



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** December 8, 2014  
**TO:** Planning Commission  
**FROM:** Rich Sucre, Planner/Preservation Technical Specialist  
**RE:** 1140 Folsom Street Update (Case No. 2013.0986CX)

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On November 20, 2014, the Planning Commission reviewed the proposed project at 1140 Folsom Street (Case No. 2013.0986CX), which included a request for a Large Project Authorization, Conditional Use Authorization and a Planned Unit Development.

The Planning Commission continued these items to the public hearing on December 18, 2014, and requested the following:

- **Community Meeting/Streetscape Revisions** – On December 4, 2014, the Planning Department hosted a community meeting with a representative from the office of Supervisor Jane Kim, Planning Department staff, the Project Sponsor, and concerned community members to discuss improvements on Rausch Street and the November 19, 2014 Memo, entitled “Driveway Location Policies for New Development.” Members of the community in attendance continued to express concern over the current location of the Project’s driveway, and requested the driveway be relocated to Folsom Street. The Department continues to support the location of the driveway as proposed as stated within the Executive Summary and Draft Motion.

In addition, the community members requested public realm improvements and traffic calming measures on Rausch Street, including:

- Installation of cobblestones (or bricks) on Rausch Street;
- Installation of a raised crosswalk across the intersection of Rausch and Folsom Streets, and extension of the corner bulb-out to narrow the width of the street at the intersection;
- Installation of bollards at the corner of Rausch and Folsom Streets;
- Exploration of a corner plaza or other prominent public space at the corner of Folsom and Rausch Streets;
- Extension of the bulbout along Folsom Street for the entirety of the Folsom St NCT frontage (approximately 100-ft);
- Installation of a disabled access on-street parking space; and,
- Switching the direction of Rausch Street.

Although certain aspects of the community member’s requests cannot be accommodated without consultation with other city agencies (including Department of Public Works or SFMTA), the Project Sponsor has considered all of the public realm improvements, and has agreed to implement some of these measures as part of their required streetscape plan. The Project Sponsor

has agreed to the extension of the sidewalk bulb out/extension on Rausch Street for the entirety of the Folsom St NCT and the installation of a raised or high visibility crosswalk, as outlined within the Better Streets Plan and Planning Code Section 138.1. Along with the extended bulb-out/sidewalk, the Project Sponsor will maintain the on-street loading zone. The Project Sponsor will also undertake installation of corner bollards pending consultation with the appropriate city agencies (DPW).

In response to additional community concerns, the Project Sponsor has also agreed to not use an audible queueing/traffic device and has also agreed to installation of red zones along the curb cut (as allowed by SFMTA) of the garage driveway to provide for additional space when turning into and out of the driveway.

The Project Sponsor has provided a revised site plan to denote these additional features.

- **Revised Façade Design** – The Commission requested the project architect re-examine the façade design on Folsom Street. The Project Sponsor has provided a revised design, which reorganizes the fenestration and exterior material palette on the Folsom Street façade and introduces a corner sunshade element, which meets Planning Code Section 260(b).

In addition to the copies of the revised design, the Department has provided the additional public correspondence received subsequent to the public hearing on November 20, 2014 and publication of the revised case report on December 8, 2014.

*G:\Documents\Large Project Authorization\2013.0986X 1140 Folsom St\Memo\_1140 Folsom St.doc*



# 99 RAUSCH

# ILLUSTRATIVE SITE PLAN

**BARARCHITECTS**

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12/05/2014



**L1.00**



FOLSOM ST. ELEVATION VIEW

CU/LPA SCHEME - WITH SUNSHADE



FOLSOM ST. AT RAUSCH PERSPECTIVE

CU/LPA SCHEME - WITH SUNSHADE



FOLSOM ST. ELEVATION VIEW

**ALTERNATE SCHEME WITH SUNSHADE -  
PER COMMISSION COMMENTS**



FOLSOM ST. AT RAUSCH PERSPECTIVE

**ALTERNATE SCHEME WITH SUNSHADE -  
PER COMMISION COMMENTS**

## Sucre, Richard (CPC)

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**From:** Vivian Araullo <vivian@westbaycentersf.org>  
**Sent:** Thursday, November 20, 2014 8:54 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** PUBLIC COMMENT:1140 Folsom Street Conditional Use Permit and Large Project Authorization

Dear Commissioners,

I am the new executive director of West Bay, a non profit based in the South of Market serving the needs of children and the existing Filipino community in SOMA.

I am writing in support of the proposed development at 1140 Folsom.

The proposed project will replace a vacant warehouse and surface parking lot at the intersection of Folsom and Rausch.

The developers of the project have met with us and shared the project with my organization. They have listened to our suggestions and discussed our needs.

The project sponsors say they will help West Bay parents and youth by setting up a pilot program to pair existing them with job opportunities in companies moving to the neighborhood.

We are certainly hoping their pilot project will come to fruition for West Bay and that there will be significant results.

Sincerely,

Vivian Zalvidea Araullo  
Executive Director  
West Bay Pilipino Multi-Service Center  
175 Seventh Street  
San Francisco, CA 94103  
Office Phone (415) 431-6266  
Cell Phone (650) 219-9293  
<http://westbaycenter.org/>

*"How comfortable we are and yet there is so much suffering in the world."*

*~ Dalai Lama*

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## Sucre, Richard (CPC)

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**From:** Martha Bridegam <bridegam@gmail.com>  
**Sent:** Thursday, December 04, 2014 6:42 PM  
**To:** Sucre, Richard (CPC)  
**Cc:** Jim Meko; jessica spurling; Enrique Landa; John Bickford; Josh Corzine; Veneracion, April (BOS); Joel VanderWerf; Cindy Casey; John Dunlap; Kelly Kay; Elbe Spurling; chaegglund@bararch.com; Teague, Corey (CPC); Jain, Devyani (CPC)  
**Subject:** Quick followup to this morning's meeting

Hi all --

I wanted to set something right that I read out this morning from my notes of the November 20 hearing: The comments about bringing in alternative designs for placing the garage entrance on Folsom or on Rausch were from Commissioner Richards, not Commissioner Fong -- there was a change in speakers midway down the page that I missed.

In the garbled caption notes at

[http://sanfrancisco.granicus.com/TranscriptViewer.php?view\\_id=20&clip\\_id=21493](http://sanfrancisco.granicus.com/TranscriptViewer.php?view_id=20&clip_id=21493)

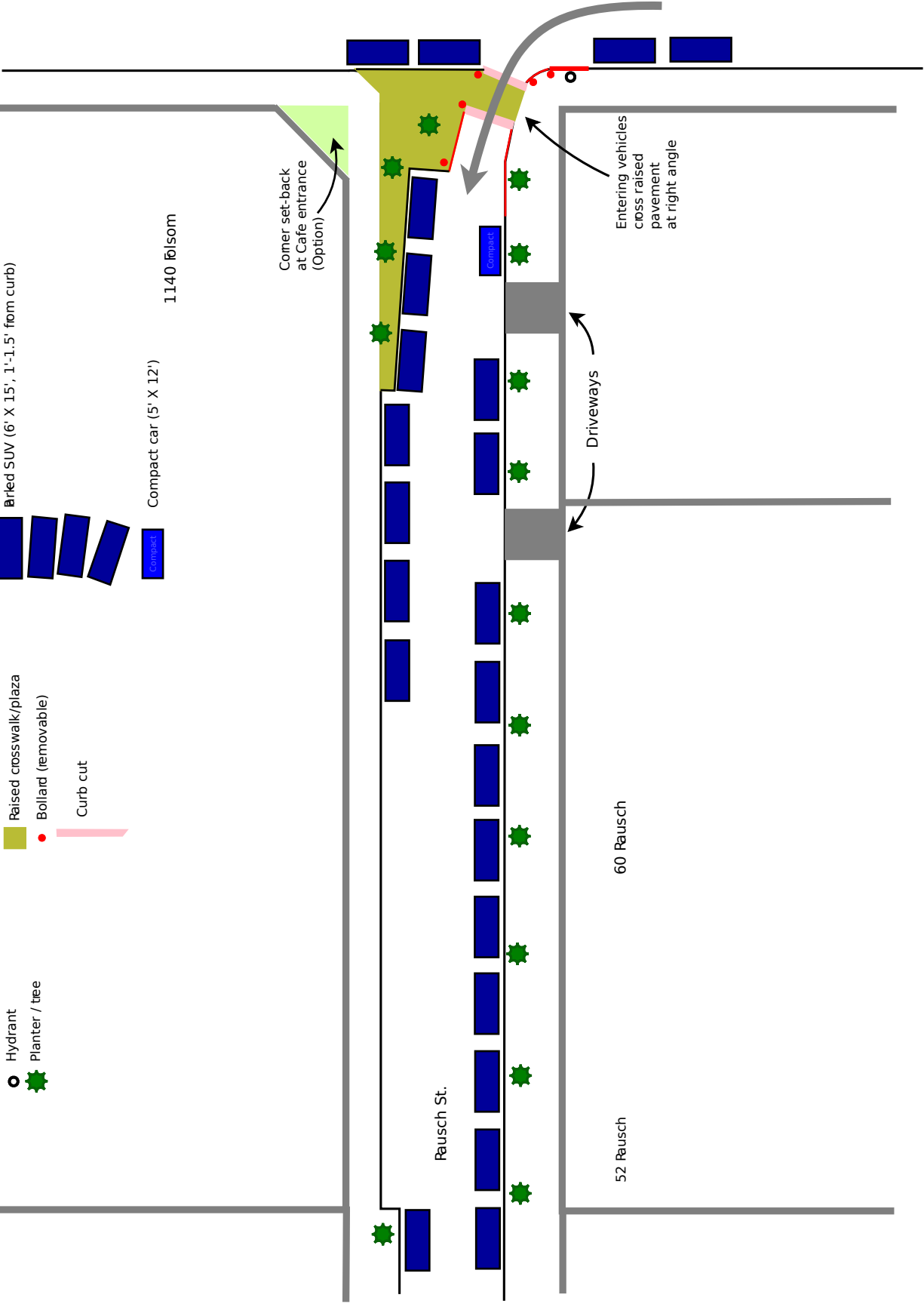
a text search for the words "so I don't see scrape come back" will get to the right part of the text.

Reviewing the caption notes and my own notes, however, it looks like the purpose of the continuance was not spelled out in the Commissioners' approved motion. Several purposes for the continuance, including the purpose stated by Commissioner Richards, had been articulated before the motion was passed. The motion did not single out any particular one of those purposes as the exclusive purpose of the continuance. Certainly there was no instruction to limit discussion to the November 19 policy memo at the expense of seriously considering the Folsom garage alternative, as Rich and Corey represented to us this morning.

More from Joel and me later, but I wanted to get this out to you the same day.

Thanks,

Martha Bridegam  
44B Rausch St.



Blue SUV (6' X 15', 1'-1.5' from curb)



Green square: Raised crosswalk/plaza  
 Red dot: Bollard (removable)  
 Pink line: Curb cut

Circle: Hydrant  
 Green star: Planter / tree

1140 sq ft

Corner set-back at Cafe entrance (Option)

Rausch St.

Driveways

60 Rausch

52 Rausch

Entering vehicles cross raised pavement at right angle

The neighborhood, in meetings and email communication, has voiced broad support for the following:

- Put the garage entrance on Folsom St. and, at the same time, make concrete plans to fix the existing traffic conditions on Rausch St. **These two problems are linked and should be solved together.**
- Improve the visual impact of the building by changing the design.

To elaborate on these points, we make the following arguments:

## Traffic and garage entrance

### 1. The existing conditions are dangerous and congesting.

- (a) **Rausch St. is a funnel.** As Commissioner Hillis observed, Rausch St. has a relatively wide entrance and narrows mid-block. The entrance is 35' wide, curb-to-curb, offering a fast entrance for vehicles off of Folsom. However, at mid-block, Rausch St. narrows, creating a bottleneck with a driving lane about 9' or 10' wide between parked cars.
- (b) Pedestrians are present in all of the public areas under discussion: walking along the Rausch Street sidewalks, crossing Rausch Street at Folsom, and also walking along the Folsom Street sidewalks.
- (c) Cars from Hallam dash against one-way flow on Folsom, across all 4 lanes, to get to Rausch. We saw this occur twice when Commissioner Richards was visiting.
- (d) Cars from the parking lot and other driveways illegally turn against the one-way flow on Rausch to get to Folsom. We saw this too when Commissioner Richards was visiting. Cars from the proposed garage entrance on Rausch will have the same incentive to do this: it's a quick short-cut.
- (e) Rausch is used as a high-speed short-cut from Folsom to Howard, especially when traffic backs up on Folsom.
- (f) Cars turn from Folsom into Rausch at high speed. Neighbors are afraid to walk across Rausch St. at the southern end because of this danger, and families with small children have expressed particular concern. Some of us have had our parked cars side-swiped in that area.
- (g) The narrow part of Rausch St. is frequently blocked by stopped taxis, delivery trucks, and so on. This causes cars to queue up, honk their horns, and eventually drive in reverse, against traffic flow, and back out dangerously onto Folsom.

All of these problems are frequently observed by neighbors. In addition, we have made two 40-minute traffic studies (morning and evening) to reinforce these observations.

These problems will negatively affect 1140 residents as well, and their severity will only increase as the density of SoMa increases.

## 2. We need to slow down turning cars and prevent dangerous maneuvers

- (a) The design should slow down turning cars *before* they cross the pedestrian stream along Folsom, and force cars and pedestrians to be aware of each other and cooperate for safe passage.
- (b) The design should change the geometry of the entrance to prevent the counterflow movements described in (1c), (1d), and (1g).

As neighbors we have been discussing possible designs to solve this problem, including:

- narrowing the Rausch St. entrance to one lane,
- making the turn sharper (as advised by NACTO <http://nacto.org/usdg/corner-radii>),
- adding bollards,
- angling the entrance to prevent the Hallam-Rausch dash and the Rausch-Folsom reverse flow, and
- adding a raised crosswalk across Rausch (feasible with the narrowed entrance).

Rausch St. is a one-block residential enclave street and it should have **slow traffic, minimal through traffic, and no flow-violating traffic**. More details are in the attachments.

## 3. These fixes are inevitable

We feel that the fixes described in (2a) and (2b) above are inevitable as the neighborhood becomes more dense. So let's incorporate those fixes into our plans now. **The choice of driveway location must be informed by the traffic calming design and its intentional slowing effect on turning cars.**

## 4. The Folsom alternative is better for traffic

In light of (3), putting the driveway on Folsom is actually safer and will reduce congestion, compared with the proposed Rausch St. location.

It is **safer** because cars entering the 1140 Folsom garage by turning directly off of Folsom have one less conflict zone than cars making two turns: from Folsom to Rausch and then from Rausch into the garage. **Using the Folsom entrance, there is only one turn across a pedestrian stream, rather than two.** Let's not force extra cars to cross the Rausch St. sidewalk, when we don't really need to.

It will **reduce congestion** because:

- (a) Cars turning to go to existing parking on Rausch (street or garage) will be kept separate from cars turning into the 1140 Folsom garage by way of the Folsom entrance. Therefore, the former cars will never queue behind the latter, and vice versa. This is better than making them all queue on Folsom to get into Rausch St.

- (b) Cars exiting 1140 by way of the Folsom driveway have a simpler and safer turn than the awkward turn exiting the proposed driveway at the Rausch St. Bottleneck. The proposed design calls for turns out of the Rausch entrance into the 9' wide travel lane. We're not convinced this is safe, or even possible for cars larger than a Mini or Fiat. Neighbors with a driveway along the narrow part of Rausch perform this maneuver using an opposing driveway and a three-point turn. There is no opposing driveway to the proposed garage entrance.
- (c) Cars exiting 1140 by way of the Folsom driveway do not contribute to the queues that form when the narrow part of Rausch is blocked. By contrast, cars turning into the Rausch St. bottleneck will cause congestion in the flow along Rausch. **Folsom has much better maneuverability. Let's use it.**

## 5. Additional problems with proposed Rausch entrance:

- (a) Car lights will shine into residential windows across the street.
- (b) The alert buzzer will disrupt the peace of the residential enclave.
- (c) The Western SoMa Community Plan opposes garage entrances on RED streets.

## 6. Rebuttals to arguments for entrance on Rausch St.

*“The proposed design has an 8' bulb-out.”*

That is no better than the 6' width of a parked car, 1.5' away from the curb, which is exactly what we have now.

*“Traffic calming measures will compensate neighbors for living with the Rausch St. entrance.”*

The traffic calming is for everyone's benefit, not just for Rausch St. neighbors. We need walkable streets regardless of the design of the 1140 Folsom building. More importantly, the more traffic calming measures are added, the more their intentionally slowing effects on traffic will make the Rausch St. entrance a poor choice, compared to Folsom.

*“Folsom does not have many driveways, and it should stay that way.”*

One of the Commissioners asked about other driveways on Folsom. They are in fact quite common! We counted **41 active driveways between 9<sup>th</sup> and 6<sup>th</sup> on Folsom** (not counting unused curb cuts). A Folsom entrance would be **the only curb cut between Rausch St. and Langton St.** The density of curb cuts in this area would still be lower than in many other parts of Folsom.

*“Traffic to and from 1140 Folsom is negligible, so it doesn't affect Rausch.”*

If that's the case, then put the entrance on Folsom and nobody will be bothered!

*“Brainwash Cafe will be affected by a Folsom entrance.”*

With a total frontage of 137', we could put the entrance near the middle and have room for a 67' separation between the entrance and Brainwash, still leaving a large buffer from Rausch St.. This 67' separation is much more than the sidewalk's width that separates Brainwash and Langton Street. For comparison, at 238 Townsend Street there is a juice bar with a parklet similar to the Brainwash parklet,

and it is about 40' from the nearest cross street on one side and about 60' on the other side.

*“The entrance on Folsom is too close to Rausch St. and will conflict with Rausch St. traffic.”*

The buffer on the west side, between Rausch and the entrance, would be 60' in the design suggested above, plus the 8' sidewalk, plus any extra bulb-out space. That should be enough to separate these two low-traffic turns. And note also that traffic does not exit from Rausch to Folsom, so there is no conflict at all: there are no crossing traffic streams.

*“Transit on Folsom will be disrupted by cars turning into the Folsom St. garage entrance.”*

The cars going to 1140 Folsom have to make the turn off of Folsom somewhere. And wherever they turn, we must make them slow and wait for pedestrians. This is the point of traffic calming. The “disruption” is necessary for safety. The number of turns from Folsom to enter the building is the same either way. The effect on transit is the same either way.

Actually, it may be better for the sake of transit to split up the turning flows to reduce queueing. Existing Rausch residents would turn on Rausch, and 1140 Folsom residents would turn about 60' or 70' farther away (to the east) into the Folsom garage entrance, and so they would not queue behind each other. **Instead of trying to cram more traffic onto Rausch, we should focus on reducing car-bus conflicts by preventing through traffic on Rausch and preventing dangerous driving in the area around Rausch, Folsom, and Hallam.**

*“Cars turning into the garage on Folsom would cause conflicts with pedestrians walking along Folsom.”*

So would the same cars turning from Folsom onto Rausch to get to the garage on Rausch—pedestrians on the Folsom St. sidewalk have to cross both Rausch St. and the Folsom driveway. The turn into Rausch is in fact a *worse* danger for pedestrians as long it can be done at higher speed. Furthermore, the Rausch St. entrance would add an additional car-pedestrian conflict zone on the Rausch St. sidewalk, mid-block in a residential neighborhood. The Folsom entrance only entails one car- pedestrian conflict zone, not two.

## **Building design and its visual impact**

At the hearing, Commissioner Moore and others pointed out some issues with the appearance of the building and its integration with the neighborhood.

In neighborhood discussions, we have considered with interest some ideas to:

- interrupt the massing and reduce the appearance of a row of housing blocks along Folsom,
- make the Rausch St. units seem more like they belong in a quiet street of old houses, and
- add an iconic design element, representing neighborhood and adding focus to the whole block.

## Rausch St. Plaza

See the accompanying PDF for a sketch of possible redesign of the area. The drawing is based on tracing the Site Survey by BAR and adjusting for measurements of sidewalk and street dimensions. The “Right of Way” on Rausch is 51'. In the narrow, northern part, that 51' breaks down as 13' sidewalk + 25' pavement + 13' sidewalk. We call this 'the bottleneck' or 'the notch'. In the wide part, the 51' breaks down as 13' sidewalk (west) + 30' pavement + 8' sidewalk (east.) At the Folsom entrance, the slanted curb on the west side of Rausch increases the drivable pavement width to 35', creating a fast entrance for vehicles from Folsom, an inviting funnel mouth.

As a very rough model of what the plaza could look like, take a look at the Duboce Park Cafe at Duboce and Sanchez:

<https://www.google.com/maps/@37.7693147,-122.431407,3a,75y,174.64h,74.76t/data=!3m4!1e1!3m2!1shlIvRSFM2klOAmHJt2Owaw!2e0>



Also, some examples on Noe Street:

<https://www.google.com/maps/@37.7672015,-122.433364,3a,75y,0.08h,79.84t/data=!3m4!1e1!3m2!1so71ZFZlPyLE-5Fkh7zFQsA!2e0>

<https://www.google.com/maps/@37.7669145,-122.4333368,3a,75y,128.48h,74.88t/data=!3m4!1e1!3m2!1sOU6IZdvs56XxT3zoO2vVpQ!2e0>

<https://www.google.com/maps/@37.7664897,-122.4332969,3a,75y,99.16h,76.18t/data=!3m4!1e1!3m2!1sGW6SdNtRwP8O9h78MimHfQ!2e0>

In addition to creating a pleasant public space, like in these streetview images, the plaza will have some other benefits.

**The plaza will benefit traffic in the following ways:**

1. Prevent dangerous upstream dashes from Hallam to Rausch, which go against flow on Folsom. We saw this occur twice when Commissioner Richards was visiting. The narrow and angled entry to Rausch will fix this problem.
2. Prevent cars exiting driveways from turning against the one-way traffic flow on Rausch to get to Folsom. We saw this occur when Commissioner Richards was visiting, and I've done a brief traffic study to back that up. It's a common phenomenon. The narrow and angled entry will fix this problem, too.
3. Reduce use of Rausch as high-speed short-cut from Folsom to Howard, which is especially a problem when traffic backs up on Folsom.
4. Slow down cars as they enter Rausch, instead of letting them enter at high speed and then slow down as they reach the narrow part. Calming effects are due to the narrowness of the entrance (12'), the sharp turn, and the raised pavement. (See <http://nacto.org/usdg/corner-radii> for an explanation of the importance of the sharp turn.)
5. By decreasing the incentive for *through* traffic to use Rausch St., we remove this source of conflicts between turning cars and transit on Folsom.
6. By decreasing the incentive for *through* traffic to use Rausch St., we decrease the problem that happens when the upper end of Rausch is blocked (by a taxi, for example), and cars queue up behind it, eventually honking and even reversing back out to Folsom.

**The plaza will benefit parking in the following ways:**

1. Add 2 spaces on Folsom along the edge of the plaza (hourly parking).
2. Lose 2 residential spaces at the Folsom end of Rausch (one on each side of Rausch, at the corner), but add about 6 spaces in the former yellow zones and curb cuts on the east side of Rausch, for a net gain of about 4 spaces.

**The plaza will protect pedestrian safety along Folsom St.**, because of the raised crossing, bollards, and channelized traffic. For a discussion of raised crosswalks, see the SF Better Streets Policy, p. 105: [http://www.sf-planning.org/ftp/BetterStreets/docs/Draft\\_BSP\\_5\\_Street\\_Designs.pdf](http://www.sf-planning.org/ftp/BetterStreets/docs/Draft_BSP_5_Street_Designs.pdf). This is why the drawing shows the pink areas at an angle, where cars enter and exit the raised crossing, so that incoming traffic from Folsom meets the bump squarely, as shown by the gray arrow. This has the additional advantage of offsetting pedestrian flow along the Folsom sidewalk, which has safety benefits by forcing pedestrians to pay attention at the crossing. See p. 124 of the BSP.



Note that similar raised crossing already exist at Harriet and Folsom, at Harriet and Howard, on Minna, and on Natoma.

**The plaza will protect access by fire trucks**, street sweepers, garbage trucks, and moving/delivery trucks:

The drivable space across the plaza in this drawing is at least 12' wide (more with removable bollards). If you're concerned about fire trucks, take a look at this view of Sanchez St. in the Duboce Triangle area. Right next to a fire station you can see a street island with a tree, forming narrow (probably less than 12') channels on each side:

[https://www.google.com/maps/@37.7670247,-122.431118,3a,75y,157.63h,71.32t/data=!3m4!1e1!3m2!1sEOpp\\_PjiQ1XnGuLIHh9JRw!2e0](https://www.google.com/maps/@37.7670247,-122.431118,3a,75y,157.63h,71.32t/data=!3m4!1e1!3m2!1sEOpp_PjiQ1XnGuLIHh9JRw!2e0)

**Other design ideas:**

**Rausch St. surface**

The street could be paved with bricks or cobblestones, as on Stevenson St. off of Duboce. Or Pearl St., also off of Duboce.

[https://www.google.com/maps/@37.7708012,-122.4216805,3a,75y,185.19h,84.8t/data=!3m4!1e1!3m2!1s\\_12UIbFhX2Kx-8QWsBxDJA!2e0](https://www.google.com/maps/@37.7708012,-122.4216805,3a,75y,185.19h,84.8t/data=!3m4!1e1!3m2!1s_12UIbFhX2Kx-8QWsBxDJA!2e0)

[https://www.google.com/maps/@37.7703748,-122.4239063,3a,75y,185.32h,83.04t/data=!3m4!1e1!3m2!1shYWDh2JjZ7\\_WFWuCns7BgA!2e0](https://www.google.com/maps/@37.7703748,-122.4239063,3a,75y,185.32h,83.04t/data=!3m4!1e1!3m2!1shYWDh2JjZ7_WFWuCns7BgA!2e0)

**Building Facade at corner:**

In the sketch, the light green area labeled "Corner set-back" is a suggestion to improve the feel of the plaza and to add an iconic design to the building. It may be a long-shot that the developers would want to do this, but it would add a little space to the plaza, open up sight lines, and de-congest foot traffic around that corner (which we hope will be a busy cafe).

It might also be a way to address one of the complaints of the Planning Commission that the earlier building design was dull and not distinctive. The wall space (perhaps 10' or 15' wide and several stories high) above that diagonal could be distinctive in some way. The windows could be shaped differently, there could be small balconies, there could be a clock on the top floor (ok, that's corny), or something else. People approaching the building would see that angled facade (light would reflect differently off of it compared to the adjoining non-angled surfaces) and get the idea that this isn't just a row of housing blocks. There's a neighborhood here, and this plaza is a focal point of it.

One building that has this design is the KQED offices at Mariposa and Bryant:

<https://www.google.com/maps/@37.7629966,-122.4102548,3a,75y,74.86h,97.85t/data=!3m4!1e1!3m2!1s8CfYRedD6aiXSDfziHD31g!2e0>



The set-back corner doesn't take much away from the building, but it adds to the open space and sight lines, and it presents a facade that KQED uses for banners. In the 1140 case, it would be taller, so the facade might suggest a column or tower.

We hope that developers will see that these changes add value to their building, both for their tenants and for neighbors.

## Sucre, Richard (CPC)

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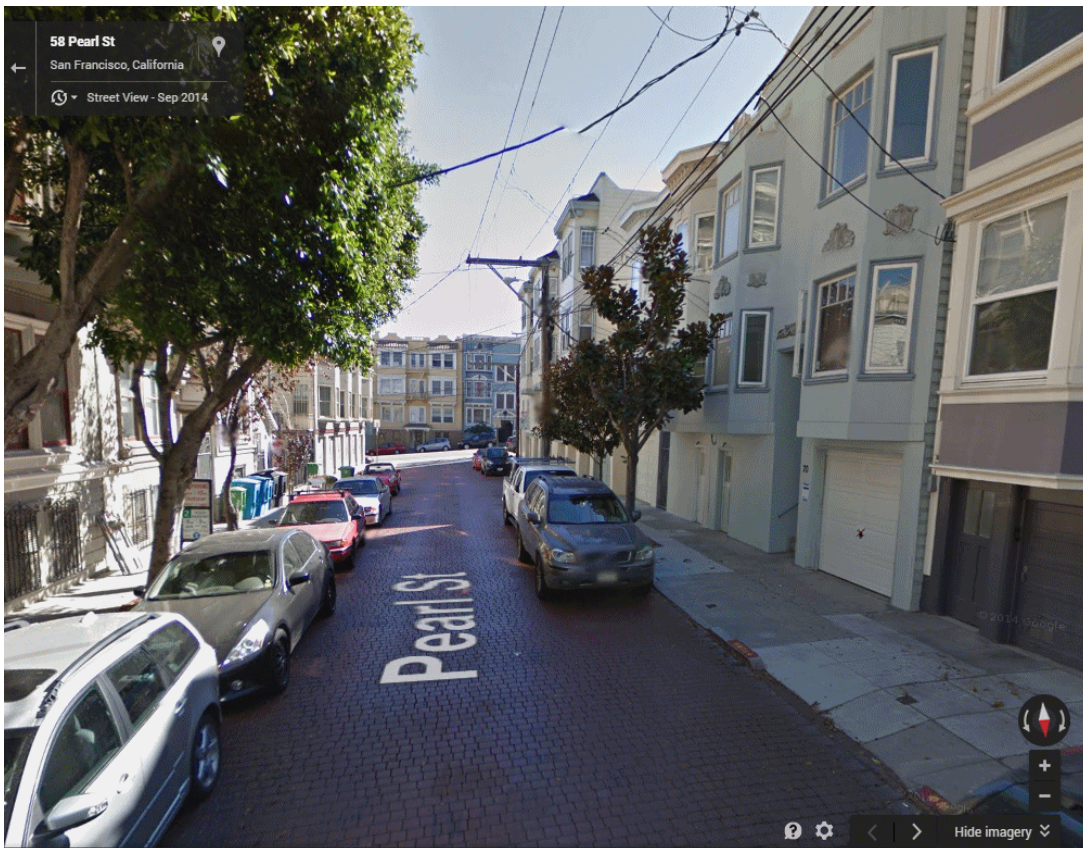
**From:** Lila Tene <lilatene@gmail.com>  
**Sent:** Friday, December 05, 2014 4:19 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** 1140 Folsom St Project - comments in advance of the December 18 hearing

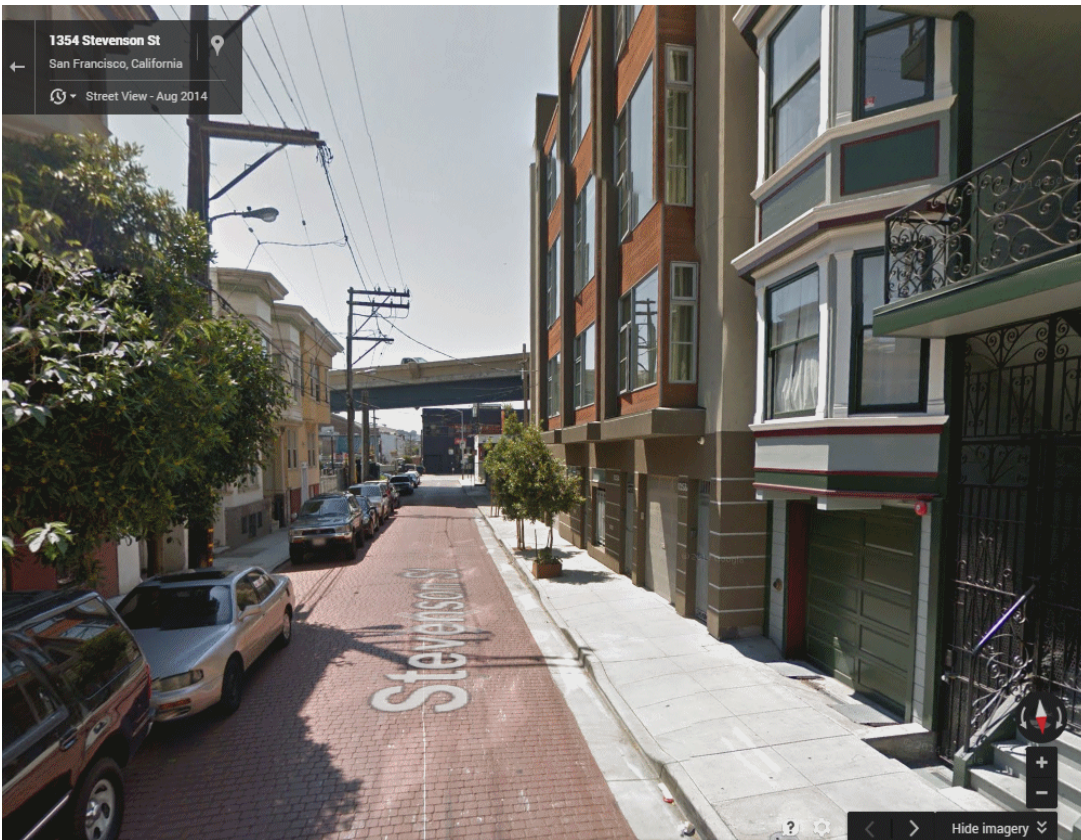
hi Richard,

I am writing as a resident of Rausch Street that will be affected by the new development at 1140 Folsom St. I understand you met with some of the Rausch St neighbors yesterday (I was unable to attend but heard from some of them about the meeting).

In general I am a supporter of increased housing in the city, but I have concerns on the impact of this project. Before approval, I would expect city planning and the planning commission to consider and help address the traffic issues on Rausch Street so that even with the addition of the new residents of the building and increased traffic, Rausch Street will have the residential enclave feel that it was designed for and be safe for pedestrians walking around the neighborhood. Commissioner Richards showed concern about these issues during the November 18th meeting, which I attended.

My favorite idea I've heard from the neighbors is using brick/cobblestone paving on Rausch in a similar way to what was done on Stevenson St and Pearl St in the last couple of years, as seen in Google Street View photos below:





This seems like a very effective way to discourage drivers from using our small residential alley as a corridor to get from Folsom to Howard, which will benefit all of the residents of the neighborhood, existing and new.

I also support other traffic calming measures suggested by the neighbors, including extended bulbouts with small 'plaza spaces', raised sidewalks / speed bumps, bollards, narrowing the entrance onto Rausch etc.

I'm still strongly in favor of the driveway being on Folsom Street rather than Rausch Street. Folsom can accommodate the increased traffic in a way that Rausch Street can not.

Other comments about the project: I agree with Commissioner Moore's statement on November 20th that the building design should be 'more whimsical' and hope the developers and architects have made improvements in that regard.

thanks,

Lila Tene  
Homeowner, 36 Rausch St

## Sucre, Richard (CPC)

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**From:** jessica spurling <jessica.spurling@gmail.com>  
**Sent:** Friday, December 05, 2014 3:35 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** Re: Quick followup to this morning's meeting

Hi Richard!

Thanks for your time yesterday.

I think this list summarizes what I am hoping we can do for Rausch St:

Make Rausch St safer, more pleasant, and a better "neighborhood street":

- \* install cobblestones(or bricks if they are bricks-same as Stevenson and Pearl @Duboce) to make it look less like a through street and force people to slow down
- \* raise the entry to Rausch St to sidewalk level (again see what was done at Stevenson and Pearl @ Duboce), again to force people to slow down and make the street look less inviting for through traffic
- \* make the entrance to Rausch St the minimum allowable width, making the bulbout on the development side larger to create a small and pleasant plaza in front of the corner retail spot
- \* put the driveway on Folsom St
- \* extend the bulbout on the development side further down Rausch St to further make the street look less like a through street, to slow traffic, and to maximize the pleasant plaza space for the corner retail and for all pedestrians in the neighborhood. The bulbout could match the length of the part of the building facing Rausch that is taller.

Thank you!

-jessica

Dear Mr. Sucre:

I am one of several neighbors who have commented on the 1140 Folsom project and who also have relevant professional experience. I was employed for 13.5 years in Caltrans-funded and federally funded research and development at UC Berkeley, working closely with nationally recognized traffic safety epidemiologists, engineers from an array of disciplines, and cognitive psychologists on intersection collision avoidance, driver safety assistance, traffic flow measurement, traffic control devices, bus rapid transit, and human factors experiments. I took the lead role on traffic simulation in these projects and also worked on data gathering and experimental design at real-world sites around the Bay Area. I have a PhD in Mathematics from UC Berkeley. Although I do not hold a professional traffic engineering license, I can confidently discuss traffic safety.

On December 4, 2014, Planning staff met with neighbors and the project sponsors on the proposed development at 1140 Folsom St. In the meeting, Corey Teague made the Planning Department's position clear. The Department arrived at its preference to locate the garage entrance on Rausch St., rather than on Folsom St., by **counting** the number of pedestrian/bike conflict zones along Folsom St.

Mr. Teague stated that conflict with transit is not an issue in this case, due to low volume, nor is queuing on Folsom an issue. I do not dispute these points.

Disturbingly, he dismissed the importance of conflict zones on Rausch St. Also, he dismissed the importance of the characteristics of vehicular traffic within the conflict zones, in favor of the mere existence of such zones.

Counting conflict zones is not an acceptable way to estimate safety. A professional traffic engineer estimating pedestrian risk exposure would consider the volumes and speeds of cars passing through those zones, the sizes of the zones, and the frequency of car-ped interactions, among many factors. For example, see:

<http://www.nrso.ntua.gr/geyannis/images/stories/ge/Publications/Papers-Conferences/geyannis-pc119.pdf>

Since the project sponsors did not present any alternatives at the meeting, I take this opportunity to compare the proposal with one alternative.

*Alternative 1. Rausch Driveway (Proposed by project sponsor)*

Cars enter the garage from Rausch, at the north end of the project area, just south of the "bottleneck" on Rausch, which is one-way from south to north.

*Alternative 2. Folsom Driveway (Favored by many neighbors)*

Cars enter the garage from Folsom, about 60-70 feet west of the Brainwash cafe, which adjoins 1140 Folsom on the east, and also about 60-70 feet east of the Rausch-Folsom intersection.

The project sponsors have not clearly expressed (to us) any reason to prefer one alternative over the other. In the December 4 meeting, their only clear statement on the difference was that (2) would mean

less commercial space and more residential space than (1). That difference is an argument **in favor** of (2), in light of the **extreme demand for housing** in the city core, and the importance of SoMa housing to the City's stated policy preference for transit and walkability.

Let's compare the safety of the two alternatives, in terms of pedestrian and bicyclist risk exposure added by the garage entrance. We ignore background traffic such as through travel (using Rausch to get from Folsom to Howard) and trips to and from street parking and other garages on Rausch, since this traffic will be the same in (1) and (2). In both (1) and (2) there will be no traffic to or from the parking lot that exists now on the project site, since both alternatives replace that lot with the garage.

Let's assume  $N$  vehicles per hour enter the garage. This leads to the following effects in the two alternatives:

### 1. Rausch Driveway

a. An additional  $N$  crossings per hour of the Folsom pedestrian stream at the Rausch-Folsom intersection.

This is a relatively high-speed crossing because drivers turning left off Folsom often do not slow down due to the 35-foot width, curb-to-curb, of the Rausch St. "mouth". Several neighbors avoid crossing Rausch St. here out of fear, and, for all of us, extra caution is needed. Cars parked on Rausch at the "mouth" have been sideswiped by drivers who take this turn too fast.

b. An additional  $N$  crossings per hour of the Rausch St. sidewalk at the garage entrance on Rausch, which is 10 feet wide.

Rausch St. is a quiet, tree-lined street that is popular with pedestrians and bicyclists seeking to avoid the noise and danger of the arterial streets.

### 2. Folsom Driveway

a. An additional  $N$  crossings per hour of the Folsom pedestrian stream at the garage entrance on Folsom.

Cars have to slow and stop to turn into the garage driveway, forcing drivers to take time to look for pedestrians. Also the entrance to the garage is only 10 feet wide.

We can assume that the zones at (1a) and (2a) have approximately the same ped volume because they each involve people walking along the north side of Folsom. Therefore, we do not need to conduct a pedestrian study before comparing (1a) and (2a).

There are two safety differences between (1) and (2):

First, the Rausch alternative (1) has an additional conflict zone (along Rausch) that is absent in (2). This extra conflict on an alley contradicts Policy 4.2.1 (cited on p.2 of the appendix to the Nov. 19 memo): "allow pedestrians and bicyclists to travel about freely" in alleys of Western SoMa.

Second, the Rausch alternative (1) channels all of the building's traffic through a conflict zone, (1a), that is **more dangerous, due to the vehicles' speed**, than the corresponding zone (2a). Also, the zone

in (1a) is 35 feet wide. The zone in (2a) is only 10 feet wide. **The wide zone takes a pedestrian 3.5 times as long to cross**, increasing exposure proportionately. **Choosing (1) over (2) is reckless.**

Planning's only response to these arguments, which our neighborhood group has made now on several occasions, is that that (2) would add a conflict zone on Folsom which does not now exist. **This response does not take risk into account and does not follow standard traffic engineering practice.**

As a thought experiment, consider standing on the asphalt at the mouth of Rausch St. as a car approaches to turn. Then consider standing on the sidewalk at a garage entrance as a car approaches to enter. Which interaction would make you feel safer? The number of such interactions caused by the building in either case is a given: up to  $N$  per hour in each alternative. That number  $N$  will be determined by the demographics and activities of the new residents. However, we can choose to **make these  $N$  interactions per hour the safer kind, by choosing alternative (2).**

To be faithful to the goals of Director Rahaim's Nov. 19 memo on garage entrances, we should also "maximize the number and size of on-street parking spaces available to the public" (p.3). In the December 4 meeting, Planning staff and project sponsors acknowledged the awkwardness of the exit from the proposed driveway: a car would have to make a right turn into the space between parked vehicles separated by as little as 9 feet. They noted that the city might have to remove one or more residential street parking spaces on the west side of Rausch opposite to their proposed curb cut. (Note Policy 40.4, as stated in appendix to memo: "driveways and curb cuts should be designed to avoid maneuvering ... in street traffic".)

They also suggested that in order to make the sharp right turn from the driveway into the narrow part of the street without maneuvering, they might need to create a red zone on the east side, where an exiting vehicle would otherwise clip the rear bumper of a parked car.

Another suggestion in support of a Rausch St. driveway location was to widen the curb cut. However, with a curb cut wide enough to accommodate entering and exiting traffic at the same time, the traffic exiting the garage still needs to keep to the right of entering traffic, which would prevent exiting drivers from using the extra space to avoid the complex turning maneuver. Additionally, a broad garage entrance would be an eyesore on a residential street and is specifically discouraged in the Western SoMa Plan (p. 13).

Comparing the parking situations in the two alternatives, we find:

1. Rausch Driveway. One 10-foot or wider curb cut on Rausch, a possible red zone on the east side of Rausch, and a possible removal of residential spaces on the west side of Rausch, or a complex turning maneuver.
2. Folsom Driveway. One 10-foot-wide curb cut on Folsom.

To sum up: (1) would afford less street parking than (2). We cannot say how much less, since **the developers have not specified what curb cut and striping changes may be necessary to make their Rausch Street exit functional.** Their public materials and statements do not address this topic.



Note also Zoning Administrator Bulletin Number 2 (p. 2 of November 19 memo): "garage door should ensure maximum compatibility with existing on-street parking, **existing dwelling units**, and the structure's context". The Folsom alternative would avoid the impact of car lights, warning buzzers, emissions, and noise on existing dwelling units across Rausch St. from the proposed garage.

Note also two unusual traffic patterns affecting the proposed Rausch St. driveway:

First, stopped vehicles, such as taxis and delivery trucks, often block the north (narrow) segment of Rausch St., sometimes forcing cars to back up into Folsom in order to avoid delays. Neighbors with windows on the street often observe this problem and hear the honking. Vehicles exiting a Rausch St. garage would need to deal with this type of blockage and with reverse drivers. Exiting on Folsom (alternative 2) would avoid this ongoing problematic area entirely.

Second, cars exiting the parking lot as it is today often turn left illegally on Rausch and dangerously drive against the one-way flow to get to Folsom. Cars exiting the proposed Rausch St. driveway would have the same incentive to do so. Exiting directly on Folsom (alternative 2) would eliminate this problem.

The November 19 memo asserts on Page 4 that, in cases where "new projects within Western SoMa have frontage on both Folsom Street and an alley", the Planning Department "conducts a comprehensive review to ensure that the final driveway location will create the most positive outcome overall". We have not seen any "comprehensive review" that seriously considers Folsom Street as the driveway location. Nor have we seen a "comprehensive review" that estimates traffic safety using accepted traffic engineering standards. These two omissions cannot lead to "the most positive outcome overall".

Sincerely,

Joel VanderWerf  
44B Rausch St.  
[joelvanderwerf@gmail.com](mailto:joelvanderwerf@gmail.com)

## Sucre, Richard (CPC)

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**From:** Martha Bridegam <bridegam@gmail.com>  
**Sent:** Monday, December 08, 2014 3:05 PM  
**To:** Sucre, Richard (CPC); Jain, Devyani (CPC); Teague, Corey (CPC)  
**Subject:** To Planning staff (forward to Commissioners to follow) re: 1140 Folsom

Dear Commissioners, Rich, Corey, Devyani et al --

This is to state for the record that our group from the neighborhood was disappointed by the meeting that Planning hosted December 4 on the 1140 Folsom Street project.

Based on our understanding from the November 20 Planning Commission hearing, we arrived with optimistic drawings for streetscaping designs, interested to see what the developers might have to show us in return about placing the building's driveway on Rausch or on Folsom Street.

We ran into a wall.

Rich Sucre announced, to our surprise, that the purpose of the meeting was to take questions and provide explanations about the policy memo that Director John Rahaim issued November 19 regarding garage entrances, Folsom Street, and the Western SoMa Plan. In reviewing the minutes of the November 20th Planning Commission meeting, we fail to see how Mr. Sucre understood this to be the purpose of our December 4 meeting.

More important, neither the developer nor Planning staff came prepared to go through a substantive side-by-side comparison of the Folsom and Rausch alternatives -- something we understood was part of the reason for the continuance to December 18.

This meeting represented a significant investment of valuable time by three Planning staff members -- Rich Sucre, Corey Teague and Devyani Jain -- and also by two of the three development group partners and their architect -- but we felt they were not giving the meeting the full benefit of their expertise. Instead they lined up behind the overly simple position that the Folsom driveway site did not deserve serious consideration.

The meeting did not serve even the restrictively stated purpose of edifying us about the November 19 memo. That memo equivocates a good deal, and the presumably nuanced grounds for those equivocations were not made plain to us. Our group included neighbors with extensive background in urban planning, design, and traffic research, one of whom is an architect, and yet our detailed questions and arguments received simple, repetitive answers.

Fortunately we did have some productive conversations during that meeting about streetscaping, and it's our hope that some ideas were shared that can make Rausch Street nicer regardless of what happens with the garage entrance. But some of that discussion will not be directly before the Planning Commission on December 18 and it's all less urgent than the driveway location choice. (Unfortunately, our suggestions about the visual appearance of the building seemed to be dismissed.)

Each time we returned to the subject of the garage entrance, we ran back into the wall.

The front of the wall -- a rather narrow one, as Joel VanderWerf explains separately -- was articulated by Corey Teague in the form of insistence that what mattered was the total number of places on Folsom Street where cars

turn across pedestrian and bike areas. He said it didn't matter how many cars crossed the sidewalk or the intersection, only how many crossing points ("conflict zones") existed. And these zones only seemed to matter to him on Folsom Street, not on Rausch Street, as though Folsom Street pedestrians were privileged over local or side-street pedestrians.

We did not have the "intelligent conversation" about alternatives that Commissioner Richards, and to some extent other Commissioners, anticipated for us. We did not have the full and fair discussion we had looked forward to.

Instead, we saw minds already made up, explaining their decision to us as a courtesy, but apparently committed to turning out Folsom Street as a new grand commercial boulevard for visitors.

I've heard that for years there has been talk of Folsom Street as someday becoming San Francisco's own Champs-Élysées. But the approach we're seeing here is not really fostering the present-day Parisian mix of pleasant old neighborhood streets with large commercial streets. Instead, it's a brash nineteenth-century Parisian vision of grand boulevards as preeminent.

Under the Western SoMa Plan, our small residential enclaves are entitled to at least the same level of care as our grand commercial promenades.

Whether or not you support the Folsom-side driveway choice, I urge you to help us get fair consideration for it.

Thank you,

Martha Bridegam  
44B Rausch St.  
San Francisco



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary Large Project Authorization, Conditional Use Authorization & Planned Unit Development

HEARING DATE: NOVEMBER 20, 2014

*Date:* November 13, 2014  
*Case No.:* **2013.0986CX**  
*Project Address:* **1140 FOLSOM STREET**  
*Zoning:* Folsom St NCT (Neighborhood Commercial Transit) Zoning District;  
RED (Residential Enclave) Zoning District  
40-X/65-X Height and Bulk District  
Western SoMa Special Use District  
*Block/Lot:* 3730/015, 075, 077, 078 and 080  
*Project Sponsor:* John Bickford and Josh Corzine, 1140 Folsom Street LLC  
P.O. Box 411316  
San Francisco, CA 94110  
*Staff Contact:* Richard Sucre – (415) 575-9108  
[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)

*Recommendation:* **Approval with Conditions**

### PROJECT DESCRIPTION

The proposed project includes demolition of the existing parking lot and one-to-two-story commercial building (measuring approximately 14,581 square feet), and new construction of a four-to-six-story, mixed-use building (approximately 154,150 gross square feet) with 112 dwelling units, ground floor retail along Folsom Street (approximately 5,600 square feet total, which is divided into two separate spaces), 3 car-share parking spaces, 84 off-street parking spaces, 104 Class 1 bicycle parking spaces, and eight Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 45 two-bedroom units, 52 one-bedroom units, and 15 studio units. The proposed project includes private open space, common open space (approximately 5,648 square feet) via a rear yard, and a roof terrace. The proposed project would also include a lot merger of Lots 015, 075, 077, 078 and 080 on Block 3730.

### SITE DESCRIPTION AND PRESENT USE

The proposed project is located on the northeast corner of Folsom and Rausch Streets on an irregularly-shaped corner lot (with a lot area of 32,800± square feet) with approximately 137-ft of frontage along Folsom Street and 275-ft of frontage along Rausch Street. Currently, the subject lot contains a parking lot and one-to-two-story commercial building along Folsom Street.

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## **SURROUNDING PROPERTIES AND NEIGHBORHOOD**

The project site is located within the Folsom St NCT and RED Zoning Districts in the Western SoMa Area Plan. The immediate context is mixed in character with mixed residential, commercial and industrial development along Folsom Street, and live/work and residential development along Rausch Street. The immediate neighborhood along Rausch Street includes smaller-scale residential properties, which range in height from two-to-three stories. The immediate neighborhood along Folsom Street includes one-to-two-story commercial properties, one-to-three-story industrial buildings, and four-to-five-story residential complexes. Adjacent to the project site are a five-story live/work complex across Rausch Street, a two-story commercial building (d.b.a. Brain Wash) along Folsom Street, and a smaller two-story commercial building along Rausch Street. The project site has two street frontages: Folsom Street, which is identified as a one-way transit thoroughfare with a bike lane on the south side; and, Rausch Street, which is a smaller-scale one-way residential street. Other zoning districts in the vicinity of the project site include: WMUG (Western SoMa Mixed-Use General); P (Public); SoMa NCT (South of Market Neighborhood Commercial Transit); and, MUG (Mixed-Use General).

## **ENVIRONMENTAL REVIEW**

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on November 3, 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.

## **AMENDED HEARING NOTIFICATION**

<b>TYPE</b>	<b>REQUIRED PERIOD</b>	<b>REQUIRED NOTICE DATE</b>	<b>ACTUAL NOTICE DATE</b>	<b>ACTUAL PERIOD</b>
Classified News Ad	20 days	October 31, 2014	October 31, 2014	20 days
Posted Notice	20 days	October 31, 2014	October 31, 2014	20 days
Mailed Notice	20 days	October 31, 2014	October 31, 2014	20 days

The proposal requires a Section 312 Neighborhood notification, which was conducted in conjunction with the required hearing notification for the Large Project Authorization, Conditional Use Authorization and Planned Unit Development.

## **PUBLIC COMMENT**

As of November 13, 2014, the Department has numerous public correspondences regarding the proposed project. Copies of this correspondence have been included within the Commission packets.

## ISSUES AND OTHER CONSIDERATIONS

- Entitlements: The project site is located within two zoning districts (Folsom St NCT Zoning District, which is a Neighborhood Commercial Zoning District, and the RED Zoning District, which is an Eastern Neighborhoods Zoning District—See Planning Code Section 201); therefore, the project requires three separate entitlements: Conditional Use Authorization (Planning Code Sections 121.1, 121.7 and 303); a Planned Unit Development (Planning Code Sections 303 and 304); and, a Large Project Authorization (Planning Code Section 329).
- Conditional Use Authorization: The proposed project requires Conditional Use Authorization from the Planning Commission for development on a lot greater than 10,000 square feet within the Folsom St NCT Zoning District, and merger of lots, which create a street frontage larger than 50-ft in the RED Zoning District and 100-ft in the Folsom St NCT Zoning District.
- Planned Unit Development: Pursuant to Planning Code Sections 303 and 304, the project may seek a modification of certain Planning Code requirements from the Planning Commission, since the project includes new construction on a site larger than a half-acre in size. The proposed project requests modifications from: 1) rear yard (Planning Code Section 134); 2) open space (Planning Code Section 135); 3) dwelling unit exposure (Planning Code Section 140); 4) off-street parking (Planning Code Section 151.1); and, 5) off-street loading (Planning Code Section 152.1).
- 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 modifications from: 1) rear yard (Planning Code Section 134); 2) open space (Planning Code Section 135); 3) dwelling unit exposure (Planning Code Section 140); 4) off-street parking (Planning Code Section 151.1); 5) off-street loading (Planning Code Section 152.1); and, 6) horizontal mass reduction (Planning Code Section 270.1). Department staff is generally in agreement with the most of the proposed modifications given the overall project and its outstanding and unique design; however, the Department does not support off-street parking in excess of the principally-permitted amount.
- Off-Street Parking: The Department has reviewed the request for Conditional Use Authorization to exceed the principally permitted amount of parking within the Folsom St NCT and RED Zoning Districts. Overall, the Project is principally permitted 72 off-street parking spaces for the 112 dwelling units and 5,600 sq ft of ground floor retail. The Project is seeking authorization for 84 off-street parking spaces. Given the existing site conditions and the City's transit priorities, the Department does not support off-street parking in excess of the principally permitted amounts.
- Entrance to Off-Street Parking: The Department reviewed the location of the curb cut for the proposed off-street parking garage and supports its location on Rausch Street, instead of Folsom Street.

The Western SoMa Area Plan and Draft Design Guidelines strongly encourage that curb cuts and driveways not be placed on residential alleys when there is an alternative. However, the Plan and Draft Design Guidelines also strongly encourage that Folsom Street be protected from conflicts with pedestrians, bicyclists, and transit as part of a long range planning effort to establish Folsom Street as the "Main Street" of SoMa.

The Department’s support for the proposed garage entrance location is based on several factors. First, the project site currently has three curb cuts on Rausch Street, which collectively measure approximately 122-ft 8-in along Rausch Street. These existing curb cuts include two combined curb cuts that are approximately 100-feet wide, which provide access to two loading docks, and one curb cut measuring 22-ft 8-in wide that provides access to the existing surface parking lot. Currently, the existing site accommodates two loading docks and approximately 80 off-street parking spaces in a surface parking lot. The project would construct up to 72 off-street parking spaces within a below-grade parking garage. Therefore, providing a single curb cut on Rausch Street for the proposed project would reduce the number of curb cuts currently on the street from three to one, while also accommodating a similar number of off-street parking spaces.

Second, the proposed curb cut will be only 10-feet wide and located at the northern end of the project site. These features will reduce potential conflicts with other street and sidewalk users by requiring slow entry and exit speeds for vehicles and providing maximum separation from the intersection with Folsom Street.

Third, the Project provides a 19-foot wide ramp that leads to a basement-level parking garage. This will accommodate two-way queueing within the existing building/garage and help prevent vehicle queueing on Rausch Street.

Finally, there is no existing curb cut on the Folsom Street frontage of the project site. The Western SoMa Area Plan identifies Folsom Street as a Transit Preferential Street. Planning Code Section 155(r)(4) recommends no curb cuts on Transit Preferential Streets, when an alternate frontage is available. Since there are no existing curb cuts on Folsom Street at this site and the project (as proposed) will actually reduce the existing parking/curb cut impacts on Rausch Street, the Department supports the Rausch Street location as the most appropriate option.

- **Inclusionary Affordable Housing:** The Project has elected the on-site affordable housing alternative, identified in Planning Code Section 415. The project site is located within the Folsom St NCT and RED Zoning Districts, which requires 12% of the total number of units be designated as part of the inclusionary affordable housing program. The Project contains 112 units and the Project Sponsor will fulfill this requirement by providing the 13 affordable units on-site for ownership.
- **Development Impact Fees:** The Project would be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Eastern Neighborhoods Impact Fee (67,840 sq ft – Tier 1; New Residential)	423 (@ \$9.25)	\$627,520
Eastern Neighborhoods Impact Fee (5,600 sq ft – Tier 2; Change in Use from Non-Residential to Non-Residential)	423 (@ \$0)	\$0
Eastern Neighborhoods Impact Fee (8,981 sq ft – Tier 2; Change in Use from Non-Residential to Residential)	423 (@ \$2.31)	\$20,746
Eastern Neighborhoods Impact Fee (71,729 sq ft – Tier 2; New Residential)	423 (@ \$13.87)	\$994,881

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
	<b>TOTAL</b>	<b>\$1,643,147</b>

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.

- Project Revisions: Since publication of the public notice, the Project Sponsor has revised the project to divide the ground floor retail space into two separate retail spaces (one measuring 3,999 sq ft and the other measuring 1,601 sq ft), which collectively total 5,600 gsf. Therefore, the Project does not require a Conditional Use Authorization for Use Size Limits in the Folsom St NCT Zoning District, as outlined in Planning Code Section 121.2.

**REQUIRED COMMISSION ACTION**

In order for the project to proceed, the Commission must grant Conditional Use Authorization pursuant to Planning Code Sections 121.1, 121.7 and 303, a Planned Unit Development, pursuant to Planning Code Sections 303 and 304, and a Large Project Authorization pursuant to Planning Code Section 329, to allow the new construction of a four-to-six-story mixed use development with 112 dwelling units, approximately, 5,600 gsf of ground floor retail and to allow modifications to the requirements for rear yard (Planning Code Section 134), open space, (Planning Code Section 135), dwelling unit exposure (Planning Code Section 140), off-street parking (Planning Code Section 151.1), off-street loading (Planning Code Section 152.1), and horizontal mass reduction (Planning Code Section 270.1).

**BASIS FOR RECOMMENDATION**

The Department believes this project is approvable for the following reasons:

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project is located in zoning districts where residential and ground floor commercial uses are principally permitted.
- The Project produces a new mixed-use development with ground floor corner retail and significant site updates, including landscaping, site furnishings, and private and common open space.
- The Project is consistent with and respects the varied neighborhood character, and provides an appropriate massing and scale for the adjacent contexts.
- The Project complies with the First Source Hiring Program.
- The Project adds 112 new dwelling units to the City’s housing stock, including 45 two-bedroom units, 52 one-bedroom units, and 15 studio units.
- The Project will fully utilize the Eastern Neighborhoods Area Plan controls, and will pay the appropriate development impact fees.



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

Draft Motion-Large Project Authorization  
Draft Motion-Conditional Use Authorization & Planned Unit Development  
Parcel Map  
Sanborn Map  
Aerial Photograph  
Zoning Map  
Major Projects within .25 Radius  
Architectural Drawings  
Public Correspondence  
Community Plan Exemption

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 checked="" 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"/> Height & Bulk Map           | <input checked="" type="checkbox"/> Check for legibility   |
| <input checked="" type="checkbox"/> Parcel Map                  | <input type="checkbox"/> Health Dept. Review of RF levels  |
| <input checked="" type="checkbox"/> Sanborn Map                 | <input type="checkbox"/> RF Report   |
| <input checked="" type="checkbox"/> Aerial Photo                | <input type="checkbox"/> Community Meeting Notice  |
| <input checked="" type="checkbox"/> Context Photos              | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program:<br>Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos                 |  |

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

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

*RS: G:\Documents\Large Project Authorization\2013.0986X 1140 Folsom St\ExecutiveSummary\_1140 Folsom St.doc*



# SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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## Planning Commission Draft Motion

HEARING DATE: NOVEMBER 20, 2014

*Date:* November 20, 2014  
*Case No.:* **2013.0986CX**  
*Project Address:* **1140 FOLSOM STREET**  
*Zoning:* Folsom St NCT (Neighborhood Commercial Transit) Zoning District  
 RED (Residential Enclave) Zoning District  
 40-X/65-X Height and Bulk District  
 Western SoMa Special Use District  
*Block/Lot:* 3730/015, 075, 077, 078 and 080  
*Project Sponsor:* John Bickford and Josh Corzine, 1140 Folsom Street LLC  
 P.O. Box 411316  
 San Francisco, CA 94110  
*Staff Contact:* Richard Sucre – (415) 575-9108  
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**ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS TO 1) REAR YARD PURSUANT TO PLANNING CODE SECTION 134, 2) OPEN SPACE PURSUANT TO PLANNING CODE SECTION 135, 3) DWELLING UNIT EXPOSURE PURSUANT TO PLANNING CODE SECTION 140, 4) OFF-STREET LOADING PURSUANT TO PLANNING CODE SECTION 152.1, AND 5) HORIZONTAL MASS REDUCTION PURSUANT TO PLANNING CODE SECTION 270.1, TO ALLOW CONSTRUCTION OF A NEW FOUR-TO-SIX-STORY MIXED-USE BUILDING (APPROXIMATELY 154,150 GSF) WITH 112 DWELLING UNITS (CONSISTING OF 15 STUDIOS, 52 1-BEDROOM UNITS, AND 45 2-BEDROOM UNITS) AND A TOTAL OF 5,600 GSF OF GROUND FLOOR RETAIL USE, LOCATED AT 1140 FOLSOM STREET, LOTS 015, 075, 077, 078 AND 080 IN ASSESSOR'S BLOCK 3730, WITHIN THE FOLSOM ST NCT (NEIGHBORHOOD COMMERCIAL TRANSIT) AND RED (RESIDENTIAL ENCLAVE) ZONING DISTRICTS, WESTERN SOMA SPECIAL USE DISTRICT, AND A 40-X/65-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

### PREAMBLE

On February 19, 2014, John Bickford and Josh Corzine of Local Development Group (hereinafter "Project Sponsor") filed Application No. 2013.0986X (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new four-to-six-story mixed-

use building with 112 dwelling units and 5,600 gross square feet of ground floor retail at 1140 Folsom Street (Block 3730 Lots 015, 075, 077, 078 and 080) in San Francisco, California.

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 November 3, 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.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2013.0986X at 1650 Mission Street, Fourth Floor, 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.

On November 20, 2014, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0986X.

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. 2013.0986X, 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 proposed project is located on the northeast corner of Folsom and Rausch Streets on an irregularly-shaped corner lot (with a lot area of 32,800± square feet) with approximately 137-ft of frontage along Folsom Street and 275-ft of frontage along Rausch Street. Currently, the subject lot contains a parking lot and one-to-two-story commercial building along Folsom Street.
3. **Surrounding Properties and Neighborhood.** The project site is located within the Folsom St NCT and RED Zoning Districts in the Western SoMa Area Plan. The immediate context is mixed in character with mixed residential, commercial and industrial development along Folsom Street, and live/work and residential development along Rausch Street. The immediate neighborhood along Rausch Street includes smaller-scale residential properties, which range in height from two-to-three stories. The immediate neighborhood along Folsom Street includes one-to-two-story commercial properties, one-to-three-story industrial buildings, and four-to-five-story residential complexes. Adjacent to the project site are a five-story live/work complex across Rausch Street, a two-story commercial building (d.b.a. Brain Wash) along Folsom Street, and a smaller two-story commercial building along Rausch Street. The project site has two street frontages: Folsom Street, which is identified as a one-way transit thoroughfare with a bike lane on the south side; and, Rausch Street, which is a smaller-scale one-way residential street. Other

zoning districts in the vicinity of the project site include: WMUG (Western SoMa Mixed-Use General); P (Public); SoMa NCT (South of Market Neighborhood Commercial Transit); and, MUG (Mixed-Use General).

4. **Project Description.** The proposed project includes demolition of the existing parking lot and one-to-two-story commercial building (measuring approximately 14,581 square feet), and new construction of a four-to-six-story, mixed-use building (approximately 154,150 gross square feet) with 112 dwelling units, ground floor retail along Folsom Street (approximately 5,600 square feet, which is divided into two separate spaces), 3 car-share parking spaces, 72 off-street parking spaces, 104 Class 1 bicycle parking spaces, and eight Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 45 two-bedroom units, 52 one-bedroom units, and 15 studio units. The proposed project includes private open space, common open space (approximately 5,648 square feet) via a rear yard, and a roof terrace. The proposed project would also include a lot merger of Lots 015, 075, 077, 078 and 080 on Block 3730.
5. **Public Comment.** The Department has received numerous public correspondences regarding the proposed project, which has expressed both support and opposition to proposed project. Much of the public correspondence has focused on the location of the entrance to the off-street parking.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
  - A. **Permitted Uses in Folsom St NCT and RED Zoning Districts.** Per Planning Code Section 743.40 and 743.90, retail and residential uses are principally permitted use within the Folsom St NCT Zoning District. Per Planning Code Section 813.14, residential use is permitted within the RED Zoning District.

*The proposed project would construct a new residential use within the Folsom St NCT and RED Zoning Districts, and would construct new ground floor retail use within the Folsom St NCT Zoning District. Currently, the Project contains 50 dwelling units in the RED Zoning District and 62 dwelling units in the Folsom St NCT Zoning District. Therefore, the proposed project complies with Planning Code Sections 743.40, 743.90 and 813.14.*
  - B. **Development on Large Lots in NC Districts.** Planning Code Section 121.1 outlines the requirement for Conditional Use Authorization for new construction in the Folsom St NCT on a lot larger than 10,000 sq ft.

*The Project includes construction of a lot in the Folsom St NCT that measures approximately 14,600 sq ft; therefore, the Project is seeking Conditional Use Authorization for Large Lot Development from the Planning Commission (See Case No. 2013.0986C).*
  - C. **Lot Merger.** Planning Code Section 121.7 outlines the requirement for Conditional Use Authorization for the merger of lots, which create a lot frontage larger than 50-ft wide in the RED Zoning District and more than 100-ft wide in the Folsom Street NCT Zoning District.

*Currently, the Project would merge Lots 015, 075, 077, 078 and 080 on Block 3730, which would create a lot frontage of 175-ft along Rausch Street, which is located within the RED Zoning District; therefore, the Project is seeking Conditional Use Authorization for Lot Mergers from the Planning Commission (See Case No. 2013.0986C).*

- D. **Rear Yard.** Planning Code Section 134 requires a minimum rear yard equal to 25 percent of the total lot depth of the lot to be provided at ground level. Therefore, the Project would have to provide a rear yard, which measures approximately 8,200 sq ft, located along the rear property line.

*Currently, the Project features a rear yard on the ground floor level, which measures approximately 28-ft 6-in wide by 190-ft 6-in long.*

*For the portions of the project within the RED Zoning District, the Project provides a code-complying rear yard, which extends across 25% of the lot depth.*

*For the portions of the project within the Folsom St NCT Zoning District, the Project does not provide a code-complying rear yard. However, the Project does provide open space, which is close to the amount of square footage that would have been provided in a code-complying rear yard. The Project provides code-complying open space through a series of private balconies and a rear courtyard. In addition, the Project provides a roof deck, which may not be counted as open space within the Western SoMa Special Use District. Thus, the Project provides a total of 8,088 sq ft of open space (includes compliant and non-complaint open space). Thus, the total amount of open space, which would have been provided through the required rear yard, is close to the amount, which would have been provided in the required rear yard. The Project is seeking a modification of the rear yard requirement as part of the Large Project Authorization, since the proposed rear yard (or rear courtyard) does not extend the entire length of the subject lot (See Below).*

*The Project occupies a corner lot at the intersection of Folsom and Rausch Streets. Since the surrounding area is mixed in character, the subject block does not possess a definitive pattern of mid-block open space. However, many of the residential properties on the subject block do possess a small rear yard. The Project contributes to establishing a new rear yard pattern on the subject block, which is a goal of the Western SoMa Area Plan.*

- E. **Useable Open Space.** Within the RED Zoning District, Planning Code Section 135 requires a minimum of 80 sq ft of open space per dwelling unit.

Within the Folsom ST NCT, Planning Code Section 135 specifies that the open space requirement shall be either 80 sq ft of private open space per dwelling unit or 106.4 sq ft of common open space per dwelling unit.

Private useable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 sq ft is located on a deck, balcony, porch or roof, and shall have a

minimum horizontal dimension of 10 feet and a minimum area of 100 sq ft if located on open ground, a terrace or the surface of an inner or outer court. Common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 sq ft. Further, inner courts may be credited as common useable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 sq ft in area, and if the height of the walls and projections above the court on at least three sides is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

Per Planning Code Section 823(c)(2)(B), roof decks within the Western SoMa Special Use District do not qualify as required private or common useable open space.

For the proposed 50 dwelling units in the RED Zoning District, the Project is required to provide 4,000 sq ft of open space, either private or common.

For the proposed 62 dwelling units in the Folsom St NCT Zoning District, the Project is required to provide 4,960 sq ft of private open space or 6,597 sq ft of common open space.

*The Project provides code-complying private open space for four dwelling units in the RED Zoning District and twenty-one dwelling units in the Folsom ST NCT Zoning District. Therefore, the Project is required to provide common open space for forty-six dwelling units in the RED Zoning District and forty-one dwelling units in the Folsom St NCT Zoning District. Hence, per Planning Code Section 135, the Project would be required to provide 3,680 sq ft of common open space in the RED Zoning District and 4,362 sq ft of common open space in the Folsom St NCT Zoning District for a total of 8,042 sq ft of common open space.*

*The Project provides a ground floor rear courtyard, which measures approximately 5,429 sq ft, and a roof deck, which measures approximately 2,400 sq ft. In total, the Project would construct a total of 8,088 sq ft of common open space via private balconies, a ground floor courtyard, and a roof deck. However, much of the provided common open space does not conform to the requirements of the Planning Code. The proposed ground floor courtyard does not meet the dimensional requirements of Planning Code 135, since the upper floors do not step back according to the prescribed methodology. Further, the proposed roof deck does not qualify as useable open space for the purposes of Planning Code Section 135.*

*Although the Project provides a comparable amount of open space, much of the provided open space does not meet the requirements of the Planning Code; therefore, the Project is seeking a modification of the open space requirement through a Large Project Authorization and Planned Unit Development (See Case No. 2013.0986C).*

- F. **Permitted Obstructions.** Planning Code Section 136 outlines the requirements for features, which may be permitted over street, alleys, setbacks, yards or useable open space.



*Currently, the Project includes bay windows, which project over the street and useable open space that are approximately 10-ft wide and project approximately 2-ft 6-in over the property line; therefore, these features comply with Planning Code Section 136(c)(2).*

- G. **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, as well as a streetscape plan, which includes elements from the Better Streets Plan.

The Project includes the new construction of a four-to-six-story mixed-use building on a lot with 137-ft of frontage along Folsom Street and 275-ft of frontage along Rausch Street. Therefore, the Project is required to provide a total of seven street trees along Folsom Street, and fourteen street trees along Rausch Street.

*Currently, the Project provides six street trees along Folsom Street and fourteen street trees along Rausch Street. The Project shall seek a waiver from the Zoning Administrator to pay an in-lieu fee for any street tree not provided along the street. The Project would pay an in-lieu fee for one street tree pending consultation with the Department of Public Works (DPW). In addition, the Project includes streetscape elements, including a bulb-out at the corner of Rausch and Folsom Streets, as well as new raised sidewalk planters, planting strips, bicycle parking and street furniture. Therefore, the proposed project complies with Planning Code Section 138.1.*

- H. **Bird Safety.** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards.

*The subject lot is not located in close proximity to an Urban Bird Refuge. The proposed project meets the requirements of feature-related standards and does not include any unbroken glazed segments 24-sq ft and larger in size; therefore, the proposed project complies with Planning Code Section 139.*

- I. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet exposure requirements, a public street, public alley, side yard or rear yard must be at least 25 ft in width, or an open area (inner court) must be no less than 25 ft in every horizontal dimension for the floor at which the dwelling unit is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

*The Project organizes the dwelling units to have exposure either on Folsom or Rausch Streets, or along the inner court. Currently, the inner court does not meet the dimensional requirements of the Planning Code, since it does not increase in horizontal dimension on the upper floors. Currently, the Project includes thirty-two dwelling units (primarily on the upper floors), which do not face onto a code-complying inner court.*

*Therefore, the Project is seeking a modification of the dwelling unit exposure requirement through a Large Project Authorization and Planned Unit Development.*

- J. **Street Frontage in NC and Mixed Use Districts.** Planning Code Section 145.1 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 structure parallel to and facing a street shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level.

*The Project meets the requirements of Planning Code Section 145.1. Off-street parking is located below grade. The Project has only one 10-ft wide garage entrance to the below-grade off-street parking located along Rausch Street. The Project features active uses on the ground floor with walk-up dwelling units with direct, individual pedestrian access to a public sidewalk along Rausch Street and retail use along Folsom Street. Along Folsom Street, the non-residential use at the ground floor has a 14-ft floor to floor height. Finally, the Project features appropriate street-facing ground level spaces, as well as the ground level transparency and fenestration requirements.*

- K. **Off-Street Parking.** In the RED Zoning District, Planning Code Section 151.1 principally permits three parking spaces for each four dwelling units. With Conditional Use Authorization from the Planning Commission, the parking ratio may be increased to a maximum of one parking space per dwelling unit.

In the Folsom St NCT Zoning District, Planning Code Section 151.1 principally permits off-street parking at a ratio of one parking space per two dwelling units. With Conditional Use Authorization from the Planning Commission, the parking ratio may be increased to a maximum of .75 parking spaces per dwelling unit. For the proposed retail use in the Folsom St NCT Zoning District, Planning Code Section 151.1 principally permits one parking space per 1,500 sq ft of occupied floor area.

For the 50 dwelling units in the RED Zoning District, the Project is principally permitted 38 off-street parking spaces, and conditionally permitted a maximum of 50 off-street parking spaces.

For the 62 dwelling units in the Folsom St NCT Zoning District, the Project is principally permitted 31 off-street parking spaces, and conditionally permitted a maximum of 47 off-street parking spaces.

For the proposed retail use in the Folsom St NCT (approximately 5,600 gsf), the Project is permitted a maximum of three off-street parking spaces.

*Currently, the Project provides 84 below-grade off-street parking spaces. Of these 84 off-street parking spaces, three handicap parking spaces have been identified.*

*Since the Project exceeds the principally permitted amount of parking (approximately 72 parking spaces), the Project is seeking a modification of the off-street parking requirement through a Large Project Authorization and Planned Unit Development. However, the Commission does not support off-street parking in excess of the principally permitted amount, due to the site's existing conditions and the transit-first policies within the General Plan (See Below).*

- L. **Off-Street Freight Loading.** Planning Section 152.1 of the Planning Code requires one off-street freight loading space for apartment use between 100,001 and 200,000 gsf.

*The Project includes approximately 154,150 square feet of apartment use, thus at least one off-street freight loading spaces is required. The Project is proposing one on-street loading space on Rausch Street. Therefore, the Project is seeking a modification of this requirement as part of the Large Project Authorization and Planned Unit Development.*

- M. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking spaces for each dwelling unit and one Class 2 bicycle parking space for every 20 dwelling units. For buildings containing more than 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. For the retail use, one Class 1 bicycle parking space is required for every 7,500 square feet of occupied floor area and one Class 2 space for every 2,500 square feet of occupied floor area.

*The Project includes 112 dwelling units; therefore, the Project is required to provide 103 Class 1 bicycle parking spaces and 7 Class 2 bicycle parking spaces.*

*The Project will provide 104 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces, thus exceeding the requirement. Therefore, the proposed project complies with Planning Code Section 155.2.*

- N. **Curb Cut.** Within the Folsom St NCT, Planning Code Section 155(r)(4) prohibits new curb cuts accessing off-street parking or loading on street frontages identified along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets, as designated in the Transportation Element of the General Plan or official City bicycle routes or bicycle lanes, where an alternative frontage is available.

*Currently, the Project proposes a new 10-ft wide garage entrance along Rausch Street. Per Policy 4.8.5 of the Western SoMa Area Plan, Folsom Street is identified as a Transit Preferential Street; therefore, the Project complies with Planning Code Section 155, since it avoids new curb cuts and garage openings along Folsom Street and provides the garage opening along an available alternative frontage.*

- O. **Car Share Requirements.** Planning Code Section 166 requires one car-share parking space for projects constructing 50 to 200 dwelling units.

The Project includes 112 dwelling units; therefore, it is required to provide a minimum of one car-share parking space.

*The Project provides three car-share parking spaces; therefore, the proposed project complies with Planning Code Section 166.*

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

*The Project is providing off-street parking that is accessory to the dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units; therefore, the Project meets this requirement.*

- Q. **Dwelling Unit Mix.** Planning Code Section 207.6 requires that no less than 40 percent of the total number of proposed dwelling units contain at least two bedrooms, or no less than 30 percent of the total number of proposed dwelling units contain at least three bedrooms.

For the 112 dwelling units, the Project is required to provide at least 45 two-bedroom units or 34 three-bedroom units.

*The Project provides 45 two-bedroom units, 52 one-bedroom units, and 15 studios. Therefore, the Project meets and exceeds the requirements for dwelling unit mix.*

- R. **Folsom Street Setback.** Planning Code Section 261.2 requires a 15-ft setback from the property for any portion of the building above 55-ft in height.

*The Project incorporates a 15-ft setback from the property line along Folsom Street for the portion of the building, which is 54-ft in height. Therefore, the Project meets this requirement.*

- S. **Horizontal Mass Reduction.** Planning Code Section 270.1 outlines the requirements for horizontal mass reduction on large lots within the Eastern Neighborhoods Mixed Use Districts. For projects with street frontage greater than 200-ft in length, one or more mass reduction breaks must be incorporated to reduce the horizontal scale of the building into discrete sections not more than 200-ft in length. Specifically, the mass reduction must 1) be not less than 30-ft in width; 2) be not less than 60-ft in depth from the street-facing building façade; 3) extend up to the sky from a level not higher than 25-ft above grade or the third story, whichever is lower; and, 4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200-ft.

The Project is required to provide a single horizontal mass break along Rausch Street, which is not less than 30-ft wide by 60-ft deep, and extends from the third-story up to the sky. This mass break must result in discrete building sections along the street frontage of not greater than 200-ft.

*Along Rausch Street, the Project incorporates a series of four shallow mass breaks, which are approximately 9-ft 6-in deep. These horizontal mass breaks provide for separation between the larger mass along Folsom Street and the smaller-scale buildings along Rausch Street. Given the smaller-scale character of Rausch Street, a code-complying mass reduction would result in a detrimental effect to the existing street and street wall. Since the horizontal mass break does not meet the dimensions required by Planning Code Section 270.1, the Project is seeking a modification of this requirement as part of the Large Project Authorization.*

- T. **Shadow.** Planning Code Section 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

*Based upon a detailed shadow analysis, the Project does not cast any net new shadow upon property under the jurisdiction of the Recreation and Parks Commission.*

- U. **Transit Impact Development Fees.** Planning Code Section 411 is applicable to new retail development over 800 sq ft.

*The Project includes 5,600 sq ft of new retail use. However, the existing site contains approximately 14,581 sq ft of existing retail use. Therefore, the Project will receive a prior use credit, as outlined in Planning Code Section 411.3(d), and no additional Transit Impact Development Fees will apply.*

- V. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of 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 Sections 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 August 27, 2014. The EE application was submitted on October 15, 2013. Pursuant to Planning Code Section 415.3 and 415.6, the on-site requirement is 12%. 13 units (2 studios, 6 one-bedroom units, and 5 two-bedroom units) of the 112 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.*

- W. Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project within the UMU (Urban Mixed-Use) Zoning District that results in the addition of gross square feet of non-residential space.

*The proposed project includes approximately 148,550 gross square feet of new residential development and 5,600 gsf of new retail use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.*

- 7. Large Project Authorization in Eastern Neighborhoods Mixed Use District.** 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 Project divides the massing into two distinct elements, which address the street frontage and change in context along Rausch and Folsom Streets. Along Folsom Street, the mass and form are appropriate for a large corner lot given the surrounding context, which includes smaller-scale industrial properties and larger-scale residential buildings that create a varied street wall. Along Rausch Street, the Project appropriately transitions down to the residential scale, while maintaining a building rhythm and form, which addresses the original lot configuration. The Project is further enhanced by the incorporation of a four-story brick form at the northern end of Rausch Street, which mirrors the industrial language found among many of the side streets within Western SoMa. This feature helps to provide variety in the building design and scale, while providing for a feature that strongly relates to the varied neighborhood context. Thus, the project is appropriate and consistent with the mass and scale of the surrounding neighborhood.*

- B. Architectural treatments, facade design and building materials:**

*The proposed project's architectural treatments, facade design and building materials include a cement plaster exterior, painted horizontal cement board siding, brick, tile, stone and aluminum-sash windows. The Project provides for a unique and contemporary expression along the street, which draws from the industrial heritage within the surrounding area. Along Folsom Street, the building*

*features a regular pattern of punched openings, which transitions into a form emphasized by the strong cement plaster frame. Along Rausch Street, the building steps down to a new material palette and smaller-scale, which is more consistent with the character of the street. Overall, the Project offers a high quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.*

- 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;

*Along the lower floors, the Project provides for pairs of walk-up dwelling units with individual pedestrian access on Rausch Street and ground floor retail use along Folsom Street. These dwelling units and retail space will provide for activity along the street. The Project minimizes the impact to pedestrian by providing one 10-ft wide garage entrance, which is located at the northern end of the project site along Rausch Street.*

- 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;

*In total, the Project provides open space through private balconies and common open space via a rear court, and roof deck. The rear court is appropriately located at the rear of the project site and is designed at the ground floor level. This rear court assists in establishing a mid-block pattern for the surrounding area.*

- 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;

*Per Zoning Administrator determination, the Project is not subject to the mid-block alley requirements of Planning Code Section 270.2. Along Rausch Street, the Project has 100-ft of frontage within the Folsom St NCT Zoning District and 175-ft of frontage within the RED Zoning District, for a total street frontage of 275-ft. The purpose of the mid-block alley requirements are intended to reduce the scale of larger-scale development on large blocks, where there is an opportunity to establish a through-block connection between two existing alleys or streets or where a portion of the subject frontage extends over the central half of the block face. In both instances, the project site does not provide opportunity to connect two streets or alleys, and is not located over the central half of the subject block; therefore, this requirement does not apply to the project site.*

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

*In compliance with Planning Code Section 138.1, the Project provides 20 new street trees along the street frontages on Rausch and Folsom Streets, and would pay an in-lieu fee for any required street trees not provided due to proximity of underground utilities, etc., as specified by the Department of*

*Public Works. In addition, the Project includes streetscape elements, including a corner bulb out, sidewalk planters and site furnishings. The Department finds that these improvements would improve the public realm.*

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

*The Project provides ample circulation in and around the project site through the sidewalk improvement. The primary focal point for retail visitors would occur along Folsom Street, while the residents have ground-floor entrances along Rausch Street or through a main lobby on Rausch Street or a secondary entrance on Folsom Street. Automobile access is limited to the one entry/exit (measuring 10-ft wide) on Rausch Street.*

H. Bulk limits;

*The 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 Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*

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

A. Exceeding the principally permitted accessory residential parking ratio described in Section [151.1](#) and pursuant to the criteria therein;

In granting such Conditional Use or exception per [329](#) for parking in excess of that principally permitted in [Table 151.1](#), the Planning Commission shall make the following affirmative findings according to the uses to which the proposed parking is accessory:

(A) Parking for All Uses.

(i) 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;

*The Project does minimize vehicular movement in and around the Project, since the off-street parking garage is located below grade and the entrance to this garage is accessed via one 10-ft wide opening along Rausch Street. This configuration minimizes the potential for conflicts with pedestrians and bicyclists along Folsom Street, and at the intersection of Rausch and Folsom Streets. Within the proposed building, the garage ramp is approximately 19-ft wide, in order to accommodate potential queueing for vehicles entering and exiting the garage. Although the Project minimizes vehicular impacts, the Commission does not support off-street parking in excess of the principally permitted amounts.*



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

*The Commission finds that accommodating excess accessory parking would degrade the overall urban design quality of the Project. For this Project, accommodating excess parking would increase the potential for pedestrian conflicts along Rausch Street, which is recognized as an alleyway in the Western SoMa Area Plan. Given the conflicting priorities along Folsom Street and Rausch Street, excess parking above the principally permitted amounts would further contribute to the potential for conflicts with pedestrians and bicycles.*

(iii) 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; and

*The Project does not include above-grade, off-street parking.*

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

*Since the excess parking would be located below-grade, the excess accessory parking would not impact any existing or planned streetscape enhancements. Despite its lack of impact upon existing and planned streetscape elements, the Commission does not support parking in excess of the principally permitted amounts.*

(B) Parking for Residential Uses.

(i) 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 Commission does not support parking in excess of the principally permitted amounts. In addition, the Project does not accommodate residential accessory parking via mechanical stackers or lifts, which does comply with this requirement.*

B. Exception from residential useable open space requirements. In circumstances where such exception is granted a fee shall be required pursuant to the standards in Sections 135(j), pursuant to the criteria of Section 305(c).

*The Project is required to provide 4,000 sq ft of open space for the 50 dwelling units in the RED Zoning District and either 4,960 sq ft of private open space or 6,597 sq ft of common open space for the 62 dwelling units in the Folsom St NCT Zoning District. The Project provides code-complying private open space for four dwelling units in the RED Zoning District and for twenty-one dwelling*

*units in the Folsom St NCT Zoning District, as well as a total of 8,088 sq ft of common open space via a ground floor rear court and roof deck. Currently, the rear court does not meet the dimensional requirements of the Planning Code, while the roof deck cannot be classified as code-complying open space due to the code requirements of the Western SoMa Special Use District. Given the overall amount of open space, design and the quality of the Project, the modification to the dimensional requirements would not severely impact the usability and quality of the proposed rear court. Further, the reduction in the overall amount of code-complying open space due to exclusion of the proposed roof deck as open space is warranted given the quality of design and merits of the overall project.*

- C. Modification of the horizontal massing breaks required by Section [270.1](#) in light of any equivalent reduction of horizontal scale, equivalent volume of reduction, and unique and superior architectural design, pursuant to the criteria of Section [270.1\(d\)](#).

Per Planning Code Section 270.1(d), the Planning Commission may modify or waive this requirement through the process set forth in Section 329. When considering any such application, the Commission shall consider the following criteria:

- (1) no more than 50% of the required mass is reduced unless special circumstances are evident;

*The Project is subject to a unique circumstance whereby the Project is located across two distinct and different zoning districts, the RED (Residential Enclave) and Folsom St NCT (Neighborhood Commercial Transit) Zoning District. Of these two zoning districts, the horizontal mass reduction controls only apply to the portions of the Project within the RED Zoning District. By nature of the proposed heights, design and zoning districts, the Project achieves the intent of the horizontal mass reduction requirements, since the Project appropriately breaks the overall mass into a six-story portion on Folsom Street and a four-story portion on Rausch Street. Further, the Project introduces smaller narrower mass breaks, which are more appropriately to the lot width and scale of the development on Rausch Street. The proposed mass breaks allow for a breakdown in the scale of the development, while also continuing the street wall along Rausch Street. The Project does exceed some of the horizontal mass reduction requirements, since the horizontal mass reduction occurs at the ground floor level through the fourth floor. Typically, the horizontal mass reduction is only required to occur at the third floor or above a height of 25-ft.*

- (2) the depth of any mass reduction breaks provided is not less than 15 feet from the front facade, unless special circumstances are evident;

*The Project provides four separate mass breaks, which measure approximately 12-ft 4-in wide by 9-ft 6-in deep along Rausch Street. Given the predominantly special residential character of Rausch Street, the proposed mass breaks are appropriate, since the mass breaks allow the façade to be metered in a similar way as the existing buildings. Along Rausch Street, many of the nearby residential properties are regularly-spaced in 25-ft increments, which mirrors the typical lot width. Along Rausch Street, the Project's mass breaks allow a regular pattern along the street frontage, which references the typical lot width.*

(3) the proposed building envelope can be demonstrated to achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building; and

*The Project achieves a distinctly superior effect of reducing the apparent horizontal dimension of the buildings, since the proposed horizontal mass break occurs from ground floor through the entire height of the Project. Architectural elements separating the street-level and articulation of the façade contribute to reducing the horizontal appearance of the buildings. Further, the mix of materials and colors on the street facades contribute to the perceived reduction.*

(4) the proposed building achieves unique and superior architectural design.

*The Project achieves unique and superior architectural design with the proposed horizontal mass breaks, due to the project's overall design and composition. The Project provides a unique expression within a mixed-use context, and appropriately introduces a design that has responded to community concerns and Planning Code requirements.*

- D. Exception from satisfaction of loading requirements per Section [152.1](#) pursuant to the criteria contained therein.

For projects in the Eastern Neighborhoods Mixed Use Districts that are subject to Section 329, the Planning Commission may waive these requirements per the procedures of Section 329 if it finds that the design of the project, particularly ground floor frontages, would be improved and that such loading could be sufficiently accommodated on adjacent streets and alleys.

*The Project would provide one on-street loading parking space on Rausch Street, which would meet the residential needs of the Project. By providing for on-street loading, the Project maximizes the amount of active street frontage. Further, the on-street loading allows for a reduction in the overall size and scale of the Project's garage opening, which is located in one 10-ft wide opening towards the northern end of the project site along Rausch Street.*

- E. Exception for rear yards, pursuant to the requirements of Section 134(f);

Modification of Requirements in the Eastern Neighborhoods Mixed Use Districts. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or waived by the Planning Commission pursuant to Section 329. The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified by the Zoning Administrator pursuant to the procedures set forth in Section 307(h) for other projects, provided that:

(1) A comparable, but not necessarily equal amount of square footage as would be created in a code conforming rear yard is provided elsewhere within the development;

*The Project provides for a comparable amount of open space, in lieu of the required rear yard. Overall, the project site is 32,800 sq ft in size, and would be required to provide a rear yard measuring 8,200 sq*

*ft. The Project provides private open space for twenty-five dwelling units and approximately 8,088 sq ft of common open space through a ground floor rear court and a roof deck, thus exceeding the amount of space, which would have been provided in a code-conforming rear yard.*

(2) The proposed new or expanding structure will not significantly impede the access to light and air from adjacent properties or adversely affect the interior block open space formed by the rear yards of adjacent properties; and

*The Project does not impede access to light and air for the adjacent properties. The Project provides a 28-ft 6-in wide rear yard. Many of the abutting residential properties have narrow rear yards or no rear yard. The Project contributes to development of a pattern of rear yard open space, which is a goal of the Western SoMa Area Plan.*

(3) The modification request is not combined with any other residential open space modification or exposure variance for the project, except exposure modifications in designated landmark buildings under Section 307(h)(1).

*The Project is seeking a modification to open space and exposure requirements, since the rear inner court does not conform to the dimensional requirements of the Planning Code. Given the overall quality of the Project and its design, the Commission supports the modifications to the rear yard, since the proposed units would not be afforded undue access to light and air. Overall, the Project meets the intent of exposure and open space requirements defined in Planning Code Sections 135 and 140; therefore, the modification of the rear yard is acceptable.*

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

*In addition to the modification of the requirements for rear yard, open space, off-street loading, and horizontal mass reduction, the proposed project is seeking modifications of the requirements for exposure (Planning Code Section 140).*

*Under Planning Code Section 140, all dwelling units must face onto an open area, which is at least 25-wide. The Project organizes the dwelling units to have exposure either on Folsom or Rausch Streets, or within a ground floor courtyard. Currently, thirty-two dwelling units (three on the second floor, ten on the third floor, ten on the fourth floor, five on the fifth floor and five on the sixth floor) do not face onto an open area, which meet the dimensional requirements of the Planning Code. These dwelling units still face onto an open area and are also afforded sufficient access to light and air. Given the overall design and composition of the Project, the Department is in support of this modification, due to the Project's high quality of design and amount of open space/open areas.*

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

## HOUSING

### Objectives and Policies

#### OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

##### Policy 1.1

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

*The Project is a higher density residential development in a transitioning area. The Project abuts a newly identified neighborhood commercial corridor and a Residential Enclave District. The Project site is an ideal infill site, since the existing site is a parking lot and one-to-two-story commercial building. The project site was recently rezoned as part of a long range planning goal to create a cohesive residential and mixed-use neighborhood. The project includes thirteen on-site affordable housing units, which complies with the City's affordable housing goals.*

#### OBJECTIVE 4

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

##### Policy 4.1

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

##### Policy 4.5

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

*Out of 112 new dwelling units, the Project will provide 13 on-site affordable units, thus meeting the affordable housing requirements and encourage diversity among income levels within the new development.*

#### OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

##### Policy 11.1

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

##### Policy 11.2

Ensure implementation of accepted design standards in project approvals.

**Policy 11.3**

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

**Policy 11.4**

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

**Policy 11.6**

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

**Policy 11.8**

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

*The Project responds to the site's location as a transition between the mixed-character of Folsom Street and the residential character of Rausch Street. The Project appropriately responds to the varied residential-industrial character of the larger neighborhood. The Project's facades provide a unique expression not commonly found within the surrounding area, while providing for a material palette, which draws from the surrounding industrial context.*

**COMMERCE AND INDUSTRY ELEMENT**

**Objectives and Policies**

**OBJECTIVE 6:**

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

**Policy 6.1**

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

*The Project provides new opportunity for new ground floor retail use, which is consistent with the goals for Folsom Street.*

**RECREATION AND OPEN SPACE ELEMENT**

**Objectives and Policies**

**OBJECTIVE 4:**

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

**Policy 4.5:**

Require private usable outdoor open space in new residential development.

**Policy 4.6:**

Assure the provision of adequate public open space to serve new residential development.

*The Project will create private and common open space areas in a new residential mixed-use development through private balconies, a rear court and a roof deck. The project will not cast shadows over open spaces under the jurisdiction of the Recreation and Park Department.*

**TRANSPORTATION ELEMENT**

**Objectives and Policies**

**OBJECTIVE 11**

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

**Policy 11.1**

Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel

**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.

**Policy 24.3:**

Install pedestrian-serving street furniture where appropriate.

**Policy 24.4:**

Preserve pedestrian-oriented building frontages.

*The Project will install new street trees along Folsom and Rausch Street. Further, the Project will provide a new corner bulb-out, street plantings, and new site furnishings. Frontages are designed with active spaces oriented at the pedestrian level. The new garage entrance is located on an alternate street frontage, in order to minimize pedestrian and bicycle conflicts and encourage Folsom Street as it transitions to a Transit Preferential Street.*

**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 104 Class 1 bicycle parking spaces and 8 Class 2 bicycle parking spaces in secure, convenient locations.*

**OBJECTIVE 34:**

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

**Policy 34.1:**

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

**Policy 34.3:**

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

**Policy 34.5:**

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

*The Project adheres to the principally permitted parking amounts within the Planning Code. The parking spaces are accessed by one ingress/egress point measuring 10-ft wide from Rausch Street. Parking is adequate for the project and complies with maximums prescribed by the Planning Code.*

**URBAN DESIGN ELEMENT**

**Objectives and Policies**

**OBJECTIVE 1:**

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.



**Policy 1.7:**

Recognize the natural boundaries of districts, and promote connections between districts.

**OBJECTIVE 2:**

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

**Policy 2.6:**

Respect the character of older development nearby in the design of new buildings.

*The Project is located within the Western SoMa neighborhood, which is characterized by the mix of uses. As such, the Project provides expressive street façades, which respond to form, scale and material palette of the existing neighborhood, while also providing a new contemporary architectural vocabulary.*

**OBJECTIVE 4:**

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

**Policy 4.5:**

Design walkways and parking facilities to minimize danger to pedestrians.

**Policy 4.13:**

Improve pedestrian areas by providing human scale and interest.

*Although the project site has two street frontages, it only provides one vehicular access point for the entire project, limiting conflicts with pedestrians and bicyclists. Numerous street trees will be planted on each street. Along the project site, the pedestrian experience will be greatly improved.*

## WESTERN SOMA AREA PLAN

### Objectives and Policies

#### Land Use

**OBJECTIVE 1.1**

BUILD ON AN EXISTING MIXED-USED CHARACTER THAT ENCOURAGES PRODUCTION OF RESIDENTIAL USES IN AREAS MOST APPROPRIATE FOR NEW HOUSING WITH A PROXIMATE MIX OF USES AND SERVICES SERVING LOCAL NEEDS AND THEREBY DEVELOPING A COMPLETE NEIGHBORHOOD.

**Policy 1.1.2**

Western SoMa land uses should progress from non-residential uses south of Harrison Street northward to an increasingly residential neighborhood with retention of a mix of uses and new mixed-use developments where appropriate.

**Policy 1.1.4**

Encourage increased height and density in the “Downtown Folsom” neighborhood serving commercial corridor between 7th and 10th Streets.

**Neighborhood Economy**

**OBJECTIVE 2.2**

PROMOTE APPROPRIATE NEW NEIGHBORHOOD BUSINESS OPPORTUNITIES THAT CREATIVELY RESPOND TO NEIGHBORHOOD, CITYWIDE AND REGIONAL ECONOMIC NEEDS AND TRENDS.

**Policy 2.2.4**

Encourage mixed-use development of new large retail sites throughout the Western SoMa SUD.

**Policy 2.2.12**

Develop land use controls that promote Folsom Street as the main neighborhood shopping and ceremonial street in the Western SoMa SUD.

**Policy 2.2.13**

Clearly designate and differentiate streets and their associated zoning for functional goods and services movement from streets with pedestrian and bicycle orientations.

**Policy 2.2.14**

Provide adequate customer parking and goods loading areas in a manner that minimizes negative impacts on transit, bike and pedestrian movements on neighborhood commercial streets.

**Housing**

**OBJECTIVE 3.2**

ENCOURAGE NEW NEIGHBORHOOD RESIDENTIAL USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITIES TO BUILD ON THE EXISTING NEIGHBORHOOD PATTERNS.

**Policy 3.2.2**

Encourage in-fill housing production that continues the existing built housing qualities in terms of heights, prevailing density, yards and unit sizes.

**Policy 3.2.4**

Encourage the continuation and creation of an existing rear and front yard pattern in the Western SoMa SUD residential enclaves.

**Transportation and Street Network**

**OBJECTIVE 4.7**

REDUCE THE IMPACTS OF INCREASED NEIGHBORHOOD COMMERCIAL DEVELOPMENT ON FOLSOM STREET BY ENCOURAGING THE USE OF ALTERNATIVE MODES OF TRANSPORTATION.

**Policy 4.7.3**

Promote walking and other non-motorized travel modes to/from neighborhood commercial segments of Folsom Street by introducing pedestrian and environmental improvements.

**OBJECTIVE 4.8**

ENSURE SAFETY ON FOLSOM STREET, PARTICULARLY FOR RESIDENTS AND OTHER USERS OF THE SYSTEM.

**Policy 4.8.2**

Introduce traffic calming measures that will promote pedestrian and bicycle transportation and safety in the area.

**Policy 4.8.5**

Reduce roadway conflicts between transit vehicles, bicyclists and pedestrians.

**OBJECTIVE 4.23**

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

**Policy 4.23.3**

Develop Folsom Street as a pedestrian-oriented transit corridor.

**OBJECTIVE 4.27**

ESTABLISH PARKING POLICIES THAT IMPROVE NEIGHBORHOOD LIVABILITY, VITALITY, AND ENVIRONMENTAL QUALITY BY REDUCING PRIVATE VEHICLE TRIPS AND SUPPORTING WALKING, CYCLING AND PUBLIC TRANSIT USE.

**Policy 4.27.1**

Adopt the same parking maximum policies that were applied in the Eastern Neighborhood Plan.

*The Project features an appropriate mix of uses encouraged by the Area Plan for this location. In addition, the Project is located within the prescribed height guidelines, and includes the appropriate dwelling unit mix, since approximately 40% or 45 units are two-bedroom dwellings. The Project introduces a contemporary architectural vocabulary, which is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high quality designed exterior, which features a variety of materials, colors and textures, including cement plaster, brick, and aluminum windows. The Project will also pay the appropriate development impact fees, including the Eastern Neighborhoods Impact Fees.*

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

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

*Currently, the project site does not contain any existing neighborhood-serving uses. The existing retail use was formerly occupied by a lighting company and was not a neighborhood-serving business. The Project improves the urban form of the neighborhood by constructing new ground floor retail. This new retail use will provide goods and services to area workers, residents and visitors, while creating new ownership and employment opportunities for residents. The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses.*

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

*No housing exists on the project site. The project will provide up to 112 new dwelling units, thus resulting in an increase in the neighborhood housing stock. The Project is expressive in design, and relates to the scale and form of the surrounding neighborhood by providing relationships to the smaller-scale industrial properties as well as the newer, larger-scale nearby residential properties. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.*

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

*The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program, therefore increasing the stock of affordable housing units in the City.*

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

*The project site is served by nearby public transportation options. The Project is located within one block of bus lines for the 12-Jackson & Van Ness, 14-Mission and the 19-Fisherman's Wharf. Future residents would be afforded close proximity to bus. The Project also provides off-street parking at the principally permitted amounts and sufficient bicycle parking for residents and their guests.*

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

*The Project does not include commercial office development and does not displace the City's industrial and services sectors. The Project provides new ground floor retail use and housing, which is a top priority in the City. The new retail use will provide new opportunity for the service sector.*

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

*The project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.*

- G. That landmarks and historic buildings be preserved.

*Currently, the project site does not contain any City Landmarks or historic buildings.*

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

*The Project will not affect the City's parks or open space or their access to sunlight and vistas. A shadow study was completed and concluded that the Project will not cast shadows on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission.*

9. **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.*

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
11. The Commission hereby finds that approval of the 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. 2013.0986X** under Planning Code Section 329 to allow the new construction of a four-to-six-story mixed-use building with 112 dwelling units and a total of 5,600 gsf of ground floor retail use, and a modification to the requirements for: 1) rear yard (Planning Code Section 134); 2) open space (Planning Code Section 135); 3) dwelling unit exposure (Planning Code Section 140); 4) off-street loading (Planning Code Section 152.1); and 5) horizontal mass reduction (Planning Code Section 270.1), within the Folsom St NCT (Neighborhood Commercial Transit) and RED (Residential Enclave) Zoning Districts, and a 40-X/65-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 November 10, 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 November 20, 2014.

**Draft Motion**  
**November 20, 2014**

**CASE NO. 2013.0986CX**  
**1140 Folsom Street**

Jonas P. Ionin  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: November 20, 2014

## **EXHIBIT A**

### **AUTHORIZATION**

This authorization is for a Large Project Authorization to allow for the new construction of a four-to-five-story mixed-use building with 112 dwelling units and 5,600 gsf of retail use, and a modification to the requirements for rear yard, open space, dwelling unit exposure, off-street loading and horizontal mass reduction, located at 1140 Folsom Street, Lots 015, 075, 077, 078 and 080 in Assessor's Block 3730 pursuant to Planning Code Section 329 within the Folsom St NCT (Neighborhood Commercial Transit) and RED (Residential Enclave) Zoning Districts, and a 40-X/65-X Height and Bulk District; in general conformance with plans, dated November 10, 2014, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0986X and subject to conditions of approval reviewed and approved by the Commission on November 20, 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 November 20, 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 Office Development 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 authorization.



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

### PERFORMANCE

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

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

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

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

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

**Additional Project Authorization.** The Project Sponsor must obtain a Project authorization under Planning Code Sections 121.1, 121.7, 303 and 304 for development on a lot larger than 10,000 gsf in the

Folsom St NCT, creation of a street frontage larger than 50-ft in the RED Zoning District, and a Planned Unit Development (PUD) with modifications to the requirements for rear yard, open space, dwelling unit exposure, and off-street loading, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

**Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2013.0986E) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

## **DESIGN – COMPLIANCE AT PLAN STAGE**

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

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

**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. Therefore, the Project shall provide at least seven street trees along Folsom Street and fourteen street trees along Rausch Street. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

**Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and

compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

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

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

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

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

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

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

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

## PARKING AND TRAFFIC

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

**Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 38 off-street parking spaces for the 50 dwelling units in the RED Zoning District, 31 off-street parking for the 62 dwelling units in the Folsom St NCT Zoning District, and 3 off-street parking spaces for the 5,600 gsf of retail use in the Folsom St NCT Zoning District.

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

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

**Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than **104** Class 1 bicycle parking spaces and **8** Class 2 bicycle parking spaces.

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

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

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

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

## PROVISIONS

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

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

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

## MONITORING

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

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

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

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

## OPERATION

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

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

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

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

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

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

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

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

## **INCLUSIONARY HOUSING**

### **Affordable Units**

1. **Number of Required Units.** 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 112 units; therefore, 13 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 13 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 and Community Development ("MOHCD").

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

2. **Unit Mix.** The Project contains 15 studios, 52 one-bedroom, and 45 two-bedroom units; therefore, the required affordable unit mix is 2 studios, 6 one-bedroom, and 5 two-bedroom. 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 MOHCD.

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

3. **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](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*
4. **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](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*
5. **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](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*
6. **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 MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD 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](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://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.

## EXHIBIT B

**EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>MONITORING AND REPORTING PROGRAM</b>			
	<b>Responsibility for Implementation</b>	<b>Mitigation / Improvement Schedule</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<b>MITIGATION MEASURES</b>				
<p><b><u>Project Mitigation Measure 1 – Archeological Testing Program.</u></b></p> <p>Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.</p> <p>This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San</p>	Project Sponsor	Prior to issuance of a building permit.	Planning Department’s ERO; Planning Department’s archeologist or qualified archeological consultant	Considered complete upon submittal of PAR or PASS to ERO or designated Planning Department Staff

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation / Improvement Schedule</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
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Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.

- A. *Consultation with Descendant Communities.* On discovery of an archeological site<sup>1</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>2</sup> of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final

<sup>1</sup> The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>2</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation / Improvement Schedule</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p>Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p>B. <i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken</p>				

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation / Improvement Schedule</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p>include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <ul style="list-style-type: none"> <li>a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</li> <li>b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</li> </ul> <p>C. <i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any</li> </ul>				

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<p>project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> <li>▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</li> <li>▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects</li> </ul>				

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<p>on significant archeological deposits;</p> <ul style="list-style-type: none"> <li>▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the</li> </ul>				



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findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

- D. *Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

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<p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>▪ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>▪ <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>▪ <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the</li> </ul>				

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curation facilities.

- E. *Human Remains and Associated or Unassociated Funerary Objects.* 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, ERO, 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.
- F. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical

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<p>research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>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, one unbound and one unlocked, searchable PDF copy on CD 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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
<p><b><u>Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources</u></b>                      This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p>	Project sponsor.	Prior to issuance of any permit for soil-disturbing activities and during	Project Sponsor; ERO; archeologist.	Considered complete upon ERO’s approval of FARR.

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construction.

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) 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 archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The

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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 archeological 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 describes 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

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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 copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD 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 from that presented above.

**Project Mitigation Measure 3 – Open Space in Noisy Environments.** To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove

Project sponsor, contractor(s).	Prior to entitlement/building permit approval.	Planning Department.	Considered completed upon approval of project plans by the Planning Department.
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<p>annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.</p>				
<p><b><u>Project Mitigation Measure 4 - General Construction Noise Control Measures.</u></b> To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> <li>• The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).</li> <li>• The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as</li> </ul>	Project sponsor, contractor(s).	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.



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<p>possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</p>				
<ul style="list-style-type: none"> <li>• The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.</li> </ul>				
<ul style="list-style-type: none"> <li>• The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise</li> </ul>				

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<p>feasible.</p> <ul style="list-style-type: none"> <li>Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.</li> </ul>				
<p><b><u>Project Mitigation Measure 5 – Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors.</u></b>                      Prior to receipt of any building permit, the project sponsor</p>	<p>Project sponsor, contractor(s).</p>	<p>Prior to the start of heavy diesel equipment use on site.</p>	<p>ERO to review and approve health risk assessment, or other appropriate analysis.</p>	<p>Considered complete upon Environmental Planning Air</p>

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<p>shall submit an enhanced ventilation plan for the proposed building(s). The enhanced ventilation plan shall be prepared and signed by, or under the supervision of, a licensed mechanical engineer or other individual authorized by the California Business And Professions Code Sections 6700-6799. The enhanced ventilation plan shall show that the building ventilation system will be capable of achieving protection from particulate matter (PM<sub>2.5</sub>) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration, as defined by American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) standard 52.2. The enhanced ventilation plan shall explain in detail how the project will meets the MERV-13 performance standard identified in this measure.</p> <p><i>Maintenance Plan.</i> Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.</p> <p><i>Disclosure to Buyers and Renters.</i> The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.</p>	Project sponsor, contractor(s)	Prior to issuance of a permit specified in	Prepare and submit a Plan	Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis.
<p><b><u>Project Mitigation Measure 6 – Construction Emissions Minimization Plan for Health Risks and Hazards.</u></b></p>				Project sponsor, contractor(s) and the ERO

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<p>A. <i>Construction Emissions Minimization Plan.</i> Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:</p> <p>1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <p>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</p> <p>b) All off-road equipment shall have:</p> <p>i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, <i>and</i></p> <p>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<sup>3</sup></p> <p>c) Exceptions:</p> <p>i. Exceptions to A(1)(a) <i>may</i> be granted if the project sponsor has submitted information</p>		<p>Section 106A.3.2.6 of the Francisco Building Code</p>		

<sup>3</sup> Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

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<p>providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</p> <p>ii. Exceptions to A(1)(b)(ii) <i>may</i> be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide</p>				

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the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

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

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

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

\*\*Alternative fuels are not a VDECS

- The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple

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<p>languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to</p>				

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<p>members of the public as requested.</p> <p><b><u>Project Mitigation Measure 7 – Pre-Construction Special-Status Bird Surveys.</u></b> Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	<p>Project sponsor; qualified biologist; CDFG; USFWS.</p>	<p>Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of project.</p>	<p>Project sponsor; qualified biologist; CDFG; USFWS</p>	<p>Prior to issuance of demolition or building permits</p>



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<p><b><u>Project Mitigation Measure 8 – Pre-Construction Special-Status Bat Surveys.</u></b> Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.</p>	<p>Project sponsor; qualified biologist; CDFG; USFWS.</p>	<p>Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of project.</p>	<p>Project sponsor; qualified biologist; CDFG; USFWS</p>	<p>Prior to issuance of demolition or building permits</p>
<p><b><u>Project Mitigation Measure 9 – Hazardous Building Materials Abatement.</u></b> The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified,</p>	<p>Project sponsor</p>	<p>Prior to any demolition or construction activities.</p>	<p>Project sponsor; Planning Department.</p>	<p>Prior to any demolition or construction activities.</p>

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either before or during work, shall be abated according to applicable federal, state, and local laws.

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**IMPROVEMENT MEASURES**

**Project Improvement Measure 1: Monitoring and Abatement of Queues.** As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Rausch or Folsom Streets adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the underground parking garage) blocking any portion of the Rausch Street sidewalk or travel lane on Rausch Street, or along Folsom Street for a consecutive period of three minutes or longer on a daily and/or weekly basis.

Project sponsor; property owner.

Ongoing.

Property owner; owner/operator of off-street parking facility.

Ongoing.

Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.

It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation / Improvement Schedule</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
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consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the

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owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

**Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips.** The Project Sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes. The Project Sponsor has agreed to implement the following TDM measures:

**Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San

Project sponsor; property owner.	Ongoing.	Property owner.	Ongoing.
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**MONITORING AND REPORTING PROGRAM**

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Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

**Provide Transportation and Trip Planning Information to Building Occupants:**

- o *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
- o *New-hire packet:* Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be

**MONITORING AND REPORTING PROGRAM**

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<p>purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</p> <ul style="list-style-type: none"> <li>o <i>Current transportation resources:</i> Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.</li> <li>o <i>Posted and real-time information:</i> A local map and real-time transit information could be installed on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen.</li> </ul>				

**Bicycles**

- o *Fleet:* Provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building occupants.
- o *Bay Area Bike Share:* Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works,

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and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project's frontage.

**Car-Share**

Increase the number of on-site car-share parking spaces to full optional requirements as described in Planning Code Section 166(g).

**City Access for Data Collection:**

As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff.

**Project Improvement Measure 3: Installation of Visual/Audible Devices at Underground Garage Driveway.** As an improvement measure to reduce potential conflicts between vehicles entering and exiting the underground garage and pedestrians traveling along the east side sidewalk of Rausch Street, the project sponsor shall install visual and/or audible notifications (alarms) to alert pedestrians of vehicles traveling in and out of the underground parking garage.

Project sponsor; property owner.

Prior to occupancy.

Property owner.

Ongoing.



**MONITORING AND REPORTING PROGRAM**

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<p><b><u>Project Improvement Measure 4: Coordination of Move-in/Move-Out Operations and Large Deliveries.</u></b> To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Rausch Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Rausch Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Rausch Street. Curb parking on Rausch Street shall be reserved through SFMTA or by directly contacting the local 311 service.</p>	Property owner(s); building management.	Ongoing.	Property owner(s); building management.	Ongoing.
<p><b><u>Project Improvement Measure 5: Limiting the Hours of Construction-Related Truck Traffic and Deliveries.</u></b> Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.</p> <p>As required, the project sponsor and construction</p>	Project sponsor; property owner; contractor(s).	Construction phase.	Project sponsor; property owner; contractor(s).	Construction phase.

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contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor would be required to coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

<p><b><u>Project Improvement Measure 6: Construction Management Plan Additional Measures.</u></b> In addition to items required in the Construction Management Plan, the project sponsor shall include the following:</p>	<p>Project sponsor; property owner; contractor(s).</p>	<p>Construction phase.</p>	<p>Project sponsor; property owner; contractor(s).</p>	<p>Construction phase.</p>
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- *Carpool and Transit Access for Construction Workers* – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts.
- *Project Construction Updates* – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information

**MONITORING AND REPORTING PROGRAM**

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(typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.				



# SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Suite 400  
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**415.558.6378**

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Planning  
Information:  
**415.558.6377**

## Planning Commission Draft Motion

HEARING DATE: NOVEMBER 20, 2014

*Date:* November 20, 2014  
*Case No.:* **2013.0986CX**  
*Project Address:* **1140 FOLSOM STREET**  
*Zoning:* Folsom St NCT (Neighborhood Commercial Transit) Zoning District  
RED (Residential Enclave) Zoning District  
40-X/65-X Height and Bulk District  
Western SoMa Special Use District  
*Block/Lot:* 3730/015, 075, 077, 078 and 080  
*Project Sponsor:* John Bickford and Josh Corzine, 1140 Folsom Street LLC  
P.O. Box 411316  
San Francisco, CA 94110  
*Staff Contact:* Richard Sucre – (415) 575-9108  
[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)

**ADOPTING FINDINGS RELATED TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION FOR A PLANNED UNIT DEVELOPMENT, DEVELOPMENT ON A LOT EXCEEDING 10,000 SQ FT IN THE FOLSOM ST NCT AND MERGER OF LOTS CREATING A STREET FRONTAGE LARGER THAN 50-FT IN THE RED ZONING DISTRICT, PURSUANT TO SECTIONS 121.1, 121.2, 121.7, 303 AND 304 OF THE PLANNING CODE, WITH SPECIFIC MODIFICATIONS TO PLANNING CODE REQUIREMENTS RELATED TO REAR YARD, OPEN SPACE, DWELLING UNIT EXPOSURE, AND OFF-STREET FREIGHT LOADING PARKING, WITH RESPECT TO A PROPOSAL TO CONSTRUCT A NEW FOUR-TO-SIX-STORY, MIXED-USE BUILDING CONTAINING UP TO 112 DWELLING UNITS, A TOAL OF 5,600 SQUARE FEET OF GROUND FLOOR RETAIL USES, AND 72 OFF-STREET PARKING SPACES, LOCATED AT 1140 FOLSOM STREET, LOTS 015, 075, 077, 078 AND 080 IN ASSESSOR'S BLOCK 3730, WITHIN THE FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT ZONING DISTRICT, RESIDENTIAL ENCLAVE ZONING DISTRICT, WESTERN SOMA SPECIAL USE DISTRICT, AND A 40-X/65-X HEIGHT AND BULK DISTRICT, AND TO ADOPT FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND PLANNING CODE SECTION 101.1.**

### PREAMBLE

On February 19, 2014, John Bickford and Josh Corzine of Local Development Group (hereinafter "Project Sponsor") filed Application No. 2013.0986C (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization and Planned Unit Development (PUD)

to construct a new four-to-six-story mixed-use building with 112 dwelling units and 5,600 gross square feet of ground floor retail at 1140 Folsom Street (Block 3730 Lots 015, 075, 077, 078 and 080) in San Francisco, California.

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 November 3, 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.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2013.0986C at 1650 Mission Street, Fourth Floor, 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.

On November 20, 2014, the Commission adopted Motion No. XXXXX, approving a Large Project Authorization for the Proposed Project (Large Project Authorization Application No. 2013.0986X). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On November 20, 2014, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2013.0986C.

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

**MOVED**, that the Commission hereby authorizes the Conditional Use Authorization requested in Application No. 2013.0986C, 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 proposed project is located on the northeast corner of Folsom and Rausch Streets on an irregularly-shaped corner lot (with a lot area of 32,800± square feet) with approximately 137-ft of frontage along Folsom Street and 275-ft of frontage along Rausch Street. Currently, the subject lot contains a parking lot and one-to-two-story commercial building along Folsom Street.
3. **Surrounding Properties and Neighborhood.** The project site is located within the Folsom St NCT and RED Zoning Districts in the Western SoMa Area Plan. The immediate context is mixed in character with mixed residential, commercial and industrial development along Folsom Street, and live/work and residential development along Rausch Street. The immediate neighborhood along Rausch Street includes smaller-scale residential properties, which range in height from two-to-three stories. The immediate neighborhood along Folsom Street includes one-to-two-story commercial properties, one-to-three-story industrial buildings, and four-to-five-story residential complexes. Adjacent to the project site are a five-story live/work complex across

Rausch Street, a two-story commercial building (d.b.a. Brain Wash) along Folsom Street, and a smaller two-story commercial building along Rausch Street. The project site has two street frontages: Folsom Street, which is identified as a one-way transit thoroughfare with a bike lane on the south side; and, Rausch Street, which is a smaller-scale one-way residential street. Other zoning districts in the vicinity of the project site include: WMUG (Western SoMa Mixed-Use General); P (Public); SoMa NCT (South of Market Neighborhood Commercial Transit); and, MUG (Mixed-Use General).

4. **Project Description.** The proposed project includes demolition of the existing parking lot and one-to-two-story commercial building (measuring approximately 14,581 square feet), and new construction of a four-to-six-story, mixed-use building (approximately 154,150 gross square feet) with 112 dwelling units, ground floor retail along Folsom Street (approximately 5,600 square feet, which is divided into two separate spaces), 3 car-share parking spaces, 72 off-street parking spaces, 104 Class 1 bicycle parking spaces, and eight Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 45 two-bedroom units, 52 one-bedroom units, and 15 studio units. The proposed project includes private open space, common open space (approximately 5,648 square feet) via a rear yard, and a roof terrace. The proposed project would also include a lot merger of Lots 015, 075, 077, 078 and 080 on Block 3730.
5. **Public Comment.** The Department has received numerous public correspondences regarding the proposed project, which has expressed both support and opposition to proposed project. Much of the public correspondence has focused on the location of the entrance to the off-street parking.
6. **Planning Code Compliance.** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2013.0986X (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
7. **Planning Code Section 121.1** establishes criteria for the Planning Commission to consider when reviewing applications for projects within the Folsom Street NCT on lots that exceed 10,000 square feet, through the Conditional Use authorization process. On balance, the project complies with said criteria in that:
  - (1) The mass and facade of the proposed structure are compatible with the existing scale of the district.

*The Project divides the massing into two distinct elements, which address the street frontage and change in context along Rausch and Folsom Streets. Along Folsom Street, the mass and form are appropriate for a large corner lot given the surrounding context, which includes smaller-scale industrial properties and larger-scale residential buildings that create a varied street wall. Along Rausch Street, the Project appropriately transitions down to the residential scale, while maintaining a building rhythm and form, which addresses the original lot configuration. The Project is further enhanced by the incorporation of a four-story brick form at the northern end of Rausch Street, which mirrors the industrial language found among many of the side streets within Western SoMa. This rhythmic massing helps to provide variety in the building design and scale, while providing for a*

*pattern that strongly relates to the varied neighborhood context. Thus, the project is appropriate and consistent with the mass and scale of the surrounding neighborhood.*

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

*Existing buildings in the area exhibit an eclectic architectural character, with no prevailing style establishing a dominant visual pattern for the neighborhood. The proposed project's architectural treatments, façade design and building materials include a cement plaster exterior, painted horizontal cement board siding, brick, tile, stone and aluminum-sash windows. The Project provides for a unique and contemporary expression along the street, which draws from the industrial heritage within the surrounding area. Along Folsom Street, the building features a regular pattern of punched openings, which transitions into an appropriate form emphasized by the strong cement plaster frame. Along Rausch Street, the building steps down to a new material palette and smaller-scale, which is more consistent with the character of the street. Overall, the Project offers a high quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.*

8. **Planning Code Section 121.7** establishes the criteria for the Planning Commission to consider when reviewing applications for the creation of lot frontage larger than 50-ft in the RED Zoning District. The Commission may approve, as a conditional use, mergers only when one or more of the following criteria are met. On balance, the project complies with said criteria in that:

- (1) The lot merger will enable a specific residential project that provides housing on-site at affordability levels significantly exceeding the requirements of Section 415.

*The Project meets, but does not exceed, the requirements of Planning Code Section 415 by providing thirteen on-site affordable housing units for ownership.*

- (2) The lot merger will facilitate development of an underutilized site historically used as a single use and the new project is comprised of multiple individual buildings.

*The lot merger will facilitate a new development on a historically underutilized site. The current site includes a one-to-two-story light industrial and retail facility and a parking lot. The Project would demolish the existing buildings and parking lot, and construct a new four-to-six-story mixed-use building with 112 dwelling units and 5,600 sq ft of ground floor retail space. The Project is organized to have a distinct massing along Folsom Street, and a series of smaller-scale masses along Folsom Street. The Project has the visual appearance of smaller, separate structures, which is a strategy that appropriately addresses the surrounding context.*

- (3) The lot merger serves a unique public interest that cannot be met by building a project on a smaller lot.

*The lot merger facilitates a public interest, which would have not been met by a project on a smaller lot. The lot merger allows for the construction of substantial amount of new housing, which is a top*



*priority for the City. The Project provides 112 new dwelling units and 5,600 sq ft of ground floor retail use. By merging the lots and constructing one larger project, the proposed project is able to consolidate common areas and shared infrastructure, thus allowing for more square footage, which may be dedicated to new dwelling units.*

9. **Planning Code Section 151.1** establishes criteria for the Planning Commission to consider when reviewing applications for residential and commercial off-street parking that exceed the principally permitted amount within an NCT District.

The Commission finds that the project does not comply with said criteria, hence does not support off-street parking in excess of the principally permitted amounts offered in Planning Code Section 151.1:

(A) Parking for All Uses.

- (i) 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;

*The Project does minimize vehicular movement in and around the Project, since the off-street parking garage is located below grade and the entrance to this garage is located through one 10-ft wide opening along Rausch Street. This configuration minimizes the potential for conflicts with pedestrians and bicyclists along Folsom Street, and at the intersection of Rausch and Folsom Streets. Within the proposed building, the garage ramp is approximately 19-ft wide, in order to accommodate potential queueing for vehicles entering and exiting the garage. Although the Project minimizes vehicular impacts, the Commission does not support off-street parking in excess of the principally permitted amounts, as additional parking from vehicular trips could incrementally conflict with pedestrian movement and other forms of transportation.*

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

*The Commission finds that accommodating excess accessory parking would degrade the overall urban design quality of the Project. For this Project, accommodating excess parking would increase the potential for pedestrian conflicts along Rausch Street, which is recognized as an alleyway in the Western SoMa Area Plan. Given the conflicting priorities along Folsom Street and Rausch Street, excess parking above the principally permitted amounts would further contribute to the potential for conflicts with pedestrians and bicycles.*

- (iii) 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; and

*The Project does not include above-grade, off-street parking.*

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

*Since the excess parking would be located below-grade, the excess accessory parking would not impact any existing or planned streetscape enhancements. Despite its lack of impact upon existing and planned streetscape elements, the Commission does not support parking in excess of the principally permitted amounts for reasons stated above.*

(B) Parking for Residential Uses.

(i) 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 Commission does not support parking in excess of the principally permitted amounts, since the Project does not accommodate residential accessory parking via mechanical stackers or lifts.*

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

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

*The Project provides a new mixed-use building with up to 112 dwelling units and a total of 5,600 square feet of ground floor retail within an area that is mixed in character and development. This new development appropriately responds to the varied character along Folsom Street and the smaller-scale character along Rausch Street. Further, the Project provides much needed housing in the City with the required affordable housing units; therefore, the Project is considered to be necessary and desirable with the surrounding neighborhood.*

2. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

A. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

*The Project is located on an irregularly-shaped corner lot (with a lot area of 32,800± sq ft) with approximately 137-ft of frontage along Folsom Street and 275-ft of frontage along Rausch Street. The Project is organized with a six-story massing along Folsom Street, which transitions down to a four-story massing along Rausch Street. Existing*

*development in the vicinity varies in size and intensity, and the Project is generally compatible with the eclectic character of the area. The building is designed with a variety of materials, setbacks and varying fenestration patterns to reduce the apparent scale of the Project. The shape and size of development on the subject property will not be detrimental to persons or adjacent properties in the vicinity.*

- B. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

*The environmental document prepared for the project found that the project would not result in significant transportation and circulation impacts. The Project Site is located within an urban context, where convenience goods and services are available within walking distance. Residents of the project will be able to walk to such services in the vicinity. In addition, the area is served by ample public transit, so that residents do not need to rely on private automobile transportation. Improvement Measures have been incorporated into the environmental document to avoid traffic congestion during construction of the Project and to encourage transit ridership by residents and the retail employees.*

*The Project Sponsor is proposing 84 off-street parking spaces, thus exceeding the maximum amount of residential parking that is principally permitted by Section 151.1. The Project Sponsor has requested Conditional Use Authorization to allow parking in excess of the principally-permitted amount. However, this amount of off-street parking fails to meet the required Conditional Use Authorization criteria specified in Section 151.1 (see above) and contradicts multiple policies of the General Plan and Western SoMa Area Plan. Therefore, the Commission does not authorize any additional parking in excess of the principally permitted amounts. As proposed, and as modified by the conditions of approval, the traffic patterns, off-street loading, and the quantity of off-street parking will not be detrimental to persons or adjacent properties in the vicinity.*

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

*Since this will primarily be a residential project, unusual noise, odor, dust and glare as a result of its operations will generally not occur. The Project will comply with Title 24 standards for noise insulation.*

*Construction noise impacts would be less than significant because all construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, as amended November 2008). The SF Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance*

*complaints, and to avoid orders to stop work by the Department of Building Inspection. Therefore, the Project would be required to follow specified practices to control construction dust and to comply with this ordinance.*

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

*In compliance with Planning Code Section 138.1, the Project provides 20 new street trees along the street frontages on Rausch and Folsom Streets, and would pay an in-lieu fee for any required street trees not provided due to proximity of underground utilities, etc., as specified by the Department of Public Works. In addition, the Project includes streetscape elements, including a corner bulb out, sidewalk planters and site furnishings. The Department finds that these improvements would improve the public realm.*

*In addition, the Project provides ample circulation in and around the project site through the sidewalk improvement. The primary focal point for retail visitors would occur along Folsom Street, while the residents have ground-floor entrances along Rausch Street or through a main lobby on Rausch Street or a secondary entrance on Folsom Street. Automobile access is limited to the one entry/exit (measuring 10-ft wide) on Rausch Street.*

3. That such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the Master Plan; and.

*The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below. The Project is seeking the appropriate waivers and modifications from Planning Code requirements for rear yard, open space, dwelling unit exposure and off-street freight loading, as detailed in the PUD (See Planning Code Section 304).*

4. With respect to applications filed pursuant to Article 7 of this Code, that such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Neighborhood Commercial District, as set forth in Zoning Control Category .1 of Planning Code Sections 710 through 729 of this Code.

*The Project is in conformity with the stated purposes of the Folsom Street NCT Zoning District, and provides appropriate ground floor retail frontage with residential above. The Folsom Street NCT Zoning District has a pattern of ground floor commercial and upper story residential units. The new development would contribute and complement the district's overall character and purpose by introducing new residents within the neighborhood, as well as by providing for a mix of new commercial activities through the new ground floor commercial spaces. The Project generally follows the intent of the physical envelope controls for residential density and provides the appropriate amount of family-sized dwelling units.*

11. **Planning Code Section 304** establishes criteria and limitations for the Planning Commission to consider when reviewing applications for the authorization of Planned Unit Developments, in addition to those applicable to Conditional Uses. On balance, the project does comply with said criteria and limitations in that:

- 1) Affirmatively promote applicable objectives and policies of the General Plan;

*This project furthers multiple existing General Plan and the Western SoMa Plan Area objectives and policies relating to housing, commercial development and urban design. See General Plan Compliance.*

- 2) Provide off street parking adequate for the occupancy proposed;

*The Project proposed 84 off-street parking spaces in a below-grade garage. All of the off-street parking is accessed through a 10-ft wide garage door on Rausch Street, thus minimizing the impact on Folsom Street, a burgeoning Transit Preferential Street. There will be three car share spaces. The Project is seeking a waiver of the off-street freight loading requirement, which is supported by the Commission. However, given the existing conditions of the surrounding neighborhood, the Commission does not authorize parking in excess of the principally permitted amounts. With up to 72 off-street parking spaces, the Project provides more than ample off-street parking given the close proximity to public transit options.*

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

*The project includes private open space for 25 dwelling units and common open space consisting of a rear court and roof deck, which collectively measure 8,088 sq ft. In total, the Project provides a combination of private and common open spaces for the use of residents. The Project is seeking a modification of the rear yard, open space and dwelling unit exposure requirements (Planning Code Sections 134, 135 & 140, respectively), since the provided open space does not meet the amount, location and dimension requirements outlined within Planning Code Sections 134, 135 and 140, respectively. The total amount of open area is comparable to the amount of square footage if the Project were to have provided a 25 percent rear yard (or approximately 8,200 sq ft). Given the benefits of the larger project and overall design, the amount, location and dimension of the provided open space would be acceptable, since the Project provides greater public benefit to the surrounding neighborhood, housing stock, and City, as a whole, and also provides open space in excess of the required rear yard amount.*

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

*The Project meets the residential density requirements as outlined within Planning Code Section 207.4. As noted in the Planning Code, dwelling unit density for NCT Districts shall not be limited by lot area, but by the applicable requirements and limitations, including but not limited*

*to height, bulk, open space, exposure, and unit mix, as well as by applicable design guidelines. The Project meets the requirements for dwelling unit mix, and possesses the required number of two-bedroom units (45 two-bedroom units out of a total of 112 dwelling units), as outlined in Planning Code Section 207.6.*

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

*The Project is located within the Folsom Street NCT Zoning District; therefore, this criterion does not apply.*

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

*The Project is within the 65-ft height limit and also includes a 15-ft setback above a height of 55-ft, as required by Planning Code Section 261.2.*

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

*Per Planning Code Section 124, the project is permitted up to 36,500 sq ft of non-residential use. The Project provides approximately 5,600 non-residential space, which is well within the permitted floor area ratio.*

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

*The Project is in compliance with the use limitation set forth by Article 7 of the Planning Code.*

- 9) In RTO and NCT Districts, include the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly-accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of block size, streets and alleys, and foster beneficial pedestrian and vehicular circulation.

*The Project is not required to include alley or street extensions through the project site. The Project will construct a new sidewalk bulb out, which will help to minimize traffic impacts along Rausch Street, and provide for a better pedestrian environment.*

- 10) Provide street trees as per the requirements of Section [143\(j\)](#) of the Code.

*The Project is in compliance with the requirements of Planning Code Section 138.1, which outlines the requirements for new street trees. The Project will provide six new street trees along Folsom Street and fourteen new street trees along Rausch Street, and will pay an in-lieu fee for the remaining required street trees, due to the site constraints.*

- 11) Provide landscaping and permeable surfaces in any required setbacks in accordance with Section [132](#) (g) and (h).

*The Project does not have any required front setbacks and is designed with a rear yard. The Project would provide landscaping on a voluntary basis in front of the new commercial spaces in coordination with other city agencies.*

12. **General Plan Consistency.** The General Plan Consistency Findings set forth in Motion No. **XXXXX**, Case No. 2013.0986X (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

13. **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.

*Currently, the project site does not contain any existing neighborhood-serving uses. The existing retail use was formerly occupied by a lighting company and was not a neighborhood-serving business. The Project improves the urban form of the neighborhood by constructing new ground floor retail. This new retail use will provide goods and services to area workers, residents and visitors, while creating new ownership and employment opportunities for residents. The Project would add new residents, visitors, and employees to the neighborhood, which would assist in strengthening nearby retail uses.*

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

*No housing exists on the project site. The project will provide up to 112 new dwelling units, thus resulting in an increase in the neighborhood housing stock. The Project is expressive in design, and relates to the scale and form of the surrounding neighborhood by providing relationships to the smaller-scale industrial properties as well as the newer, larger-scale nearby residential properties. For these reasons, the proposed project would protect and preserve the cultural and economic diversity of the neighborhood.*

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

*The Project will not displace any affordable housing because there is currently no housing on the site. The Project will comply with the City's Inclusionary Housing Program, therefore increasing the stock of affordable housing units in the City.*

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

*The project site is served by nearby public transportation options. The Project is located within one block of bus lines for the 12-Jackson & Van Ness, 14-Mission and the 19-Fisherman's Wharf. Future residents would be afforded close proximity to bus. The Project also provides off-street parking at the principally permitted amounts and sufficient bicycle parking for residents and their guests.*

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

*The Project does not include commercial office development and does not displace the City's industrial and services sectors. The Project provides new ground floor retail use and housing, which is a top priority in the City. The new retail use will provide new opportunity for the service sector.*

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

*The project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.*

- G. That landmarks and historic buildings be preserved.

*Currently, the project site does not contain any City Landmarks or historic buildings.*

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

*The Project will not affect the City's parks or open space or their access to sunlight and vistas. A shadow study was completed and concluded that the Project will not cast shadows on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission.*

14. 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.

15. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.



## DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2013.0986C** under Planning Code Sections 121.1, 121.7, 303, and 304 to allow the new construction of a four-to-six-story mixed-use building with 112 dwelling units and a total of 5,600 gsf of ground floor retail use, and a modification to the requirements for: 1) rear yard (Planning Code Section 134); 2) open space (Planning Code Section 135); 3) dwelling unit exposure (Planning Code Section 140); and, 4) off-street loading (Planning Code Section 152.1), within the Folsom St NCT (Neighborhood Commercial Transit) and RED (Residential Enclave) Zoning Districts, and a 40-X/65-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 November 10, 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 Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

**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 November 20, 2014.

Jonas P. Ionin

**Draft Motion**  
**November 20, 2014**

**CASE NO. 2013.0986CX**  
**1140 Folsom Street**

Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED:     November 20, 2014

## Exhibit A

### AUTHORIZATION

This authorization is for a Conditional Use Authorization and Planned Unit Development to allow for the new construction of a four-to-five-story mixed-use building with 112 dwelling units and 5,600 gsf of retail use, and a modification to the requirements for rear yard, open space, dwelling unit exposure, and off-street loading, located at 1140 Folsom Street, Lots 015, 075, 077, 078 and 080 in Assessor's Block 3730 pursuant to Planning Code Section 121.1, 121.7, 303 and 304 within the Folsom St NCT (Neighborhood Commercial Transit) and RED (Residential Enclave) Zoning Districts, and a 40-X/65-X Height and Bulk District; in general conformance with plans, dated November 10, 2014, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0986X and subject to conditions of approval reviewed and approved by the Commission on November 20, 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.

### COMPLIANCE WITH OTHER REQUIREMENTS

The Conditions of Approval set forth in Exhibit B of Motion No. XXXXX, Case No. 2013.0986X (Large Project Authorization under Planning Code Section 329) apply to this approval, and are incorporated herein as though fully set forth, except as modified herein.

### 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 November 20, 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 Office Development 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 authorization.

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

### PERFORMANCE

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

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

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

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

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

**Additional Project Authorization.** The Project Sponsor must obtain a project authorization under Planning Code Section 329 for a Large Project Authorization with modifications to the requirements for rear yard, open space, dwelling unit exposure, off-street loading, and horizontal mass reduction, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

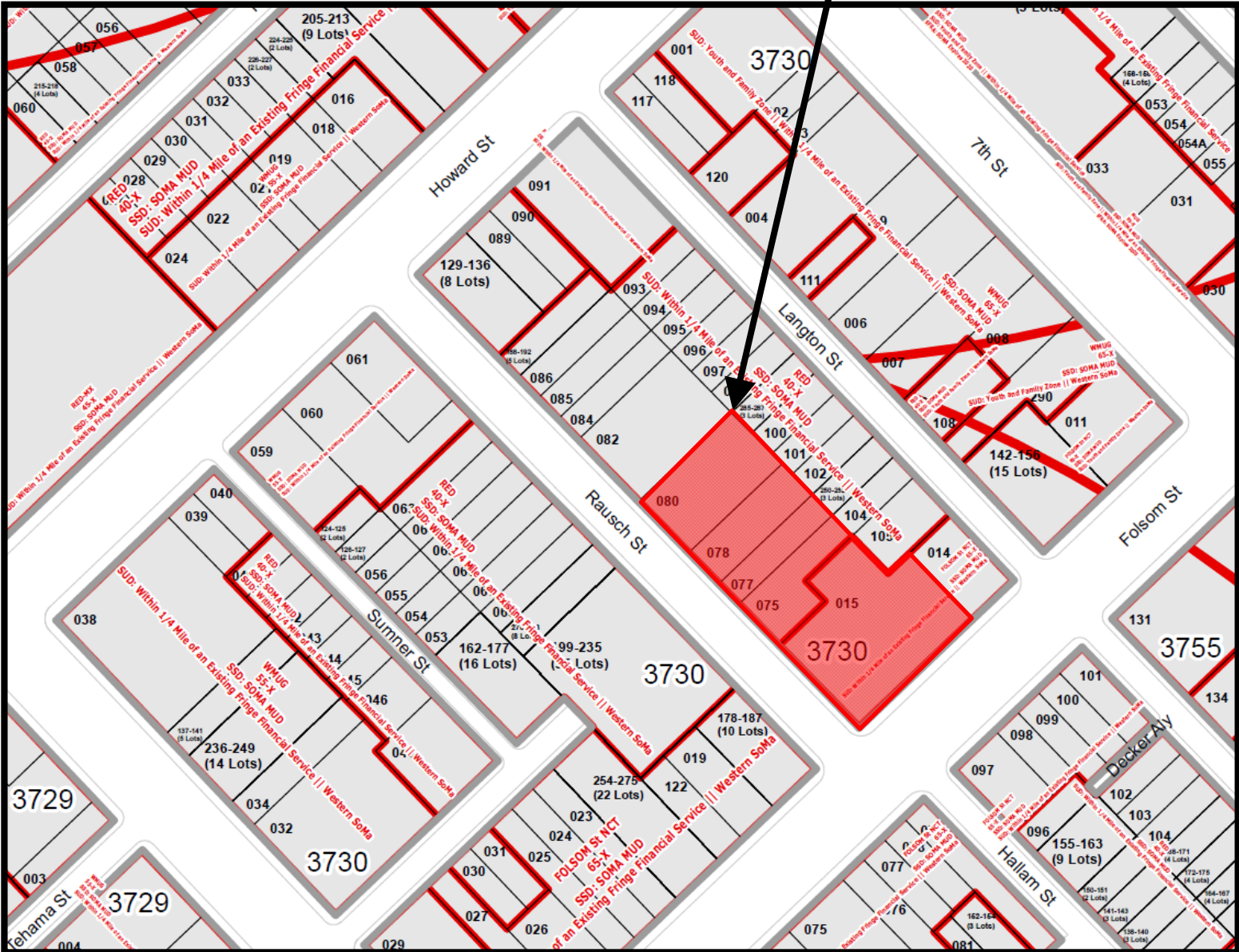
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

**Mitigation Measures.** Mitigation measures described in the MMRP for the Eastern Neighborhoods Plan EIR (Case No. 2013.0986E) attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

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

# Parcel Map

SUBJECT PROPERTY

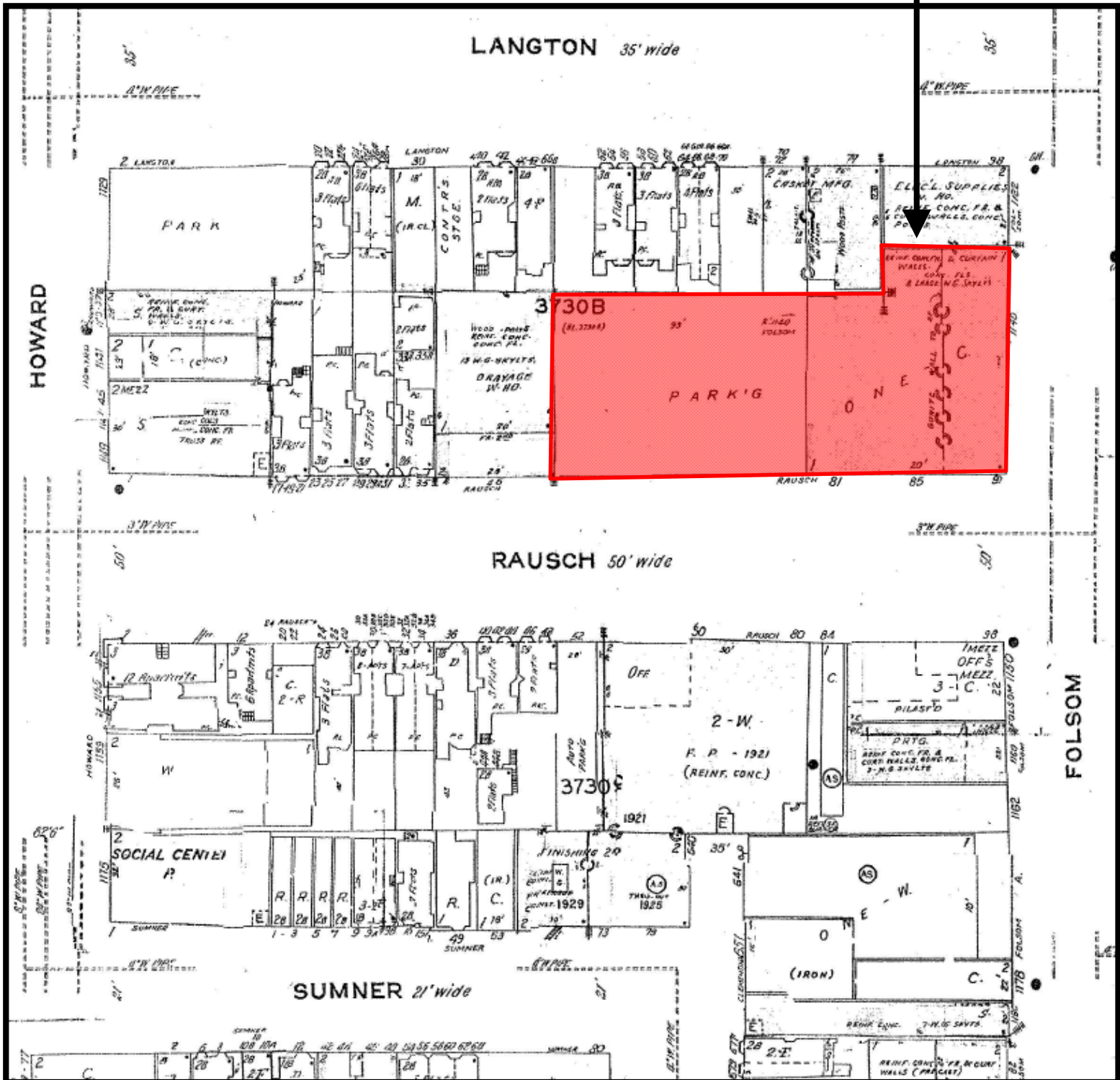


Large Project Authorization, Conditional Use Authorization & Planned Unit Development Hearing  
Case Number 2013.0986CX  
1140 Folsom Street



# Sanborn Map\*

SUBJECT PROPERTY



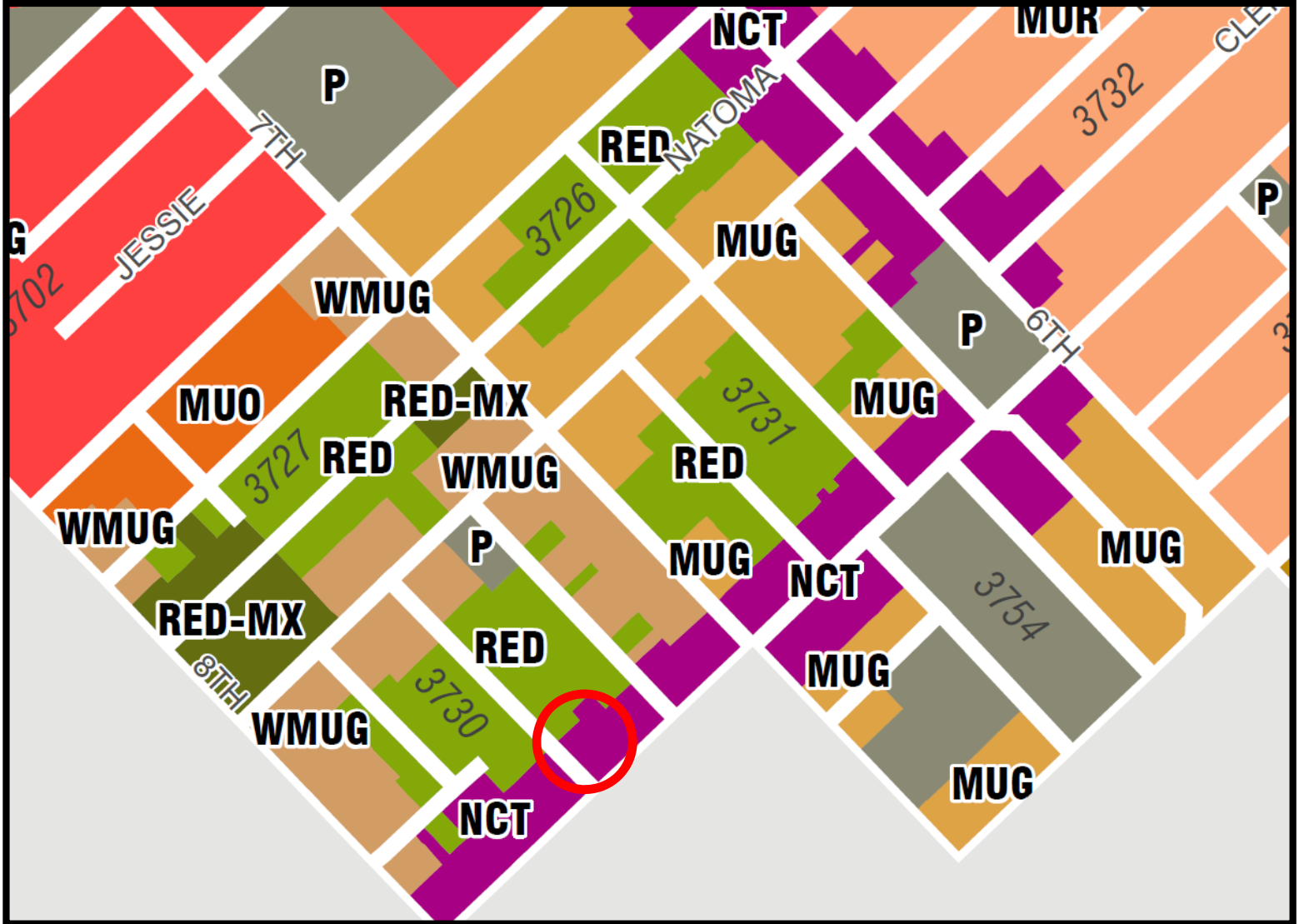
\*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Large Project Authorization, Conditional Use Authorization & Planned Unit Development Hearing

Case Number 2013.0986CX

1140 Folsom Street

# Zoning Map



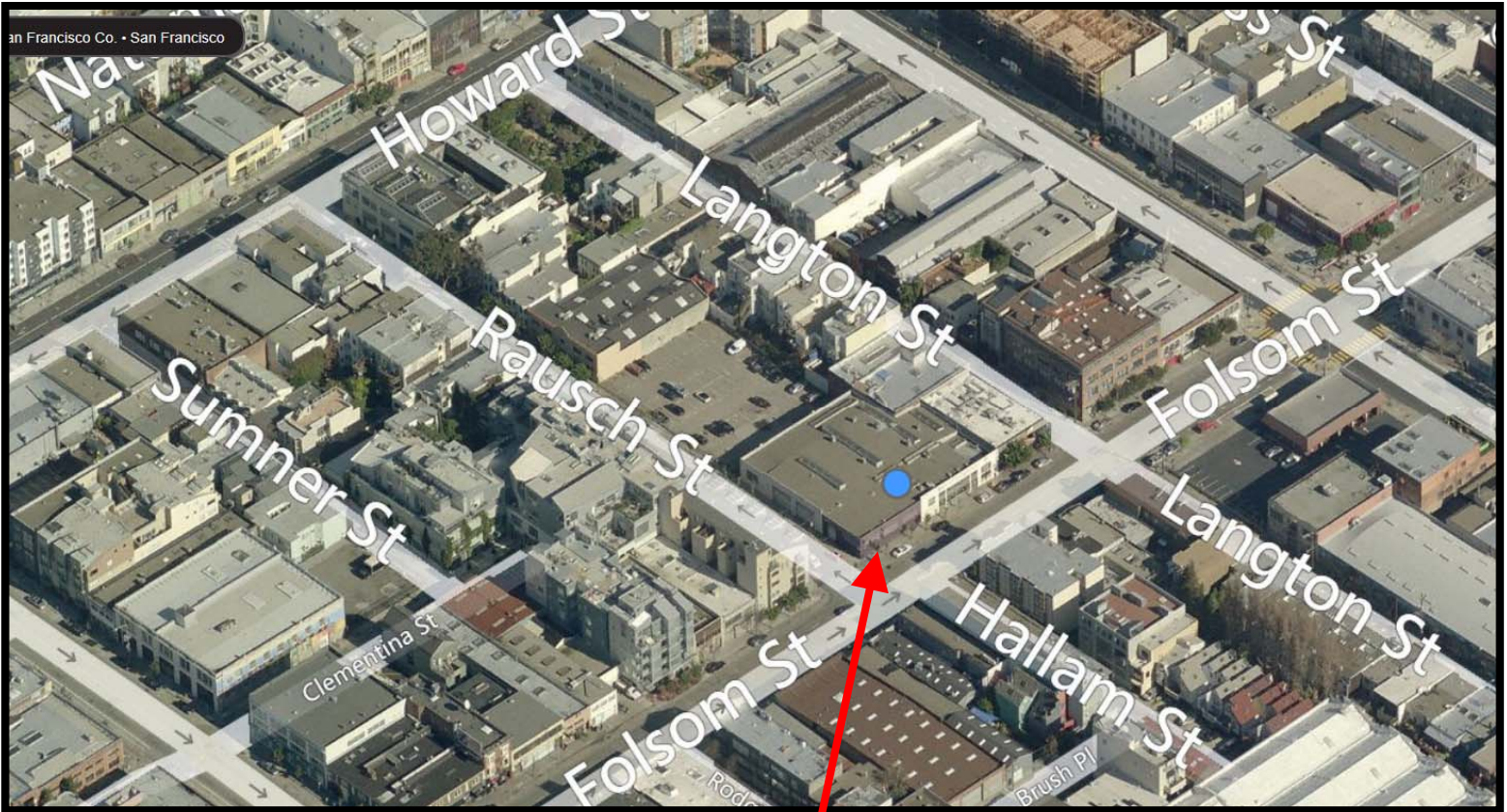
Large Project Authorization, Conditional  
Use Authorization & Planned Unit  
Development Hearing

Case Number 2013.0986CX

1140 Folsom Street



# Aerial Photo



PROJECT SITE



Large Project Authorization, Conditional Use Authorization & Planned Unit Development Hearing

Case Number 2013.0986CX

1140 Folsom Street

# Site Photo



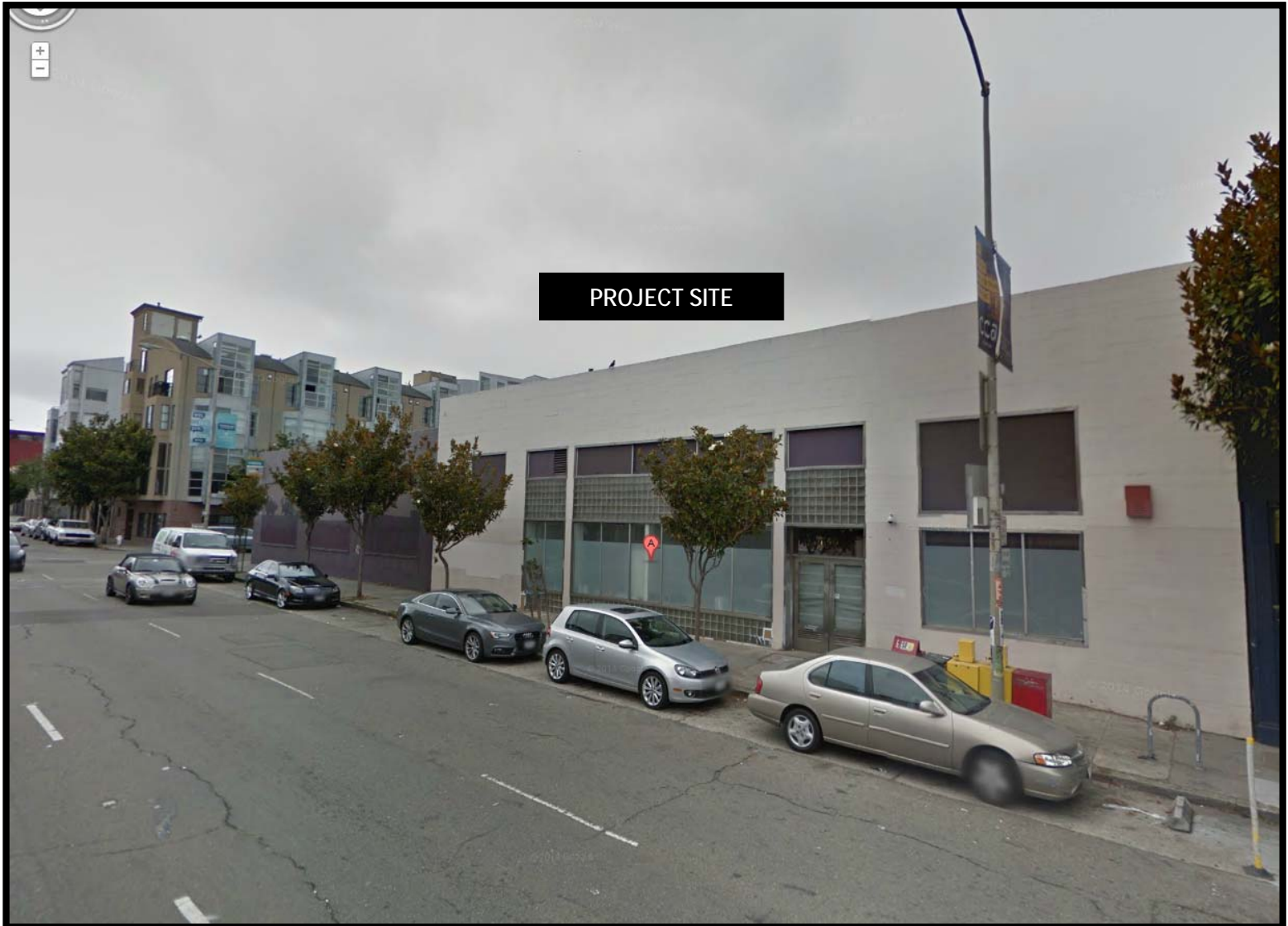
1140 Folsom Street, View along Folsom Street

Large Project Authorization, Conditional  
Use Authorization & Planned Unit  
Development Hearing

**Case Number 2013.0986CX**

1140 Folsom Street

# Site Photo



1140 Folsom Street, View along Folsom Street

Large Project Authorization, Conditional  
Use Authorization & Planned Unit  
Development Hearing

**Case Number 2013.0986CX**

1140 Folsom Street

# Site Photo



1140 Folsom Street, View along Rausch Street

Large Project Authorization, Conditional  
Use Authorization & Planned Unit  
Development Hearing

**Case Number 2013.0986CX**

1140 Folsom Street

# Site Photo



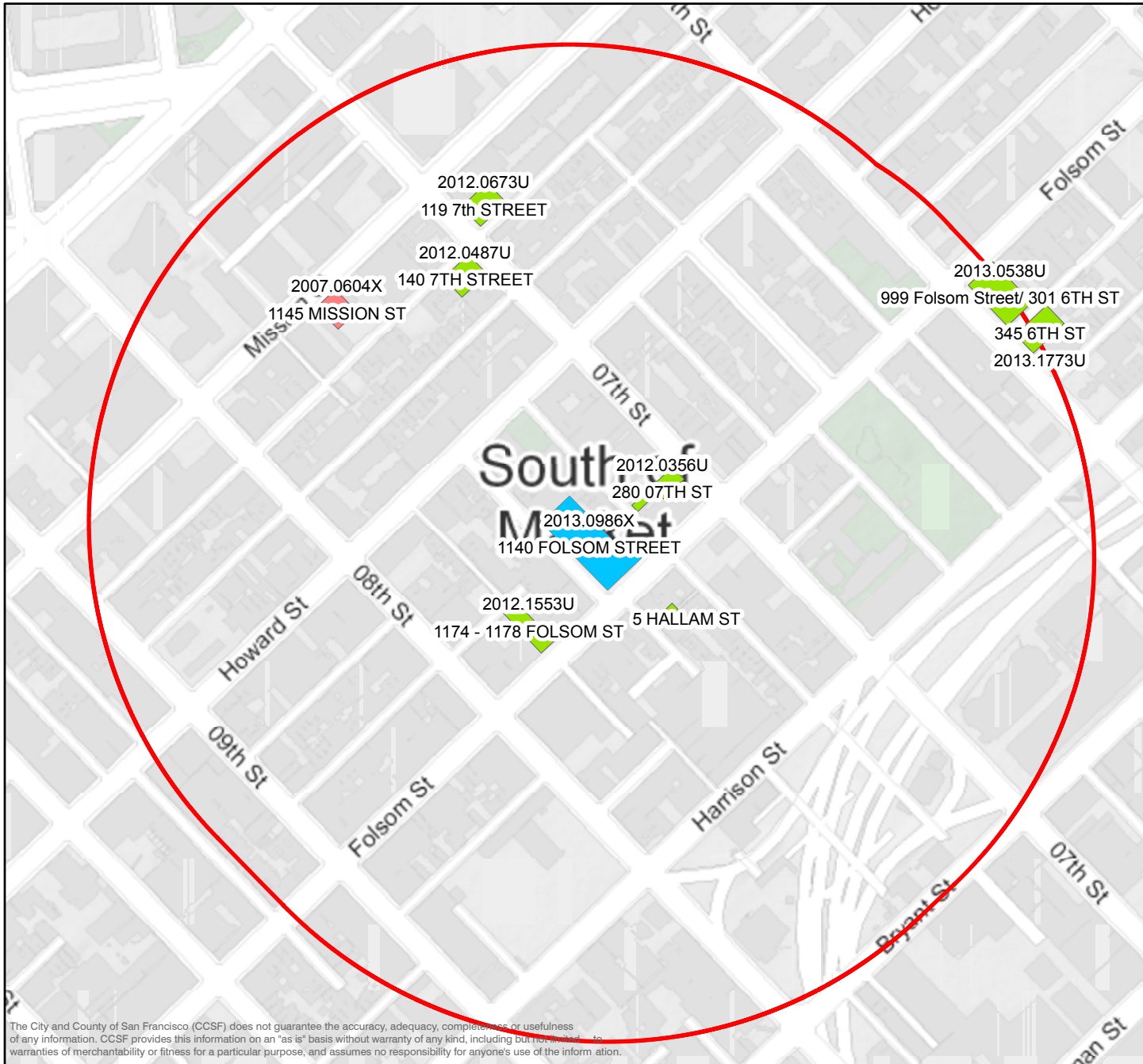
1140 Folsom Street, View along Rausch Street

Large Project Authorization, Conditional  
Use Authorization & Planned Unit  
Development Hearing

**Case Number 2013.0986CX**

1140 Folsom Street

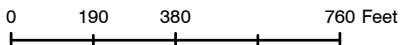
# Major Projects Within .25 Miles of 1140 Folsom St



- ◆ Eastern Neighborhoods Exception-329 (ENX)
- ◆ Preliminary Project Assessment (PPA)
- 

Case Number	Address	Number of Dwelling Units	EE Filed
2007.0604X	1145 Mission St	25	Yes
2012.0356U	280 7th Street	29	Yes
2012.0487U	140 7th Street	27	Yes
2012.0673U	119 7th Street	39	Complete
2012.1553U	1174-1178 Folsom St	42 (Group Housing)	Yes
2013.0538U	999 Folsom St/301 6th St	84	No
2013.1773U	345 6th St	89 (SRO)	Yes

The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.



# "99 RAUSCH" AT 1140 FOLSOM

**LARGE PROJECT AUTHORIZATION AT RED ZONING DISTRICT  
CONDITIONAL USE APPLICATION AT F-NCT ZONING DISTRICT**

## PROJECT DESCRIPTION

One, four story multi-family residential building, and one, six-story building with multi-family residential units and neighborhood serving retail. Buildings share a common core, amenities, open space, and subterranean parking garage.

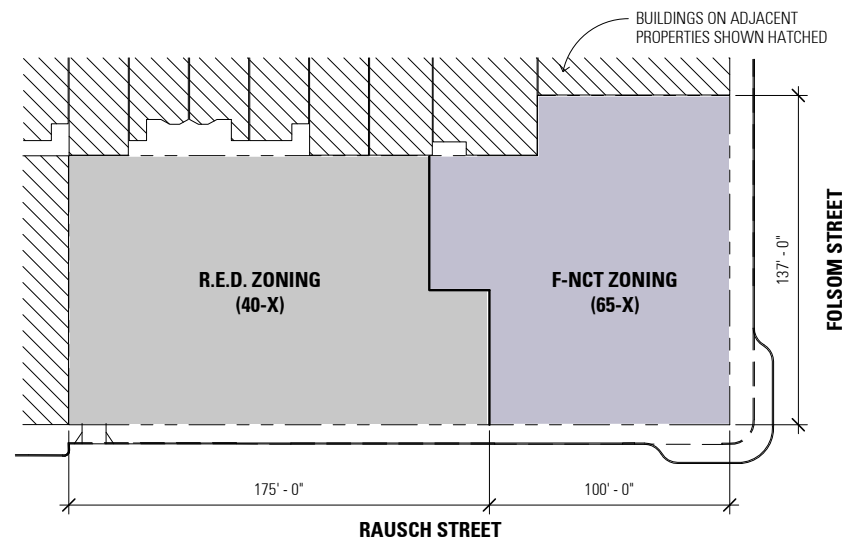
## SHEET INDEX

11/10/14 RESUBMITTAL 2	10/15/14 RESUBMITTAL 1	04/14/14 SUBMITTAL	02/03/14 SUBMITTAL	SHEET NAME	
X	X	-	X	CS	COVER SHEET
X	X	-	X	G1	PROJECT DATA
X	X	-	X	G2	PLANNING CODE SUMMARY
X	X	-	-	G2.5	OPEN SPACE DIAGRAMS
X	-	-	-	G2.6	RESIDENTIAL STOOPS DIAGRAMS
X	-	-	-	G2.7	VERTICAL MODULATION DIAGRAMS
X	X	-	X	G3	MODIFICATION REQUEST
X	-	-	-	G3.1	MODIFICATION REQUEST - UNIT EXPOSURE
X	-	-	-	G3.2	MODIFICATION REQUEST - MASS REDUCTION
X	X	-	X	G4	CONTEXT PHOTOS
X	X	-	X	R1	SURVEY
X	X	-	X	L1.00	ILLUSTRATIVE SITE PLAN
X	X	-	X	L1.01	ILLUSTRATIVE ROOF PLAN
X	X	-	X	A100	VIEW FROM FOLSOM
X	X	-	X	A101	VIEW FROM RAUSCH
X	X	X	X	A110	SITE / ROOF PLAN
X	X	-	X	A2B1	BASEMENT LEVEL PLAN
X	X	-	X	A201	GROUND FLOOR PLAN
X	X	-	X	A202	FLOOR PLAN LEVEL 2-4 (TYP.)
				A203	NOT INCLUDED (SIM A202)
				A204	NOT INCLUDED (SIM A202)
X	X	-	X	A205	FLOOR PLAN LEVEL 5
X	X	-	X	A206	FLOOR PLAN LEVEL 6
X	X	-	X	A211	ROOF PLAN
X	X	-	X	A311	EXTERIOR ELEVATION - EAST
X	X	-	X	A312	EXTERIOR ELEVATION - SOUTH
X	X	-	X	A321	BUILDING SECTIONS
X	X	-	X	A322	BUILDING SECTIONS
X	X	-	X	A400	TYPICAL UNIT PLANS

## VICINITY MAP



## ZONING KEY



## PROJECT TEAM

**OWNER:**  
Local Development Group  
Josh Corzine  
1140 Folsom Street  
San Francisco, CA 94103  
415-987-9746

**ARCHITECT:**  
BAR Architects  
Patricia Centeno  
901 Battery Street, Ste 300  
San Francisco, CA 94111  
415-293-5700

**LANDSCAPE ARCHITECT:**  
Cliff Lowe Associates  
Cliff Lowe  
1175 Folsom Street  
San Francisco, CA 94103  
415-431-0394

**99 RAUSCH**

**1140 FOLSOM ST**

**COVER SHEET**

**PARKING COUNT**

PARKING PROVIDED	
ACCESSIBLE SPACES:	3
STANDARD SPACES:	81
<b>TOTAL</b>	<b>84 SPACES</b>

NOTE: SEE MODIFICATION REQUEST 2 ON SHEET G3 FOR PERMITTED PARKING CALCULATIONS

**CAR SHARE**

CAR SHARE PERMITTED:	UP TO 7
PROVIDED CAR SHARE:	3 SPACES

NOTE: SEE MODIFICATION REQUEST 2 ON SHEET G3 FOR PERMITTED PARKING CALCULATIONS

**BICYCLE COUNT CLASS 1**

BIKE PARKING REQUIRED:	
UNITS 1-100 @ 1:01 =	100 SPACES
UNITS 101-112 @ 1:04 =	3
RETAIL 1:7500sf =	1
<b>TOTAL</b>	<b>104</b>

PROVIDED 104\*  
\*INCLUDES A MAX OF 33% EFFICIENT (35 STALLS)

**BICYCLE COUNT CLASS 2**

BIKE PARKING REQUIRED:	
RESIDENTIAL @ 1:20 =	5.6 SPACES
RETAIL @ 1:2500sf =	2.2

TOTAL 7.8

PROVIDED 8

**UNIT COUNT**

Level	Studio	1 bd	1 bd TH	2bd	2bd TH	Total Count
6	3	1	0	4	0	8
5	3	1	1	4	4	13
4	3	13	0	10	0	26
3	3	13	0	10	0	26
2	3	14	0	9	0	26
1	0	9	0	4	0	13
G						
<b>Total</b>	15	51	1	41	4	<b>112</b>
	13.4%	45.5%	0.9%	36.6%	3.6%	100.0%
				total 2s	40.2%	

A UNITS - STUDIOS  
B UNITS - 1 BEDROOM  
C UNITS - 2 BEDROOM  
D UNITS - 1 BED MULTI-STORY  
E UNITS - 2 BED MULTI-STORY

**PLANNING CODE SUMMARY**

<b>PROJECT ADDRESS:</b>	1140 Folsom Street San Francisco, CA 94103
<b>BLOCK / LOT:</b>	3730 / 75,77, 78, 80, 15
<b>LOT AREA</b>	32,800 SF
<b>ZONING DISTRICT</b>	RED: Residential Enclave District F-NCT: Folsom Neighborhood Commercial Transit District
<b>OVERLAY DISTRICT</b>	Eastern Neighborhoods Western SoMa
<b>HEIGHT / BULK</b>	40-X 65-X

**BUILDING CODE SUMMARY**

OCCUPANCY	S-2, R-2 S-2, R-2, A-3, B
CONSTRUCTION TYPES	TYPE IA AND VA TYPES 1A AND IIIA
MAX. ALLOWABLE BLDG HT.	60' 85'
MAX. NUMBER OF STORIES	5 ABOVE GRADE PLANE (4 TYPE VA OVER 1 TYPE IA) 6 ABOVE GRADE PLANE (5 TYPE IIIA OVER 1 TYPE 1A)

**AREA TABULATIONS**

Level	Residential Rentable GSF	Res. Amenity and Lobby	Core SF	Residential Total GSF	Retail GSF	Garage Total GSF	Grand Total GSF
6	8,300	0	1,800	10,100	0	0	10,100
5	10,350	0	1,800	12,150	0	0	12,150
4	21,800	0	3,250	25,050	0	0	25,050
3	21,800	0	3,250	25,050	0	0	25,050
2	21,650	0	3,250	24,900	0	0	24,900
1	10,855	2,245	5,400	18,500	5,600	0	24,100
G						32,800	32,800
<b>Total</b>	<b>94,755</b>	<b>2,245</b>	<b>18,750</b>	<b>115,750</b>	<b>5,600</b>	<b>32,800</b>	<b>154,150</b>

RESIDENTIAL GSF IN R.E.D.: 49,640 GSF  
NON-RESIDENTIAL GSF IN R.E.D.: 0 GSF  
GARAGE GSF IN R.E.D.: 18,200 GSF  
RESIDENTIAL GSF IN F-NCT: 66,110 GSF  
NON-RESIDENTIAL GSF IN F-NCT: 5,600 GSF  
GARAGE GSF IN F-NCT: 14,600 GSF

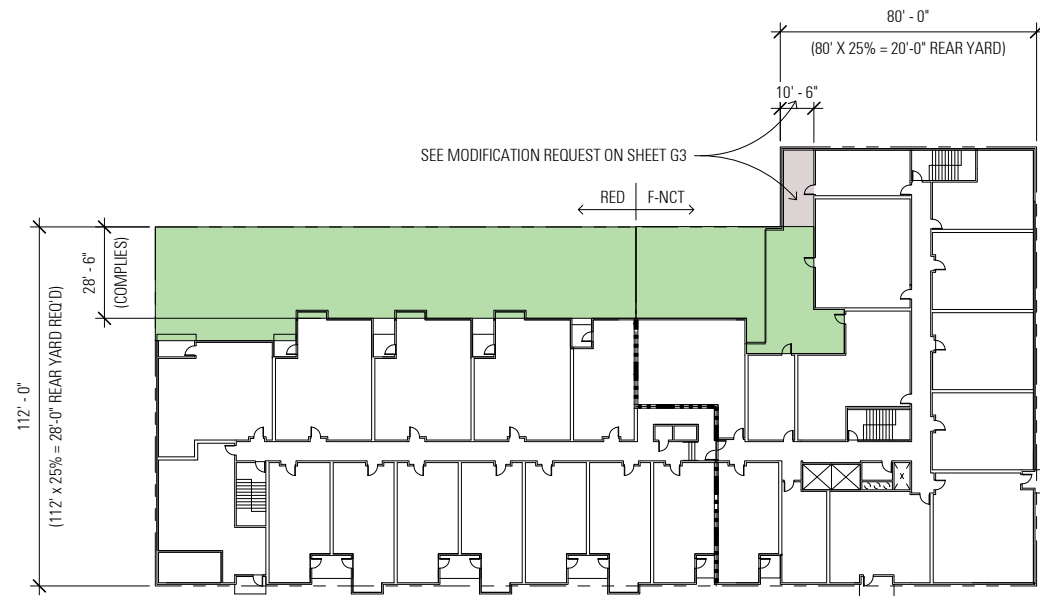
99 RAUSCH

1140 FOLSOM ST

PROJECT DATA

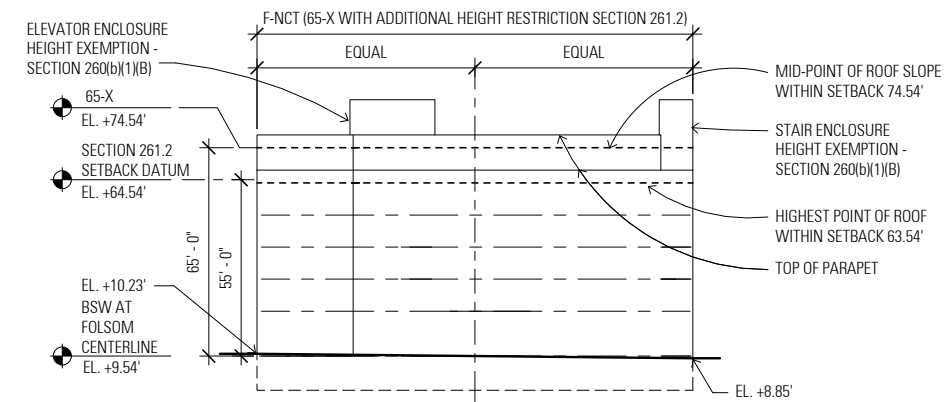


**REAR YARD**

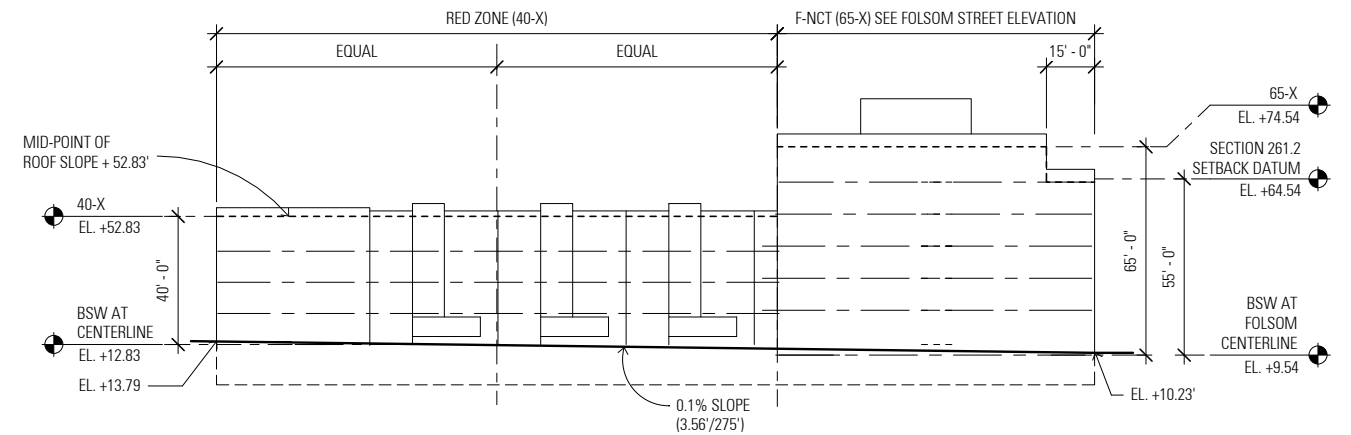


**BUILDING HEIGHT DIAGRAMS**

BUILDING HEIGHT COMPLIES WITH SECTION 260 REQUIREMENTS.  
 PER WESTERN SoMa ADOPTED HEIGHT/BULK DISTRICTS MAP - MARCH 19, 2013:  
 - RED ZONE = 40-X  
 - F-NCT ZONE = 65-X



2 FOLSOM STREET HEIGHT DIAGRAM  
 1" = 30'-0"



1 RAUSCH STREET HEIGHT DIAGRAM  
 1" = 30'-0"

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**1140 FOLSOM ST**

**PLANNING CODE SUMMARY**

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SCALE: 1" = 30'-0"

**G2**

**COLOR LEGEND**

- PRIVATE OPEN SPACE
- COMMON OPEN SPACE
- UNIT WITH PRIVATE OPEN SPACE

**CODE REQUIRED AREAS**

**R.E.D.**  
 OPEN SPACE CALCULATED PER TABLE 135B  
 80 SF / DU PRIVATE  
 80 SF / DU COMMON

**F-N.C.T.**  
 OPEN SPACE CALCULATED PER TABLE 135A  
 80 SF / DU PRIVATE  
 106.4 SF / DU COMMON

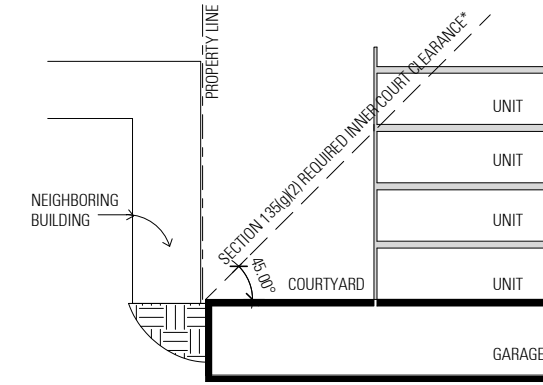
**R.E.D.:**  
 50 UNITS TOTAL  
 04 UNITS MEET/EXCEED 80 SF OF PRIVATE OPEN SPACE.  
 46 UNITS REQUIRE COMMON USE OPEN SPACE. 46x80 = 3,680 SF

**F-N.C.T.:**  
 62 UNITS TOTAL  
 14 UNITS MEET/EXCEED 80 SF OF PRIVATE OPEN SPACE.  
 48 UNITS REQUIRE COMMON USE OPEN SPACE 48x106.4 = 5,107 SF  
**TOTAL COMMON OPEN SPACE REQUIRED OVER SITE: 8,787 TOTAL REQUIRED**

**OPEN SPACE PROVIDED**

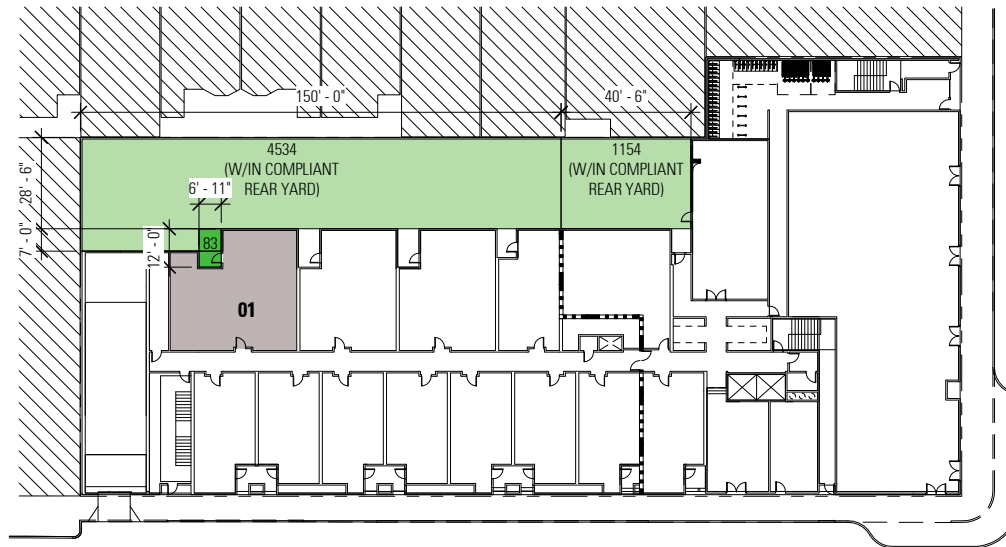
COMMON USABLE (15'x15' MIN)  
 COMPLYING REAR YARD = 5,688 SF  
 ROOF DECK (NOT CONTRIBUTING TO CALC.) = 2,400 SF  
**TOTAL CONTRIBUTING COMMON OPEN SPACE 5,688 SF**

PROJECT DEFICIENT ON CODE-COMPLAINT OPEN SPACE BY 3,099 SF

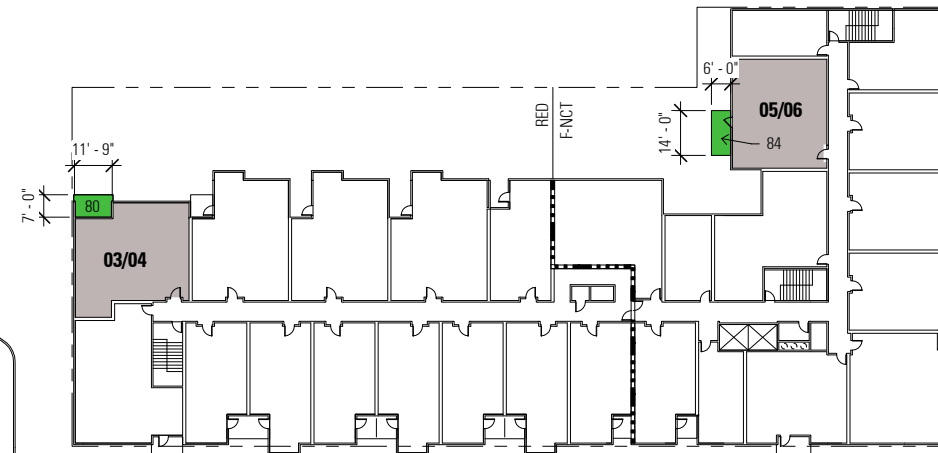


\*SEE MODIFICATION REQUEST IN AMENDED LARGE PROJECT AUTHORIZATION APPLICATION PREPARED BY REUBEN JUNIUS & ROSE

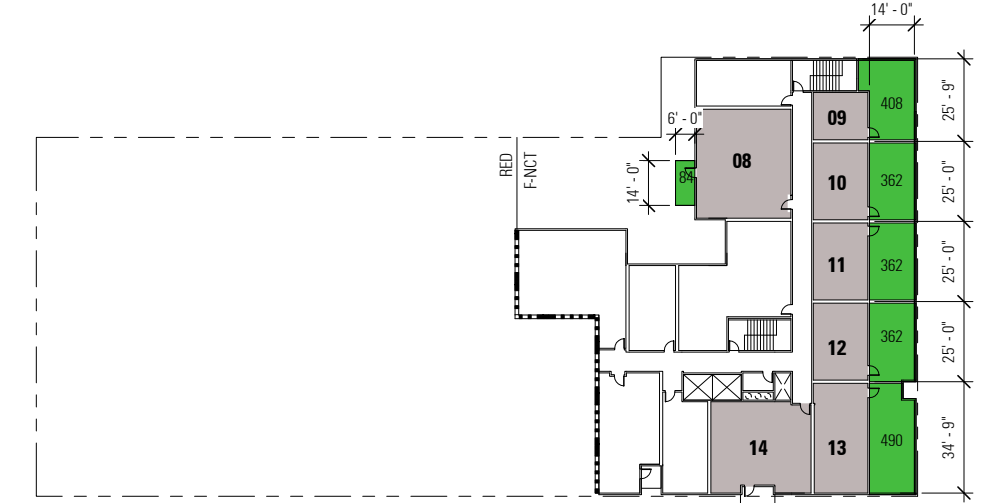
**OPEN SPACE TABULATIONS**



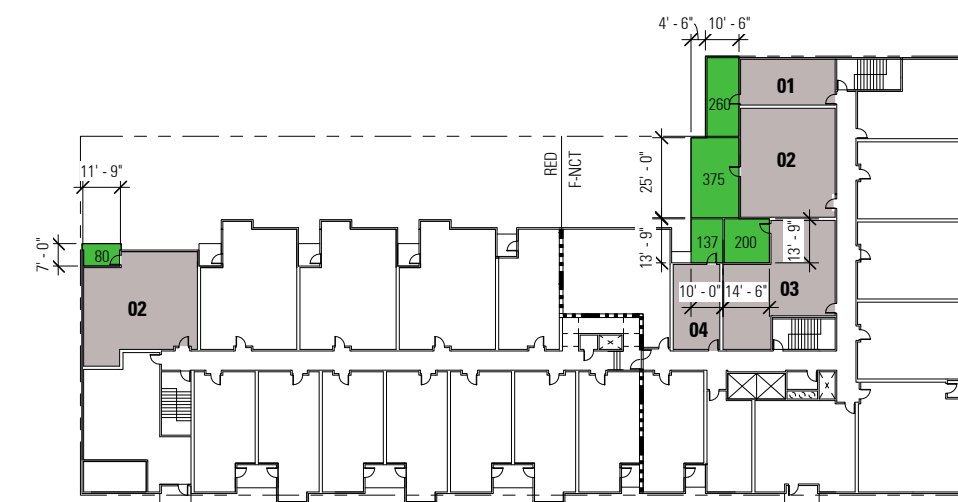
**GROUND FLOOR PLAN - OPEN SPACE DIAGRAM**



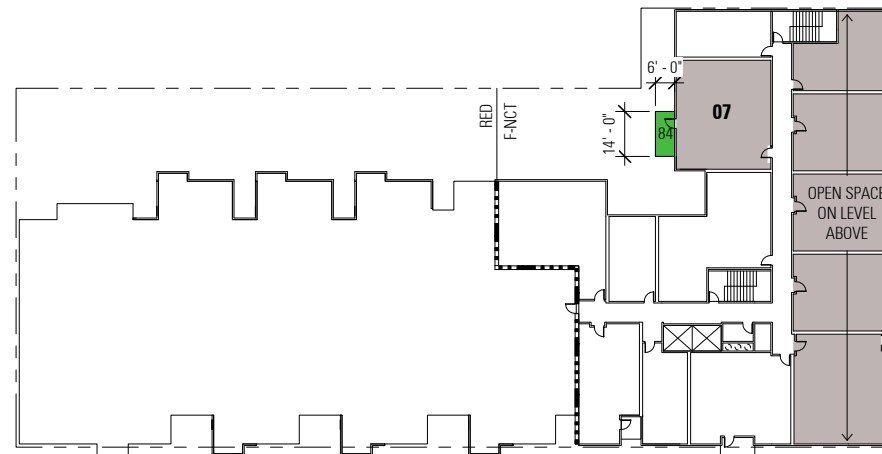
**FLOORS 3 AND 4 - OPEN SPACE DIAGRAM**



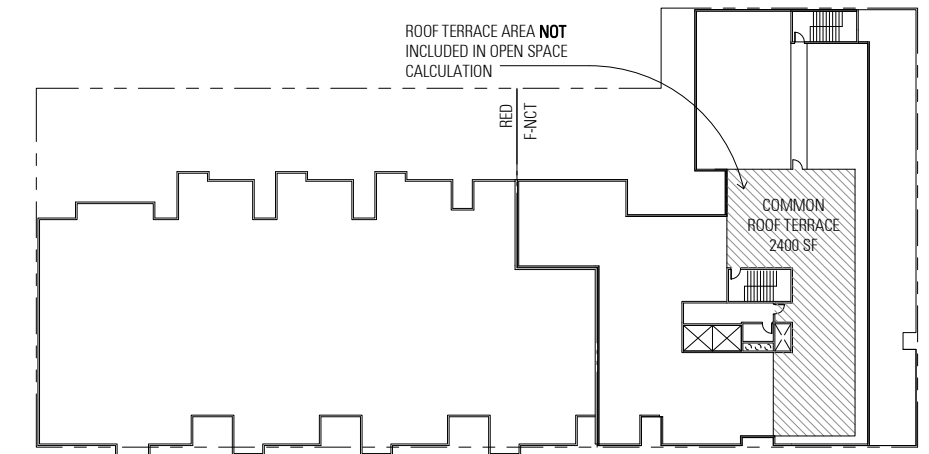
**FLOOR 6 - OPEN SPACE DIAGRAM**



**FLOOR 2 - OPEN SPACE DIAGRAM**



**FLOOR 5 - OPEN SPACE DIAGRAM**

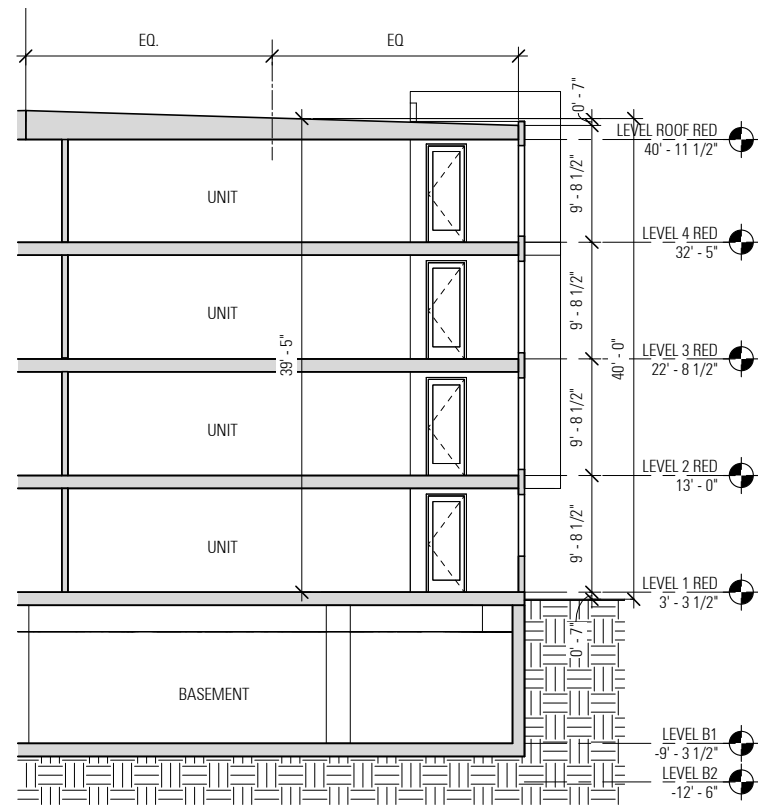


**ROOF - OPEN SPACE DIAGRAM**

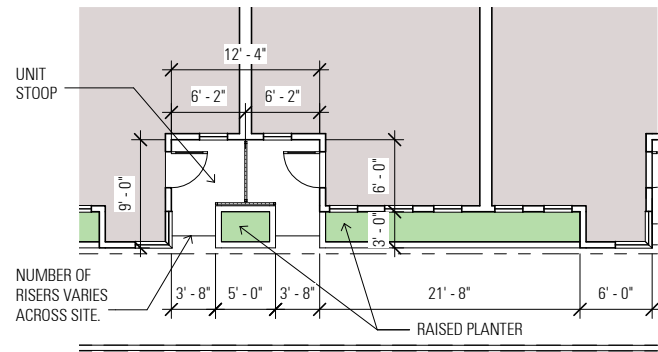
**99 RAUSCH**

1140 FOLSOM ST

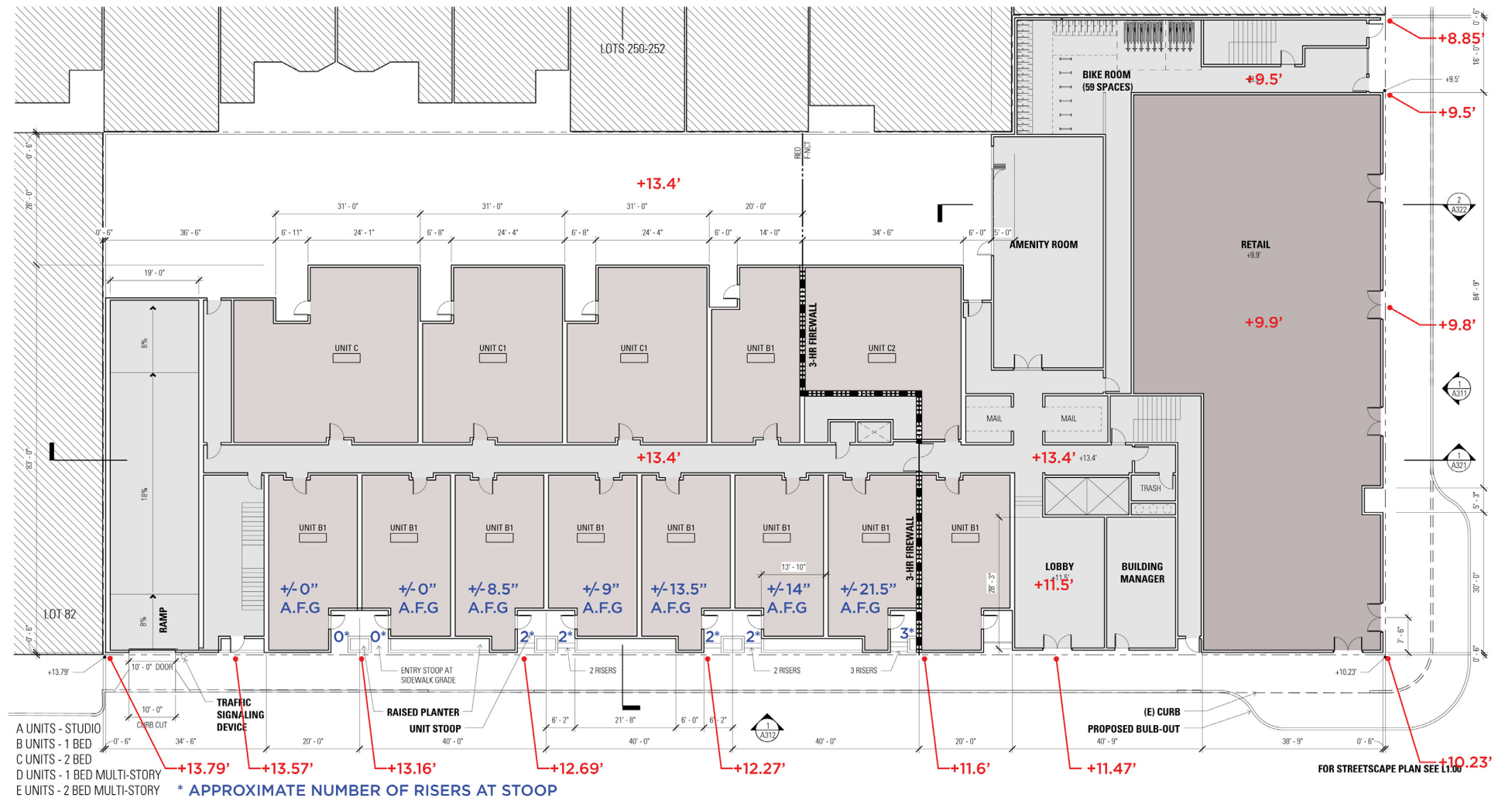
**OPEN SPACE DIAGRAM**



3 PARTIAL SECTION THROUGH RAUSCH UNITS  
G2.6 1/8" = 1'-0"



2 ENLARGED PLAN AT TYPICAL RAUSCH STOOP  
G2.6 1/8" = 1'-0"



1 GROUND FLOOR STOOP DIAGRAM  
G2.6 1/8" = 1'-0"

# 99 RAUSCH

# 1140 FOLSOM ST

# RESIDENTIAL STOOP DIAGRAMS



TYPICAL RAUSCH STREET FRONTAGE



TYPICAL RAUSCH STREET FRONTAGE AT PROPOSED PROJECT

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VERTICAL MODULATION DIAGRAMS

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SCALE:

G2.7

**MODIFICATION REQUEST 4: PARKING (Section 151.1)**

**Permitted:**

Accessory Parking:			
	<u>Permitted</u>	<u>Conditional (per Table 151.1)</u>	
RED Zone:	0.75 spaced / 1 d.u. @ 50 d.u. = 38	1.0 spaces / 1.0 d.u. @ 50 d.u.	= 50 spaces
F-NCT Zone:	0.5 spaces / 1 d.u. @ 62 d.u. = 31	0.75 spaces / 1.0 d.u. @ 62 d.u.	= 47 spaces
F-NCT Zone:		1.0 spaces / 1,500 sf Retail @ 4500 sf	= 3 spaces
Total:		69 permitted	100 conditional

**Car Share:**

1.0 spaces for projects with 50-200 dwelling units = 1.0 space required per Table 166  
 An additional 5 spaces may be provided for projects with 50 or more dwelling units per Table 166A.  
 An additional 2 spaces may be provided for projects with 5,000-9,999 sf for non-residential uses per Table 166A.  
 Total Allowed: 7 car share spaces.

**Provided (see sheet A2.B1):**

Accessory Parking:  
 84 residential spaces - includes 3 accessible stalls. Project parks at .75 spaces / 1.0 du  
 Car Share:  
 3 spaces

**Justification:**

The project is requesting a Conditional Use to provide a parking ratio beyond what is principally permitted, but below the maximum allowable ratio. Per Section 151.1(g) the Planning Commission shall review accessory parking in excess of what is principally permitted, but which does not exceed the maximum, as a Conditional Use.

**MODIFICATION REQUEST 5: OFF STREET LOADING (Section 152.1)**

**Required:** Per Table 152.1

Retail: 0 loading spaces required for retail uses under 10,000 GSF  
 Residential: 1 loading space required for residential uses between 100,001-200,000 GSF

**Provided:**

No off street loading spaces are provided. A painted loading zone on Rausch Street is proposed.

**Justification:**

In order to limit curb cuts, and increase the amount of active street frontage the off street loading space is not being provided.

**MODIFICATION REQUEST 6: HORIZONTAL MASS REDUCTIONS (Section 270.1)**

See Sheet G3.2  
 See Ammended Application for Large Project Authorization, prepared by Reuben Junius & Rose, for further detail.

**MODIFICATION REQUEST 1: REAR YARD (Section 134)**

**Required:**

Per Section 134(a)(1) a minimum of 25% of the total lot depth at the RED site is required. The required RED rear yard occurs at grade and at each succeeding story (Section 134(a)(1)(E)). The rear yard at the F-NCT portion of the site may be provided at the second level and each succeeding story (Per Section 134(a)(1)(B)). Lots at Alley Intersections in F-NCT zones may determine required rear yard by providing 25% of the lot area as open area (Per Section 134(e)(2)).  
 RED: 25% Lot depth = 28' rear yard.  
 F-NCT: 25% Lot depth = 20' rear yard at Folsom, 28' at Rausch. OR provide 25% lot area = 3,650 SF (14,600 SF x 0.25)

**Provided:**

RED: 28'-6" provided - complies  
 F-NCT along Rausch: 28'-6" - complies  
 F-NCT along Folsom: 10' - requesting modification

**Justification:**

The intent of the rear yard requirement is met by providing a 28'-6" rear yard depth along the entire site, with exception to the 80' lot depth at Folsom. The request applies only to a 25' length of lot, where the abutting property (lot 105) is built to the lot line, and does not face or have fenestration on the portion of the rear yard requesting modification. The modification is requested due to the unique nature of the shallow lot depth at the corner lot configuration.

**MODIFICATION REQUEST 2: OPEN SPACE (Section 135)**

The project exceeds the total amount of usable open space required by Planning Code Section 135, but requires an exception for commonly-accessible space provided within its inner-courtyard, which does not meet the dimensional requirements provided in Section 135 (g)(2). Additionally, while the project provides ample open space for residents, the code-compliant areas are deficient by 3,099 SF.

See Application for Large Project Authorization, prepared by Reuben Junius & Rose, for further detail.

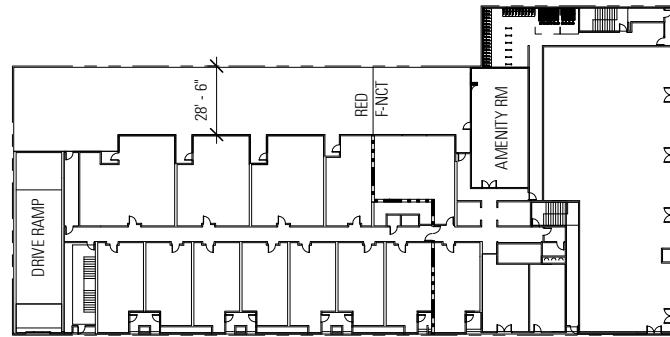
**MODIFICATION REQUEST 3: UNIT EXPOSURE (Section 140)**

See Sheet G3.1  
 See Ammended Application for Large Project Authorization, prepared by Reuben Junius & Rose, for further detail.

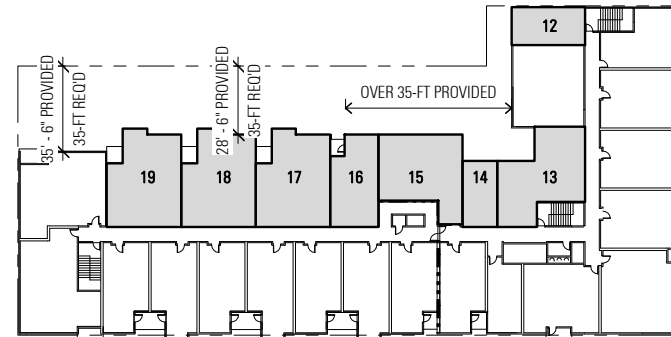
99 RAUSCH

1140 FOLSOM ST

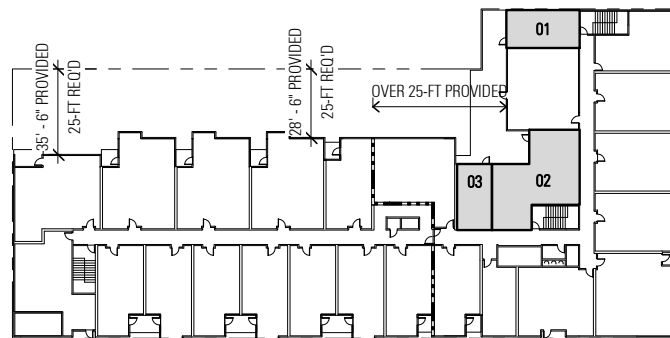
**MODIFICATION REQUEST**



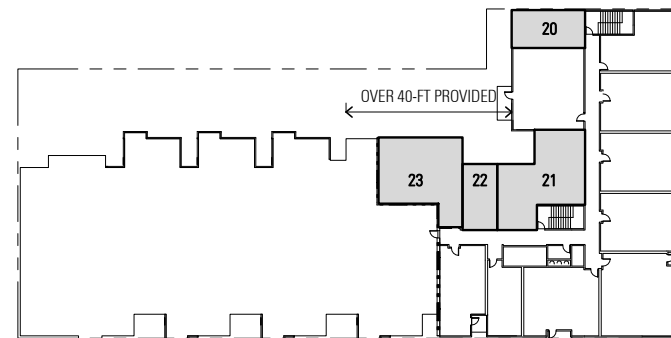
**EXPOSURE PLAN - LEVEL 1**



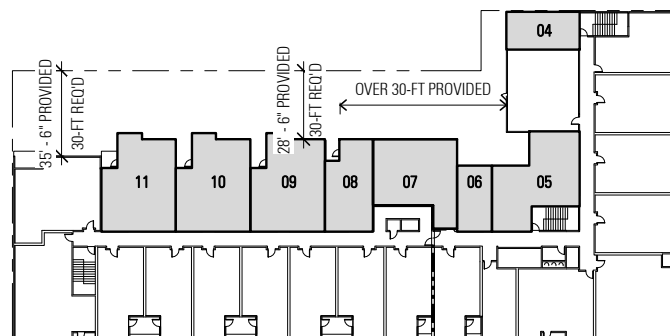
**EXPOSURE PLAN - LEVEL 4**



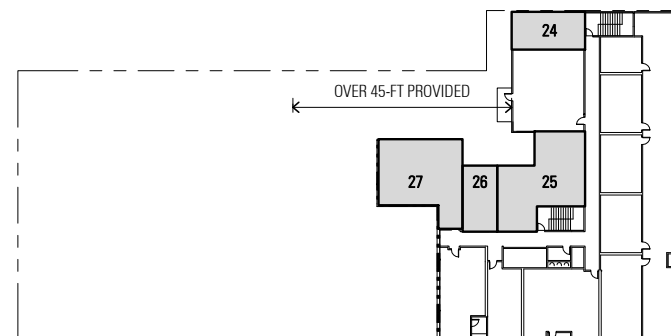
**EXPOSURE PLAN - LEVEL 2**



**EXPOSURE PLAN - LEVEL 5**



**EXPOSURE PLAN - LEVEL 3**



**EXPOSURE PLAN - LEVEL 6**

**MODIFICATION REQUEST 3: UNIT EXPOSURE (Section 140)**

**Required:**

Section 140(a) all units to face an open space. At least one room that meets the 120sf min. floor area shall face directly on an open area per the requirements of 140(a)(1) or (2)

**Required Exposure Depth:**

**4-STORY BUILDING - R.E.D.:**

- Level 1: 25-ft
- Level 2: 25-ft
- Level 3: 30-ft
- Level 4: 35-ft

**6 STORY BUILDING - F-NCT:**

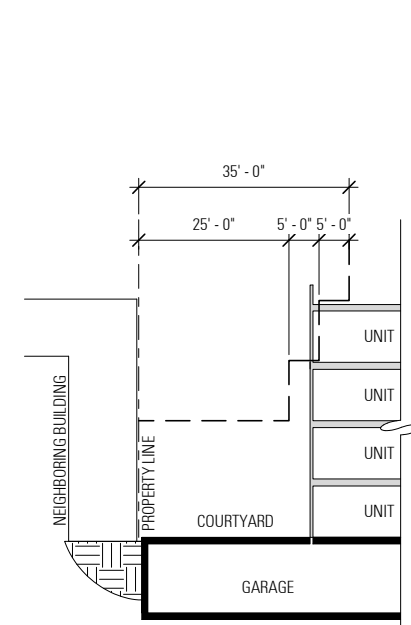
- Level 1: 25-ft
- Level 2: 25-ft
- Level 3: 30-ft
- Level 4: 35-ft
- Level 5: 40-ft
- Level 6: 45-ft

**Provided:**

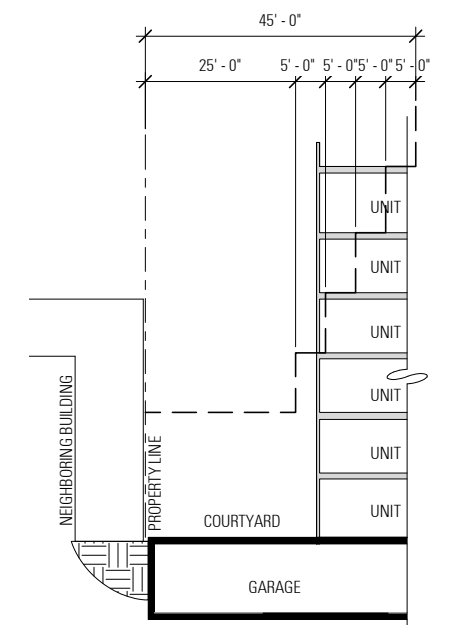
All units, except those shown graphically on this sheet, meet the open space requirement by providing one room of at least 120sf floor area that faces a public way, rear yard, or an unobstructed open area greater than 25-ft in all horizontal directions at the floor at which the dwelling unit is located and the floor immediately above it. 27 units in total are requesting a modification.

**Justification:**

The corner lot condition creates a building geometry where upper level units require a modification. The intent of Section 140 is met since the units requiring a modification face an open area that provides light and air to units from a room greater than 120-sf.



**RED EXPOSURE SECTION**



**NCT EXPOSURE SECTION**

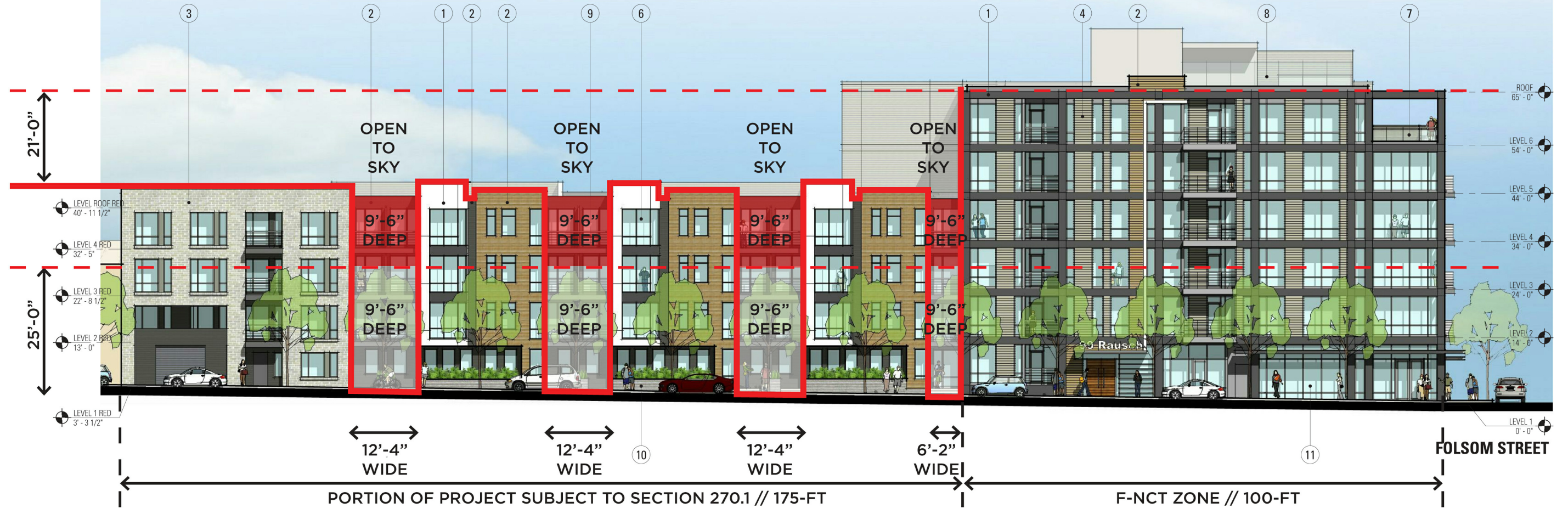
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1140 FOLSOM ST

**MODIFICATION REQUEST - UNIT EXPOSURE**

**MATERIALS KEY**

1. CEMENT PLASTER
2. HORIZONTAL CEMENT BOARD SIDING, PAINTED
3. BRICK
4. TILE
5. STONE VENEER
6. ALUMINIUM WINDOW
7. TEMPERED GLASS GAURDRAIL
8. TEMPERED GLASS WINDSCREEN
9. METAL GAURDRAIL
10. ARCHITECTURAL CONCRETE
11. STOREFRONT WINDOW SYSTEM



**MODIFICATION REQUEST 6: HORIZONTAL MASS REDUCTIONS (Section 270.1)**

See Ammended Application for Large Project Authorization, prepared by Reuben Junius & Rose, for further detail.

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**MODIFICATION REQUEST - MASS REDUCTION**

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SCALE:

**G3.2**



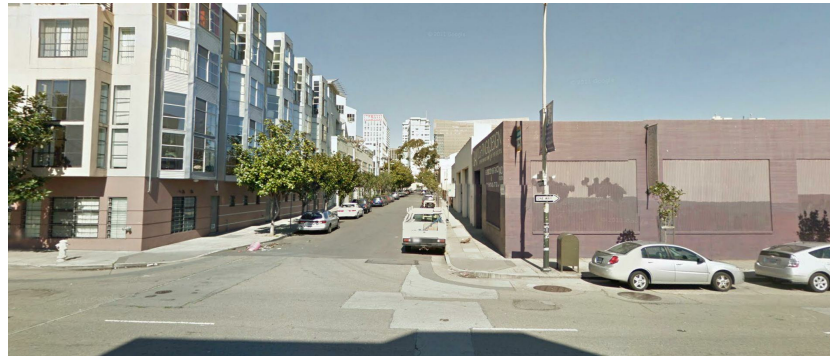
1. Folsom St. Elevation - facing Hallam St.



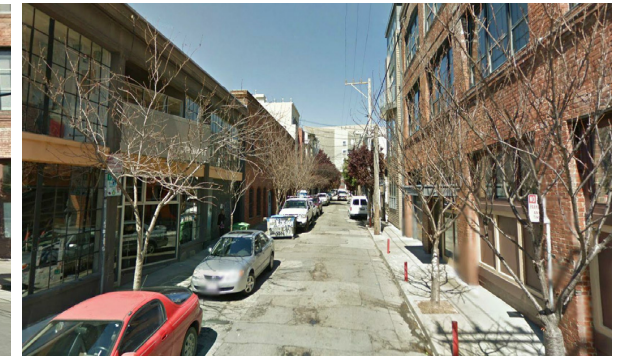
2. Folsom St. - facing West



3. Folsom St. - facing East



4. Folsom St. Elevation - facing Site



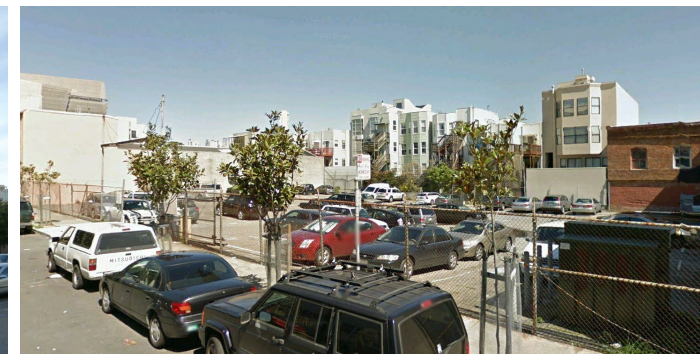
5. View down Langton St.



6. View down Rausch St.



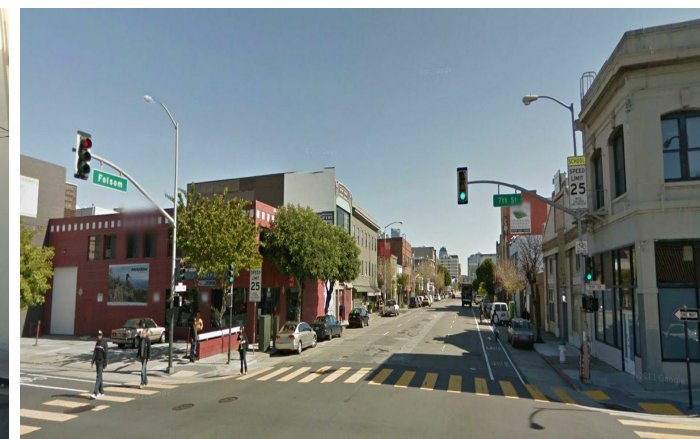
7. Existing parking lot facing Rausch St.



8. Existing parking lot facing Langton St.



Rausch St. character



9. View from intersection at 7th & Folsom

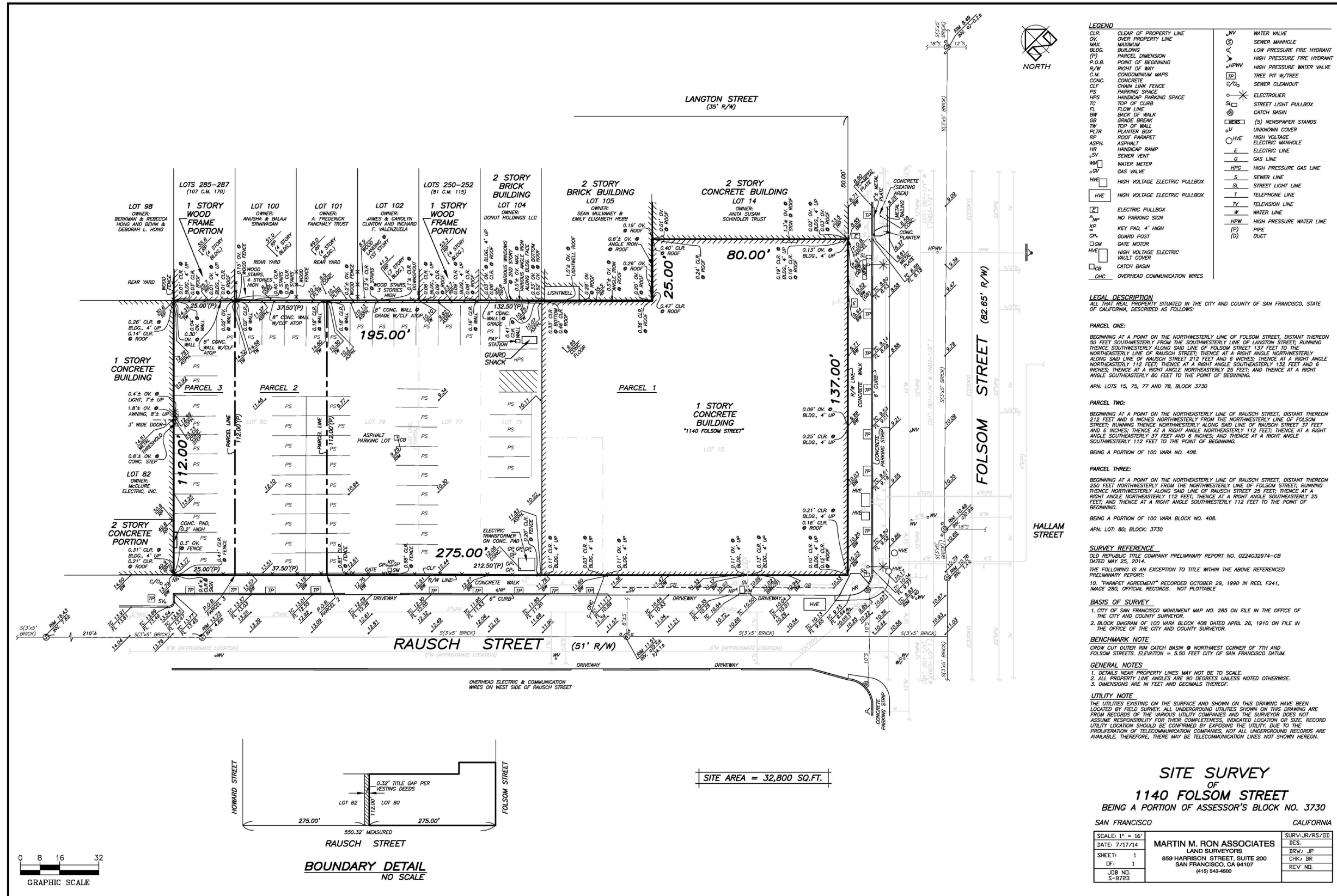


# 99 RAUSCH

# 1140 FOLSOM ST

# CONTEXT PHOTOS





S-8292\_S-8723-TFM.DWG (SITE SURVEY LAYOUT)

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SURVEY

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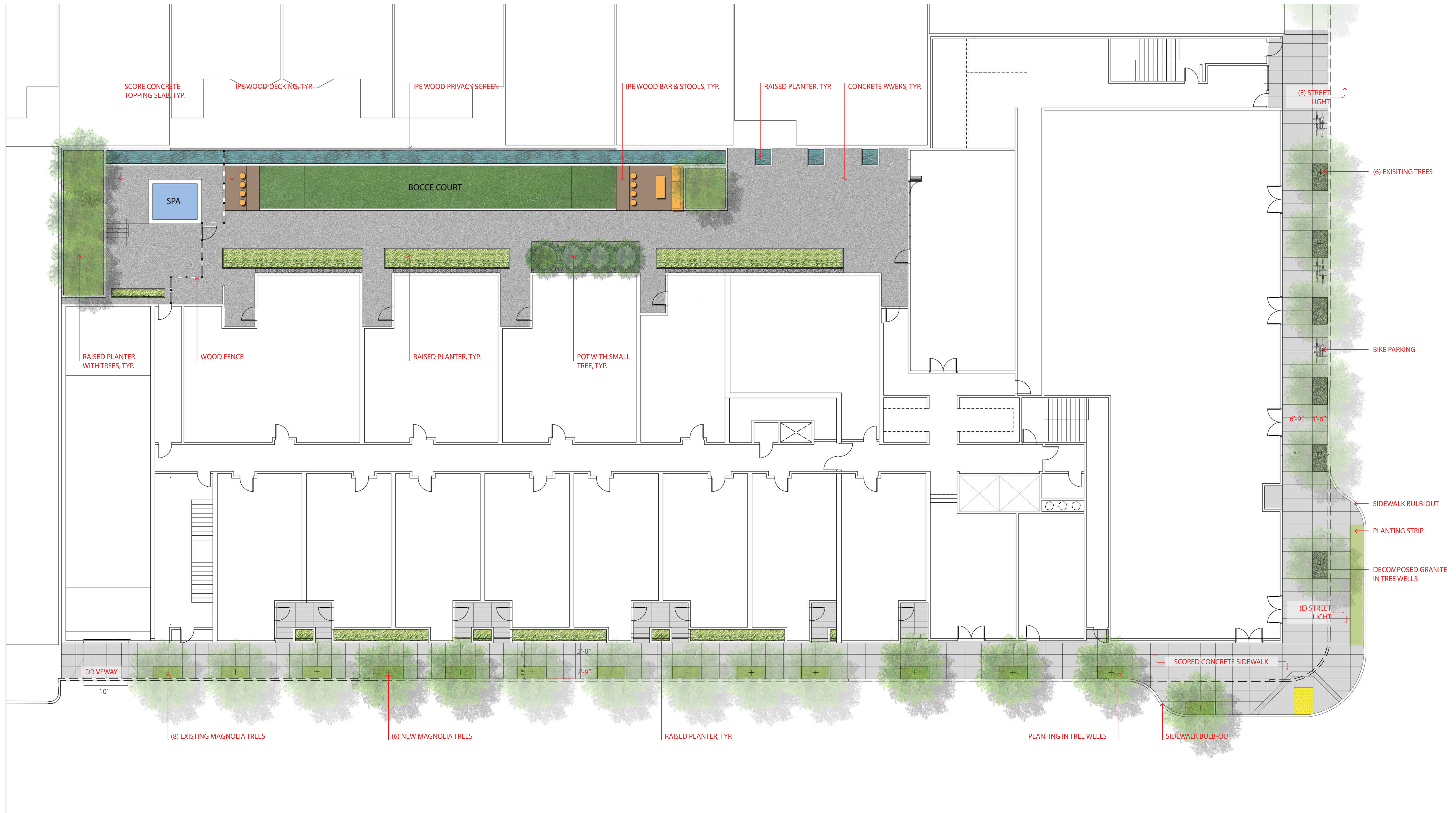
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NOT TO SCALE

R1

(E) 1-STORY CONCRETE BUILDING EXISTING GROSS AREA: APPROX. 15,925 SF EXISTING USE: (S) PARKING



# 99 RAUSCH

# ILLUSTRATIVE SITE PLAN

**BARARCHITECTS**

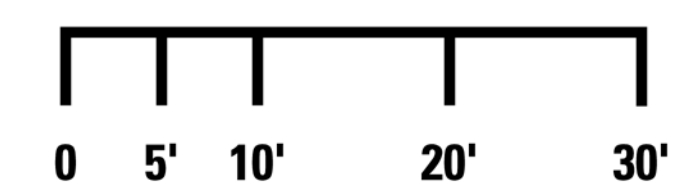
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LOWE  
ASSOCIATES**

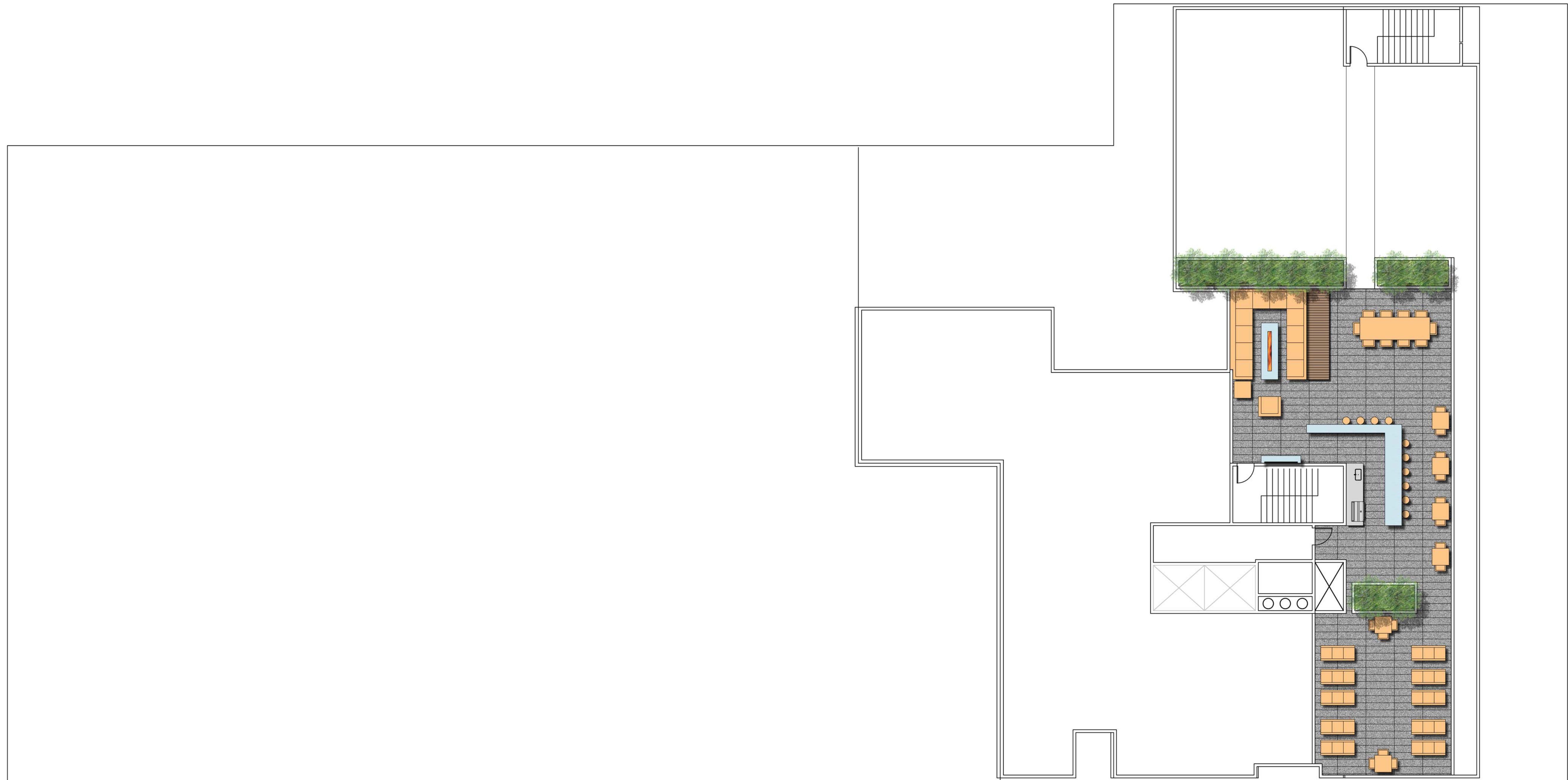
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10/15/2014



**L1.00**



99 RAUSCH

ILLUSTRATIVE ROOF PLAN

BARARCHITECTS

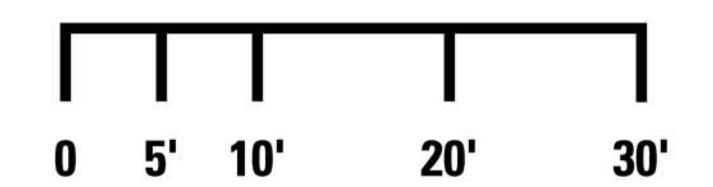
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L1.01



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1140 FOLSOM ST

VIEW FROM FOLSOM

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ASSOCIATES** 1175 FOLSOM STREET  
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11/10/14

SCALE:

**A100**



# 99 RAUSCH

1140 FOLSOM ST

VIEW FROM RAUSCH

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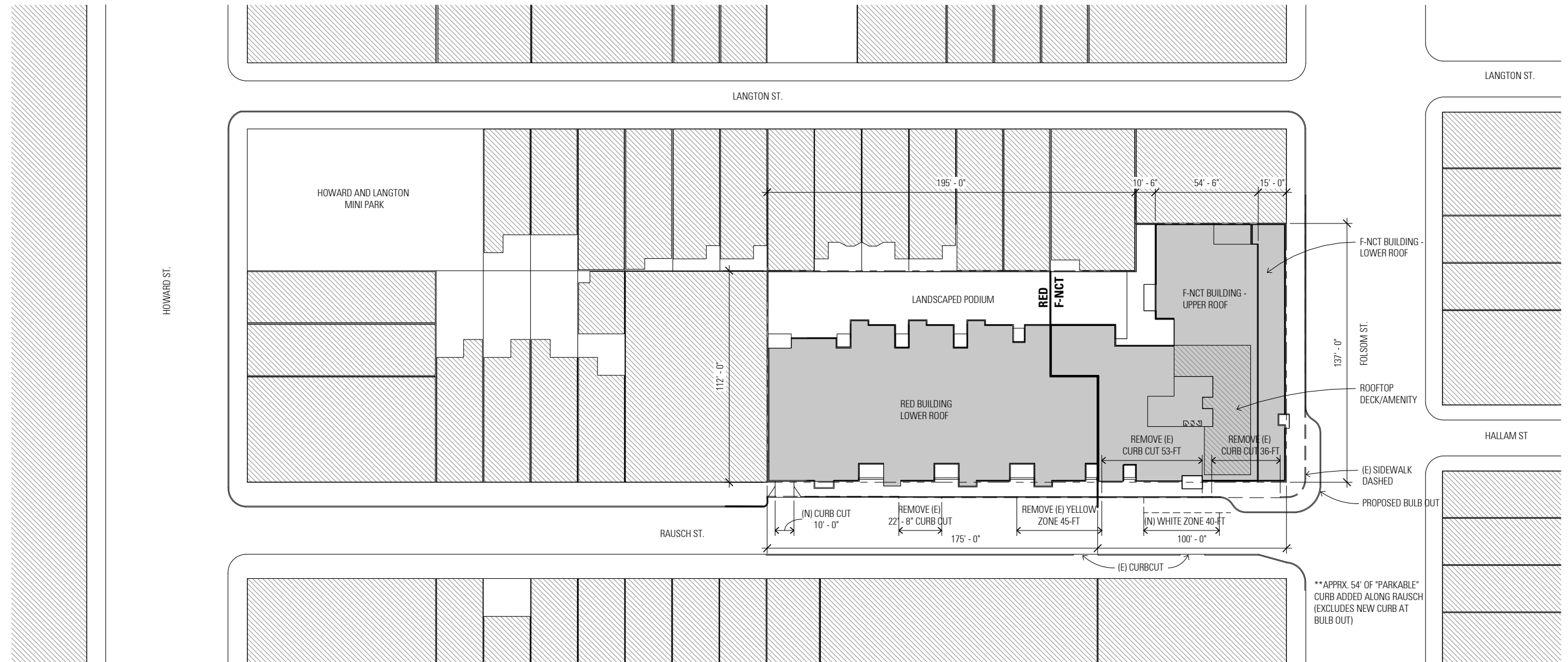
**CLIFF  
LOWE  
ASSOCIATES** 1175 FOLSOM STREET  
SAN FRANCISCO, CA.94103  
415.431.0394  
415.431.0396 FAX

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02/03/14

SCALE:

**A101**

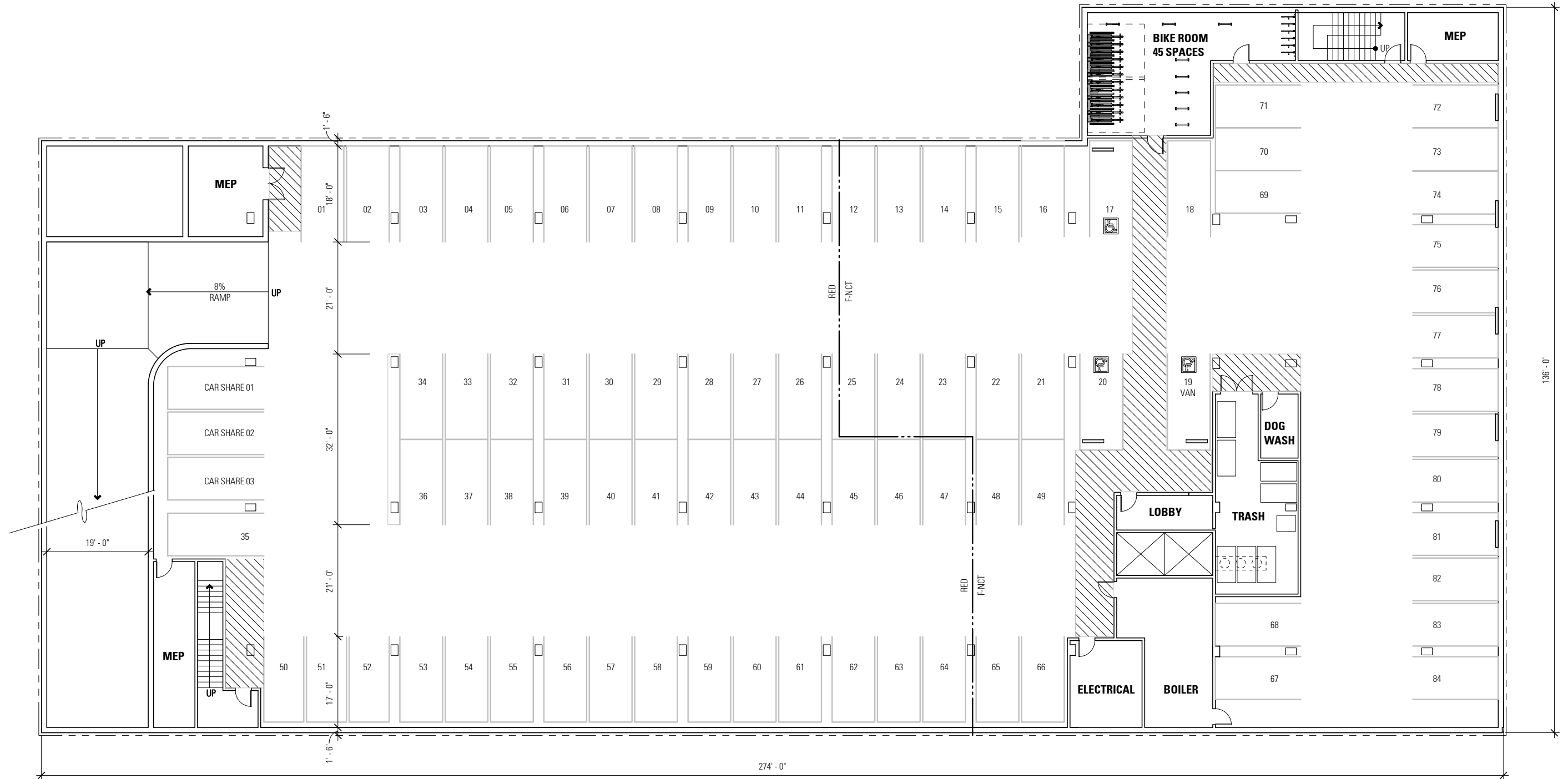


NOTE: LOCATION OF BUILDINGS ON ADJACENT PROPERTIES IS APPROXIMATE AND FOR REFERENCE ONLY

# 99 RAUSCH

# 1140 FOLSOM ST

# SITE / ROOF PLAN



# 99 RAUSCH

# 1140 FOLSOM ST

# PLAN BASEMENT LEVEL 1

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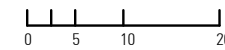
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**LOCAL**  
Development Group

**CLIFF  
LOWE  
ASSOCIATES**  
1175 FOLSOM STREET  
SAN FRANCISCO, CA.94103  
415.431.0394  
415.431.0396 FAX

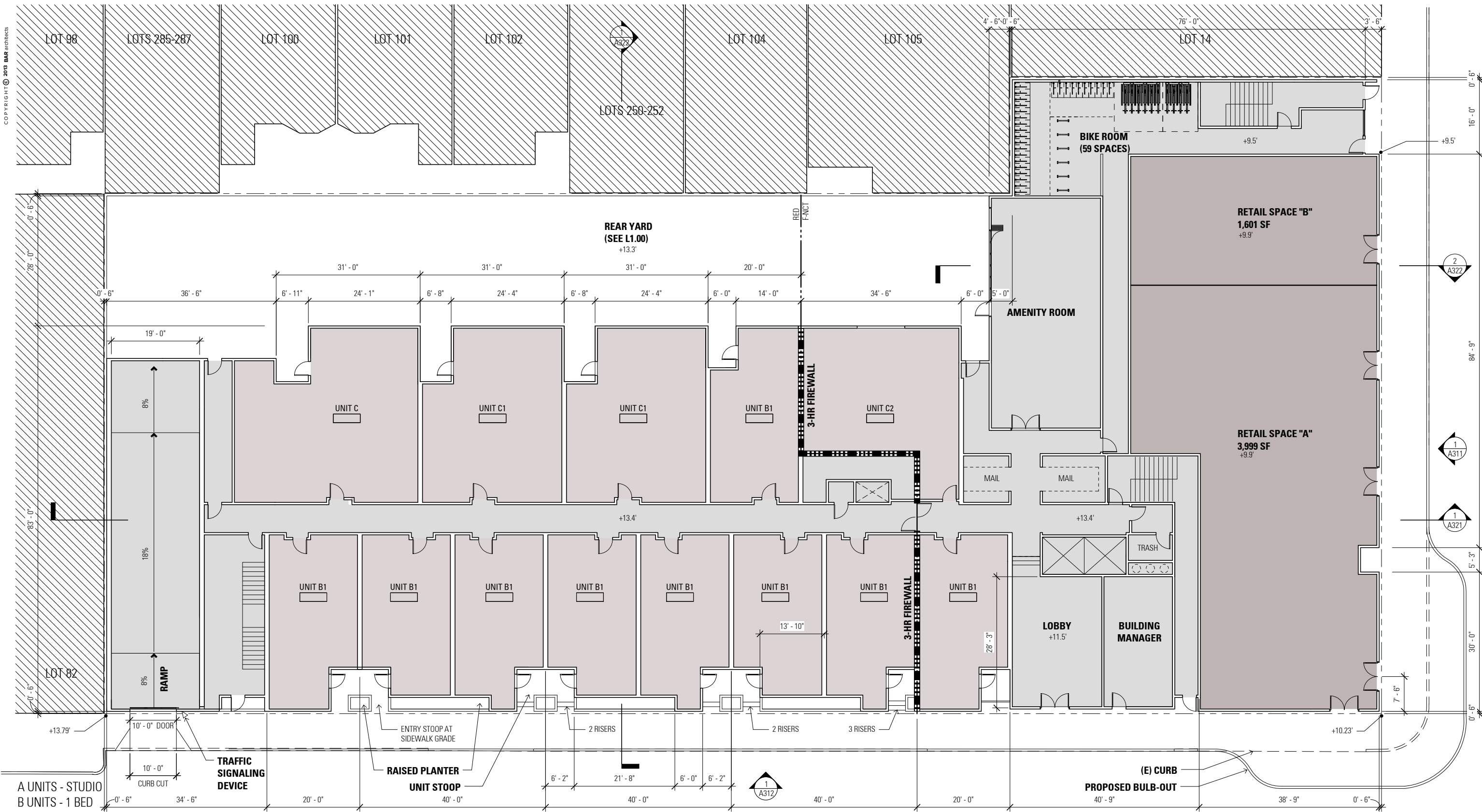
13074

10/15/14



SCALE: 1" = 10'-0" \*SCALE SHOWN FOR 22x34 REDUCED BY 1/2 FOR 11x17

# A2B1



A UNITS - STUDIO  
 B UNITS - 1 BED  
 C UNITS - 2 BED  
 D UNITS - 1 BED MULTI-STORY  
 E UNITS - 2 BED MULTI-STORY

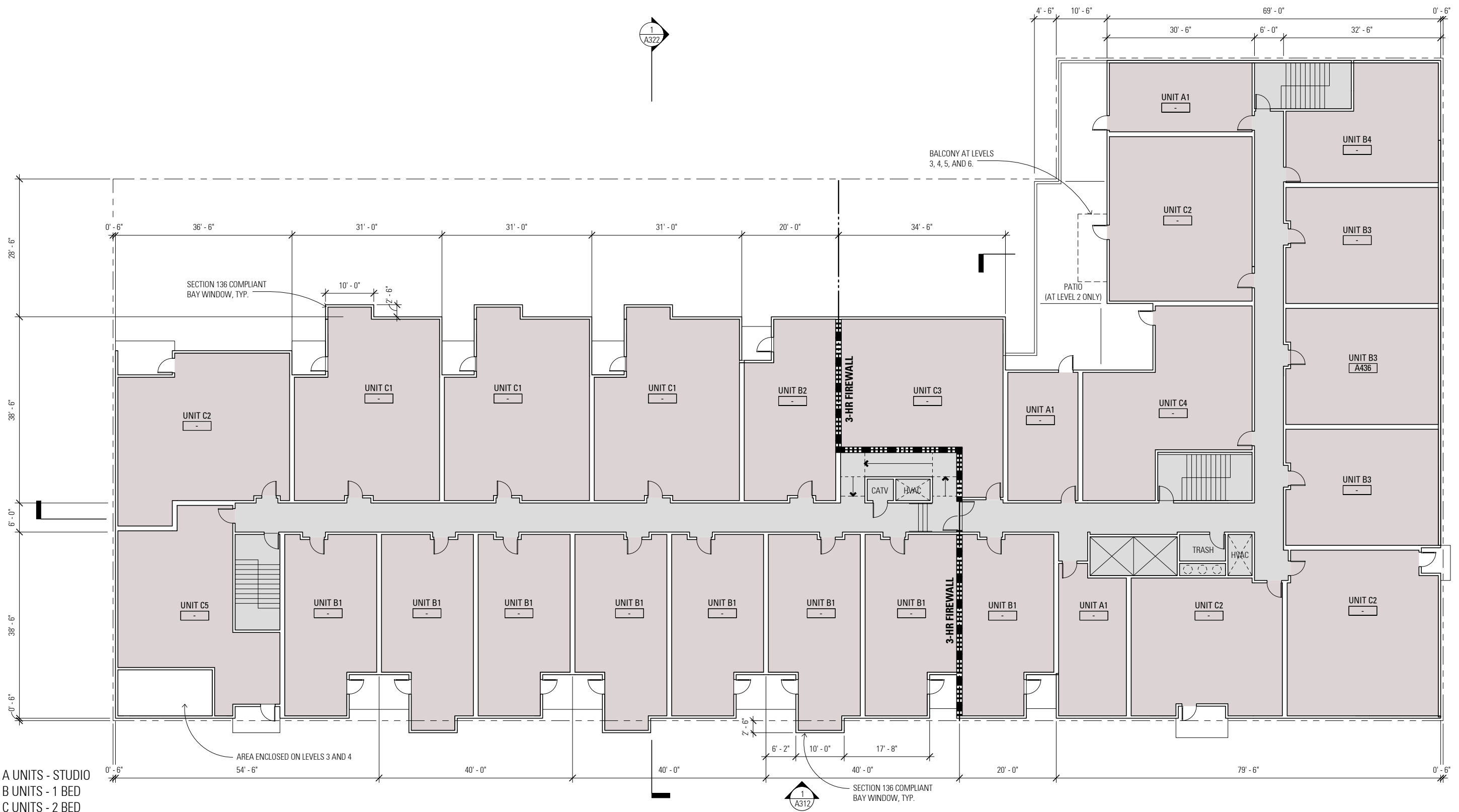
**99 RAUSCH**

1140 FOLSOM ST

**GROUND FLOOR PLAN**

FOR STREETScape PLAN SEE L1.00





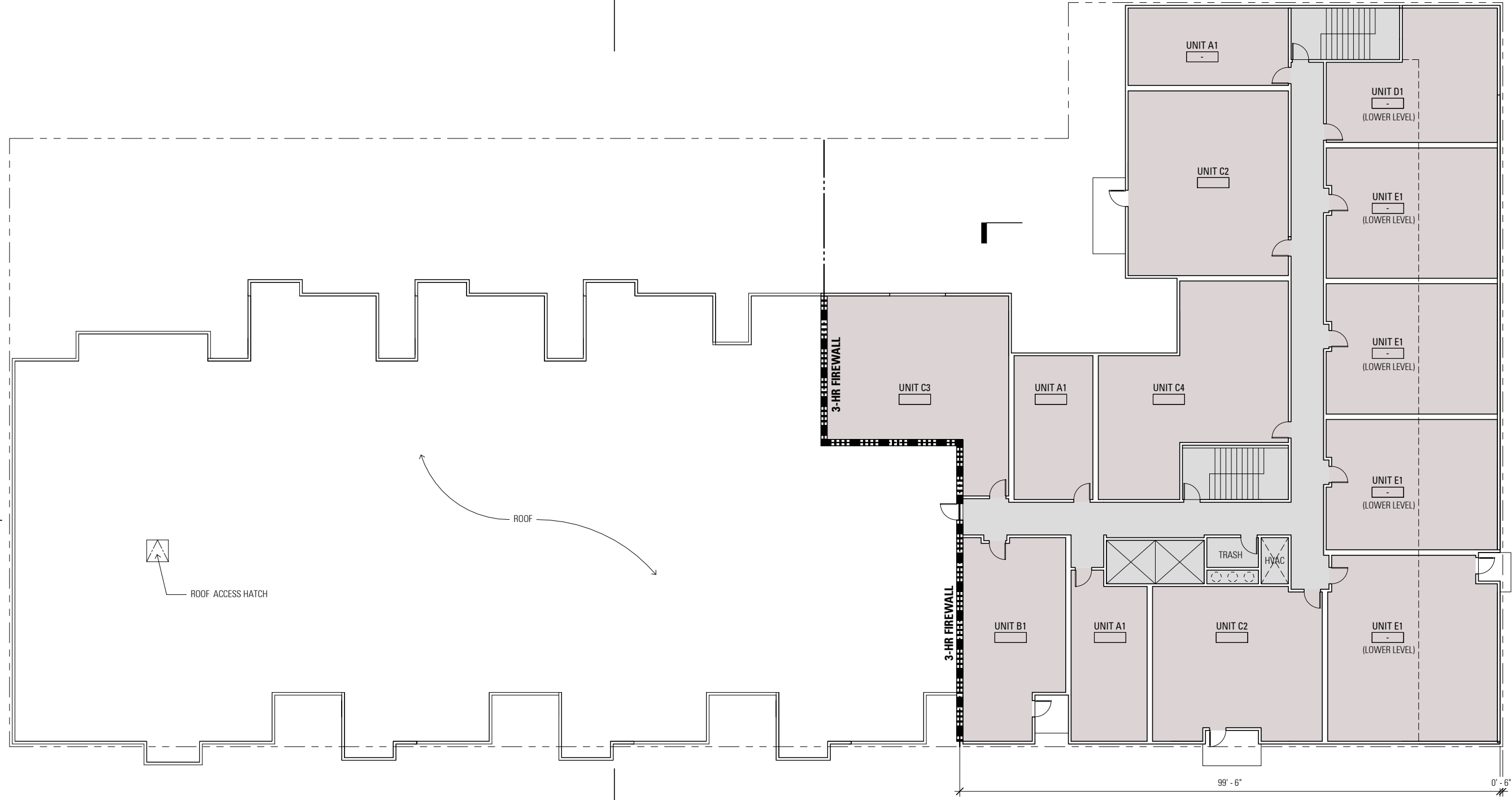
- A UNITS - STUDIO
- B UNITS - 1 BED
- C UNITS - 2 BED
- D UNITS - 1 BED MULTI-STORY
- E UNITS - 2 BED MULTI-STORY

# 99 RAUSCH

## 1140 FOLSOM ST

# PLAN LEVELS 2-4

1  
A322



2  
A322

1  
A311

1  
A321

1  
A312

- A UNITS - STUDIO
- B UNITS - 1 BED
- C UNITS - 2 BED
- D UNITS - 1 BED MULTI-STORY
- E UNITS - 2 BED MULTI-STORY

# 99 RAUSCH

## 1140 FOLSOM ST

# PLAN LEVEL 5

**BAR** architects

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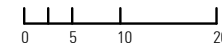
**LOCAL**  
Development Group

**CLIFF  
LOWE**  
ASSOCIATES

1175 FOLSOM STREET  
SAN FRANCISCO, CA.94103  
415.431.0394  
415.431.0396 FAX

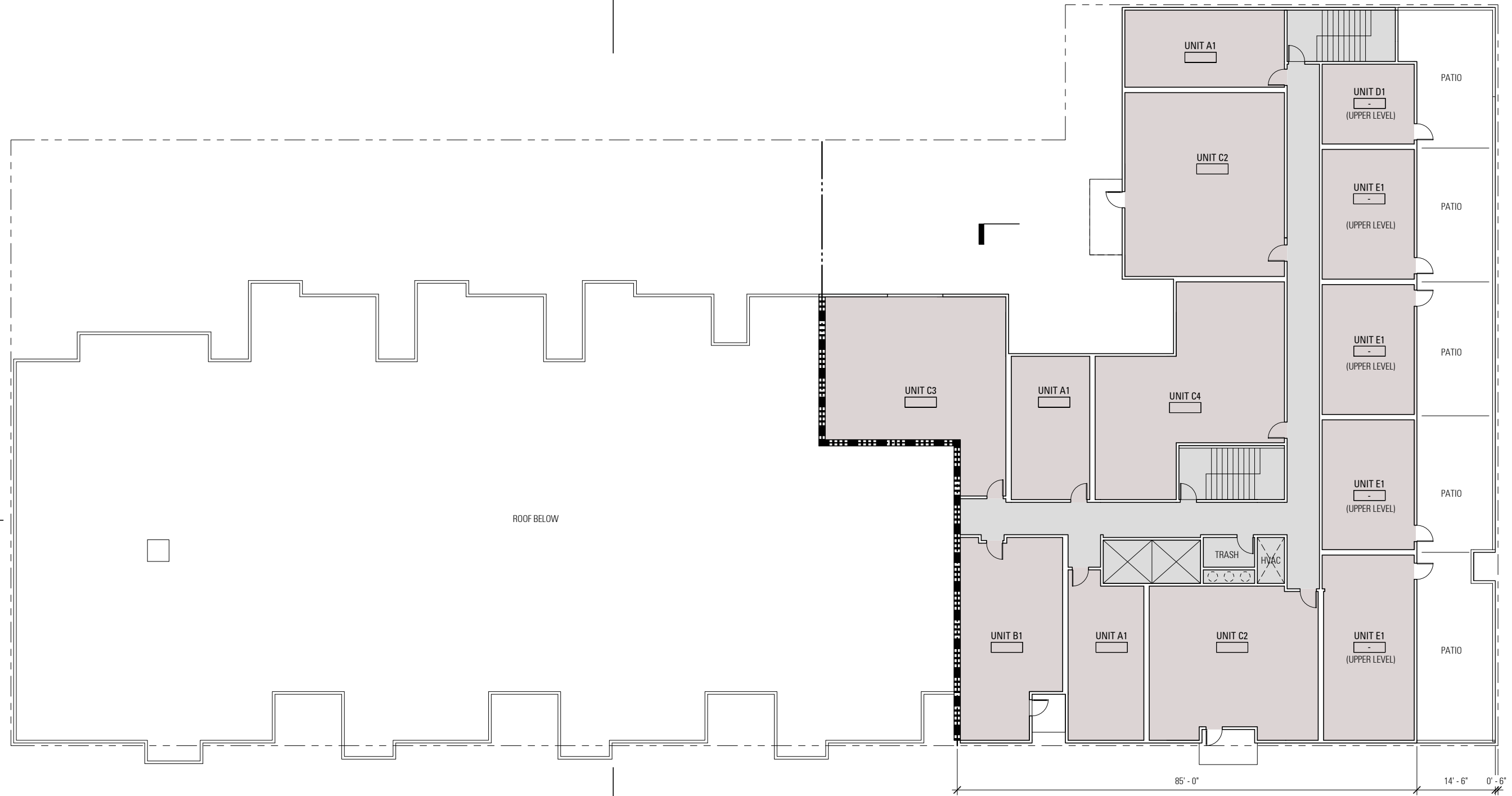
13074

10/15/14



SCALE: 1" = 10'-0" \*SCALE SHOWN FOR 22x34 REDUCED BY 1/2 FOR 11x17

# A205

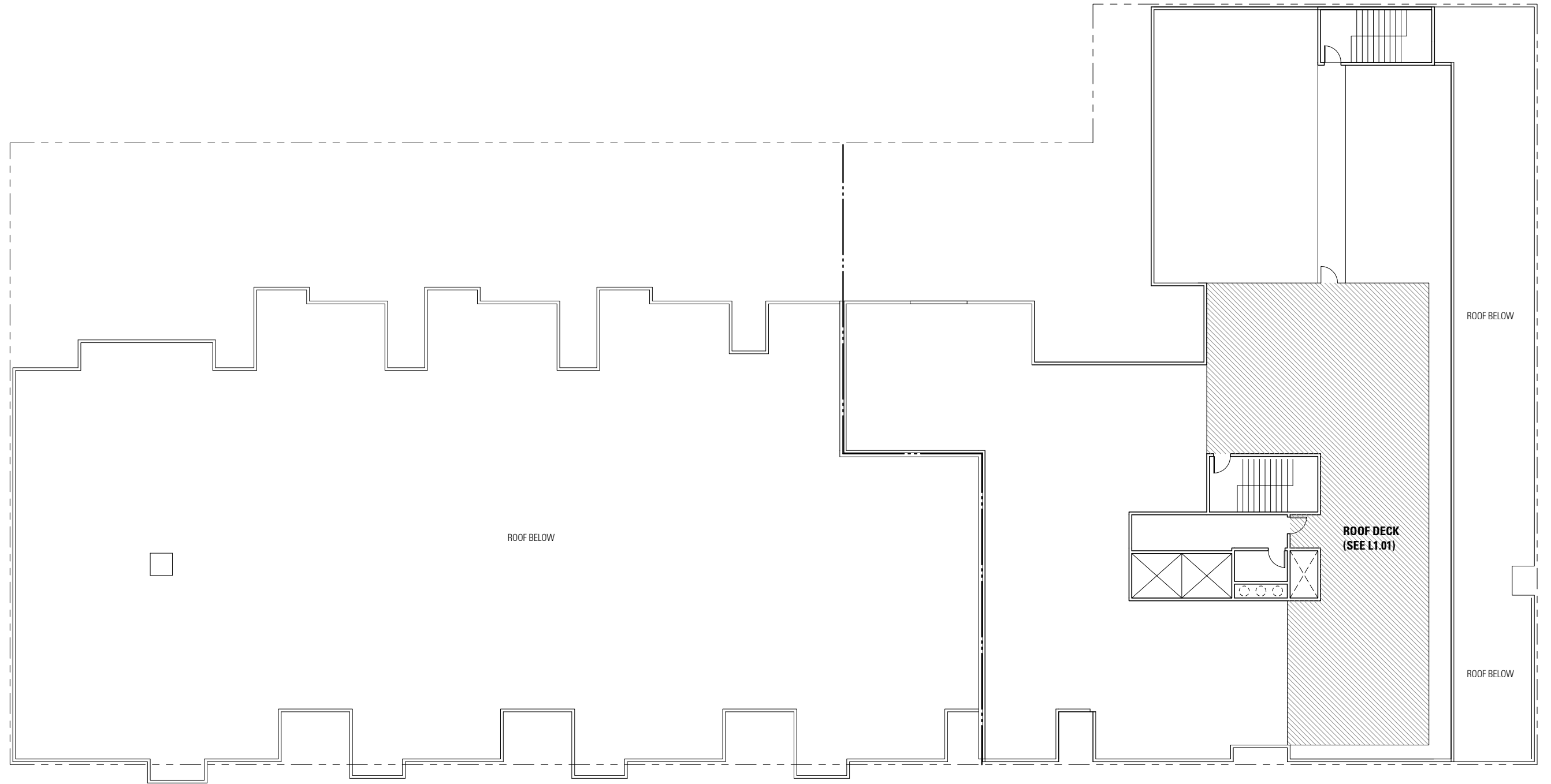


- A UNITS - STUDIO
- B UNITS - 1 BED
- C UNITS - 2 BED
- D UNITS - 1 BED MULTI-STORY
- E UNITS - 2 BED MULTI-STORY

# 99 RAUSCH

## 1140 FOLSOM ST

# PLAN LEVEL 6



99 RAUSCH

1140 FOLSOM ST

ROOF PLAN

**BAR**architects

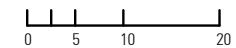
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415.431.0394  
415.431.0396 FAX

13074

11/03/14



SCALE: 1" = 10'-0" \*SCALE SHOWN FOR 22x34 REDUCED BY 1/2 FOR 11x17

**A211**

**MATERIALS KEY**

- 1. CEMENT PLASTER
- 2. HORIZONTAL CEMENT BOARD SIDING, PAINTED
- 3. BRICK
- 4. TILE
- 5. STONE VENEER
- 6. ALUMINIUM WINDOW
- 7. TEMPERED GLASS GAURDRAIL
- 8. TEMPERED GLASS WINDSCREEN
- 9. METAL GAURDRAIL
- 10. ARCHITECTURAL CONCRETE
- 11. STOREFRONT WINDOW SYSTEM



SEE LANDSCAPE PLANS FOR STREET TREE LOCATIONS.  
TREES SHOWN IN ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY

**99 RAUSCH**

1140 FOLSOM ST

**EXTERIOR ELEVATION - EAST**

**BAR** architects

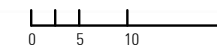
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415.431.0394  
415.431.0396 FAX

13074

11/10/14



SCALE: 1" = 10'-0" \*SCALE SHOWN FOR 22x34 REDUCED BY 1/2 FOR 11x17

**A311**

MATERIALS KEY

- 1. CEMENT PLASTER
- 2. HORIZONTAL CEMENT BOARD SIDING, PAINTED
- 3. BRICK
- 4. TILE
- 5. STONE VENEER
- 6. ALUMINIUM WINDOW
- 7. TEMPERED GLASS GAURDRAIL
- 8. TEMPERED GLASS WINDSCREEN
- 9. METAL GAURDRAIL
- 10. ARCHITECTURAL CONCRETE
- 11. STOREFRONT WINDOW SYSTEM



SEE LANDSCAPE PLANS FOR STREET TREE LOCATIONS.  
TREES SHOWN IN ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY

99 RAUSCH

1140 FOLSOM ST

EXTERIOR ELEVATION - SOUTH

BAR architects

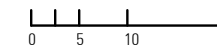
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1175 FOLSOM STREET  
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415.431.0394  
415.431.0396 FAX

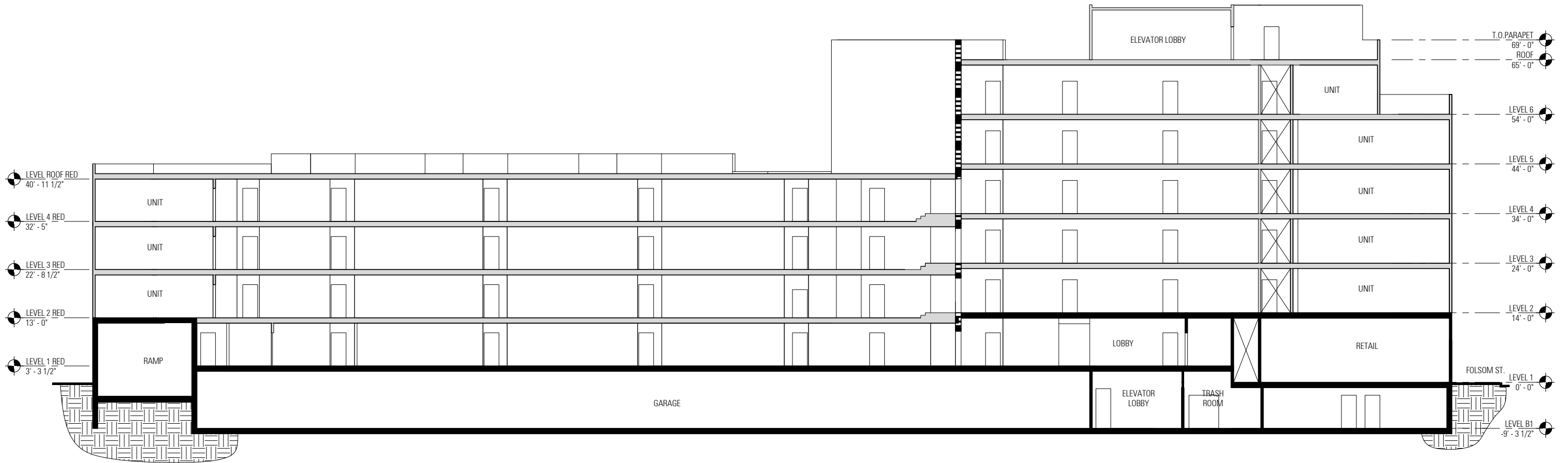
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11/10/14



SCALE: 1" = 10'-0" \*SCALE SHOWN FOR 22x34 REDUCED BY 1/2 FOR 11x17

A312



1 LONGITUDINAL SECTION  
A321 1" = 10'-0"

99 RAUSCH

1140 FOLSOM ST

BUILDING SECTIONS

**BAR** architects

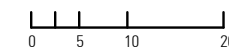
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

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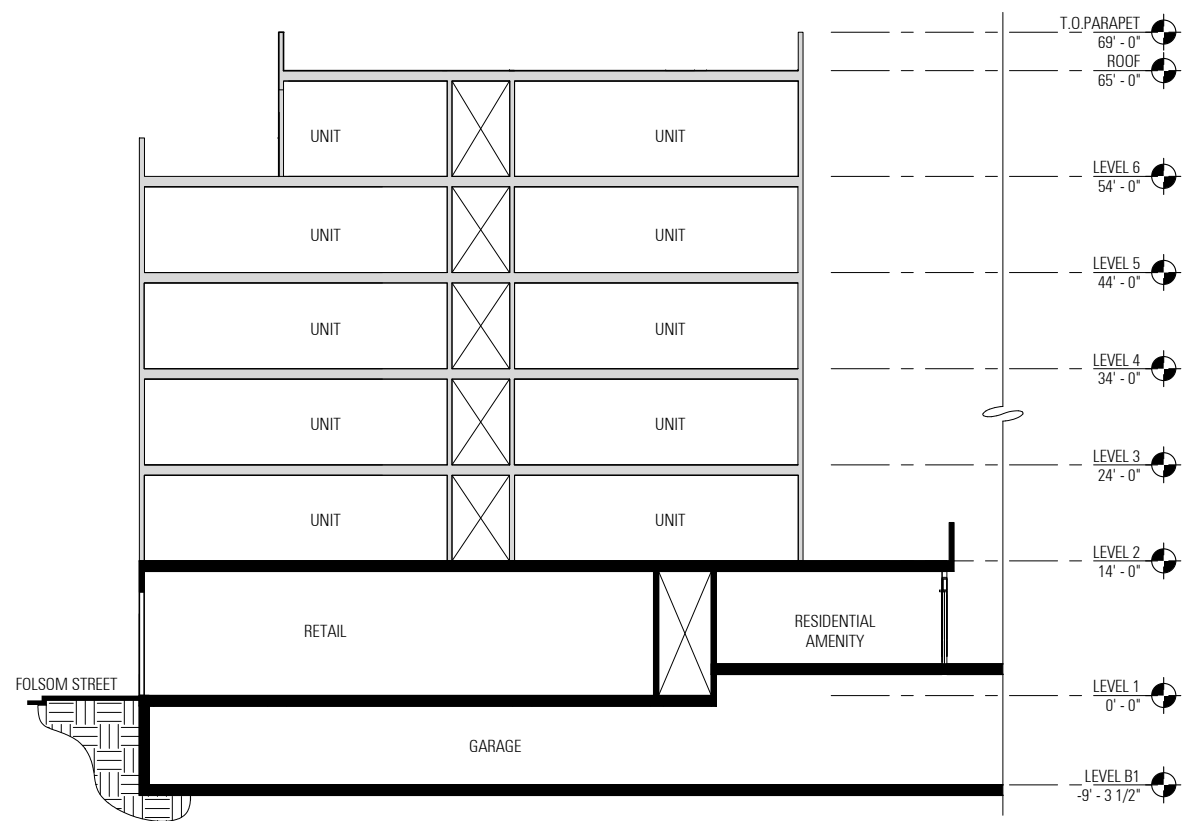


SCALE: 1" = 10'-0" \*SCALE SHOWN FOR 22x34 REDUCED BY 1/2 FOR 11x17

**A321**

**MATERIALS KEY**

1. CEMENT PLASTER
2. HORIZONTAL CEMENT BOARD SIDING, PAINTED
3. BRICK
4. TILE
5. STONE VENEER
6. ALUMINIUM WINDOW
7. TEMPERED GLASS GAURDRAIL
8. TEMPERED GLASS WINDSCREEN
9. METAL GAURDRAIL
10. ARCHITECTURAL CONCRETE
11. STOREFRONT WINDOW SYSTEM



2 CROSS SECTION THROUGH F-NCT BLDG.  
A322 1" = 10'-0"

1 CROSS SECTION THROUGH RED BLDG.  
A322 1" = 10'-0"

**99 RAUSCH**

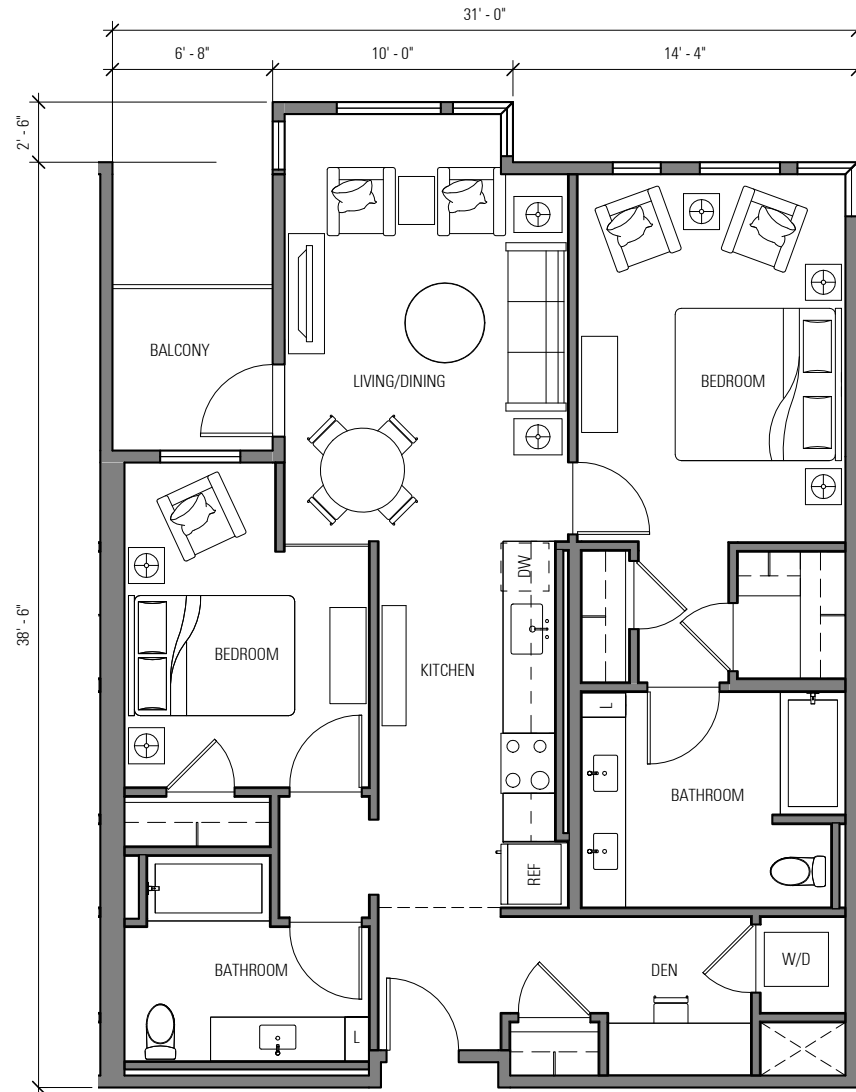
1140 FOLSOM ST

**BUILDING SECTIONS**

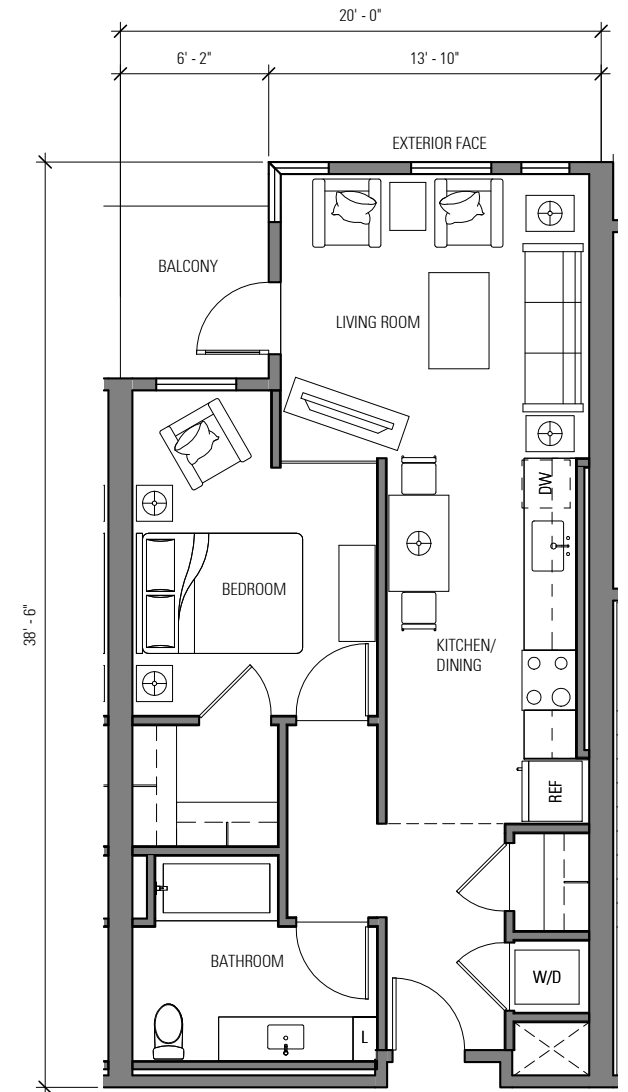




3 UNIT PLAN C2  
A400 1/4" = 1'-0"



2 UNIT PLAN C1  
A400 1/4" = 1'-0"



1 UNIT PLAN B1  
A400 1/4" = 1'-0"

# 99 RAUSCH

# 1140 FOLSOM ST

# TYPICAL UNIT PLANS

## Sucre, Richard (CPC)

---

**From:** Jeff <jeff@brainwash.com>  
**Sent:** Tuesday, October 07, 2014 2:59 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** 1040 Folsom Street Ramp

October 7, 2014

Rich Sucre  
San Francisco Planning Department  
1650 Mission Street  
San Francisco, CA 94103

Dear Rich:

I am the owner and operator of BrainWash Café/Laundromat at 1122 Folsom Street directly adjacent to the proposed housing development at 1140 Folsom Street. I am in support of, and looking forward to the completion of this project that will provide much needed housing to the City. Its thoughtful design and the additional retail space will be an asset to my business and a welcome addition to the neighborhood.

I understand that there is some controversy surrounding the placement of an entry and exit ramp for the underground parking planned for the project. As a bicycle commuter and one who is obsessed with pedestrian and cyclist safety, I urge you to approve its placement on Rausch Street as opposed to Folsom Street for a number of reasons.

1. Folsom is a very busy street. Although the speed limit is low, cars routinely exceed it. With the recent addition of the new bike lane, there is now one less lane for automobile traffic. Having cars exit onto Folsom is just asking for trouble.
2. Any car or van parked in the parking space just west of the ramp would create a blind spot for any driver attempting to turn onto Folsom Street.
3. Drivers who look for a break in traffic when making a turn tend to ignore (unintentionally) pedestrians coming toward them from the opposite direction. Because they will be blocking the sidewalk in order to see oncoming traffic, pedestrians are likely to walk out in front of their cars and risk being run over.
4. It is likely that any collision would cause one or more cars to crash into the Parklet in front of BrainWash, injuring those unfortunate enough to be sitting there at the time.

I also have concerns for my patrons who sit outside and would be disturbed by cars going in and out right next to them. However, these concerns pale in comparison to the safety hazard a ramp on Folsom Street would represent. The choice of a quiet street like Rausch is in the interest of public safety and a better choice for all.

Thank you for your consideration.

Best Regards,  
BrainWash Inc.

Jeffrey Zalles

## Sucre, Richard (CPC)

---

**From:** Andrew Vilcsak <andrew@vilcsak.com>  
**Sent:** Thursday, October 09, 2014 12:00 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** 1140 Folsom Street Project/Conditional Use Permit and Large Project Authorization

Dear Commissioners,

I am a resident of 19 Rausch Street and this letter is written in support of the proposed project located at 1140 Folsom Street – a mixed-use residential building consisting of 112 residential units, including 13 below market rate units, with ground floor retail along Folsom Street.

The project, as proposed, will greatly improve the site and neighborhood from its current condition and use. The proposed building is well-designed incorporating an attractive façade, activated residential enclave along Rausch, additional street trees, a spacious rear yard, and neighborhood serving retail along Folsom. The building as designed will improve safety and security in the neighborhood, while providing much needed housing for our city.

There has been feedback from certain members of the community that support moving the parking ramp location from its current proposed location on Rausch Street to Folsom Street. I disagree with this proposal, firmly believing that the ramp location has been designed in the most appropriate location for several reasons, including reducing conflict between vehicles and pedestrians/bicycles along the pedestrian intensive Folsom Street commercial corridor.

Your consideration to approve the 1140 Folsom Street project as proposed by the project sponsor to the Planning Commission is appreciated and welcomed.

Sincerely,

Andrew Vilcsak

## Sucre, Richard (CPC)

---

**From:** Susan Schindler <susan.schindler@me.com>  
**Sent:** Thursday, October 02, 2014 12:56 PM  
**To:** Sucre, Richard (CPC)  
**Cc:** Enrique Landa  
**Subject:** 1140 Folsom Street proposed project We are past thinking and talking about this - we need to act, to do, and immediately.

Rich Sucre

San Francisco Planning Department

1650 Mission Street

San Francisco, CA 94103

[richardsucre@sfgov.org](mailto:richardsucre@sfgov.org)

Mr. Sucre ~

I am writing to you to discuss the proposed project at 1140 Folsom Street. I have a very personal interest in this development, because I am the owner of the adjacent property at 1122 Folsom Street, and I was the founder of Brainwash Café and Laundromat.

I came to Folsom Street more than 25 years ago, when it was far more industrial than it is today. At the time that I purchased 1122 Folsom Street, the building was an old electrical warehouse, and in a considerable state of disrepair. It required a total rehabilitation, from top to bottom. It was a big risk to take, but I saw a need for a simple, inexpensive café and a Laundromat in Soma, which did not exist at the time. In addition to filling those needs, Brainwash turned out to be a place for the community to get together, and it has been that place in Western Soma for the past quarter century.

Over the years this section of Folsom Street between 7<sup>th</sup> and 8<sup>th</sup> has changed considerably. The dangerous park at the end of Langton is now a flourishing community garden, thanks to the efforts of the neighborhood. The issue of loitering and homelessness and crime has been noticeably reduced.

Our neighborhood has changed drastically over the years, with an influx of new businesses and residents. This has resulted in an increase of vitality and a much greater level of safety for the residents, be they the new generation of residents on Folsom Street, or the older generation of primarily Filipino residents on Langton and Rausch. Everyone has dirty laundry, so to speak, so Brainwash became one of the few places where everyone came together.

Unfortunately, the rest of the block on Folsom between 8<sup>th</sup> and Rausch was taken up by a lighting store that presented a blank concrete wall to the street, and a boarded up entrance. This was unsightly and left the majority of the block devoid of any active use.

This is why I wish to add my support to the proposed project that would occupy the property where the lighting store once stood. New businesses, retail and new residents will bring much needed vibrancy to the rest of that block.

I have met with the developers on several occasions, and was pleasantly surprised by the attractiveness of the architect's proposed design, as well as the thoughtfulness that the team has put into how their project will integrate and contribute to the community.

There is, however, one issue of great concern to me: the location of the parking entrance for and to the project's parking spaces. I have heard there is some neighborhood opposition to its current placement on Rausch, and there have been suggestions that this ramp should be relocated to Folsom Street, directly adjacent to both my outdoor seating, which is both licensed by and paid for to the city, and going right past the parklet which extends into the street which was both licensed and encouraged by the city, although constructed with private funds.

I believe the placement of this ramp on Folsom Street would be a serious mistake, for several reasons:

1. it will endanger pedestrians and bicyclist
2. it will bifurcate the continuous pedestrian flow and street experience, which appears to be one of the goals for the Western Soma corridor greening program
3. Folsom Street is a busy and fast thoroughfare, and the idea of the added congestion of cars going in and out of a ramp at that location mid block, and stopping traffic is nothing short of scary
4. the same can be said of possible collisions between pedestrians or bicyclists
5. as the owner of a business right next to the proposed location for this ramp, I am also adverse to the pollution my patrons will be forced to smell and inhale, when sitting outside and directly adjacent to car exhaust as vehicles loiter, with engines running, waiting for the moment they can make a quick getaway through the on going traffic
6. I can only assume that some sort of warning signal – loud beeping or siren - would need to be installed to warn pedestrians of incoming or outgoing traffic, which is also the last thing any of my patrons want to hear, while they are taking a lunch break or meeting a friend for coffee, or taking a moment in the sun while their clothes are in the dryer.

I see far fewer issues with the current location of the ramp as originally proposed by the architect and the developers, and I strongly urge you to approve that placement on Rausch, a street that has far less automotive and pedestrian traffic, and virtually no retail whatsoever, aside from the corner retail now proposed in the development, which would be on the opposite end of the building, far from the ramp.

In summary, while I endorse the proposed project at 1140 Folsom, I do not approve of the placement of a ramp for ingress and egress on Folsom Street itself and request that it remain on Rausch .

Should you have any questions or concerns, please feel free to contact me.

Sincerely,

Susan Schindler

Owner of 1122 Folsom Street

Founder of Brainwash

## Sucre, Richard (CPC)

---

**From:** PIC (CPC)  
**Sent:** Wednesday, October 22, 2014 4:15 PM  
**To:** Leslye Russell; Sucre, Richard (CPC)  
**Subject:** Re: Proposed development at Folsom and Rausch Streets

The assigned planner for this case is Richard Sucre, included in this email.

Property Information Map (PIM): <http://propertymap.sfplanning.org>

-----  
The information provided in this correspondence is based on a preliminary review of information provided by the requestor. It does not constitute a comprehensive review of the project or request. For a more extensive review it is strongly recommended to schedule a project review meeting. The information provided in this email does not constitute a Zoning Administrator letter of determination. To receive a letter of determination you must submit a formal request directly to the Zoning Administrator. For complaints, please contact the Code Enforcement Division.

---

From: Leslye Russell <[lesruslar@sbcglobal.net](mailto:lesruslar@sbcglobal.net)>  
Sent: Wednesday, October 22, 2014 12:46 PM  
To: PIC (CPC)  
Subject: Proposed development at Folsom and Rausch Streets

Hello, I do not know who to send the following comments to. If this is not the correct address could you please let me know where they should be sent.

I live at 60 Rausch Street which is opposite a proposed large commercial and residential development. I am writing in opposition to this proposal for two reasons:

1. The height is out of scale with the rest of the neighborhood. Almost all buildings on the South side of Folsom, on the North side of Folsom towards downtown, and on Folsom West of the project are 40 feet or less. This project is proposed to be 60 feet of uninterrupted development which will block the views for all the units in the corner condo at Folsom and for most of the units at 60 Rausch St. When these projects were built, although they exceeded the height limits for most buildings in the neighborhood, they did not block the views of access to sunlight for any other buildings. The Western SOMA plan says new development is supposed to be for the benefit of current residents. It is hard to see how this proposed development does that. The developers cite the height limits allowed under current regulations; just because something is allowed does not mean that they have to take advantage of every legal possibility to increase their profits.
2. The proposed parking access to the 80 parking units in the garage is a DISASTER in the making. The South part of Rausch Street now allows one car to double-park and other traffic still to get by. However, if a large delivery truck or moving van blocks that part of the street, cars back up onto Folsom because no one can get by. Further North on Rausch, the street is narrower and any stopped traffic immediately blocks all passage. The proposal to allow egress for all cars from the new building (a number which exceeds the number from all other buildings on the street put together!!) onto Rausch guarantees continual back-ups for many periods of the day. Already, the turn onto Howard is dangerous because of fast-moving cars on Howard, the sight of which is often blocked by cars parked East of Rausch on Howard. I personally was involved in an accident when I was carefully edging out onto Howard and struck some clown on a bicycle riding the wrong way down Howard.

Development is great but some consideration should be given to existing residents as required by the West SOMA plan and to the flow of traffic. Sincerely, John Larson, resident at 60 Rausch street.

## Sucre, Richard (CPC)

---

**From:** Josh Pryor <rubysailing@yahoo.com>  
**Sent:** Friday, November 07, 2014 1:53 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** 1140 Folsm St.

My name is Josh Pryor and I own the building across the street from the 1140 project. I am a long time resident ( 30 years ) at 1129 Folsom. I approve of this development and urge you to have the garage entrance on Rausch St.

Folsom is ever more congested these days. It makes more sense for residents to enter and exit on the side street.

Sincerely,

Josh Pryor

1129 Folsom St.

S.F. CA 94103



## Sucre, Richard (CPC)

---

**From:** tomandrai@yahoo.com  
**Sent:** Monday, November 03, 2014 9:45 AM  
**To:** Sucre, Richard (CPC)  
**Subject:** Re: 1140 Folsom st project

Thank you and I will support project.  
Pornchai

Sent from my iPad

> On Nov 3, 2014, at 8:53, "Sucre, Richard (CPC)" <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)> wrote:

>  
> Hello Pornchai,  
>  
> Attached are the latest plans for 1140 Folsom Street. Please let me know if you have any questions.  
>  
> Rich  
>  
> Richard Sucre  
> Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning  
>  
> Planning Department | City and County of San Francisco  
> 1650 Mission Street, Suite 400, San Francisco, CA 94103  
> Direct: 415-575-9108 | Fax: 415-558-6409  
> Email: [richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
> Web: [www.sfplanning.org](http://www.sfplanning.org)

>  
>  
> -----Original Message-----  
> From: [tomandrai@yahoo.com](mailto:tomandrai@yahoo.com) [<mailto:tomandrai@yahoo.com>]  
> Sent: Saturday, November 01, 2014 6:00 PM  
> To: Sucre, Richard (CPC)  
> Subject: 1140 Folsom st project

>  
> Hi Richard  
> I would like to have plan for 1140 project.  
> Thanks  
> Pornchai 280 -7 st ,sf  
>  
> Sent from my iPad  
> <Proposed Project\_1140 Folsom St\_Reduced.pdf>

## Sucre, Richard (CPC)

---

**From:** Jim Meko <jim.meko@comcast.net>  
**Sent:** Wednesday, November 12, 2014 7:15 AM  
**To:** Kim, Jane (BOS); Veneracion, April (BOS)  
**Cc:** Martha Bridegam; Sucre, Richard (CPC); LEVY, TOBY; Josh Corzine; e5@localdevgroup.com; jbickford@localdevgroup.com  
**Subject:** please give us a continuance

Dear Supervisor Kim, et al,

I understand that your office will host a meeting with the developers of 1140 Folsom Street today. After several meetings of our own, experience has shown that they will plead innocence and point to the Planning Department as being responsible for the choice to put the garage on the alley.

What needs to be addressed is the Planning Department's decision to defy the overall intent of the Western SoMa Community Plan. After all, the Planning Commission voted 7-0 to approve the plan and a majority of the Commissioners specifically cited our thoughtful treatment of the Residential Enclave Districts as one of the most important reasons for their support.

The issue is not simply about 1140 Folsom Street. The Planning Department is already attempting to impose the same misinterpretation of the Plan on the neighbors of 1178 Folsom Street, on the Natoma Street neighbors of the project at 9th and Howard Streets and more recently on the Clementina Street neighbors of 1228 Folsom Street. The intent of the Western SoMa Community Plan is to preserve and enhance the quality of life in the alleys, not to use them as a dumping ground to benefit the more highly visible main streets of the community.

Mr. Sucre did not even share his decision with us until two weeks ago and his reasoning is flawed. That hardly gives us enough time to find a solution. Please use the influence of your office to seek a continuance of the November 20 hearing so we can try to find some common ground amongst the neighbors, developers, Planning Department staff and authors of the Plan. Until the Planning Department joins us at the table, we're all wasting our time.

Jim Meko, former chair, 2005-2013  
**Western SoMa Citizens Planning Task Force**  
(415) 552-2401 office  
(415) 624-4309 cell  
(415) 552-2424 fax  
[www.sfgov.org/westernsoma](http://www.sfgov.org/westernsoma)

## Sucre, Richard (CPC)

---

**From:** Jim Meko <jim.meko@comcast.net>  
**Sent:** Wednesday, October 29, 2014 4:53 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** Re: garage required on alley?

Don't tell me about the intent of the Western SoMa SoMa Community Plan. I wrote it.

jim

On Oct 29, 2014, at 11:58 AM, Sucre, Richard (CPC) <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)> wrote:

Jim,

I apologize for not responding sooner.

The Department has reviewed the proposal for the garage entry along Rausch Street at 1140 Folsom Street, and the Department is in support of its current location given the site's existing conditions, a traffic analysis within the environmental review document and the conflicting priorities within the Western SoMa Area Plan. As a matter of policy, the Department examines the location of a garage entry through a variety of criteria, including, but not limited to, number of parking spaces, street conditions, existing traffic patterns, etc.

The Department recognizes that the Western SoMa Area Plan contains numerous policies, which advocate for the protection and enhancement of alleys. However, the Western SoMa Area Plan also contains quite a bit of emphasis on Folsom Street as the main street in Western SoMa and its creation as a safe, attractive streetscape. The Draft Western SoMa Design Guidelines states that new curb cuts should be located on a "main street;" however, the design guidelines also state the protection of pedestrian and bike safety along Folsom Street. Therefore, there are conflicting policies within the Area Plan between protection of the alleys and creation of a safe, streetscape along Folsom Street as relate to new curb cuts.

In examining the specific site issues, if the RED portions of the development were stand-alone, there could be at least one new curb cut per lot along the alleyway. Currently, there are four lots within the RED portion of the project.

Relative to the proposed project, the current garage door location minimizes the vehicular traffic issues at the intersection of Rausch and Folsom Street, and also minimizes the pedestrian and bicycle conflicts along Folsom Street. The project further accommodates queuing within the proposed building by providing for a 19-ft garage aisle.

I hope this helps in illustrating the Department's recommendation.

Please let me know if you have any commentary that you would like to be forwarded to the Planning Commission. I've scheduled this item for a public hearing on Thursday, November 20<sup>th</sup>.

Thank you,

Rich

**Richard Sucre**  
Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9108 | Fax: 415-558-6409  
Email: [richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

<image001.png> <image002.png> <image003.png> <image004.png>

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**From:** Jim Meko [<mailto:jim.meko@comcast.net>]  
**Sent:** Wednesday, October 29, 2014 10:23 AM  
**To:** Sucre, Richard (CPC)  
**Subject:** Fwd: garage required on alley?

?????

Begin forwarded message:

**From:** Jim Meko <[jim.meko@comcast.net](mailto:jim.meko@comcast.net)>  
**Date:** October 27, 2014 at 1:44:28 PM PDT  
**Subject:** Fwd: garage required on alley?  
**To:** "Sucre, Richard (CPC)" <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)>

Rich,

I asked the Local Development Group guys from 1140 Folsom Street to send me something in writing that requires them to put their garage entrance/exit on Rausch Street and all they could come up with is this "Notice of Planning Department Requirements" document that makes no mention of the garage location. They've been blaming you.

Is it Department policy to require that garages be located on the alleys?

If so, would you please send me something to that effect with the associated reasoning attached.

Thanks,

Jim Meko, former chair, 2005-2013  
**Western SoMa Citizens Planning Task Force**  
(415) 552-2401 office  
(415) 624-4309 cell  
(415) 552-2424 fax  
[www.sfgov.org/westernsoma](http://www.sfgov.org/westernsoma)

Begin forwarded message:

**From:** Josh Corzine <[josh@localdevgroup.com](mailto:josh@localdevgroup.com)>  
**To:** Jim Meko <[jim.meko@comcast.net](mailto:jim.meko@comcast.net)>, Enrique Landa <[e5@localdevgroup.com](mailto:e5@localdevgroup.com)>, John Bickford <[jbickford@localdevgroup.com](mailto:jbickford@localdevgroup.com)>  
**Subject:** RE: garage required on alley?  
**Date:** October 27, 2014 at 10:50:04 AM PDT

Jim-

See attached for our Notice of Planning Department Requirements No 1 dated August 21, 2014. The PPA and the attached are the only two documents we have received in writing from the planning department.

Please let me know if you need anything else.

Take care,

JC

---

**From:** Jim Meko [<mailto:jim.meko@comcast.net>]  
**Sent:** Friday, October 24, 2014 6:02 AM  
**To:** Josh Corzine; Enrique Landa; John Bickford  
**Subject:** garage required on alley?

I've been looking over a document titled "Notice of Planning Department Requirements" that was sent to the developers of 1335 Folsom Street. Note that it says "requirements," not "recommendations." It's from Doug Vu of the Planning Department staff, not Rich Sucre. Overall, it's a very intelligent survey of the intent of the new Western SoMa zoning as well as the relevant code references.

Do you have something equally specific like this from Sucre? Has he put the "garage must be located on the alley" requirement in writing? I'd like to see the reasoning. Would you please forward any relevant documents to me.

Thanks,

jim

## Sucre, Richard (CPC)

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**From:** Jim Meko <jim.meko@comcast.net>  
**Sent:** Monday, October 13, 2014 5:02 PM  
**To:** Rahaim, John (CPC); Sucre, Richard (CPC)  
**Cc:** Kim, Jane (BOS)  
**Subject:** what the Western SoMa Plan says about parking and the alleys

Dear Rich and Director Rahaim,

The neighbors of the proposed development at 1140 Folsom Street continue to express their opposition to a garage that would dump 84 more cars into an already overburdened alley. The developers' explanation that "the Planning Department told us we have to locate the garage on the alley" was not well-received at a community meeting last week. The Western SoMa Task Force was formed specifically because we were being treated this way by the Planning Department.

Likewise, Natoma Street neighbors have pushed back against the development at 9th and Howard Street emptying its traffic into their alley and Sumner Street neighbors continue to voice outrage at the idea of cars from 1178 Folsom Street spilling into one of the narrowest and most sensitive residential enclaves in Western SoMa.

This is not necessary. If the Planning Department respected the recommendations of the community, these garages would all be located on the main streets, providing a traffic-calming effect that makes the neighborhood safer for everyone, and the pass-through traffic would be better directed onto the regional serving streets south of Harrison Street.

Please consider the intent of the Western SoMa Plan and then tell me why you continue to insist on doing this to our alleys.

Jim Meko, former chair, 2005-2013  
**Western SoMa Citizens Planning Task Force**  
(415) 552-2401 office  
(415) 624-4309 cell  
(415) 552-2424 fax  
[www.sfgov.org/westernsoma](http://www.sfgov.org/westernsoma)

## What the Western SoMa Plan says about parking and the alleys

In Resolution 731-04, the Board of Supervisors directed the Western SoMa Citizens Planning Task Force to:

**Develop basic height, density and design guidelines in order to provide a buffer between Residential Enclave Districts (REDs) and areas where more intense development might be allowed.**

The Planning Principles included in the Western SoMa Community Plan specify:

**Proposed new land use development shall primarily serve the needs of existing residents and businesses. Citywide and regional needs are subordinate to existing local needs.**

One of the goals of the design guidelines for Neighborhood Commercial Transit Corridors (Folsom NCT) in the Western SoMa Community Plan states that:

**When addressing required commercial parking needs, priority should be given to respecting the pedestrian and residential character of the alley enclave districts that back onto the commercial corridor.**

The standard for the Folsom NCT is:

**Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys.**

In addition, the Residential Enclave District standards state:

**Where a property fronts both a main street and an alley, access to off-street loading and parking spaces shall be designed to be appropriate for both streets and when possible should discourage alley facades that do not respond to the design details of proximate alley building frontage details.**

Both the RED and NCT standards agree:

**Parking access, when possible, shall be from the main streets with preference to pedestrian and bicycle use of alleys.”**

Former Director of Current Planning Jose Campos wrote:

**Until there is an alternative, the Western SoMa draft design standards will be used in the meantime to inform the designs of new buildings in Western SoMa.**

Folsom Street is not a freeway nor is it a truck route. It is identified in the transportation element of the Western SoMa Community Plan as a "neighborhood-serving street." Policy 4.11.2 states:

**Restrict all freight and service traffic to regional streets.**

The Plan also recommends that:

**All pass-through traffic should be channeled along regional-serving streets leading to and from established freeway on-ramps and off-ramps. The east/west regional serving streets in Western SoMa are all located south of Harrison Street.**

## Sucre, Richard (CPC)

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**From:** Alex McNees <amcnees@hotmail.com>  
**Sent:** Wednesday, October 29, 2014 6:47 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** Fwd: Scope of November 20 hearing on 1140 Folsom?

Hi Richard -

I am a neighbor living on 48 Langton and actually prefer the driveway on Rausch. I prefer businesses to be located on folsom and appreciate any efforts to slow traffic and increase pedestrian/bike safety.

Thank you,  
Alex

cell. 510.390.1159

Begin forwarded message:

**From:** Martha Bridegam <[bridegam@gmail.com](mailto:bridegam@gmail.com)>  
**Date:** October 29, 2014 at 12:46:08 PM PDT  
**To:** "Sucre, Richard (CPC)" <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)>  
**Cc:** "Veneracion, April" <[april.veneracion@sfgov.org](mailto:april.veneracion@sfgov.org)>, John Dunlap <[john@johndunlap.org](mailto:john@johndunlap.org)>, Jim Meko <[Jim.Meko@comcast.net](mailto:Jim.Meko@comcast.net)>  
**Subject: Re: Scope of November 20 hearing on 1140 Folsom?**  
**Reply-To:** [bridegam@gmail.com](mailto:bridegam@gmail.com)

Rich --

Thank you for responding to my inquiry about the Planning Department's rationale for placing a driveway to a 112-unit building in our residential enclave streetscape on Rausch Street.

I disagree with your analysis because Rausch Street also needs to remain a "safe, attractive streetscape" and the impact of a major new driveway on our small alley would be greater than the impact on Folsom Street.

Some of the neighbors who I'm bcc'ing on this message have different opinions than mine about where the driveway should go. Since I don't speak for everyone I'd encourage them to write to you individually with those opinions.

But I think all of us have opinions on where that driveway shouldn't be. And all of us are waiting for some reassurance from the Planning Department that as concerned neighbors our attempts to communicate with your agency are being seen and heard and considered as part of your formal review of this matter.

I'm not sure if you have visited Rausch Street in person yet; if not I would urge you to do so. Our street is not the service corridor full of Dumpsters that you may be imagining. To those of us who "live, work and play" here it is not ancillary but primary. It is a pleasant, well-kept leafy street -- a relative oasis in the center city -- that exemplifies the reasons why Western South of Market neighbors want to preserve our Residential Enclaves.



A Rausch Street that managed to add new neighbors without adding more automotive nuisance to the streetscape would be thoroughly consistent with the currently admired best-practice principles that your department appears to espouse, including Smart Growth, Complete Streets, Walkable Communities, Transit First and so forth. My concerns as a Rausch Street neighbor of eighteen years are completely consistent with your stated overarching goals for my neighborhood. So please give this matter another look.

Further, a procedural question:

You wrote: "Please let me know if you have any commentary that you would like to be forwarded to the Planning Commission. "

As you know, I have twice submitted a letter to the Planning Department that was endorsed by 31 neighbors. I sent the letter to Julian Banales the first time on February 24, and I sent it to you and Erik Jaszewski on September 26, at your invitation, after discovering that it was not in the CUP file.

So could you please confirm that our 31-endorser letter has now been included in the formal CUP file?

In addition to my first two attempts to have this letter included in the administrative record, do we have to do anything else to ensure that the Planning Commission reviews and considers it?

In general, will emails from us be included in the record or must statements for the record be on paper?

Must our comments be prepared and presented specially in order to be included in the 1140 Folsom project record before the Planning Commission? For example, must we use a special email or physical address? Special header information? Certified mail? Proofs of service?

Or what else do we need to do to succeed in having our concerns heard and considered by our Planning Department and Planning Commission?

Thank you,

Martha Bridegam  
44B Rausch St.

On 10/29/2014 12:07 PM, Sucre, Richard (CPC) wrote:

Hi Martha,

The November 20th Hearing will be for the Large Project Authorization and the Conditional Use Authorization.

The Department has reviewed the proposal for the garage entry along Rausch Street at 1140 Folsom Street, and the Department is in support of its current location given the site's existing conditions, a traffic analysis within the

environmental review document and the conflicting priorities within the Western SoMa Area Plan. As a matter of policy, the Department examines the location of a garage entry through a variety of criteria, including, but not limited to, number of parking spaces, street conditions, existing traffic patterns, etc.

The Department recognizes that the Western SoMa Area Plan contains numerous policies, which advocate for the protection and enhancement of alleys. However, the Western SoMa Area Plan also contains quite a bit of emphasis on Folsom Street as the main street in Western SoMa and its creation as a safe, attractive streetscape. The Draft Western SoMa Design Guidelines states that new curb cuts should be located on a “main street;” however, the design guidelines also state the protection of pedestrian and bike safety along Folsom Street. Therefore, there are conflicting policies within the Area Plan between protection of the alleys and creation of a safe, streetscape along Folsom Street as relate to new curb cuts. The current garage door location minimizes the vehicular traffic issues at the intersection of Rausch and Folsom Street, and also minimizes the pedestrian and bicycle conflicts along Folsom Street. The project further accommodates queuing within the proposed building by providing for a 19-ft garage aisle.

I hope this helps in illustrating the Department’s recommendation.

Please let me know if you have any commentary that you would like to be forwarded to the Planning Commission.

Thank you,

Rich

Richard Sucre

Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning

Planning Department | City and County of San Francisco

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

Direct: 415-575-9108 | Fax: 415-558-6409

Email: [richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)

Web: [www.sfplanning.org](http://www.sfplanning.org)

-----Original Message-----

From: Martha Bridegam [<mailto:bridegam@gmail.com>]

Sent: Wednesday, October 29, 2014 11:24 AM

To: Sucre, Richard (CPC)

Subject: Scope of November 20 hearing on 1140 Folsom?

Rich --

I understand the 1140 Folsom project is tentatively set for hearing before the Planning Commission on November 20.

Could you let me know if that hearing will be on the conditional use permit or some other issue?

Could you also please let me know your current thinking on the location of the driveway? Specifically, shouldn't it be on Folsom to protect the Rausch residential enclave?

Thanks,

Martha Bridegam  
44B Rausch St.

Richard Sucre, Planner  
richard.sucre@sfgov.org  
San Francisco Planning Department

Re: 1140 Folsom Development Proposal

I live in, work in and own a condominium unit at 60 Rausch Street #103 directly across the street from this proposed project. My unit including its sleeping quarters is at street level and faces the street. I enter my unit directly from the sidewalk. Thus I am intimately familiar with the current street activity and noise in the immediate vicinity of this project during all times of day, all days of the week.

From my point of view, the proposed project's parking configuration seems little different from what currently exists. The current surface level parking on the 1140 Folsom property has held from 80 to upwards of 130 cars since I have been on Rausch since 2005. I do not see locating this project's parking access on Rausch to be any different than what currently exists. In fact it will be slightly better in that the noise of the cars at night will be largely shielded as they will be held within a concrete box - the underground garage. Having the intermittent coming and goings of cars with their drivers looking up and down the street helps keep eyes on the Rausch Street sidewalks day and night, which helps keep vandalism and occasional assaults somewhat diminished.

I do however, feel that moving the garage access to Folsom Street would undermine what has otherwise been my pleasure to see evolving - a vibrant street life on Folsom Street. I expect that the addition of the new commercial spaces of 1140 Folsom will do away with the "dead" zone that now exists on the north side of Folsom between Rausch and Brainwash. The current parading by, greeting, eating and hanging out on this sidewalk will be enhanced day and night, weekdays and weekends. I expect that the litter and homeless street sleeping on this portion of the sidewalk will naturally abate. But a constant cutting of that pedestrian flow by a Folsom Street parking garage accessed by cars interrupting pedestrians on the Folsom sidewalk will hinder that flow and be somewhat dangerous.

One of the most annoying aspects of the current street activity on Rausch for me is garbage collection. It occurs around 4 to 5 am when the street is quiet. Recology's trucks come in tandem, collecting from the condominium complex on the northwest corner of Rausch and Folsom and then head up Rauch to mid block to service McClure Electric. The trucks' power arms lift up, open and dump garbage bins. This is very noisy and usually waking me up. They then move northward on Rausch as they service the apartments on both sides of the street up to Howard Street. The same thing occurs around the same time, every other day on Folsom Street as these trucks cross back and forth, sometimes counter to traffic direction, collecting from largely commercial establishments.

For me, it would be good if the garbage rooms for the 1140 Folsom project were accessible only from Folsom Street. This would confine large amounts of new, every other day garbage collection noise to largely commercial Folsom Street and not increase the noise levels on Rausch.

Glenn Lym  
60 Rausch Street #103

San Francisco, Ca  
94103  
grlym@mac.com

## Sucre, Richard (CPC)

---

**From:** James Loughran <bykrsf@gmail.com>  
**Sent:** Wednesday, October 29, 2014 1:14 PM  
**To:** Sucre, Richard (CPC)  
**Cc:** Jayme Black; Martha Bridegam  
**Subject:** Rausch Street driveway proposal

Richard Sucre

My name is James Loughran

I have lived at 46 Rausch for 36 years come this November. I have monitored your plans for development and welcome the coming of new neighbors. However, your driveway design is going to negatively impact my living situation. The cars exiting to a northerly one- way direction, will be a constant car-light sweep into and across our front windows at night. The potential right turn will expose us to accidents as the current parking lot driveway has hit the trees and parked cars many times. I realize you are struggling to avoid putting a driveway on Folsom. If that won't be done, then I respectfully request you consider keeping the drive way where it exist the parking lot now. That exist faces a ground floor lobby at 60 Rausch, it does not impact the living spaces or risk potential accidents like your plan for the exit you have proposed.

I appreciate your attention to this matter,

James Loughran  
46 Rausch Street  
San Francisco, CA 94103

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

**Re: 1140 Folsom Street Conditional Use Permit and Large Project Authorization**

Dear Commissioners,

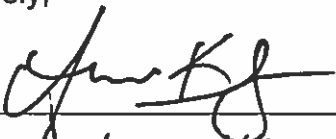
This letter is written in support of the proposed project located at 1140 Folsom Street – a mixed-use residential building consisting of 112 residential units, including 13 below market rate units, with ground floor retail along Folsom Street.

The project, as proposed, will greatly improve the site and neighborhood from its current condition and use. The proposed building is well-designed incorporating an attractive façade, activated residential enclave along Rausch, additional street trees, a spacious rear yard, and neighborhood serving retail along Folsom. The building as designed will improve safety and security in the neighborhood, while providing much needed housing for our city.

There has been feedback from certain members of the community that support moving the parking ramp location from its current proposed location on Rausch Street to Folsom Street. We disagree with this proposal, firmly believing that the ramp location has been designed in the most appropriate location for several reasons, including reducing conflict between vehicles and pedestrians/bicycles along the pedestrian intensive Folsom Street commercial corridor.

Your consideration to approve the 1140 Folsom Street project as proposed by the project sponsor to the Planning Commission is appreciated and welcomed.

Sincerely,

By:   
Name: Andrew Kling  
Affiliation: Neighbor  
Address: 20 Boardman Pl, 94103  
Date: October 9, 2014

## Sucre, Richard (CPC)

---

**From:** Bob Hall <hall.rc@gmail.com>  
**Sent:** Tuesday, May 27, 2014 8:31 AM  
**To:** Sucre, Richard (CPC)  
**Subject:** 1140 Folsom project

Rich,

I'm writing in support of the project at 1140 Folsom. I have been a resident of SoMa for the past seven years, and for many, many more in other parts of San Francisco.

During that time, I have spent a considerable amount of time near this neighborhood, both professionally, "early start up days at Brainwash" and personally, my jujitsu gym is a block away and I've thrown one more "laundromat parties" at Brainwash. .

Interested in what happens in my neighborhood, I attended the first meeting on this project in March, curious what was going to happen to the old Bay Lighting store. I was very impressed by the design of the project and how well it fits into the neighborhood. This section of Soma needs more housing and less warehouses and parking lots. Brainwash used to be an island of interesting in a sea of boring, incrementally its been improving with new businesses arriving that are making this part of Folsom a compelling place.

I like what the developers have done and hope to see project approved sometime soon.

Best,

Bob Hall  
178 Bluxome #311  
San Francisco, CA 94107



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

**Re: 1140 Folsom Street Conditional Use Permit and Large Project Authorization**

Dear Commissioners,

This letter is written in support of the proposed project located at 1140 Folsom Street – a mixed-use residential building consisting of 112 residential units, including 13 below market rate units, with ground floor retail along Folsom Street.

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Your consideration to approve the 1140 Folsom Street project as proposed by the project sponsor to the Planning Commission is appreciated and welcomed.

Sincerely,

By: Barbara Gersch

Name: BARRARA GERSCH

Affiliation: \_\_\_\_\_

Address: 301 MISSION ST 300 SAN FRAN

Date: 10-11-14

October 25, 2014

Dear Planning Commission,

I am writing in support of the 1140 Folsom Street development, a mixed use project with 112 residential units and 5600 sq ft of retail with 13 on-site BMR units.

I have worked in the neighborhood for 15 years and I live just two miles away so I have seen a lot of changes over the years and not many have been positive. Having spent a significant amount of time in the area, I recognize that a development such as 1140 Folsom St is beneficial for the neighborhood and its existing residents from a safety and living quality perspective. The project will activate and transform the current inactive vacant site along an important pedestrian corridor into a more beneficial use in our community. I look forward to our neighborhood being a real neighborhood soon!

Thank you for your consideration to approve the project as proposed by the sponsors.

Sincerely,

Michele Fisher

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

**Re: 1140 Folsom Street Conditional Use Permit and Large Project Authorization**

Dear Commissioners,

This letter is written in support of the proposed project located at 1140 Folsom Street – a mixed-use residential building consisting of 112 residential units, including 13 below market rate units, with ground floor retail along Folsom Street.

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Your consideration to approve the 1140 Folsom Street project as proposed by the project sponsor to the Planning Commission is appreciated and welcomed.

Sincerely,

By: 

Name: LUC ERTORAN

Affiliation: OWNER TERRAIR

Address: 1116 FOLSOM #2, SF, CA, 94103

Date: 09/07/14

*Additional signatures to follow*

Rich Sucre  
San Francisco Planning Department  
1650 Mission Street  
San Francisco, CA 94103

Dear Rich,

I am writing in support of the project at 1140 Folsom Street, located across the street from my restaurant Rocco's, which I have owned and operated for 25 years.

When I first started my restaurant, South of Market was a very different neighborhood, far more industrial and far less safe than it is today. My block of Folsom, between 7<sup>th</sup> and 8<sup>th</sup>, has changed drastically over the past two and half decades, surviving a major fire and transforming formerly empty warehouses in to a cluster of flourishing small businesses that serve not only our neighborhood but also the city at large. Rocco's is happy to have Brainwash, Terroir, Radius Café and City Beer Store as neighbors, making this section of Folsom Street one of the commercial hubs of SOMA.

A major impediment to the continuation of this transformation of the neighborhood has been the former Bay Lighting site. Due to security concerns and the time it opened, the owners were forced to turn their back on Folsom Street and only provide access to their store through a gated parking lot in the rear. Unfortunately this created a large void of activity along a major portion of Folsom Street, limiting the life and vibrancy of the community.

The 1140 Folsom project will fill that void with residences and commerce and further enhance Folsom Street the neighborhood the commercial corridor of Western SOMA. The new retail spaces in the project will bring many new businesses and many more customers to Folsom Street. The proposed apartments are attractive and the design is well done and blends nicely with the other buildings on the block. The group developing the project came in early to meet me and have sought my input into the project, which they have included in their proposal. They have a great project and I am glad to give them my support.

Best,

Don Dial  
Chef/Owner Rocco's Cafe

A handwritten signature in black ink, appearing to read "Don Dial", followed by the date "5/15/14". The signature is written in a cursive, flowing style.

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

**Re: 1140 Folsom Street Conditional Use Permit and Large Project Authorization**

Dear Commissioners,

This letter is written in support of the proposed project located at 1140 Folsom Street – a mixed-use residential building consisting of 112 residential units, including 13 below market rate units, with ground floor retail along Folsom Street.

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There has been feedback from certain members of the community that support moving the parking ramp location from its current proposed location on Rausch Street to Folsom Street. We disagree with this proposal, firmly believing that the ramp location has been designed in the most appropriate location for several reasons, including reducing conflict between vehicles and pedestrians/bicycles along the pedestrian intensive Folsom Street commercial corridor.

Your consideration to approve the 1140 Folsom Street project as proposed by the project sponsor to the Planning Commission is appreciated and welcomed.

Sincerely,

By: Cheryl Curran

Name: Cheryl Curran

Affiliation: NEIGHBOR

Address: 301 MISSION ST, 27E, SF CA 94105 E 550 15<sup>TH</sup> ST, SUITE 30, SF CA 94103

Date: 10.8.2014

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

**Re: 1140 Folsom Street Conditional Use Permit and Large Project Authorization**

Dear Commissioners,

This letter is written in support of the proposed project located at 1140 Folsom Street – a mixed-use residential building consisting of 112 residential units, including 13 below market rate units, with ground floor retail along Folsom Street.

The project, as proposed, will greatly improve the site and neighborhood from its current condition and use. The proposed building is well-designed incorporating an attractive façade, activated residential enclave along Rausch, additional street trees, a spacious rear yard, and neighborhood serving retail along Folsom. The building as designed will improve safety and security in the neighborhood, while providing much needed housing for our city.

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Your consideration to approve the 1140 Folsom Street project as proposed by the project sponsor to the Planning Commission is appreciated and welcomed.

Sincerely,

By: Joseph Chan

Name: Joseph Chan

Affiliation: business owner

Address: 1157 Folsom St

Date: 10-8-14

## Sucre, Richard (CPC)

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**From:** Cindy Casey <cindycasey3@gmail.com>  
**Sent:** Wednesday, October 29, 2014 12:10 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** 1140 Folsom Street

I am a neighbor of this proposed project. I have several reservations regarding the project, none of which are addressable through the planning process EXCEPT the entry to the projects parking area.

As a thirty year resident of this area I am distressed at how the alleyways have fast become the dumping grounds for traffic flow with complete disregard for the overall plan of their being quiet respites and pedestrian/kid oriented havens.

Regarding 1140 Folsom I would like to have it known that I strongly feel that the entry to this project for the parking should be on/off of Folsom Street. This would be in keeping with the Design Standards for Western SOMA's Folsom Street Neighborhood Commercial District AND what I believe to be the intent of the Board of Supervisor's Residential Enclave Districts.

Thank you

Cindy Casey  
30 year resident of  
33 Hallam Street

## Sucre, Richard (CPC)

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**From:** Martha Bridegam <bridegam@gmail.com>  
**Sent:** Tuesday, November 11, 2014 5:17 PM  
**To:** Kim, Jane (BOS); Veneracion, April (BOS)  
**Cc:** Sucre, Richard (CPC)  
**Subject:** 1140 Folsom request for meeting and continuance

Dear Supervisor Kim, Ms. Veneracion, Mr. Sucre:

Regarding the 1140 Folsom development proposal, I'm writing to convey to you the sense of our Rausch/Langton/Hallam/Sumner neighborhood discussion group. Our group consists of about 30 local resident households in the immediate area, most of whom are bcc'd with this message.

We are asking that you request a continuance of the November 20 hearing so that, instead of opposing the project as public commenters, we can work out a friendly agreement on the project design and local use of the developers' impact fees.

What we are looking for is a sit-down negotiation in a room with all of the parties present who have relevant information or have power to make changes: we want to be able to negotiate with the developers, Planning Department representatives, a representative of your own office, and Jim Meko or others who were in on the creation of the Western SoMa Plan, who can attest to its intent.

Bear in mind that we are not not opposing the project's density (112 units). We welcome new neighbors. And with respect to parking, we recognize that since South of Market is densifying in general, street parking will become more difficult in our area no matter what happens with this individual project.

Instead, the following are our major concerns:

- The driveway location. Most though not all of us would rather have it on Folsom. (See further discussion below.)
- I think everyone is willing to support the Langton-side adjoining neighbors in wanting maximum back yard space, hence we would oppose a variance to reduce the back yard space.
- On parking, while we're not opposing the total number of spaces, we would like a guarantee from the developers, preferably to be included in the CC&R's or otherwise made binding, that the spaces will be used by residents, and not as commercial or public parking -- particularly not for restaurants or clubs.
- We would like written confirmation that the proposal will not narrow Rausch Street further. (The developers appear to have agreed to this already -- this is just making sure.)
- We would like to have a raised crosswalk or other protective street design feature at the corner of Folsom and Rausch to reduce traffic speed and make drivers more aware of pedestrians. This could be among the projects to consider as a possible local use for the developers' impact fees.
- More generally we would like to work out an agreement involving the developers and the Eastern Neighborhoods Citizens Advisory Committee on how best to use the impact fees for street improvements that will be perceptible



Regarding the garage entrance, those of us who want it on Folsom (a strong majority, I believe) take this position because Rausch would be affected more heavily than Folsom by an 88-car garage entrance's headlights, noise, and air quality, the risk of sideswipes to parked cars, and by its likely damage to the function of Rausch Street as a pedestrian-friendly enclave of residential front doors that provides respite from the harder-edged environments of Folsom and Howard Streets.

It was quite recently, on October 29, that Mr. Sucre, the planner for the project at 1140 Folsom Street, confirmed that the Planning Department's preference was to place the garage entrance at the north corner of the project. He attributed this decision to (1) existing conditions, (2) environmental review, and (3) conflicting priorities in the Western SoMa Community Plan.

In response: (1) The drawings call for a driveway location different from the existing parking lot entrance; (2) Jim Meko has been back over the EIR and finds no preference there for placing garage entrances on alleys; and (3) Jim has a response that I'll quote below on the intent of the Western SoMa Plan to protect Residential Enclave Districts such as ours from use as parking access routes.

More specifically as to existing conditions:

The current automobile entrances to the property are in the middle of its Rausch Street frontage, but the developers and Planning propose to place the garage entrance at the north corner. Some of us who live in the northwestern part of the Rausch Street block are especially concerned about that north corner as a location, because that's precisely where Rausch Street narrows to 25 feet from curb to curb, with parked cars on both sides of a single northbound lane. As neighbors we know that is already a part of the street with especially high risk for sideswipes.

Among those neighbors who would accept the driveway on Rausch, two thoughtful 60 Rausch neighbors seem concerned instead about shifting garbage pickup to Folsom because garbage pickup also causes noise and disruption. What I think we have in common is the idea that Rausch Street should not be treated as a service corridor.

Otherwise, those neighbors who believe the driveway should be on Folsom seem mainly to feel it would help Folsom Street traffic and bike safety, and possibly improve retail on the Folsom side. I would note that at least some designs for Folsom Street seem to place the bike lanes on the south side of Folsom, while the 1140 property is on the north side -- and also that Folsom Street has many driveways along its whole length, and if the 1140 Folsom driveway is only ten feet wide it will not affect Folsom retail opportunities much.

It is our understanding (though do please check with him) that Jeff Zelles of BrainWash would not oppose a driveway on Folsom if it was toward the Rausch corner, not right against his cafe's outdoor minipark/terrace.

Jim Meko's comment about the Western SoMa Plan's intent -- and he speaks as the Plan's coauthor and principal shepherd -- is as follows:

"In creating the Western SoMa Citizens Planning Task Force, the Board of Supervisors Resolution 731-04 specifically established a priority to provide a buffer between Residential Enclave Districts (REDs) and areas where more intense development might be allowed. Those who actually wrote the Plan see no inconsistency between the REDs' priorities (to "preserve and enhance the quality of life in the alleys") and those of the Folsom Street NCT zoning (to "design neighborhood-serving streets according to local needs and desires") and in fact point out that the Plan requires: "Parking access, when possible, shall be from the main streets with preference to pedestrian and bicycle use of alleys.""

We will look forward to hearing from you and hope that a continuance will be possible so we can work out these issues constructively.

Again, please consider that our goals are not negative but

collaborative: since many of our neighbors happen to have professional training in architecture and design, we are trying to make this the best project possible, including through a creative and mutually beneficial approach to the impact fees.

Thanks,

Martha Bridegam  
44B Rausch Street  
(415) 517-8716

## Sucre, Richard (CPC)

---

**From:** Martha Bridegam <bridegam@gmail.com>  
**Sent:** Wednesday, October 29, 2014 12:46 PM  
**To:** Sucre, Richard (CPC)  
**Cc:** Veneracion, April (BOS); John Dunlap; Jim Meko  
**Subject:** Re: Scope of November 20 hearing on 1140 Folsom?

Rich --

Thank you for responding to my inquiry about the Planning Department's rationale for placing a driveway to a 112-unit building in our residential enclave streetscape on Rausch Street.

I disagree with your analysis because Rausch Street also needs to remain a "safe, attractive streetscape" and the impact of a major new driveway on our small alley would be greater than the impact on Folsom Street.

Some of the neighbors who I'm bcc'ing on this message have different opinions than mine about where the driveway should go. Since I don't speak for everyone I'd encourage them to write to you individually with those opinions.

But I think all of us have opinions on where that driveway shouldn't be. And all of us are waiting for some reassurance from the Planning Department that as concerned neighbors our attempts to communicate with your agency are being seen and heard and considered as part of your formal review of this matter.

I'm not sure if you have visited Rausch Street in person yet; if not I would urge you to do so. Our street is not the service corridor full of Dumpsters that you may be imagining. To those of us who "live, work and play" here it is not ancillary but primary. It is a pleasant, well-kept leafy street -- a relative oasis in the center city -- that exemplifies the reasons why Western South of Market neighbors want to preserve our Residential Enclaves.

A Rausch Street that managed to add new neighbors without adding more automotive nuisance to the streetscape would be thoroughly consistent with the currently admired best-practice principles that your department appears to espouse, including Smart Growth, Complete Streets, Walkable Communities, Transit First and so forth. My concerns as a Rausch Street neighbor of eighteen years are completely consistent with your stated overarching goals for my neighborhood. So please give this matter another look.

Further, a procedural question:

You wrote: "Please let me know if you have any commentary that you would like to be forwarded to the Planning Commission. "

As you know, I have twice submitted a letter to the Planning Department that was endorsed by 31 neighbors. I sent the letter to Julian Banales the first time on February 24, and I sent it to you and Erik Jaszewski on September 26, at your invitation, after discovering that it was not in the CUP file.

So could you please confirm that our 31-endorser letter has now been included in the formal CUP file?

In addition to my first two attempts to have this letter included in the administrative record, do we have to do anything else to ensure that the Planning Commission reviews and considers it?

In general, will emails from us be included in the record or must statements for the record be on paper?

Must our comments be prepared and presented specially in order to be included in the 1140 Folsom project record before the Planning Commission? For example, must we use a special email or physical address? Special header information? Certified mail? Proofs of service?

Or what else do we need to do to succeed in having our concerns heard and considered by our Planning Department and Planning Commission?

Thank you,

Martha Bridegam  
44B Rausch St.

On 10/29/2014 12:07 PM, Sucre, Richard (CPC) wrote:

> Hi Martha,

>

> The November 20th Hearing will be for the Large Project Authorization and the Conditional Use Authorization.

>

> The Department has reviewed the proposal for the garage entry along Rausch Street at 1140 Folsom Street, and the Department is in support of its current location given the site's existing conditions, a traffic analysis within the environmental review document and the conflicting priorities within the Western SoMa Area Plan. As a matter of policy, the Department examines the location of a garage entry through a variety of criteria, including, but not limited to, number of parking spaces, street conditions, existing traffic patterns, etc.

>

> The Department recognizes that the Western SoMa Area Plan contains numerous policies, which advocate for the protection and enhancement of alleys. However, the Western SoMa Area Plan also contains quite a bit of emphasis on Folsom Street as the main street in Western SoMa and its creation as a safe, attractive streetscape. The Draft Western SoMa Design Guidelines states that new curb cuts should be located on a "main street;" however, the design guidelines also state the protection of pedestrian and bike safety along Folsom Street. Therefore, there are conflicting policies within the Area Plan between protection of the alleys and creation of a safe, streetscape along Folsom Street as relate to new curb cuts. The current garage door location minimizes the vehicular traffic issues at the intersection of Rausch and Folsom Street, and also minimizes the pedestrian and bicycle conflicts along Folsom Street. The project further accommodates queuing within the proposed building by providing for a 19-ft garage aisle.

>

> I hope this helps in illustrating the Department's recommendation.

>

> Please let me know if you have any commentary that you would like to be forwarded to the Planning Commission.

>

> Thank you,

>

> Rich

>

> Richard Sucre

> Preservation Technical Specialist/Planner, Southeast Quadrant, Current

> Planning

>

> Planning Department | City and County of San Francisco

> 1650 Mission Street, Suite 400, San Francisco, CA 94103

> Direct: 415-575-9108 | Fax: 415-558-6409

> Email: richard.sucre@sfgov.org

> Web: www.sfplanning.org

>

>

> -----Original Message-----

> From: Martha Bridegam [mailto:bridegam@gmail.com]

> Sent: Wednesday, October 29, 2014 11:24 AM

> To: Sucre, Richard (CPC)

> Subject: Scope of November 20 hearing on 1140 Folsom?

>

> Rich --

>

> I understand the 1140 Folsom project is tentatively set for hearing before the Planning Commission on November 20.

>

> Could you let me know if that hearing will be on the conditional use permit or some other issue?

>

> Could you also please let me know your current thinking on the location of the driveway? Specifically, shouldn't it be on Folsom to protect the Rausch residential enclave?

>

> Thanks,

>

> Martha Bridegam

> 44B Rausch St.

## Sucre, Richard (CPC)

---

**From:** Martha Bridegam <bridegam@gmail.com>  
**Sent:** Friday, September 26, 2014 8:46 AM  
**To:** Sucre, Richard (CPC); Jaszewski, Erik (CPC)  
**Subject:** Fwd: [1140 Folsom group email] CUP, letter endorsers, etc.

Dear Mr. Sucre, Mr. Jaszewski:

I appreciate Mr. Sucre's letting me know this morning that it would help to re-send the neighbors' letter that we sent regarding the 1140 Folsom project last February. I am forwarding a version of the letter that I believe contains the most complete list: 31 endorsers. I request that you include printed copies of this letter in the public comment folders for the Conditional Use Permit file and the environmental file for this project, and that you confirm the letter has been placed on record in those files.

As I think you know, an important neighborhood concern about this project is that, if driveways and garbage pickup are placed along Rausch Street, the effect will be to treat our street as a service corridor ancillary to Folsom, which would erode the "Residential Enclave" zoning goal of preserving the alley "residential enclaves" as "a defining element of the neighborhood character."

People living opposite and just north of the project site are concerned about the driveway bringing noise, air pollution and flashing headlights onto Rausch Street, which brings this issue into the realm of CEQA review.

Additionally, I see that my own name and address still are not included on the Conditional Use Permit notification list although I filed a block book request for notifications on this project and have corresponded extensively with your office about the project. For the record, my contact information, which I ask that you add to the notification list on this project, is as follows:

Martha Bridegam  
44B Rausch St.  
San Francisco, CA 94103

Likewise it would be a help to know if other neighbors and stakeholders who are not owners of real estate may request to be added to the notification list.

Thank you for your attention to these matters.

----- Forwarded Message -----

**Subject:**[1140 Folsom group email] CUP, letter endorsers, etc.  
**Date:**Mon, 24 Feb 2014 21:13:32 -0800  
**From:**Martha Bridegam <[bridegam@gmail.com](mailto:bridegam@gmail.com)>  
**Reply-To:**[bridegam@gmail.com](mailto:bridegam@gmail.com)  
**To:**Julian Bañales <[julian.banales@sfgov.org](mailto:julian.banales@sfgov.org)>, [ajunius@reubenlaw.com](mailto:ajunius@reubenlaw.com)  
**CC:**[rauschoutreach@gmail.com](mailto:rauschoutreach@gmail.com), John Bickford <[jbickford@localdevgroup.com](mailto:jbickford@localdevgroup.com)>, Josh Corzine <[josh@localdevgroup.com](mailto:josh@localdevgroup.com)>, Enrique Landa <[e5@localdevgroup.com](mailto:e5@localdevgroup.com)>, Jim Meko <[Jim.Meko@comcast.net](mailto:Jim.Meko@comcast.net)>, Veneracion, April <[april.veneracion@sfgov.org](mailto:april.veneracion@sfgov.org)>, [corey.teague@sfgov.org](mailto:corey.teague@sfgov.org)

Dear Mr. Bañales, Mr. Junius, John/Enrique/Josh, neighbors --

This is to introduce a couple of people and to add some updates --

First, in the conditional use permit application newly filed at Planning, I see the "Project Contact" is now listed as Mr. Andrew J. Junius, [ajunius@reubenlaw.com](mailto:ajunius@reubenlaw.com), (415) 567-9000, of Reuben, Junius & Ruse, LLP. Because I happen to be an attorney, if I were representing a legal client other than myself in this matter, I would be ethically required to communicate with John, Enrique and Josh through Mr. Junius as their representative. Since I'm acting only as neighborhood facilitator at present, this requirement would seem not to apply, but if John, Enrique, Josh, and/or their counsel would prefer that I communicate with them through Mr. Junius in future I'd encourage them to let me know.

I also want to introduce Mr. Julian Bañales, manager of the Southeast Team at the Planning Department, now temporarily the planner of record on the newly opened Conditional Use Permit (C file) and Large Project Authorization (X file) sections of the 1140 Folsom permit application. His listed contact information is [julian.banales@sfgov.org](mailto:julian.banales@sfgov.org) and (415) 558-6339. He says, however, that he is only shown as assigned because of his role as team leader for our part of town, and the actual planner will be assigned in two to four weeks. At present my understanding is he will accept comments from interested parties and place them in the file.

Meanwhile we now have 31 endorsers (in two cases, with qualifications) for the letter whose text appears below. This is the same letter that our interested neighbors' email group first sent to the project proponents and Planning on February 9. A list of the 30 named endorsers is below. There is also one endorsing neighbor who wishes to remain anonymous.

The letter calls for the driveway to be placed either on Folsom Street or as far south as possible on Rausch. However, two endorsers, Kelly Kay and Mark Gorman, support the letter with the specific qualification that they do not want the driveway to be at the south end of the Rausch Street property. It's also fair to note that some other 60 Rausch residents don't want the driveway to be at the south end of Rausch, and Jeff Zelles of BrainWash doesn't want it on Folsom. Meanwhile, several of us in the residential-enclave buildings north of 60 Rausch are pretty concerned about the effects of putting the driveway in its currently proposed location: all the way at the north end of the Rausch Street frontage.

Clearly we are going to need to discuss the driveway issue further. Any mitigation possibilities would be helpful to know about, especially with respect to the problems of flashing headlights, noise and exhaust in front of street-level and even second-floor residences. These are the major reasons why everyone with a home facing the proposed development doesn't want to face the driveway.

Also we'll need to discuss the danger of sideswiping accidents if the garage exit were placed as proposed, at the northernmost edge of the property on Rausch. The street is one way northbound and the point where the street narrows is at that same north edge of the proposed development site. So any vehicle exiting the garage would have to make a very precise right turn into the narrowed part of the street between the two lines of parked cars.

Please do note, there's a lot more to our community letter than the driveway issue. As far as I know the rest of the positions stated in the letter are pretty broadly shared.

Thanks for your time. Looking forward to a continued productive conversation about this project.

Rgds,

Martha Bridegam

=====  
Here are the 30 named endorsers for the letter below:  
=====

- Joel VanderWerf and Martha Bridegam, Rausch St.
- Jaesin and Talisa Mulenex, Rausch St.
- Lila Tene, John Spurling, Jessica Spurling, Brendan Powell Smith, Rausch St.
- Cindy Casey, Hallam St.
- Gerald Wolf and Deborah Kidder, Hallam St.
- Tovo David and Marie Wolf-David, Rausch St.
- James Loughran, Rausch St.
- John Dunlap, Sumner St.
- Tom Whiting and Fred Fanchaly, Langton St.
- Christine Vogt-Wingerath and Ralf Wingerath, Rausch St.
- Alex McNees, Langton St.
- John Thomas, 60 Rausch St.
- The Guptas: Rohit, Anusha and Surya, Langton St.
- Shigeo Nakatani, 60 Rausch St.
- Deborah Stucker, Rausch St.
- Kelly Kay, 60 Rausch St. (with driveway qualification)
- Mark Gorman, 60 Rausch St. (with driveway qualification)
- Jeffrey Katz, 24 Rausch St.
- Lawrence Taylor, 60 Rausch St.

=====  
Text of the letter below is as sent February 9, at which time it had 20 endorsers. The other 11 have endorsed since then.  
=====

On 02/09/2014 09:30 PM, Martha Bridegam wrote:

> Enrique, Josh and John --  
>  
> Based on your January 29 presentation and recent discussions, 20 of us  
> have the following comments on your design for the 1140 Folsom  
> property. All of us live on alleys within a block of the project so we  
> will be directly affected by your choices.  
>  
> Since you asked for responses to the design first, we'll defer  
> discussion of construction conditions except to say everyone is very  
> concerned about construction hours and parking during construction.  
>  
> Here are our concerns about the design:  
>  
> Parking:  
>  
> Parking is by far the deepest concern. You said at the Jan. 29 meeting  
> that the existing lot has 40 regular parkers, including 12 McClure  
> trucks. If we presume McClure can make its own alternative  
> arrangements that leaves 28 spaces to replace. That means the proposed  
> 88-space garage would provide a net increase of 60 spaces. This is not  
> really enough for the vehicles that the proposed 112 units would bring  
> in. You said 40% or more must be 2BR, so that means about 45 2BR  
> units, for a total of at least 157 new neighbors.



>  
> Accordingly, several of us support Jerry Wolf's suggestion that you  
> add 10 more spaces to the proposed 88, for a total of 98 spaces. That  
> still would not accommodate all the new vehicles coming into the  
> neighborhood but it would help.  
>  
> Street narrowing:  
>  
> Several of us, especially long-term Rausch Street residents, feel the  
> street should not be narrowed for the following reasons:  
> (1) Sideswipes and snapped mirrors already happen to parked cars on  
> Rausch Street too often. Just recently Jaesin had his car's side  
> mirror broken while it was parked on the wide part of the street.  
> Narrowing the street would only worsen that problem.  
> (2) Vehicles often double-park on Rausch Street or use curbside  
> parking spaces in ways that encroach on the central roadway. You  
> mentioned that delivery trucks could park in the new building's  
> loading bay but they are not the only type of vehicle involved. There  
> are moving trucks for the different residential buildings, taxis,  
> repair and utility company vans, food delivery trucks, maintenance  
> workers' trucks, and more. Drivers passing through need to be able to  
> edge past them. If they can't they may end up idling and blowing horns  
> in front of our homes and/or backing up into Folsom Street.  
> (3) If the street is narrowed it may worsen the canyon effect of a new  
> high wall on the southeast part of the street.  
> (4) One neighbor points out that congestion may result if the loading  
> bay and garage driveway are entered from the same part of a narrowed  
> street.  
>  
> Driveway location:  
>  
> After further discussion several of us agree with Jim Meko's strong  
> opposition to putting the driveway at the northernmost end of the new  
> building's Rausch Street frontage. You mentioned a concern about  
> conflict with the 60 Rausch driveway opposite, but our much greater  
> concern is that, the farther north that driveway is placed, the more  
> ground-floor residents will be affected, notably by flashing  
> headlights of cars turning into the driveway at night. Most of us  
> would prefer to move the driveway as far south as possible and  
> preferably onto Folsom.  
>  
> Rausch and Folsom facades:  
>  
> The most favorable comments on the Rausch and Folsom facades praise  
> the effort to create a town-house look along Rausch Street, especially  
> the choice to indent the building at sidewalk level so there wouldn't  
> simply be a straight wall. However, several people, including some  
> with professional architecture and design experience, commented  
> unfavorably on the overall appearance of the Rausch and Folsom  
> elevations. The strongest criticism focused on the heavy exoskeletal  
> design for the corner of Rausch and Folsom. One commenter said the  
> open frame at the top of the corner would tend to date the building as  
> a product of current fashions. Another thought more glass would  
> reflect more light into Rausch Street "and give the illusion of direct  
> light and less dominance." Another wrote, "The black part of the  
> building with the open frame is modern, but I find it imposing, not  
> aesthetically pleasing, and a bad mismatch for the rest of the  
> building." The effort to give the building three different appearances  
> along Rausch and Folsom comes across as attempting compromise with  
> three different local aesthetics without making a coherent statement.  
>  
> Interior walls facing Langton:

>  
> You'll recall that, at the meeting, Tom Whiting kept asking what the  
> back walls facing the Langton back yards would look like. He's not the  
> only one concerned about that. Another Langton resident wrote: "I am  
> OK if it maintains the same look as the front side which I believe is  
> the plan" but was "most concerned about shadows" and hoped the top of  
> the building could be shaped to reduce them. Shadows across the  
> Langton back yards and the 1140 tenants' own open space could be a  
> serious problem on that north side of the building. As you may have  
> seen, one of the most successful outcomes of the Rausch neighbors'  
> 1998 negotiations with George Hauser was the stepping-back of the  
> upper stories on the north side of 60 Rausch. By carving an  
> amphitheater effect into the interior of the block, George allowed  
> more residents of 60 Rausch to enjoy their own patios and views of  
> their neighbors' gardens, while allowing the gardens themselves enough  
> light to flourish. Another good result of the stepping-back has been  
> that facing windows are not so close to each other as they might  
> otherwise be.

>  
> --  
>  
> As you can imagine, a lot of other subjects have come up in our  
> neighborhood discussions, but these are some of the main  
> design-related points where there seems to be substantial agreement.  
>  
> We would appreciate a response to this letter. We also look forward to  
> reviewing the conditional use permit application when it is filed.

> Thank you for your attention,

> Signed:

>  
> - Joel VanderWerf and Martha Bridegam, Rausch St.  
> - Jaesin and Talisa Mulenex, Rausch St.  
> - Lila Tene, John Spurling, Jessica Spurling, Brendan Powell Smith,  
> Rausch St.  
> - Cindy Casey, Hallam St.  
> - Gerald Wolf and Deborah Kidder, Hallam St.  
> - Tovo David and Marie Wolf-David, Rausch St.  
> - James Loughran, Rausch St.  
> - John Dunlap, Sumner St.  
> - Tom Whiting and Fred Fanchaly, Langton St.  
> - Christine Vogt-Wingerath and Ralf Wingerath, Rausch St.  
> - Alex McNees, Langton St.

>  
>

## Sucre, Richard (CPC)

---

**From:** Martha Bridegam <bridegam@gmail.com>  
**Sent:** Wednesday, June 25, 2014 5:44 PM  
**To:** Sucre, Richard (CPC); John W Dunlap  
**Cc:** Angulo, Sunny (BOS); Kim, Jane (BOS)  
**Subject:** Re: 1174 Folsom St Updated Plans

Mr. Sucre --

Just for clarity, I'm a neighbor working on the Rausch and Langton side of the block, whereas John Dunlap's focus is on on Sumner and Clementina. The issue that our two parts of the block have primarily in common is concern about proposals to place driveways serving new developments in ways that affect existing homes in residential enclave areas. On our side the problem is with the proposed driveway location for the 1140 Folsom/99 Rausch project, which faces established homes' front windows on Rausch Street when it could be placed near the south corner or on Folsom. Similarly some people are concerned about the location of the garbage pickup site for the new building.

For all of our alleys in this block -- Langton, Rausch, Sumner and Clementina -- it is important to maintain the principle that alleys South of Market are residential "front yard" kinds of places. They do not fit the traditional notion of an "alley" as a service corridor.

Our discussion group over here around Rausch and Langton is also hoping to hear from you soon about your response to the letter we sent last winter with concerns about the 1140 Folsom project. We also look forward to being informed about any notices or deadlines relevant to the file. (As you will note in your file, and as Mr. Jaszewski is now aware I have a block book request on file for that property.)

Thanks very much for your attention to these two projects.

Rgds,

Martha Bridegam  
44B Rausch St.  
(415) 517-8716

On 06/25/2014 05:29 PM, Sucre, Richard (CPC) wrote:

Thanks for your email, John.

I will review this aspect of our project with our internal design review team and management. Since I have been reassigned to this project, I have not completed my review of the proposal.

As the Department develops its findings for the project, I will reach out to you regarding our recommendation.

Thank you,

Rich

**Richard Sucre**  
Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning



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**From:** John W Dunlap [<mailto:john@johndunlap.org>]  
**Sent:** Wednesday, June 25, 2014 10:57 AM  
**To:** Sucre, Richard (CPC)  
**Cc:** Martha Bridegam; Angulo, Sunny (BOS); Kim, Jane (BOS)  
**Subject:** Re: 1174 Folsom St Updated Plans

Hi Richard,

I was a participant in the Western SOMA Task Force discussion on various guidelines and remember specifically talking about the placement of garage entrances in the small alleyways rather than on large streets such as Folsom Street, in this case.

The Western SoMa Task Force attached a great deal of importance to preserving and improving the quality of life in the Residential Enclave District of the neighborhood. In fact, Policy 1.1.3 of the Western SoMa Community Plan states, "Protect existing and newly designated residential clusters with Residential Enclave District zoning Controls." This is in keeping with the mandate from the Board of Supervisors which directs the Task Force to "map and evaluate land uses proximate to existing and proposed REDs and develop basic height, density and design guidelines **in order to provide a buffer between REDs and areas where more intense development might be allowed.**"

The standard for parking on the Folsom Street Neighborhood Commercial District, as stated in the draft Design Standards for Western SoMa, is "Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys." In addition, the Residential Enclave District standards state, "Where a property fronts both a main street and an alley, access to off-street loading and parking spaces shall be designed to be appropriate for both streets and when possible should discourage alley facades that do not respond to the design details of proximate alley building frontage details. **Parking access, when possible shall be from the main streets in preference to pedestrian and bicycle use of alleys.**"

The 1174-1178 Folsom project already has a curb cut on Folsom Street. The project is 50 feet wide, providing plenty of room for a garage entrance and commercial space. An entrance in the rear would significantly impact the residents of the RED which includes Clementina and Sumner Alleys. Those residents are currently coping with an influx of cars using these alleys as a shortcut to Eighth Street and the freeway. In addition, the most recent drawing reveals a design change with cars entering

and exiting out onto the Clementina Street courtyard – which all city maps show as public right of way. This design change represents the worst possible outcome and clearly does not take into consideration the needs of existing neighbors.

Although the Western SoMa Design Standards are still in draft form, according to Jim Meko, the former Director of Current Planning, Jose Campos stated: "until there is an alternative, the Western SoMa draft standards will be used in the meantime 'to inform the designs of new buildings in WSoMa.'"

Lastly and very importantly, the neighborhood is attempting to make improvements to Sumner and Clementina Streets. These improvements may include turning Sumner into a pedestrian walkway with limited to zero car accessibility for a portion of the street starting at the intersection of Sumner and Clementina and going north for about half a block. The development as proposed would make this process nearly impossible.

Regards,

John Dunlap  
73 Sumner St. #201  
San Francisco, CA 94103  
415-518-3854  
[John@johndunlap.org](mailto:John@johndunlap.org)

---

**From:** "Sucre, Richard (CPC)" <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)>  
**Date:** Thursday, June 19, 2014 9:04 AM  
**To:** John W Dunlap <[john@johndunlap.org](mailto:john@johndunlap.org)>  
**Cc:** "[brett.becker@sfgov.org](mailto:brett.becker@sfgov.org)" <[brett.becker@sfgov.org](mailto:brett.becker@sfgov.org)>  
**Subject:** RE: 1174 Folsom St Updated Plans

Hi John,

I am happy to field questions about the location of the garage.

Rich

**Richard Sucre**  
Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9108 | Fax: 415-558-6409  
Email: [richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)



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**From:** John W Dunlap [<mailto:john@johndunlap.org>]  
**Sent:** Wednesday, June 18, 2014 6:16 PM

**To:** Sucre, Richard (CPC)  
**Cc:** [brett.becker@sfgov.org](mailto:brett.becker@sfgov.org)  
**Subject:** Re: 1174 Folsom St Updated Plans

Hi Richard,

Who do I talk to about the location of garage? Not only is it on Clementina rather than Folsom, but to/from the garage appears located in a public right of way.

Regards,

John Dunlap  
73 Sumner St. #201  
San Francisco, CA 94103  
415-518-3854  
[John@johndunlap.org](mailto:John@johndunlap.org)

---

**From:** "Sucre, Richard (CPC)" <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)>  
**Date:** Tuesday, June 17, 2014 8:49 AM  
**To:** John W Dunlap <[john@johndunlap.org](mailto:john@johndunlap.org)>  
**Cc:** "[brett.becker@sfgov.org](mailto:brett.becker@sfgov.org)" <[brett.becker@sfgov.org](mailto:brett.becker@sfgov.org)>  
**Subject:** RE: 1174 Folsom St Updated Plans

Hi John,

This is a better question for the assigned environmental planner, Brett Becker, who will be looking at wind and shadow issues as part of the CEQA document. I've copied him on this response.

Rich

**Richard Sucre**  
Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9108 | Fax: 415-558-6409  
Email: [richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)



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**From:** John W Dunlap [<mailto:john@johndunlap.org>]  
**Sent:** Monday, June 16, 2014 8:52 PM  
**To:** Sucre, Richard (CPC)  
**Subject:** Re: 1174 Folsom St Updated Plans

Hi Rich,

Is there any discussion on wind and the shadow created. Will the trees on Clementina be in the shade all the time?

Regards,

John Dunlap  
73 Sumner St. #201  
San Francisco, CA 94103  
415-518-3854  
[John@johndunlap.org](mailto:John@johndunlap.org)

---

**From:** "Sucre, Richard (CPC)" <[richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)>  
**Date:** Friday, June 6, 2014 10:18 AM  
**To:** John W Dunlap <[john@johndunlap.org](mailto:john@johndunlap.org)>, John W Dunlap <[john.dunlap@occ.treas.gov](mailto:john.dunlap@occ.treas.gov)>  
**Subject:** 1174 Folsom St Updated Plans

Hello John,

Per our phone call, attached are the revised plans for 1174 Folsom St. As I mentioned, I have not reviewed these plans, and do not anticipate reviewing them until the end of June.

Rich

**Richard Sucre**  
**Preservation Technical Specialist/Planner, Southeast Quadrant, Current Planning**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-9108 | Fax: 415-558-6409  
Email: [richard.sucre@sfgov.org](mailto:richard.sucre@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)



## Sucre, Richard (CPC)

---

**From:** Jaszewski, Erik (CPC)  
**Sent:** Friday, July 11, 2014 12:11 PM  
**To:** [jbickford@localdevgroup.com](mailto:jbickford@localdevgroup.com)  
**Cc:** Enrique Landa; Josh Corzine; Sucre, Richard (CPC)  
**Subject:** FW: [1140 Folsom group email] CUP, letter endorsers, etc.

John,  
I wanted to make sure you are aware of Martha and her neighbors' concerns detailed below. Please address them as you deem appropriate, and in coordination with Rich Sucre. I'll also be discussing the concerns in my CPE, so if any related changes to the project occurs, please be sure to keep me updated.

Best,

**Erik Jaszewski**  
**Environmental Planner**

Planning Department | City and County of San Francisco  
1650 Mission Street, Suite 400, San Francisco, CA 94103  
Direct: 415-575-6813 | Fax: 415-558-6409  
Email: [erik.jaszewski@sfgov.org](mailto:erik.jaszewski@sfgov.org)  
Web: [www.sfplanning.org](http://www.sfplanning.org)

-----Original Message-----

**From:** Banales, Julian  
**Sent:** Wednesday, February 26, 2014 2:16 PM  
**To:** Jaszewski, Erik  
**Subject:** FW: [1140 Folsom group email] CUP, letter endorsers, etc.

fyi

Regards,

Julian J. Bañales  
TEAM MANAGER, CURRENT PLANNING, SE QUADRANT

SAN FRANCISCO  
PLANNING DEPARTMENT  
1650 Mission Street, Suite 400 | SF, CA 94103  
415.558.6339 (w) | 415.558.6409 (f)

-----Original Message-----

**From:** Martha Bridegam [<mailto:bridegam@gmail.com>]  
**Sent:** Monday, February 24, 2014 9:14 PM  
**To:** Banales, Julian; [ajunius@reubenlaw.com](mailto:ajunius@reubenlaw.com)  
**Cc:** [rauschoutreach@gmail.com](mailto:rauschoutreach@gmail.com); John Bickford; Josh Corzine; Enrique Landa; Jim Meko; Veneracion, April; Teague, Corey  
**Subject:** [1140 Folsom group email] CUP, letter endorsers, etc.



Dear Mr. Bañales, Mr. Junius, John/Enrique/Josh, neighbors --

This is to introduce a couple of people and to add some updates --

First, in the conditional use permit application newly filed at Planning, I see the "Project Contact" is now listed as Mr. Andrew J.

Junius, [ajunius@reubenlaw.com](mailto:ajunius@reubenlaw.com), (415) 567-9000, of Reuben, Junius & Ruse, LLP. Because I happen to be an attorney, if I were representing a legal client other than myself in this matter, I would be ethically required to communicate with John, Enrique and Josh through Mr. Junius as their representative. Since I'm acting only as neighborhood facilitator at present, this requirement would seem not to apply, but if John, Enrique, Josh, and/or their counsel would prefer that I communicate with them through Mr. Junius in future I'd encourage them to let me know.

I also want to introduce Mr. Julian Bañales, manager of the Southeast Team at the Planning Department, now temporarily the planner of record on the newly opened Conditional Use Permit (C file) and Large Project Authorization (X file) sections of the 1140 Folsom permit application.

His listed contact information is [julian.banales@sfgov.org](mailto:julian.banales@sfgov.org) and (415) 558-6339. He says, however, that he is only shown as assigned because of his role as team leader for our part of town, and the actual planner will be assigned in two to four weeks. At present my understanding is he will accept comments from interested parties and place them in the file.

Meanwhile we now have 31 endorsers (in two cases, with qualifications) for the letter whose text appears below. This is the same letter that our interested neighbors' email group first sent to the project proponents and Planning on February 9. A list of the 30 named endorsers is below. There is also one endorsing neighbor who wishes to remain anonymous.

The letter calls for the driveway to be placed either on Folsom Street or as far south as possible on Rausch. However, two endorsers, Kelly Kay and Mark Gorman, support the letter with the specific qualification that they do not want the driveway to be at the south end of the Rausch Street property. It's also fair to note that some other 60 Rausch residents don't want the driveway to be at the south end of Rausch, and Jeff Zelles of BrainWash doesn't want it on Folsom. Meanwhile, several of us in the residential-enclave buildings north of 60 Rausch are pretty concerned about the effects of putting the driveway in its currently proposed location: all the way at the north end of the Rausch Street frontage.

Clearly we are going to need to discuss the driveway issue further. Any mitigation possibilities would be helpful to know about, especially with respect to the problems of flashing headlights, noise and exhaust in front of street-level and even second-floor residences. These are the major reasons why everyone with a home facing the proposed development doesn't want to face the driveway.

Also we'll need to discuss the danger of sideswiping accidents if the garage exit were placed as proposed, at the northernmost edge of the property on Rausch. The street is one way northbound and the point where the street narrows is at that same north edge of the proposed development site. So any vehicle exiting the garage would have to make a very precise right turn into the narrowed part of the street between the two lines of parked cars.

Please do note, there's a lot more to our community letter than the driveway issue. As far as I know the rest of the positions stated in the letter are pretty broadly shared.

Thanks for your time. Looking forward to a continued productive conversation about this project.

Rgds,

Martha Bridegam

=====

Here are the 30 named endorsers for the letter below:

=====

- Joel VanderWerf and Martha Bridegam, Rausch St.
- Jaesin and Talisa Mulenex, Rausch St.
- Lila Tene, John Spurling, Jessica Spurling, Brendan Powell Smith, Rausch St.
- Cindy Casey, Hallam St.
- Gerald Wolf and Deborah Kidder, Hallam St.
- Tovo David and Marie Wolf-David, Rausch St.
- James Loughran, Rausch St.
- John Dunlap, Sumner St.
- Tom Whiting and Fred Fanchaly, Langton St.
- Christine Vogt-Wingerath and Ralf Wingerath, Rausch St.
- Alex McNees, Langton St.
- John Thomas, 60 Rausch St.
- The Guptas: Rohit, Anusha and Surya, Langton St.
- Shigeo Nakatani, 60 Rausch St.
- Deborah Stucker, Rausch St.
- Kelly Kay, 60 Rausch St. (with driveway qualification)
- Mark Gorman, 60 Rausch St. (with driveway qualification)
- Jeffrey Katz, 24 Rausch St.
- Lawrence Taylor, 60 Rausch St.

=====

Text of the letter below is as sent February 9, at which time it had 20 endorsers. The other 11 have endorsed since then.

=====

On 02/09/2014 09:30 PM, Martha Bridegam wrote:

- > Enrique, Josh and John --
- >
- > Based on your January 29 presentation and recent discussions, 20 of us
- > have the following comments on your design for the 1140 Folsom
- > property. All of us live on alleys within a block of the project so we
- > will be directly affected by your choices.
- >
- > Since you asked for responses to the design first, we'll defer
- > discussion of construction conditions except to say everyone is very
- > concerned about construction hours and parking during construction.
- >
- > Here are our concerns about the design:
- >
- > Parking:
- >
- > Parking is by far the deepest concern. You said at the Jan. 29 meeting
- > that the existing lot has 40 regular parkers, including 12 McClure
- > trucks. If we presume McClure can make its own alternative
- > arrangements that leaves 28 spaces to replace. That means the proposed
- > 88-space garage would provide a net increase of 60 spaces. This is not
- > really enough for the vehicles that the proposed 112 units would bring
- > in. You said 40% or more must be 2BR, so that means about 45 2BR
- > units, for a total of at least 157 new neighbors.
- >
- > Accordingly, several of us support Jerry Wolf's suggestion that you

> add 10 more spaces to the proposed 88, for a total of 98 spaces. That  
 > still would not accommodate all the new vehicles coming into the  
 > neighborhood but it would help.  
 >  
 > Street narrowing:  
 >  
 > Several of us, especially long-term Rausch Street residents, feel the  
 > street should not be narrowed for the following reasons:  
 > (1) Sideswipes and snapped mirrors already happen to parked cars on  
 > Rausch Street too often. Just recently Jaesin had his car's side  
 > mirror broken while it was parked on the wide part of the street.  
 > Narrowing the street would only worsen that problem.  
 > (2) Vehicles often double-park on Rausch Street or use curbside  
 > parking spaces in ways that encroach on the central roadway. You  
 > mentioned that delivery trucks could park in the new building's  
 > loading bay but they are not the only type of vehicle involved. There  
 > are moving trucks for the different residential buildings, taxis,  
 > repair and utility company vans, food delivery trucks, maintenance  
 > workers' trucks, and more. Drivers passing through need to be able to  
 > edge past them. If they can't they may end up idling and blowing horns  
 > in front of our homes and/or backing up into Folsom Street.  
 > (3) If the street is narrowed it may worsen the canyon effect of a new  
 > high wall on the southeast part of the street.  
 > (4) One neighbor points out that congestion may result if the loading  
 > bay and garage driveway are entered from the same part of a narrowed  
 > street.  
 >  
 > Driveway location:  
 >  
 > After further discussion several of us agree with Jim Meko's strong  
 > opposition to putting the driveway at the northernmost end of the new  
 > building's Rausch Street frontage. You mentioned a concern about  
 > conflict with the 60 Rausch driveway opposite, but our much greater  
 > concern is that, the farther north that driveway is placed, the more  
 > ground-floor residents will be affected, notably by flashing  
 > headlights of cars turning into the driveway at night. Most of us  
 > would prefer to move the driveway as far south as possible and  
 > preferably onto Folsom.  
 >  
 > Rausch and Folsom facades:  
 >  
 > The most favorable comments on the Rausch and Folsom facades praise  
 > the effort to create a town-house look along Rausch Street, especially  
 > the choice to indent the building at sidewalk level so there wouldn't  
 > simply be a straight wall. However, several people, including some  
 > with professional architecture and design experience, commented  
 > unfavorably on the overall appearance of the Rausch and Folsom  
 > elevations. The strongest criticism focused on the heavy exoskeletal  
 > design for the corner of Rausch and Folsom. One commenter said the  
 > open frame at the top of the corner would tend to date the building as  
 > a product of current fashions. Another thought more glass would  
 > reflect more light into Rausch Street "and give the illusion of direct

> light and less dominance." Another wrote, "The black part of the  
> building with the open frame is modern, but I find it imposing, not  
> aesthetically pleasing, and a bad mismatch for the rest of the  
> building." The effort to give the building three different appearances  
> along Rausch and Folsom comes across as attempting compromise with  
> three different local aesthetics without making a coherent statement.  
>  
> Interior walls facing Langton:  
>  
> You'll recall that, at the meeting, Tom Whiting kept asking what the  
> back walls facing the Langton back yards would look like. He's not the  
> only one concerned about that. Another Langton resident wrote: "I am  
> OK if it maintains the same look as the front side which I believe is  
> the plan" but was "most concerned about shadows" and hoped the top of  
> the building could be shaped to reduce them. Shadows across the  
> Langton back yards and the 1140 tenants' own open space could be a  
> serious problem on that north side of the building. As you may have  
> seen, one of the most successful outcomes of the Rausch neighbors'  
> 1998 negotiations with George Hauser was the stepping-back of the  
> upper stories on the north side of 60 Rausch. By carving an  
> amphitheater effect into the interior of the block, George allowed  
> more residents of 60 Rausch to enjoy their own patios and views of  
> their neighbors' gardens, while allowing the gardens themselves enough  
> light to flourish. Another good result of the stepping-back has been  
> that facing windows are not so close to each other as they might  
> otherwise be.  
>  
> --  
>  
> As you can imagine, a lot of other subjects have come up in our  
> neighborhood discussions, but these are some of the main  
> design-related points where there seems to be substantial agreement.  
>  
> We would appreciate a response to this letter. We also look forward to  
> reviewing the conditional use permit application when it is filed.  
>  
> Thank you for your attention,  
>  
> Signed:  
>  
> - Joel VanderWerf and Martha Bridegam, Rausch St.  
> - Jaesin and Talisa Mulenex, Rausch St.  
> - Lila Tene, John Spurling, Jessica Spurling, Brendan Powell Smith,  
> Rausch St.  
> - Cindy Casey, Hallam St.  
> - Gerald Wolf and Deborah Kidder, Hallam St.  
> - Tovo David and Marie Wolf-David, Rausch St.  
> - James Loughran, Rausch St.  
> - John Dunlap, Sumner St.  
> - Tom Whiting and Fred Fanchaly, Langton St.  
> - Christine Vogt-Wingerath and Ralf Wingerath, Rausch St.  
> - Alex McNees, Langton St.



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

*Case No.:* 2013.0986E  
*Project Title:* 1140 Folsom Street  
*Zoning/Plan Area:* NCT (Folsom Street Neighborhood Commercial Transit District) and  
RED (Residential Enclave District) Use Districts  
65-X and 40-X Height and Bulk District  
Western SoMa Community Plan  
*Block/Lot:* 3730/015,075,077,078,080  
*Lot Size:* 32,800 square feet  
*Project Sponsor:* John Bickford; Local Development Group  
(415) 553-4088  
*Staff Contact:* Erik Jaszewski, (415) 575-6813, Erik.Jaszewski@sfgov.org

### PROJECT DESCRIPTION

The project site is located on the northern side of Folsom Street between Langton and Rausch Streets, within the South of Market (SoMa) neighborhood. The proposed project would demolish the existing 25-foot-tall commercial building and 16,800-square-foot surface parking lot on the site and construct a six-story, approximately 65-foot-tall mixed-use structure. The proposed building would consist of 112 residential dwelling units over an approximately 5,600-square-foot ground-floor commercial space and up to 88 basement-level parking garage spaces (accessed from a new curb cut on Rausch Street).

(Continued on next page.)

### EXEMPT STATUS

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

### DETERMINATION

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

SARAH B. JONES  
Environmental Review Officer

November 3, 2014  
Date

cc: John Bickford, Project Sponsor  
Rich Sucre, Current Planner  
Supervisor Jane Kim, District 6

Virna Byrd, M.D.F.  
Exclusion/Exemption Dist. List  
Historic Preservation Dist. List

## PROJECT DESCRIPTION (continued)

The building's height would be 65 feet along the Folsom Street frontage and then step down along the Rausch Street frontage to approximately 40 feet. The project would provide 104 secured bicycle parking spaces in the basement garage and at the ground level. Eight bicycle racks would be installed along Folsom Street, accompanied by installation of a sidewalk bulb-out at the corner of Folsom and Rausch Streets and eight new street trees along the site perimeter.

## PROJECT APPROVAL

The proposed project would require the following approvals:

- **Large Project Authorization** (*Planning Commission*)
- **Conditional Use Authorization** (*Planning Commission*)
- **Building Permit** (*Department of Building Inspection*)

The proposed project is subject to Large Project Authorization and Conditional Use approval from the Planning Commission, which is the Approval Action for the 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 peculiar 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.

This determination evaluates the potential project-specific environmental effects of the 1140 Folsom Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).<sup>1,2</sup> Project-specific studies were prepared for the proposed project to determine if

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<sup>1</sup> In this CPE Checklist, the acronyms "PEIR" and "PEIR" both refer to the Western SoMa Community Plan PEIR and are used interchangeably.

<sup>2</sup> San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed July 11, 2014.

the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

The Western SoMa PEIR included analyses of the following environmental issues: land use; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise and vibration; air quality; greenhouse gas emissions; wind and shadow; recreation; public services, utilities, and service systems; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources.

The 1140 Folsom Street site is located in the Western SoMa Community Plan. As a result of the Western SoMa rezoning process, the project site has been rezoned to a 65-X and 40-X Height and Bulk District, as well as a Folsom Street Neighborhood Commercial Transit (NCT) District and Residential Enclave District (RED). The Folsom Street NCT District is intended to protect the balance and variety of retail uses along the ground floor, and promote housing in the floors above. The Residential Enclave District is intended to encourage and facilitate the in-fill development of attractive housing on parking lots and other underused parcels. The proposed project is consistent with uses permitted within the RED and Folsom Street NCT Districts.

Individual projects that could occur in the future under the Western SoMa Community Plan 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 1140 Folsom Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 1140 Folsom Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>3,4</sup> Therefore, no further CEQA evaluation for the 1140 Folsom Street project is required. In sum, the Western SoMa 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 block of Folsom Street between 7<sup>th</sup> and 8<sup>th</sup> Streets, on which the project site is located, consists of retail, residential, commercial, and office uses. The surrounding buildings vary in appearance and height; the two story buildings are generally industrial in character and consist of masonry construction, while the taller four- to six-story buildings are of more modern appearance characterized by stucco, steel, and glass. Several tall residential buildings line both sides of the Folsom Street block, interspersed with the low-rise industrial-style buildings. The area is located near Market Street and the Interstate 80 elevated freeway. Rausch Street between Howard and Folsom Streets also abuts the project site, and is generally residential in character. A relatively narrow street, Rausch is lined by curbside parking and mature trees. Modern three- and four-story multi-unit residential buildings line the southern portion of Rausch Street,

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<sup>3</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1140 Folsom Street, April 23, 2014. This document is on file and available for review as part of Case File No. 2013.0986E.

<sup>4</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1140 Folsom Street, October 21, 2014. This document is on file and available for review as part of Case File No. 2013.0986E.

opposite from the project site. In contrast, the northern portion of Rausch Street contains older, multi-family residential structures in architectural styles typical of San Francisco. The northern portion of Rausch is also interspersed with some non-descript commercial frontages breaking up the residential character.

## POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 1140 Folsom Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1140 Folsom Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The project would not result in demolition, alteration, or modification of any historic or potentially historic resources, or resources contributing to a historic district. Therefore, the project would not contribute to any historic resource impact. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Western SoMa PEIR.

The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** below lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Western SoMa PEIR Mitigation Measures**

Mitigation Measure	Applicability
<b>D. Cultural and Paleontological Resources</b>	
M-CP-1a: Documentation of a Historical Resource	Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district
M-CP-1b: Oral Histories	Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district
M-CP-1c: Interpretive Program	Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities proposed; Project Mitigation Measure 1.
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: soil disturbing activities proposed; Project Mitigation Measure 2.
M-CP-7a: Protect Historical Resources from Adjacent	Not Applicable: no adjacent historic resources



<b>Mitigation Measure</b>	<b>Applicability</b>
Construction Activities	present
M-CP-7b: Construction Monitoring Program for Historical Resources	Not Applicable: no adjacent historic resources present
<b>E. Transportation and Circulation</b>	
M-TR-1c: Traffic Signal Optimization (8 <sup>th</sup> /Harrison/I-80 WB off-ramp)	Not Applicable: plan level mitigation by SFMTA
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: project would not remove loading spaces along Folsom Street
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: transit ridership generated by project would not considerably contribute to impact
<b>F. Noise and Vibration</b>	
M-NO-1a: Interior Noise Levels for Residential Uses	Applicable: project would site residential use along noisy street; Mitigation completed.
M-NO-1b: Siting of Noise-Sensitive Uses	Applicable: project would site noise-sensitive use along noisy street; Mitigation completed.
M-NO-1c: Siting of Noise-Generating Uses	Not Applicable: project is not proposing a noise-generating use
M-NO-1d: Open Space in Noisy Environments	Applicable: project includes open space in a noisy environment; Project Mitigation Measure 3.
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction in a noisy environment; Project Mitigation Measure 4.
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: project would not include pile-driving activities
<b>G. Air Quality</b>	
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: project would not generate more than 3,500 daily vehicle trips
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Applicable: project would site sensitive receptors in an area of poor air quality; Project Mitigation Measure 5.
M-AQ-4: Siting of Uses that Emit PM <sub>2.5</sub> or other DPM and Other TACs	Not Applicable: project would not site uses that emit TACs
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not applicable: project would not exceed screening levels.

Mitigation Measure	Applicability
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project includes construction in an area of poor air quality; Project Mitigation Measure 6
<b>I. Wind and Shadow</b>	
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: project would not exceed 80 feet in height
<b>L. Biological Resources</b>	
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes building demolition; Project Mitigation Measure 7
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: project includes building demolition; Project Mitigation Measure 8
<b>O. Hazards and Hazardous Materials</b>	
M-HZ-2: Hazardous Building Materials Abatement	Applicable: project includes demolition of a pre-1970s building; Project Mitigation Measure 9
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: superseded by Health Code Article 22A (Maher Ordinance)

As analyzed and discussed in the CPE Checklist, the following mitigation measures identified in the PEIR do not apply to the proposed project: M-CP-1a, M-CP-1b, M-CP-1c, M-CP-7a, M-CP-7b, M-TR-1c, M-TR-4, M-C-TR-2, M-NO-1c, M-NO-2b, M-AQ-2, M-AQ-4, M-AQ-6, M-HZ-3.

As discussed in the CPE Checklist, Eastern Neighborhoods PEIR Mitigation Measures M-CP-4a and M-CP-4b were determined to apply to the proposed project as the project would involve soil disturbing activities. Mitigation Measures M-NO-1a, M-NO-1b, M-NO-1d and M-NO-2a were determined to apply to the proposed project as the project would include construction, siting of open space, and siting of noise-sensitive residential uses in a noisy environment. Mitigation Measures M-AQ-3 and M-AQ-7 were determined to apply to the proposed project as the project would include construction and siting of sensitive receptors in an area of poor air quality. Mitigation Measures M-BI-1a and M-BI-1b were determined to apply to the proposed project as the project would demolish an existing building. Mitigation Measure M-HZ-2 was determined to apply to the proposed project as the project would include demolition of a building constructed before 1970. 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 Western SoMa PEIR.

## PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on April 15, 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.

Concerns raised by the public include construction-related parking effects, insufficient operational parking supply, the potential for automobile collisions, congestion, increased double-parking and loading conflicts, and vehicle headlight glare resulting from the parking garage driveway on Rausch Street; these concerns are addressed in the Transportation and Circulation section of the CPE Checklist. Additionally, neighbors expressed concerns regarding the potential for construction noise resulting from the project; this is addressed in the Noise section of the CPE Checklist. These topics were considered but were not found to have the potential to result in significant impacts beyond those analyzed in the Western SoMa PEIR.

Additionally, some neighbors voiced concerns regarding the proposed building’s potential to cast shadows on their backyards. This topic is not considered a significant impact, although it has been discussed in the Wind and Shadow section of the CPE Checklist.

Finally, some members of the public voiced concerns regarding the project’s aesthetics. These concerns include urban canyon effects resulting from additional tall buildings along Rausch Street and the overall external and internal appearance of the building. Consistent with exceptions specified in CEQA, such aesthetic effects are not considered in evaluating this project’s potential for significant impacts; this is further discussed in the Aesthetics and Parking Impacts section of the CPE Checklist.

The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

## CONCLUSION

As summarized above and further discussed in the CPE Checklist<sup>5</sup>:

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Western SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa 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 Western SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

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<sup>5</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0986E.

5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa 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.



# SAN FRANCISCO PLANNING DEPARTMENT

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## Community Plan Exemption Checklist

*Case No.:* 2013.0986E  
*Project Title:* 1140 Folsom Street  
*Zoning/Plan Area:* NCT (Folsom Street Neighborhood Commercial Transit District) and RED (Residential Enclave District) Use Districts  
65-X and 40-X Height and Bulk District  
Western SoMa Community Plan  
*Block/Lot:* 3730/015,075,077,078,080  
*Lot Size:* 32,800 square feet  
*Project Sponsor:* John Bickford; Local Development Group  
(415) 553-4088  
*Staff Contact:* Erik Jaszewski, (415) 575-6813, Erik.Jaszewski@sfgov.org

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Planning  
Information:  
415.558.6377

### PROJECT DESCRIPTION

The project site is located on the northern side of Folsom Street between Langton and Rausch Streets, within the South of Market (SoMa) neighborhood (Figure 1). The proposed project would demolish the existing 25-foot-tall commercial building and 16,800-square-foot surface parking lot on the site and construct a six-story, approximately 65-foot-tall mixed-use structure (Figure 2). The proposed building would consist of 112 residential dwelling units over an approximately 5,600-square-foot ground-floor commercial space and up to 88 basement-level parking garage spaces (accessed from a new curb cut on Rausch Street). The building's height would be 65 feet along the Folsom Street frontage and then step down along the Rausch Street frontage to approximately 40 feet. The project would provide 104 secured bicycle parking spaces in the basement garage and at the ground level. Eight bicycle racks would be installed along Folsom Street, accompanied by installation of a sidewalk bulb-out at the corner of Folsom and Rausch Streets and eight new street trees along the site perimeter (Figure 3).

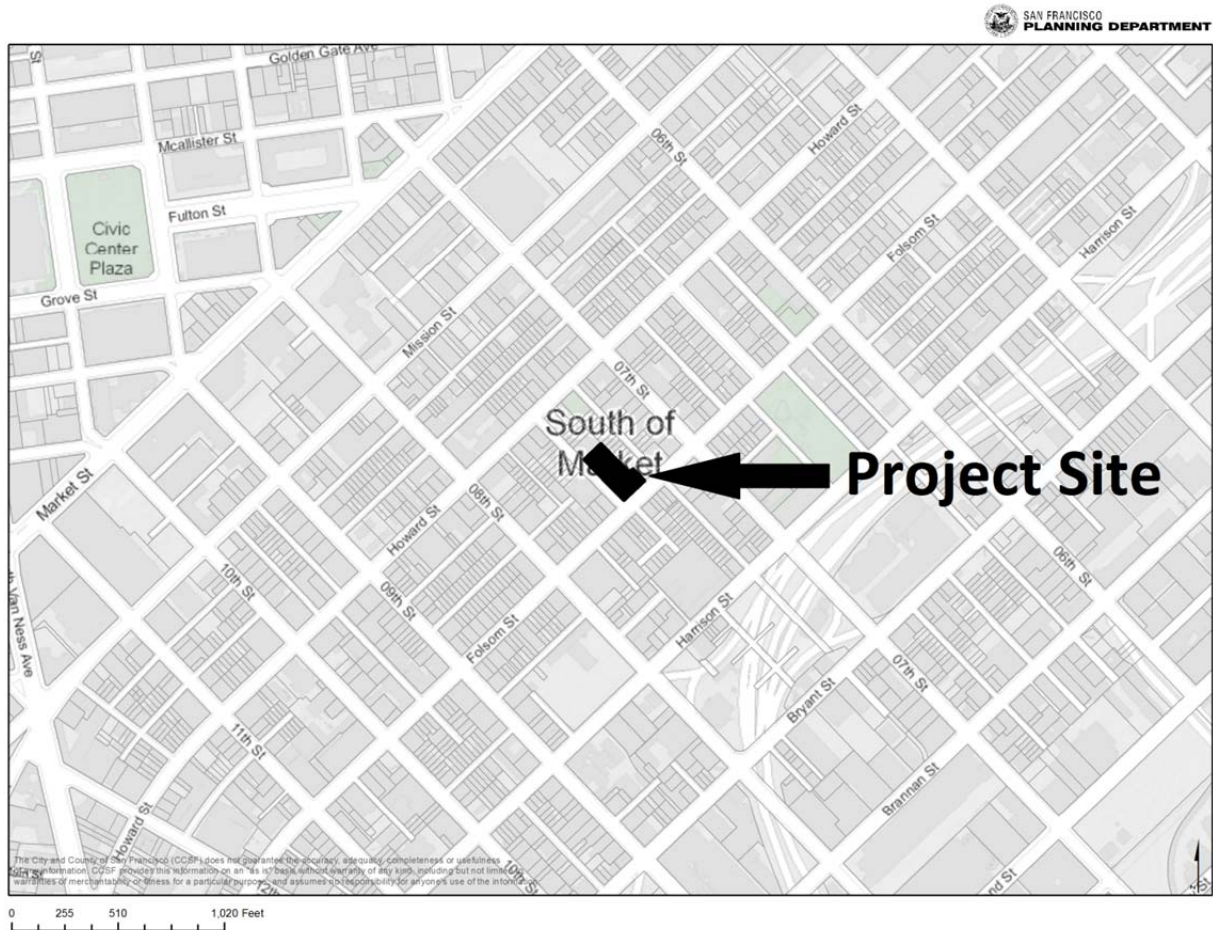
### Project Approval

The proposed project would require the following approvals:

- **Large Project Authorization** (*Planning Commission*)
- **Conditional Use Authorization** (*Planning Commission*)
- **Building Permit** (*Department of Building Inspection*)

The proposed project is subject to Large Project Authorization and Conditional Use approval from the Planning Commission, which is the Approval Action for the 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.

FIGURE 1 – PROJECT LOCATION

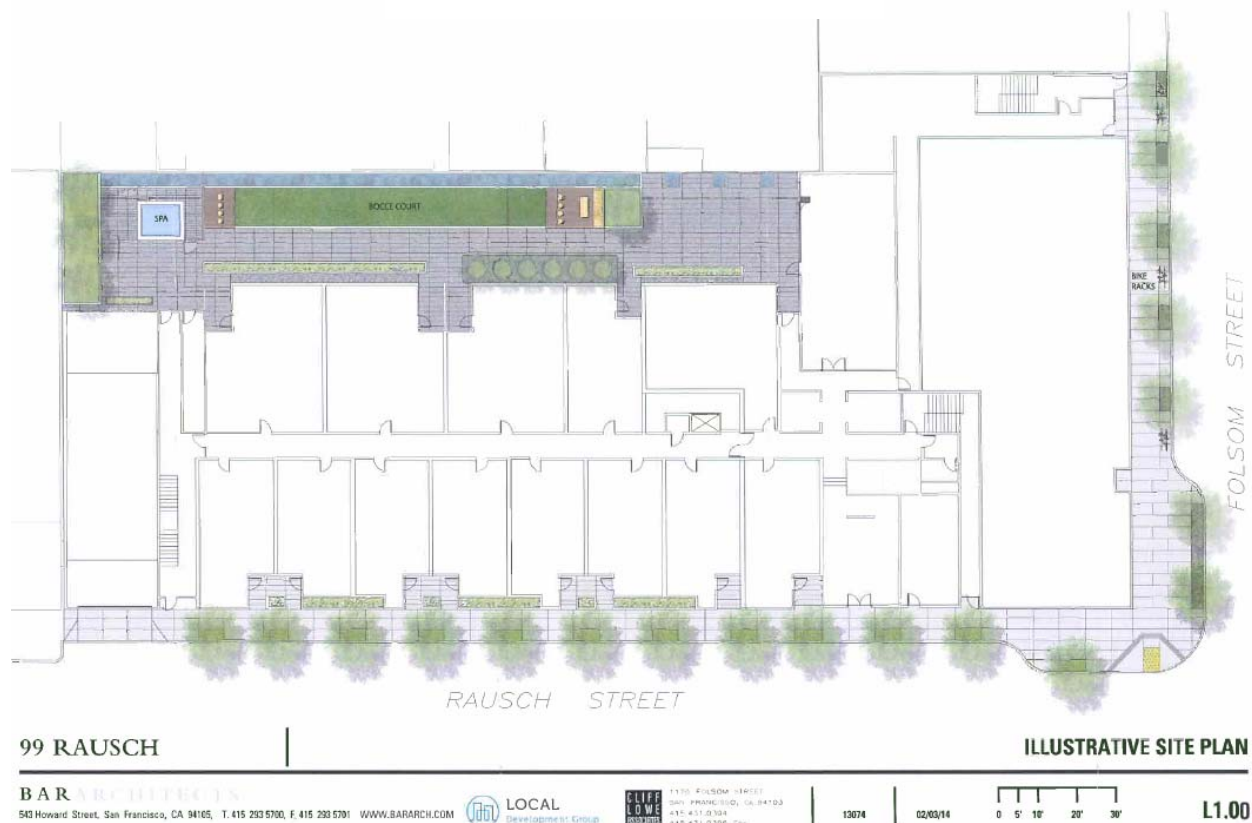


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FIGURE 2 – PROPOSED ELEVATIONS



FIGURE 3 – SITE PLAN



## 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 Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).<sup>1,2</sup> 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 Western SoMa 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 topics 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.

<sup>1</sup> In this CPE Checklist, the acronyms “PEIR” and “PEIR” both refer to the Western SoMa Community Plan PEIR and are used interchangeably.

<sup>2</sup> San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed July 11, 2014.



Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are described in the Mitigation Monitoring and Reporting Plan (MMRP) that is attached to the Community Plan Exemption Certificate.

The Western SoMa PEIR identified significant impacts related to transportation and circulation, cultural and paleontological resources, wind and shadow, noise and vibration, air quality, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to shadow, transportation and circulation, cultural and paleontological resources, air quality, and noise. Mitigation measures were identified for the above impacts—aside from shadow—and reduced said impacts to less-than-significant except for those related to transportation (program-level and cumulative traffic impacts at three intersections; and cumulative transit impacts on several Muni lines), cultural and paleontological resources (cumulative impacts from demolition of historic resources), noise (cumulative noise impacts), air quality (program-level TACs and PM<sub>2.5</sub> pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project would include construction of a 40- to 65-foot-tall mixed-use residential building containing 112 dwelling units, 5,600 square feet of retail space, and a basement parking garage. 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 Western SoMa 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 and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>3</sup> Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

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<sup>3</sup> San Francisco Planning Department. Transit-Oriented Infill Project Eligibility Checklist for 1140 Folsom Street, July 11, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0986E.

<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>
<b>1. LAND USE AND LAND USE PLANNING— Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR determined that adoption of the Western SoMa Community Plan would not result in a significant impact related to land use. The Western SoMa PEIR anticipated that future development under the Community Plan would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No mitigation measures were identified in the PEIR.

Furthermore, the Citywide Planning and Neighborhood Planning Divisions of the Planning Department have determined that the proposed project is permitted in the Folsom Street Neighborhood Commercial Transit (NCT) District and is consistent with the height, density, and land uses as specified in the Western SoMa Community Plan, maintaining the mixed character of the area by encouraging residential and commercial development.<sup>4,5</sup>

For these reasons, implementation of the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to land use and land use planning.

<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>
<b>2. POPULATION AND HOUSING— Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>4</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 1140 Folsom Street, April 23, 2014. This document is on file and available for review as part of Case File No. 2013.0986E.

<sup>5</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1140 Folsom Street, October 21, 2014. This document is on file and available for review as part of Case File No. 2013.0986E.

<b>Topics:</b>	<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>
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"/>

One of the objectives of the Western SoMa Community Plan is to identify appropriate locations for housing to meet the citywide demand for additional housing. The Western SoMa 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, but 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 Community Plan project area. The Western SoMa 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.

The proposed project’s residential and retail uses are expected to add approximately 259 residents and 16 employees to the site, respectively. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Western SoMa Community Plan, and evaluated in the Western SoMa PEIR.

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

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<b>Topics:</b>	<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>
<b>3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input 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 Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition.

The proposed project would demolish the existing one-story, reinforced concrete industrial building constructed in 1946, along with an adjacent private parking lot. The building and parking lot were evaluated as part of the South of Market Historic Resource Survey, which was adopted by the Historic Preservation Commission in July 2010. Based upon this survey, the existing building and lot were assigned a California Historic Resource Status Code (CHRSC) of "6Z," which defines the properties as "found ineligible for [National Register], [California Register] or local designation through survey evaluation." Furthermore, the project site is not located in or near any historic districts. Therefore, the site is not considered to be a historic resource for the purposes of CEQA.

As such, the proposed project would not result in the demolition or alteration of any historic resource. Therefore, it would not contribute to the significant historic resource impact identified in the Western SoMa PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Western SoMa PEIR.

### **Archeological Resources**

The Western SoMa PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment and M-CP-4b: Procedures for Accidental Discovery of Archeological Resources apply to projects involving any soils-disturbing or soils-improving activities including excavation to a depth of five or more feet below grade. As the proposed project at 1140 Folsom Street would involve up to 12 feet of soil disturbance to construct an underground parking garage, Mitigation Measures M-CP-4a and M-CP-4b apply to the project.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed project. The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. In addition, the project would be subject to Mitigation Measure M-CP-4b to reduce potential impacts from accidental discovery of buried archeological resources during project construction to a less than significant level. Mitigation Measures M-CP-4a and M-CP-4b are described on pages 45-54 as Project Mitigation Measure 1 and Project Mitigation Measure 2 respectively. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures.

For the reasons above, the proposed project would not result in significant impacts on cultural and paleontological resources that were not identified in the Western SoMa 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>
<b>4. TRANSPORTATION AND CIRCULATION— Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input 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 project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 5c is not applicable.

The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. Transportation system improvements included as part of the Western SoMa Community Plan were identified to have significant impacts related to loading, but the impact was reduced to less-than-significant with mitigation.

The Western SoMa PEIR anticipated that adoption of the Western SoMa Community Plan could result in significant impacts on traffic, transit, and loading, and identified four transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant. Even with mitigation, however, it was anticipated that the significant adverse traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

To examine the potential for significant new or more severe transportation impacts associated with the proposed project that were not identified in the Western SoMa PEIR, a Transportation Impact Study (TIS)

was completed for the proposed project in September 2014.<sup>6</sup> The Results of this study are summarized below.

### Trip Generation

The proposed project involves construction of a four- to six-story, 112-unit residential building over approximately 5,600 square feet of ground-floor retail. 104 secured bicycle parking spaces and eight sidewalk bicycle racks would be provided. The project would provide up to 88 parking spaces in an underground garage.

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department. As presented in Table 1, the proposed project would generate an estimated 4,313 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,489 person trips by auto, 814 transit trips, 1,463 walking trips and 547 trips by other modes. The project would generate 756 vehicle trips (accounting for vehicle occupancy data for this Census Tract), of which 113 trips would occur during the p.m. peak hour.

**Table 1 – Project Person Trip Generation by Mode**

Land Use	Daily					PM Peak-Hour				
	Auto	Transit	Walk	Other	Total	Auto	Transit	Walk	Other	Total
Residential	284	239	290	140	953	49	41	50	24	164
Retail/ Restaurant	1,205	575	1,173	407	3,360	163	78	158	55	454
<b>Total</b>	<b>1,489</b>	<b>814</b>	<b>1,463</b>	<b>547</b>	<b>4,313</b>	<b>212</b>	<b>119</b>	<b>208</b>	<b>79</b>	<b>618</b>

Source: 2008-2012 American Community Survey; *SF Guidelines*, October 2002, Appendix E – Tables E3, and E10; CHS Consulting Group, 2014

### 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 proposed project would generate approximately 113 vehicle trips during the p.m. peak hour, of which 63 trips would occur in the inbound direction and 51 trips would occur in the outbound direction. Because Folsom Street is an eastbound one-way street, all inbound trips (63 trips) would cross the intersection of Folsom and Eighth Street and make a left-turn onto northbound Rausch Street to enter the project site. Likewise, all outbound trips (51 trips) would make a left turn onto one-way westbound Howard Street from Rausch Street and cross the intersection of Howard and Eighth Street as they exit the project site. According to the Western SoMa PEIR,<sup>7</sup> these two intersections are currently operating

<sup>6</sup> CHS Consulting Group, *1140 Folsom Street Mixed-Use Residential Project Transportation Impact Study* (September 25, 2014). This document is on file and available for review as part of Case File No. 2013.0986E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

<sup>7</sup> The *Western SoMa Community Plan, Rezoning of Adjacent Parcels Final EIR* is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case nos. 2008.0877E and 2007.1035E.

acceptably (at LOS B), and the addition of project-generated trips would not likely deteriorate existing operating conditions to an unacceptable level (LOS E or F).

Furthermore, nine other intersections located within the study area, including the intersections of Sixth/Bryant Streets, Seventh/Mission Streets, Seventh/Folsom Streets, Seventh/Harrison Streets, Eighth/Bryant Streets, Ninth/Mission Streets, Ninth/Folsom Street, Ninth/Harrison Streets, and Ninth/Bryant Streets are currently operating and would continue to operate acceptably (at LOS D or better) during the PM peak hour (see **Table 2 – Intersection Level of Service**). The addition of limited project-generated trips through these intersections during the p.m. peak hour would not have the potential to deteriorate these intersections' operating conditions to unacceptable service levels.

**Table 2 – Intersection Level of Service**

#1	Study Intersection	Existing P.M. Peak Hour	Cumulative (2030) P.M. Peak Hour
		LOS <sup>2</sup>	LOS
1	Fifth/ Bryant/ I-80 Eastbound on-ramp	<b>E</b>	<b>F</b>
3	Sixth Street/ Bryant Street	B	B
4	Sixth Street/ Brannan/ I-280 ramps	<b>E</b>	<b>F</b>
5	Seventh Street/ Mission Street	C	D
6	Seventh Street/ Folsom Street	B	C
7	Seventh/ Harrison/ I-80 Westbound on-ramp	B	C
8	Eighth Street/ Howard Street	B	C
9	Eighth Street/ Folsom Street	B	D
10	Eighth/Harrison/ I-80 Westbound off-ramp	D	<b>F</b>
11	Eighth Street/ Bryant Street	C	D
12	Ninth Street/ Mission Street	C	D
13	Ninth Street/ Folsom Street	B	D
14	Ninth Street/ Harrison Street	B	B
15	Ninth/Bryant/U.S. 101 Northbound off-ramp	D	D

Source: *Western SoMA PEIR, 2013, Table 4.E-1.*

**BOLD** indicates intersection operates at unacceptable LOS conditions (LOS E or F).

Notes: (1) Intersection number refers to numbering in PEIR. (2) LOS/delay for signalized intersection represents conditions for the overall intersection.

The Western SoMA PEIR identified significant traffic impacts at the intersections of Fifth Street/Bryant Street/I-80 Eastbound Ramp, Sixth Street/Brannan Street/I-280 ramps, and Harrison Street/Eighth Street/I-80 Westbound Off-Ramp. The project traffic contribution would be limited at these locations since the project land-use is not expected to generate or attract high volume of regional trips from/to Freeways during PM peak. Based on these findings, the proposed project would not result in any additional significant traffic impacts to study area intersections previously analyzed in the Western SoMa PEIR.

The Western SoMA PEIR identified feasible mitigation and improvement measures to reduce the project impact at affected intersections such as optimizing signal timing at Harrison Street/Eighth Street/I-80 Westbound Off-Ramp to improve traffic flow (Mitigation Measure M-TR-1c) and requiring development

projects that would generate 3,500 daily trips to create and implement a Transportation Demand Management (TDM) plan (Improvement Measure I-TR-1).

Future traffic conditions with the proposed project would be similar to those analyzed in the Western SoMa PEIR. Therefore, project contribution to future traffic volumes at area intersections would not be cumulatively considerable and area intersections would operate as analyzed in the Western SoMa PEIR. Furthermore, based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR.

While the proposed project would not result in any significant transportation-related impacts, and no mitigation measures would be required, the project sponsor has agreed to implement Project Improvement Measure 2: Implement Travel Demand Management (TDM) Measures (as detailed on pages 54-57) to promote alternative travel modes.

#### *Vehicle Egress*

As shown in **Figure 3 – Site Plan**, the parking garage would be accessed through a ramp on Rausch Street at the northwest corner of the property.

During the peak hour, vehicles turning right into the driveway from the south may need to pause and wait for pedestrians or other cars to exit. While substantial queuing is not expected and traffic flows on Folsom Street or nearby intersections would not be affected, vehicle queues at the proposed project driveway into the public right-of-way would be subject to the Planning Department's vehicle queue abatement Conditions of Approval. The project sponsor has agreed to implement these conditions, which are detailed on pages 54-57 under Project Improvement Measure 1: Monitoring and Abatement of Queues. This improvement measure would reduce the potential for queuing by vehicles accessing the project site through monitoring of the Rausch Street driveway and implementing various abatement measures if necessary.

Headlights from vehicles exiting the project's parking garage on Rausch Street may increase light and glare on nearby residences due to the garage ramp's 18 percent inclination. However, the light and glare resulting from vehicle egress would not exceed levels commonly expected in urban areas. Although occupants of nearby properties may regard the increase in light undesirable, the limited increase in light on private properties as a result of the proposed project would not be considered a significant impact under CEQA.

The proposed project would construct a bulbout at the corner of Rausch and Folsom Streets in accordance with the *Better Streets Plan*, extending the corner of the sidewalk into the road bed. Guidelines enumerated in the *Better Streets Plan* prohibit curb cuts from extending further than the full width of the parking lane, or to a width reducing the travel lane to less than 10 feet. As such, the bulbout would not reduce the southern stretch of Rausch Street beyond that which is reasonably traversible, and thus the curb cut would not result in an increased potential for collisions with parked vehicles.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to traffic and would not contribute considerably to cumulative transit impacts that were identified in the Western SoMa PEIR. Further, with the



implementation of improvement measures, the proposed project would further reduce those less-than-significant impacts.

### **Construction**

As stated in the Western SoMa PEIR, construction impacts are specific to individual development projects and pertain to any potential temporary roadway and sidewalk closures, relocation of bus stops, effects on roadway circulation due to the construction trucks, and the increase in vehicle trips, transit trips, and parking demand associated with construction workers. Construction impacts were not assessed for the Plan in the PEIR and those potential impacts associated individual projects are not usually considered significant because they are temporary and generally of short-term duration. Therefore, no significant construction impacts were identified and no mitigation measures were recommended.

Detailed plans for construction activities have not yet been finalized, but during the anticipated 20-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site during demolition and construction activities associated with the proposed development.

Construction-related activities would typically occur Monday through Friday (occasional Saturdays as required), and is not anticipated to occur on Sundays or major legal holidays. The hours of construction would be enforced by DBI, and the contractor would need to comply with the San Francisco Noise Ordinance, enforced by the San Francisco Police Department (SFPD), which permits construction activities seven days a week, between 7:00 a.m. and 8:00 p.m.

Throughout the entire 20-month construction of the project, the project would require an average of 55 workers per day; however, up to 100 workers would be required during peak construction periods. The amount of construction-related vehicles (worker vehicles, haul trucks, equipment deliveries, etc.) would vary depending on each phase of construction. Approximately 12,500 cubic yards of material would be transported to and from the project site during the construction period. Assuming each haul truck could carry up to 10 cubic yards of material; these activities would generate approximately 1,250 round trips (2,500 one-way trips). Factoring in the number of construction work days during the entire construction period (and assuming up to 20 work days per month), the proposed project would generate approximately three external daily haul truck trips (six one-way trips). Therefore, based on these estimates, the average number of daily construction vehicle trips generated by the proposed project would equate to approximately 58 trips (116 one-way trips), and during peak construction periods, the proposed project would generate approximately 103 daily trips (206 one-way trips).

Construction staging areas would be located on-site to the extent possible and in the underground parking garage once constructed. Parking for construction workers would be located in nearby on-street parking spaces, and machinery and related equipment would be located on site. Worker parking would also be available in the underground parking garage once constructed. Temporary travel lane and sidewalk closures would occur along the periphery of the proposed development. Public, on-street parking along Folsom Street and Rausch Street, along the project building frontages, would be temporarily restricted during the construction period. Further, the sidewalk along the east side of Rausch Street would be temporarily closed and pedestrian travel within the affected sidewalk area would be prohibited and a covered walkway for pedestrians would be constructed along the north side of Folsom Street to allow for continued pedestrian travel. As noted, the parking lane along the north side of Folsom

Street would be temporarily restricted for public use for the hours allowed over the course of construction.

In the event that it is determined that temporary travel or parking lane or sidewalk closures would be needed, such actions would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Transportation Advisory Staff Committee (TASC) an interdepartmental committee, including the Police, Public Works, Planning, and Fire Departments and SFMTA Muni Operations. The construction management plan reviewed by the TASC would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Because there are no Muni bus stops along the project site frontage, it is not anticipated that any Muni bus stops would need to be relocated during construction of the proposed project. The project would be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the project site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. It is anticipated that a majority of the construction-related truck traffic would use I-80, I-280 and U.S. 101 to access the project site from the East Bay and South Bay. For access between the project site and the East Bay, trucks would be routed to the site from I-80 westbound to the Eighth Street off-ramp and would return via the Eighth Street on-ramp to eastbound I-80. For access between the project site and the South Bay, trucks would be routed from northbound U.S. 101 to the Bryant Street off-ramp, and then return to southbound U.S. 101 from the on-ramp at Tenth Street. Access to the project site via I-280 would be gained at the Sixth Street on- and off-ramps.

It is anticipated that there would be an average of 50 construction workers per day at the project site, depending on the construction phase (which may require up to 100 workers during peak construction periods). The trip distribution and mode split of construction workers are not known. Construction workers that drive to the site would be able to park on-site in designated staging areas (e.g., underground parking garage or nearby on-street parking spaces). It is also anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections, transit network, or to bicyclists and pedestrians traveling near the project site would be similar to those associated with the proposed project.

In order to reduce any potential impacts to the surrounding transportation network and users therein during construction activities, the construction contractor would be required to meet the *City of San Francisco's Regulations for Working in San Francisco Streets*, (the "Blue Book"), and would be required to meet with Muni, SFMTA Sustainable Streets, and other responsible City agencies to determine feasible traffic management and improvement measures to reduce traffic congestion during construction of this project and other nearby projects. The specific provisions of the permit would address issues of circulation, public safety, parking and others, as developed in a meeting of the TASC attended by the Project Sponsor and City departments, including Parking and Traffic, Police, Public Works, and SFMTA Muni Operations. Based on these findings, construction-related impacts would be less than significant.

It is noted that the Western SoMa PEIR did not identify any significant construction impacts and no mitigation measures were recommended. While the proposed project would not result in any significant construction impacts, improvement measures could be implemented to further reduce these less-than-significant impacts. As detailed on pages 54-57, Project Improvement Measure 5: Limiting the Hours of

Construction-Related Truck Traffic and Deliveries and Project Improvement Measure 4: Construction Management Plan Additional Measures) would further minimize disruption of the general traffic flow on adjacent streets during weekday commute peak commute periods, require coordination with SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers. Therefore, the proposed project would result in less-than-significant impacts related construction activities. Further, with the implementation of improvement measures, the proposed project would further reduce those less-than-significant impacts.

### Transit

The study area is well-served by a network of public transit provided by the San Francisco Municipal Railway (Muni) bus and light rail lines and a number of commuter routes provided by Golden Gate Transit and SamTrans. Muni lines serving the study area include 8AX, 8BX, 12 14X, 19, 27, 47, and 83X. The nearest transit stop from the project site is at the southwest corner of the intersection of Folsom Street and Seventh Street and serves Muni bus lines 12 and 19. Line 12 operates every 20 minutes throughout the day, and line 19 operates every 15 minutes throughout the day. These bus routes are listed below.

**Table 1 – Muni Transit Lines within Project Study Area**

Route <sup>1</sup>	Direction	Peak Headway (minutes)		Nearest Stop Location
		AM	PM	
8AX Bayshore A Express	Inbound	7-8	-	Bryant Street and Sixth Street
	Outbound	-	7-8	Harrison Street and Sixth Street
8BX Bayshore B Express	Inbound	7-8	-	Bryant Street and Sixth Street
	Outbound	-	7-8	Harrison Street and Sixth Street
12 Folsom / Pacific	Inbound	20	20	Folsom Street / Seventh Street
	Outbound	20	20	Harrison Street / Seventh Street
14X Mission Express	Inbound	8	-	Mission Street / Sixth Street
	Outbound	-	8	Harrison Street / Sixth Street
19 Polk	Inbound	15	15	Folsom Street / Seventh Street
	Outbound	15	15	Folsom Street / Eighth Street
27 Bryant	Inbound	15	15	Folsom Street / Fifth Street
	Outbound	15	15	Harrison Street / Seventh Street
47 Van Ness	Inbound	10	10	Harrison Street / Seventh Street
	Outbound	10	10	Bryant Street / Seventh Street
83X Caltrain	Inbound	8-23	16-22	Market Street/ Eighth Street
	Outbound	8-23	16-22	Brannan Street /Eighth Street

SOURCE: San Francisco Municipal Railway (MUNI), Map, Routes, and Schedule, last updated at [www.sfmta.com](http://www.sfmta.com), September 2010, Accessed March 2013.

According to Western SoMa Community Plan Transportation Impact Study, Final Report (June 2012), transit lines serving the project area, all of the transit lines serving the project area are currently operating

well-below Muni's capacity utilization (number of passengers on board a transit vehicle relative to the total capacity) of 85 percent.<sup>8</sup>

The proposed project would generate a total of 813 daily transit trips and 119 PM peak-hour transit trips. According to the Western SoMA PEIR, the estimated 3,799 PM peak hour transit trips for the Plan area would not substantially increase transit ridership. The peak-hour capacity utilization of most Muni lines and regional transit providers would be below the 85-percent capacity utilization with the exception of the K,L,M,N light rail lines. These subway lines (which are outside the project study area) would operate at a capacity utilization of 98 percent, as compared to 87 percent capacity utilization under existing conditions. Because the Plan would not substantially affect the capacity utilization of the local Muni and regional transit lines, the Western SoMA PEIR states that the transit impacts would be less-than-significant.

The proposed project is expected to generate a small portion (approximately 3 percent) of the Western SoMA Plan peak-hour transit trips, which would be distributed among multiple Muni and regional transit lines serving the project site. The estimated increase in transit demand associated with the proposed project would be accounted for in the transit demand analysis presented and analyzed in the PEIR and thus, would not have a substantial effect on the local and regional transit providers under cumulative conditions. Furthermore, based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR.

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

### **Pedestrians**

Pedestrian amenities generally include sidewalks, crosswalks, curb ramps, pedestrian signals, and streetscape and landscape amenities (i.e., benches, tree-lined buffers, planters, bulb-outs, street lighting, etc.). A qualitative evaluation of existing pedestrian conditions during a field visit to the project site and nearby streets was conducted during the weekday p.m. peak period (4:00 p.m. to 6:00 p.m.) on Thursday, March 27, 2014.

The project site is located within an established pedestrian network comprised of continuous sidewalks, curb-ramps and painted crosswalks at signalized intersections. Based on field observations, pedestrian volumes are generally light within the study area, except for a short segment of Folsom Street immediately east of the project site where a moderate level of pedestrian activity was observed in March 2014 on sidewalk and the adjacent parklet along the frontage of a neighboring café. Nevertheless, no incidents of overcrowding or obvious pedestrian-related deficiencies were observed in the vicinity of the project site.

The Western SoMA PEIR estimates that the 8,366 PM peak hour pedestrian trips generated by the Plan area would be accommodated on the existing sidewalks and would not substantially affect pedestrian

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<sup>8</sup> Western SoMa Community Plan Transportation Impact Study, Final Report, Table 4; prepared by LCW Consulting, June 2012.

operations on the nearby sidewalks and crosswalks, thus, causing less-than-significant impacts. However, the PEIR states that the increase in pedestrian volumes would be noticeable in the immediate vicinity of individual development projects and could also increase the frequency of conflicts between pedestrians and vehicles at crosswalks and intersections.

The proposed project would generate approximately 328 pedestrian trips (209 walking trips and 119 trips to/from nearby transit stops) during the typical p.m. peak hour. Approximately 25 percent (50 trips) of p.m. peak hour pedestrian trips would be generated by the proposed residential units and about 75 percent (158 trips) would be generated by the proposed retail/restaurant use. The new pedestrian trips could be accommodated on existing sidewalks and crosswalks adjacent to the project site and would not substantially overcrowd the current pedestrian facilities along Folsom or Rausch Streets. Sidewalks along Rausch Street and Folsom Street are approximately 8 feet and 10 feet wide, respectively, and were observed in March 2014 to have low levels of pedestrian activity. Therefore, pedestrian conditions would continue to remain acceptable with the implementation of the proposed project.

The main pedestrian entrance to the residential units would be provided in the residential lobby area (on Rausch Street) and an auxiliary bicycle entrance would be provided on Folsom Street. Vehicle entrance to the underground garage would be also located midblock on Rausch Street along the northwestern corner of the project site. A new curb-cut for the driveway ramp would be approximately 10 feet wide and located 160 feet north of the main pedestrian entrance.

The proposed project would generate more traffic at this driveway location than what is generated at the existing site and would have the potential to conflict with pedestrians along the Rausch Street sidewalk. Vehicle flow in and out of the underground garage would be managed via traffic controls and a remote-controlled gate.

Residents that have access to the parking garage would be required to activate a remote control or electronic device to open a parking gate to enter or leave the parking facility. Inbound drivers to the underground garage would be required to stop along Rausch Street and yield to any pedestrians walking along the sidewalk area and garage entrance (along the east side of the street) prior to pulling onto the 10-foot-wide ramp while waiting for the gate to open. Outbound drivers would be required to wait on the parking garage ramp while the gate opens and would not be in conflict with pedestrians during this time. Outbound drivers exiting the underground garage may conflict with pedestrians walking along the east side of Rausch Street. Improvement measures identified for the project (and discussed further below) would reduce the potential for pedestrian-vehicle conflicts at the parking garage.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for pedestrian or otherwise substantially interfere with pedestrian accessibility to the site and adjacent areas.

A peak-hour demand of less than two loading vehicles (1.4 loading spaces) is expected for the residential and retail/restaurant portions of the proposed project. Access to the white (passenger) loading zone (a proposed 40-foot curb) would be located along Rausch Street. This loading zone would allow vehicles to maneuver within the loading area and would restrict vehicles from encroaching on the nearby garage driveway ramp or sidewalk areas and the loading zone would increase visibility of these vehicles for pedestrians along Rausch Street. Freight and delivery activities would be concentrated in nearby existing on-street loading spaces along Rausch Street (near Howard Street, north of the project site) or along the south side of Folsom Street, across from the project site. Although the proposed project may result in

potential conflicts between pedestrians and loading/unloading (passenger, freight/delivery) activities, improvement measures identified for the project (and discussed further below) would reduce the potential for pedestrian-vehicle conflicts during such activities.

The proposed project would enhance the existing sidewalks along the building frontages and install a bulbout at the northeast corner of the intersection of Folsom and Rausch Streets. In addition, the bulbout would provide an ADA-accessible ramp and would also reduce the crossing distance along Rausch Street from approximately 30 feet to approximately 22 feet. Further, the proposed project would provide adequate sidewalk capacity along Folsom and Rausch Streets and would enhance the pedestrian environment through installation of *Better Streets Plan* improvements (e.g., adequate pedestrian throughways along sidewalks, street trees and planters, adequate curb widths, and adequate distance between the sidewalk and moving vehicles). Based on these proposed findings, the proposed project would not result in significant pedestrian impacts that were not identified in the Western SoMa PEIR and the pedestrian impacts would be less-than-significant.

It is noted that the *Western SoMa PEIR* did not identify any significant pedestrian impacts and no mitigation measures were recommended. While pedestrian conditions would improve relative to existing conditions, improvement measures could be implemented to further reduce these less-than-significant impacts. Project Improvement Measure 3: Installation of Visual/Audible Devices at Underground Garage Driveway would reduce potential conflicts between vehicles entering and exiting the underground garage and pedestrians traveling along the east side sidewalk of Rausch Street. Project Improvement Measure 5: Coordination of Move-in/Move-Out Operations and Large Deliveries would reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Rausch Street (in the event that the on-street loading is occupied), and would ensure that residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. These improvement measures are further detailed on pages 54-57.

Pedestrian circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. The proposed project would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians under cumulative conditions. Conversely, the proposed project would improve pedestrian circulation in and around the project site by implementing streetscape designs and landscaping to create a more comfortable walking environment as well as developing a new bulbout to increase pedestrian safety and connectivity between the development and surrounding pedestrian network. These treatments would improve pedestrian conditions by facilitating safe pedestrian circulation and crossings, by providing safe spaces for pedestrians and by increasing pedestrian visibility to drivers. Walk trips may increase between the completion of the proposed project and future conditions due to increasing effectiveness of planned pedestrian improvements. Because of pedestrian realm enhancements, transit users would walk between the transit stops and the proposed project, and such actions could over time increase the number of pedestrians accessing the project site via transit modes, although not to the level which would induce overcrowding of sidewalks under the cumulative conditions.

There would likely be a projected increase in background vehicle traffic between existing and future conditions. This would result in an increase in the potential for vehicle-pedestrian conflicts at intersections in the study area. While there would be a general increase in vehicle traffic that is expected through the future conditions, the proposed project would not create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR. Therefore, the proposed project would result in less-than-significant cumulative impacts related to pedestrians.

In light of the above, the proposed project would result in less-than-significant impacts related to pedestrians.

## **Bicycles**

Bicycle facilities consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. On-street bicycle facilities include city-designated routes that are part of the San Francisco Bicycle Network. These on-street bicycle facilities are grouped into three categories:

- Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians;
- Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles; and
- Class III bikeways are signed bike routes that allow bicycles to share travel lanes with vehicles.

There are two on-street bicycle facilities in proximity of the project site. There is a bicycle lane (Route 30) that operates along the south side of Folsom Street and along the north side of Howard Street (the two streets form a one-way couplet). Seventh Street and Eighth Streets are also part of Route 23 and a bike lane is provided along the east side of Seventh Street and the west side of Eighth Street. These bicycle facilities are described below:

- Bicycle Route 23 (Class II facility) on Seventh Street (northbound) between 16th Street and Market Street and on Eighth Street (southbound) between Market Street and Townsend/Division streets.
- Bicycle Route 30 (Class II facility) on Harrison Street between Cesar Chavez Street and 11th Street and on Folsom Street between Division Street and The Embarcadero.

*The San Francisco Bicycle Plan* includes the installation of a Class II bicycle lane in the westbound direction on Howard Street for approximately 200 feet approaching Ninth Street (“Near-Term Improvement Project 2-8”). This would close an existing gap in the Howard Street bicycle lane. This improvement project has already been constructed and no other bicycle improvement projects are planned in or near the project site.

During the field survey conducted during the weekday p.m. peak period (4:00 to 6:00 p.m.) on Thursday, March 27, 2014, a substantial number of bicycle volumes were observed along Folsom Street and a moderate number of bicyclists along Howard, Seventh, and Eighth Streets. These roadways provide painted bike lanes, and bicyclists were generally able to travel along these streets with minimal conflicts with vehicular traffic and parked vehicles. Currently, there is a bicycle rack located on the sidewalk in front of the adjacent property on Folsom Street.

### *Bay Area Bike Share System*

The Bay Area Bike Share is the region’s bike sharing system across the region launched in August 2013, with locations in San Francisco, Redwood City, Mountain View, Palo Alto and San Jose. There are

currently 350 bicycles and 35 stations in San Francisco under a pilot program. This system is intended to provide Bay Area residents and visitors with an additional transportation option for getting around the region. Similar to car sharing, this system is a membership based system of short-term bicycle use. Membership duration is flexible and can be annual, three-day, and daily. A daily or three-day membership can be purchased from any station using a credit or debit card. Annual membership can be purchased from the Bay Area Bike Share system website. Trips under 30 minutes are generally free. The nearest Bay Area Bike Share station in proximity to the project site is located at the intersection of Market and Tenth Streets (20 bicycle spaces), approximately 0.46 miles from the project site.<sup>9</sup>

According to the Western SoMA PEIR, the bicycle trips from the Western SoMA plan area would not increase to such a degree that a substantial increase in conflicts and collisions would be anticipated when compared to existing conditions and thus, would have less-than-significant bicycle impacts. However, the PEIR states that conflicts with vehicles using parking garage driveways along bicycle routes could increase and individual development projects should comply with the provisions of the *Planning Code* (see Impact TR-7 in PEIR). The sections below discuss the project compliance with the *Planning Code* and the impact of bike circulation in the vicinity of the proposed project.

#### *Bicycle Parking Code Requirements and Standards*

The City of San Francisco *Planning Code* (Section 155.2) requires that residential projects with over 100 dwelling units to provide 100 Class I bicycle parking spaces for the first 100 units and plus one bicycle parking space for every four dwelling units over 100 units. In addition, one Class II bicycle parking space should be provided for every 20 units. For proposed retail uses, one Class I bicycle parking space per 7,500 square feet of occupied floor area and one Class II bicycle parking space per 2,500 square feet of occupied floor area are required. The proposed project would include the construction of a new building with 112 dwelling units and 5,600 square feet of retail/restaurant use. Therefore, the proposed project would be required to provide 104 Class I bicycle parking spaces and eight (8) Class II bike spaces, as summarized in **Table 3**.

**Table 3 – Bicycle Parking Code Requirement**

Land Use	Class I		Class II	
	Code	Required Spaces	Code	Required Spaces
Residential				
1 to 100 units	1 per 1 unit	100	1 per 20 units	6
101 and more	1 per 4 units	3		
Retail/Restaurant	1 per 7,500 gsf	1	1 per 2,500 gsf	2
<b>Total</b>		<b>104</b>		<b>8</b>

Source: San Francisco General Plan and Planning Code Amendments for Bicycle Parking, May 9, 2013.

Note: gsf indicates gross square feet

The proposed project would include a total of 112 bicycle parking spaces on site, comprised of 104 Class I bicycle parking spaces and eight (8) Class II bicycle parking spaces. These parking spaces would be located in the underground parking garage (45 spaces) and immediately north of the auxiliary entrance

<sup>9</sup> Information on Bay Area Bike Share Program provided online at: <https://bayareabikeshare.com/>; accessed April 2014.



from Folsom Street on the ground floor (59 spaces). Therefore, the project would exceed *Planning Code* requirements for bicycle parking spaces.

### *Bicycle Circulation*

The project site is located within bicycling distance of office, retail and restaurant uses in neighboring areas. As previously described, there are two designated bicycle routes in proximity to the project site (i.e., Route 30 on Folsom and Howard Streets and Route 23 on Seventh and Eighth Streets). Therefore, it is anticipated that a substantial portion of the 76 p.m. peak-hour trips made through other modes would be bicycle trips. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety concerns.

Based on the existing bicycle network located within the project vicinity, it is reasonable to assume that the anticipated increase in bicyclists associated with the proposed project would be accommodated by existing bicycle network facilities. In addition, the proposed project would provide more than the Code-required number of Class I and Class II bicycle parking spaces to accommodate anticipated demand. In addition, the existing bicycle rack along Folsom Street, adjacent to the project site, would not be removed as a part of the proposed project. Providing these bicycle parking amenities in a location near bicycle routes that provide access to various regions of the city may result in a mode shift toward cycling. The proposed project would not introduce any design features that would eliminate or impede access to existing bicycle routes in proximity to the project site.

It is noted that although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this anticipated increase would not be substantial enough to create potentially hazardous conditions for bicyclists. The proposed driveway and loading area would be located on Rausch Street, which is not a designated bicycle route, therefore potential conflicts between bicyclists and vehicles would be reduced. The proposed project would not otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. Considering all of the above, the proposed project would not result in significant bicycle impacts that were not identified in the Western SoMa PEIR and the bicycle impacts would be less-than-significant.

While bicycle conditions would be acceptable under the proposed project, improvement measures could be implemented to further reduce these less-than-significant impacts. Project Improvement Measure 1: Implement Travel Demand Management (TDM) Measures would reduce single-occupancy driving to/from the project site, identify a TDM coordinator to implement/operate TDM measures, and provide residents/visitors with transportation resources/information (e.g., transit maps, bicycle route map, posted transit information, and provide a fleet of bicycle onsite for patrons). Therefore, the proposed project would result in less-than-significant impacts related to bicyclists. Further, with the implementation of improvement measures, the proposed project would further reduce those less-than-significant impacts.

The proposed project would not substantially contribute to cumulative bicycle circulation or conditions in the project area. Bicycling trips in the area may increase between the completion of the project and the cumulative scenario due general growth in the area. In particular, the proposed project would be designed to provide adequate points of access to private and public bicycle parking and would be designed to reduce any potential conflicts with private cars and delivery/freight vehicles accessing the loading zone. Additionally, the proposed project would not reduce access to the bicycle routes along Folsom Street and Howard Street (Route 30) and along Seventh Street and Eighth Street (Route 23), and

these facilities would be able to accommodate any potential increase in bicycling trips over time, and such an increase would not reach a level that would create potentially hazardous conditions for bicycles.

As described above, under cumulative conditions, there is a projected increase in vehicles at intersections in the vicinity of the proposed project, which may result in an increase in vehicle-bicycle conflicts at intersections in the study area. Although there would be a general increase in vehicle traffic that is expected through the future conditions, the proposed project would not create potentially hazardous conditions for bicycles or otherwise interfere with bicycle accessibility to the project site and adjoining areas, or substantially affect the bicycle routes on Folsom, Howard, Seventh, and Eighth Streets.

The estimated increase in bicycle trips associated with the proposed project would be accounted for in the travel demand analysis presented and analyzed in the PEIR and thus, would not have a substantial effect on nearby bicycle facilities under cumulative conditions. Furthermore, based on the findings presented above, the proposed project would be consistent with the analysis findings in the PEIR and would not result in any new impacts that were not previously identified in the PEIR and would not require any additional mitigation measures as recommend in the PEIR. Therefore, the proposed project would result in less-than-significant cumulative impacts related to bicycle facilities or to users of such facilities.

In light of the above, the proposed project would result in less-than-significant impacts related to bicycles.

### **Loading**

There are three on-street unmetered yellow loading spaces - along the east side of Rausch Street between Folsom and Howard Streets, including one space adjacent to the existing warehouse on-site and two spaces north of the parking lot. There is also an on-street loading space provided along the south side of Folsom Street between Hallam Street and Langton Street, across from the project site.

The evaluation of loading impacts, as presented in the Western SoMA PEIR, was specific to individual development projects and provided an overall comparison of proposed loading space supply to the Planning Code requirements and discussed the extent to which the estimated daily and peak-hour loading demand would affect loading conditions throughout the Plan area. Based on the development assumed under the Western SoMa PEIR, the Plan would generate about 487 delivery and service vehicle trips per day and a demand of about 28 loading spaces during the peak hour of loading activities.

Because it is expected that individual developments associated with the Plan would include off-street loading spaces consistent with *Planning Code* requirements, the loading demand generated by these developments would be accommodated within the combination of proposed off-street spaces, and existing and new on-street loading spaces. Therefore, loading impacts would be less than significant.

However, the PEIR did state that the proposed transportation improvements (e.g., construction of sidewalk extensions, bulbouts) within the Plan Area, specifically along Folsom Street, could affect existing yellow commercial vehicle loading/unloading zones. To improve loading conditions along Folsom Street and reduce potential loading impacts to a less-than-significant level, the PEIR identified feasible mitigation measures to reduce the project loading impacts along Folsom Street (Mitigation Measure M-TR-4). This measure would be applicable to any removal of yellow commercial vehicle freight loading spaces due to planned transportation improvements and that project sponsors of individual projects within the Project Area shall coordinate with SFMTA to install new loading spaces (of equal length), on the same block and side-of-the-street at locations where yellow commercial vehicle loading

spaces are removed. Such measures would reduce loading impacts along Folsom Street to a less-than-significant level.

Although the proposed project would be located along Folsom Street, the proposed streetscape plans (see Section 2.4) would not result in the permanent removal and/or modification of any existing commercial loading spaces along Folsom Street. There are no existing loading spaces along the north side of Folsom Street adjacent to the project site and the proposed project would not seek approvals from SFMTA to designate this curbside space for commercial loading (spaces are proposed align the east side of Rausch Street). There is an existing on-street commercial loading space located along the south side of Folsom Street, between Hallam and Langton Streets, across from the project site. Therefore, Mitigation Measure M-TR-4, as identified in the PEIR, would not be applicable to the proposed project.

#### *Loading Code Requirements and Standards*

The San Francisco *Planning Code* (Section 152.1) requires residential buildings greater than 100,000 gsf, but less than 200,000 gsf, to provide one off-street loading space. For retail/restaurant use, no off-street loading space is required for buildings under 10,000 gross square feet. The proposed project would include the construction of a new building with approximately 103,000 square feet of residential use and 5,600 square feet of retail/restaurant use. Therefore, the proposed project would be required to provide a total of one (1) off-street loading space with a minimum width of 12 feet, a minimum length of 35 feet, and a minimum vertical clearance (including entry and exit) of 14 feet.

The proposed project would not provide any off-street loading space on the site. Therefore, it would not meet the minimum *Planning Code* requirement. The Project Sponsor would seek a Conditional Use Authorization (CUP) from the off-street loading space requirement to remain consistent with the *Planning Code*. It is noted that there is an existing on-street loading space located adjacent to the existing warehouse on the project site, which would remain. Additionally, there are two commercial parking spaces immediately north of the project site (near the intersection of Rausch and Howard Streets, about 0.1 miles [250 feet]).

The proposed project would generate a demand for up to two freight loading spaces during the peak hour. During the midday period observation, only one of the three loading spaces discussed above and near the project site was occupied and the two remaining spaces were available. Therefore, the peak loading demand for the proposed project could be met with existing on-street loading and other parking spaces, if available.

The Project Sponsor is proposing a 40-foot-long white passenger loading/unloading zone for its small restaurant land use and residential use, which is subject to SFMTA approval. The proposed passenger loading/unloading zone would also permanently remove the existing 45-foot-long commercial loading zone along the east side of Rausch Street; these spaces would be converted to regular, unmetered on-street parking for the general public (per SFMTA approval).

The project would generate 24 daily loading trips, which equates to a demand for approximately two loading spaces for an average peak hour. Although the proposed project would not provide any off-street loading space, the loading activities associated with deliveries to the site are expected to be accommodated at the two existing commercial loading spaces near the intersection of Rausch and Howard Streets (north of the site), or within the existing on-street loading space on the south side of Folsom Street, between Hallam and Langton Streets (south of the project site). The proposed project

would have sufficient street frontages along Rausch Street or Folsom Street to accommodate the necessary loading demand.

### **Emergency Vehicles**

The nearest fire station from the project site is Fire Station No. 1 located at 935 Folsom Street, about 1,700 feet east of the project site. Because Folsom Street runs one-way eastbound only, emergency vehicle access to the project site would occur via Howard Street westbound, Eighth Street southbound, and Folsom Street eastbound. There is one curb cut along the east side of Rausch Street that currently provides access to the project site for emergency vehicles. There is an existing fire hydrant on the northwest corner of the intersection of Folsom Street and Langton Street.

The street network serving the project area currently accommodates the movements of emergency vehicles that travel to the project site. In the event of an emergency, vehicle access to the project site would not be substantially different from the existing conditions. Emergency vehicles would continue to use major access roads such as Seventh, Howard, Eighth, and Folsom Streets to access the site. Furthermore, although the proposed project would generate additional traffic to the area, such an increase in vehicles would not impede or hinder the movement of emergency vehicles in the project area, for example from the neighboring fire station (Fire Department Fire Station No.1). Therefore, the project's impacts to emergency access would be consistent with the *Western SoMa Plan PEIR* program-level analysis and the proposed project impacts to project-specific emergency vehicle access would be similar to existing conditions. The proposed project would therefore not adversely affect emergency vehicle access to the project site, thus would have less-than-significant impacts related to emergency vehicles.

### **Parking**

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; and
- 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 and thus, the adequacy of parking in determining the significance of project impacts under CEQA would not be considered.<sup>10</sup> The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, a parking demand analysis is provided for informational purposes.

Field reconnaissance of existing parking conditions was conducted on March 27, 2014 within the study area bounded by Mission Street to the north, Sixth Street to the east, Bryant Street to the south, and Ninth

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<sup>10</sup> Transit-Oriented Infill Project Eligibility Checklist for 1140 Folsom Street, July 11, 2014. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0986E.

Street to the west. No counts of on-street and off-street parking supply or occupancy were conducted. The following provides the results of field observations and qualitative analysis of existing parking conditions in the vicinity of the project site.

#### *Off-Street parking*

There are no off-street public parking facilities (lots/garages) within the study area. There are a number of private parking facilities in the area that currently serve the office and commercial uses in the area, but these parking spaces are not available for public use. As previously mentioned, the project site currently contains a 67-space surface parking lot. This parking lot is privately-owned and operated, and on-site parking spaces are not available to the general public.

#### *On-Street parking*

On-Street parking is generally provided on both sides of streets within the study area, except for Seventh Street between Mission Street and Folsom Street and at the mid-block one way alleys (Rausch and Langton streets) where there are usually parking on only one side of the street. On-street parking spaces located north of Folsom Street are generally metered, and most remaining curb spaces in the study area include unmetered parking. During the morning peak commute period (generally 7:00 a.m. to 9:00 a.m.), tow-away regulations are in effect along both sides of Sixth Street between Howard and Brannan Streets on the west side and between Folsom and Bryant Streets on the east side, and the south side of Mission Street. During the PM peak period, tow-away regulations are in effect along both sides of Sixth Street between Howard and Brannan Streets on the west side and between Folsom and Bryant Streets on the east side, and along both sides of Mission Street in the study area.

The project site is located within the Residential Parking Permit (RPP) "U" area, which restricts on-street parking to a one-hour period between 8:00 a.m. and 10:00 p.m. unless an RPP "U" permit is displayed, in which case there is no time limit enforced. During field observations, on-street parking spaces were observed to be generally occupied during the weekday midday (1:00 p.m. to 3:00 p.m.) and evening periods (4:00 p.m. to 6:00 p.m.), with some limited availability on most blocks.

According to Western SoMA PEIR, the parking demand from the Plan Area would exceed parking supply. The PEIR anticipates that individual development projects in the Plan Area would be required to comply with the *Planning Code* requirements for parking, including the number of parking spaces, provision of car-share spaces, and the separation of parking costs from housing costs in new residential buildings.

Residential and non-residential development associated with the Plan would generate a parking demand for about 8,127 vehicle parking spaces, including a residential demand for 3,633 spaces, and a non-residential demand of 4,494 spaces; the Plan would generate a total parking demand of about 8,127 vehicle parking spaces. Based on the proposed zoning, development in the Plan Area could be expected to create about 4,300 new off-street parking spaces. Therefore, under the Plan, there would be an unmet demand of approximately 3,800 parking spaces.

Because of the estimated shortfall in parking spaces, some drivers may circle around the neighborhood in search of parking, which would increase traffic congestion on the local street network. The expectation is also that some drivers, frustrated by the shortage of available parking, would shift to public transit or other modes (such as bicycling), while others would search out alternative parking within reasonable distance of their destination. For non-residential development, it is anticipated that the parking demand would be substantially accommodated within the permitted parking supply associated with the

development, and on street metered parking spaces. Furthermore, the PEIR states that appropriate, ongoing parking management strategies (e.g., *SFpark*), in combination with TDM measures, would reduce the overall parking demand within the Plan Area, reduce excessive cruising (or additional circulation as drivers search for parking) and subsequently reduce traffic congestion, and would encourage drivers to make trips during off-peak hours, utilize off-street parking facilities, discourage long-term on-street parking, and encourage the use of other modes (public transit, bicycle, walk, etc.) The PEIR did not identify any significant parking impacts associated with the Plan and no mitigation measures were recommended.

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.

The absence of 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 Policies, including those in the Transportation Element. The City's "Transit First" policy, established in the City's Charter Article 8A, Section 1151, 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 account 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.

#### *Parking Code Requirements and Standards*

Based on the *Planning Code* Section 151.1 for RED and Folsom-NCT zone, no off-street parking would be required and parking maximums would be in effect for any land use in these zoning districts. Within the RED zone, the proposed project would be permitted up to three (3) off-street parking spaces per every four (4) dwelling units and may obtain a CUP for up to one (1) off-street parking space per dwelling unit. Within the Folsom-NCT zone, the proposed project is permitted up to one (1) off-street parking space per two (2) dwelling units, and may obtain CUP for a parking ratio of 0.75 off-street parking spaces per dwelling unit.

Therefore, for the residential use, up to 69 but no more than 97 off-street parking spaces would be allowed, and no more than four (4) off-street spaces would be allowed for the proposed retail/restaurant use. In addition, Section 155(i) of the *Planning Code* specifies that one handicapped-accessible parking

space be designated for each 25 off-street spaces provided, and Section 166 requires that one car-share parking space is provided for 50 to 200 dwelling units.

The project is proposing 88 off-street parking spaces (52 off-street parking spaces in RED zone and 36 off-street parking spaces in Folsom-NCT zone). There are 62 dwelling units within the Folsom-NCT zone and 50 dwelling units within the RED zone. In addition, there is 5,600 square feet of retail use within the Folsom-NCT zone. Therefore, the proposed project would be permitted up to 31 off-street parking spaces in NCT zone and 38 off-street parking spaces in RED zone. The project sponsor may seek a CU to obtain up to 47 spaces in NCT zone and 50 spaces in RED zone. Therefore, a CU would be required to provide the proposed 88 parking spaces.

The project is proposing a total of 88 off-street parking spaces for residential and retail use, including three handicap-accessible parking spaces and one car-share parking space. Given this, the project sponsor would seek approval for a conditional use to provide the additional 18 off-street parking spaces which exceeds the permitted number of off-street parking spaces (69 spaces). In compliance with the *Planning Code*, no off-street parking spaces would be provided for retail/restaurant use.

#### *Parking Demand and Parking Supply*

**Table 4** compares the estimated parking demand for the proposed project to the proposed parking supply. The proposed project would generate a demand for approximately 191 parking spaces, while there would be 88 off-street parking spaces provided on site. As a result, there would be an unmet parking demand of approximately 103 spaces.

**Table 4 – Parking Supply and Demand**

Land Use	Supply	Demand	Difference
Residential	88	141	-53
Restaurant	0	50	-50
<b>Total</b>	<b>88</b>	<b>191</b>	<b>-103</b>

Source: CHS Consulting Group, 2010; SF Guidelines, 2002.

As previously described, during the weekday midday and evening hours, available parking in the vicinity of the project is generally constrained, as most on-street parking spaces were occupied. Based on the anticipated parking demand associated with the proposed project and estimated unmet demand of on-site, off-street parking, and because the proposed project would likely generate a high amount of long-term parking demand, residents and visitors of the proposed project may experience some difficulty finding available parking during the weekday midday and evening hours, as parking conditions are generally constrained, with minimal availability.

Although future residents and visitors of the proposed project would likely generate a greater parking demand in the evening hours, it is noted that the proposed project is well-served by alternative modes of transportation, including light rail and bus lines that connect to various parts of the City and to regional transit providers. The City of San Francisco'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 proposed project is located near bus stops and light rail stations along adjacent and nearby roadways approximately one to three blocks from the project site (less than 0.25 miles). Moreover, these transit

stations and stops are within one and three blocks from the project site and these buses and light rail vehicles currently operate at headways of 20 minutes or less during the weekday and none of these routes experience transit demand above their respective capacities. Further, the project site is located near two designated bicycle routes and is also located within a well-developed pedestrian network that provides access and connectivity to various other modes. Because the project area currently experiences a high level of on-street parking demand and the evident lack of off-street public parking, patrons of the proposed project may forego their private vehicles and their attempt to find parking within the project site or nearby streets or may simply choose to park farther away from the project site (outside the study area). As such, patrons could choose other modes of transportation to access the project site and such actions may offset the projected parking demand associated with the proposed project.

Lastly, in compliance with the *Planning Code* Section 167, residential parking would be required to be unbundled and sold or leased separately from dwelling units. Unbundling parking makes the cost of parking visible to households and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.

It is noted that the Western SoMa PEIR did not identify any significant parking impacts and no mitigation measures were recommended. Because the proposed project would include an off-street parking garage (with more than 20 spaces), the proposed project would be subject to conditions of approval set forth by the San Francisco Planning Department to specifically address the monitoring and abatement of queues. As such, implementation of Project Improvement Measure 2: Monitoring and Abatement of Queues would reduce the potential for queuing by vehicles accessing the project site by requiring monitoring of the project access driveway on Rausch Street, and if a recurring queue occurs, the Project Sponsor/Property Owner shall employ abatement methods as needed to abate the queue.

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



<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>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. In addition, the Western SoMa PEIR noted that implementation of the Community Plan would incrementally increase traffic-generated noise on some streets in the Plan Area and result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR therefore identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels.

Mitigation Measure M-NO-1a: Interior Noise Levels for Residential Uses requires a detailed analysis of noise reduction requirements for new development including noise-sensitive uses located along streets with noise levels above 60 dBA<sup>11</sup> ( $L_{dn}$ <sup>12</sup>), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. Mitigation Measure M-NO-1b: Siting of Noise-Sensitive Uses requires a noise analysis for new residential development and development that includes other noise-sensitive uses in order to reduce potential conflicts between existing noise-generating uses and new sensitive receptors. The proposed project would construct a new six-story residential mixed-use building—a noise sensitive use—in an area where traffic-related noise exceeds 60 dBA ( $L_{dn}$ ). Accordingly, 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.<sup>13</sup>

Mitigation Measure M-NO-1d: Open Space in Noisy Environments requires that new open space associated with new development that includes noise-sensitive uses be protected from existing ambient noise levels in order to minimize disruption to users of the open space. As the project proposes a noise-sensitive use with provision of rear open space, Mitigation Measure M-NO-1d would apply to the project, and is detailed as Project Mitigation Measure 3 on pages 45-54.

Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise analysis for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between

<sup>11</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>12</sup> The  $L_{dn}$  is the  $L_{eq}$ , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The  $L_{eq}$  is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

<sup>13</sup> Charles M. Salter Associates, Inc. *99 Rausch Street Residences Environmental Noise Study CSA Project 14-0147*. Acoustical Analysis. March 21, 2014. This report is available for review as part of Case No. 2013.0986E.

existing sensitive receptors and new noise-generating uses. The project does not include noise-generating uses, thus Mitigation Measure M-NO-1c is not applicable to the project.

Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures During Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would involve demolition of an existing one-story industrial building and construction of a new six-story mixed-use building, and therefore, would contribute to construction-related noise impacts. Since installation of a Mat slab style foundation would not require pile driving and would avoid vibration effects typically generated by pile-driving activities, Mitigation Measure M-NO-2b would not apply to the proposed project. However, the project would be subject to Mitigation Measures M-NO-2a—detailed under Project Mitigation Measure 4—in order to reduce these impacts to a less-than-significant level.

In addition, all construction activities for the proposed project (occurring over the course of approximately 20 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the 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<sup>14</sup> ( $L_{dn}$ <sup>15</sup>) 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 the Department of Building Inspection (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 construction period for the proposed project of approximately 20 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 20 months), intermittent, and restricted in occurrence and level, as the contractor would be subject to and would comply with the Noise Ordinance. Compliance with the Noise Ordinance would reduce any construction-related noise effects on nearby residences to the greatest extent feasible.

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<sup>14</sup> The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

<sup>15</sup> The  $L_{dn}$  is the  $L_{eq}$ , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The  $L_{eq}$  is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topics 6e and 6f are not applicable.

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

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

The Western SoMa PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), exposure of sensitive land uses to substantial pollutant concentrations, and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, due to the uncertain nature of future development proposals that would result from adoption of the Western SoMa Community Plan, it could not be determined whether implementation of these mitigation measures would reduce impacts to a less-than-significant level.

**Criteria Air Pollutants**

The Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB) 2011 BAAQMD CEQA Air Quality Guidelines (Air Quality Guidelines)<sup>16</sup> provide screening criteria for determining whether a project’s criteria air pollutant emissions may 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. If a project meets the screening criteria, then the lead agency or applicant does not need to perform a detailed air quality assessment of the proposed project’s air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. The proposed project would

<sup>16</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

meet the screening criteria provided in the BAAQMD Air Quality Guidelines for construction and operational criteria air pollutants. Therefore, Mitigation Measure M-AQ-6 does not apply.

Mitigation Measure M-AQ-2: Transportation Demand Management Strategies for Future Development Projects is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 395 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project. However, this has been identified as Project Improvement Measure 2 to further reduce any criteria air pollutants resulting from project-generated vehicle trips.

To reduce construction dust impacts, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, which would ensure that these impacts would remain less than significant.

### Health Risk

For determining potential health risk impacts, San Francisco has partnered with the Bay Area Air Quality Management District (BAAQMD) to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City in which there are additional health risks for affected populations (“Air Pollutant Exposure Zone”). The Air Pollutant Exposure Zone was identified based on two health based criteria:

- (1) Excess cancer risk from all sources > 100 per one million persons; or
- (2) PM<sub>2.5</sub><sup>17</sup> concentrations from all sources including ambient >10µg/m<sup>3</sup>.<sup>18</sup>

Sensitive receptors<sup>19</sup> within the Air Pollutant Exposure Zone are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside the Air Pollutant Exposure Zone. These locations (i.e., within the Air Pollutant Exposure Zone) require additional consideration when projects or activities have the potential to emit TACs, including DPM emissions from temporary and variable construction activities.

Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors requires projects siting sensitive receptors in areas of poor air quality to incorporate upgraded ventilation systems with filtration equivalent to MERV-13 in order to minimize exposure of future residents to DPM and other pollutant emissions, as well as odors. The proposed project would include

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<sup>17</sup> PM<sub>2.5</sub> is defined as particulate matter less than 2.5 micrometers in diameter, often called “fine” particles.

<sup>18</sup> A microgram per cubic meter (µg/m<sup>3</sup>) is a derived System International measurement unit of density—measuring volume in cubic meters—used to estimate weight or mass in micrograms.

<sup>19</sup> The 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. Bay Area Air Quality Management District (BAAQMD), Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

construction of a 112-unit residential building—considered a sensitive land use—in an Air Pollutant Exposure Zone. Therefore, Mitigation Measure M-AQ-3 has been identified as Project Mitigation Measure 5, and is detailed on pages 45-54. Compliance with this mitigation measure would result in less-than-significant air quality impacts on sensitive receptors. The project sponsor has agreed to implement Project Mitigation Measure 5.

M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards requires projects proposing construction in areas of poor air quality to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Mitigation Measure M-AQ-7 requires, among other things, diesel equipment to meet a minimum performance standard (all engines greater than 25 horsepower must meet Tier 2 emissions standards and be equipped with a Level 3-verified diesel emissions control strategy. The project site is located within an identified Air Pollutant Exposure Zone, and construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would last approximately 20 months, and diesel-generating equipment would be required for the duration of the project’s construction phase. Therefore, the proposed project’s temporary and variable construction activities would result in short-term emissions of DPM and other TACs that would add emissions to areas already adversely affected by poor air quality. Thus, Mitigation Measure M-AQ-7 is applicable to the proposed project, and is detailed under Project Mitigation Measure 6 (see pages 45-54). Compliance with this mitigation measure would result in less-than-significant air quality impacts from construction vehicles and equipment. The project sponsor has agreed to implement Project Mitigation Measure 6.

Mitigation Measures M-AQ-4: Siting of Uses that Emit PM2.5 or DPM and Other TACs requires analysis of operational emissions for new development that would generate substantial levels of toxic air contaminants (TACs) as part of everyday operations, whether from stationary or mobile sources. The proposed project would neither generate substantial levels of TACs, nor would it include installation of equipment that would generate substantial levels of TACs. Therefore, Mitigation Measure M-AQ-4 does not apply.

For the above reasons, the proposed project would not result in significant impacts on air quality that were not identified in the Western SoMa 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>
<b>7. GREENHOUSE GAS EMISSIONS—Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR assessed the Greenhouse Gas (GHG) emissions that could result from implementation of the Western SoMa Community Plan. The PEIR concluded that the resulting GHG

emissions from plan implementation would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco’s Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco’s GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy. Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on GHG emissions beyond those analyzed in the Western SoMa 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>
<b>8. WIND AND SHADOW—Would the project:</b>				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Wind**

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a less-than-significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing, which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects less than 80 feet in height would not have the potential to generate significant wind impacts. The proposed 65-foot-tall mixed-use residential building would be similar in height to existing buildings in the area. The project would not contribute to the significant wind impact identified in the Western SoMa PEIR because the proposed structure would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa PEIR related to wind.

**Shadow**

Planning Code Section 295 generally prohibits new structures above 40 feet 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. The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the PEIR.

The proposed project would demolish an existing 25-foot-tall commercial building and construct a six-story, approximately 65-foot tall mixed-use residential building that would step down to 40 feet along Rausch Street; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks<sup>20</sup> which demonstrates shadow effects in the absence of intervening buildings on the block. The shadow fan analysis determined that the project could cast shadows on the Howard & Langton Mini Park Community Garden, a property owned by the San Francisco Recreation & Parks Department. Subsequent to the preliminary analysis, the project sponsor retained a shadow consultant to simulate shadow conditions within the context of intervening buildings. The simulations evaluate the potential for the project to cast shadow on the Howard & Langton Mini Park Community Garden early in the morning at and/or near the winter solstice (i.e. when shadows reach their greatest extent towards the park).<sup>21</sup> The simulations demonstrate that the project’s shadow—within the context of intervening buildings—would conclusively not reach Howard & Langton Mini Park at any time of the day over any time of the year.

The proposed project would also shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon 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.

In light of the above, the project would not contribute to the significant shadow impact identified in the Western SoMa 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>
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**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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

<sup>20</sup> San Francisco Planning Department, *Preliminary Shadow Fan Analysis: 1140 Folsom Street (3730/075-080)*. June 19, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0986E.

<sup>21</sup> Bennett, Charles. *Technical Memorandum: Potential Proposition K Shadow, 1140 Folsom Street/99 Rausch Street Project San Francisco, California ESA 140551*. August 9, 2014. This memorandum is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0986E.

<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>
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 Western SoMa PEIR determined that implementation of the Western SoMa Community Plan 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 were identified in the PEIR.

As the proposed project does not degrade recreational facilities and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on recreation beyond those analyzed in the Western SoMa 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>
<b>10. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Western SoMa 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.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on utilities and service systems beyond those analyzed in the Western SoMa 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>
<b>11. PUBLIC SERVICES—Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa 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.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on public services beyond those analyzed in the Western SoMa 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>
<b>12. BIOLOGICAL RESOURCES—Would the project:</b>				
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"/>

<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>
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"/>

As discussed in the Western SoMa PEIR, the Western SoMa Community Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the Western SoMa Community Plan would result in significant but mitigable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a requires that conditions of approval for building permits issued for construction of projects within the Western SoMa Community Plan area include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would involve demolition of an existing 25-foot-tall commercial building, and therefore would contribute to this significant impact. However, the project would be subject to Mitigation Measures M-BI-1a and M-BI-1b requiring pre-construction special-status bird and bat surveys to be conducted prior to demolition in order to reduce these impacts to a less-than-significant level. Mitigation Measures M-BI-1a and M-BI-1b are detailed on pages 45-54 as Project Mitigation Measures 7 and 8 respectively.

As the proposed project includes the above mitigation measures and is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on biological resources beyond those analyzed in the Western SoMa 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>
<b>13. GEOLOGY AND SOILS—Would the project:</b>				
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"/>

The Western SoMa PEIR concluded that the project would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, 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 risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the PEIR concluded that the project would not result in significant impacts related to geological hazards. No mitigation measures were identified in the PEIR.

The proposed project would involve excavation to a depth of approximately 12 feet in an area of liquefaction potential—designated as a Seismic Hazards Study Zone (SHSZ) by the California Division of

Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report. As such, a geotechnical report was prepared for the project.<sup>22</sup> The project sponsor would be required to adhere to the recommendations contained in the report.

The project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Therefore, potential damage to structures from geologic hazards such as landslide hazards and seismic stability of the project site would be addressed through the DBI requirement for a geotechnical or other subsurface report and review of the building permit application pursuant to its implementation of the Building Code.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

<b>Topics:</b>	<b>Significant Impact Peculiar to Project or Project Site</b>	<b>Significant Impact not Identified in PEIR</b>	<b>Significant Impact due to Substantial New Information</b>	<b>No Significant Impact not Previously Identified in PEIR</b>
<b>14. HYDROLOGY AND WATER QUALITY—Would the project:</b>				
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"/>

<sup>22</sup> H. Allen Gruen, Geotechnical Engineer. *Report Geotechnical Investigation: Planned Development at 1140 Folsom Street San Francisco, California*. Geotechnical Report. December 8, 2013. This report is available for review as part of Case No. 2013.0986E.

<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>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact to hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The existing lot is entirely covered by impervious surfaces and the proposed buildings and patio areas would fully occupy the project site. As a result, the proposed project would not result in an increase in the amount of impervious surface area on the site, which in turn would increase the amount of runoff and drainage. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

For the above reasons, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Western SoMa 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>
<b>15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input 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"/>

<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>
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"/>

The Western SoMa PEIR identified less-than-significant impacts related to the routine transport, use, or disposal of hazardous materials, the potential for the Plan or subsequent development projects within the Plan area to interfere with an adopted emergency response plan, and the potential for subsequent projects to expose people or structures to a significant risk with respect to fires.

**Hazardous Building Materials**

The proposed project would involve demolition of the existing 25-foot-tall commercial building on the project site, which was built circa 1946. Because this structure was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the project would be required to implement Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, identified as Project Mitigation Measure 9 (detailed on pages 45-54) before demolition of the existing structure, which would reduce potential impacts related to hazardous building materials to a less-than-significant level.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to hazardous building materials.

**Handling of Potentially Contaminated Soils**

The Western SoMa PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent projects within the Plan Area. The PEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action would reduce these impacts to a less-than-significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by the Department of Public Health (DPH) and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require that

sponsors for projects that disturb more than 50 cubic yards of soil 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. Mitigation Measure M-HZ-3 of the Western SoMa PEIR related to contaminated soil and groundwater is therefore superseded by the Maher Ordinance.

The proposed project is located on the Maher Map<sup>23</sup> and would excavate up to 12 feet below grade and disturb over 50 cubic yards of soil. Therefore, 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 I ESA would determine 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 the 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 DPH and a Phase I ESA has been prepared to assess the potential for site contamination.<sup>24</sup> The Phase I found no evidence of the presence or likely presence of any hazardous substances or petroleum products that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, ground water, or surface water. The Phase I did not find any physical or documentary evidence of any use, storage or disposal of any chemicals, hazardous materials, reportable substances or hazardous waste at the site. No Recognized Environmental Concerns are associated with the property and none were identified in the nearby areas.

Pursuant to compliance with Article 22A of the Health Code, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to hazardous soil and/or groundwater.

Therefore, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Western SoMa 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>
<b>16. MINERAL AND ENERGY RESOURCES— Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>23</sup> The Maher Map identifies sites that are known or suspected to contain contaminated soil and/or groundwater.  
<sup>24</sup> Harris & Lee Environmental Sciences, LLC. *All Appropriate Inquiry-Phase I Environmental Site Assessment: 1140 Folsom Street and 69-71 Summer Street, San Francisco, CA 94103*. Phase I Environmental Site Assessment. March 30, 2013. This report is available for review as part of Case No. 2013.0986E.

<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>
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 Western SoMa PEIR determined that the Community 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 natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Western SoMa PEIR concluded that implementation of the Community Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Western SoMa 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>
<b>17. AGRICULTURE AND FOREST RESOURCES:—Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



The Western SoMa PEIR determined that no agricultural or forest resources exist in the Plan Area; therefore the Western SoMa Community Plan would have no effect on agricultural and forest resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

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## MITIGATION MEASURES

### **Project Mitigation Measure 1 – Archeological Testing Program**

Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.

This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.

- A. *Consultation with Descendant Communities.* On discovery of an archeological site<sup>25</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>26</sup> of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate

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<sup>25</sup> The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>26</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

- B. *Archeological Testing Program.* The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
  - b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.
- C. *Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:
- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
  - The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

- D. *Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report.* Description of proposed report format and distribution of results.
  - *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.
- E. *Human Remains and Associated or Unassociated Funerary Objects.* 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, ERO, 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.
- F. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/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.

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, one unbound and one unlocked, searchable PDF copy on CD 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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

### **Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources**

This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c).

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO

with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) 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 archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. 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 archeological 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 describes 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 copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD 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 from that presented above.

**Project Mitigation Measure 3 – Open Space in Noisy Environments.** To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, require that open space required

under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.

**Project Mitigation Measure 4 - General Construction Noise Control Measures.** To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and

enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

**Project Mitigation Measure 5 – Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors.** Prior to receipt of any building permit, the project sponsor shall submit an enhanced ventilation plan for the proposed building(s). The enhanced ventilation plan shall be prepared and signed by, or under the supervision of, a licensed mechanical engineer or other individual authorized by the California Business And Professions Code Sections 6700-6799. The enhanced ventilation plan shall show that the building ventilation system will be capable of achieving protection from particulate matter (PM<sub>2.5</sub>) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration, as defined by American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) standard 52.2. The enhanced ventilation plan shall explain in detail how the project will meet the MERV-13 performance standard identified in this measure.

*Maintenance Plan.* Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.

*Disclosure to Buyers and Renters.* The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.

**Project Mitigation Measure 6 – Construction Emissions Minimization Plan for Health Risks and Hazards.**

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

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

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

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

- ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
- iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

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

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

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

\*\*Alternative fuels are not a VDECS

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



- shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
  4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

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

**Project Mitigation Measure 7 – Pre-Construction Special-Status Bird Surveys.** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

**Project Mitigation Measure 8 – Pre-Construction Special-Status Bat Surveys.** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

**Project Mitigation Measure 9 – Hazardous Building Materials Abatement.** The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact 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.

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## IMPROVEMENT MEASURES

**Project Improvement Measure 1: Monitoring and Abatement of Queues.** As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Rausch or Folsom Streets adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the underground parking garage) blocking any portion of the Rausch Street sidewalk or travel lane on Rausch Street, or along Folsom Street for a consecutive period of three minutes or longer on a daily and/or weekly basis.

Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.

It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days.

The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

**Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips.** The Project Sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes. The Project Sponsor has agreed to implement the following TDM measures:

**Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

**Provide Transportation and Trip Planning Information to Building Occupants:**

- o *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
- o *New-hire packet:* Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
- o *Current transportation resources:* Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.
- o *Posted and real-time information:* A local map and real-time transit information could be installed on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen.

**Bicycles**

- *Fleet*: Provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building occupants.
- *Bay Area Bike Share*: Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project's frontage.

### **Car-Share**

Increase the number of on-site car-share parking spaces to full optional requirements as described in Planning Code Section 166(g).

### **City Access for Data Collection:**

As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff.

**Project Improvement Measure 3: Installation of Visual/Audible Devices at Underground Garage Driveway.** As an improvement measure to reduce potential conflicts between vehicles entering and exiting the underground garage and pedestrians traveling along the east side sidewalk of Rausch Street, the project sponsor shall install visual and/or audible notifications (alarms) to alert pedestrians of vehicles traveling in and out of the underground parking garage.

**Project Improvement Measure 4: Coordination of Move-in/Move-Out Operations and Large Deliveries.** To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Rausch Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Rausch Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Rausch Street. Curb parking on Rausch Street shall be reserved through SFMTA or by directly contacting the local 311 service.

**Project Improvement Measure 5: Limiting the Hours of Construction-Related Truck Traffic and Deliveries.** Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

As required, the project sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor would be required to coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

**Project Improvement Measure 6: Construction Management Plan Additional Measures.** In addition to items required in the Construction Management Plan, the project sponsor shall include the following:

- *Carpool and Transit Access for Construction Workers* – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts.
- *Project Construction Updates* – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.

**EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM**

<b>MONITORING AND REPORTING PROGRAM</b>				
<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation / Improvement Schedule</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<b>MITIGATION MEASURES</b>				
<p><b><u>Project Mitigation Measure 1 – Archeological Testing Program.</u></b>                      Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.</p> <p>This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San</p>	Project Sponsor	Prior to issuance of a building permit.	Planning Department’s ERO; Planning Department’s archeologist or qualified archeological consultant	Considered complete upon submittal of PAR or PASS to ERO or designated Planning Department Staff

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Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.

- A. *Consultation with Descendant Communities.* On discovery of an archeological site<sup>1</sup> associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative<sup>2</sup> of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final

<sup>1</sup> The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>2</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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Archaeological Resources Report shall be provided to the representative of the descendant group.

- B. *Archeological Testing Program.* The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken



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<p>include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <ul style="list-style-type: none"> <li>a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</li> <li>b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</li> </ul> <p>C. <i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any</li> </ul>				

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<p>project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> <li>▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</li> <li>▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects</li> </ul>				

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<p>on significant archeological deposits;</p> <ul style="list-style-type: none"> <li>▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the</li> </ul>				

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findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

- D. *Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

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<p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>▪ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>▪ <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>▪ <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the</li> </ul>				

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation / Improvement Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
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curation facilities.

- E. *Human Remains and Associated or Unassociated Funerary Objects.* 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, ERO, 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.
  
- F. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical

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<p>research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>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, one unbound and one unlocked, searchable PDF copy on CD 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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
<p><b><u>Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources</u></b>            This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p>	Project sponsor.	Prior to issuance of any permit for soil-disturbing activities and during	Project Sponsor; ERO; archeologist.	Considered complete upon ERO's approval of FARR.

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construction.

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) 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 archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The



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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 archeological 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 describes 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

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<p>final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD 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 from that presented above.</p>	Project sponsor, contractor(s).	Prior to entitlement/building permit approval.	Planning Department.	Considered completed upon approval of project plans by the Planning Department.
<p><b><u>Project Mitigation Measure 3 – Open Space in Noisy Environments.</u></b> To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove</p>				

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<p>annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.</p> <p><b><u>Project Mitigation Measure 4 - General Construction Noise Control Measures.</u></b> To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> <li>• The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).</li> <li>• The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as</li> </ul>	Project sponsor, contractor(s).	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

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<p>possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</p> <ul style="list-style-type: none"> <li>• The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.</li> <li>• The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise</li> </ul>				

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<p>feasible.</p> <ul style="list-style-type: none"> <li>Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.</li> </ul>	Project sponsor, contractor(s).	Prior to the start of heavy diesel equipment use on site.	ERO to review and approve health risk assessment, or other appropriate analysis.	Considered complete upon Environmental Planning Air
<p><b><u>Project Mitigation Measure 5 – Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors.</u></b>            Prior to receipt of any building permit, the project sponsor</p>				

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<p>shall submit an enhanced ventilation plan for the proposed building(s). The enhanced ventilation plan shall be prepared and signed by, or under the supervision of, a licensed mechanical engineer or other individual authorized by the California Business And Professions Code Sections 6700-6799. The enhanced ventilation plan shall show that the building ventilation system will be capable of achieving protection from particulate matter (PM<sub>2.5</sub>) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration, as defined by American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) standard 52.2. The enhanced ventilation plan shall explain in detail how the project will meets the MERV-13 performance standard identified in this measure.</p> <p><i>Maintenance Plan.</i> Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.</p> <p><i>Disclosure to Buyers and Renters.</i> The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.</p>	Project sponsor, contractor(s)	Prior to issuance of a permit specified in	Prepare and submit a Plan	Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis.
<p><b><u>Project Mitigation Measure 6 – Construction Emissions Minimization Plan for Health Risks and Hazards.</u></b></p>	Project sponsor, contractor(s)	Prior to issuance of a permit specified in	Prepare and submit a Plan	Project sponsor, contractor(s) and the ERO

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<p>A. <i>Construction Emissions Minimization Plan.</i> Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:</p> <p>1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <p>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</p> <p>b) All off-road equipment shall have:</p> <p>i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, <i>and</i></p> <p>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<sup>3</sup></p> <p>c) Exceptions:</p> <p>i. Exceptions to A(1)(a) <i>may</i> be granted if the project sponsor has submitted information</p>		<p>Section 106A.3.2.6 of the Francisco Building Code</p>		

<sup>3</sup> Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

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<p>providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</p> <p>ii. Exceptions to A(1)(b)(ii) <i>may</i> be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide</p>				



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the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

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

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

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

\*\*Alternative fuels are not a VDECS

- The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple

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<p>languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to</p>				

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members of the public as requested.				
<p><b><u>Project Mitigation Measure 7 – Pre-Construction Special-Status Bird Surveys.</u></b> Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	Project sponsor; qualified biologist; CDFG; USFWS.	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of project.	Project sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits

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<p><b><u>Project Mitigation Measure 8 – Pre-Construction Special-Status Bat Surveys.</u></b> Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.</p>	Project sponsor; qualified biologist; CDFG; USFWS.	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of project.	Project sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits
<p><b><u>Project Mitigation Measure 9 – Hazardous Building Materials Abatement.</u></b> The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified,</p>	Project sponsor	Prior to any demolition or construction activities.	Project sponsor; Planning Department.	Prior to any demolition or construction activities.

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either before or during work, shall be abated according to applicable federal, state, and local laws.

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**IMPROVEMENT MEASURES**

**Project Improvement Measure 1: Monitoring and Abatement of Queues.** As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Rausch or Folsom Streets adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the underground parking garage) blocking any portion of the Rausch Street sidewalk or travel lane on Rausch Street, or along Folsom Street for a consecutive period of three minutes or longer on a daily and/or weekly basis.

Project sponsor;  
property owner.

Ongoing.

Property owner;  
owner/operator of off-street  
parking facility.

Ongoing.

Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.

It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a

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consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the

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<p>owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>				
<p><b><u>Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips.</u></b> The Project Sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes. The Project Sponsor has agreed to implement the following TDM measures:</p> <p><b>Identify TDM Coordinator:</b> The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San</p>	<p>Project sponsor; property owner.</p>	<p>Ongoing.</p>	<p>Property owner.</p>	<p>Ongoing.</p>



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Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

**Provide Transportation and Trip Planning Information to Building Occupants:**

- o *Move-in packet:* Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.
- o *New-hire packet:* Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be

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<p>purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</p> <ul style="list-style-type: none"> <li>o <i>Current transportation resources:</i> Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.</li> <li>o <i>Posted and real-time information:</i> A local map and real-time transit information could be installed on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen.</li> </ul>				

**Bicycles**

- o *Fleet:* Provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building occupants.
- o *Bay Area Bike Share:* Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works,

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and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project’s frontage.

**Car-Share**

Increase the number of on-site car-share parking spaces to full optional requirements as described in Planning Code Section 166(g).

**City Access for Data Collection:**

As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff.

**Project Improvement Measure 3: Installation of Visual/Audible Devices at Underground Garage Driveway.** As an improvement measure to reduce potential conflicts between vehicles entering and exiting the underground garage and pedestrians traveling along the east side sidewalk of Rausch Street, the project sponsor shall install visual and/or audible notifications (alarms) to alert pedestrians of vehicles traveling in and out of the underground parking garage.

Project sponsor; property owner.      Prior to occupancy.      Property owner.      Ongoing.

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<p><b><u>Project Improvement Measure 4: Coordination of Move-in/Move-Out Operations and Large Deliveries.</u></b> To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Rausch Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Rausch Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Rausch Street. Curb parking on Rausch Street shall be reserved through SFMTA or by directly contacting the local 311 service.</p>	Property owner(s); building management.	Ongoing.	Property owner(s); building management.	Ongoing.
<p><b><u>Project Improvement Measure 5: Limiting the Hours of Construction-Related Truck Traffic and Deliveries.</u></b> Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.</p> <p>As required, the project sponsor and construction</p>	Project sponsor; property owner; contractor(s).	Construction phase.	Project sponsor; property owner; contractor(s).	Construction phase.

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contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor would be required to coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

<p><b><u>Project Improvement Measure 6: Construction Management Plan Additional Measures.</u></b> In addition to items required in the Construction Management Plan, the project sponsor shall include the following:</p>	<p>Project sponsor; property owner; contractor(s).</p>	<p>Construction phase.</p>	<p>Project sponsor; property owner; contractor(s).</p>	<p>Construction phase.</p>
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- *Carpool and Transit Access for Construction Workers* – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts.
- *Project Construction Updates* – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information

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(typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.				