOWN ON THIS PLAN.

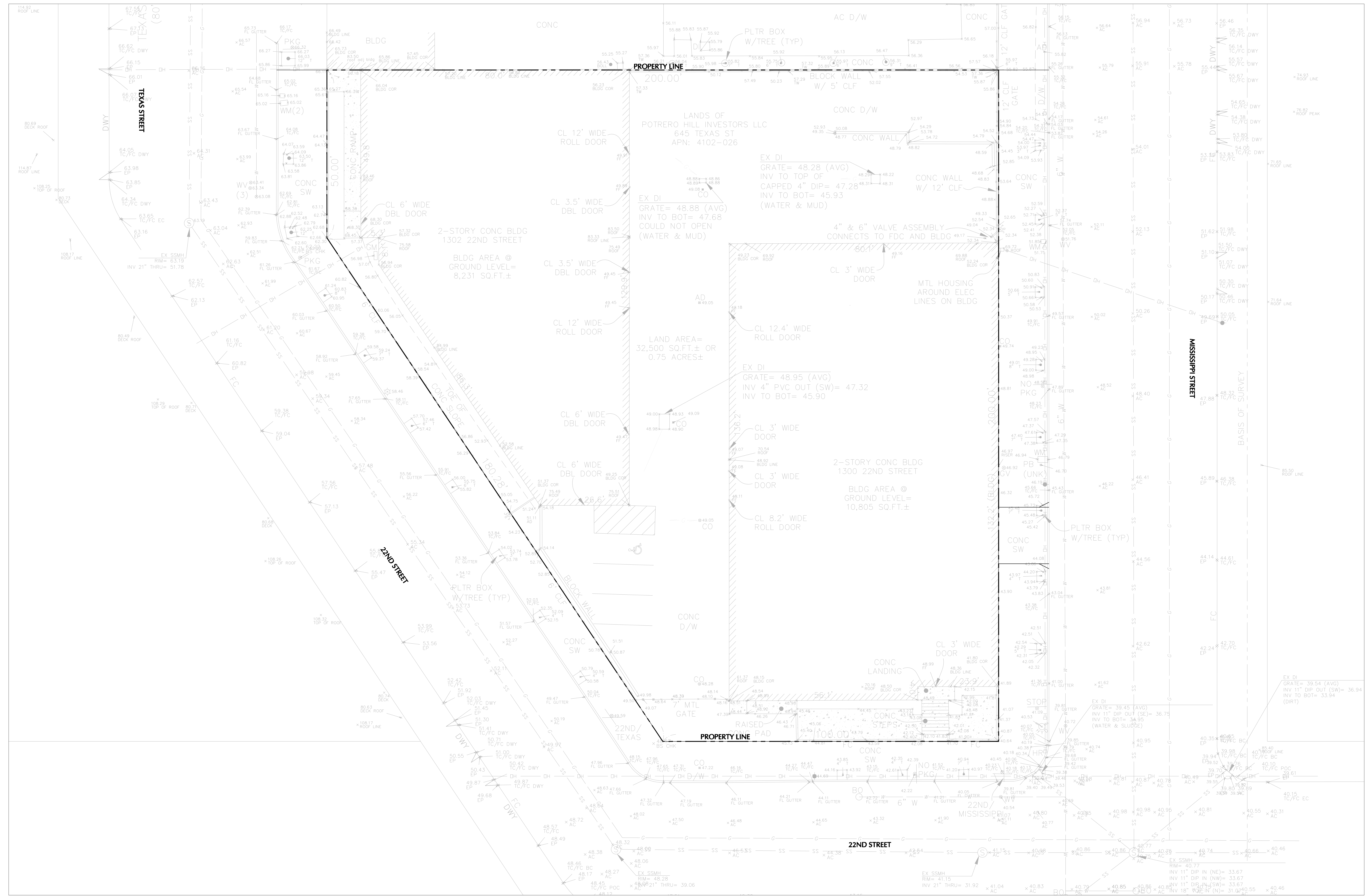
BENCHMARK STATEMENT:

ALL ELEVATIONS SHOWN HEREON ARE BASED UPON THE CITY AND COUNTY OF SAN FRANCISCO'S VERTICAL DATUM.
-OUT X ON N SIDE GATE ENTRANCE TO 611 TEXAS ST.
-EL=71.266 FEET

No.	Date	Revisions
1	02/27/2013	DATE: 02/27/2013
2	04/17/13	ADDED A01, BLDG INT., REV. BM STATEMENT
3	05/09/13	ADDED A01, BLDG INT.

Drawing Number:
TOPO
1 OF 1





EXISTING CONDITIONS 1" = 10'-0" C 1.01

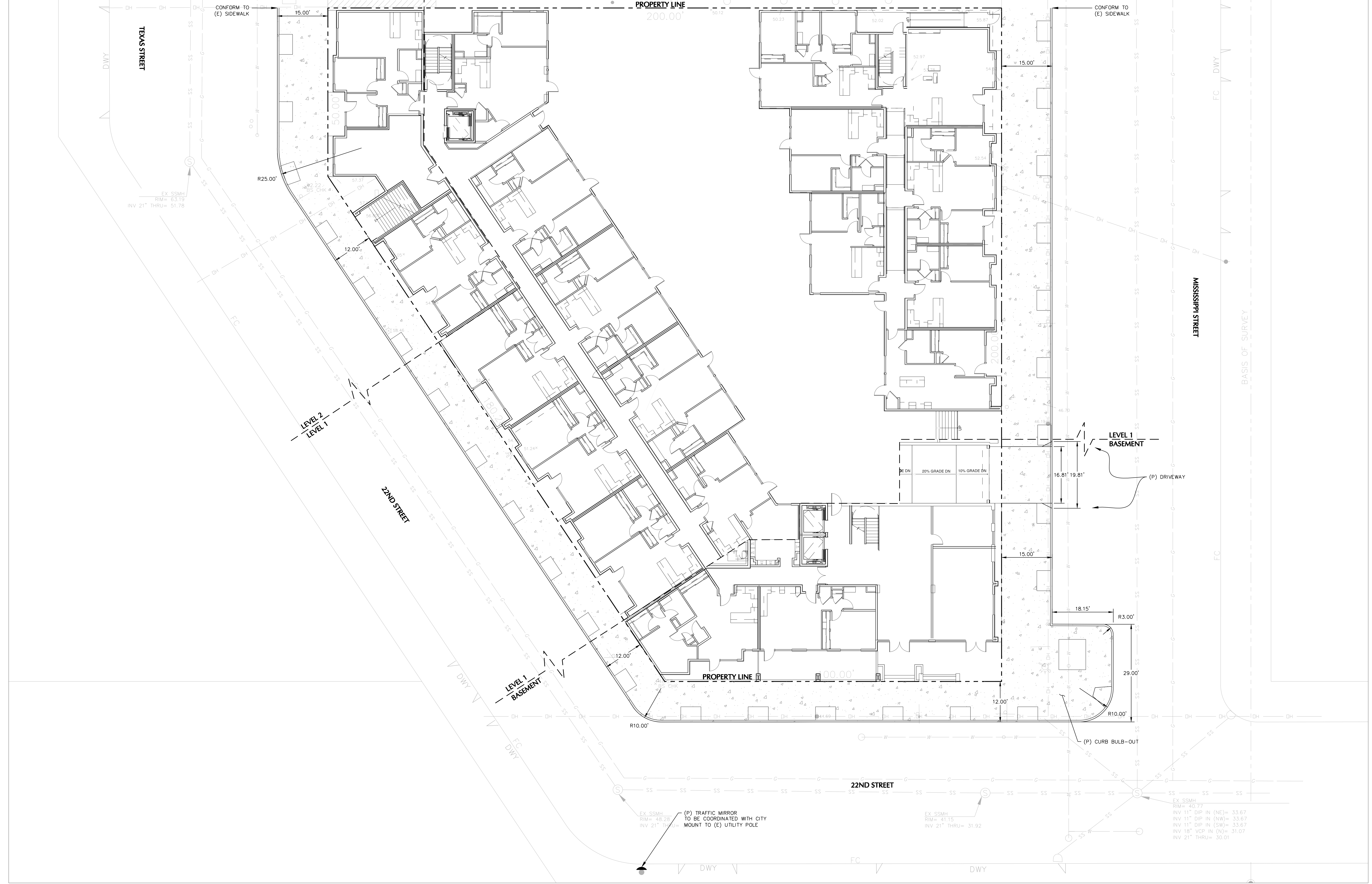


TRUMARK URBAN

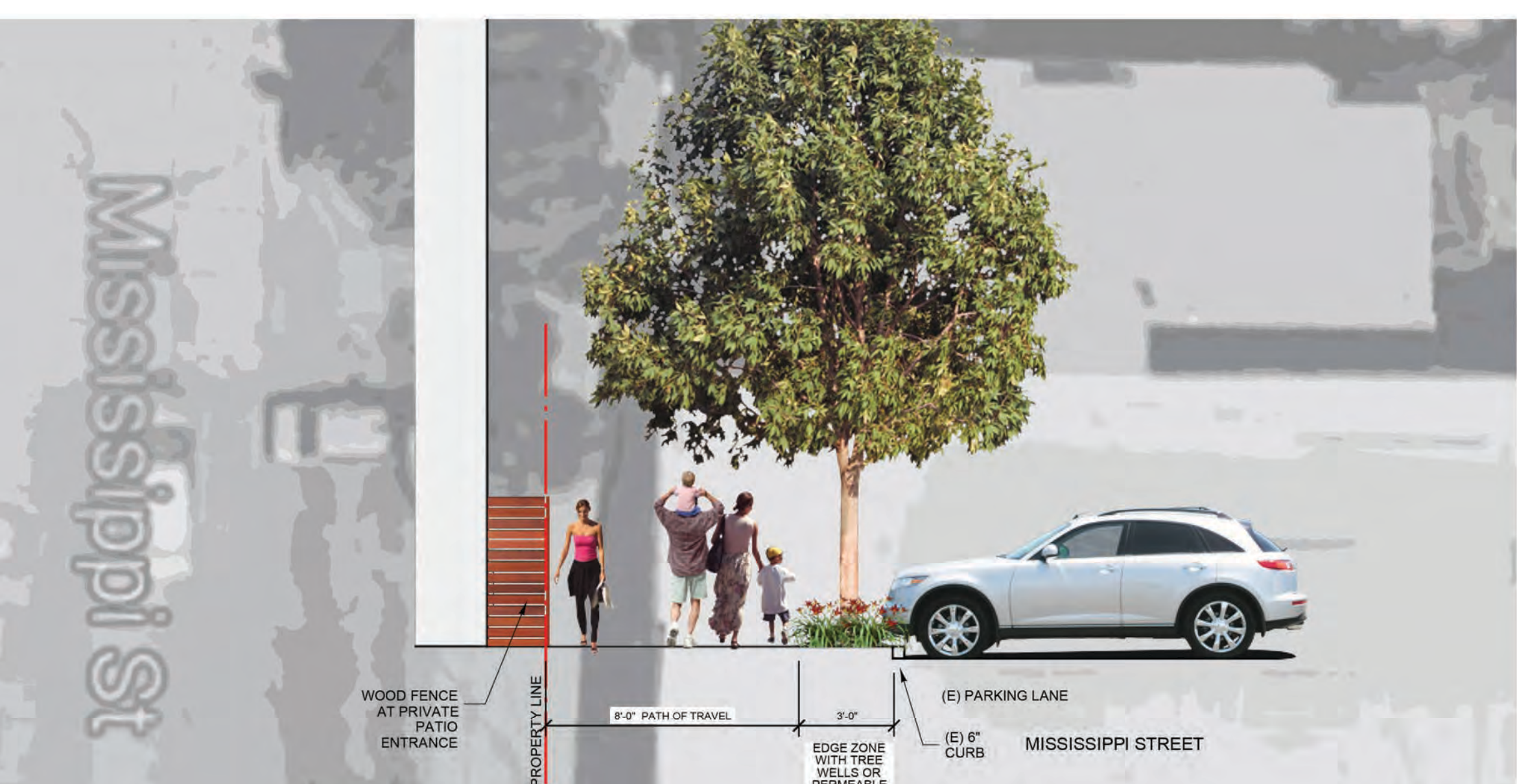
645 TEXAS STREET

645 TEXAS ST. | SAN FRANCISCO, CA AUGUST 5, 2014

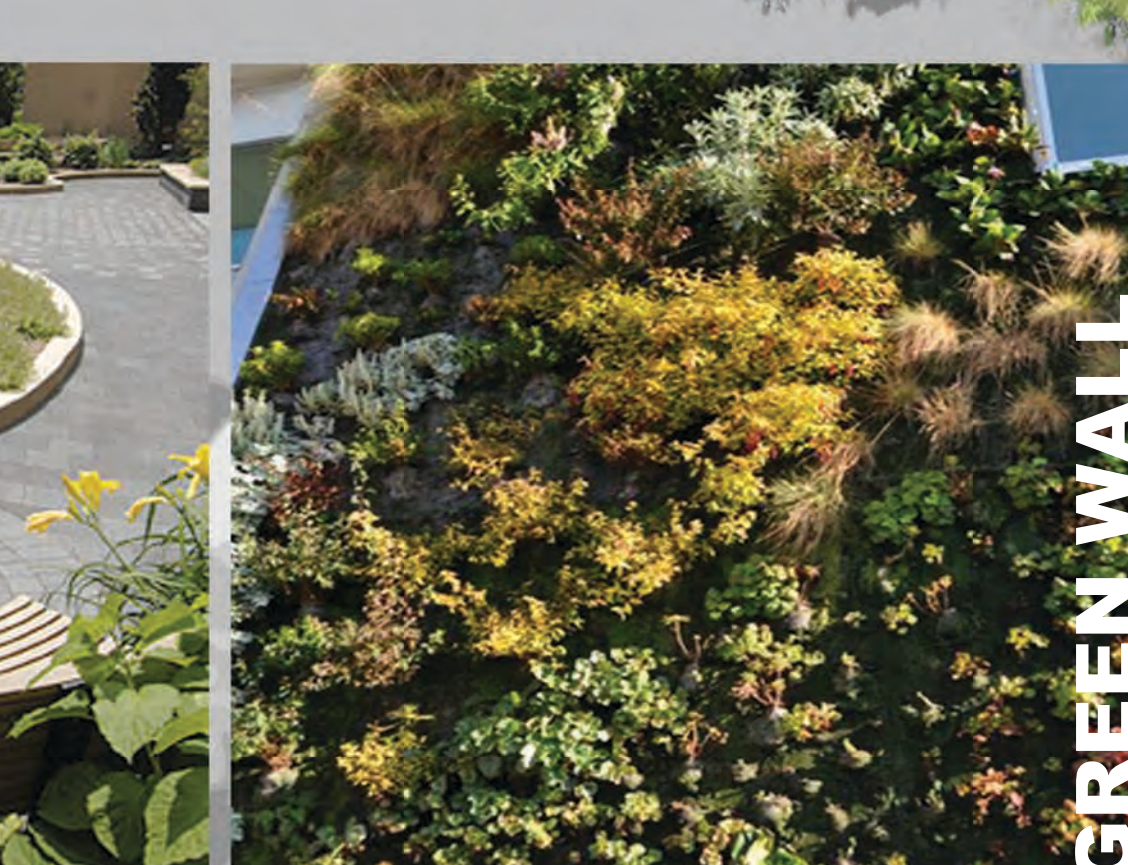
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SITE PLAN 1" = 10'-0" C2.01



PLANT LEGEND:		MATERIALS LEGEND:	
BOTANICAL NAME	COMMON NAME		
COURTYARD GARDEN - Flow Through Planters			
Trees			
<i>Acer circinatum</i>	Vine Maple		
<i>Betula nigra</i>	River Birch		
Shrubs/Groundcovers			
<i>Achillea millefolium</i>	Common Yarrow		
<i>Bambusa multiplex 'Alphonse Karr'</i>	Alphonse Karr Bamboo		
<i>Carex tumulicola</i>	Berkeley Sedge		
<i>Callitriche californica</i>	Bluish Anemone		
<i>Cornus stolonifera 'saari'</i>	Red Twig Dogwood		
<i>Festuca californica 'Serpentine Blue'</i>	California Fescue		
<i>Iris douglasiana</i>	Pacific Coast Iris		
<i>Juncus patens 'Elk Blue'</i>	California Gray Rush		
<i>Polystichum munium</i>	Western Sword Fern		
<i>Rhamnus californica 'Mound San Bruno'</i>	California Coffee Berry		
<i>Rosa californica</i>	California Wild Rose		
<i>Woodwardia fibrata</i>	Giant Chain Fern		
STREETSCAPE - Planters at Building			
Shrubs/Groundcovers			
<i>Agave attenuata</i>	Agave		
<i>Angioanthus hybrids</i>	Kangaroo Paw		
<i>Equisetum hyemale</i>	Horsetail		
<i>Helictotrichon sempervirens</i>	Blue Oak Grass		
<i>Lantana montevideensis 'Cream Carpet'</i>	Lantana		
<i>Nassella tenuissima</i>	Mexican Feather Grass		
<i>Senecio serpens</i>	Blue Chalk Stick		
Vines			
<i>Akebia quinata</i>	Fiveleaf Akebia		
<i>Passiflora x astiocaerulea *</i>	Passion Vine		
STREETSCAPE - Curbside Planting			
Trees			
<i>Aesculus californica *</i>	California Buckeye		
<i>Ginkgo biloba</i>	Ginkgo		
<i>Prunus cerasifera</i>	Purple Leaf Plum		
Shrubs/Groundcovers			
<i>Angioanthus hybrids</i>	Kangaroo Paw		
<i>Dates indicae</i>	Fortnight Lily		
<i>Hemerocallis spp.</i>	Daylily		
<i>Limonium perezi *</i>	Statice		
<i>Phormium tenax</i>	New Zealand Flax		
* SPECIES CONTRIBUTES TO BUTTERFLY HABITAT			
		TOPPING SLAB	
		UNIT PATIO	
		DECORATIVE DRAIN ROCK	
		WALL LIGHT	
		42" HIGH STEEL PLANTER	
		24" HIGH STEEL PLANTER	
		24" HIGH CONCRETE PLANTER	
		42" HIGH CONCRETE FLOW-THROUGH PLANTER	
		WOOD FENCE	



LANDSCAPE DESIGN - STREETSCAPE, PODIUM COURTYARD

L1.0

PLANT LIST:	
BOTANICAL NAME	COMMON NAME
ROOF TERRACE	
Shrubs/Groundcovers	
* <i>Eschscholzia californica</i>	California Poppy
* <i>Lathraea californica</i>	Coldfade
* <i>Limonium perezi</i>	Sea Lavender
TREES	
<i>Musa x paradisiaca</i>	Banana
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></div> 30" HIGH FRP RAISED GARDEN PLANTER </div>	
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></div> 30" HIGH FRP PLANTER </div>	
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></div> * SPECIES CONTRIBUTES TO BUTTERFLY HABITAT </div>	
MATERIALS LEGEND:	
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></div> PEDESTAL PAVERS </div>	



BUTTERFLY HABITAT



FIRE TABLE



STRING LIGHT



RAISED BED



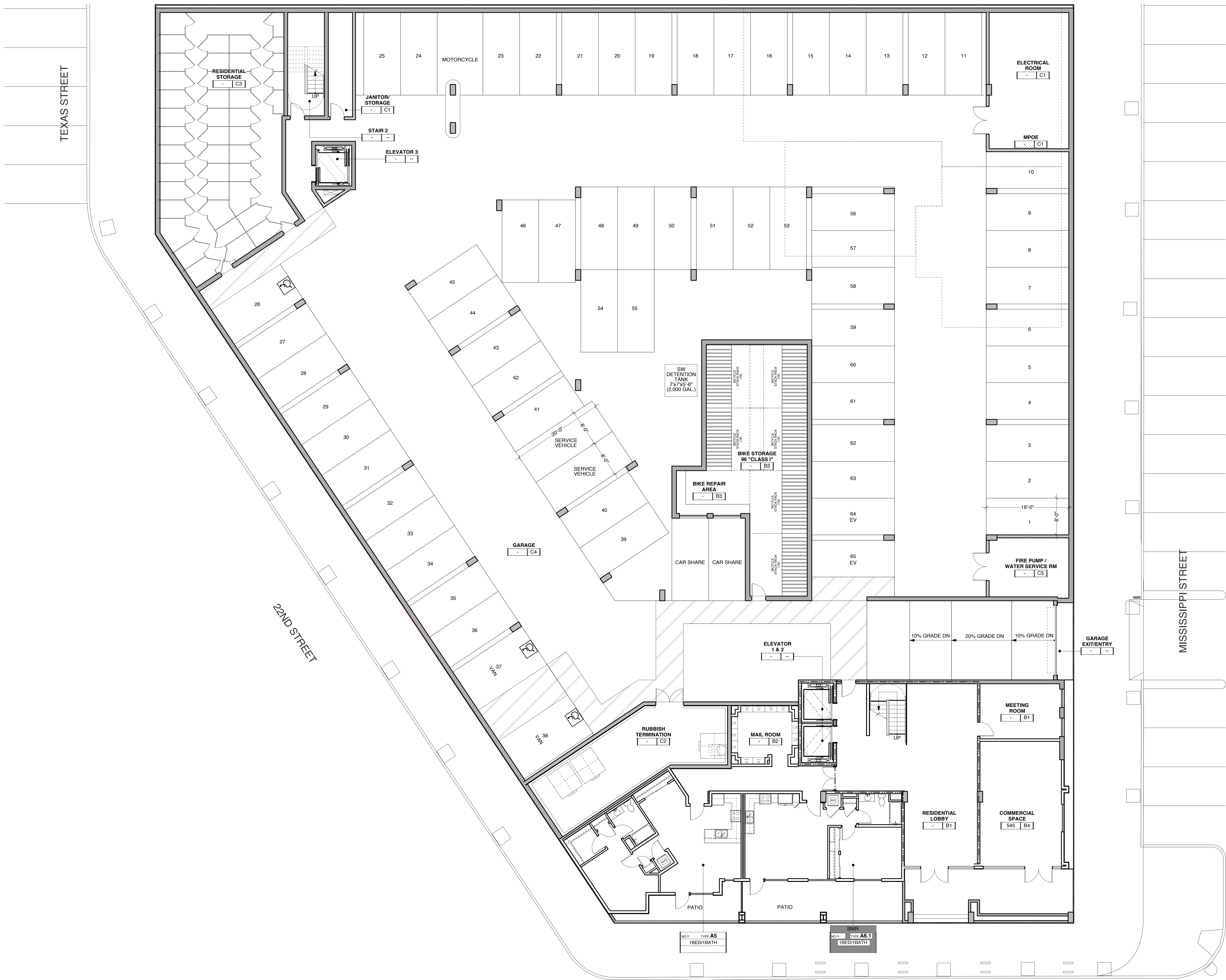
CONVERSATIONAL SEATING

LANDSCAPE DESIGN - ROOF TERRACE, GREEN ROOF

L2.0



SITE PLAN 1" = 20'-0" **A1.0**



22ND STREET

BASEMENT LEVEL PLAN 1/8" = 1'-0" **A2.0**



TRUMARKURBAN

645 TEXAS STREET

645 TEXAS ST. | SAN FRANCISCO, CA

AUGUST 5, 2014

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LEVEL 1 PLAN 1/8"=1'-0" **A2.1**



LEVEL 2 PLAN 1/8"=1'-0" A2.2



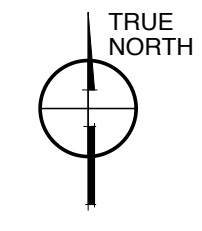
TEXAS STREET

22ND STREET

MISSISSIPPI STREET

22ND STREET

LEVEL 3 PLAN 1/8"=1'-0" **A2.3**





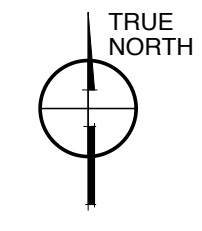
TEXAS STREET

22ND STREET

MISSISSIPPI STREET

22ND STREET

LEVEL 4 PLAN 1/8" = 1'-0" **A2.4**





22ND STREET

LEVEL 5 PLAN 1/8"=1'-0" **A2.5**



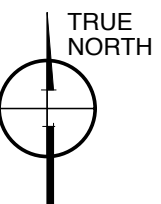
TEXAS STREET

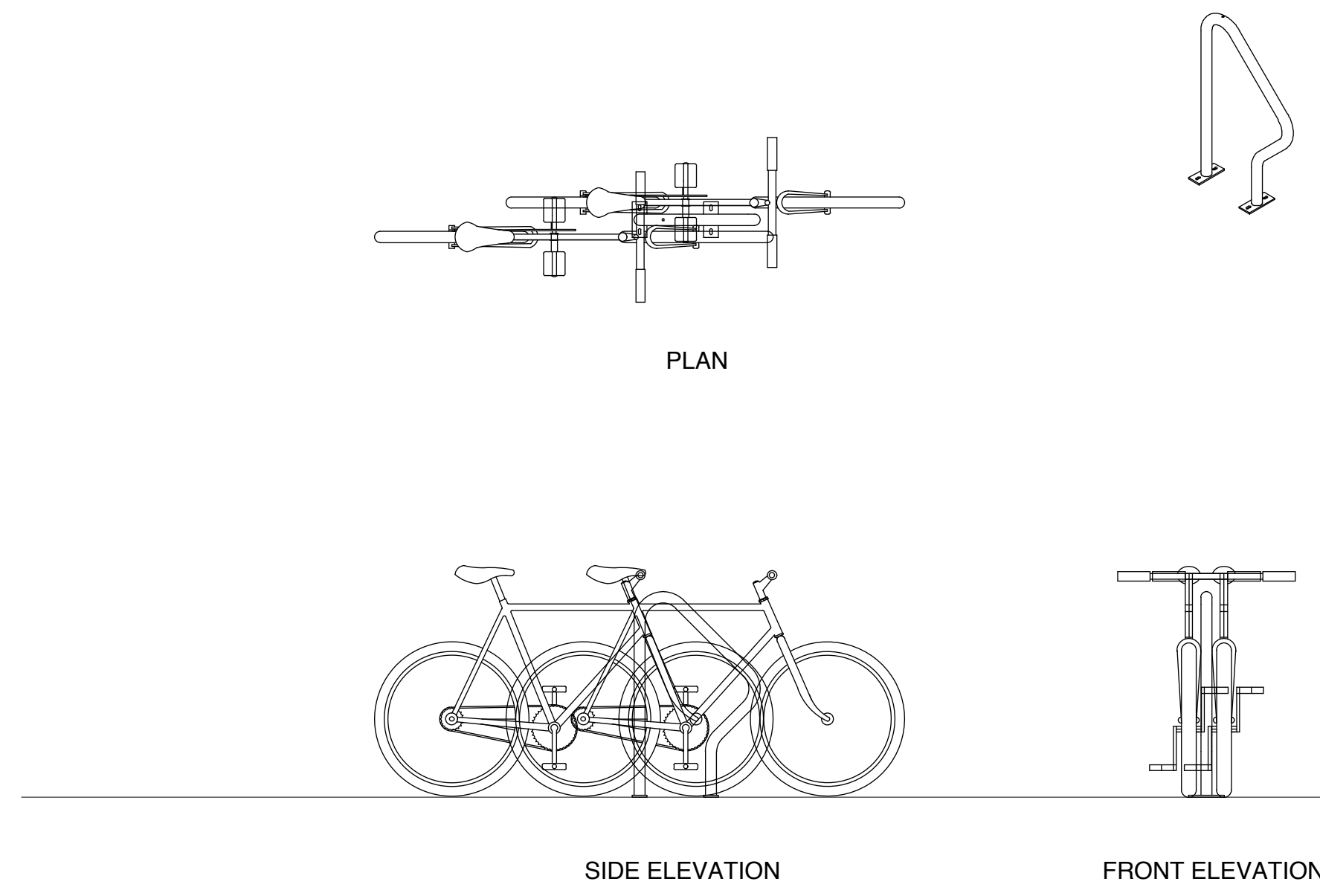
22ND STREET

MISSISSIPPI STREET

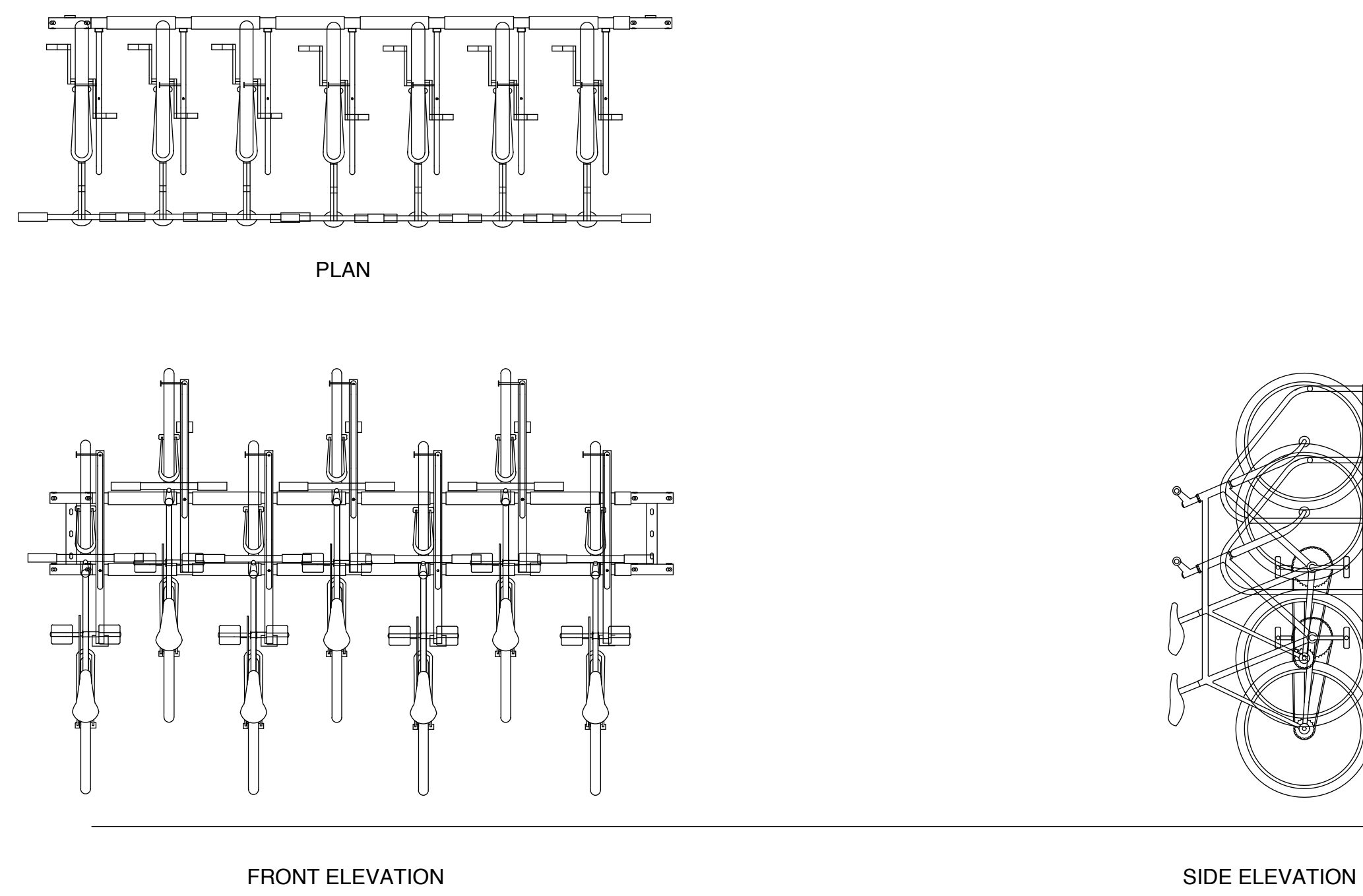
22ND STREET

ROOF PLAN 1/8"=1'-0" **A2.6**

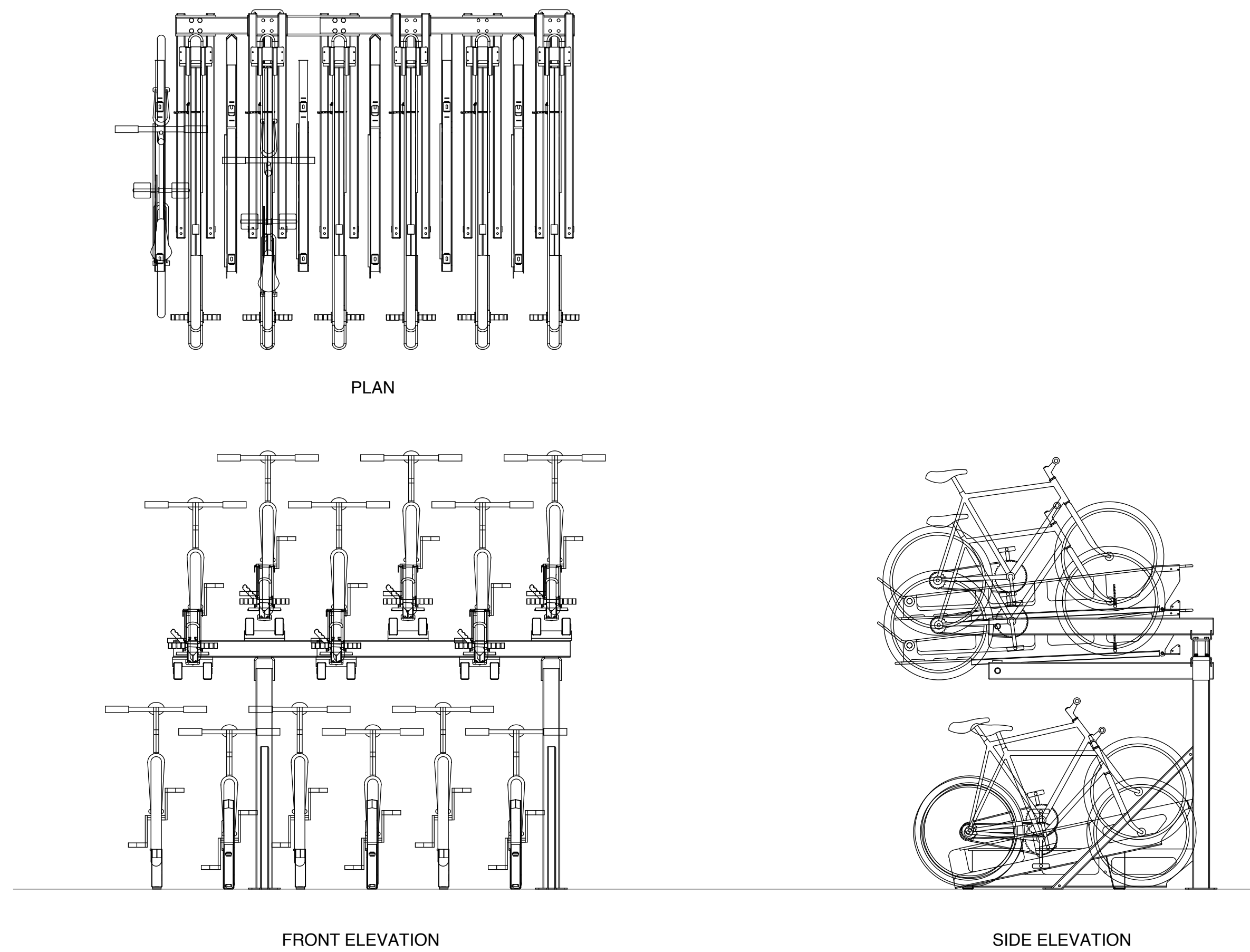




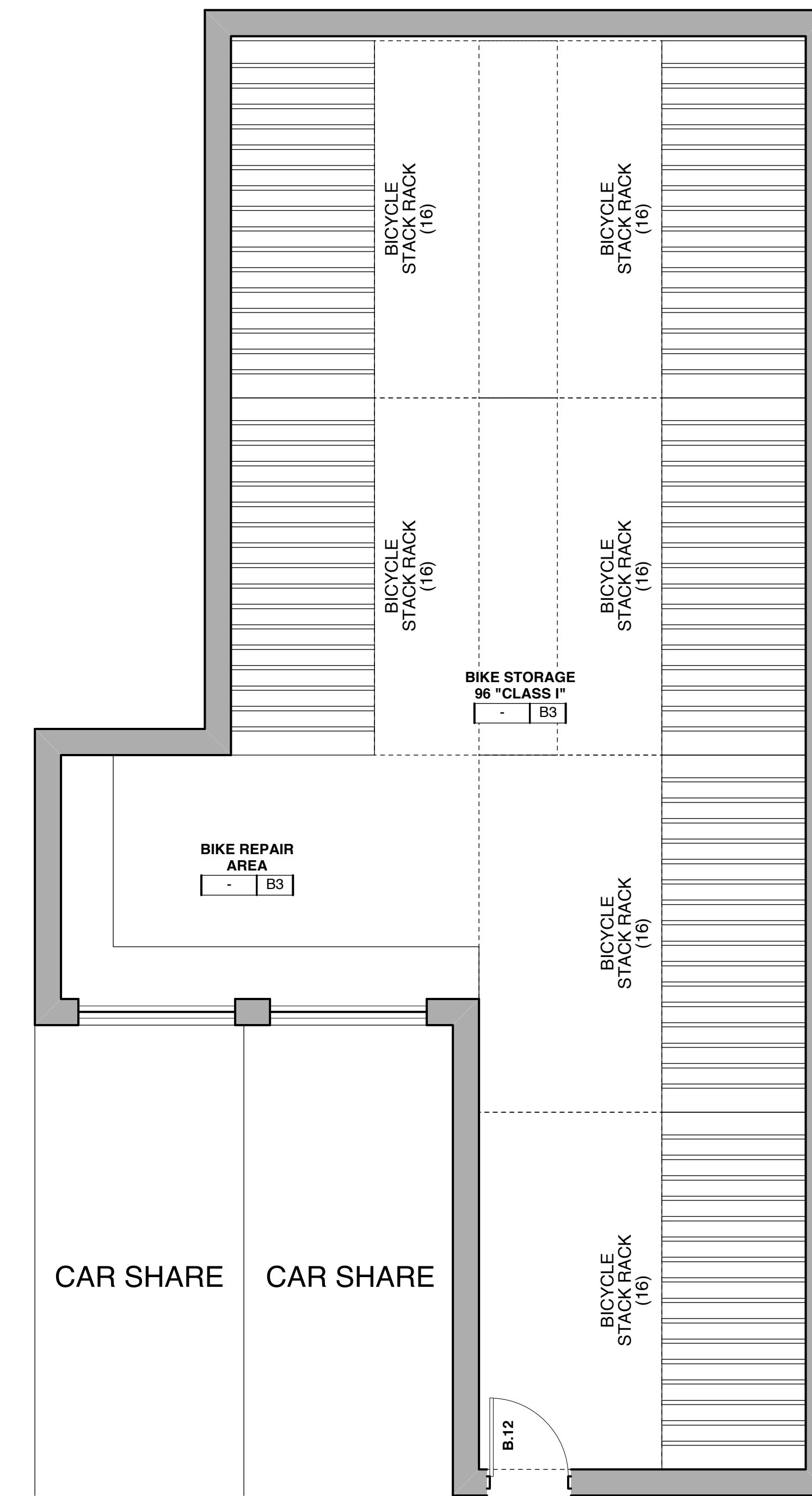
SWERVE RACK 4
1/2" = 1'-0"



ULTRA SPACE SAVER 3
1/2" = 1'-0"



DERO DECKER 2
1/2" = 1'-0"



BASEMENT BIKE STORAGE AREA 1
1/4" = 1'-0"

BICYCLE PARKING DETAILS

A2.7

SHEET NOTES

NOTE: ADJACENT BUILDINGS ARE APPROXIMATE

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET

- ① CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3191W / CHAIN LINK
- ② CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3185D / BLACK PEPPER
- ③ CEMENT COMPOSITE HORIZONTAL LAP SIDING
COLOR: COLOR LIFE CL3186A / SOOT
- ④ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX RUSTIK
- ⑤ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX PALE
- ⑥ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX LIGHT BROWN
- ⑦ IPE WOOD FENCE AND GATE WHERE SHOWN
- ⑧ CAST IN PLACE BOARD FORMED CONCRETE
- ⑨ RAISED METAL PLANTER
- ⑩ STEEL CANOPY, H.D.G. PAINTED
COLR: BLACK
- ⑪ PROJECT ENTRY SIGNAGE
- ⑫ 43" STEEL BALCONY GUARDRAIL, H.D.G. PAINTED
W/ GLASS INFILL PANEL
- ⑬ 43" STEEL GUARDRAIL, H.D.G. PAINTED
- ⑭ GARAGE DOOR
- ⑮ ALUMINUM OR VINYL WINDOWS
- ⑯ ALUMINUM STOREFRONT



EAST ELEVATION 1"=6'-0" **A3.0**



TRUMARKURBAN

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SHEET NOTES

NOTE: ADJACENT BUILDINGS ARE APPROXIMATE

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET

- ① CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3191W / CHAIN LINK
- ② CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3185D / BLACK PEPPER
- ③ CEMENT COMPOSITE HORIZONTAL LAP SIDING
COLOR: COLOR LIFE CL3186A / SOOT
- ④ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX RUSTIK
- ⑤ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX PALE
- ⑥ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX LIGHT BROWN
- ⑦ IPE WOOD FENCE AND GATE WHERE SHOWN
- ⑧ CAST IN PLACE BOARD FORMED CONCRETE
- ⑨ RAISED METAL PLANTER

- ⑩ STEEL CANOPY, H.D.G. PAINTED
COLR: BLACK
- ⑪ PROJECT ENTRY SIGNAGE
- ⑫ 43" STEEL BALCONY GUARDRAIL, H.D.G. PAINTED
W/ GLASS INFILL PANEL
- ⑬ 43" STEEL GUARDRAIL, H.D.G. PAINTED
- ⑭ GARAGE DOOR
- ⑮ ALUMINUM OR VINYL WINDOWS
- ⑯ ALUMINUM STOREFRONT



SOUTH ELEVATION 1"=6'-0" **A3.1**

SHEET NOTES

NOTE: ADJACENT BUILDINGS ARE APPROXIMATE

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET

- ① CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3191W / CHAIN LINK
- ② CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3185D / BLACK PEPPER
- ③ CEMENT COMPOSITE HORIZONTAL LAP SIDING
COLOR: COLOR LIFE CL3186A / SOOT
- ④ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX RUSTIK
- ⑤ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX PALE
- ⑥ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX LIGHT BROWN
- ⑦ IPE WOOD FENCE AND GATE WHERE SHOWN
- ⑧ CAST IN PLACE BOARD FORMED CONCRETE
- ⑨ RAISED METAL PLANTER
- ⑩ STEEL CANOPY, H.D.G. PAINTED
COLR: BLACK
- ⑪ PROJECT ENTRY SIGNAGE
- ⑫ 43" STEEL BALCONY GUARDRAIL, H.D.G. PAINTED
W/ GLASS INFILL PANEL
- ⑬ 43" STEEL GUARDRAIL, H.D.G. PAINTED
- ⑭ GARAGE DOOR
- ⑮ ALUMINUM OR VINYL WINDOWS
- ⑯ ALUMINUM STOREFRONT



WEST ELEVATION 1"=6'-0" **A3.2**

SHEET NOTES

NOTE: ADJACENT BUILDINGS ARE APPROXIMATE

NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET

- ① CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3191W / CHAIN LINK
- ② CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3185D / BLACK PEPPER
- ③ CEMENT COMPOSITE HORIZONTAL LAP SIDING
COLOR: COLOR LIFE CL3186A / SOOT
- ④ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX RUSTIK
- ⑤ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX PALE
- ⑥ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX LIGHT BROWN
- ⑦ IPE WOOD FENCE AND GATE WHERE SHOWN
- ⑧ CAST IN PLACE BOARD FORMED CONCRETE
- ⑨ RAISED METAL PLANTER

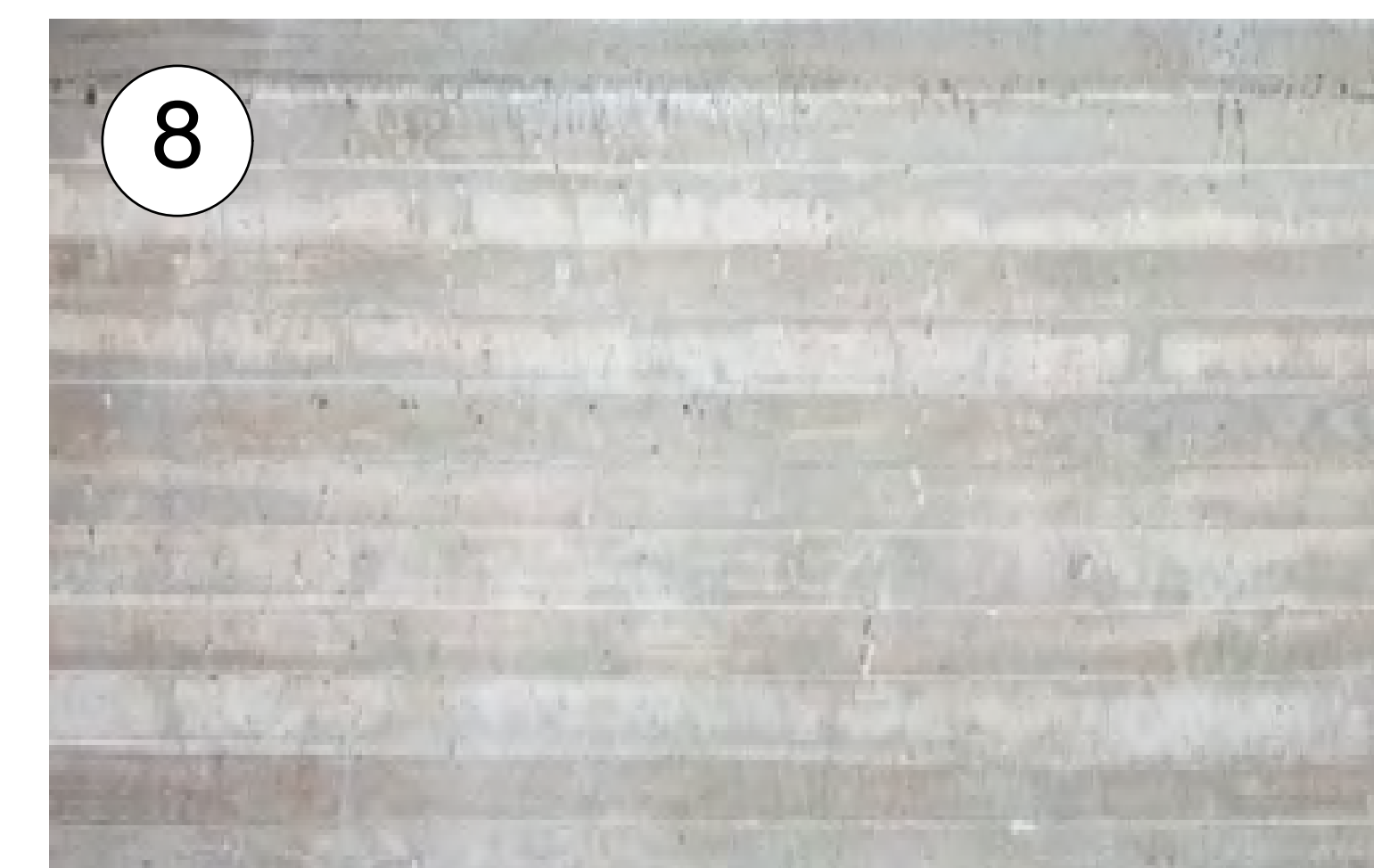
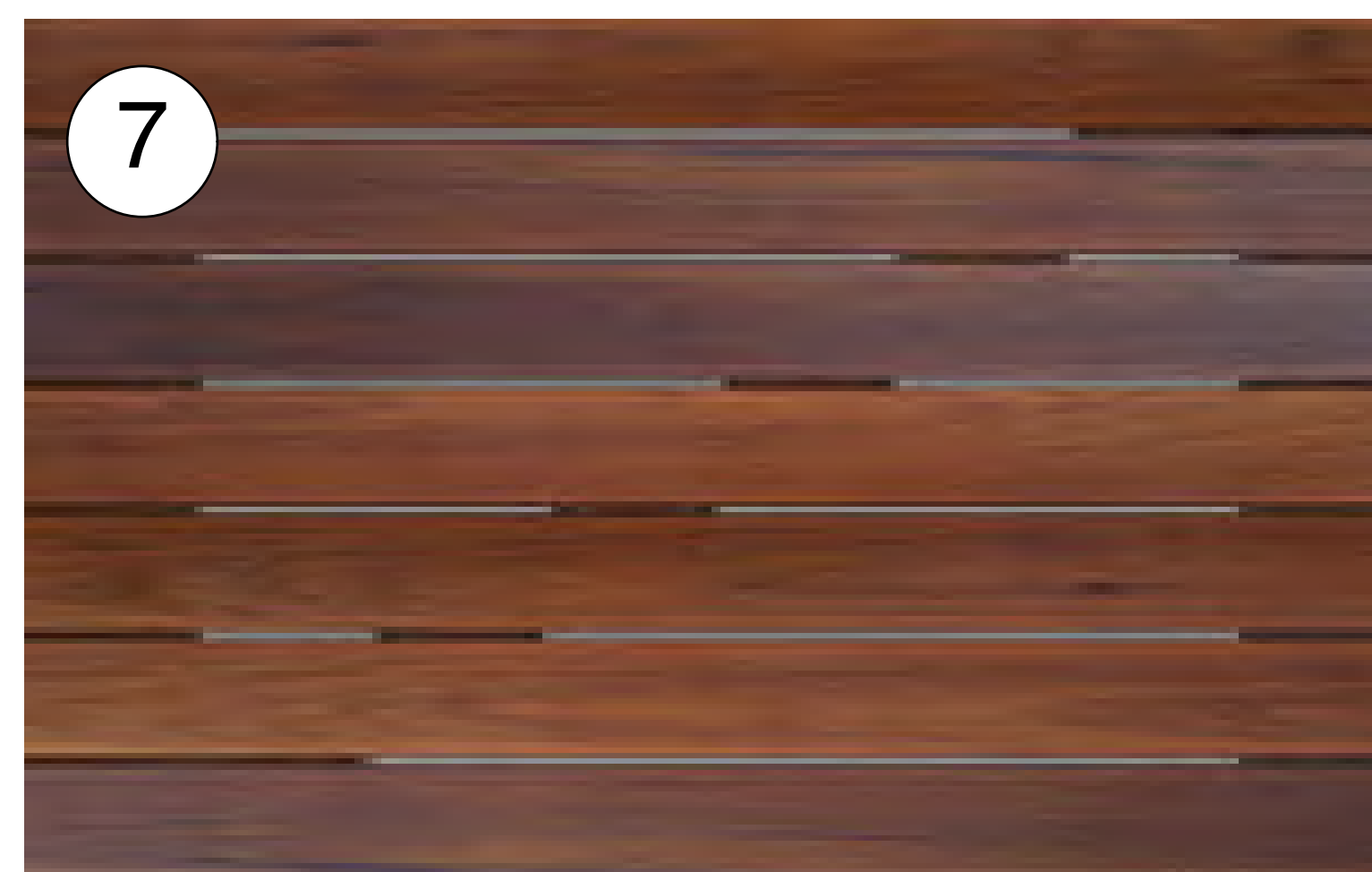
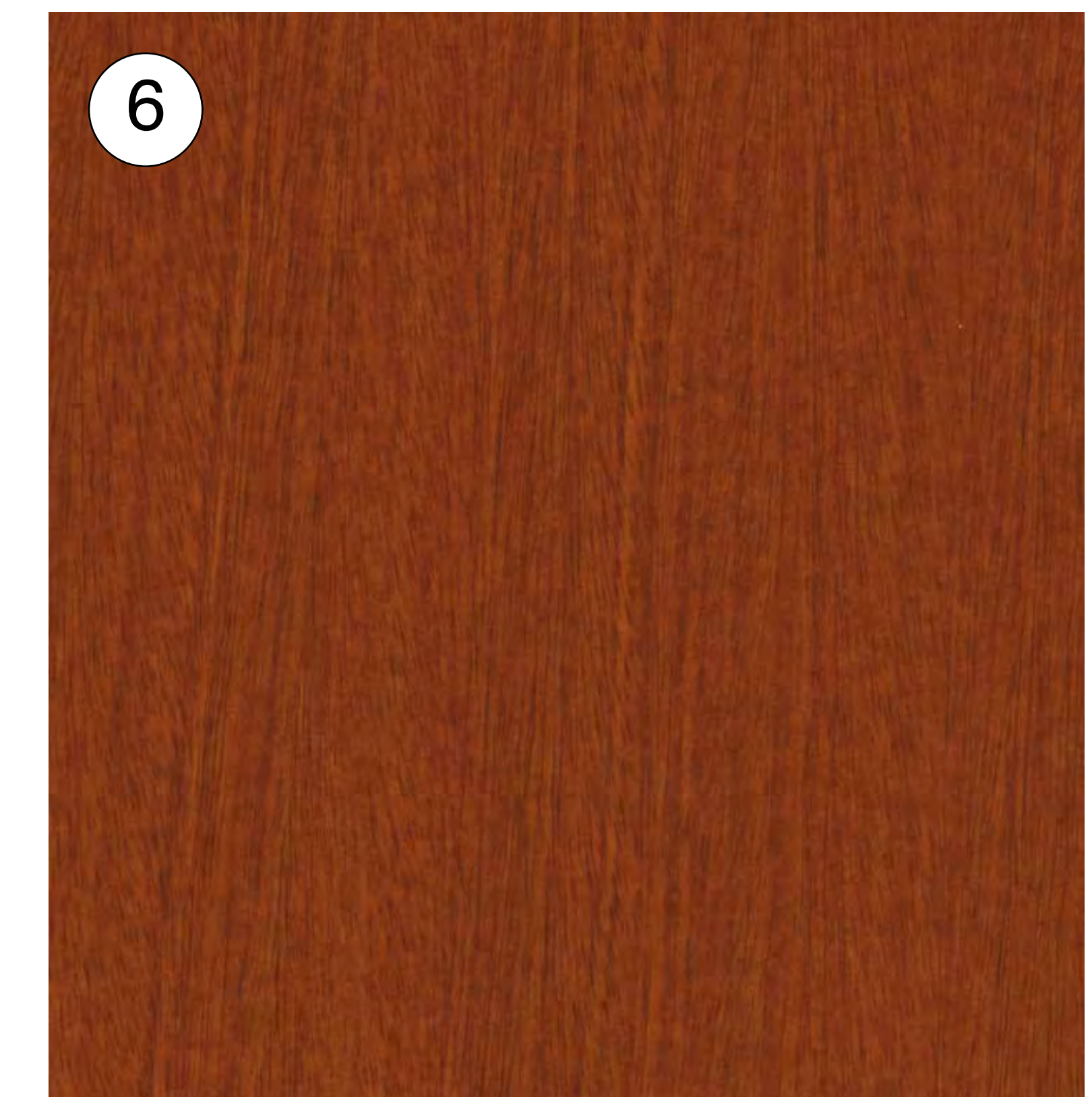
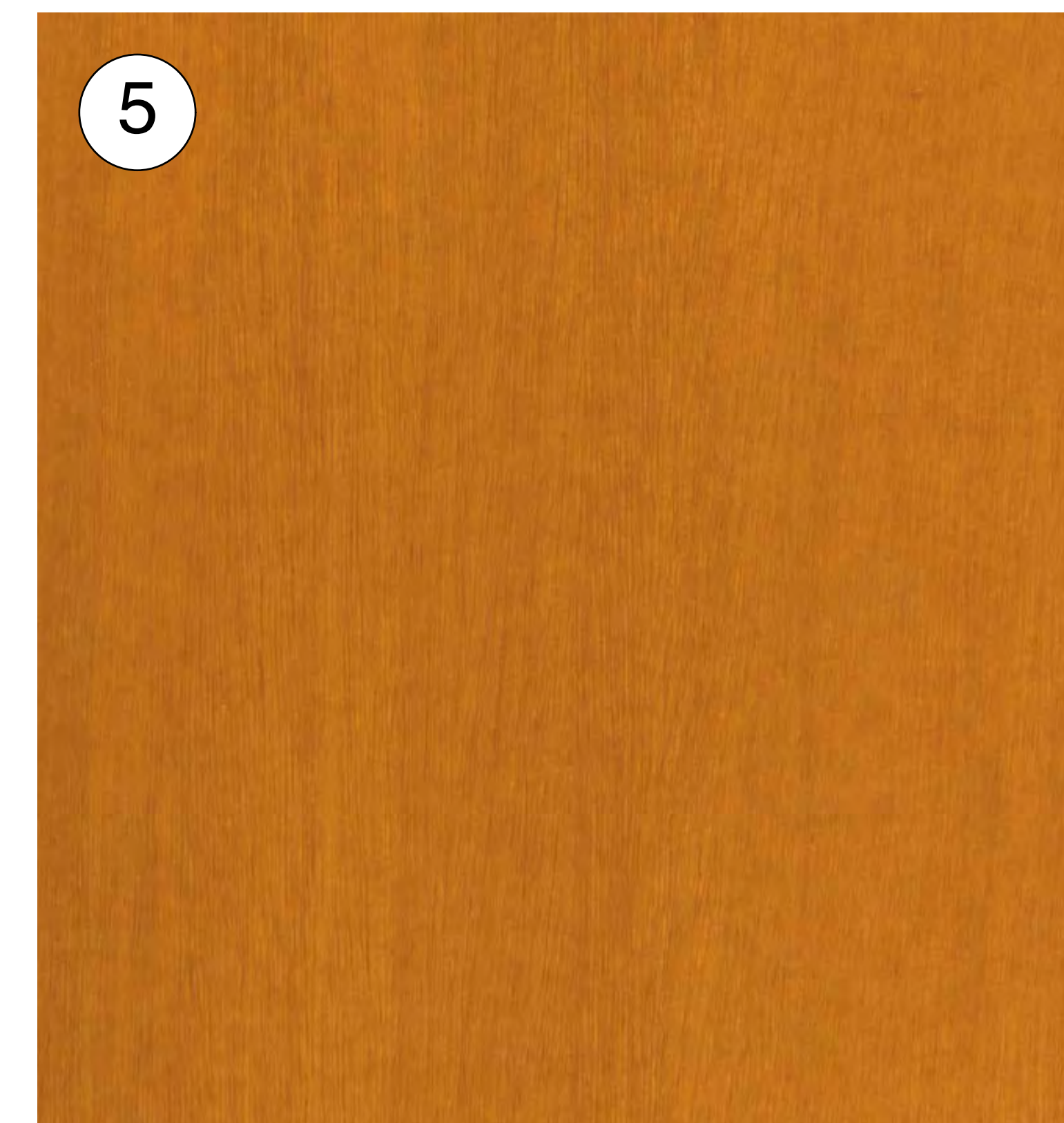
- ⑩ STEEL CANOPY, H.D.G. PAINTED
COLR: BLACK
- ⑪ PROJECT ENTRY SIGNAGE
- ⑫ 43" STEEL BALCONY GUARDRAIL, H.D.G. PAINTED
W/ GLASS INFILL PANEL
- ⑬ 43" STEEL GUARDRAIL, H.D.G. PAINTED
- ⑭ GARAGE DOOR
- ⑮ ALUMINUM OR VINYL WINDOWS
- ⑯ ALUMINUM STOREFRONT

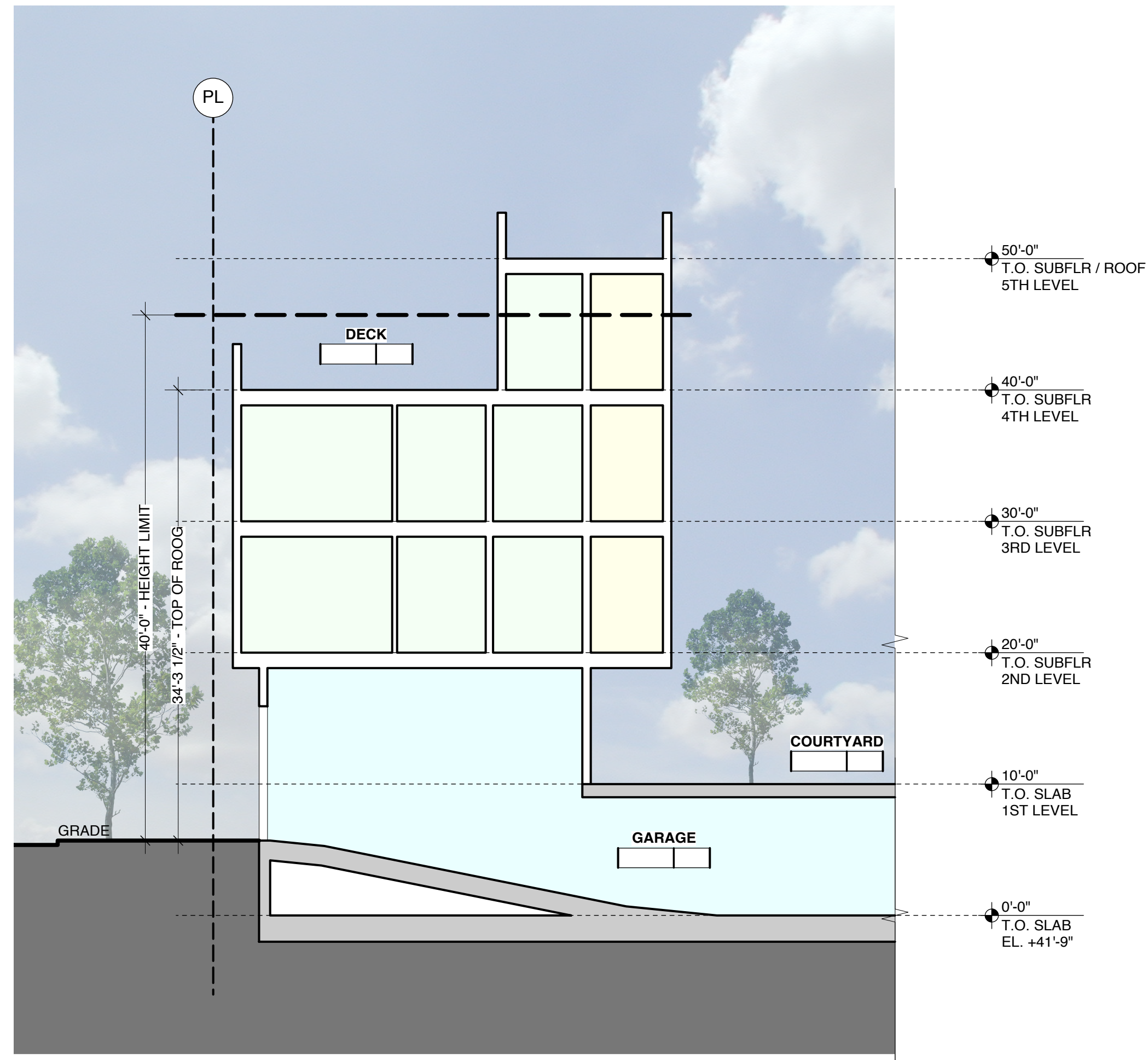


NORTH ELEVATION (PROPERTY LINE) 1"=6'-0" A3.3

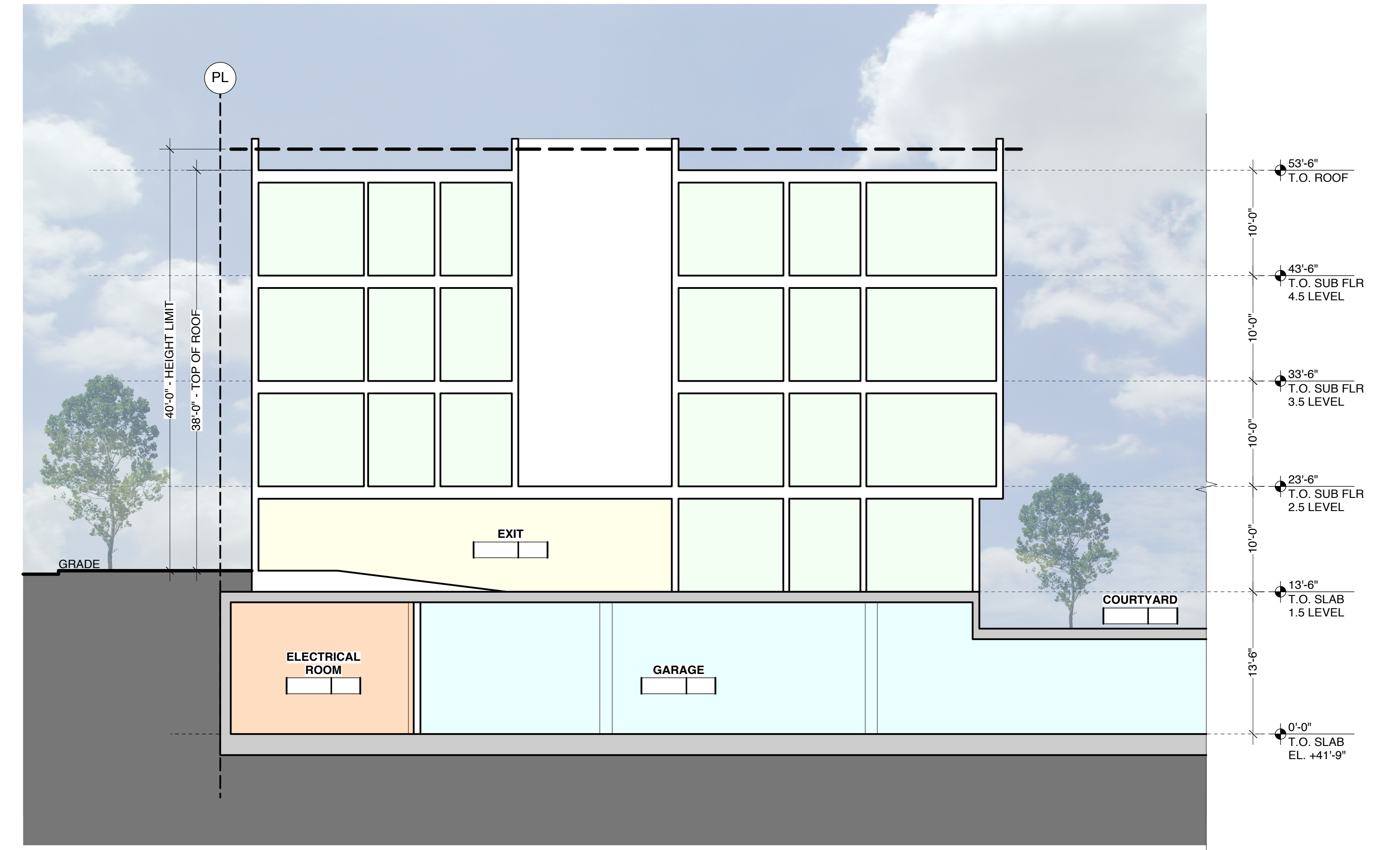
ELEVATION FINISHES LEGEND

- ① CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3191W / CHAIN LINK
- ② CEMENT COMPOSITE PANEL
COLOR: COLOR LIFE CL3185D / BLACK PEPPER
- ③ CEMENT COMPOSITE HORIZONTAL LAP SIDING
COLOR: COLOR LIFE CL3186A / SOOT
- ④ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX RUSTIK
- ⑤ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX PALE
- ⑥ WOOD VENEER RESIN PANEL
COLOR: PRODEMA PRODEX LIGHT BROWN
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- ⑨ RAISED METAL PLANTER
- ⑩ STEEL CANOPY, H.D.G. PAINTED
COLR: BLACK
- ⑪ PROJECT ENTRY SIGNAGE
- ⑫ 43" STEEL BALCONY GUARDRAIL, H.D.G. PAINTED
W/ GLASS INFILL PANEL
- ⑬ 43" STEEL GUARDRAIL, H.D.G. PAINTED
- ⑭ GARAGE DOOR
- ⑮ ALUMINUM OR VINYL WINDOWS
- ⑯ ALUMINUM STOREFRONT

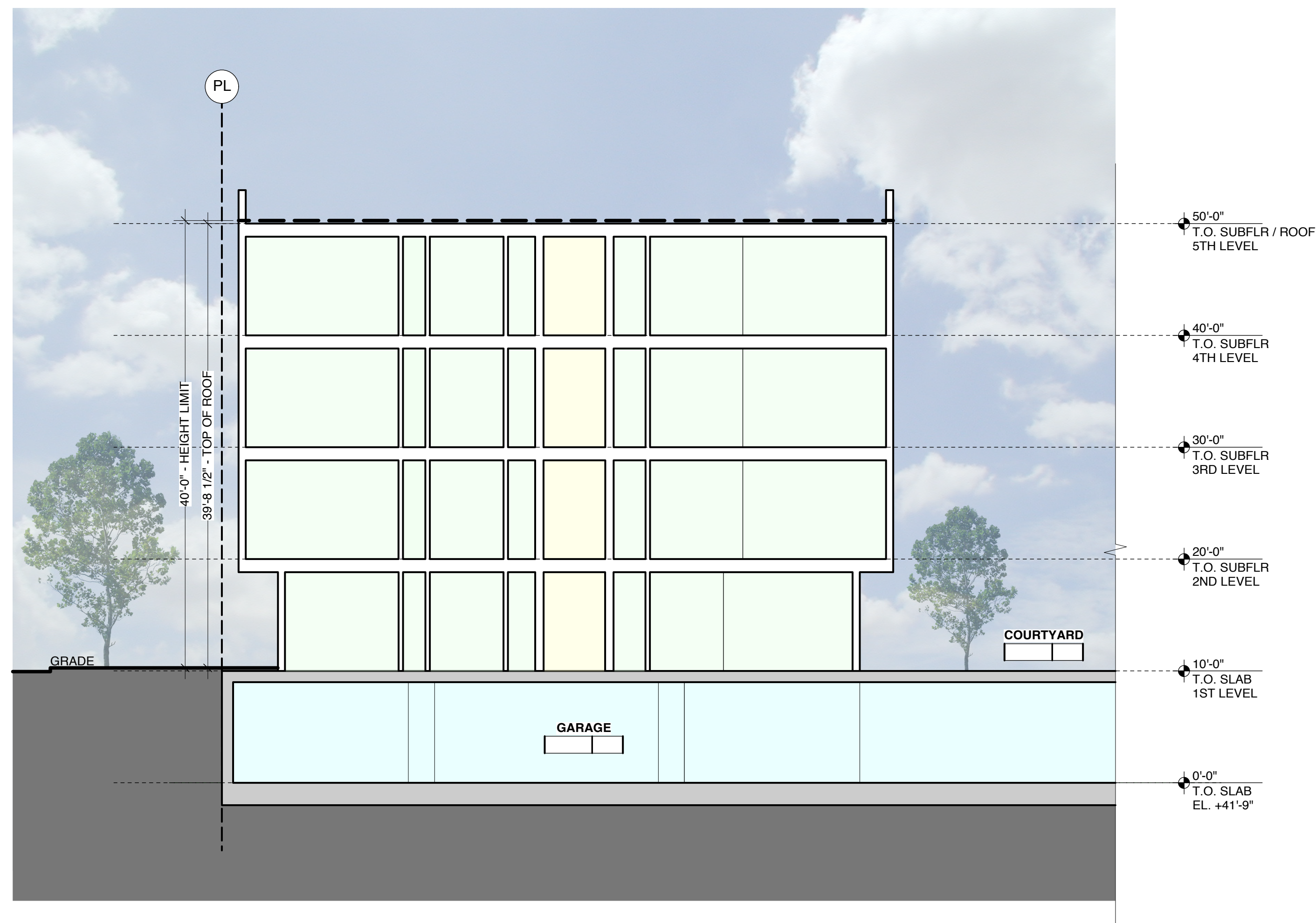




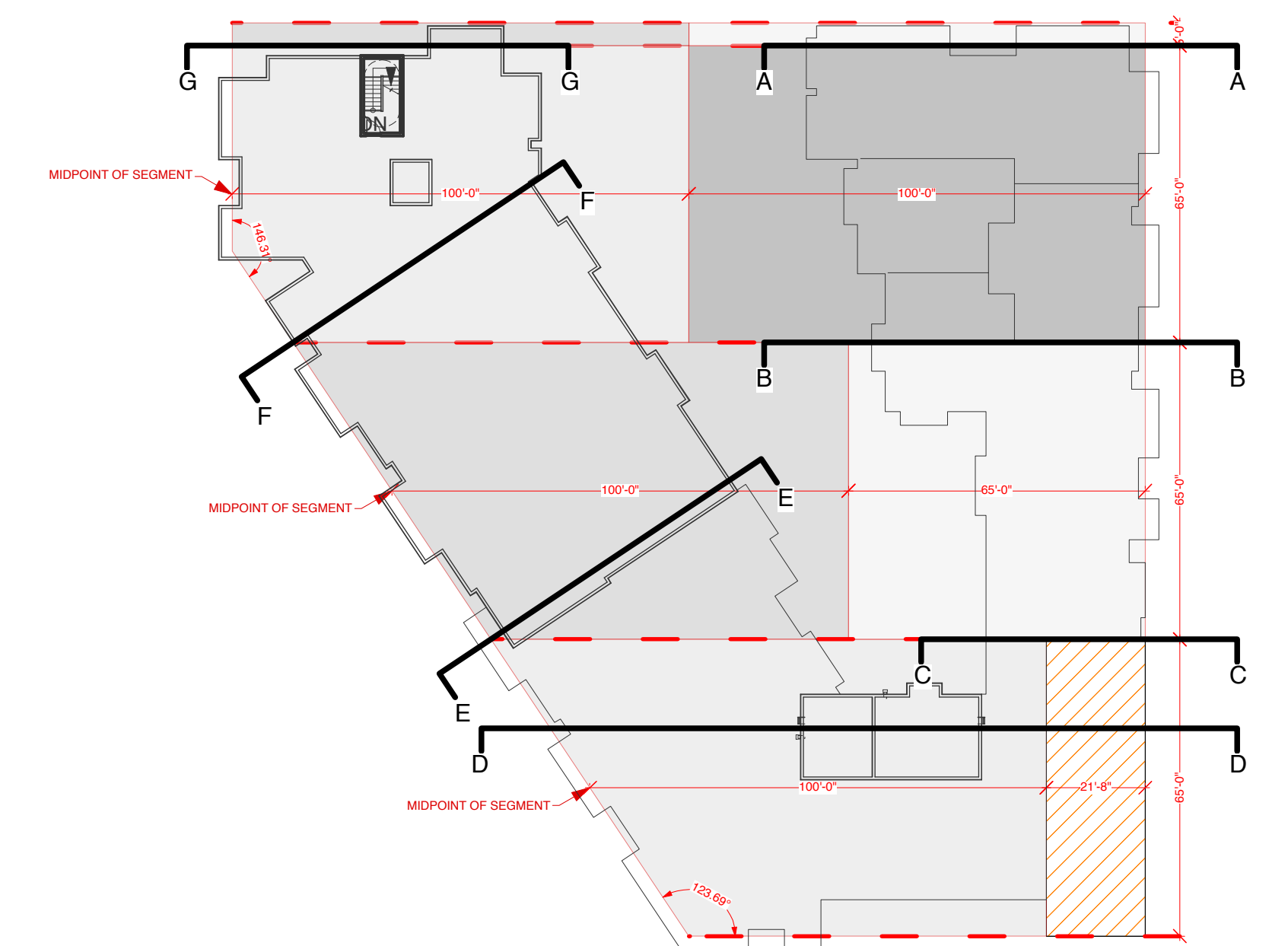
BUILDING SECTION C-C 4
1/8" = 1'-0"



BUILDING SECTION A-A 2
1/8" = 1'-0"



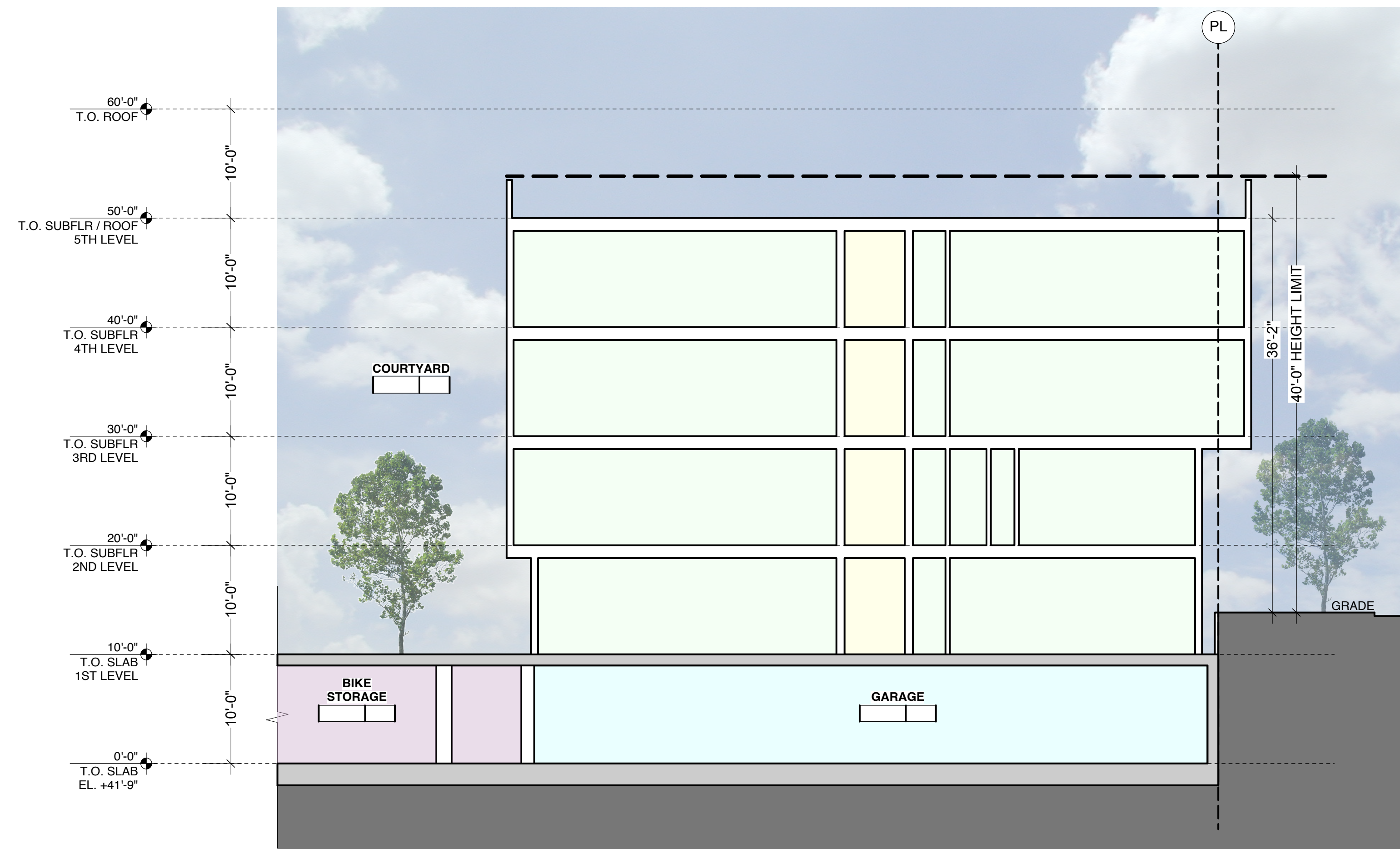
BUILDING SECTION B-B 3
1/8" = 1'-0"



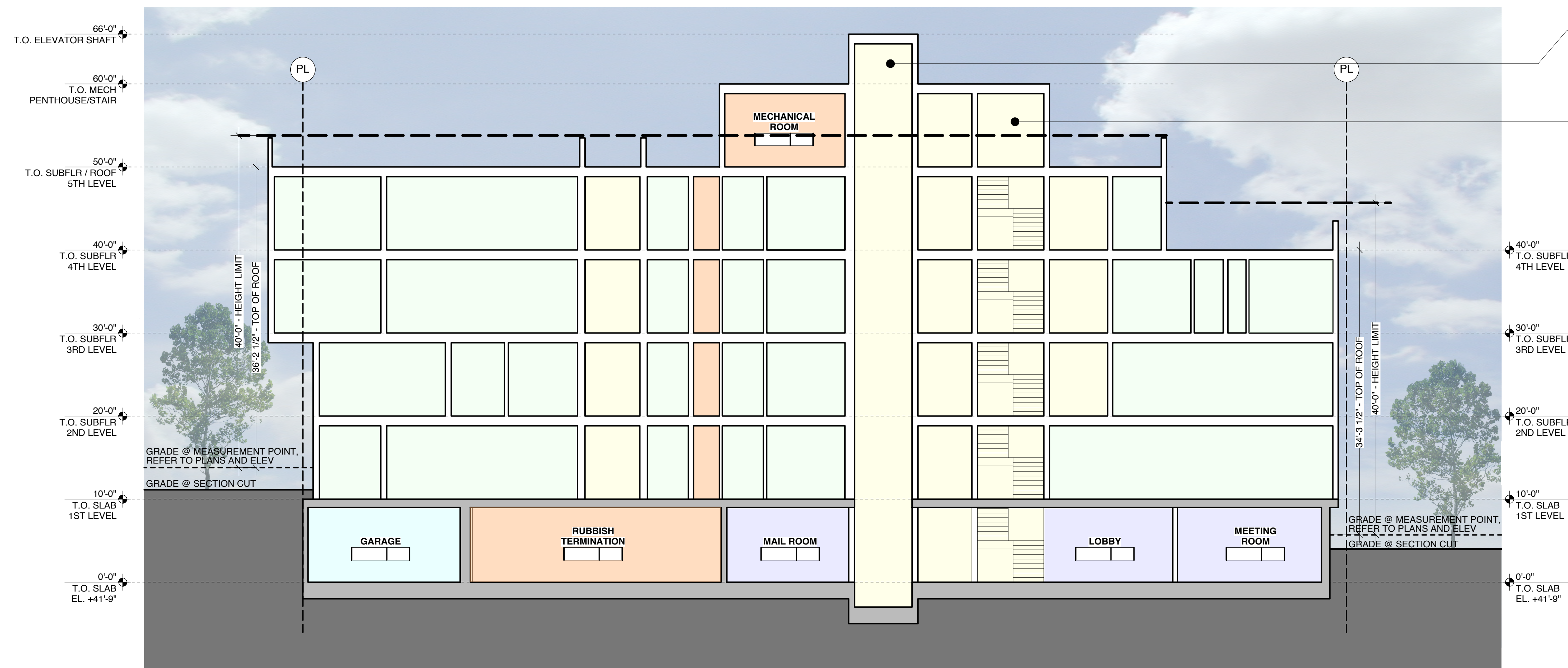
KEY PLAN 1

BUILDING SECTIONS

A3.5



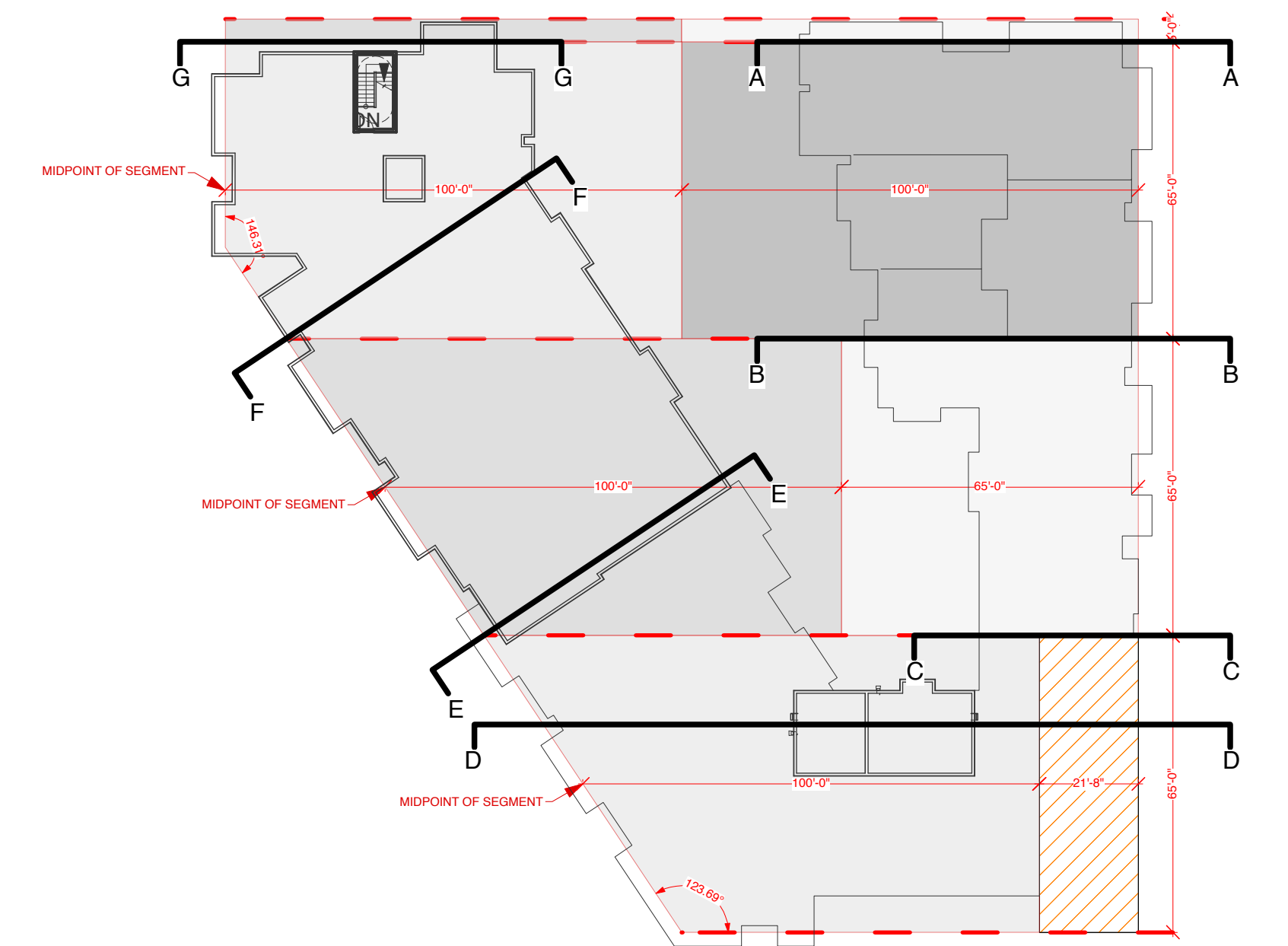
BUILDING SECTION E-E 3
1/8" = 1'-0"



BUILDING SECTION D-D 2
1/8" = 1'-0"

SF PLANNING CODE
SEC 260(b)(1)(B)
.....for elevator penthouses, the exemption shall be limited to the top 16 feet and limited to the footprint of the elevator shaft, regardless of the height limit of the building.

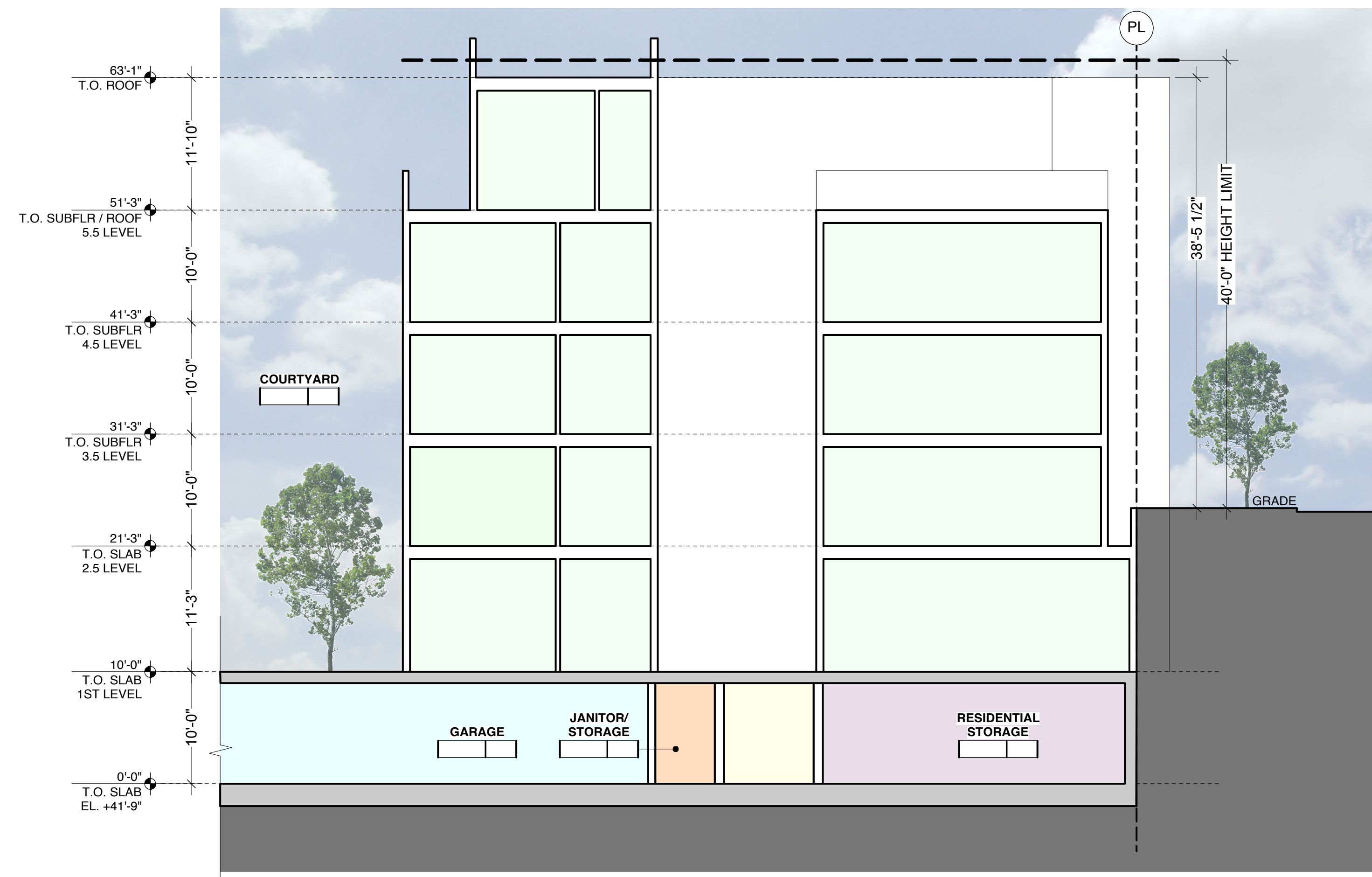
SF PLANNING CODE
SEC 260(b)(1)(A)
Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy and window-washing equipment, together with visual screening for any such features. This exemption shall be limited to the top 10 feet of such features where the height limit is 65 feet or less....



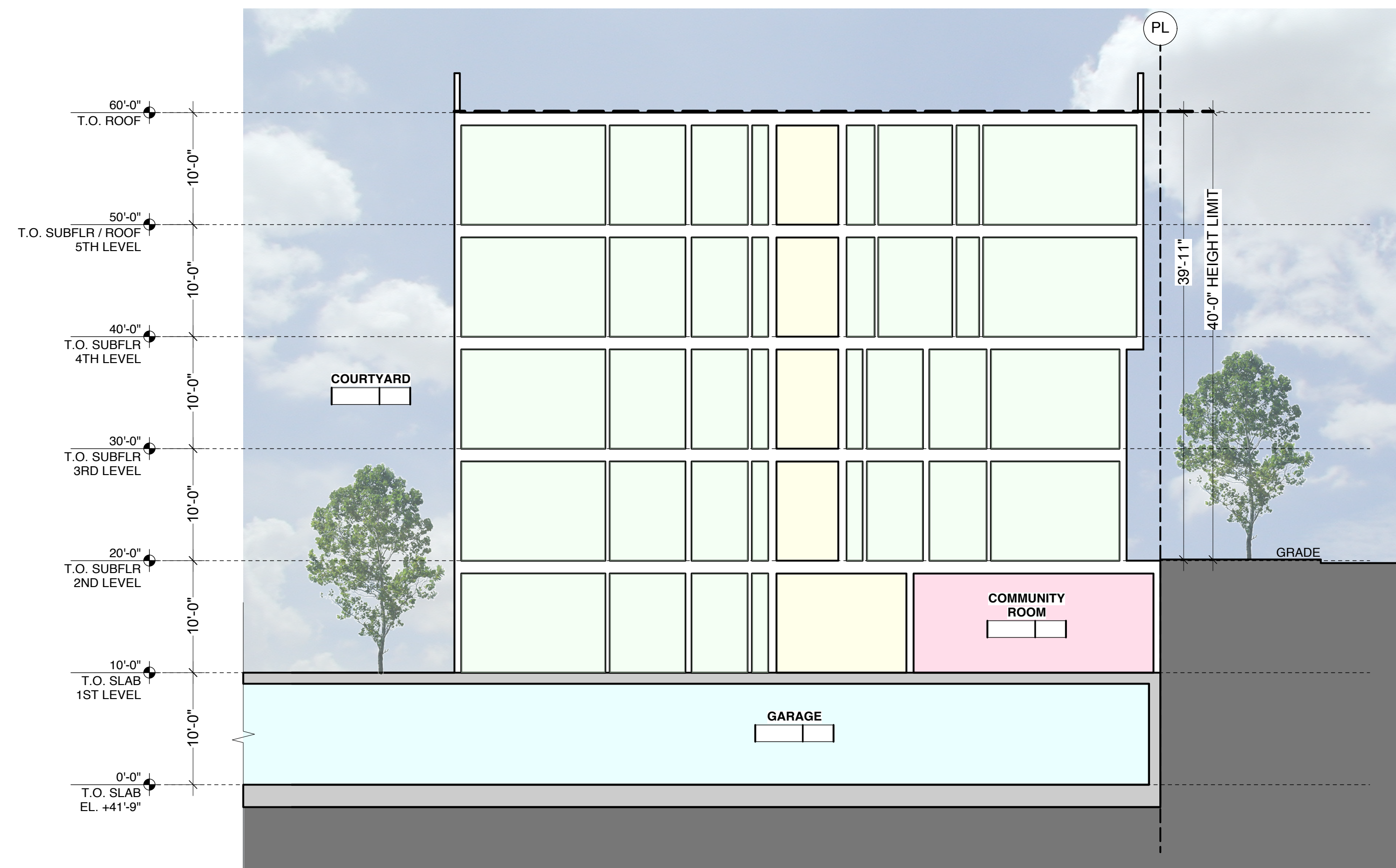
KEY PLAN 1

BUILDING SECTIONS

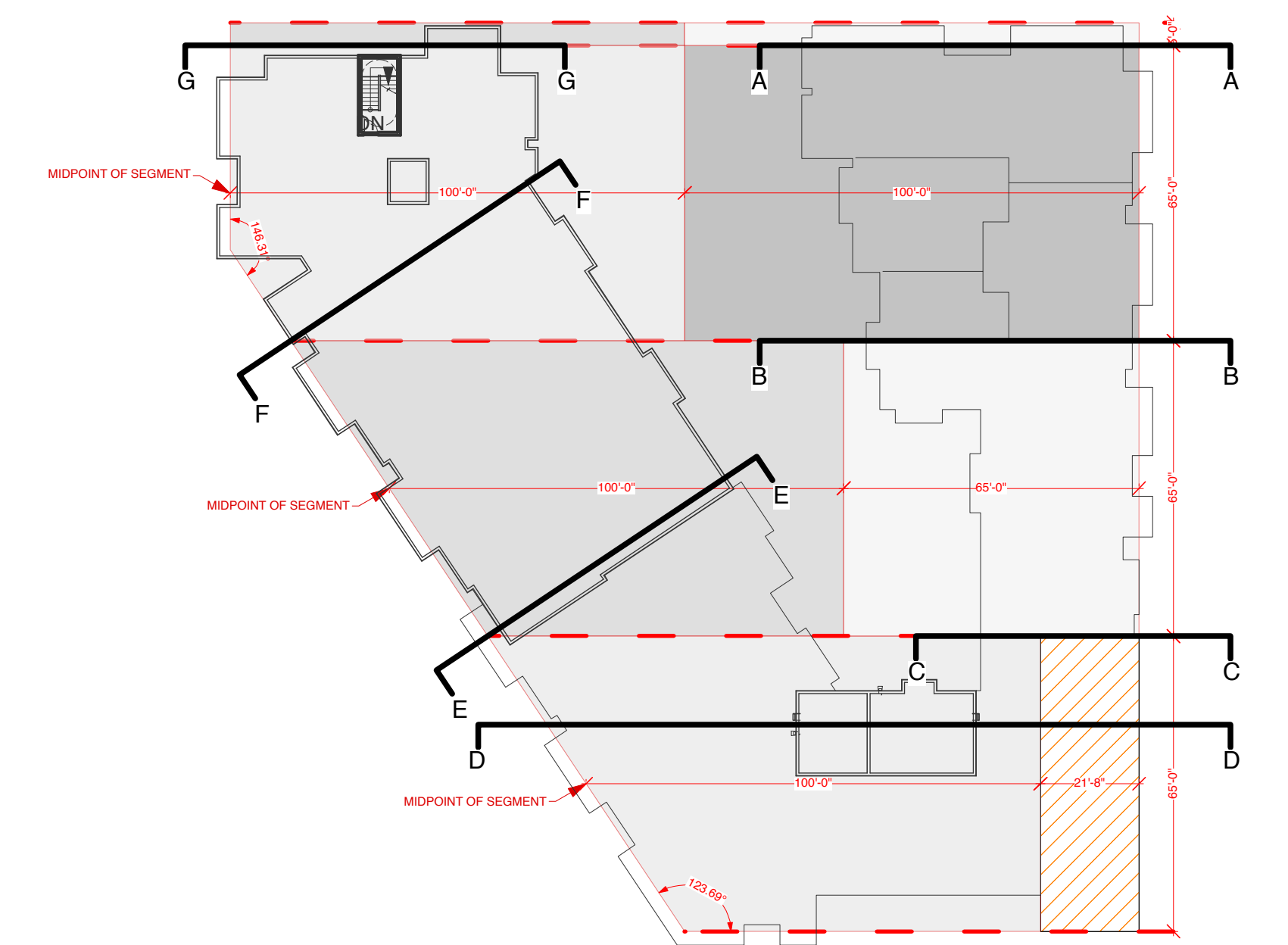
A3.6



BUILDING SECTION G-G 3
1/8" = 1'-0"



BUILDING SECTION F-F 2
1/8" = 1'-0"



KEY PLAN 1

BUILDING SECTIONS

A3.7



MISSISSIPPI & 22ND ST.

A4.0



22ND ST. LOOKING WEST

A4.1



MISSISSIPPI & 22ND ST. ENTRY

A4.2



22ND ST. LOOKING NORTH

A4.3



MISSISSIPPI ST. RESIDENTIAL ENTRY

A4.4



MISSISSIPPI ST. LOOKING SOUTH

A4.5



TEXAS ST. LOOKING SOUTH

A4.6



MISSISSIPPI AND 22ND BEFORE AND AFTER

A4.7