



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use – Planned Unit Development

HEARING DATE: JULY 15, 2010

Date: July 8, 2010
Case No.: **2004.0946EKC**
Project Address: **1717 17th Street**
Previous Zoning: M-1 (Light Industrial)
40-X Height and Bulk District
Current Zoning: UMU (Urban Mixed Use) and
45/48-X Height and Bulk District
Block/Lot: 3980/008
Project Sponsor: Sean Keighran
499 Marina Boulevard
San Francisco, CA 94123
Staff Contact: Corey Teague – (415) 575-9081
corey.teague@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposed project includes demolition of the existing buildings on the project site and new construction of two mixed-use buildings with off-street parking. The project will result in two four-story, 48-foot tall buildings with a total of 41 dwelling units, 7,000 square feet of ground floor PDR uses, 8,000 square feet of commercial/retail space, and 58 independently accessible below-grade parking spaces. Parking in each building's parking garage will be divided into 18 residential parking spaces, 11 commercial spaces for the PDR and retail uses, and one van loading space. Each parking garage will also include 13 secured Class 1 bicycle spaces. The two buildings will meet along the 17th Street frontage with a common "paseo," or alley-like entryway, which will extend a depth of approximately 72 feet into the building mass.

The project is an Eastern Neighborhoods pipeline project that originally submitted its environmental review application in September 2004. As such, this project must meet the current physical controls of the Planning Code (i.e. rear yard, parking, open space, etc.), but must meet the original land use and height controls that were in place when the first development application was filed. Additionally, due to this project's pipeline status, it is not subject to the Eastern Neighborhoods community impact fee.

Proposed Height Limit Amendment

The project sponsor entered into an agreement with Anchor Steam Brewing Company for a lot line adjustment before the adoption of the Eastern Neighborhoods rezoning that reconfigured the irregularly shaped lot 007 into a rectangular parcel (now Lot 008), approximately equal to the area of the site prior to the lot line adjustment (see the attached parcel maps). The official rezoning legislation properly replaced

the previous lots (006 and 007) with the new lots (008 and 009) and in the new zoning districts table, shown as follows:

BLOCK	LOT	USE DISTRICT TO BE SUPERSEDED	USE DISTRICT HEREBY APPROVED	SHEET
3980	006 009	M-1	PDR-1-G	10
3980	007 008	M-1	UMU	10

The official rezoning legislation did not, however, properly replace the previous lots with the new lots in the new height districts table, shown as follows:

BLOCK	LOT	HEIGHT DISTRICT TO BE SUPERSEDED	HEIGHT & BULK DISTRICT HEREBY APPROVED	SHEET
3980	006	40-X	45-X	8
3980	007	40-X	48-X	8

The result of not updating the lots in the height district table is that the southwest portion of the Project site (the previous portion of Lot 006 that was made part of the Project site through the lot line adjustment) is zoned for a height of 45 feet. Therefore, any approval for this 48-foot high Project can not be effective until the height table is amended to reflect the new lots, which will effectively rezone the southwestern portion of the Project site to a 48-foot height district.

The intent was for the Project site—the new Lot 008—to be rezoned to UMU and 48-X, just as other surrounding properties fronting on 17th Street. Therefore, on June 29, 2010, Supervisor Sophie Maxwell introduced an Ordinance No. 100881 to correct the lots in the height district table and ensure that the new Lot 008 is entirely within a 48-X height and bulk district, and the new Lot 009 is entirely within a 45-X height and bulk district. If the Planning Commission approves this Conditional Use Authorization request, it will be under the condition that it is not effective until the ordinance to correct the height district is effective.

SITE DESCRIPTION AND PRESENT USE

The project site includes three commercial buildings and a paved parking lot. A one-story 13-ft tall wood frame building and an adjacent two-story, 24-foot tall wood frame building both front on 17th Street. A surface parking lot with 20 parking spaces occupies the northeast corner of the project site. The remainder of the lot is occupied by a two story, 24-foot tall metal building. The portion of the lot to the west that was previously used for loading by Anchor Steam is covered with vegetation and asphalt.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site lies at the northern foot of Potrero Hill. It borders the Potrero Hill neighborhood to the south, which is primarily residential, with some exceptions like the Live Oak School at Mariposa and Arkansas Streets. Showplace Square lies to the north, and generally includes industrial buildings with larger footprints. The project site also borders Jackson Playground to the east across Carolina Street, and

is just north of the Anchor Steam Brewing Company. Most of the buildings to the west along 17th Street in the area range from two to five stories, including 444 De Haro Street and the Whole Foods building at 17th Street and Rhode Island Street. Buildings to the east along 17th Street tend to be smaller in scale.

SHADOW ANALYSIS

Pursuant to Section 295, no building permit authorizing the construction of any structure exceeding 40 feet in height that will cast any shade or shadow upon any property under the jurisdiction of the Recreation and Park Commission during the times of one hour after sunrise and one hour before sunset, all year round, may be issued except on prior action of the Commission pursuant to the provisions of this Section. The Commission must conduct a hearing and must disapprove the issuance of any building permit governed by the provisions of this Section if it finds that the proposed project will have any adverse impact on the use of the property under the jurisdiction of the Recreation and Park Commission because of the shading or shadowing that it will cause, unless it is determined that the impact would be insignificant.

The majority of the park includes a heavily used clubhouse, two baseball fields, outdoor tennis courts, outdoor basketball court, tot lot, and community garden. The project would only affect the northeast area facing Carolina Street, which consists of mature trees, benches, and a baseball field. The new shadow would occur on the west side of the park on a portion of the ball field in the late afternoon when field use is less frequent. The new shadow would not adversely affect park activities because the ball diamonds are mainly used during the morning and early afternoon on weekends, outside of the time when the new shadow would occur. The total annual shadow increase on the park is less than 0.5%.

The Recreation and Parks Commission found on January 21, 2010, that the shadow of the proposed project will not be significant or adverse on Jackson Playground.

ENVIRONMENTAL REVIEW

The Planning Department/Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31")

HEARING NOTIFICATION (This project was initially noticed for and calendared on July 1, 2010)

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	June 11, 2010	June 9, 2010	22 days
Posted Notice	20 days	June 11, 2010	June 11, 2010	20 days
Mailed Notice	20 days	June 11, 2010	June 11, 2010	20 days

PUBLIC COMMENT

- The Department received a letter of opposition from the Anchor Steam Brewing Company. The opposition is based on a dispute regarding a 2006 Memorandum of Understanding between Anchor Steam and the Project Sponsor, and not necessarily on the merits of the project overall. The Project Sponsor is working with Anchor Steam to ensure that all agreements under the Memorandum of Understanding will be met.

ISSUES AND OTHER CONSIDERATIONS

- While the proposed project is an Eastern Neighborhoods “Pipeline” project that is subject to its original height district requirement of 40 feet, it is also required to meet the new physical controls passed in the Eastern Neighborhoods legislation. This includes a requirement for a 17-foot ground floor ceiling height. Section 175.6 permits the Planning Director to grant an increase beyond the otherwise-superseded height limits of no more than 8 feet when a project needs additional height to meet one of the new physical controls. The Planning Director granted an 8-foot height increase for this project.
- The environmental review application for this project was filed in September 2004. As such, the on-site BMR requirement for this project is 12 percent, and the off-site BMR requirement is 17 percent. The Project Sponsor proposes to provide 49 percent of the affordability requirement as on-site units, which results in one BMR unit in each building. The remaining affordability requirement would be subject to affordable housing fee.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization to allow for residential use in the M-1 Zoning District per Planning Code Section 215, and to allow a Planned Unit Development with an exception for the rear yard per Planning Code Sections 303 and 304.

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and/or desirable under Section 303 of the Planning Code for the following reasons:

- The project will create new residential units in an underused industrial area, as called for in the Showplace Square/Potrero Hill plan area.
- The project will create new ground floor commercial space that has large floor plates, gracious ceiling heights and an attractive street front design, as called for in the Showplace Square/Potrero Hill plan area.
- The project will convert an underused site into a productive mixed-use development that includes significant site upgrades, including up to 24 street trees.
- The project will provide two BMR units on-site and pay the remaining Affordable Housing fee.
- The project will not create adverse shadow impacts for Jackson Playground.
- The proposed Project meets all applicable requirements of the Planning Code and is consistent with the General Plan

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Shadow Motion
Draft Conditional Use Motion
Parcel Maps
Sanborn Map
Aerial Photographs
Zoning Map
Height and Bulk Map
Environmental Determination
Recreation and Park Commission Shadow Resolution
Shadow Analysis Report
Declaration of Intent (BMR Units)
Affordable Housing Affidavit
First Source Hiring Agreement
Sponsor-Submitted Materials
Project Renderings
Reduced Plans

Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Shadow Analysis Report |
| <input checked="" type="checkbox"/> Draft Shadow Motion | <input checked="" type="checkbox"/> Declaration of Intent (BMR) |
| <input checked="" type="checkbox"/> Draft Conditional Use Motion | <input checked="" type="checkbox"/> Affordable Housing Affidavit |
| <input checked="" type="checkbox"/> Parcel Maps | <input checked="" type="checkbox"/> First Source Hiring Agreement |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Aerial Photos | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Zoning District Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Height & Bulk Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Recreation & Park Commission Resolution | |

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

Planner's Initials

CT: C:\Documents\C\2004\1717 17th St\Executive Summary.doc



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Inclusionary Housing (Sec. 315)
- Jobs Housing Linkage Program (Sec. 313)
- Downtown Park Fee (Sec. 139)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 314)
- Other

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Planning Commission Draft Motion

HEARING DATE: JULY 15, 2010

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Project Address: **1717 17th street**
Zoning: UMU (Urban Mixed Use) and
 45/48-X Height and Bulk District
Block/Lot: 3980/008
Project Sponsor: Sean Keighran
 499 Marina Boulevard
 San Francisco, CA 94123
Staff Contact: Diego Sanchez – (415) 575-9082
diego.sanchez@sfgov.org

ADOPTING FINDINGS, WITH THE ADVICE OF THE GENERAL MANAGER OF THE RECREATION AND PARK DEPARTMENT, IN CONSULTATION WITH THE RECREATION AND PARK COMMISSION, THAT ADDITIONAL NEW SHADING CAUSED BY THE CONSTRUCTION OF A PROJECT AT 1717 17TH STREET AS PROPOSED WOULD BE SIGNIFICANT, BUT NOT ADVERSE BECAUSE OF THE TIME OF YEAR, THE DURATION, THE LOCATION, AND THE EXTENT OF THE NEW SHADOW, AND BECAUSE OF THE PUBLIC GOOD SERVED BY THE PROJECT; WITHIN A UMU (URBAN MIXED USE) DISTRICT AND A 45/48-X (PROPOSED 48-X) HEIGHT AND BULK DISTRICT.

PREAMBLE

On February 4, 2009, Sean Keighran (Project Sponsor) filed an application for a Shadow Impact Study on the property at 1717 17th Street, on the south side within the block bounded by De Haro, Mariposa and Carolina Streets; Lot 008 in Assessor's Block 3980, (hereinafter "Subject Property") to construct two new buildings at this site. The project is located in a UMU (Urban Mixed Use) and a 45/48-X (Proposed 48-X) Height and Bulk District.

On January 21, 2010, the General Manager of the Recreation and Park Department, after consultation with the Recreation and Park Commission, recommended to the Planning Commission that shadow impacts by the proposed new building are not significant and adverse.

On July 15, 2010, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public to consider Application No. 2004.0946EKC, at which time the Commission reviewed and discussed the findings prepared for its review.

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. San Francisco Planning Code Section 295, "Height Restrictions on Structures Shadowing Property under the Jurisdiction of the Recreation and Park Commission," was established by The Sunlight Ordinance of 1984 (Proposition K adopted by the San Francisco electorate). This requires the Planning Commission, prior to the issuance of a permit for a development which exceeds 40 feet in height, to make a finding that, if new shadow is cast by the proposed development on property under the jurisdiction of the Recreation and Park Commission, such new shading would be insignificant. The Ordinance requires the Planning Commission and the Recreation and Park Commission, after consultation with the General Manager of the Recreation and Park Department, jointly to adopt criteria for implementation of Section 295.
2. The Planning Department developed a shadow fan diagram that indicates the proposed project will cast a shadow on Lot 001 in Block 3981, a Recreation and Park Department property recently developed as Jackson Playground. This park is located east across Carolina Street from the proposed project, one lot to the east, at the southeastern corner of the Carolina and 17th Street intersection. No cumulative shadow impact criteria have been adopted for this property.
3. Planning Department and Recreation and Park Department staff issued a Memorandum to the Planning Commission and Recreation and Park Commission, dated February 3, 1989, which identified quantitative and qualitative criteria for determining significance of shadow on 14 Downtown City parks. On February 7, 1989, by Resolution No. 11595, the two Commissions adopted the criteria described in that Memorandum and identified the parks for which numerical criteria were set, based on the tolerance of each for new shadows.
4. The Memorandum identified how shadow impact was to be measured: the additional annual amount of shadow-square foot-hours is expressed as a percent of total square foot-hours available per year.
5. Qualitative criteria for the approval of new buildings were defined in the Memorandum. The Memorandum stated that the qualitative criteria for assessing new shadow would be based on existing shadow profiles, important times of day, important seasons in the year, location of the new shadow, size and duration of new shadows and the public good served by buildings casting new shadow.

These quantitative and qualitative criteria, as they apply to this project and park, are discussed in detail below:

6. Quantitative Criteria:

- a. Jackson Playground has an area of 192,000 square feet. Theoretically, with year-round perfect weather, the Park has available to it about 714,508,800 square-foot-hours (“sfh”) of sunlight. Computer modeling by a consultant has determined that the existing conditions at the Park result in its being shaded approximately 6.23 percent of the time, with a shadow load of 44,939,684.5 sfh.
- b. The proposed project would reduce the annual available insolation by about 0.4977 percent (a reduction of 3,556,159.5 sfh of sunlight), resulting in a total shadow load of 48,495,843.92 sfh, reducing the available insolation by a total 6.7277 percent. The numerical shading results are summarized in the following table:

SHADOW IMPACTS on TOTAL PARK				
	Available	Existing Shadow	New Shadow	TOTAL SHADOW
SQ.FT.HRS	714,508,800	44,939,684.5	3,556,159.47	48,495,843.92
PERCENT	100	6.2896	0.4977	6.7277

- c. In the February 3, 1989 Memorandum larger parks (two acres or more) that are shadowed less than 20% of the time were recommended to permit additional shadow of up to 1.0% if the shadow meets the additional qualitative criteria. This park is considerably larger than two acres and is shadowed less than 20% of the time, and the new shadow would add less than 1.0%.
- d. Although the shadow cast by the proposed project has a numerically significant effect, increasing the shading of the park, the total loss of sunlight through the year is still well below seven percent, which is a reasonable limit for a large park in an area of moderate building heights and density.

7. Qualitative Criteria:

- a. Yearly Shadow: The proposed project would shade the west side of Jackson Playground in each month of the year for a maximum of 2.5 hours a day. The occurrence of new shade would occur only in the last hours of the day. No new shadow would be created on any day before 2.5 hours prior to sunset. For example, on the day of greatest impact (June 21st), there would be no new shadow impact before 6:30pm.

The majority of the park includes a heavily used clubhouse, two baseball fields, outdoor tennis courts, outdoor basketball court, tot lot, and community garden. The project would only affect the northeast area facing Carolina Street, which consists of mature trees, benches, and a baseball field. The new shadow would occur on the west side of the park on a portion of the ball field in the late afternoon when field use is less frequent. The new shadow would not adversely affect park activities because the ball diamonds are mainly used during the morning and early afternoon on weekends, outside of the time when the new shadow would occur.

- b. Building Characteristics: Based upon the criteria in the Memorandum to the Planning Commission and Recreation and Park Commission, adopted February 7, 1989 by Resolution No. 11595, buildings in the public interest may be allocated a larger portion of the Absolute Cumulative limit establishing allowable shadow impacts on a park. Given the overarching social benefit and the public good served by using the Project site for a mix of uses supported by the underlying zoning district and the General Plan, including market rate and affordable housing, as well as commercial and PDR space, the proposed project should be allotted a substantial portion of the Absolute Cumulative Limit for shading of the nearby Park.

Therefore, based upon the qualitative criteria for the approval of new buildings as identified in the Memorandum to the Planning Commission and Recreation and Park Commission, dated February 3, 1989, adopted February 7, 1989, by Resolution No. 11595, when the duration, time of year, and areas affected are considered, combined with the benefits to the community of the new affordable housing project, the new shadow created by the Project is considered have a significant, but not adverse impact on the use of the Park property subject to the new shadow.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department, and the recommendation of the General Manager of the Recreation and Park Department, in consultation with the Recreation and Park Commission, 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 **FINDS** regarding Shadow Impact Application 2004.0946K that the shadow cast by the proposed project on lands under the jurisdiction of the San Francisco Recreation and Park Department is significant, but not adverse.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission on July 15, 2010.

Linda Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 15, 2010



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Inclusionary Housing (Sec. 315)
- Jobs Housing Linkage Program (Sec. 313)
- Downtown Park Fee (Sec. 139)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 314)
- Other

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Block/Lot: 3980/008
Project Sponsor: Sean Keighran
 499 Marina Boulevard
 San Francisco, CA 94123
Staff Contact: Corey Teague – (415) 575-9081
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ADOPTING FINDINGS RELATING TO CONDITIONAL USE AUTHORIZATION FOR A PLANNED UNIT DEVELOPMENT (PUD) WITH AN EXCEPTION FOR THE REAR YARD PURSUANT TO PLANNING CODE SECTIONS 134, 175.6, 215, AND 304 TO DEMOLISH THE EXISTING INDUSTRIAL BUILDINGS AND CONSTRUCT TWO ADJACENT FOUR-STORY, 48-FOOT TALL BUILDINGS (415 DE HARO STREET AND 310 CAROLINA STREET) THAT COMBINE TO INCLUDE UP TO 41 DWELLING UNITS, APPROXIMATELY 8,000 SQUARE FEET OF RETAIL SPACE, APPROXIMATELY 7,000 SQUARE FEET OF PDR (PRODUCTION/DISTRIBUTION/REPAIR) SPACE, UP TO 36 RESIDENTIAL PARKING SPACES, AND UP TO 22 COMMERCIAL PARKING SPACES IN THE UMU (URBAN MIXED USE) DISTRICT AND 45/48-X (PROPOSED 48-X) HEIGHT AND BULK DISTRICT, AND FORMERLY IN THE M-1 (LIGHT INDUSTRIAL) DISTRICT AND 40-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On December 22, 2005, Sean Keighran (Project Sponsor) filed an application with the Planning Department (hereinafter “Department”) for Conditional Use Authorization under Planning Code Sections 134, 175.6, 215, and 304 of the Planning Code to demolish the existing industrial building and construct two adjacent four-story, 48-foot tall buildings (415 De Haro Street and 310 Carolina Street) that

combine to include up to 41 dwelling units, approximately 8,000 square feet of retail space, approximately 7,000 square feet of PDR (Production/Distribution/Repair) space, and up to 58 parking spaces in the UMU (Urban Mixed Use) District and 45/48-X (Proposed 48-X) Height and Bulk District.

On February 4, 2009, the Project Sponsor filed Shadow Impact Study Application No. 2004.0946K. Pursuant to Section 295, the Recreation and Park Commission held a duly advertised joint public hearing on January 21, 2010, and adopted Resolution No. 1001-005 recommending to the Planning Commission that the shadow of the proposed project will not be significant or adverse on Jackson Playground.

On March 10, 2010, Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Project was prepared and published for public review, and

The Draft IS/MND was available for public comment until March 30, 2010; and

On July 15, 2010, the Planning Department/Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"), and

The Planning Department/Planning Commission found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department and the Planning Commission, [and that the summary of comments and responses contained no significant revisions to the Draft IS/MND] and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2004.0946E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

On July 15, 2010, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Shadow Impact Study Application No. 2004.0946K, and adopted Motion No. _____ determining that the shadow of the proposed project will be significant, but not adverse on Jackson Playground.

On July 15, 2010, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2004.0946C.

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2004.0946EKC, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site is located at 1717 17th Street on a lot that was recently adjusted. Prior to the lot line adjustment, the lot was approximately 25,469 square foot and triangular. The project sponsor entered into an agreement with Anchor Steam Brewing Company (Anchor Steam) for a lot line adjustment which reconfigured the irregularly shaped lot 007 into a rectangular parcel (now Lot 008), approximately equal to the area of the site prior to the lot line adjustment. The new subject lot measures 200 feet by 127 feet with a 200 ft frontage along 17th Street and a 127 ft frontage along De Haro and Carolina Streets.

The project site includes three commercial buildings and a paved parking lot. The one-story 13-ft tall wood frame building and the adjacent two-story, 24-ft tall wood frame building both front on 17th Street. A surface parking lot with 20 parking spaces occupies the northeast corner of the project site. The remainder of the lot is occupied by a two story, 24-ft tall metal building. The portion of the lot to the west that was previously used for loading by Anchor Steam is covered with vegetation and asphalt.

The small one-story building at the intersection of 17th and De Haro Streets was originally constructed in 1928. Between 1929 and 1974 various additions were added to the building, altering the original footprint. A 2,000 square foot building was added to the east side of the original building in 1975. The two-story metal building with frontage on Carolina Street was constructed in 1976.

3. **Proposed Height Limit Amendment.** The lot line adjustment referenced in Item 2 above occurred before the adoption of the Eastern Neighborhoods rezoning late in 2008. The official rezoning legislation properly replaced the previous lots (006 and 007) with the new lots (008 and 009) and in the new zoning districts table, shown as follows:

BLOCK	LOT	USE DISTRICT TO BE SUPERSEDED	USE DISTRICT HEREBY APPROVED	SHEET
3980	006 009	M-1	PDR-1-G	10
3980	007 008	M-1	UMU	10

The official rezoning legislation did not, however, properly replace the previous lots with the new lots in the new height districts table, shown as follows:

BLOCK	LOT	HEIGHT DISTRICT TO BE SUPERSEDED	HEIGHT & BULK DISTRICT HEREBY APPROVED	SHEET
3980	006	40-X	45-X	8
3980	007	40-X	48-X	8

The result of not updating the lots in the height district table is that the southwest portion of the Project site (the previous portion of Lot 006 that was made part of the Project site through the lot line adjustment) is zoned for a height of 45 feet. Therefore, any approval for this 48-foot high Project can not be effective until the height table is amended to reflect the new lots, which will effectively rezone the southwestern portion of the Project site to a 48-foot height district.

The intent was for the Project site—the new Lot 008—to be rezoned to UMU and 48-X, just as other surrounding properties fronting on 17th Street. Therefore, on June 29, 2010, Supervisor Sophie Maxwell introduced Ordinance No. 100881 to correct the lots in the height district table and ensure that the new Lot 008 is entirely within a 48-X height and bulk district, and the new Lot 009 is entirely within a 45-X height and bulk district.

4. **Surrounding Properties and Neighborhood.** The project site lies in a corridor of UMU zoning along 16th and 17th Streets, and is at the northern foot of Potrero Hill. It borders the Potrero Hill neighborhood to the south, which primarily includes residential uses and zoning, with some exceptions like the Live Oak School at Mariposa and Arkansas Streets. Showplace Square lies to the north, and generally includes industrial buildings with larger footprints and PDR zoning. The project site also borders Jackson Playground to the east across Carolina Street, and is just north of the Anchor Steam Brewing Company. Most of the buildings to the west along 17th Street in the area range from two to five stories, including 444 De Haro Street and the Whole Foods building at 17th Street and Rhode Island Street. Buildings to the east along 17th Street tend to be smaller in scale.

5. **Project Description.** The proposed project includes demolition of the existing buildings on the project site including: the 1,000 square feet general office building, the 2,080 square feet production, distribution and repair (PDR) building, and the 11,050 square feet PDR/office building. Total existing PDR on the project site is approximately 12,000 square feet. The project site is partially occupied (approximately 3,800 square feet) with PDR uses. On the reconfigured, rectangular lot, the project sponsor proposes to construct two mixed-use buildings with off-street parking. The project will result in two four-story, 48-foot tall buildings with a total of 41 dwelling units, 7,000 square feet of ground floor PDR uses, 8,000 square feet of commercial/retail space, and 58 independently accessible below-grade parking spaces. Parking in each building’s parking garage will be divided into 18 residential parking spaces, 11 commercial spaces for the PDR and retail uses, and one van loading space. Each parking garage will also include 13 secured Class 1 bicycle spaces. The two buildings will meet along the 17th Street frontage with a common “paseo,” or alley-like entryway, which will extend a depth of approximately 72 feet into the building mass. The proposed project would be constructed in two phases, as follows:

Phase I (415 De Haro Street)

Phase I will include demolition of the two existing wood-frame buildings fronting 17th Street and the partial demolition of the concrete and aluminum building. Phase I will construct a new 48-foot tall, 51,664 gross square foot mixed-use building with below-grade parking on a newly subdivided lot measuring 100 foot by 127 feet. The building will contain 20 dwelling units, including ten two-bedroom units and ten one-bedroom units. The ground floor will also contain 7,500 square feet of PDR/commercial/retail space. The below-grade basement level will contain 29 off-street parking spaces (18 spaces for the residential uses and 11 spaces for the PDR/commercial/retail uses), one van loading space, and 11 secured Class I bicycle spaces. Vehicular access and the residential lobby to the building will be from De Haro Street. The building will also contain a 1,680 square foot roof deck for common usable open space for the residential units. Some units will also have private decks or terraces.

Phase II (310 Carolina Street)

Phase II will be the construction of a 48-foot tall, 51,664 gross square feet building fronting Carolina Street. This building will include 21 residential units, including nine two-bedroom and twelve one-bedroom units. This ground floor will also include 7,500 square feet of PDR/commercial/retail space. The below-grade basement level will contain 29 below-grade vehicle parking spaces (18 spaces for the residential uses and 11 spaces for the PDR/commercial/retail uses), one van loading space, and 11 Class I bicycle spaces. Vehicular access and the residential lobby to the building will be from Carolina Street. The building will also contain a 1,680 square foot roof deck for common usable open space for the residential units. Some units will also have private decks or terraces.

6. **Public Comment.** The Department received a letter of opposition from the Anchor Steam Brewing Company. The opposition is based on a dispute regarding a 2006 Memorandum of Understanding between Anchor Steam and the Project Sponsor, and not necessarily on the merits of the project overall. The Project Sponsor is working with Anchor Steam to ensure that all agreements under the Memorandum of Understanding will be met.
7. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Zoning Districts.** On the date of the first development application, the project site was zoned M-1. As part of the Eastern Neighborhoods rezoning, the Project site was rezoned to UMU. The Urban Mixed Use (UMU) District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Within the UMU, allowed uses include production, distribution, and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements. Family-sized dwelling units are encouraged. Within the UMU, office uses are restricted to the upper floors of multiple story buildings.

- B. **Use.** This project falls within the Eastern Neighborhood plan area and filed its first development application in September 2004. As such, it is subject to the land use controls that applied at that filing date, per Planning Code Section 175.6. At that time the subject property was zoned M-1, which required Conditional Use authorization for residential uses.

The Project proposes residential units above ground floor commercial uses. The commercial uses were permitted as of right in the M-1 District, and the residential uses were permitted with Conditional Use authorization.

- C. **Rear Yard.** Per Planning Code Section 175.6, the Project is subject to the rear yard controls of its current zoning district, which is UMU. Planning Code Section 134 requires residential buildings to provide a rear yard of no less than 25 percent of the lot depth at the lowest story containing a dwelling unit, and at each succeeding level or story of the building.

The Project provides open spaces equivalent to 25 percent of the lot, but requests an exception to its configuration through a Planned Unit Development and pursuant to Planning Code Section 175.6(e)(1)(c), as discussed in Item 9 below.

- D. **Residential Open Space.** Per Planning Code Section 175.6, the Project is subject to the open space controls of its current zoning district, which is UMU. Planning Code Section 135 requires at least 80 square feet of usable open space per dwelling unit.

The 415 De Haro Street building requires at least 1600 square feet of useable open space, which is met by a 1680 square foot roof deck. The 310 Carolina Street building requires at least 1680 square feet of useable open space, which is met by a 1680 square foot roof deck.

- E. **Commercial Open Space.** Planning Code Section 135.3 requires usable open space for uses other than dwelling units. For retail and light PDR use, one square foot per 250 square feet of occupied floor area of usable open space is required. In Eastern Neighborhoods Mixed Use Districts, this open space requirement may be satisfied through payment of a fee of \$76 for each square foot of usable square footage not provided pursuant to this Code section.

The Project is required to provide at least 60 square feet of commercial open space. This requirement is met through the provision of the central "paseo" and insets provided along 17th Street, which provide well over 60 square feet.

- E. **Exposure.** Planning Code Section 140 requires each dwelling unit to have at least one window facing a public street, code-complying rear yard, or an appropriately sized open area.

All the dwelling units in the two buildings have at least one building facing either De Haro, 17th, or Carolina Street, or the interior courtyard, which meets the minimum dimensional requirements per Section 140(a)(2).

- F. **Street Trees.** Planning Code Section 143 requires the owner or developer of a new building in this District to install street trees. Each street tree must be a minimum of 24-inch box for every 20 feet of frontage of the property along each street or public alley.

The Project is required to install 6 street trees along De Haro Street, 10 along 17th Street, and 6 along Carolina Street. The Project includes 7 street trees along De Haro Street, 10 along 17th Street, and 7 along Carolina Street.

- G. **Street Frontages.** Planning Code Section 145.1 requires the following for street frontages in Eastern Neighborhood Mixed Use Districts: (1) not more than 1/3 the width of the building facing the street may be devoted to ingress/egress to parking; (2) off-street parking at street grade must be set back at least 25 feet; (3) "active" use shall be provided within the first 25 feet of building depth at the ground floor; (4) ground floor non-residential uses in MUR zoning district shall have a floor-to-floor height of 14-feet; (5) frontages with active uses shall be fenestrated with transparent windows; and, (6) decorative railings or grillwork placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular views.

The project meets the requirements of Section 145.1 as follows: (1) providing an approximately 12-foot wide garage opening for each building, which is less than 1/3 the width of each building; (2) situating parking at the basement level; (3) incorporating an approximately 15,000 square foot ground floor commercial ("active" use) space and residential lobbies that provide full coverage of the ground floor; (4) providing a floor-to-floor ground floor height of 18 feet for the commercial frontage; and, (5) providing transparent windows at the ground floor active use.

- H. **Vehicle Parking.** Per Planning Code Section 175.6, the Project is subject to the parking controls of its current zoning district, which is UMU. Planning Section 151.1 does not require any parking for the Project. However, the 415 De Haro Street building may include up to 18 residential parking spaces subject to the criteria of Section 151.1(f), and up to 15 commercial parking spaces as of right. The 310 Carolina Street building may include up to 18 residential parking spaces subject to the criteria of Section 151.1(f), and up to 15 commercial parking spaces as of right.

Each proposed building will provide 18 residential parking spaces and 11 commercial parking spaces. Each project meets the criteria of Section 151.1(f) in the following ways:

Parking for All Uses

- a) 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;

Each building includes only one curb cut, which are located on De Haro and Carolina Streets. Each curb cut is located a maximum distance of approximately 120 feet from the intersection with 17th Street. Overall, there will be no increase in the number of curb cuts, and the new curb cuts are located on the side streets that carry less vehicular and transit traffic than 17th Street.

Considering the moderate number of parking spaces for each building will result in no undue impact on pedestrian or vehicular movement.

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

Each building provides parking below grade, which is not visible from the street. Additionally, the provision of only one garage entrance for each building further minimizes the parking's impact on the urban design quality of the project.

- c) All above-grade parking is architecturally screened and, where appropriate, 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

Each building provides parking below grade, which is not visible from the street.

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

The Project will not increase the existing number of curb cuts and will add 24 street trees around the subject property.

Parking for Residential Uses

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

The Project includes only 41 dwelling units.

- I. **Bicycle parking.** Planning Code Section 155.5 requires projects with up to 50 dwelling units to provide at least one bicycle parking for every two dwelling units. Therefore, the 415 De Haro Street building requires eleven bicycle parking spaces, and the 310 Carolina Street building requires ten bicycle parking spaces.

Each building will provide 13 secure Class 1 bicycle spaces in its basement level garage.

- J. **Height.** The Project site is currently within a 45/48-X height and bulk district. However, it fell within a 40-X height and bulk district when the first development application was submitted in 2004. Details regarding the portion of the Project site in the 45-X height and bulk district and associated actions are discussed in Item 3 above. Per Planning Code Section 175.6, the Project is required to stay within the original height limit. However, per Planning Code Section 175.6(e)(1)(B), the Planning Director may grant an increase beyond the otherwise-superseded height limits of no more than 8 feet when an equal or greater increase would be allowed under the Eastern Neighborhoods Controls and when such increase is necessary to comply with the current Planning Code requirements.

The Project was originally proposed to be 40 feet in height. However, the minimum ground floor ceiling height required Section 145.1 in the UMU District is 17 feet. Per Section 175.6(e)(1)(B), the Planning Director granted an 8-foot height increase to comply with the ground floor ceiling height requirement. As such, the Project is proposed at a height of 48 feet.

- K. **Shadow.** Pursuant to Section 295, no building permit authorizing the construction of any structure exceeding 40 feet in height that will cast any shade or shadow upon any property under the jurisdiction of the Recreation and Park Commission during the times of one hour after sunrise and one hour before sunset, all year round, may be issued except on prior action of the Commission pursuant to the provisions of this Section. The Commission must conduct a hearing and must disapprove the issuance of any building permit governed by the provisions of this Section if it finds that the proposed project will have any adverse impact on the use of the property under the jurisdiction of the Recreation and Park Commission because of the shading or shadowing that it will cause, unless it is determined that the impact would be insignificant.

The Project will add net new shadow that is significant, but not adverse to the use of the park, based on qualitative criteria of shadow duration, time of day, and time of year. The ball field shadowed by the significant shadow has lights, and the shadow occurs at the end of the day, beginning in late March in trace amounts, reaching a maximum June 21, for about 2 hours, and tapering down to zero in late September. The total annual shadow increase on the park is less than 0.5%.

The Recreation and Parks Commission found on January 21, 2010, that the shadow of the proposed project will not be significant or adverse on Jackson Playground. The Planning Commission adopted Motion No. _____ on July 1, 2010, determining that the shadow of the proposed project will be significant, but not adverse on Jackson Playground.

- L. **Affordable Housing Program.** Planning Code Section 415¹ (formerly Code Section 315) sets forth the requirements and procedures for the Affordable Housing Program. On February 2, 2010, the Board of Supervisors adopted Interim Controls contained in Board of Supervisors' Resolution No. 36-10 (BOS File No.100047) entitled "Planning Code – Interim Controls Related to Affordable Housing Requirements" (the "Affordable Housing Ordinance"), the requirements of the Interim Controls apply to this Project. Under Planning Code Section 415.3 (formerly Code Section 315.3), these requirements would apply to projects that consist of ten or more units, where the first application (EE or BPA) was applied for before July 18, 2006. Pursuant to Planning Code Section 415.5 (formerly Code Section 315.6), the Project is required to provide 12% of the proposed dwelling units as affordable if the Project is eligible for and selects the on-site alternative. The Project may also elect to pay the Affordable Housing fee for 17% of the proposed dwelling units, or some combination of on on-site and fee payment.

¹ On May 18, 2010 the Board of Supervisors Ordinance No. 108-10 (Board of Supervisors File No. 091275). Ordinance No. 08-10 created a new Article IV in the Planning Code and changed the numbering of most development fees including the fee in the Affordable Housing Program. When Ordinance No. 108-10 becomes effective (on or about June 25, 2010, the Affordable Housing Program will become Planning Code Section 415 et seq. All references herein to Section 315 shall then mean Section 415.

The Project Sponsor has demonstrated that it is eligible for the on-site alternative under Planning Code Section 415.5 (formerly Code Section 315.6), and has submitted a Declaration of Intent to satisfy the requirements of the Affordable Housing Ordinance by providing 49 percent of the affordable housing on-site and 51 percent of the affordable housing through payment of the Affordable Housing Fee. In order for the project sponsor to be eligible for the on-site option under the Interim Controls, the project sponsor must submit an 'Affidavit to Establish Eligibility for Alternative to Affordable Housing Fee' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The project sponsor submitted such Affidavit on July 7, 2010. The EE application was submitted on September 23, 2004. The 415 De Haro Street building will provide one affordable unit out of the 20 total units. The 310 Carolina Street building will provide one affordable unit out of the 21 total units. If the Project becomes ineligible to meet its Affordable Housing Program obligation on-site, it must pay the Affordable Housing Fee with interest for those units, if applicable.

M. **Eastern Neighborhoods Public Benefit Fund.** The first development application for the project was filed on September 23, 2004. Therefore, per Planning Code Section 175.6, the Project is not subject to the Eastern Neighborhoods Public Benefit Fund provisions of Planning Code Section 327.

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

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

The Project site is located on the transition between the mostly residential area of Potrero Hill and the more industrial Showplace Square. The surrounding area was planned for a moderately dense mix of uses to improve the transition between these two areas. The Project falls in the range of the existing two to five story scale of industrial and mixed use building in the area. As such, the proposal of 41 dwelling units with ground floor commercial and PDR space represents a necessary and desirable project to meet those aims.

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

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

The height and bulk of the proposal is compatible with the mixed nature of the area. The facades along De Haro and Carolina Streets are appropriately modulated and place focus on the corners and residential lobbies. The 17th Street façade appropriately uses similar treatments, but also

includes a "paseo" where the two buildings meet that serves to reduce the mass of the building walls along that frontage and provide additional open space.

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

Each building includes only one curb cut, which are located on De Haro and Carolina Streets. Each curb cut is located a maximum distance of approximately 120 feet from the intersection with 17th Street. Overall, there will be no increase in the number of curb cuts, and the new curb cuts are located on the side streets that carry less vehicular and transit traffic than 17th Street. The overall parking space to dwelling unit ratio will be .88, and 22 parking spaces are provided for 15,000 square feet of retail and PDR space. Additionally, the project meets the Planning Code requirement for loading spaces by providing a van loading space in each garage.

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

The Project will not produce any noxious or offensive emissions.

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

The Project does not include a front setback, and so no visible landscaping is included. The off-street parking is located below grade, and there will only be two curb cuts for the entire Project. All possible utilities are located inside.

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

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

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

The Project does not fall within a Neighborhood Commercial District.

- 9. **Planned Unit Development.** Section 304 establishes criteria and limitations for the authorization of PUDs over and above those applicable to Conditional Uses in general and contained in Section 303 and elsewhere in the Code. In cases of outstanding overall design, projects may merit modification of certain Code requirements. The Project requests a modification to the rear yard requirement of Planning Code Section 134. On balance, the Project complies with said criteria in that it:

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

The Project's conformity with the General Plan is discussed in Item 10 below.

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

Each proposed building will provide 18 residential parking spaces and 11 commercial parking spaces and meets the criteria of Section 151.1(f), as discussed in Item 7G above. The residential parking represents the maximum permitted and a ratio of .88 spaces per unit. Up to 30 total commercial parking spaces are permitted, but the size of the spaces and proposed uses do not demand that many.

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

The Project meets its residential open space requirement primarily through two roof decks of 1600 and 1680 square feet, although rear patios and some common space is also included at the second level. Additionally, the proposed "paseo" in the middle of the 17th Street façade combines with insets to the commercial entrances that create additional public open space.

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

The M-1 District permits a residential density equal to that permitted in the nearest R District. At the time of application, the nearest R District to the subject lot was RM-1, which permits one dwelling unit per 800 square feet. The Project site is 25,469 square feet, which permits a maximum density of 38 units. However, the PUD permits a density just below what is permitted in the next District permitting a greater density. In this case, the RM-2 District represents that next District, and permits a density of up to one unit per 600 square feet. Under the RM-2 District, the Project site would be permitted to have 42 units. Therefore, the maximum permitted density for this Project as a PUD is 41 units, which is what is proposed.

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

The Project does not include any exception to the height limit. The only height deviation proposed is per Planning Code Section 175.6(e)(1)(B) discussed above in Item 7I.

- f. Provide street trees as per the requirements of Section 143(j) of the Code.

The Project will provide more street trees than are required in Section 143.

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

The Project has no required setbacks (i.e. front, side, etc.).

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

HOUSING

Objectives and Policies – 2004 Housing Element

Housing Supply

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.3:

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

Policy 1.4:

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

The Project is appropriate infill development that will improve a currently underused industrial site. Additionally, the site is planned for such growth and located in an area immediately adjacent to the well established residential neighborhood of Potrero Hill.

Housing Density, Design, and Quality of Life

OBJECTIVE 11:

IN INCREASING THE SUPPLY OF HOUSING, PURSUE PLACE MAKING AND NEIGHBORHOOD BUILDING PRINCIPLES AND PRACTICES TO MAINTAIN SAN FRANCISCO'S DESIRABLE URBAN FABRIC AND ENHANCE LIVABILITY IN ALL NEIGHBORHOODS.

Policy 11.3:

Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

The Project will provide neighborhood-serving commercial opportunities in a transitioning area adjacent to established residential uses without displacing any housing.

TRANSPORTATION ELEMENT Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

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

The Project will plant a total of 24 street trees around the site.

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 26 bicycle parking spaces in a secure, convenient location in the parking garages.

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 4:

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

Policy 2.6:

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

The Project lies on the border of the Potrero Hill residential neighborhood to the south and the Showplace Square industrial area to the north. As such, the Project will respect the character of older industrial developments nearby in terms of its large footprint, scale, and heavier materials. However, the Project has appropriate breaks in mass, focuses on the residential lobbies, and provides potential for neighborhood-serving uses on the ground floor that respect the adjacent residential area.

OBJECTIVE 4:

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 4.12:

Install, promote and maintain landscaping in public and private areas.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Project will plant 24 street trees along the edges of the site, and include a "paseo" in the middle of the 17th Street frontage that will break up the mass of the buildings and serve as a visually and functionally interesting pedestrian feature.

**SHOWPLACE SQUARE/POTRERO HILL PLAN
Objectives and Policies**

OBJECTIVE 1.1:

ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE / POTRERO TO A MORE MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES.

Policy 1.1.3:

Allow for active ground floor uses and a more neighborhood commercial character in newly designated mixed use areas within Showplace Square.

OBJECTIVE 1.7

RETAIN THE ROLE OF SHOWPLACE SQUARE AS AN IMPORTANT LOCATION FOR PRODUCTION, DISTRIBUTION, AND REPAIR (PDR) ACTIVITIES, FOCUSING IN PARTICULAR ON DESIGN RELATED ACTIVITIES.

Policy 1.7.3

Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features that will allow the structure to support various businesses.

The Project includes nonresidential space on the ground floor (including mezzanines) with large ground floor ceiling heights and adequate area for a range of uses, including PDR.

OBJECTIVE 3.2

PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

Policy 3.2.1

Require high quality design of street-facing building exteriors.

Policy 3.2.2

Make ground floor retail and PDR uses as tall, roomy and permeable as possible.

Policy 3.2.3

Minimize the visual impact of parking.

Policy 3.2.4

Strengthen the relationship between a building and its fronting sidewalk.

Policy 3.2.5

Building form should celebrate corner locations.

The Project's facades are of high quality materials. The ground floor will be tall enough to create attractive storefronts for pedestrians and viable space for a variety of uses, including PDR. The parking will all be below grade and only visible by the single garage door on each building. The buildings also include appropriate modulation of the facades to break them into distinct sections, including strong corner elements.

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

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

The Project will not remove any neighborhood-serving retail uses, but it will create 15,000 square feet of useable space for retail and PDR uses.

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

The Project will not displace any existing housing, and the development is compatible with the surrounding neighborhood in terms of density, height and scale.

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

The Project will not remove any housing and will result in five BMR units on-site, or the appropriate affordable housing in-lieu fee.

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

Each building only includes one curb cut and retains the existing on-street parking, and the Project's moderate size overall will not significantly impact MUNI or neighboring streets.

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

The Project will not remove any neighborhood-serving retail uses, but it will create 15,000 square feet of useable space for retail and PDR uses that will provide employment and ownership opportunities.

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

The Project will be constructed to meet all seismic safety requirements of the Building Code.

- G. That landmarks and historic buildings be preserved.

The existing buildings proposed for demolition were found to not be historical resources.

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

The Project will add significant, but not adverse shadow on Jackson Square. The Recreation and Parks Commission found on January 21, 2010, that the shadow of the proposed project will not be significant or adverse on Jackson Playground. The Planning Commission adopted Motion No. _____ on July 15, 2010, determining that the shadow of the proposed project will be significant, but not adverse on Jackson Playground.

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2004.0946C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans filed with the Application as received on June 17, 2010, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 15, 2010.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 15, 2010

Exhibit A

Conditions of Approval

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

General Conditions

1. This authorization is for a Conditional Use Authorization under Planning Code Sections 134, 175.6, 215, and 304 of the Planning Code to demolish the existing industrial building and construct two adjacent four-story, 48-foot tall buildings (415 DeHaro Street and 310 Carolina Street) that combine to include up to 41 dwelling units, approximately 8,000 square feet of retail space, approximately 7,000 square feet of PDR (Production/Distribution/Repair) space, and up to 58 parking spaces in the UMU (Urban Mixed Use) District and 45/48-X (Proposed 48-X) Height and Bulk District, in general conformance with plans filed with the Application as received on June 17, 2010, and stamped "EXHIBIT B" included in the docket for Case No. 2004.0946C, reviewed and approved by the Commission on July 15, 2010.
2. The Project approved by this Motion is in general conformity with the plans dated June 17, 2010, on file with the Department in the docket for Case No. 2004.0946EKC (labeled EXHIBIT B), reviewed and approved by the Commission on July 15, 2010.
3. Space for the collection and storage of garbage shall be provided within enclosed areas on the property. Garbage containers shall be kept inside buildings, and placed outside only when being serviced by the disposal company. Space for the collection and storage of recyclable 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 building.
4. The Project shall comply with the provision of street trees as required by Planning Code Section 143.

Housing

5. Covenants, conditions and restrictions approved by the Planning Department shall be imposed upon the project units to restrict use to occupancy for permanent residents and to preclude time-share ownership or occupancy. No residential units shall be used as hotel units, as defined in Section 203.8 of the San Francisco Housing Code.

Design

6. The Project Sponsor shall continue to work with the Planning Department on the storefront designs to ensure that any large retail storefronts are adequately varied and modulated.

Below Market Rate Units (BMR Units)

7. **Requirement.** Pursuant to Planning Code 415.7 (formerly Code Section 315.4), the Project Sponsor must pay an Affordable Housing fee at a rate equivalent to the applicable percentage of the number of units in the principle project to satisfy the Affordable Housing Requirement. The applicable percentage for this project is seventeen percent (17%). The Project Sponsor is electing to provide 49 percent of the total units as affordable on-site, and pay the Affordable Housing fee for 17 percent of the total units for the remaining affordability requirement.
8. **Number of Required Units.** Pursuant to Planning Code Section 415.5 (formerly Code Section 315.6), the Project is required to provide 12% of the proposed dwelling units as affordable to qualifying households ("BMR Units"), pay an Affordable Housing fee for 17% of the proposed dwelling units, or some combination of the two. The 415 De Haro Street Project contains 20 units and will provide one BMR unit on-site and pay the Affordable Housing fee for the remaining requirement. The 310 Carolina Street Project contains 21 units and will provide one BMR unit on-site and pay the Affordable Housing fee for the remaining requirement. If the number of market-rate units change, the number of required BMR units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing.
9. **Unit Mix.** The two proposed on-site BMR units will include a one-bedroom unit and a two-bedroom unit. One unit will be located in each building. The determination of which building receives which unit will be made as part of the building permit application process. If the market-rate unit mixes change, the BMR unit mix will be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing.
10. **Unit Location.** The BMR 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 site or building permit.
11. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than forty-nine percent (49) of the required twelve percent (12%) of each phase's total number of dwelling units as on-site BMR units.
12. **Duration.** Under Planning Code Section 415.8 (formerly Code Section 315.7), all units constructed pursuant to Section 415.5 (formerly Code Section 315.6) must remain affordable to qualifying households for the life of the project.
13. **Other Conditions.** The Project is subject to the requirements of the Affordable Housing Program under Section 415 et seq. of the Planning Code (formerly Code Section 315) including the Interim Controls contained in Board of Supervisors' Resolution No. 36-10 (BOS File No. 100047) entitled "Planning Code – Interim Controls Related to Affordable Housing Requirements" adopted on February 2, 2010 and the terms of the Residential Affordable Housing Monitoring and Procedures Manual (hereinafter "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 (formerly Code Section 315) (collectively the "Affordable Housing Ordinance"). Terms used in these Conditions of Approval and not otherwise defined shall

have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Affordable Housing Ordinance, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

- a. The project sponsor must pay the applicable fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by MOH prior to the issuance of the first construction document, with an option for the project sponsor to defer payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.
- b. The BMR unit(s) shall be designated on the building plans prior to the issuance of the first site or building permit by the Department of Building Inspection (DBI). The BMR unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) shall be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) shall be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. Other specific standards for on-site units are outline in the Procedures Manual.
- c. If the units in the building are offered for sale, the BMR 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 one hundred (100) percent of the median income for the City and County of San Francisco as defined in the Affordable Housing Ordinance, Section 401 (formerly Code Section 315.1), an amount that translates to 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) marketing; (ii) renting; (iii) recouping capital improvements and (iv) procedures for inheritance apply and are set forth in the Affordable Housing Ordinance and the Procedures Manual.
- d. If the Project Sponsor has entered into an agreement with the City permitting the on-site units to be rental units, the BMR unit(s) shall be rented to a household of low income, as defined in the Affordable Housing Ordinance and as further defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed sixty (60) percent of the median income for the City and County of San Francisco as defined in the Affordable Housing Ordinance, Section 401 (formerly Code Section 315.1), an amount that translates to fifty-five (55) 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 qualifying household income limits and maximum monthly rent for BMR units shall be calculated by Mayor's Office of Housing.

- e. The Applicant is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. The Mayor's Office of Housing shall be responsible for overseeing and monitoring the marketing of affordable units.
- f. Required parking spaces shall be made available to initial buyers or renters of BMR units according to the Procedures Manual.
- g. Prior to the issuance of the first site or building 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 BMR 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 the Mayor's Office of Housing or its successor.
- h. The Project Sponsor has demonstrated that it is eligible for the on-site alternative under Planning Code Section 415.5 (formerly Code Section 315.6) instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit to Establish Eligibility for Alternative to Affordable Housing Fee* 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.
- i. If project applicant fails to comply with the Affordable Housing requirement, the Director of Building Inspection 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 applicant's failure to comply with the requirements of Planning Code Section 415 et seq. (formerly Code Section 315) shall constitute cause for the City to record a lien against the development project.
- j. If the Project becomes ineligible at any time for the on-site alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first site or building 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 site or building permit, the Project Sponsor shall pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code (as amended by Ordinance No. 0107-10.)
- k. **Future Applicable Controls:** If the Interim Controls contained in Board of Supervisors Resolution No. 36-10 (BOS File No. 100047) entitled "Planning Code – Interim Controls Related to Affordable Housing Requirements" or permanent controls in substantially similar form to those contained in BOS File No. 100046 entitled "Planning Code – Amending Inclusionary Housing Ordinance" proposing amendments to Planning Code Section 415 et seq. (formerly Code Section 315) (collectively "applicable future controls") are approved by the Board of Supervisors prior to issuance of the first certificate of occupancy for the Project,

the Project shall be subject to the applicable future controls and not the current provisions of Planning Code Section 415 et seq. (formerly Code Section 315).

Parking

14. 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 units. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space.
15. The parking spaces must be marketed and sold or leased as an addition to, not a subtraction from, the base purchase or rental price of a dwelling unit, and units may not be marketed or offered as a bundled package that includes parking without clear accompanying language that the parking is available only at additional cost. 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.

Performance

16. The Project Sponsor shall appoint a community liaison officer to deal with issues of concern to the owners and occupants of nearby properties at all times during Project construction. Prior to the commencement of Project construction, the Project Sponsor shall give the Zoning Administrator and the owners of properties within 300 feet of the Project site boundaries written notice of the name, business address and telephone number of the community liaison.
17. Prior to the issuance of the Building Permit 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 premises (Assessor’s Block 3980, Lot 008), which notice shall state that construction has been authorized by and is subject to the conditions of this Motion.
18. The authorization and right vested by virtue of this action shall not be effective until the effective date of Ordinance No. 100881 to correct the height district of the Project site. This authorization shall be deemed void and canceled if, within 4 years of the date of this Motion, or within 3 years of the effective date of Ordinance No. 100881 to correct the height district of the Project site, whichever occurs first, a site permit or building permit for the Project has not been secured by Project Sponsor. This authorization may be extended at the discretion of the Zoning Administrator only if the failure to issue a permit by the Department of Building Inspection is delayed by a city, state, or federal agency or by appeal of the issuance of such permit.

Mitigation Measures

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

Monitoring and Violation

20. Violation of the conditions noted above or any other provisions of the Planning Code may be subject to abatement procedures and fines up to \$500 a day in accordance with Code Section 176.

EXHIBIT 1

**DRAFT MITIGATION MONITORING
AND REPORTING PROGRAM**

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
<p>MITIGATION MEASURE 1 <i>Archeological Resources (Accidental Discovery)</i></p>					
<p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	<p>Project sponsor</p>	<p>Accidental discovery</p>	<p>Distribute Planning Department Archeological Resource "ALERT" sheet to Prime Contractor, sub-contractors and utilities firms; Project sponsor, archaeologist and Environmental Review Officer (ERO). Submit signed affidavit of distribution to ERO.</p>	<p>Prior to any soil-disturbing activities on the project site.</p>	<p>Date signed affidavit submitted to the ERO: _____</p>
<p>Should any indication of an archeological resource be encountered during any soils disturbing activity</p>	<p>Head Foreman and/or project</p>	<p>Accidental discovery</p>	<p>Suspend any soils disturbing</p>		

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<p>of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p>	<p>sponsor</p>		<p>activity; and Notify ERO of accidental discovery.</p>		
<p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p>	<p>Project Sponsor Archeological consultant</p>	<p>In case of accidental discovery.</p>	<p>If ERO determines an archeological resource may be present, services of a qualified archeological consultant to be retained. Identify and evaluate archeological resources; and make recommendation to the ERO.</p>		
<p>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing</p>	<p>Project Sponsor</p>	<p>After determination by the ERO of appropriate action to be</p>	<p>Implementation of Archeological measure required</p>		

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
<p>program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>		<p>implemented following evaluation of accidental discovery.</p>	<p>by ERO.</p>		
<p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and 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.</p>	<p>Project Sponsor</p>	<p>Following completion of any* archeological field program. (* required.)</p>	<p>Submittal of Draft/Final FARR to ERO.</p>		
<p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for</p>	<p>Project Sponsor</p>		<p>Distribution of Final FARR.</p>		

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
<p>nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>					
<p>MITIGATION MEASURE 2</p> <p>Preconstruction Surveys for Nesting Birds</p>					
<p>The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. To the extent feasible, the project sponsor and/or the construction contractor(s) shall remove all vegetation on the project site between September 1-December 31. Should vegetation removal occur between January 1 to August 31, pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person</p>	<p>Project sponsor and contractor</p>	<p>Prior to construction activities.</p>	<p>Should vegetation removal or construction activities commence during the breeding season, the project sponsor's qualified biologist/ornithologist shall conduct a pre-construction survey for nesting birds in accordance with this mitigation measure. Results</p>	<p>Prior to construction activities.</p>	<p>Date of vegetation removal: _____</p> <p>Pre-construction bird survey required? Y or N</p> <p>Consultation with CDFG required? Y or N</p>

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
shall inspect all vegetation in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest until the young have fledged.			of preconstruction survey shall be submitted to the ERO.		
MITIGATION MEASURE 3					
Hazardous Materials (Contaminated Soil)					
<p><i>Step 1: Preparation of Site Mitigation Plan:</i></p> <p>DPH has determined that the soils on the project site are contaminated with lead at or above potentially hazardous levels, and DPH has determined that preparation of a Site Mitigation Plan (SMP) is warranted. The SMP shall include a discussion of the level of lead on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific</p>	Project sponsor	Prior to excavation.	The project sponsor to prepare an SMP, subject to approval by the DPH.	Prior to excavation. Considered complete upon receipt of final SMP by ERO.	Date SMP submitted to DPH: _____ Date SMP approved by DPH: _____ Date Final SMP received by ERO: _____

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
<p>practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.</p>					
<p><i>Step 2: Handling, Hauling, and Disposal of Contaminated Soils</i></p> <p>(a) <u>specific work practices</u>: The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA metal, or petroleum hydrocarbon, or volatile organic compounds, safe work practices) when such soils are encountered on the site.</p> <p>(b) <u>dust suppression</u>: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.</p> <p>(c) <u>surface water runoff control</u>: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the</p>	<p>Project sponsor and construction contractor</p>	<p>Prior to any soil disturbing activities.</p>	<p>Contractor shall take the indicated mitigation action, and shall provide DPH weekly reports during the construction period. The sponsor shall forward copies of these reports to the ERO.</p>	<p>Considered complete if DPH determines the absence of contaminates or receipt of final weekly monitoring reports.</p>	<p>DPH determination that contaminates are present: Y N Date: _____</p> <p>Date final monitoring reports received: _____</p>

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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
<p>soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.</p> <p>(d) <u>soils replacement</u>: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where metal, or petroleum hydrocarbon, or volatile organic compound-contaminated soils have been excavated and removed, up to construction grade.</p> <p>(e) <u>hauling and disposal</u>: Contaminated soils shall be hauled off the project site by waste-hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.</p>					
<p><i>Step 3: Preparation of Closure/Certification Report</i></p> <p>After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the</p>	<p>Project sponsor and construction contractor</p>	<p>During demolition, excavation, and construction.</p>	<p>Project sponsor to provide DPH and the ERO with final closure/certification report.</p>	<p>Considered complete upon ERO receipt of final closure/certification report at completion of construction.</p>	<p>Date closure report submitted to DPH: _____</p> <p>Date closure report approved by DPH: _____</p> <p>Date of ERO receipt of</p>

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construction contractor modified those mitigation measures.					final closure report: _____

Improvement Measures Identified by Planning Department Staff	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
IMPROVEMENT MEASURE 1					
Parking					
To reduce the proposed project's parking demand and parking shortfall and to encourage the use of alternative transportation modes, the project sponsor will provide both residents and PDR and retail businesses a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules and fares), information on where Fast Passes could be purchased, information on car share parking space locations and information on the 511 Regional Rideshare program. The lessee of the commercial spaces would be encouraged to allow overnight use of the commercial parking spaces by residents in order to accommodate the residential parking shortfall.	Project Sponsor	Prior to occupancy	Project sponsor to provide a move-in packet in accordance with this mitigation measure and to encourage the lessee of commercial spaces to accommodate the residential parking shortfall.	Considered complete upon submittal of material to both new residents and occupants of the retail and PDR spaces.	

EXHIBIT 1

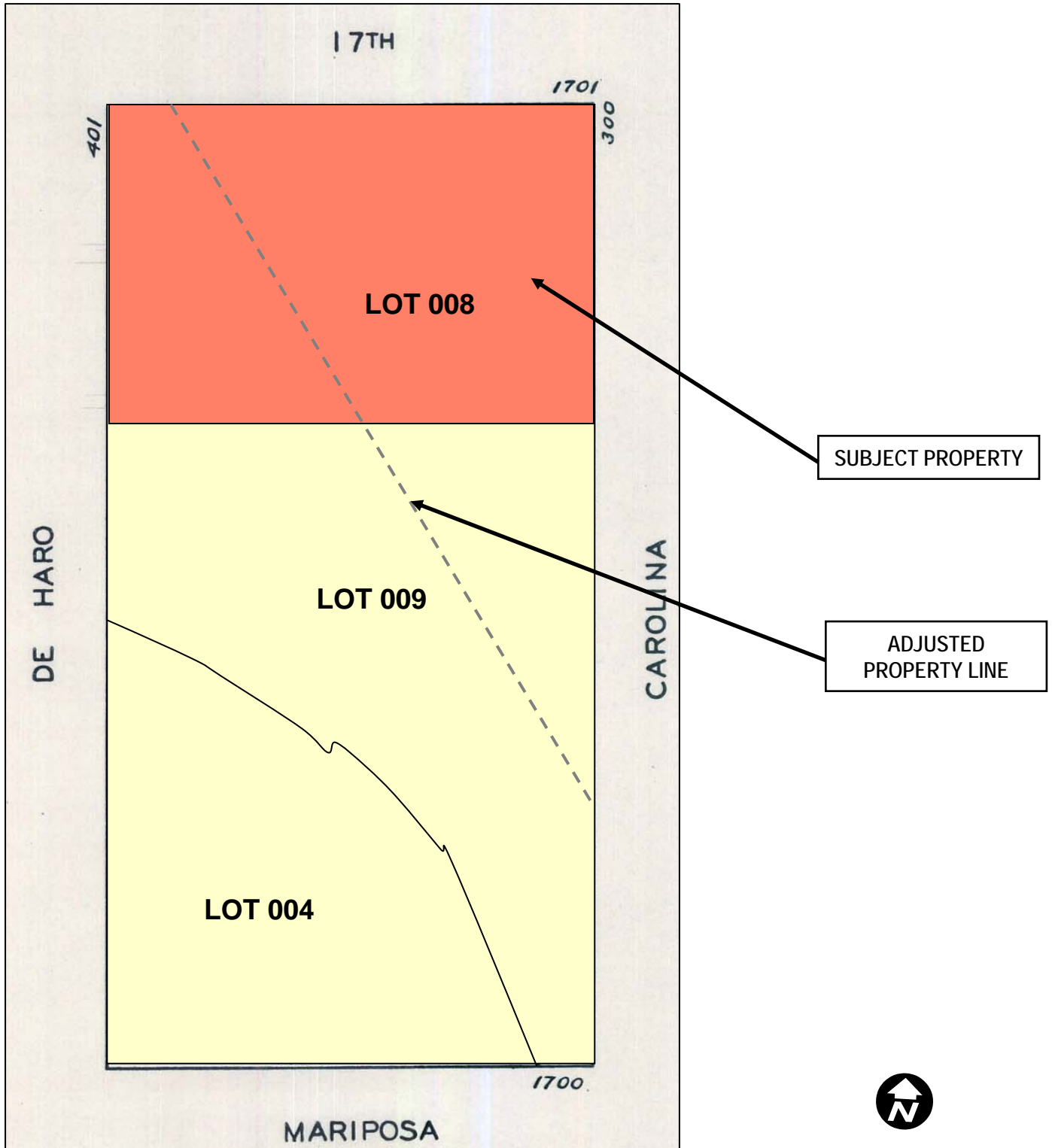
**DRAFT MITIGATION MONITORING
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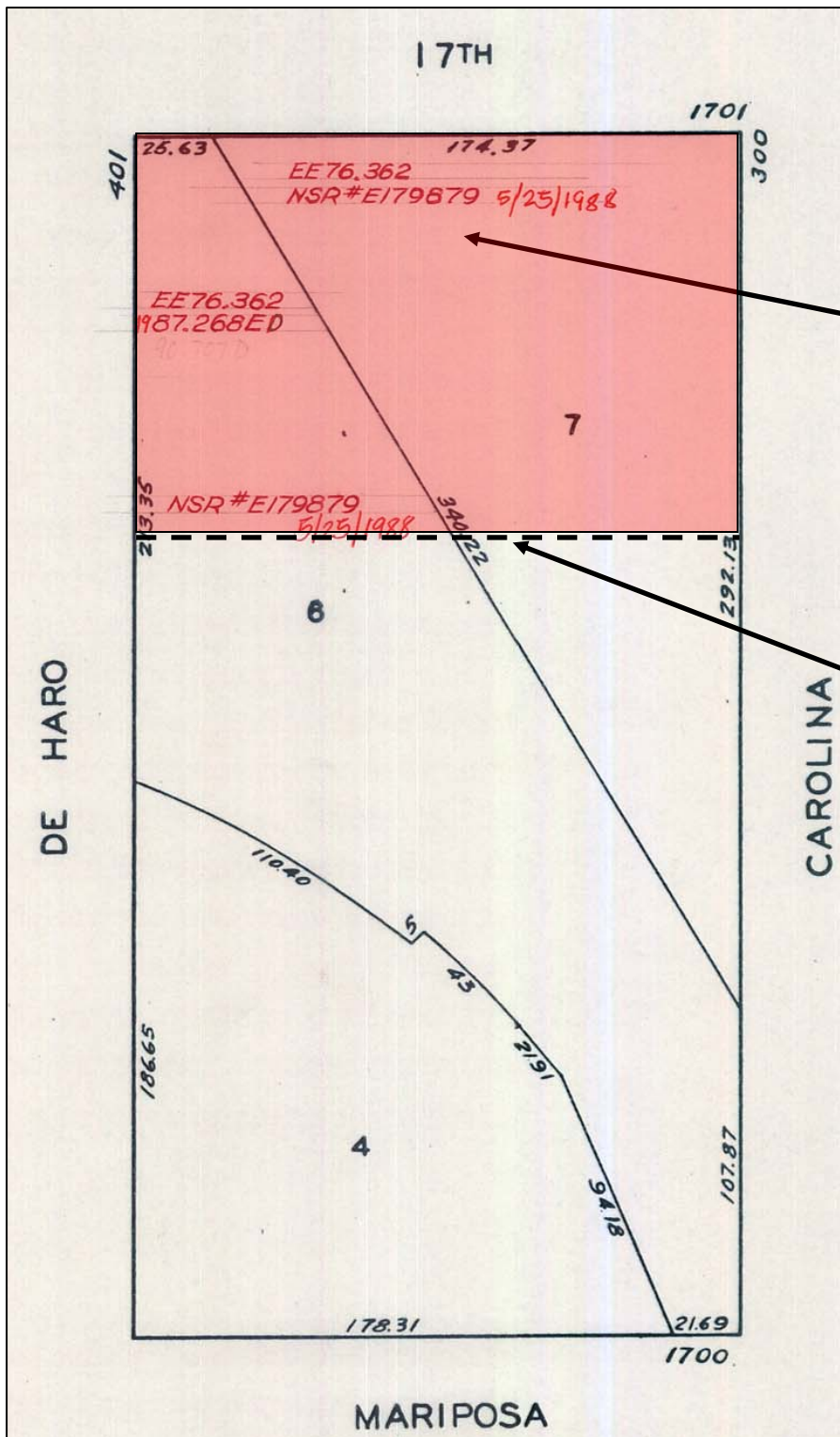
Improvement Measures Identified by Planning Department Staff	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Monitoring Schedule	Status / Date Completed
<p>IMPROVEMENT MEASURE 2</p> <p>Construction Traffic</p>					
<p>Construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. The project sponsor would require the construction contractor to limit truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by the San Francisco Municipal Transportation Authority) in order to minimize the disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.</p>	<p>Project sponsor</p>	<p>Prior to the start of construction activities.</p>	<p>Project sponsor to require the contractor to limit truck movements to the hours between 9:00 AM and 3:30 PM.</p>	<p>Prior to the start of construction activities.</p>	
<p>The project sponsor and construction contractor will meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion and other potential transit and pedestrian circulation effects during construction of the proposed project. The temporary parking demand by construction workers would need to be met on-street or within available off-street parking facilities.</p>	<p>Project sponsor</p>	<p>Prior to the start of construction activities.</p>	<p>Project Sponsor to meet with City agencies to determine feasible measures to reduce traffic congestion during project construction.</p>	<p>Prior to the start of construction activities.</p>	

Current Parcel Map (After Lot Line Adjustment)



Conditional Use Authorization
Case Number **2004.0946EKC**
PUD – Mixed Use Buildings
1717 17th Street

Previous Parcel Map (Before Lot Line Adjustment)



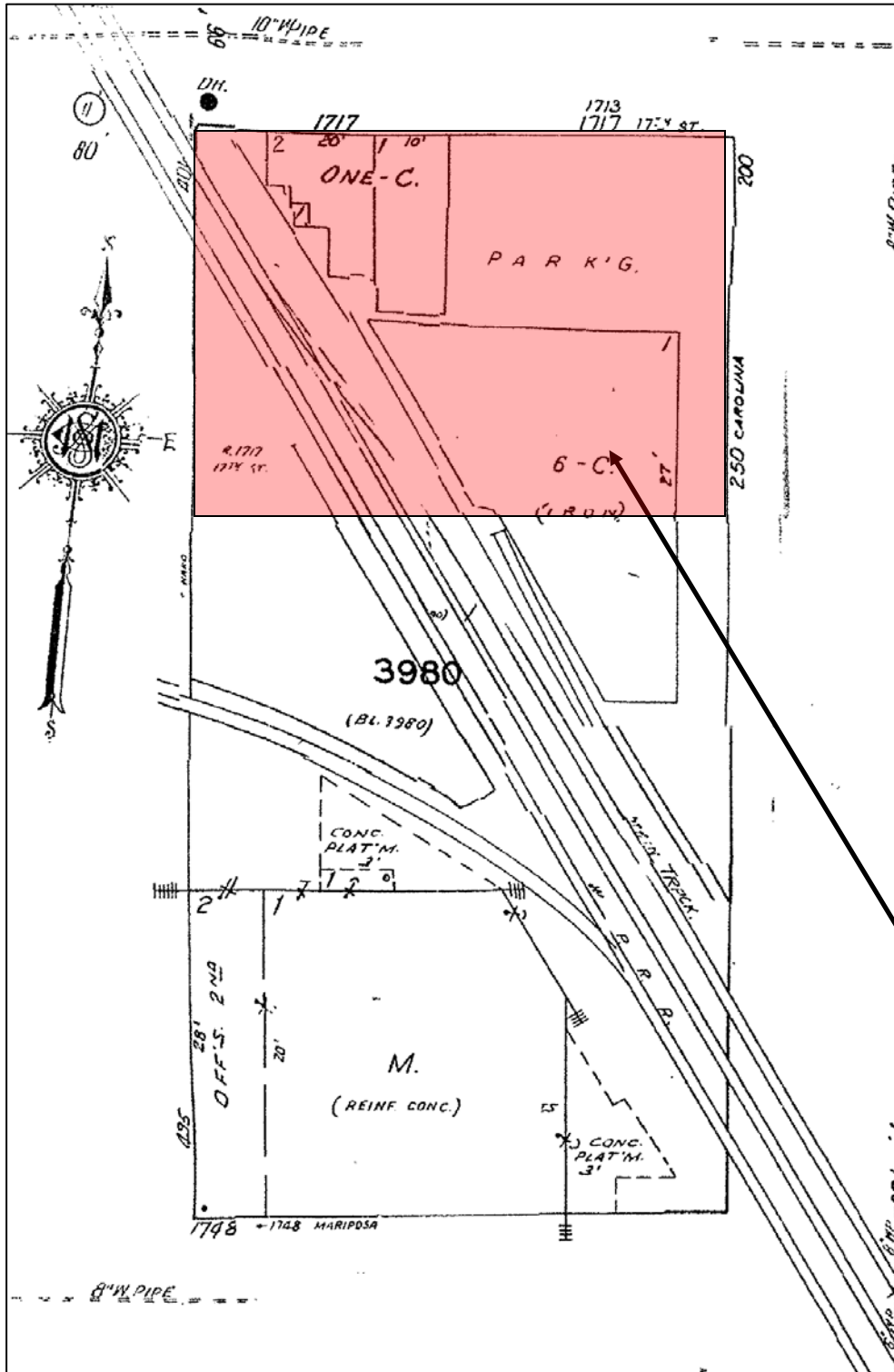
SUBJECT PROPERTY

APPROXIMATE
PROPERTY LINE FOR
CURRENT PROJECT
SITE



Conditional Use Authorization
Case Number **2004.0946EKC**
PUD – Mixed Use Buildings
1717 17th Street

Sanborn Map*



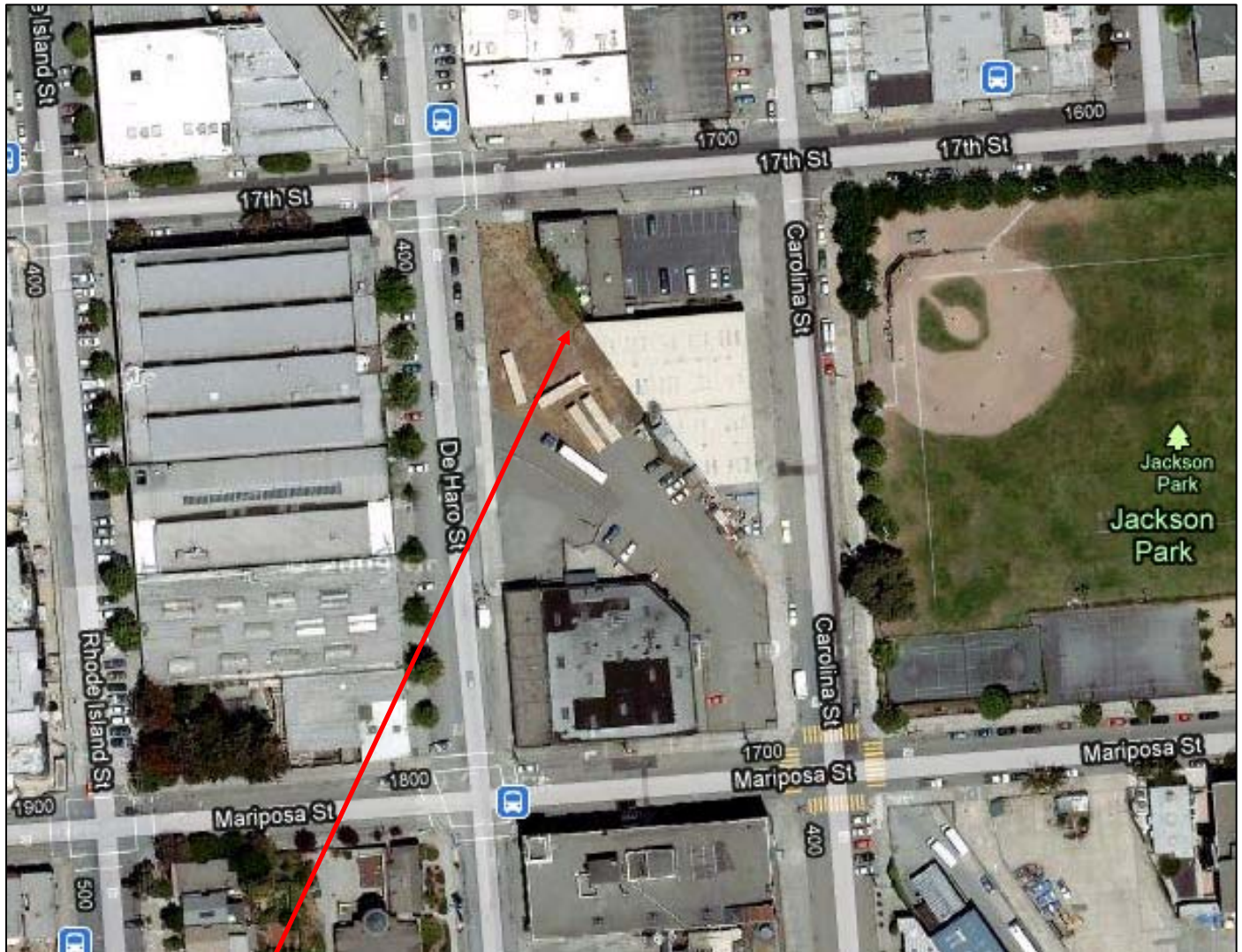
SUBJECT PROPERTY



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

Conditional Use Authorization
Case Number 2004.0946EKC
PUD – Mixed Use Buildings
1717 17th Street

Aerial Photo



SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2004.0946EKC
PUD – Mixed Use Buildings
1717 17th Street

Aerial Photo

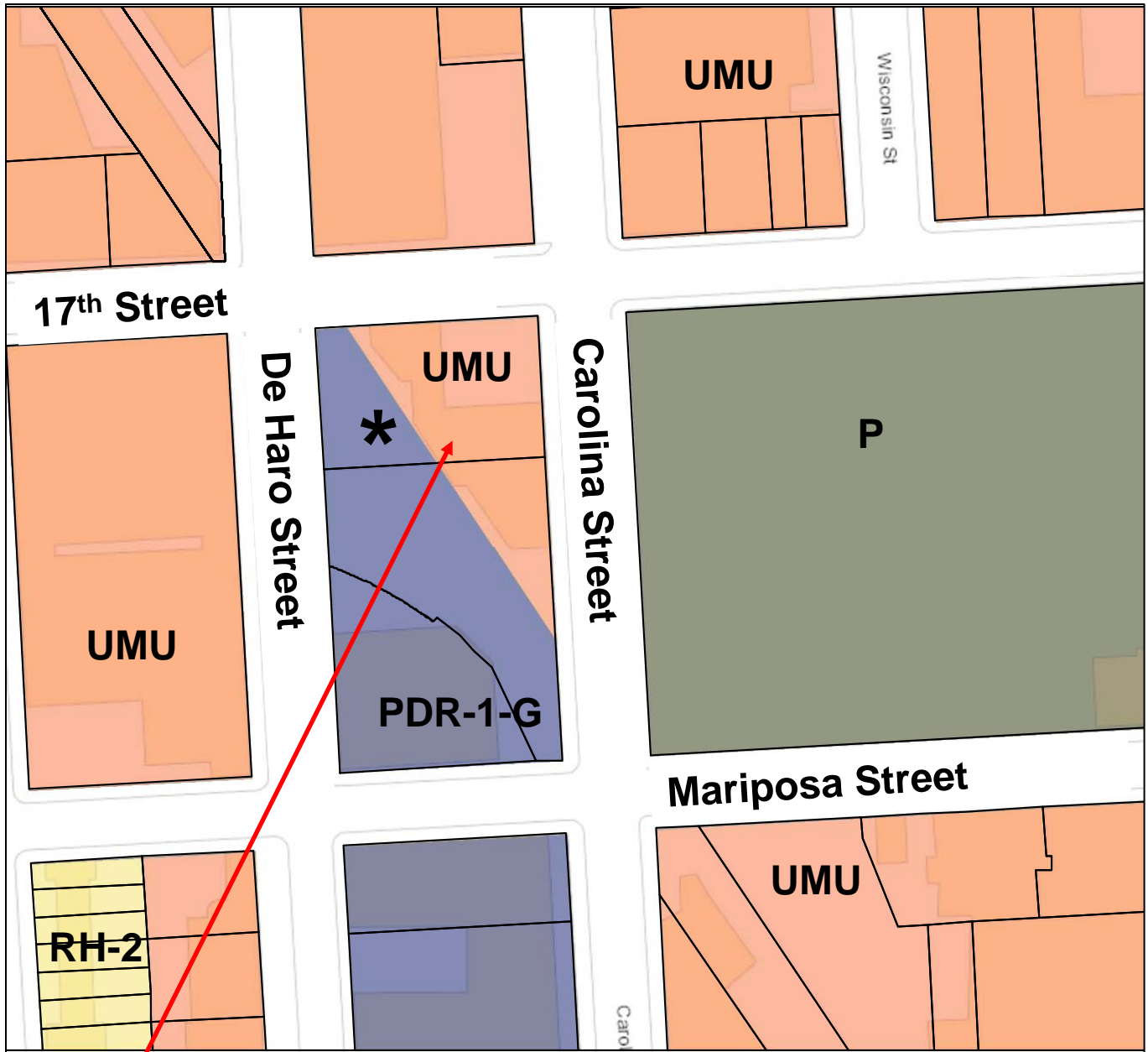


SUBJECT PROPERTY



Conditional Use Authorization
Case Number **2004.0946EKC**
PUD – Mixed Use Buildings
1717 17th Street

Zoning Map



SUBJECT PROPERTY

* The current zoning map inaccurately shows the subject property as being split-zoned. The entire subject property is zoned UMU.



Conditional Use Authorization
Case Number 2004.0946EKC
PUD – Mixed Use Buildings
1717 17th Street

Height and Bulk Map



Conditional Use Authorization
Case Number **2004.0946EKC**
PUD – Mixed Use Buildings
1717 17th Street



SAN FRANCISCO PLANNING DEPARTMENT

Mitigated Negative Declaration

PMND Date: March 10, 2010
Case No.: **2004.0946E**
Project Title: **1717 17th Street**
Zoning: UMU (Urban Mixed-Use) District
48-X Height and Bulk District
Block/Lot: 3980/008
Lot Size: 25,469 square feet
Project Sponsor: Sean Keighren, 17th Street LLC
(415) 929-0390
Lead Agency: San Francisco Planning Department
Staff Contact: Jessica Range – (415) 575-9018
Jessica.range@sfgov.org

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PROJECT DESCRIPTION:

The proposed project would construct a new mixed use residential and commercial development at 1717 17th Street, on an approximately 25,469 square foot (sf) rectangular lot that recently underwent a lot line adjustment. Prior to the lot line adjustment, the lot was equal in area, but triangular in shape. The new lot measures 200 feet (ft) by 127.347 ft with a 200 ft frontage along 17th Street and a 127.347 ft frontage along De Haro Street. The project site was recently rezoned from M-1 (Light Industrial) to UMU (Urban Mixed-Use) as part of the Eastern Neighborhoods Rezoning and Area Plans process. The project site is within the Showplace Square/Potrero Hill Area Plan, which is one of four area plans encompassed within the Eastern Neighborhoods Rezoning and Area Plans.

The proposed project would include demolition of three existing buildings on the project site including: a 1,000 sf general office building, a 2,080 sf building, and a 11,050 sf building. Total existing Production, Distribution and Repair (PDR) space on the project site is approximately 12,000 sf. On the reconfigured lot the project sponsor proposes to construct two mixed-use buildings with off-street parking. The project would result in two mirror-image, four-story, 48-ft tall buildings with 41 dwelling units; 7,000 sf of ground floor PDR; 8,000 sf of commercial/retail space; and 58 independently accessible below-grade parking spaces. The proposed project would be constructed in two phases, as follows:

Phase I (De Haro Street)

Phase I would include demolition of the two existing wood-frame buildings fronting 17th Street and the partial demolition of the concrete and aluminum building on site. Phase I would construct a new 48-ft tall, 51,664 gross square foot (gsf), mixed-use building containing 20 dwelling units with a unit mix as follows: ten two-bedroom units and ten one-bedroom units (21,345 gsf in total). The ground floor would also contain 7,500 sf of PDR/commercial/retail space, and 11,091 gsf of common area. The below-grade basement level would contain parking for 29 off-street parking spaces and 11 secured Class I bicycle spaces.

Phase II (228 Carolina Street)

Phase II would be the demolition of the remainder of the concrete and aluminum building and construction of a 48-foot tall, 51,664 gsf mirror image of the De Haro Street building, fronting on Carolina Street. This building would include 21 residential units with a unit mix as follows: nine two-bedroom and twelve one-bedroom units (21,315 gsf). This building would also include 7,500 sf of PDR/commercial/retail space and 29 below-grade vehicle parking spaces and 11 Class I bicycle spaces.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 37, 88, and 103.

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

BILL WYCKO
Environmental Review Officer

Date of Adoption of Final Mitigated
Negative Declaration

cc: Sean Keighren, project sponsor; Alice Barkley, project sponsor's representative; Corey Teague, SE Quadrant Planner, M.D.F

INITIAL STUDY
1717 17TH STREET
PLANNING DEPARTMENT CASE NO. 2004.0946E

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INITIAL STUDY
1717 17TH STREET
PLANNING DEPARTMENT CASE NO. 2004.0946E

A. PROJECT DESCRIPTION

Project Location and Site Characteristics

The project site is located at 1717 17th Street (Assessor's Block 3980, Lot 008), on a lot that was recently adjusted. Prior to the lot line adjustment, the lot was approximately 25,469 square foot (sf) and triangular. The project sponsor entered into an agreement with Anchor Steam Brewing Company (Anchor Steam) for a lot line adjustment which reconfigured the irregularly shaped lots 007 and 006 into two rectangular parcels, approximately equal to the area of the site prior to the lot line adjustment. The new lot measures 200 feet (ft) by 127.347 ft with a 200 ft frontage along 17th Street and a 127.347 ft frontage along De Haro and Carolina Streets. The site is located on the block¹ bounded by 17th Street to the north, Carolina Street to the east, Mariposa Street to the south, and De Haro Street to the west in San Francisco's Potrero Hill neighborhood (see Figure 1: Project Location). Anchor Steam continues to own the property directly south of the project site (lot 009).

The project site is almost completely developed with three commercial buildings and a paved parking lot. The one-story 13-ft tall (16-ft tall to the parapet) wood frame building and the adjacent two-story, 24-ft tall wood frame building both front on 17th Street. A parking lot with 20 parking spaces occupies the northeast corner of the project site. The remainder of the lot is occupied by a two story (24-ft tall) metal building. The portion of the lot to the west, that was previously used for loading by Anchor Steam, is covered with vegetation and asphalt.

According to the permit history for this site, the small one-story 40 ft by 15 ft building at the intersection of 17th and De Haro Streets was originally constructed in 1928. Between 1929 and 1974 various additions were added to the building, altering the original footprint. A 2,000 sf building was added to the east side of the original building in 1975. The two-story metal building with frontage on Carolina Street, was constructed in 1976.

¹ The historically industrial parts of the City, including the South of Market, Potrero Hill/Showplace Square, Central Waterfront, and Mission, typically have very large blocks. In the South of Market, a typical block is 825 feet in length and 550 feet in width. In areas of the City historically developed as moderate and high-density residential and commercial environments, the block pattern is much smaller, with many alternate and redundant paths of travel, service alleys, and public mid-block pedestrian walkways and stairways. The typical North of Market blocks are 275 feet in width and not more than 412.5 feet in length, often with minor alleys bisecting these blocks into smaller increments.

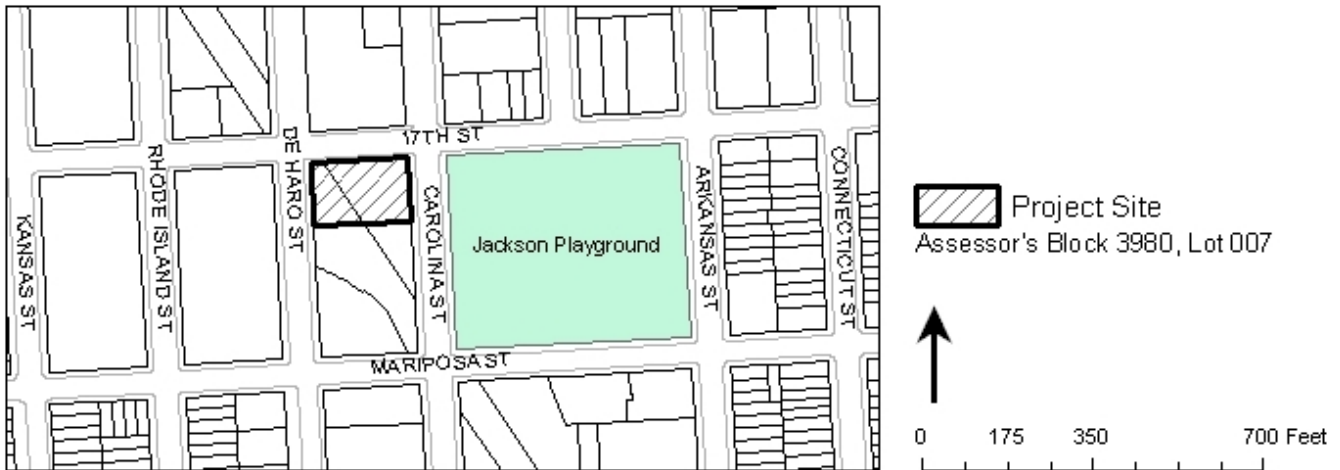
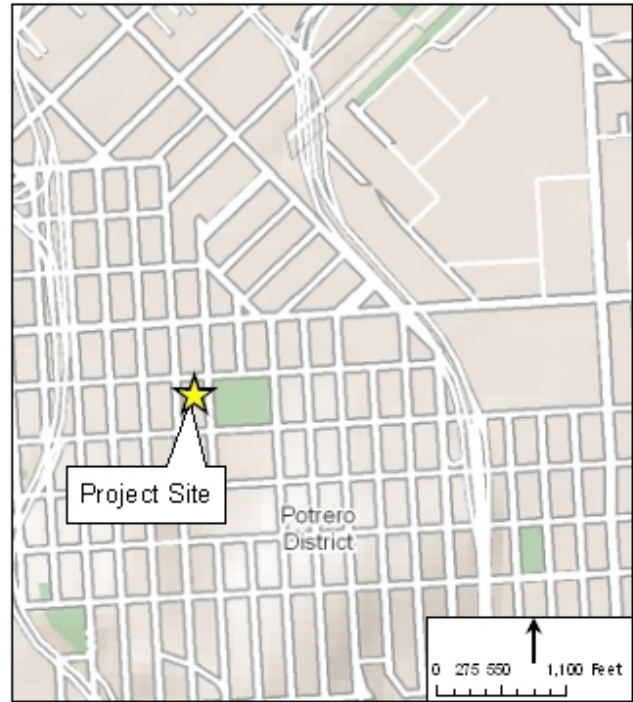
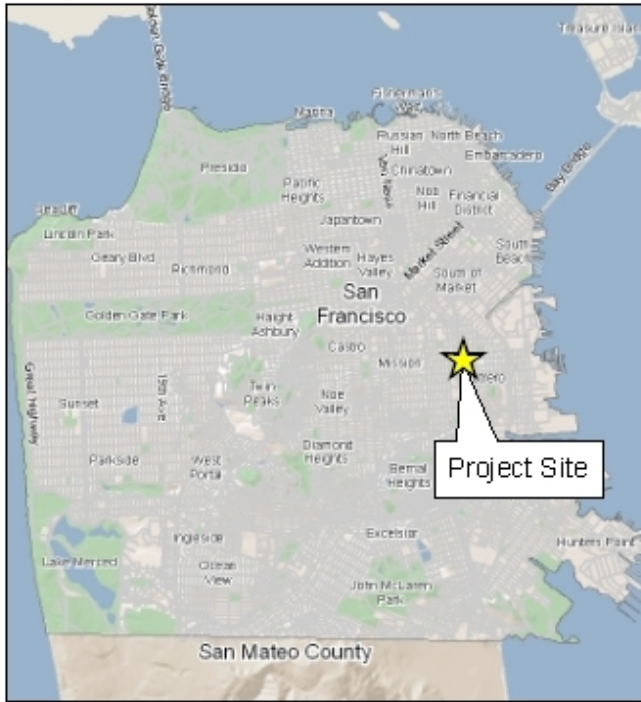


Figure 1. Project Location
 Source: San Francisco Planning Department

The project site is located within the Potrero Hill Neighborhood, which recently underwent a larger community planning process known as the Eastern Neighborhoods Area Plans. The Eastern Neighborhoods Area Plans contain four smaller neighborhood planning districts: East South of Market, Mission, Central Waterfront and Potrero Hill/Showplace Square. The Eastern Neighborhoods Area Plans were approved by the Board of Supervisors, signed by the Mayor and became effective on January 19, 2009. The project sponsor, however, submitted an environmental application for the proposed project in 2004; under the grandfathering provision of the implementing ordinance for the Eastern Neighborhoods Area Plans, the proposed project would therefore be subject to zoning requirements that were in effect prior to approval of the Eastern Neighborhoods Area Plans. For purposes of this environmental review, the proposed project will be analyzed against the San Francisco *Planning Code* Eastern Neighborhoods pipeline policy requirements, Articles 1.2, 1.5, and 2.5 of the *Planning Code* (see Section C., below).

Proposed Project

The proposed project would include demolition of the existing buildings on the project site including: the 1,000 sf general office building, the 2,080 sf production, distribution and repair (PDR) building, and the 11,050 sf PDR/office building. Total existing PDR on the project site is approximately 12,000 sf.² The project site is partially occupied (approximately 3,800 sf) with PDR uses.³ On the reconfigured, rectangular lot, the project sponsor proposes to construct two mixed-use buildings with off-street parking. The project will result in two mirror-image four-story, 48-ft tall buildings with 41 dwelling units; 7,000 sf of ground floor PDR and 8,000 sf of commercial/retail space; and 58 independently accessible below-grade parking spaces. The proposed project would be constructed in two phases, as follows:

Phase I (De Haro Street)

Phase I would include demolition of the two existing wood-frame buildings fronting 17th Street and the partial demolition of the concrete and aluminum building. Phase I would construct a new 48-ft tall, 51,664 gross square foot (gsf), mixed-use building with below-grade parking on a newly subdivided lot measuring 100 ft by 127.347 ft. The building would contain 20 dwelling units with a unit mix as follows: ten two-bedroom units and ten one-bedroom units (21,345 gsf in total). The ground floor would also contain 7,500 sf of PDR/commercial/retail space, and 11,091 gsf of common area. The below-grade basement level would contain 10,312 gsf of parking for 29 off-street parking spaces (18 spaces for the residential uses and 11 spaces for the PDR/commercial/retail uses), one van loading space, and 11 secured Class I bicycle spaces. This building would have 100 ft of street frontage on 17th Street and 127.347 ft of street frontage on De

² Letter to Alice Suet Yee Barkley, Luce Forward Attorneys At Law, from Lawrence B. Badiner, Zoning Administrator. *Regarding Request for written Determination Pursuant to Planning Code § 307(a), 1717 17th Street; Assessor's Block 3980/Lot 007, Production, Distribution, and Repair (PDR) Replacement Requirements.* Dated February 9, 2006.

³ Current tenants include, Paule Anglim (an art gallery), Maverick Studios/Way Out West (a graphic design studio), and Forde Mazzola (a construction company).

Haro Street. Vehicular and Pedestrian access to the building would be from De Haro and 17th Streets. The building would also contain a 1,680 sf roof deck for common usable open space for the residential units. Some units will also have private decks or terraces.

Phase II (228 Carolina Street)

Phase II would be the construction of a 48-foot tall, 51,664 gsf mirror image of the De Haro Street building, fronting on Carolina Street. This building would include 21 residential units with a unit mix as follows: nine two-bedroom and twelve one-bedroom units (21,315 gsf). This building would also include 7,500 sf of PDR/commercial/retail space and 29 below-grade vehicle parking spaces (18 spaces for the residential uses and 11 spaces for the PDR/commercial/retail uses), plus one van loading space. This building also includes 11 Class I bicycle spaces. Pedestrian and vehicular access to this building would be from Carolina Street with additional pedestrian access from 17th Street. Similar to the De Haro Street building, some of the units would have private decks or terraces.

Figures 2-11 show the proposed project site plan, floor plans and elevations.

Approvals Required

Under the Eastern Neighborhoods pipeline policy requirements, the proposed project would require the following project approvals:

1. Conditional Use authorization for a Planned Unit Development (required for the rear yard location).
2. Public Hearing before the Recreation and Park Commission to determine whether the new shadows cast by the proposed project would constitute a significant and adverse impact on Jackson Playground, as defined by Section 295 of the *Planning Code*, and to forward the recommendation to the Planning Commission.
3. Public hearing before the Planning Commission to determine whether the new shadows cast by the proposed project would have significant effects on Jackson Playground, as defined by Section 295 of the *Planning Code*.
4. Conditional Use authorization for a Planned Unit Development to increase the dwelling unit density for residential use in an M-1 District.
5. Street and sidewalk permits associated with the proposed development.
6. Condominium subdivision maps for the proposed buildings.

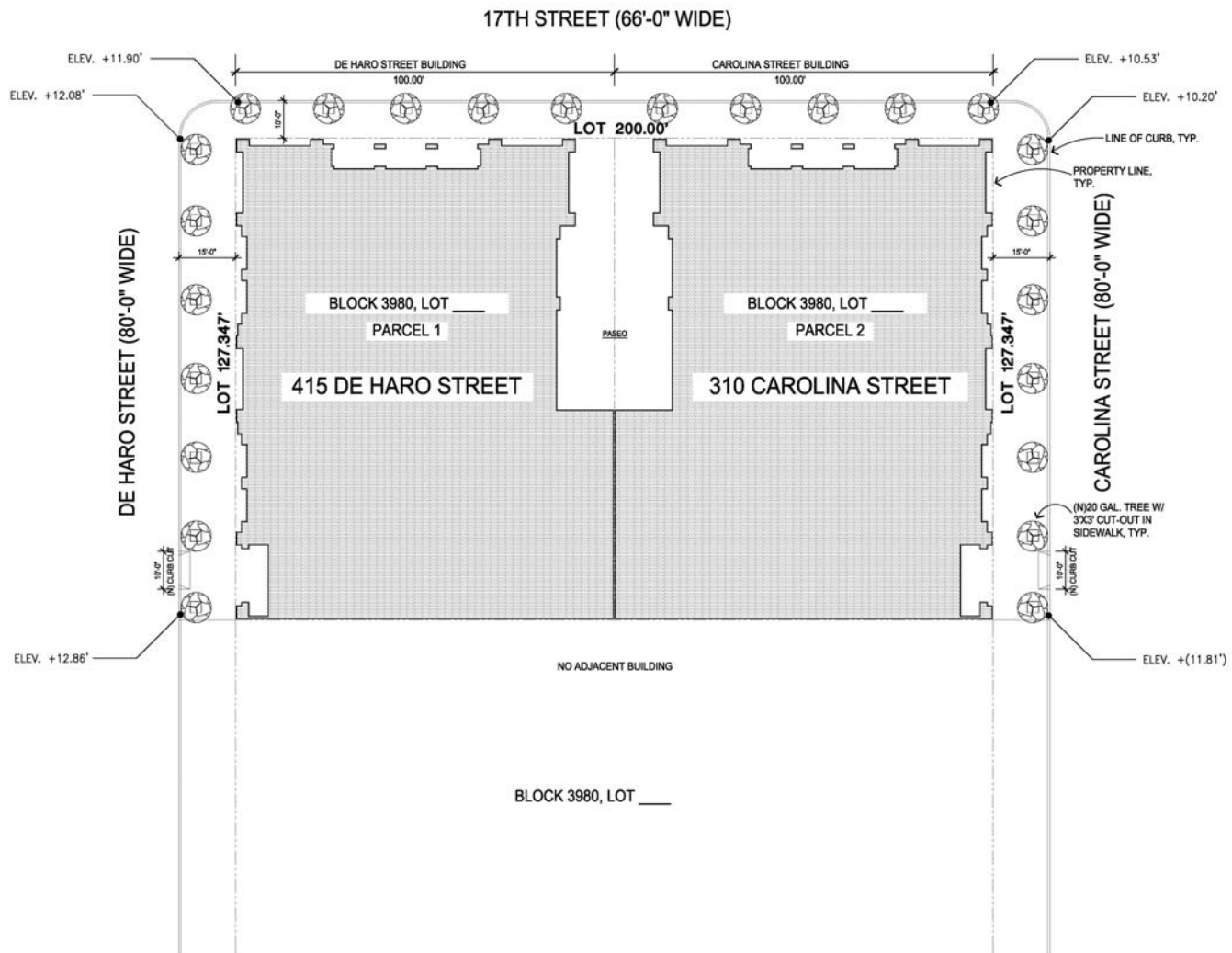


Figure 2. Site Plan

Source: Gary Gee Architects, inc.

Figures not to scale

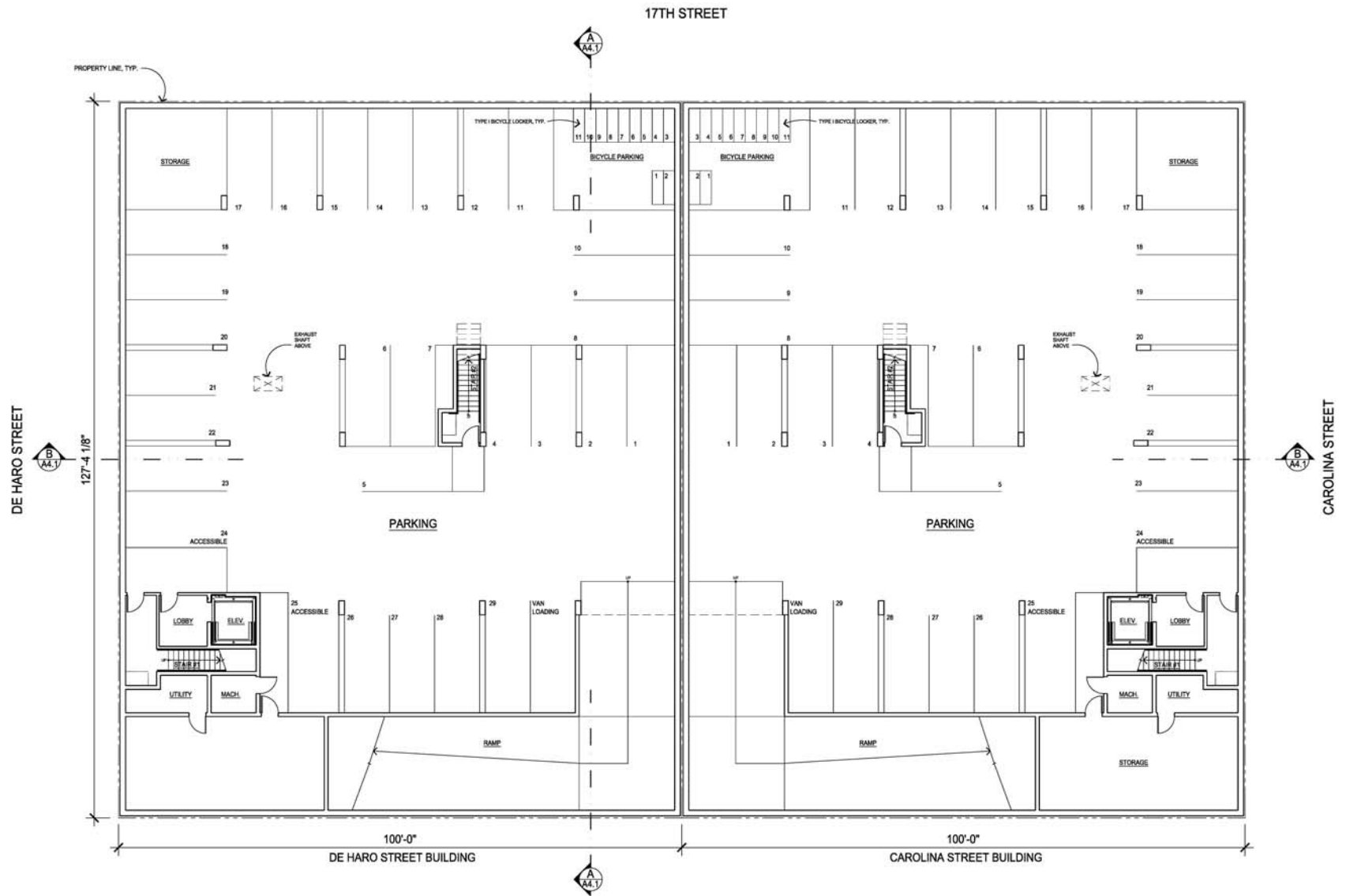


Figure 3. Basement Level Floor Plan

Source: Gary Gee Architects, inc.

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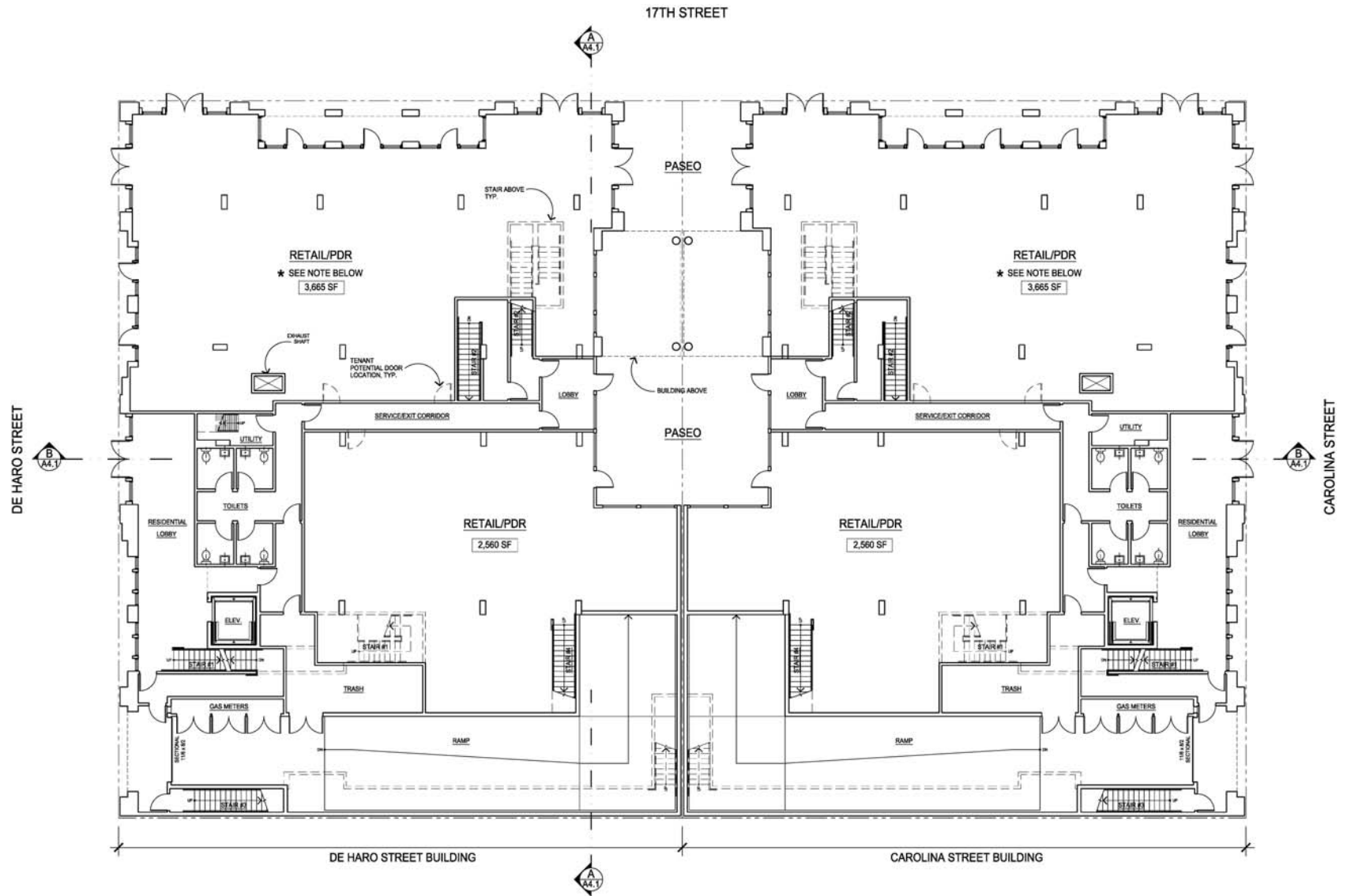


Figure 4. Ground Level Floor Plan

Source: Gary Gee Architects, inc.

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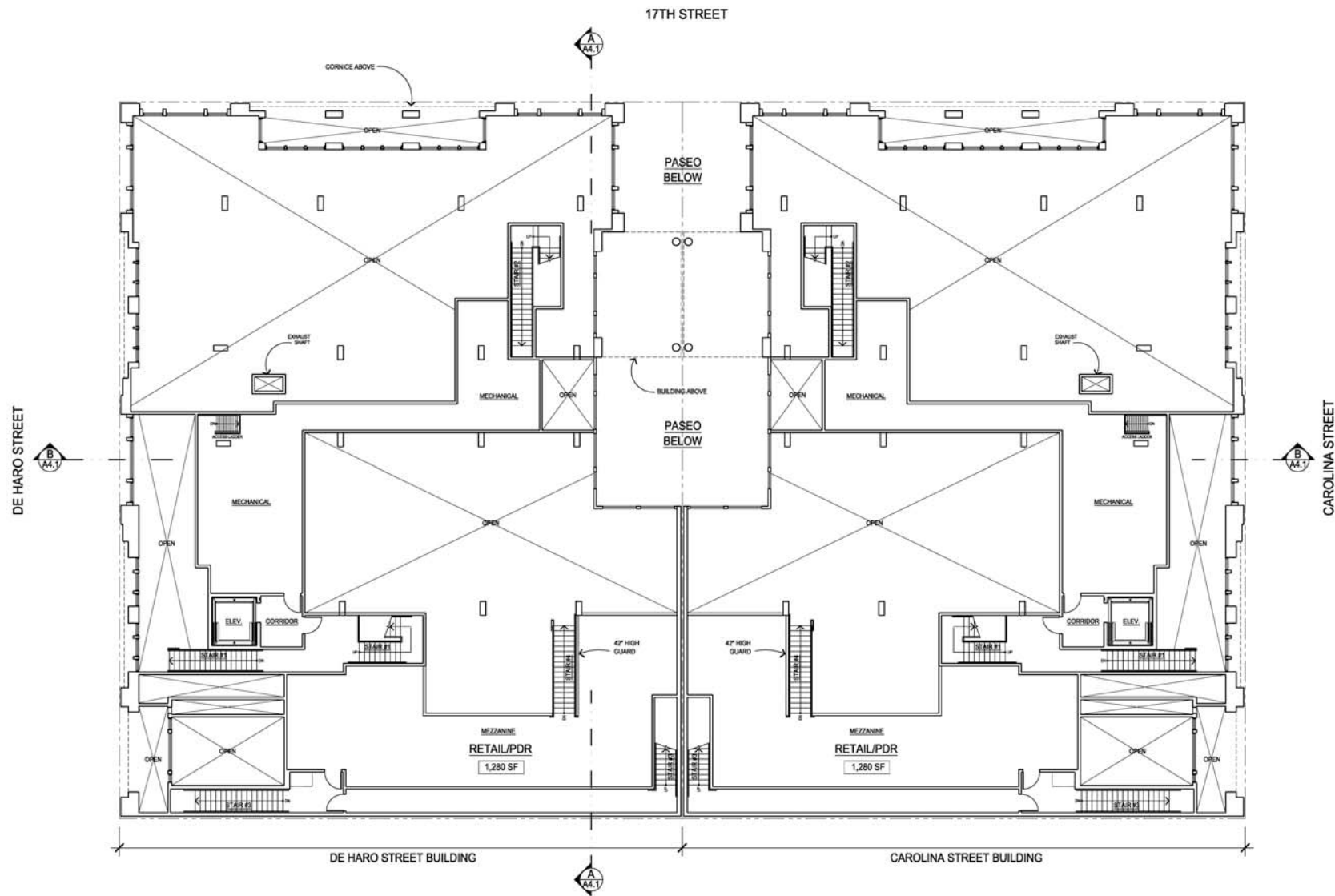


Figure 5. Mezzanine Level Floor Plan

Source: Gary Gee Architects, inc.

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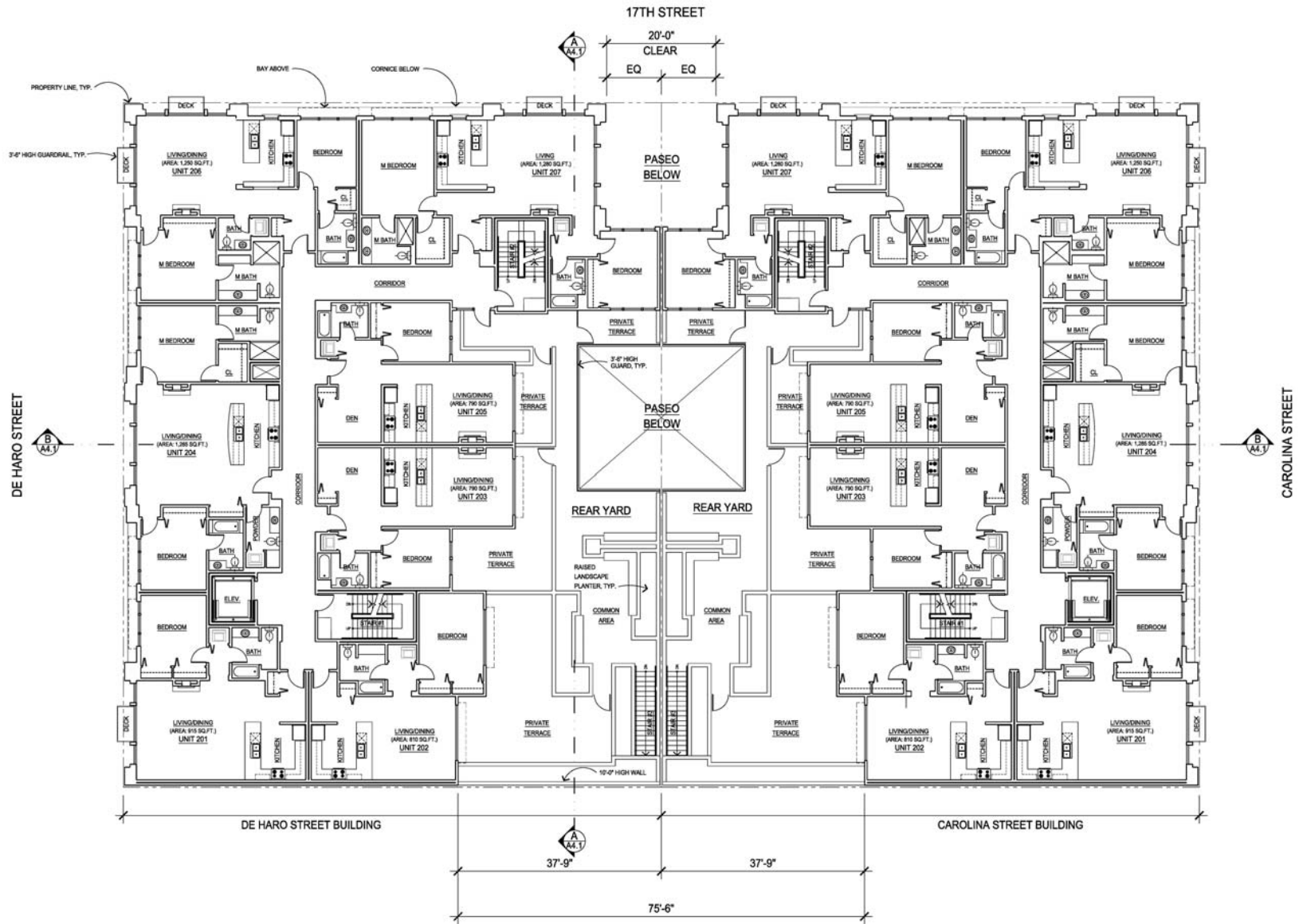


Figure 6. Second Level Floor Plan

Source: Gary Gee Architects, inc.
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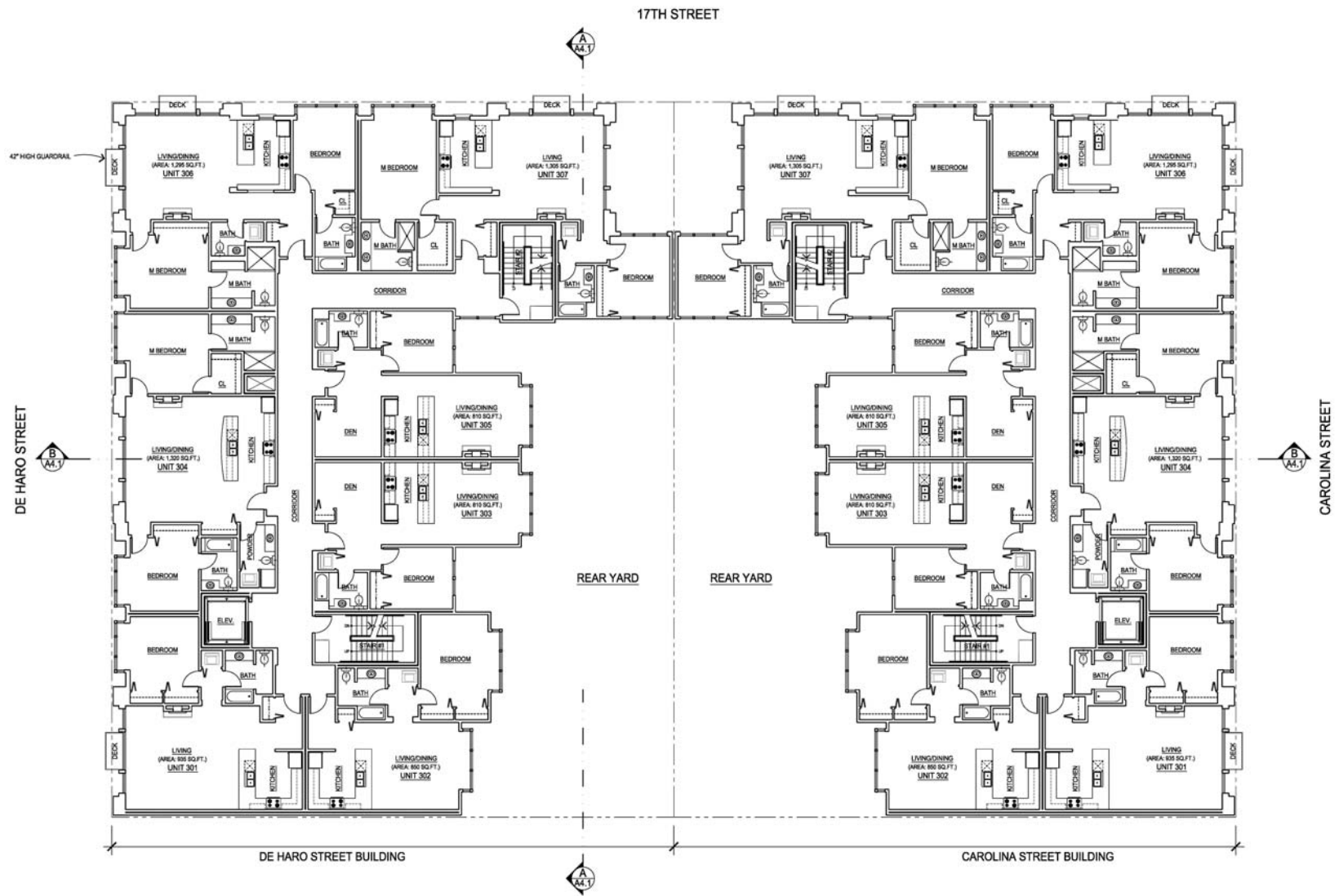


Figure 7. Third Level Floor Plan

Source: Gary Gee Architects, inc.
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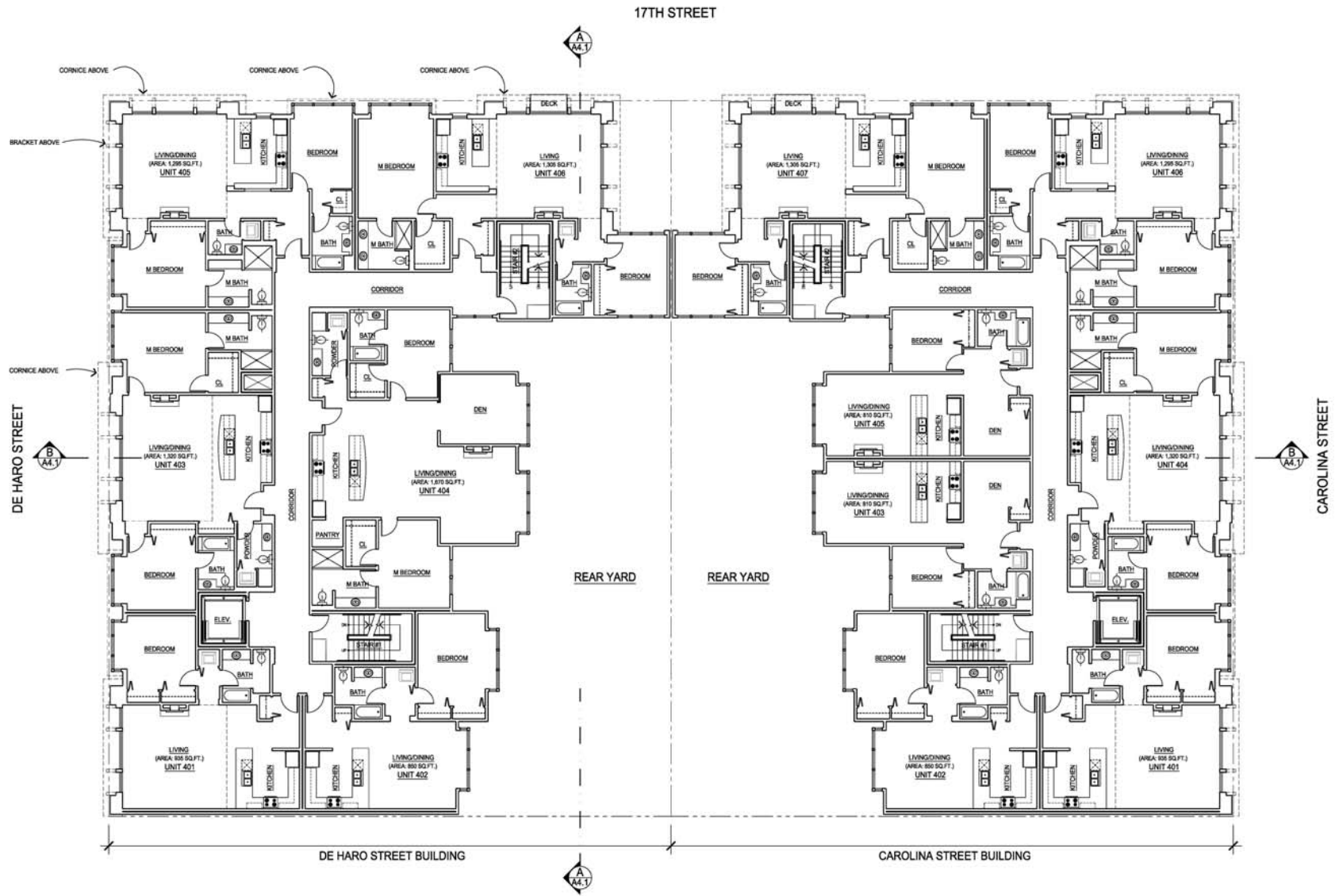


Figure 8. Fourth Level Floor Plan

Source: Gary Gee Architects, inc.
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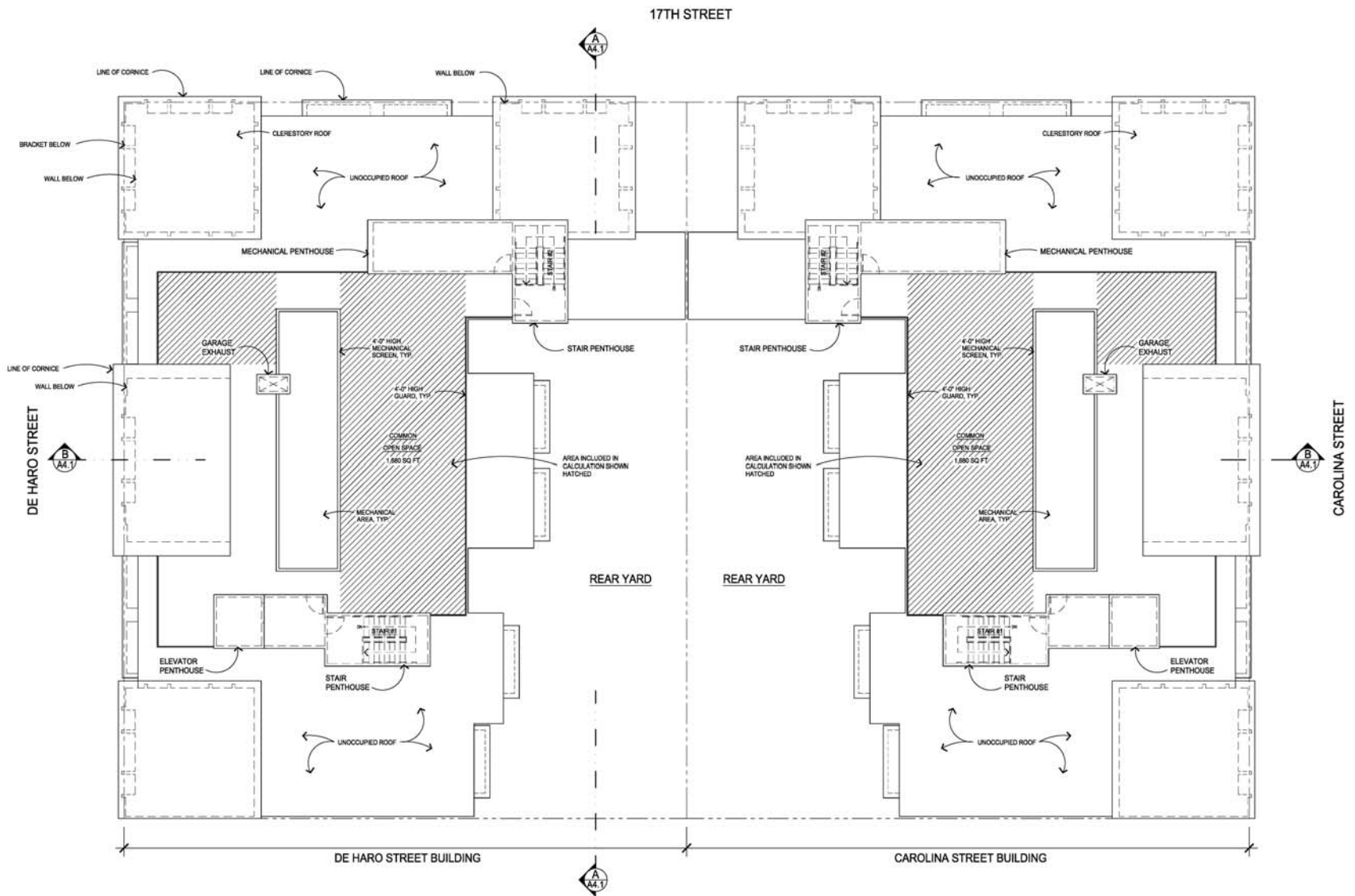


Figure 9. Roof Plan

Source: Gary Gee Architects, inc.
 Figures not to scale



EAST ELEVATION (BLINDWALL - DE HARO STREET BUILDING)

SCALE: 1/8"=1'-0"



Figure 10. East and West Elevations

Source: Gary Gee Architects, inc.

Figures not to scale

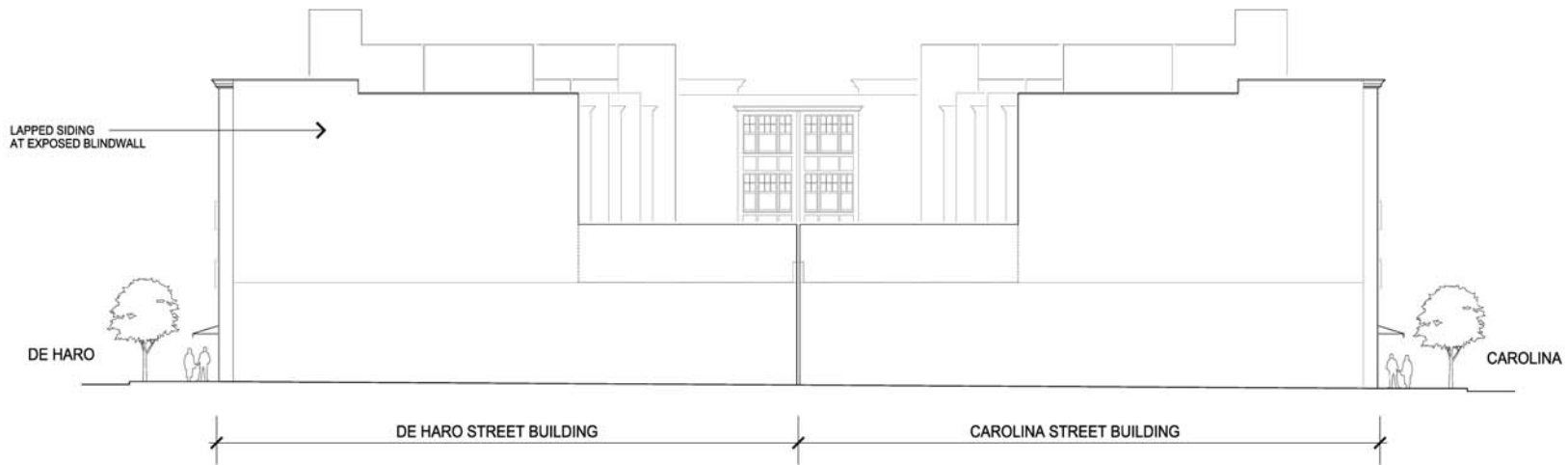


Figure 11. North and South Elevations

Source: Gary Gee Architects, inc.

Figures not to scale

B. PROJECT SETTING

The project site is located within the Potrero Hill/Showplace Square neighborhood of the Eastern Neighborhoods. Potrero Hill is bordered to the north by Showplace Square and the South of Market (SoMa) neighborhoods. To the east, lies the Central Waterfront Neighborhood, with Bayshore to the south, and the Mission district to the west. Potrero Hill is largely separated from the Mission by the U.S. 101 Highway, directly west of Potrero Hill. Potrero Hill and Showplace Square have experienced development pressure from growth in the SoMa districts, requiring a vision to guide new development in these neighborhoods. The culmination of this visioning process is the Potrero Hill/Showplace Square Area Plan (Area Plan).⁴ The Area Plan presents land uses that are designed to establish neighborhood patterns based on the need to, “increase new housing opportunities, retain space for PDR activities...and allow for new neighborhood serving businesses at the base of Potrero Hill near Jackson Playground, particularly along 17th Street.”⁵ The project site is located at the base of Potrero Hill, directly west of Jackson Playground.

The project site is located on the block bound by 17th Street to the north, Carolina Street to the east, Mariposa Street to the south and De Haro Street to the west. Buildings to the north and east are generally two-stories in height, whereas buildings to the west, and somewhat to the south, are generally taller, ranging from two to four stories tall.

To the north of the project site, across 17th Street at 1740 17th Street is a vacant parking lot with a two-story (along the 17th Street frontage) vacant commercial building that steps down to a one-story building. The block located northwest of the intersection of De Haro and 17th Streets is occupied by a three-story building with a dance studio on the corner on an irregularly shaped lot with residential units traversing the block diagonally. Further north, towards 16th Street, is another diagonally shaped building, one-story in height with retail and commercial uses including a dry cleaners and restaurant.

West of the project site, south of 17th Street, the block between Rhode Island and De Haro Streets is dominated by a two- and three-story large commercial building. Further south towards Mariposa Street is a two-story building, stepping down to one story at the corner of De Haro and Mariposa Streets. The southwest corner of Mariposa and De Haro Streets is dominated by a church.

South of Mariposa Street, between De Haro and Carolina Streets, is the three-story Anchor Steam Brewing Company. As noted earlier, Anchor Steam also owns the lot directly south of the project

⁴ *Showplace Square/Potrero Hill Area Plan: An Area Plan of the General Plan of the City and County of San Francisco*. San Francisco Planning Department, December 2008 Draft for Adoption. This document is available online at the Planning Department's website:
http://www.sfgov.org/site/uploadedfiles/planning/Citywide/pdf/Showplace_Potrero_Plan_DEC_08_FINAL_ADOPTED.pdf
Accessed June 18, 2009.

⁵ Ibid.

site, where it operates a loading facility for product distribution in a one-story building. The southeast block of Mariposa and Carolina Streets contains commercial and residential uses, and what appears to be a vacant lot. A one and two-story building along the Carolina Street frontage contains commercial and residential uses, including a yoga studio. Further east, this block is dominated by a three-story residential building. Irregularly-shaped parcels in the middle of the block are covered in asphalt and appear vacant, but may be used as a storage and/or a distribution facility.

Directly east of the project site, on the block bound by 17th Street to the north, Carolina Street to west, Mariposa Street to the south and Arkansas Street to the east, is the Jackson Playground, a Recreation and Parks Department property. The park contains tennis courts, two baseball fields, and a recreation center with a playground in the southeastern portion of the park. Further east, east of Arkansas Street, the building forms are primarily two-story residential structures.

The frontage of 17th Street between Carolina and Wisconsin Streets (northeast of the project site) is occupied by primarily two-story commercial and industrial buildings including the following: a two-story building at 1640 17th Street occupied by JR Peter's Air Compressors and Tool; a two-story building at 1630 17th Street occupied by Valve Fire Protection, Inc., which sells building sprinkler systems; a two-story non-descript residential building at 1604 17th Street; and a one-story bar, the Parkside, at 1602 17th Street. Buildings further east, along 17th Street, are primarily one and two-story buildings.

In general, the scale of the neighborhood is moderately dense; buildings to the east are predominately two-story buildings. Buildings to the west increase in scale from two-story buildings to three and four-story buildings further west.

Jackson Playground, directly east of the project site, is the primary public open space serving the project vicinity. There are no street trees on the project block. There are three street trees north of De Haro Street. There are no street trees on the public sidewalk east of Carolina Street; however there are mature trees along Carolina Street within the property boundary of Jackson Playground; no street trees on the project block north or south of Mariposa Street; and there are nine average-sized street trees west of De Haro Street. On the project site there are some bushes hugging the west side of the building façade on De Haro Street. The remainder of the project site is relatively devoid of any vegetation.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Planning Code

The San Francisco *Planning Code*, which incorporates by reference the City’s Zoning Maps, governs permitted uses, densities and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the *Planning Code*. Approval of the proposed project would result in the demolition of three existing buildings with 14,130 gross square feet (gsf) in total, and construction of two mirror image buildings, each building totaling 51,664 gsf. The De Haro Street building would have 20 dwelling units (21,345 gsf); 7,500 gsf of PDR/commercial/retail space; 2,507 gsf of common area; and 10,312 gsf of parking for 29 off-street parking spaces. The Carolina Street building (228 Carolina Street) would be a virtual mirror image of the De Haro Street building except that it would contain one more dwelling unit and a different unit mix (see Section A. Project Description).

As previously discussed, because the project sponsor submitted an application for the proposed project prior to April 2006, the project must comply with the pipeline policy requirements for implementation of the Eastern Neighborhoods Area Plan, meaning that the project must meet all the physical controls of the new *Planning Code* provisions. (The project must comply with Articles 1.2, 1.5 and 2.5 of the Eastern Neighborhoods Area Plans.) Table 1., below, shows a comparison of how the project, as proposed, meets or does not meet the Eastern Neighborhoods pipeline policy requirements.

Table 1. Applicable Eastern Neighborhoods Pipeline Policy Requirements			
Planning Code Provisions	Pipeline Policy Requirements	Project Compliance	Discussion
Zoning District permitted uses	Uses must be allowed for M-1- Light Industrial	Project proposes residential, PDR and Commercial/Retail uses	The project’s proposed uses would be consistent with the previous planning code requirements under the M-1 zoning district and the new area plan requirements (UMU zoning).
Height Limits	48-X	48 ft. tall	The project would comply with the Eastern Neighborhoods height requirements governing the site.
Floor-Area-Ratio (FAR) for Non-	1:0.59	The project proposes 15,000 sf of non-residential uses.	The proposed project would be well within the FAR requirements

residential Uses			for Non-residential units.
Inclusionary Housing Requirements	12% onsite, 15% off-site	The project would comply with the previous <i>Planning Code</i> affordability requirements by providing 5 below market rate (BMR) units onsite, or by paying an in-lieu fee.	The project would comply with the affordability requirements by either providing the BMR units onsite or by paying an in-lieu fee.
Residential Parking	Up to 0.75 spaces for each one-bedroom unit and 1 space for each 2-bedroom unit greater than 1,000 sf. Subject to criteria of Section 151.1(f)	Project is proposing a total 36 residential parking spaces plus two van loading spaces. All nineteen two-bedroom units are greater than 1,000 sf. The remaining 22 units are allowed 0.75 parking spaces per unit.	The two-bedroom units would each be allowed 1 parking space and the 22 units would be allowed a total of 17 spaces. Therefore the project would be allowed 36 total parking spaces and complies with the residential parking requirements.
Non-Residential Parking	1 space/500 sf of retail if less than 20,000 sf; one space/1,500 sf of PDR uses	The project is proposing 22 parking spaces for the commercial/retail and PDR components of the project.	The proposed project's 8,000 sf of retail/commercial space would allow for 16 parking spaces and the proposed 7,000 sf of PDR use would allow for approximately 5 parking spaces. Section 151.1 (B) of the planning code allows for additional parking for retail and PDR spaces up to 50% for projects in the UMU zoning district. While parking is not required, the project would not exceed the parking requirements for the UMU zoning district.
Loading	The project would be required to meet the loading requirements of Planning Code Section 152.1 and 153(a)(b).	The project is not proposing a loading space for the PDR and commercial/retail uses. The project proposes van loading spaces for the residential uses.	The project sponsor is proposing two van spaces for the residential uses, which will satisfy the residential loading requirement. The project would not be required to provide loading spaces for the PDR and retail/commercial components of the project.
Rear Yard	25 percent rear yard located on the lowest story containing a dwelling unit.	The project would provide a 25 percent rear yard at the lowest story containing a dwelling unit, but not located in the rear of the lot.	The project sponsor is seeking an exception to deviate from the location of the required rear yard. The required rear yard is proposed to be accommodated within the middle of the building footprint.
Residential open space	80 sf/unit or 54 sf/unit if publicly accessible;	Project provides 10,050 sf of private open space at the rear yard and 3,360 sf of common open space provided on the roof.	Through a combination of private and common open spaces proposed, the project would meet the residential open space requirements.
Open space for non-residential uses	Based on the proposed uses, the project could be required to provide 1 sf of open space/ 250 sf of retail uses and 1 sf of open space/ 120 sf of PDR uses.	The project would provide 600 sf of non-residential open space along the 17 th street frontage.	Given the open space requirements for non residential uses, the project would be required to provide 58 sf of open space for the retail uses and 32 sf for the PDR uses. The project's proposed 600 sf for non-residential open space would exceed these requirements.
Street Trees	One 24 inch box tree per 20 ft of frontage.	The project is proposing approximately 24 street trees along the 17 th , De Haro, and Carolina Street frontages.	The project would meet the requirements for planting of street trees along frontages in the public right of way.

The project site is located within the Urban Mixed-Use (UMU) zoning district, which was recently rezoned from the M-1 (light industrial) zoning district. The proposed residential, PDR and commercial/retail uses are allowed within the UMU zoning district and would have been

allowed under the M-1 zoning district as well. Under the Eastern Neighborhoods Area Plan amendments, the project site has been rezoned from an allowable height of 40 feet to 48 feet to provide a taller ground floor that is better suited for ground floor retail and PDR uses. The proposed project is 48 feet tall and would therefore utilize the new height increases for the project's ground floor PDR and retail/commercial uses.

Under the previous M-1 zoning district, there were no requirements for dwelling unit mix. The project would comply with the new requirements for the UMU zoning district unit mix requirement by providing 19 two-bedroom units in total, or approximately 46 percent of the units as two-bedroom units. Under the M-1 zoning requirements, the residential density was based on the density of the nearest R (Residential) district. Under current UMU zoning, there are no dwelling unit density limits, other than the unit mix requirements previously discussed. Under UMU zoning district controls, the Floor-Area Ratio (FAR) for residential to non-residential uses is approximately 3:1. The project would include 42,690 sf of residential uses and 15,000 sf of PDR and commercial/retail space and would meet the more restrictive FAR requirements of the UMU zoning district.

Based on the grandfathering provisions in the Eastern Neighborhoods Area Plans, the project would not need to comply with the new affordability requirements, but would have to comply with those requirements in place at the time of submittal of the project's environmental evaluation application. Section 315 of the *Planning Code* sets forth the requirements and procedures for the Residential Inclusionary Affordable Housing Program. Under Section 315.4, Onsite Housing Requirement and Benefits, the project would be required to provide 12 percent of the units onsite at Below Market Rate (BMR) or provide 15 percent BMR units off-site. The proposed project, would either provide five BMR units onsite (equivalent to 12 percent of the total proposed units) or pay an in lieu fee, or an equivalent combination thereof.

As a pipeline project, the project would be required to meet the parking and loading requirements of the new Eastern Neighborhoods zoning controls. The new zoning controls allow for up to 0.75 parking spaces for each one-bedroom unit and one space for each two-bedroom unit greater than 1,000 sf. The proposed Project includes a total of 36 residential parking spaces. All nineteen two-bedroom units are greater than 1,000 sf. The remaining 22 units are allowed 0.75 parking spaces per unit. The two-bedroom units would each be allowed one parking space and the 22 one- bedroom units would be allowed a total of 17 parking spaces. Therefore, the residential portion of the project would be allowed 36 total parking spaces and would comply with the residential parking requirements. For non-residential parking, the new parking provision allow for one parking space per 500 sf of retail space less than 20,000 sf and one space

per 1,500 sf of PDR uses. Section 151.1(B) allows for up to 50% additional parking for PDR and retail uses in the UMU zoning district. The project is proposing 22 parking spaces for the commercial/retail and PDR components of the project. The proposed project's 8,000 sf of retail/commercial space would allow for 24 parking spaces and the proposed 7,000 sf of PDR use would allow for approximately six parking spaces. While parking is not required, the project would not exceed the parking requirements for the UMU zoning district. The project would be required to meet the loading requirements of Planning Code Section 153(a)(b) which requires one off-street loading space or two eight foot by twenty-foot (8ft x 20 ft) van spaces. The project is proposing two van spaces to meet the requirements for off-street loading.

The Eastern Neighborhoods pipeline policy requires the proposed project to meet the rear yard and open space requirements of the Eastern Neighborhoods zoning controls for the UMU zoning district, which requires 25 percent of the rear lot area (located on the lowest story containing a dwelling unit) to be used for a rear yard. The proposed project would provide a 25 percent rear yard but would be seeking an exception to deviate from the location of the required rear yard. The required rear yard is proposed to be accommodated within the middle of the building footprint. The project would be required to provide 80 sf of open space per unit or 54 sf of open space per unit if such open space is publicly accessible. The project will provide 10,050 sf of private open space and 3,360 sf of common open space on the roof. Through a combination of private and common open spaces proposed, the project would meet the residential open space requirements. The project would also be required to provide open space for non-residential uses. Based on the requirements for the UMU zoning district, the project would be required to provide one sf of open space per 250 sf of retail and one sf of open space per 120 sf of the proposed PDR uses. The project is proposing to provide 600 sf of non-residential open space along the 17th Street frontage. Given the open space requirements for non-residential uses, the project would be required to provide 58 sf of open space for the retail uses and 32 sf of open space for the PDR uses. The project's proposed 600 sf of open space for non-residential uses would exceed these requirements. The proposed project would also be required to plant one 24 inch box tree every 20 feet along the street frontage. The project would comply with this requirement and plant approximately 24 new street trees along the De Haro, 17th, and Carolina Street frontages.

Given the above, the proposed project would, in general, meet the *Planning Code* requirements for projects within the Eastern Neighborhoods, under the Eastern Neighborhoods pipeline policy. The project would seek an exception for the location of the required rear yard and an exception for exceeding the density requirements and a Section 295 shadow determination. These approvals were identified in Section A. Project Description.

Eastern Neighborhoods Rezoning

The project site is located within the Potrero Hill neighborhood which is part of the Eastern Neighborhoods Rezoning and Area Plan (within the Potrero Hill/Showplace Square Area Plan). The City has studied its industrially zoned areas as part of this process in order to determine, in part, how much of the City's industrially zoned land should be retained for the future, how much industrial land can be converted to other uses, where those areas should be mapped, and what types of zoning controls can best accomplish those goals. The Draft Environmental Impact Report (EIR) for the Eastern Neighborhoods Rezoning and Area Plans was released on June 30, 2007 and certified by the Planning Commission on August 7, 2008. On December 19, 2008, the mayor signed the *Planning Code* and Zoning Map amendments implementing the Eastern Neighborhoods Area Plans into law. The EIR for the Eastern Neighborhoods analyzed three rezoning options. Option A would preserve the greatest amount of existing industrially zoned land and Option C would preserve the least amount of industrially zoned land and create more mixed-use and housing zones in the Eastern Neighborhoods. Zoning Option B is in between Options A and C, in terms of the amount of existing industrial land preserved and the amount of land converted to mixed-use and housing.

The Eastern Neighborhoods EIR concluded that Options A and B would not result in a significant land use impact related to land supply available for PDR uses, but that under Option C, this impact would be potentially significant. The Eastern Neighborhoods Area Plans that were ultimately adopted by the City and County of San Francisco fall in between zoning Options B and C. It was concluded that the adopted Area Plans could have a potentially significant cumulative impact on the supply of land available for PDR uses. The project site, as a result of the Eastern Neighborhoods process, has been rezoned to UMU, consistent with Option B for which it was concluded that land use impacts resulting from the loss of PDR supply would be less than significant. The proposed project and its relation to PDR land supply is discussed further in Section E.1 Land Use and Land Use Planning.

Plans and Policies

The *San Francisco General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues would be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of this process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a,b,f and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1C, Land Use); (6) maximization of earthquake preparedness (Questions 13a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the proposed project would contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies. In addition to the *General Plan*, some areas of the city are also addressed in specific area plans, included as elements of the *General Plan*. The project site, as discussed previously, is within the Potrero Hill/Showplace Square Area Plan. The Area Plan presents land uses that are designed to increase housing supply, retain space for PDR activities and allow for new neighborhood servicing businesses at the base of Potrero Hill, near Jackson Playground and along 17th Street, where the project site is located. Consistent with the area plan, the project proposes residential, PDR and retail uses that would serve the Potrero Hill neighborhood.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|--|---|
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Wind and Shadow | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input checked="" type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural Resources |
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mandatory Findings of Signif. |

E. EVALUATION OF ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist that have been checked “Less than Significant Impact”, “No Impact”, or “Not Applicable” indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked “Less than Significant Impact” and for most items checked “No Impact” or “Not Applicable”. For all of the items checked “Not Applicable” or “No Impact” without a discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience, and expertise on similar projects and/or standard reference material available within the Department, such as the Department’s *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the proposed project, both individually and cumulatively.

E.1 Land Use and Land Use Planning

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is located on the block bound by 17th Street to the north, Mariposa Street to the south, De Haro Street to the west and Carolina Street to the east, in the Potrero Hill neighborhood of San Francisco. Potrero Hill is bordered to the north by Showplace Square and the South of Market (SoMa) neighborhoods. To the east, lies the Central Waterfront Neighborhoods, with Bayshore to the south. To the west is the Mission district. Potrero Hill is largely separated from the Mission district by U.S. Highway 101, directly west of Potrero Hill. The project site is located at the base of Potrero Hill, directly west of Jackson Playground. Jackson Playground is the primary public open space serving the project vicinity.

The proposed project would demolish three existing commercial buildings on the project lot and the existing 20 space parking lot. The project sponsor proposes to construct two mixed-use buildings with off-street parking. The project will result in two mirror-image four-story, 48-ft tall buildings with 41 dwelling units; 15,000 sf of ground floor PDR and commercial/retail spaces;

and 58 independently accessible below-grade parking spaces. The proposed project would be constructed in two phases, as previously described in Section A. Project Description.

In general, the scale of the neighborhood is relatively dense; buildings to the east are predominately two story buildings. Buildings to the west increase in scale from two story buildings to three and four-story buildings further west. Section B. Setting contains additional information regarding characteristics of the project site and surrounding land uses.

The land use impacts of a proposed project are considered to be significant if the proposed project would disrupt or divide the physical arrangement of an established community, conflict with local land use plans or policies as they relate to environmental effects, or have a substantial impact upon the existing character of the vicinity. Currently, the entire block is either fenced, or the existing structures on the block are built to the property line, with the exception of the 20 space surface parking lot along the 17th Street frontage that is currently not fenced. The proposed project would be constructed within the established street plan and would not create an impediment to the passage of persons or vehicles. The surrounding uses and activities would continue on their own sites and would interrelate with each other as they do presently, without significant disruption from the proposed project. Therefore, the proposed project would not divide an established community.

The proposed project, as discussed in Section C. Compatibility with Existing Zoning and Plans, above, would be consistent with local plans, policies and code requirements as they relate to environmental effects. Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, that address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The project site is located within the Urban Mixed Use (UMU) zoning district. The site currently contains three office buildings, some of which have been used as PDR space (see previous discussion under Section A. Project Description). Within the UMU zoning district, residential uses, light manufacturing, integrated PDR⁶, and retail uses up to 3,999 square feet are principally permitted uses.⁷ Prior to implementation of the Eastern Neighborhoods Rezoning, the site was zoned for Light Industrial (M-1). Under the M-1 zoning designation residential uses were permitted by Conditional Use authorization, retail sales and light manufacturing uses were

⁶ Planning Code Section 890.49 defines integrated PDR. Integrated PDR are uses that meet the following criteria: (1) Contains at least the following amount of PDR activities: (A) For uses of 2,000 gross square feet or greater, at least 1/3 of the total space shall contain PDR activities; or (B) For uses of less than 2,000 gross square feet, at least 20% of the total space shall contain PDR activities. For purposes of this definition, PDR activities are those that are generally consistent with Planning Code Sections 220 and 222 through 227 or involve the fabrication, testing, distribution, maintenance, or repair of physical goods.

⁷ Retail uses 4,000 square feet or greater require a Conditional Use authorization.

principally permitted. While the proposed project would be a larger new development at this site compared to the existing buildings onsite and other buildings in the vicinity, the addition of the proposed residential, and PDR/commercial/retail uses would be within the density allowed under the UMU zoning district and the prior *Planning Code*⁸ density limits. The proposed project would be developed within the allowable height and bulk limits of the area, and would include land uses principally permitted or permitted by Conditional Use. Under the pre-Eastern Neighborhoods Rezoning, the site was zoned for a maximum height of 40 feet. The project would comply with the new zoning height of 48 feet and would therefore be 8 feet taller than the allowable height under prior planning code requirements. It should be noted that pipeline projects, such as this project, are required to meet the physical controls of the current zoning unless an exception to the Planning Code is granted.

The proposed project would be consistent with existing uses in the vicinity. Residential uses exist primarily to the east of the project site, but are also prevalent to the southeast, northwest and southwest of the project site. PDR uses exist to the north, northeast and, south and southeast of the project site. Retail uses are found primarily north of the project site, but also southeast of the site. The proposed residential and PDR/commercial/retail uses would therefore not be considered a substantial, physical land use change because the proposed land uses are permitted and already present in the area. Additionally, the proposed project's density and mix of land uses would not be incompatible with the existing character of the area, which is a mix of residential, retail/commercial and light industrial uses.

Eastern Neighborhoods Rezoning

On December 19, 2008, the mayor signed into law the *Planning Code* and zoning map amendments implementing the Eastern Neighborhoods Rezoning and Area Plans ("the Plan"), which became effective January 19, 2009. The Plan analyzed the demand for PDR business space based on *Supply/Demand Study for Production, Distribution, and Repair (PDR) in San Francisco's Eastern Neighborhoods*, published in 2005 by Economic & Planning Systems (EPS study). The EPS study estimated the PDR land supply needs based on an anticipated 13 percent increase in PDR employment by 2025.

The California Environmental Quality Act (CEQA) findings for the Eastern Neighborhoods approval action found that implementation of the Plan could potentially result in significant and unavoidable land use impacts from the loss of land and building space available for PDR uses. This conclusion was based on changes to the Plan proposal for the Preferred Alternative. Prior to modification, Option B would not result in a significant land use impact. The underlying premise of the Plan was that by delineating PDR-focused zones, separate from residential and neighborhood commercial districts, PDR activities would tend to concentrate in PDR zones more

⁸ Prior planning code requirements refer to those requirements in effect prior to the adoption of the Eastern Neighborhoods Rezoning and Area Plans.

so than the M-1 (light industrial) and M-2 (heavy industrial) zoning categories which allowed for a mix of industrial, residential and commercial activities. Transitions between PDR zones and residential zones would be achieved by UMU zoning (Mixed-Use Urban) or MUR zoning (Mixed-use Residential). The concentration of PDR activities would result in more cohesive neighborhood subareas with a greater consistency in land use and building types with clearly defined residential neighborhoods and commercial corridors. PDR clusters, as the Plan refers to, would preserve PDR uses by minimizing the secondary economic effects that are related to increases in land values that occur through conversion of specific sites to nonindustrial uses, undermining the economic viability of existing and adjacent industrial agglomerations.

As the Plan proceeded through the approval process, three main changes occurred to the preferred project, resulting in a preferred project that landed somewhere in between Option B and Option C. The three main changes to the preferred alternative were:

1. The Plan allowed student housing in PDR zones;
2. The Plan allowed enterprise uses in PDR zones, limited to new buildings only in PDR-1D and PDR-1G and by conditional use; and
3. Allowed more uses in the Integrated PDR zoning category, but limited to PDR-1D and PDR-1G.

Based on these changes, the Plan's CEQA findings concluded that there could potentially be a significant impact from the loss PDR. At the Board of Supervisors level, the Plan was once again revised to disallow student housing in PDR zones, but grocery stores were allowed in PDR-1D zones. Subsequent findings were not prepared after this modification and it was presumed that the Plan could potentially contribute to a cumulative loss of overall PDR building space (potentially contributing to a substantial impact on land use character).

The total existing PDR building space on the project lot is 12,000 square feet, of which only 3,800 sf are occupied. While the proposed project would result in a net loss of PDR building space, this loss would not be cumulatively considerable because the new PDR building space is considered more viable than the existing building space, the project would meet the intent of the UMU zoning district and would not adversely affect adjacent PDR clusters.

The project proposes to replace 7,000 sf of PDR space, for a net loss of 5,000 square feet. The Eastern Neighborhoods EIR found that under Option B, with the loss of 2.1 million square feet of PDR, the Eastern Neighborhoods Rezoning and Area Plans would not result in a significant land use impact. Given that the proposed project would account for about 0.2 percent of the overall PDR land and building space assumed to be converted to other uses, the proposed project's contribution to PDR loss citywide is not considerable in relation to existing and future industrial land supply.

Prior to the lot line adjustment, the project lot was triangular and the three buildings on the site reflect the irregularly shaped lot. The two-story building along 17th street has an irregular footprint that steps along the previous lot line. Similarly, the two-story metal building's footprint

is a right angled trapezium, with the northwestern portion of the building coming to an angle. Together, these two buildings represent the existing PDR on the project site. The only regularly shaped building is the original building constructed in 1928 that has been used as office space. Access to the project site is currently from a parking lot on the northwest corner of the lot (access from 17th Street and Carolina Street). The project proposes to demolish the existing buildings and construct two mirror image buildings, with 7,000 square feet of PDR space, located in one or two buildings in order to provide flexibility to accommodate both large and small PDR businesses. The ground floor PDR and commercial spaces would be 18 feet in height, a height that has been determined to be a sufficient ground floor ceiling height to accommodate such uses. Furthermore, access to the PDR spaces would be from 17th Street, and also from De Haro and/or Carolina Streets (through the below grade parking garage, of which five spaces would be dedicated to the PDR uses).

The project's proposed ground floor PDR space would be more viable than the existing PDR spaces because the project would result in rectangular building spaces as opposed to awkwardly shaped buildings with unusable building space (jagged edges and/or triangular corners). Further the PDR space could be accommodated in either two smaller spaces or one large space, depending upon the PDR tenant's needs. This flexibility allows for a greater variety of PDR businesses to occupy the site (with the caveat that the PDR business is compatible with the residential and commercial/retail uses). The proposed ground floor building's floor to floor height of 18 feet for the ground floor is consistent with the needs of PDR businesses and access to the PDR space would be along 17th Street and Carolina and/or De Haro Streets. Given all of the above, the proposed building space would be more functional for PDR activities than the current PDR space. Of the current, approximately 14,000 building sf, only 3,800 sf is occupied by PDR uses.

The project site is zoned Urban Mixed-Use (UMU), consistent with the Eastern Neighborhoods zoning Option B. UMU zoning districts are intended to encourage transitional development patterns between businesses and employment districts and predominately residential neighborhoods. UMU districts serve as a buffer between potentially incompatible land uses. UMU districts are expected to combine new housing with smaller scale retail and commercial use and those types of PDR activities that can coexist with housing. The compatibility of the proposed project with the existing land use character was analyzed above and determined to be compatible.

The proposed project would not adversely affect adjacent PDR clusters. North of the project site, between 16th and 17th Streets the zoning is primarily UMU with PDR-1-D and PDR-1-G zoning districts to the north of 16th Street. The project would be consistent with the UMU zoning district and would not affect the PDR clusters north of the project site.

Although the proposed project would result in a minor net loss of PDR space, the project's proposed PDR space would be more viable than the existing PDR space on the project lot, the project would meet the intent of the UMU zoning district to intermix PDR, commercial and residential uses, serving as a buffer between PDR districts to the north and residential districts to the south, and the project would not affect the PDR clusters north of the project site. Therefore, the proposed project would not result in a cumulatively considerable loss of PDR space within the Eastern Neighborhoods and the project's loss of 5,000 square feet of PDR space would be less than significant.

E.2 Aesthetics

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A visual quality/aesthetics analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights and building types of surrounding uses, its potential to obstruct scenic views or vistas, and its potential for light and glare. The proposed project's specific building design would be considered to have a significant adverse environmental effect on visual quality only if it would cause a substantial and demonstrable negative change. The proposed project, as an urban infill development project, would not cause such a change.

Views

As previously discussed, the general scale of the neighborhood is relatively dense with predominately two story buildings to the east and buildings to the west increasing in scale to two – three- and four-story buildings. Jackson playground is directly east of the project site and is the

primary open space serving the project area. The proposed building would be indistinguishable in long-range views and would tend to blend into the urban residential/ commercial character of the area.

The project site is relatively level, as is the topography to the north, east and west, are relatively flat. To the south, the elevation rises as the topography ascends up Potrero Hill.

From the project site, views of the San Francisco skyline are present, although partially obstructed by the building located at 1415 16th Street (Figure 12, below). The San Francisco skyline would be considered a scenic vista. Development to the south is more elevated than to the east, north and west, therefore garnering more complete views of the San Francisco skyline. Directly south of the project site lies the Anchor Steam Brewing Company and therefore, the project would not obstruct public views of the skyline from this location. Development further south of Anchor Steam would have obstructed views of the skyline mostly attributed to the Anchor Steam building which is three stories in height and located uphill from the project site. Therefore, the project would not contribute to any potential cumulative degradation or obstruction of views from this location.



Figure 13. Views from the Project Site Looking North

Jackson Playground, located directly east of the project site would not experience a significant change in views from existing conditions. From the ground level, views of the skyline are obstructed and/or entirely blocked by existing development directly north of Jackson Playground, and the existing buildings on the project site. Views along other public spaces,

including sidewalks and Carolina Street in particular, would be relatively the same as under current conditions. Although the proposed structure is taller than the existing buildings on the project site, the new structure would be built along the property boundary (similar to the existing structure). The proposed project would not protrude into the public street realm and would therefore not degrade or obstruct views from these spaces.

The proposed project would be visible from public spaces, including Jackson Playground. Development on the site would be greater than currently exists, and therefore more noticeable. However, views from Jackson Playground currently consist of urban views of nearby buildings, and therefore the proposed project would not change the existing views to the project site significantly.

While the proposed project would be visible from private lots, residential buildings, and public spaces within the general vicinity, views to the site would be similar to existing, although the new structure would be taller and greater in mass. From nearby residences and businesses, the proposed project would be noticeable and could block views of a portion of the sky, or other buildings. Although some reduced private views would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals affected, the change in views would not exceed that commonly expected in an urban setting. As discussed above, the proposed project would not substantially degrade or obstruct scenic views from public areas.

Visual Character

The existing visual characteristics in the vicinity of the project site, similar to the land uses, are varied and reflect the change in development patterns, land uses and architectural styles in the area. The character of the project area may be defined as a moderately dense, mixed-use residential, commercial and industrial neighborhood with existing two- to four-story buildings in the project vicinity. The proposed four story building would be two- to three-stories higher than other buildings that surround Jackson Playground, but would be similar in height to buildings west of De Haro Street. Within the project vicinity, building heights range from one to four stories for commercial and industrial buildings, and one to two stories for residential buildings.

The proposed project would result in a visual change to the project site by replacing the existing one and two-story buildings with a taller, four-story (approximately 48 foot tall) mixed-use building. A new larger visual element does not in and of itself constitute a significant impact. Considering all of the above, the proposed project would not substantially degrade the existing visual character or quality of the project site or its surroundings. Since there would be no significant public view blocked or visual character effects, the proposed project would not result in a substantial, demonstrable, negative aesthetic impact.

Light and Glare

Buildings in the area including storefronts, signs, and street lighting all contribute to the existing nighttime lighting conditions in the project vicinity. Nighttime lighting at the project site would change from the existing because the existing buildings would be replaced with two four-story mixed-use buildings with ground floor storefronts and businesses. Exterior lighting at building entries would be positioned to minimize glare, and lighting would be consistent with light produced by existing land uses and street lighting in the neighborhood. Furthermore, the project would be required to comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, the proposed project would have a less than significant impact on light and glare.

Given all of the above, the proposed project would have a less-than-significant effect on aesthetics.

E.3 Population and Housing

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

San Francisco consistently ranks as one of the most expensive housing markets in the United States. It is a central city in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited, and land and development costs are relatively high.

During the period of 1990-2000, the citywide annual average of new housing units completed was about 1,130 units.⁹ In June 2008 the Association of Bay Area Governments (ABAG) released their Housing Needs Plan for years 2007-2014.¹⁰ The projected housing need of the City through 2014 is 31,193 net new dwelling units, or an average yearly need of 4,456 new dwelling units. The proposed project would add up to 41 new dwelling units to the City's housing stock, helping to meet this need. Based on the proposed 41 dwelling units and the average household size of 1.83 persons per household, the proposed project would attract 75 new residents.¹¹ The proposed project would thus help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing. Currently there are no residential units on the project site; therefore the proposed project would not displace any existing housing units.

Three commercial buildings are currently located on the site, with approximately 3,800 sf of the site currently occupied with PDR uses. According to a request for written determination pursuant to Planning Code Section 307(a), two of the buildings, or approximately 12,000 square feet, were used as PDR space and the remaining, approximately 1,000 square feet could have been used as office space.¹² Assuming equal employment rates among the PDR and office uses, the project site could fully employ approximately 47 persons.¹³ Given that the proposed project would provide 8,000 square feet of ground floor retail uses and 7,000 square feet of PDR uses, it is estimated that the project would employ approximately 48 persons.¹⁴ Employment capability of the site would therefore result in a net increase in potential jobs. As discussed above, approximately 3,800 sf of the site is currently occupied, while the remaining 8,200 sf are vacant. As discussed within the Land Use and Land Use Planning section of this Initial Study, the project proposes more viable PDR (and commercial/retail) space than currently exists on the project site and would thereby enhance the potential use of the site to provide employment opportunities. Considering all of the above, the proposed project would have a less than significant individual and cumulative impact on population and housing.

⁹ City and County of San Francisco Planning Department, Housing Element of the *General Plan*, February 2003.

¹⁰ Association of Bay Area Governments, *San Francisco Bay Area Housing Needs Plan 2007-2014*, June 2008.

¹¹ U.S. Census Bureau, Census 2000 Summary File 1, Census Tract 122.01, San Francisco County, Data Table P17.

¹² Letter to Alice Suet Yee Barkley, Luce Forward Attorneys At Law, from Lawrence B. Badiner, Zoning Administrator. *Regarding Request for written Determination Pursuant to Planning Code § 307(a), 1717 17th Street; Assessor's Block 3980/Lot 007, Production, Distribution, and Repair (PDR) Replacement Requirements*. Dated February 9, 2006.

¹³ Employment rate is one employee per 276 square feet. Employment rate is based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, 2002. Rates are for office uses.

¹⁴ Employment rate for PDR uses are assumed to be equal to office uses, and therefore are assumed as one person per 276 square feet. Employment rate for retail uses are one employee per 350 square feet. These rates are based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, 2002.

E.4 Cultural and Paleontological Resources

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>

Architectural Resources

There are three interconnected buildings on the subject lot. According to the permit history for this lot, a small one-story 40 foot by 15 foot building at the intersection of De Haro Street and 17th Street was originally constructed between 1923 and 1928 (Building A). Between 1929 and 1974 various additions were added to this building altering the building footprint. In 1975, a 2,080 square foot addition (Building B) measuring 26 feet wide and 80 feet long was added to the east side of the original building. In 1976, Building C, a 24-foot high, 10,000 square foot building fronting on Carolina Street was added to the east side of Building B. These buildings are proposed for demolition and because Building A is more than 50 years old, an Historic Resource Evaluation Response (HRER) was prepared for the proposed project, results of which are summarized below.¹⁵

The immediate architectural context of the project site is a mixture of lofts and low-rise industrial buildings constructed between 1900 and 1950 with approximately half of the buildings dating from the 1920s through World War II. A number of buildings have contemporary alterations and the visual continuity is mixed in terms of style. The project site is located near the Showplace Square Heavy Timber and Steel-Frame Brick Warehouse and Factory Potential Historic District (1893-1929). However, the HRER concluded that the buildings on the project site are not contributors to this potential historic district. Characteristics of the potential historic district are mostly heavy timber-frame, iron, or steel framed buildings with load bearing brick walls and

¹⁵ Ben Fu, San Francisco Planning Department. *Historic Resource Evaluation Response*. January 29, 2010. This document is on file and is available for public review at the Planning Department 1650 Mission Street, San Francisco, in File No. 2004.0946E.

punched window and door openings and minimal ornament. Roofs are generally flat with either a regular grid of evenly spaced individual window openings or bands of two, three, or four windows divided by pilasters or extruded brick piers. Window openings are regular or capped by segmental arches and contain wood or steel sashes divided into square lights by wood or steel muntins. Due to lack of concentration of resources from the period of significance prior to 1929, and the architecture and materials of the subject buildings, the properties were excluded as contributors to the potential historic district.

The HRER concluded that the subject buildings on the project site are not historic resources themselves, stating that the buildings are not eligible for inclusion in the California Register individually, or as contributors to the potential historic district. The HRER specifically notes that none of the owners, occupants, or others associated with the buildings was historically important, nor do the structures possess decorative elements. The existing building characteristics are typical and utilitarian in design to accommodate the flexible needs of an industrial or commercial building with frequent occupant changes. The HRER also concludes that the building designs do not embody any distinctive characteristics of a type, period, or method of construction.

The HRER also evaluated the potential for the proposed project to have an adverse effect on off-site historical resources (such as adjacent historic properties) and concluded that the building's design is compatible with the neighborhood context and would not have an adverse effect on off-site historic resources or potential historic district.

The buildings on the project site were determined ineligible for inclusion in the California Register of historic places, determined not to be historic resources or contributors to a potential historic district, and the proposed project's design was determined not to have an impact on off-site historic resources, therefore the proposed project would have no impact on historic resources or potential historic resources.

Archeological Resources

Factors considered in determining the potential for encountering archeological resources include the location, depth, and the amount of excavation proposed, as well as any existing information about known resources in the area. Development of the proposed project would include demolition of the existing buildings on the project site and construction of two mirror-image buildings measuring 48 feet high. The project would also include a subterranean parking garage, requiring excavation to at least 13 feet below grade. Considering the depth and amount of excavation, an archeological sensitivity memorandum was prepared for the proposed project.¹⁶

¹⁶ Michael Jacinto/Randall Dean, San Francisco Planning Department. Technical Memorandum, Archeological Sensitivity, 1717 17th Street, AB 3980/007, January 6, 2006. This document is on file and is available for public review at the Planning Department 1650 Mission Street, San Francisco, in File No. 2004.0946E.

The archeological sensitivity analysis concluded that the project site is considered moderately sensitive for the presence of archeological resources. A 1953 United States Coast Survey (USCS) map indicates that the project site was located just east and upland of a part of the tidal slough that ran into Laguna de los Delores. Although there have been no prehistoric deposits recorded in the vicinity of the project site, the topographical and location characteristics of the site would be favorable for the presence of remains of prehistoric seasonal or permanent settlement.

The Phase I Environmental Site Assessment (ESA) report conducted for the proposed project notes that the 1887/9 sanborn map identified the block as occupied by residential structures and stores. On the basis of the 1853, 1857, and 1869 USCS maps and the ESA it appears that the project site was first developed in the 1870's with residences that remained until the turn of the century. There is no indication that post-1900 uses have resulted in greater soils disturbance except for certain hazardous materials tanks. Thus it is possible that latter 19th century domestic archeology deposits with sufficient integrity may remain. These types of deposits may be significant under CEQA if they contribute to significant research questions, that is, if possible resources may be associated with households of a specific category, for example, for certain kinds of working class, ethnic, racial or religious affiliation households. Since no archeological background report has been prepared for the project site, and considering the depth of excavation required, it is possible, although the possibility isn't high, that below ground archeological resources may be present. Any potential adverse effect to CEQA-significant archeological resources resulting from soils disturbance from the proposed project would be reduced to a less-than-significant level by implementation of **Mitigation Measure CULT-1**, at the end of this section, which addresses the accidental discovery of archeological resources. Accordingly, the proposed project would result in a less-than-significant impact to archeological resources.

Geologic and Paleontological Resources

No unique geologic features exist on the project site or within the vicinity; therefore the proposed project would not impact a unique geologic feature. Paleontological resources include fossilized remains or traces of animals, plants and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable, and impact sensitive scientific and educational resource. A geotechnical report was prepared for the proposed project in which four exploratory borings were drilled to depths of 12 to 20 feet.¹⁷

¹⁷ *Foundation Investigation Two Proposed Commercial-Residential Buildings at 1717 17th Street, San Francisco, California*. May 21, 2005. Harold Lewis & Associates, Geotechnical Consultants. This report is available for public review at the Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2004.0946E.

According to borings conducted as part of the geotechnical investigation, artificial fill is located from depths of approximately 1.5 to 3.5 feet below the asphalt pavement. Below fill, the borings encountered firm and hard sandy silty clay with minor organics, followed by medium dense to dense fine grained silty sands and slightly clayey to very clayey silty sands extending 12 to 16 feet below ground. Very clayey sands extended to depths of 18 to 20 feet. The project would require excavation to 13 feet below grade or more for the below-grade parking garage. Therefore, the project would encounter artificial fill, and silty and clayey sands below, which are not typically archeologically sensitive. Furthermore, the geotechnical report did not encounter bedrock and therefore the proposed project is not expected to encounter paleontological resources.

Human Remains

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, the lead agency is required to work with the appropriate Native Americans, as identified by the California Native American Heritage Commission (NAHC). The CEQA lead agency may develop an agreement with the appropriate Native Americans for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials. By implementing such an agreement, the project becomes exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than the dedicated cemetery (Health and Safety Code Section 7050.5) and the requirements of CEQA pertaining to Native American human remains. The project's treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the City and County of San Francisco (CCSF) Coroner. If the Coroner were to determine that the remains are Native American, the NAHC would be notified and would appoint a Most Likely Descendant (PRC Section 5097.98). The archeological sensitivity analysis, discussed above did not identify the project site as a site of potential Native American burials. As such the project is not anticipated to disturb any human remains, including Native American burials, and the project would not have any foreseeable impact on human remains.

Mitigation Measure CULT-1: Archeology (Accidental Discovery)

The following mitigation measure has been agreed to by the project sponsor and is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading,

foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and 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 (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis

division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

E.5 Transportation and Circulation

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not within an airport land use plan area or in the vicinity of a private airstrip. Therefore significance criterion 5c would not apply to the proposed project. A transportation

study was prepared for the proposed project by LCW consulting. The following summarizes the information contained within the transportation study.¹⁸

Project Area

The project site is located within the Potrero Hill neighborhood of San Francisco on the block bound by 17th Street to the north, De Haro Street to the west, Mariposa Street to the south and Carolina Street to the east. Regional access to the project site is provided by Interstate 80 (I-80), United States Highway 101 (U.S. 101) and I-280. I-80 connects San Francisco to the East Bay and other locations east via the San Francisco-Oakland Bay Bridge. U.S. 101 serves San Francisco and Peninsula/South Bay and provides access north via the Golden Gate Bridge. U.S. 101 and I-80 merge north of the project site. Northbound access is provided via an off-ramp at Mariposa Street and on-ramps at Cesar Chavez Street and Seventh Street. Southbound access is provided by on-ramps at Tenth Street and Potrero Avenue and off ramps at Eighth and Cesar Chavez Streets. I-280 provides access from the project site to western San Francisco and the South Bay/Peninsula, and to and from downtown San Francisco. Northbound and Southbound on- and off-ramps are located at Mariposa and 18th Streets and at Cesar Chavez Street.

The local roadway network within the project vicinity is primarily composed of 16th Street, 17th Street, Mariposa Street, Potrero Avenue, De Haro Street, and Carolina Street. 16th Street runs east-west between Illinois Street to the east and Flint Street to the west with two westbound lanes and one eastbound lane within the project area. The San Francisco *General Plan* identifies 16th Street as a Transit Preferential Street. Bicycle Route #40 runs along 16th Street between Third and Kansas Streets.

17th Street runs east-west between Pennsylvania Street to the east, and Stanyan Street to the west. Within the project area, 17th Street has one travel lane in each direction. Between De Haro and Carolina Streets, on the north side of 17th Street is a bus stop for the 22-Fillmore bus line and a layover for the 10-Townsend bus line. Bicycle Route #40 runs along 17th Street between Kansas Street and Corebett Avenue.

Mariposa Street runs east-west between Illinois Street to the east and Harrison Street to the west. The U.S. 101 northbound off-ramp is located at the intersection of Mariposa and Vermont Streets and within the project area, Mariposa Street has one travel lane in each direction.

Potrero Avenue runs north-south between Brannan and Cesar Chavez Streets with generally two travel lanes in each direction (north of 17th Street, Potrero Avenue has three travel lanes in each

¹⁸ LCW Consulting, *1717 17th Street Transportation Study, Case No. 2004.0946! April 20, 2009*. This report is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2004.0946E.

direction). The *General Plan* identifies Potrero Avenue as a major arterial. Potrero Avenue connects with the U.S. 101 southbound on-ramp at Cesar Chavez Street, and south of Cesar Chavez Street, Potrero Avenue connects with Bayshore Boulevard. Potrero Avenue has bicycle lanes from 25th Street to 17th Street and Bicycle Route #25 extends between Cesar Chavez Street and 17th Street.

De Haro Street runs north-south between Division Street and 26th Street. Within the project area, De Haro Street has one lane in each direction. Carolina Street parallels De Haro Street, running north-south between 15th Street to the north and Caire Terrace to the south, with one travel lane in each direction.

Existing Conditions

Existing operating conditions were evaluated for the weekday PM peak hour (between 5:00 PM and 6:00 PM). Intersection turning movement volumes were collected for seven intersections on Tuesday, October 18, 2005. Table 2, below, shows the existing Level of Service (LOS)¹⁹ data for these seven intersections. Potrero Avenue and 16th Street are signalized intersections, while the remaining six intersections are unsignalized. All study intersections currently operate at acceptable levels of service.

TABLE 2. INTERSECTION LEVELS OF SERVICE

EXISTING CONDITIONS-WEEKDAY PM PEAK HOUR		
Intersection	Delay¹	LOS
1. Division/De Haro/ King ²	9.3 (eb)	A
2. 16 th Street/Potrero Avenue	19.9	B
3. 16 th Street/De Haro Street ²	20.9 (eb)	C
4. 16 th Street/Carolina Street ²	16.5 (sb)	C
5. 17 th Street/De Haro Street ²	15.5 (wb)	C
6. 17 th Street/Carolina Street ²	15.4 (nb)	C
7. Mariposa Street/Carolina Street ²	8.8 (eb)	A
<i>Source: LCW Consulting</i>		
¹ Delay presented in seconds per vehicle		
² Intersection STOP-controlled. Delay and LOS presented for worst approach, as indicated in ().		

Both local and regional public transit service are provided nearby. San Francisco Municipal Railway (MUNI) bus lines provide transit service within the City and County of San Francisco with a fleet that includes bus, light rail, cable cars, and electric street cars. Table 3 presents service frequencies for bus lines that operate in the nearby vicinity.

¹⁹ Level of Service (LOS) is a qualitative description of an intersection’s performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS A through D is considered excellent to satisfactory service levels. LOS E is undesirable and LOS F conditions are unacceptable.

TABLE 3. NEARBY WEEKDAY MUNI SERVICE

Route	Service Frequency (min.)			Nearest Stop Location (inbound, outbound)
	AM	MIDDAY	PM	
9-San Bruno	10	10	8	Potrero/17 th , Potrero /17 th
10-Townsend	15	15	15	17 th /Carolina/ De Haro
19-Polk	10	24	10	De Haro/17 th , Rhode Island/17 th
22-Fillmore	8	8	7	17 th / De Haro, 17 th / De Haro
27-Bryant	12	12	12	Bryant/17 th , Bryant/17 th
33-Stanyan	15	15	15	Potrero/17 th , Potrero/17 th
53-Southern Heights	30	30	30	17 th /Vermont, 17 th /Kansas

Source: SF MUNI, LCW Consulting

Local public transit provides access to regional transit including access to Bay Area Rapid Transit (BART), AC Transit and ferries, Golden Gate busses and ferries, Caltrain and SamTrans. BART offers service to the South Bay as far as San Francisco Airport and Millbrae and service to the East Bay. AC Transit and ferries provide service to the East Bay. Golden Gate Transit provides service to the North Bay and Caltrain and SamTrans provide service to the South Bay.

Pedestrian conditions were evaluated during site visits during the weekday midday and PM peak periods. Pedestrian flows in the vicinity of the project site are relatively low; both crosswalks and sidewalks were observed to be operating at unconstrained conditions (normal walking speeds and with freedom to bypass other pedestrians). Sidewalk widths adjacent to the proposed project are ten feet on 17th Street, 15 feet on Carolina Street, and 15 feet on De Haro Street. Carolina Street between 16th and 17th Streets does not have any sidewalks. Crosswalks are provided at the 17th/De Haro Street and Mariposa/Carolina Street intersections.

Field surveys indicated a substantial number of bicyclists riding within the vicinity of the project site along 16th and 17th Streets, the majority of which during the PM peak hour appeared to be commuters. Bicycle Route #40 runs eastbound/westbound on 16th Street between Kansas and Third Streets as a Class II facility (separate bicycle lane), and on 17th Street between Kansas and Douglass Street as a Class II facility (signed route only). At Kansas Street, Route #123 connects Route #40 with Route #30 on Division and Townsend Streets. Route #25 runs northbound/southbound on Potrero Avenue, with a new set of five-foot bicycle lanes in each direction between 25th Street and 17th Street.

Parking conditions were assessed for the area bound by 15th, Arkansas, 18th, and Rhode Island Streets. Parking conditions were assessed for the weekday midday period (between 1:00-3:00 PM) and the weekday PM period (6:30-8:00 PM) in October 2005, and field reviewed in 2008. Table 4 presents a summary of the parking supply in the study area. There are about 1,200 on-street parking spaces within the parking study area. On-street parking occupancy is about 91 percent during the weekday midday period, and about 79 percent during the weekday evening period.

On-street parking adjacent to the project block is generally unrestricted, except for weekly street cleaning restrictions. On De Haro Street, parallel parking is allowed on the east side of the street.

TABLE 4. ON STREET PARKING SUPPLY AND UTILIZATION

Street	Supply	Weekday		Weekday Evening	
		Midday		Occupied Spaces	Percent Occupancy
		Occupied Spaces	Percent Occupancy		
15 th Street- Rhode Island to Arkansas	82	79	96%	63	77%
16 th Street- Rhode Island to Arkansas	72	70	97%	37	51%
17 th Street- Rhode Island to Arkansas	52	48	92%	33	63%
Mariposa Street- Rhode Island to Arkansas	68	60	88%	47	69%
18 th Street Rhode Island to Arkansas	96	74	77%	55	57%
Rhode Island Street- 15 th to 18 th Streets	169	151	89%	158	93%
De Haro- 15 th to 18 th Streets	223	212	95%	191	86%
Carolina- 15 th to 18 th Streets	224	207	92%	188	84%
Wisconsin-18 th to 17 th Streets	61	61	100%	38	62%
Arkansas 16 th to Mariposa	154	131	85%	144	94%
Total	1,201	1,093	91%	951	79%

Source: LCW Consulting

Project Travel Demand

Project travel demand, parking demand, and freight service loading demand were estimated based on the San Francisco Planning Department’s *Transportation Impact Analysis Guidelines for Environmental Review* (October, 2002) (*SF Guidelines*) and information obtained from the 1990 and 2000 U.S. Census journey-to-work data. The person trip generation includes residents, employees and visitors to the proposed mixed-use buildings (residential, retail/commercial, and PDR) and is based on weekday daily and PM peak hour trip generation rates (number of trips per unit of residential uses and number of trips per 1,000 gsf for retail and PDR uses). The project-generated person-trips were assigned to travel modes in order to determine the number of auto, transit, walk and other trips (“other” includes bicycle, motorcycle, and additional modes of transportation). Mode split information is based on 2000 U.S. Census data for residential uses and from the *SF Guidelines* for the retail and PDR uses for employee and visitor trips to Superdistrict 3. Parking and loading demand were similarly based on *SF Guidelines* for Superdistrict 3. The land uses currently occupying the project site would be displaced by the proposed project and therefore a count of person trips entering and exiting the buildings and vehicle trips entering and exiting the surface parking lots were collected in January 2006 and are subtracted from the trips generated by the proposed project to determine the net new trips that would be generated onsite.

The proposed project would generate 1,682 daily person trips (inbound and outbound) on a weekday daily basis and 180 person-trips during the weekday PM peak hour. Table 4, below, displays the estimated net new trip generation by transportation mode.

TABLE 5. PROJECT TRIP GENERATION BY MODE-WEEKDAY PM PEAK HOUR

Land Use	Person Trips			Total	Vehicle Trips
	Auto	Transit	Walk/ Other		
Residential	48	9	4	61	45
PDR	7	2	2	11	5
Retail	78	13	25	108	37
Proposed Project	125	24	31	180	87
Existing Credit	-5	--	-2	-7	-5
Net New Trips	120	24	29	173	82

Source: LCW Consulting

The proposed project would generate approximately 173 net new PM peak hour person trips with about 69 percent of all person trips by auto, 14 percent by transit, and 17 percent by other modes (including walking and bicycling). The proposed project would result in approximately 82 net new PM peak hour vehicle trips, with approximately 47 inbound vehicle trips and 35 outbound vehicle trips.

The proposed project’s residential uses would generate a parking demand of approximately 53 spaces. The retail and PDR uses would generate a parking demand for 64 spaces, with a total parking demand of 117 spaces.

The proposed project would also generate approximately five delivery/service vehicle trips per day, or less than one loading space during the average and peak hour of loading activities. It is anticipated that most of the delivery/service vehicles generated by the proposed project would consist of small trucks and vans. The residential uses would generate an occasional demand for large and small moving vans.

Impact Analysis

The following discusses the project’s potential to affect traffic, transit, parking, loading, pedestrian use of public sidewalks, the project’s potential to create hazardous conditions for bicycles, and construction-related impacts.

Traffic Impacts

The San Francisco Planning Department uses the following significance criteria for determining a project’s traffic impact:

- The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the

level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

During the PM peak hour, the proposed project would generate 47 inbound and 35 outbound net new vehicle trips. Project generated vehicle trips were assigned to and from the project driveways on De Haro and on Carolina Streets. The resulting *Existing + Project* intersection levels of service for the weekday PM peak hour are presented below in Table 6. The addition of project-generated traffic would result in relatively small changes in the average delay per vehicle at the study intersections and all study intersections would continue to operate at the same service levels as under the existing conditions. Of the six unsignalized intersections, the highest average delay per vehicle would occur on the eastbound approach of 16th Street at De Haro Street. The unsignalized intersection of the 16th Street/De Haro Street intersection would be signalized as part of the 450 Rhode Island project, improving the intersection to LOS B. The proposed project would therefore not have a significant project-specific traffic impact. Cumulative traffic impacts are discussed further under "Cumulative Impacts."

TABLE 6. INTERSECTION LEVEL OF SERVICE

EXISTING PLUS PROJECT CONDITIONS- WEEKDAY PM PEAK HOUR				
Street	Existing		Existing plus Project	
	Delay ¹	LOS	Delay	LOS
1. Division/De Haro/ King ²	9.3 (eb)	A	9.4 (eb)	A
2. 16 th Street/Potrero Avenue	19.9	B	20.0	B
3. 16 th Street/De Haro Street ²	20.9 (eb)	C	22.1 (eb)	C
4. 16 th Street/Carolina Street ²	16.5 (sb)	C	16.8 (sb)	C
5. 17 th Street/De Haro Street ²	15.5 (wb)	C	16.3 (wb)	C
6. 17 th Street/Carolina Street ²	15.4 (nb)	C	15.9 (nb)	C
7. Mariposa Street/Carolina Street ²	8.8 (eb)	A	9.0 (eb)	A

¹ Delay presented in seconds per vehicle
² Intersection STOP-controlled. Delay and LOS presented for worst approach, as indicated in ().
Source: LCW Consulting

Transit Impacts

The San Francisco Planning Department uses the following significance criteria for determining a project's transit impact:

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the MUNI and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hour.

The proposed project would generate about 24 transit trips (12 inbound and 12 outbound) during the weekday PM peak hour. These transit trips to and from the project would utilize the nearby MUNI lines and may include transfers to other MUNI bus and light rail lines, or other regional transit providers. Bus stops for the 10-Townsend, 19-Polk, 22-Fillmore, and the 53-Southern Heights are within one or two blocks of the project site. Transit lines in the immediate vicinity generally have available capacity during the weekday PM peak hour that could be used to accommodate the inbound and outbound transit trips generated by the proposed project. The 19-Polk travels northbound on De Haro Street and there is a bus stop located adjacent to the project site on De Haro Street at the approach to 17th Street. Vehicular access to the De Haro Street building of the proposed project would be about 110 feet from the northern edge of the project site. It is not anticipated that the minimal number of trips entering and exiting the project driveway would interfere with the 19-Polk bus operations. In light of the above, the project would have a less than significant impact to transit systems in the project vicinity.

Parking Capacity

As per the San Francisco *Planning Code*, the project would be permitted to provide up to 36 parking spaces for the residential units, 22 spaces for the retail/commercial and PDR uses, for a total of 58 permitted spaces. As discussed previously, the project would generate a parking demand of approximately 117 spaces. The project proposes to provide 36 spaces for residential uses and 22 spaces for the retail/commercial and PDR uses, for a total of 58 permitted parking spaces. Therefore, the project would comply with the *Planning Code* parking requirements. The proposed project would also provide two van spaces exempt from the parking requirements, for a total of 58 spaces.

The long-term residential parking demand generally occurs during the evening and overnight hours, and the demand of 53 spaces would not be accommodated within the supply of 36 parking spaces. The shortfall of 17 parking spaces would be accommodated on-street, or within the parking spaces dedicated to the PDR and retail uses. The evening occupancy within the parking study area is about 79 percent, and a sufficient number of parking spaces would be available to

accommodate the demand. The evening and overnight demand for the retail and PDR uses is anticipated to be substantially lower than daytime demand, and would be accommodated within the 20-space parking supply.

During the weekday midday period, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 42 spaces. It is anticipated that a portion of the 12-space overnight residential parking shortfall would remain parked on-street. The weekday midday retail and PDR uses would generate a demand for 64 parking spaces, resulting in a shortfall of 42 spaces. The weekday midday combined residential, retail, and PDR parking shortfall would range between 48 spaces and 59 spaces, and the midday on-street parking occupancy in the study area would increase from 91 percent to 96 percent. The weekday midday shortfall would result in drivers circling around the neighborhood to find available spaces, or some drivers may shift time of travel or switch to transit, carpools, or other modes of travel.

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

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

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers

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

Although the project's parking impacts would be considered less than significant, the Transportation Study for the proposed project identified improvement measures to reduce the project's parking demand and encourage the use of alternative transportation modes. These improvement measures are presented at the end of this section of the Initial Study.

Loading

The San Francisco Planning Department uses the following significance criteria for determining a project's loading impact:

- A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed onsite loading facilities or within convenient on-street loading zones, and create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

The project does not propose off-street loading areas for either proposed buildings. The *Planning Code* also would not require any off-street loading for the retail or PDR spaces. The project would be required to provide one loading space or two van spaces for the proposed residential uses. The project would provide two van spaces to meet this *Planning Code* requirement. The project would generate about five daily truck trips, resulting in a demand for less than one loading space during both the average and the peak hour of loading activities. It is anticipated that this minimal loading demand would be accommodated on-street. Similarly, residential move-in and move-out activities would generate a loading demand. It is anticipated that prior to these activities, the curb parking on Carolina and De Haro Streets adjacent to the project site would be reserved through the local San Francisco Police station. Curb space would be set aside for small moving vans during the initial move-in phase. Subsequent move-in and move-out activities would be scheduled by the management company or the Homeowners Association. Therefore, the project would not result in a significant loading impact.

Pedestrian Impacts

Pedestrian impacts resulting from the proposed project would be considered a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Pedestrian trips generated by the proposed project would include walking trips to and from the residential, PDR and retail uses, plus walking trips to and from the local and regional transit operators. Overall, the project would add about 53 net new pedestrian trips to the surrounding streets during the weekday PM peak hour. As discussed previously, observation indicates that pedestrian flows are relatively low and that crosswalks and sidewalks operate at unconstrained conditions. Pedestrians would enter and exit the project via the building entrances on Carolina, De Haro and 17th Streets and would be dispersed throughout the study area depending upon the origin/destination of each trip. The proposed project would be constructed within the lot limits and does not contain features which would create potentially hazardous conditions for pedestrians, nor would the project interfere with pedestrian accessibility to the site or adjoining areas.

Bicycle Impacts

A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. The *Planning Code* requires a total of 20 bicycle parking spaces for the residential uses and two bicycle parking spaces for the non-residential uses. The proposed project would comply with the *Planning Code* by providing eleven bicycle parking spaces for each building, within the respective parking garages. The project site is within convenient cycling distance of office and retail buildings in downtown San Francisco and the Financial District and major transit hubs. As such, it is anticipated that a portion of the 29 “walk/other” trips generated by the proposed project would be bicycle trips. As discussed above, there are several bicycle routes nearby. Although the 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 affect bicycle travel in the area, nor would the project create potentially hazardous conditions for bicyclists. Therefore, the proposed project would have a less than significant impact on bicycle travel.

Emergency Access

Emergency access to the project site would be along De Haro, 17th, and Carolina Streets. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic-related hazards or emergency access provisions. Proposed buildings are required to meet the standards contained in the *Building* and *Fire Codes*

and the San Francisco Building and Fire Departments would review the final building plans to ensure sufficient access and safety. The proposed project would therefore not impact emergency access conditions in the vicinity of the project site.

Construction Impacts

The proposed project would be constructed in two phases with construction of the De Haro Street building commencing first, followed by the Carolina Street building. Construction of each building would take approximately 15 months. Construction activities would typically occur Monday through Friday between 6:30 AM and 5:00 PM. Some construction activities would occur on Saturdays between 7:30 AM and 2:30 PM. Throughout the construction period there would be a flow of construction-related trucks into and out of the 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 both traffic and transit operations.

During construction of each building, there would be an average of about 17 truck trips per day during excavation, shoring and grading activities and about two truck trips per day for the remaining construction activities. It is anticipated that a majority of the construction-related truck traffic would use I-80/U.S. 101 and I-280 to access the project site from the East Bay and South Bay and Third Street from locations within the City. There would be between 10 and 20 construction workers per day at the project site. It is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions. Construction workers who drive to the site would cause a temporary parking demand. During construction of the De Haro Street building, construction workers would be able to park onsite. During construction of the Carolina Street Building, construction workers would park on-street until the garage element of the project is completed (estimated within 6 months following initiation of construction). Prior to construction, the project contractor would coordinate with MUNI's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations. Due to their temporary and limited duration, construction-related impacts generally would not be considered significant. However, the Transportation Study for the proposed project identified improvement measures for construction activities directed at limiting truck movements during peak hour traffic, presented at the end of this section of the Initial Study.

Cumulative Impacts

Traffic volume forecasts for future year 2025 cumulative conditions were developed from the San Francisco County Transportation Authority countywide travel demand forecasting model. This approach results in a cumulative impacts assessment for future conditions, that takes into

account both the future development expected in the vicinity of the project site, as well as the expected growth in housing and employment for the remainder of San Francisco and the nine-county Bay Area. The travel demand forecasts were based on the travel demand forecasting effort conducted for the *Eastern Neighborhoods Rezoning and Area Plan Environmental Impact Report*. The 2025 cumulative conditions intersection LOS analysis assumed the following improvements:²⁰

- The signalization of the 16th/De Haro intersection and reconfiguration of the northbound and southbound approaches to provide for separate left-turn lanes.
- Improvements at the 16th Street /Potrero Avenue intersection that includes: restriping of the westbound and eastbound approaches for a left turn lane, a through lane and a shared right-through lane, as well as retiming of the traffic signal.

The 2025 cumulative intersection operating conditions for the weekday PM peak hour are presented below in Table 7. Due to the substantial increase in development anticipated for the Eastern Neighborhoods by 2025, four of the seven study intersections would operate at LOS E or LOS F under the 2025 cumulative conditions (as compared to existing conditions).

TABLE 7. 2025 CUMULATIVE INTERSECTION LEVEL OF SERVICE

2025 CUMULATIVE CONDITIONS- WEEKDAY PM PEAK HOUR					
Street	Existing		2025 Cumulative		
	Delay ¹	LOS	Delay	LOS ³	v/c ^{2,3}
1. Division/De Haro/ King ⁴	9.3 (eb)	A	>50 (eb)	F	--
2. 16 th Street/Potrero Avenue	19.9	B	>80	F	1.57
3. 16 th Street/De Haro Street ⁴	20.9 (eb)	C	30.9	C	--
4. 16 th Street/Carolina Street ⁴	16.5 (sb)	C	>50 (nb)	F	--
5. 17 th Street/De Haro Street ⁴	15.5 (wb)	C	44.8 (wb)	E	--
6. 17 th Street/Carolina Street ⁴	15.4 (nb)	C	23.2 (nb)	C	--
7. Mariposa Street/Carolina Street ⁴	8.8 (eb)	A	10.0 (eb)	B	--

¹ Delay presented in seconds per vehicle
² v/c= volume-to-capacity ratio (presented for signalized intersections operating at LOS E or F)
³ Intersections operating at LOS E or F are presented in **BOLD**
⁴ Intersection STOP-controlled. Delay and LOS presented for worst approach, as indicated in ().
⁵ Intersection of 16th/ Potrero will be restriped and signal retimed as part of the Mission Bay Redevelopment Plan.
⁶ The intersection of 16th / De Haro will be signalized as part of the 450 Rhode Island Street Project.
Source: LCW Consulting

Under 2025 cumulative conditions four intersections would be operating at LOS E or LOS F. The eastbound approach to the unsignalized intersection of Division/De Haro/King would operate at LOS F conditions and Caltrans traffic signal warrants would be met. As a result, this intersection would have significant 2025 cumulative impacts. Installation of a traffic signal would improve overall operations at this intersection to LOS C. Even with improvements required to be

²⁰ The first listed improvement is a condition of approval for the 450 Rhode Island project and the second improvement was called for in the Mission Bay Redevelopment Plan.

implemented as part of the Mission Bay Redevelopment Plan, the eastbound and westbound approaches of the intersection of 16th /Potrero would operate at LOS F conditions and would have significant 2025 cumulative impacts. The intersection of 16th /Carolina would operate at LOS F under 2025 cumulative conditions. Caltrans signal warrants would not be met, therefore this intersection would not have a significant impact under 2025 cumulative conditions. The intersection of 17th/De Haro would operate at LOS E conditions and Caltrans signal warrants would be met. This intersection too would have a significant 2025 cumulative impact.

The contribution of the project to the 2025 cumulative traffic volumes was determined to assess the effect of vehicle-trips generated by the proposed project on 2025 cumulative conditions. Project-generated traffic as a percent of total 2025 cumulative traffic volumes and project-generated traffic as a percent of only the increase in traffic volumes between existing and 2025 cumulative conditions were calculated and are presented in Table 8, below.

TABLE 8. PROPOSED PROJECT’S CONTRIBUTION TO 2025 CUMULATIVE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR					
Intersection	Existing Volume	Net Project Volume	2025 Cumulative Volume	Contribution to Total 2025 Cumulative Volume	Contribution to Growth in Volumes
1. Division/De Haro/ King ²	512	12	1,466	0.8%	1.3%
2. 16 th Street/Potrero Avenue	2,999	17	5,639	0.3%	0.6%
3. 16 th Street/De Haro Street ²	1,301	24	2,658	0.9%	1.8%
4. 16 th Street/Carolina Street ²	885	18	1,744	1.0%	2.1%
5. 17 th Street/De Haro Street ⁴	1,082	37	1,474	2.5%	9.6%
6. 17 th Street/Carolina Street ²	658	23	982	2.3%	7.1%
7. Mariposa Street/Carolina Street ²	445	28	651	4.3%	13.5%

¹ Intersections operating at LOS E or F are presented in **BOLD**
² Indicates the intersections that are STOP-controlled.
Source: LCW Consulting

The proposed project would contribute between 0.3 percent and 4.3 percent to the total 2025 cumulative traffic volumes at the study intersections. The contribution to the growth in traffic volumes between Existing and 2025 cumulative conditions would be between 0.6 and 13.5 percent. The intersections of Division/De Haro/King, 16th /Potrero and 17th /De Haro would be considered to have significant impacts under 2025 cumulative conditions. The intersection of 16th/Carolina would not be considered to have a significant 2025 cumulative impact because Caltrans signal warrants would not be met. Based on an examination of the traffic movements which determine overall LOS performance at these intersections, the proposed project’s contribution to adverse cumulative conditions at the intersections of Division/De Haro/King, 16th /Potrero and 17th /De Haro would not be considered significant. The proposed project would add traffic to movements that would continue to operate satisfactorily. However, the project would also add some vehicles to movements that would operate poorly under 2025 cumulative conditions. The proposed project’s contribution to these movements would be small and would

not materially affect overall LOS performance. Thus, project traffic conditions would not represent a considerable contribution to the adverse cumulative conditions, and the project would not have a significant traffic impact at the intersections of Division/De Haro/King, 16th/Potrero, or 17th/De Haro.

In light of the above, the proposed project would not have a significant project-specific or cumulative impact to transportation and circulation. As previously discussed, improvement measures for parking and construction related impacts have been identified and are discussed below. The project sponsor has agreed to implement the following improvement measures.

Improvement Measure TRANS-1: Parking

To reduce the proposed project's parking demand and parking shortfall and to encourage the use of alternative transportation modes, the project sponsor will provide both residents and PDR and retail businesses a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules and fares), information on where Fast Passes could be purchased, information on car share parking space locations and information on the 511 Regional Rideshare program. The project sponsor or the successor-in-interest of the commercial spaces would be encouraged to allow overnight use of the commercial parking spaces by residents in order to accommodate the residential parking shortfall.

Improvement Measure TRANS-2: Construction

Construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. The project sponsor would require the construction contractor to limit truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by the San Francisco Municipal Transportation Authority) in order to minimize the disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor will meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion and other potential transit and pedestrian circulation effects during construction of the proposed project..

E.6 Noise

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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, significance criteria E.6e and E.6f are not applicable to the project site.

Existing Noise and Land Use Compatibility

Ambient noise and vibration levels in the vicinity of the project site are typical of neighborhood levels in urban San Francisco, which are dominated by vehicular traffic, including trucks, cars, MUNI buses, emergency vehicles, and surrounding land use activities, such as commercial or light industrial uses. Based on recent noise modeling conducted by the Department of Public Health (DPH), noise levels in the project area are approximately 65 Ldn²¹. The Environmental Protection Element of the General Plan identifies compatible land uses based on noise levels. According to the General Plan Land Use Compatibility Chart for Community Noise, noise levels

²¹ Ldn is the abbreviation for the Day-Night Average Sound Level, which is the average noise level over a 24 hour period. The noise between the hours of 10 pm and 7am is artificially increased by 10 dB (decibels). This noise is weighted to take into account the decrease in community background noise of 10 dB during this period. A decibel is a unit of measurement for the sound loudness (amplitude). A dBA is the symbol for decibels using the A-weighted scale, which is a logarithmic scale that approximates the sensitivity of the human ear.

at the project site are satisfactory for commercial uses including retail and light manufacturing. It is recommended that a detailed analysis of noise reduction requirements be made for new residential uses and noise insulation measures be incorporated into project design.²² Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. This standard is consistent with the City of San Francisco's Noise Element Policies for indoor residential uses. The San Francisco Noise Ordinance, Article 29 of the *San Francisco Police Code*, as amended November 2008, provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours. To ensure that occupants of the proposed residential units would not be adversely affected by proximity to traffic noise, noise insulation measures would be included as part of the design for the proposed project, as required by Title 24 and the San Francisco Noise Ordinance. The Department of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission. No building permit would be issued by DBI unless the project design is found to conform to these standards. If determined necessary by DBI to assure that the design would meet the interior noise level goal, a detailed acoustical analysis of the exterior wall architecture/structure could be required. With incorporation of noise insulation and compliance with Title 24, the proposed project would not be substantially affected by existing noise levels.

Operational Noise

Based on published scientific and acoustical studies, the traffic volumes in a project area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area. The proposed development would not cause a doubling of traffic volumes, and would therefore, not cause a noticeable increase in the ambient noise level in the project vicinity related to traffic.

Noise generated by residential and commercial uses is common and generally accepted in this urban location. The proposed project would include mechanical equipment, such as cooling and ventilation systems, that could produce operational noise. All operations would be subject to the San Francisco Noise Ordinance, Article 29 of the *San Francisco Police Code* amended in November 2008, which establishes noise limits for fixed noise sources. As amended in November 2008, this section establishes a noise limit from mechanical sources, such as building equipment, specified

²² See "Land Use Compatibility Chart for Community Noise" within the Environmental Protection Element of the San Francisco General Plan. Available online at: http://www.sfgov.org/site/planning_index.asp?id=41417. Accessed 02/04/2009.

as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the limit is 5 dBA in excess of the ambient, while for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient and for noise on public property, including streets, the limit is 10 dBA in excess of ambient. Compliance with Article 29, Section 2909, would minimize noise from building operations. The operation of a PDR, commercial/retail, and residential building would not significantly contribute to the existing groundborne vibration or noise in the project vicinity. Therefore, noise and vibration generated by the proposed project would be less-than-significant.

Construction Noise

Demolition, excavation, and project construction would temporarily increase noise and possibly vibration in the project area and may be considered an annoyance by occupants of nearby properties. The closest sensitive noise receptors to the project site are likely the residential dwelling units located on the irregularly shaped lot northwest of the intersection of De Haro and 17th Street and those using Jackson Playground. During the construction phase, the amount of construction noise generated would be influenced by equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers). There would be times when noise and vibration could interfere with indoor activities in nearby residences and other businesses near the project site. Construction noise and vibration impacts would be temporary in nature and limited to the period of construction. The geotechnical report prepared for the proposed project suggests a mat foundation, and therefore pile-driving (typically the noisiest construction activity) would not be required. Considering this, the noisiest construction activities associated with the project would likely be exterior finishing, which can generate noise levels up to 89 dBA (see Table 9, below). Noise generally attenuates (decreases) at a rate of 6 to 7.5 dBA per doubling of distance. Therefore, the exterior noise level at the sensitive receptors identified above would be no greater than 80 dBA during the noisiest construction activities.²³

²³ The closest sensitive noise receptors are likely to be residential units located kitty-corner from the project site, which is, at closest, approximately 120 feet from the corner of the project site.

TABLE 9
TYPICAL COMMERCIAL CONSTRUCTION NOISE LEVELS (DBA)²⁴

Phase	(L _{eq}) ^a
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Exterior Finishing	89
Pile Driving	90-105

^a Estimates correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase and 200 feet from the other equipment associated with that phase.

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 1971.

All construction activities would be required to comply with the San Francisco Noise Ordinance, as discussed above. The Department of Building Inspection (DBI) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 AM to 5:00 PM). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA) 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 Directors of the Department of Public Works (DPW) or DBI to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the property line of the site by five dBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of DPW or DBI authorizes a special permit for conducting the work during that period. Nonetheless, during the construction period nearby properties could be disturbed by construction noise and possibly vibration. The increase in noise and vibration in the project area during project construction would not be considered a significant impact because it would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the City's Noise Ordinance.

In light of the above, the proposed project would have a less than significant noise impact both on a project level and cumulative level.

²⁴ U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

E.7 Air Quality

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
7. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Federal Clean Air Act (CAA), as amended, and the California Clean Air Act (CCAA) legislate ambient air quality standards and related air quality reporting systems for regional regulatory agencies to then develop mobile and stationary source control measures to meet these standards. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing and enforcing the federal and state ambient standards for criteria pollutants.²⁵ Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀ and PM_{2.5}) and lead. The San Francisco Bay Area Air Basin encompasses the following counties: San Francisco, Alameda, Contra Costa, Marin, San Mateo, Napa and parts of Solano and Sonoma counties. The basin has a history of air quality violations for ozone, carbon monoxide and particulate matter and currently does not meet the state ambient air quality standards for ozone, PM₁₀ and PM_{2.5}. The BAAQMD has adopted air quality management plans over the years to address control methods and strategies for meeting air quality standards, the latest plans being the *Bay Area 2000 Clean Air Plan* and the *2001 Ozone Attainment Plan*.

Operational Emissions

The BAAQMD has established thresholds for projects requiring its review for potential air quality impacts and conflicts with adopted air quality plans. These thresholds are based on the

²⁵ State and Federal air quality standards for the Bay Area's attainment status can be viewed on the BAAQMD website at: <http://www.baaqmd.gov>.

minimum size projects that the BAAQMD considers capable of producing air quality problems due to vehicular emissions. The District does not typically recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting. The BAAQMD considers residential projects greater than 510 dwelling units, office projects greater than 280,000 gross square feet (gsf), and retail development greater than 87,000 gsf to result in potentially significant vehicular emission effects and therefore require additional analysis. The proposed project, with 41 dwelling units, approximately 7,000 square feet of PDR and 8,000 square feet of retail uses would not exceed these minimum standards. Therefore, no significant air quality impact would be generated by project operations.

Toxic Air Contaminates

The California Air Resources Board (CARB) established its statewide comprehensive air toxics program in the early 1980s. CARB created California's program in response to the Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner 1983) to reduce exposure to air toxics. CARB identifies 244 substances as Toxic Air Contaminants (TACs) that are known or suspected to be emitted in California and have potential adverse health effects. Public health research consistently demonstrates that pollutant levels are significantly higher near freeways and busy roadways. Human health studies demonstrate that children living within 100 to 200 meters of freeways or busy roadways have poor lung function and more respiratory disease; both chronic and acute health effects may result from exposure to TACs. In 2005, CARB issued guidance on preventing roadway related air quality conflicts, suggesting localities "avoid siting new sensitive land uses within 500 feet of a freeway [or other] urban roads with volumes of more than 100,000 vehicles/day."²⁶ However, there are no existing federal or state regulations to protect sensitive land uses from roadway air pollutants.

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.²⁷ Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality

²⁶ California Air Resources Board, *2005 Air Quality and Land Use Handbook: A Community Health Perspective*, <http://www.arb.ca.gov/ch/landuse.htm>, accessed September 8, 2008.

²⁷ San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, http://dphwww.sfdph.org/phes/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed September 8, 2009.

Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM_{2.5}. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM_{2.5} from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).²⁸ If this standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM_{2.5} from habitable areas of residential units.

The project site, at 1717 17th Street is located within the Potential Roadway Exposure Zone, as mapped by DPH. In consultation with DPH, an Air Quality Assessment was prepared. Results of the assessment indicate that the project site does not exceed a PM_{2.5} concentration greater than 0.2 micrograms per cubic meter.²⁹ Thus, the proposed project would not result in a significant impact from exposure of sensitive receptors to high concentrations of roadway-related pollutants.

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth's atmosphere, also contributes to the retention of heat.) While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's

²⁸ According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8 – 10 percent of the range of ambient PM_{2.5} concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM_{2.5}. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, “Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco's non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco's population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

²⁹ Patrick Fosdahl, San Francisco Department of Public Health. *Letter to Seamus Busby, SJK Development Corp. Re: 1717 17th Street, January 8, 2009*. This letter is on file and available for public review at the San Francisco Planning Department as part of Case File No. 2004.0946E.

atmosphere. Carbon dioxide is the “reference gas” for climate change, meaning that emissions of GHGs are typically reported in “carbon dioxide-equivalent” (CO₂E) measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.³⁰ Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Air Resources Board (ARB) estimated that in 2006 California produced about 485 million gross metric tons (about 535 million U.S. tons) of CO₂E GHG emissions.³¹ The ARB found that transportation is the source of 38 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.³² In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of the Bay Area’s GHG emissions, accounting for just over half of the Bay Area’s 85 million tons of GHG emissions in 2002. Industrial and commercial sources were the second largest contributors of GHG emissions with about one-fourth of total emissions. Domestic sources (e.g., home water heaters, furnaces, etc.) account for about 11 percent of the Bay Area’s GHG emissions, followed by power plants at 7 percent. Oil refining currently accounts for approximately 6 percent of the total Bay Area GHG emissions.³³

Statewide Actions

In 2005, in recognition of California’s vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gases (GHGs) would be progressively reduced, as

³⁰ California Air Resources Board (ARB), 2006a. Climate Change website (<http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf>) accessed December 4, 2007.

³¹ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

³² California Air Resources Board (ARB), “California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan.” http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Reviewed October 18, 2009.

³³ BAAQMD, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002, November 2006. Available on the internet at: http://www.baaqmd.gov/pln/ghg_emission_inventory.pdf.

follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.³⁴

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

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. CARB staff is preparing a scoping plan to meet the 2020 GHG reduction limits outlined in AB 32. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 10 percent from today's levels. On December 11, 2008, CARB approved a Scoping Plan to meet the 2020 GHG reduction limits outlined in AB 32. The Scoping Plan estimates a reduction of 174 million metric tons (MMT) (about 191 million U.S. tons) of CO₂E. Approximately one-third of the emissions reductions strategies fall within the transportation sector and include the following: California Light-Duty Vehicle GHG standards, the Low Carbon Fuel Standard, Heavy-Duty Vehicle GHG emission reductions and energy efficiency, and medium and heavy-duty vehicle hybridization, high speed rail, and efficiency improvements in goods movement. These measures are expected to reduce GHG emissions by 57.9 MMT (63 million U.S. tons) of CO₂E. Emissions from the electricity sector are expected to reduce another 49.7 MMT (55 million U.S. tons) of CO₂E. Reductions from the electricity sector include building and appliance energy efficiency and conservation, increased combined heat and power, solar water heating (AB 1470), the renewable energy portfolio standard (33 percent renewable energy by 2020), and the existing million solar roofs program. Other reductions are expected from industrial sources, agriculture, forestry, recycling and waste, water, and emissions reductions from cap-and-trade programs. Local government actions and Regional GHG targets are also expected to yield a reduction of 5 MMT (5.5 million U.S. tons) of CO₂E.³⁵ Measures that could become effective during implementation pertain to construction-related equipment and building and appliance energy efficiency. Some proposed measures will require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA). Applicable measures that are ultimately adopted will become effective during implementation of proposed project and the proposed project could be subject to these requirements, depending on the proposed project's timeline.

³⁴ California Air Resources Board (ARB), Climate Change Scoping Plan: A Framework for Change, October 2008. Available on the internet at: <http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>. Accessed December 11, 2008.

³⁵ Ibid.

While ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves, ARB has not yet determined what amount of GHG emissions reductions it recommends from local government land use decisions. However, the Scoping Plan does state that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions. ARB further acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. Many of the measures in the Scoping Plan—such as implementation of increased fuel efficiency for vehicles (the “Pavley” standards), increased efficiency in utility operations, and development of more renewable energy sources—require statewide action by government, industry, or both. Some of the measures are at least partially applicable to development projects, such as increasing energy efficiency in new construction, installation of solar panels on individual building roofs, and a “green building” strategy. As discussed below, the City has already implemented several of these measures that require local government action, such as implementing a Green Building Ordinance, a Zero Waste strategy, a Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions.

Local Actions

San Francisco has a history of environmental protection policies and programs aimed at improving the quality of life for San Francisco's residents and reducing impacts on the environment. The following plans, policies and legislation demonstrate San Francisco's continued commitment to environmental protection.

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy which added Section 16.102 to the City Charter with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions.³⁶ The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent greenhouse gas reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particle matter (PM, or soot) than the buses they replace, they produce 40% less oxides of nitrogen (NOx), and they reduce greenhouse gases by 30 percent.

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 70 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65% of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City. Projects subject to the San Francisco Green Building Ordinance are required to divert a higher percentage (75 percent) of their construction and demolition debris.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City greenhouse gas emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the

³⁶ San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco*, Local Actions to Reduce Greenhouse Emissions, September 2004.

following greenhouse gas emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City greenhouse gas emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce greenhouse gas emissions by 25 percent below 1990 levels by 2017;
- Reduce greenhouse gas emissions by 40 percent below 1990 levels by 2025; and
- Reduce greenhouse gas emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable General Plan elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO₂ emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and storm water by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by \$200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.³⁷

The Green Building Ordinance also continues San Francisco's efforts to reduce the City's greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 Climate Action Plan. In addition, by reducing San Francisco's emissions, this

³⁷ These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

ordinance also furthers the State's efforts to reduce greenhouse gas emissions statewide as mandated by the California Global Warming Solutions Act of 2006.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED[®] Gold Certification.

The City's Planning Code reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for residential, commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve streetscape policies throughout the City, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options. The City also provides incentives to City employees to use alternative commute modes and the City recently passed legislation that requires almost all employers to have comparable programs.

Each of the policies and ordinances discussed above include measures that would decrease the amount of greenhouse gases emitted into the atmosphere and decrease San Francisco's overall contribution to climate change.

Impacts

Although neither the Bay Area Air Quality Management District (BAAQMD) or any other agency has adopted significance criteria for evaluating a project's contribution to climate change. In the interim, on June 19, 2008, OPR released a Technical Advisory for addressing climate change through CEQA review.

The informal guidelines in OPR's technical advisory provide the basis for determining the proposed project's contribution of greenhouse gas emissions and the project's contribution to global climate change. In the absence of adopted statewide thresholds, OPR recommends the following approach for analyzing greenhouse gas emissions:

- 1) Identify and quantify the project's greenhouse gas emissions;

- 2) Assess the significance of the impact on climate change; and
- 3) If the impact is found to be significant, identify alternatives and/ or mitigation measures that would reduce the impact to less than significant levels.

The following analysis is based on OPR's recommended approach for determining a project's contribution to and impact on climate change.

Identifying and quantifying a project's greenhouse gas emissions. OPR's technical advisory states that "the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide." State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project, however, the GHG calculation does include emissions from CO₂, N₂O, and CH₄, as recommended by OPR. The informal guidelines also advise that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water usage and construction activities. The calculation presented below includes construction emissions in terms of CO₂E³⁸, and annual CO₂E GHG emissions from increased vehicular traffic, energy consumption, as well as estimated GHG emissions from solid waste disposal. While San Francisco's population and businesses are expected to increase, overall projected water demand for San Francisco in 2030 is expected to decrease from current water demand due to improvements in plumbing code requirements and additional water conservation measures implemented by the San Francisco Public Utilities Commission (SFPUC).³⁹ Given the anticipated degree of water conservation, GHG emissions associated with the transport and treatment of water usage would similarly decrease through 2030, and therefore increased GHG emissions from water usage is not expected.

The proposed project would increase the activity onsite by demolition of the existing buildings and construction of two mirror image buildings with at total of approximately 41 dwelling units,

³⁸ Construction emissions of carbon dioxide (CO₂) were calculated based on URBEMIS 2007 9.2.4 software. Attachment 2 of the Office of Planning and Research's *Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review*, (June 19, 2008) lists and describes modeling tools used to calculate greenhouse gas emissions. URBEMIS is currently the only tool identified that has the capacity to calculate a project's CO₂ emissions from construction activities. It does not, however, calculate emissions from N₂O or CH₄, nor does any other modeling tool currently available. However emissions of these compounds would be a fraction of the total greenhouse gas emissions and therefore CO₂ is used as an indicator to estimate the construction-related emissions of the proposed project.

³⁹ The San Francisco Public Utilities Commission's (SFPUC) *City and County of San Francisco Retail Water Demands and Conservation Potential*, November 2004, documents the current and projected water demand given population and housing projections from Citywide Planning. This document is available at the SFPUC's website at: http://sfwater.org/detail.cfm/MC_ID/13/MS_C_ID/165/C_ID/2281. Accessed 07/28/2008. The analysis provides projections of future (2030) water demand given anticipated water conservation measures from plumbing code changes, measures the SFPUC currently implements, and other measures the SFPUC anticipates on implementing. Conservation measures the SFPUC currently implements results in an overall reduction of 0.64 million gallons of water per day (mgd).

8,000 square feet of retail and 7,000 square feet of PDR space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of traffic increases (mobile sources) and residential and commercial operations associated with heating, energy use, water usage and wastewater treatment, and solid waste disposal (area sources). Construction of the proposed project would emit 563 tons CO₂E.⁴⁰ Direct operational project emissions of carbon dioxide equivalents (including CO₂, NO_x, and CH₄ emissions) include 913 tons of CO₂E/year from transportation, and 411 tons of CO₂E/year from heating, for a total of 1,324 tons of CO₂E/year of project-emitted GHGs. The project would also indirectly result in GHG emissions from off-site electricity generation at power plants (approximately 147 tons of CO₂E/year), energy used to convey and treat water and wastewater (2.63 tons of CO₂E/year) and from anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 5 tons of CO₂E/year), for a GHG emissions total of approximately 1,479 tons of CO₂E/year. Annual emissions represent approximately 0.002 percent of total Bay Area GHGs emitted in 2002.⁴¹

It is important to note that this is a very conservative estimate of project emissions and does not include emissions reduction estimates from compliance with City ordinances, discussed above.

Assessing the significance of the impact on climate change. The project's incremental increase in GHG emissions associated with construction, traffic increases and residential and commercial heating, electricity use, and solid waste disposal would contribute to regional and global increases in GHG emissions and associated climate change effects.

OPR encourages public agencies to adopt thresholds of significance, but notes that public agencies are not required to do so. Until a statewide threshold has been adopted, the Department analyzes a proposed project's contribution to climate change against the following significance criteria:

- 1) Does the project conflict with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32 (California Global Warming Solutions Act of 2006), such that the project's GHG emissions would result in a substantial contribution to global climate change. **AND**

⁴⁰ Construction emissions and annual emissions are not intended to be additive as they occur at different points in the project's lifecycle. Construction emissions are one-time emissions that occur prior to building occupancy. Annual emissions are incurred only after construction of the proposed project and are expected to occur annually for the life of the project.

⁴¹ The Bay Area Air Quality Management District reported regional Bay Area GHGs emissions in 2002 at approximately 85 million CO₂E tons. Bay Area 2002 GHG emissions are used as the baseline for determining whether a project's contributions are significant as these are the most recent emissions inventory for the bay area.

- 2) Does the proposed project conflict with San Francisco's Climate Action Plan such that it would impede implementation of the local greenhouse gas reduction goals established by San Francisco's Greenhouse Gas Reduction Ordinance.

The 2020 GHG emissions limit for California, as adopted by CARB in December of 2007 is approximately 427 MMTCO₂E. The proposed project's annual contribution of GHGs would be negligible; therefore the proposed project would not generate sufficient emissions of GHGs to contribute considerably to the cumulative effects of GHG emissions such that it would impair the state's ability to implement AB 32, nor would the proposed project conflict with San Francisco's local actions to reduce GHG emissions.

OPR's guidance states that, "Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project". And, "In determining whether a proposed project's emissions are cumulatively considerable, the lead agency must consider the impact of the project when viewed in connection with the effects of "past, current and probable future projects."

As discussed previously, San Francisco has been actively pursuing cleaner energy, transportation and solid waste policies. In an independent review of San Francisco's community wide emissions it was reported that San Francisco has achieved a 5% reduction in communitywide greenhouse gas emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7% below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated in San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation sources and from building energy sources.

Probable future greenhouse gas reductions will be realized by full implementation of San Francisco's Green Building Ordinance. Additionally, the recommendations outlined in the AB 32 Scoping Plan will likely realize major reductions in vehicle emissions.

Further, the State of California Attorney General's office has compiled a list of greenhouse gas reduction measures that could be applied to a diverse range of projects.⁴² The proposed project would meet the intent of many of the greenhouse gas reduction measures identified by the Attorney General's office: (1) As infill development, the project would be constructed in an urban area with good transit access, reducing vehicle trips and vehicle miles traveled, and

⁴² State of California, Department of Justice, "The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level." Updated 3/11/08. Available at: http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf. Accessed 04/11/2008.

therefore the project's transportation-related GHG emissions would tend to be less relative to the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in the central city of San Francisco;⁴³ (2) As new construction, the proposed project would be required to meet San Francisco's Green Building Ordinance, requiring the residential component of the project to obtain at least 50 GreenPoints⁴⁴ and the commercial component to meet LEED® energy requirements and water efficiency standards; (3) the proposed project would also be required to comply with the Construction Demolition and Debris Recovery Ordinance (Ordinance No. 27-06), requiring at least 65% of all construction and demolition material to be diverted from landfills; and (4) the proposed project would plant approximately 24 additional street trees, regulating outdoor temperatures and aiding in carbon sequestration.⁴⁵

Given that: (1) the proposed project would not contribute significantly to global climate change such that it would impede the State's ability to meet its greenhouse gas reduction targets under AB 32, or impede San Francisco's ability to meet its greenhouse gas reduction targets under the Greenhouse Gas Reduction Ordinance; (2) San Francisco has implemented programs to reduce greenhouse gas emissions specific to new construction and renovations of residential and commercial developments; (3) San Francisco's sustainable policies have resulted in the measured success of reduced greenhouse gas emissions levels, and (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project's contribution to climate change, the proposed project would not contribute significantly, either individually or cumulatively, to global climate change.

Odor

The proposed project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the proposed project, as it would not include uses prone to the generation of odors. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore, would not adversely affect the proposed project's residents, employees or commercial customers.

⁴³ The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies infill development as yielding a "high" emissions reduction score (between 3-30%). This paper is available online at: <http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf>. Accessed April 15, 2008.

⁴⁴ Beginning in 2009, projects with greater than five units and less than 75 feet in height filing for their site permit are required to obtain 24 GreenPoints from the Green Point Rated system.

⁴⁵ Carbon sequestration is the capture and long-term storage of carbon dioxide before it is emitted into the atmosphere.

Construction Emissions

The proposed development would require demolition of the existing structure and excavation for the below ground parking garage and for the building's foundation and footing. During demolition and construction, soil movement for excavation, site grading and demolition would create the potential for wind-blown dust and could add particulate matter to the local atmosphere while the soil is exposed or moved. Heavy equipment could also create fugitive dust with truck movement and emissions related to diesel fuel combustion. Construction dust is composed primarily of larger particles that settle out of the atmosphere more rapidly with increased distance from the source and are generally filtered by human breathing passages. Overall, construction dust would result in more of a nuisance than a health hazard in the vicinity of construction activities. However, about one-third of the dust generated by construction activities consist of smaller size particles in the range that can be inhaled by humans (i.e., particulates 10 microns or smaller in diameter), known as PM₁₀, although these particulates are generally inert. However, the proposed project's construction activities could expose sensitive receptors to fugitive dust.⁴⁶ The closest sensitive receptors are directly adjacent to the project site at Jackson Playground or the residential units located kitty-corner from the project site (northwest of the intersection of De Haro and 17th Street). Jackson Playground offers playgrounds for young children and amenities for persons engaging in exercise including ball fields and basketball courts. Additionally, persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronic equipment, could be sensitive to this dust.

In response to concerns over fugitive dust, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for

⁴⁶ Sensitive receptors are people or institutions with people that are particularly susceptible to illness from environmental pollution, such as the elderly, very young children, people already weakened by illness (e.g., asthmatics), and persons engaged in strenuous exercise.

activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The project sponsor and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet, sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one-half-acre, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement.

Site-specific Dust Control Plans shall require the project sponsor to: submit a map to the Director of Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 miles per hour (mph) speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and to sweep off adjacent streets to reduce

particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

Cumulative Impacts

The determination of significant cumulative impacts should be based on an evaluation of consistency of the proposed project with the local general plan and the general plan with the current *Clean Air Plan*. The *San Francisco General Plan* includes the 1997 Air Quality Element, updated in 2000. This element is consistent with the *2000 Clean Air Plan*. The proposed project would be generally consistent with the *General Plan*. As such, the operational characteristics of the proposed project would not result in a cumulatively considerable increase in regional air pollutants. Greenhouse gases contribute to the cumulative effects of global climate change. The greenhouse gas analysis presented in this document considers greenhouse gasses in the cumulative context and found that the project would not emit a cumulatively considerable amount of greenhouse gases.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction impacts. The construction industry, in general, is an existing source of emissions within the Bay Area. Because construction activities at the site would be temporary and intermittent, the contribution to the cumulative context would therefore not be significant. Compliance with the dust control ordinance would ensure that feasible construction-related measures have been incorporated into project construction such that construction emissions would not be considered cumulatively considerable.

E.8 Wind and Shadow

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wind

The project site is located within the Showplace Square/ Potrero Hill Area Plan that recently went through the Eastern Neighborhoods rezoning process whereby the site was rezoned to Urban Mixed-Use (UMU) and the height limits were increased to 48 feet. Height limits were increased to allow for a taller ground floor (18 feet tall), which was determined to be a more suitable for ground floor retail and commercial uses (including PDR). The project sponsor has revised the original project application to comply with the new ground floor height requirements. The total building height proposed is 48 feet. Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Since the proposed project would not be substantially taller than nearby buildings, the project would not result in adverse effects on ground-level winds. Additionally, the project includes planting approximately 24 new street trees along the Carolina, 17th and De Haro Street frontages, reducing ground level wind speeds. Given the above, the proposed project would not affect the climate in the project vicinity. Accordingly, the proposed project would result in a less-than-significant wind impact.

Shadow

Jackson Playground is the primary open space and recreational facility serving the project area. A total of five public open space areas serve the Potrero Hill/ Showplace Square neighborhoods: (1) Jackson Playground, (2) Potrero Hill Recreation Center, (3) McKinley Square, (4) Esprit Park and (5) Starr King open space. Jackson Playground and the Potrero Hill Recreation Center are the largest of these open spaces. Jackson Playground is located directly east of the project site and Potrero Hill Recreation Center is located approximately one-half mile from the project site. Jackson Playground measures 400 feet by 480 feet, containing a total of 192,000 sf. The open space is relatively flat and has a baseball diamond on its northwest corner. There is a tennis court located on the southwest corner of the park and a recreation center on the southeast corner of the park. Immediately west of the recreation center building is a child playground. Immediately north of the recreation center, along Arkansas Street, is another baseball diamond. Between the tennis court and the child playground is a basketball court. The remainder of this open space is a large lawn area. Figure 13, below, is an aerial image of Jackson Playground annotated to show these features. Jackson Playground's two baseball diamonds are used by little leagues, schools, and adult softball. Between the hours of 6:30 PM and 10 PM the diamonds are booked all year long. The ball fields are lit until 10 PM every night.

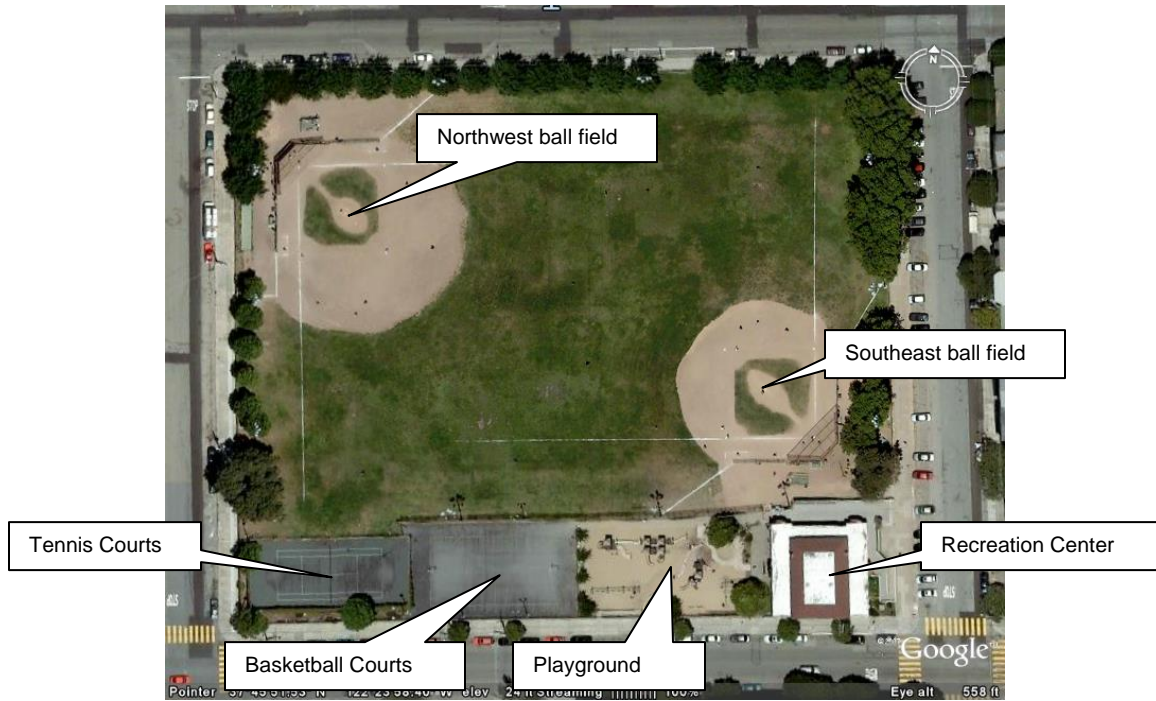


Figure 14. Aerial View of Jackson Playground

Source: Google Earth 2009
 Figures not to scale

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) to protect certain public open spaces (under Recreation and Park jurisdiction) from shadow by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow on public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet in height unless the Planning Commission finds the impact not to be significant and adverse. Shadow limits have been developed for some Section 295 parks in the Downtown area; however, no shadow limit has been identified for Jackson Playground. The proposed project will be presented to both the Planning Commission and Recreation and Parks Commission for a determination of the project's shadow impact on Jackson Playground, under section 295 of the *Planning Code*.

As previously discussed, pursuant to the Eastern Neighborhoods Rezoning and Area Plans, ground floor heights were raised along 17th Street to promote more active ground floor commercial space. Overall heights along 17th Street were raised from 40 feet to 48 feet in support of an 18 foot ground floor. A shadow analysis was conducted for the Eastern Neighborhoods Area Plan EIR in which the potential impacts to Jackson Playground were addressed.⁴⁷ The

⁴⁷ San Francisco Planning Department. *Eastern Neighborhoods Rezoning and Area Plans Draft EIR*. Case No. 2004.0160E. June 30, 2007. This document is on file and available for public review as part of Case No. 2004.0160E, at the Planning Department at 1650 Mission Street, Suite 400.

shadow analysis in that EIR noted that a five foot height increase⁴⁸ (a total building height of 45 feet) along 17th Street could result in small changes in the extent and duration of shadow cast and at the summer solstice, the park would still be in full sun from 8:15 AM to 6:15 PM, except that a small shadow constituting less than two percent of the total park area would be present for 15 to 30 minutes after the start and before the end of this period. The EIR also noted that under full build out of the Eastern Neighborhood Area Plan, 30 percent of the park would be in shadow, compared to 25 percent at the existing 40 foot height limit, on summer solstice during the last minute considered under Section 295. During the last winter solstice Section 295 minute, with build out of a 40 foot height limit, 25 percent of the park would be in shadow and with full build out of a 45 foot height limit 40 percent of the park would be in shadow. The Eastern Neighborhoods EIR notes that Section 295 would limit potential new shadow impacts on Jackson Playground and that new shadow impacts would be evaluated on a project specific basis, but that without detailed development proposals, the potential for new shadow impacts could not be determined and the EIR concluded that increasing heights as part of the rezoning effort could potentially result in significant shadow impacts on Jackson Playground, requiring individual projects to undergo a detailed shadow analysis.

A project-specific analysis was conducted for the proposed project by CADP Associates⁴⁹ to determine the project's shadow impact on Jackson Playground. The shadow analysis analyzed two projects: the proposed project which is 48 feet tall, and a 40 foot tall building. The 40 foot tall building analysis was conducted to compare the proposed project against new shadow that would be exempt from Section 295 of the *Planning Code* (shadow from buildings less than 40 feet tall). The shadow analysis found that the proposed project could result in an increase in net new shadow impacts on the northwest corner of Jackson Playground throughout the year. This new shadow would affect the ball field located on the northwest corner of Jackson Playground. Daily shadow impacts would occur in generally the last two hours of the day and at no time last longer than 2.5 hours before sunset. The greatest shadow would occur during the week of June 28, at one hour prior to sunset (approximately 7:36 PM), and would shade approximately 25,806 square feet of the park (approximately 13 percent). Figure 14, below, shows the shade cast upon Jackson Playground during this period. This new shadow would generally affect the flat open area of the northwest corner of the playground used for baseball games. The shadow analysis found that the theoretically available amount of sunlight on Jackson Playground is approximately 714,508,800

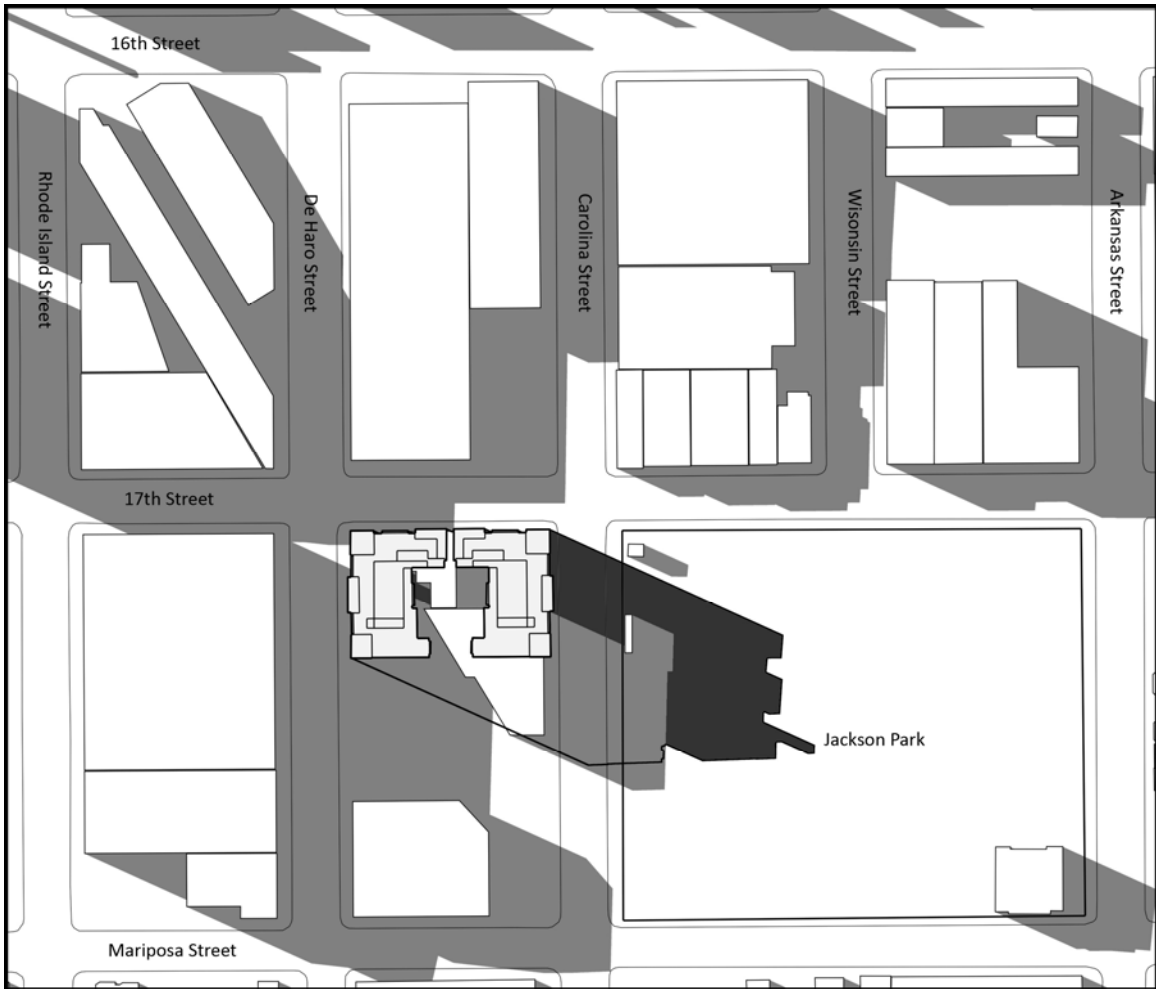
⁴⁸ Prior to final adoption of the Eastern Neighborhoods Rezoning and Area Plans, heights along 17th Street were increased an additional three feet, for a total allowable building height of 48 feet. The shadow analysis conducted for the Eastern Neighborhoods Rezoning and Area Plans EIR, however, contemplated a maximum building height of 45 feet in this area.

⁴⁹ Adam Noble, CADP Associates. *1717 17th Street Shadow Analysis*, May 20, 2009. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2004.0946E.

square feet. The project would add approximately 3,556,159.5 square feet of new shade, resulting in a 0.497 percent decrease in the theoretically available sunlight.

As discussed above, a second analysis was conducted for a 40-foot tall building, which would be exempt from Section 295 of the *Planning Code*. Similar to the proposed project, a 40-foot tall building would shade the playground for the last 2.5 hours of the day, with the highest shadow impact occurring the week of June 28. A 40-foot building would add approximately 2,424,392.6 square feet of new shade, reducing the theoretically available sunlight by 0.339 percent. When considering the shadow caused by the 40 foot tall building as an existing shadow casting element, the proposed eight foot building height increase would result in a 0.158 percent net decrease of theoretically available sunlight (adding 1,131,766.9 square feet of new shadow above that permitted for a building 40-feet tall). Figure 15 shows the differences between shadow cast by a 40-foot building versus the proposed project during the highest shadow impact period.

In order to understand the amount of new shade cast on the Playground attributable to the proposed project, a shadow analysis was prepared which considered existing shade casting elements. The existing shade casting elements considered in the analysis include the three existing buildings on the project site and existing trees lining the northern and western edges of Jackson Playground. Figure 16, below, shows the greatest amount of new shade on Jackson Playground at 7:30 PM on June 21st. The existing trees lining Jackson Playground contribute a majority of the shade that occurs on the northwest ball field.



1717 17th Street Shadow Analysis 48' Building Design
June 21 7:30pm

cadp
5.13.2009

Figure 15. Proposed Project Shadow Impact on Jackson Playground June 21st, 7:30 PM⁵⁰

Source: CADP, LLC.
Figures not to scale

⁵⁰ For Figures 14 and 16, the lighter shading represents existing shadow and the darker shading represents new shadow.



1717 17th Street Shadow Analysis 48' building and 40' building overlay
June 21 7:30pm

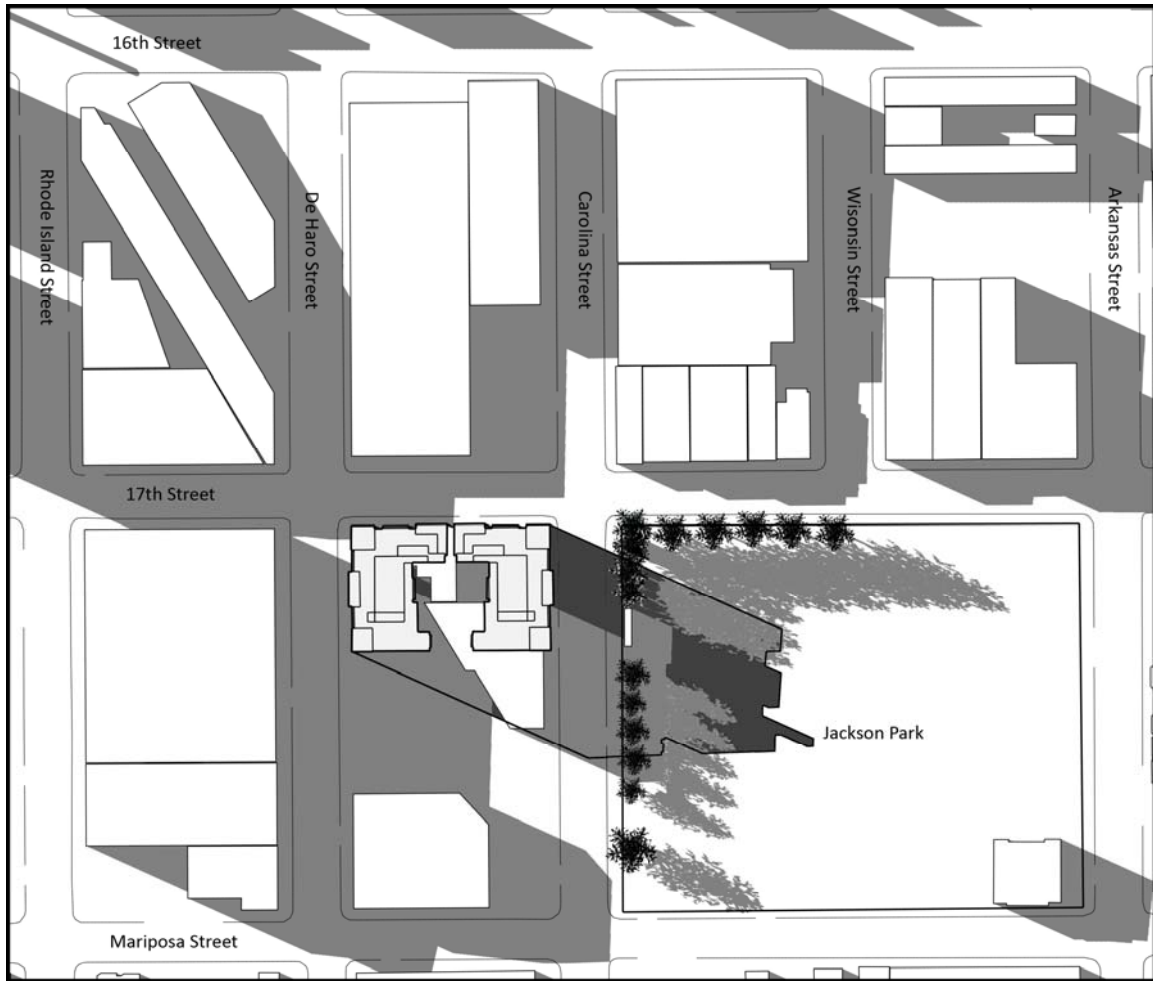
cadp
5.13.2009

Figure 16. Shadow Impact on Jackson Playground of the proposed Project versus a 40-Foot Building, June 21st, 7:30 PM⁵¹

Source: CADP, LLC.

Figures not to scale

⁵¹ The green (or if in grayscale, the lighter color) represents additional new shadow that would be cast by the proposed 48-foot building, the remainder of the shaded area represents new shadow cast by a 40-foot building.



1717 17th Street Shadow Analysis 48' Building Design with trees as existing
June 21 7:30pm

cadp
5.20.09

Figure 17. Proposed Project Shadow Impact on Jackson Playground with Existing Shadow Casting Elements

Source: CADP, LLC.

Figures not to scale

Under CEQA, a project is considered to have a significant shadow impact if the project would create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. Given that shadow impacts would occur only during the last hours of the day, would decrease the potential theoretical sunlight availability by less than one percent (0.497 percent), that existing shadow casting elements already shade a majority of the affected area (the northwest ball field), and that despite the existing shadow casting elements, the ball fields continue to be booked year round and are lit every night until 10 PM, the proposed project would not substantially effect the use of the affected area (the northwest ball field). Therefore, the proposed project would not create new shadow in a manner that substantially affects the use of

Jackson Playground. Furthermore, the proposed project's new lot dimensions create a shorter frontage along Carolina Street. The frontage of the original triangular lot along Carolina Street was 292.13 feet. The recently approved lot line adjustment would reduce the frontage along Carolina Street by 164.78 feet to an approximately 127.35 foot long frontage. The result of the lot line adjustment is that the shadow cast on Jackson Playground would be substantially reduced from a project that would have been constructed along the original lot lines. Additionally, the project's rooftop appurtenances: the stair penthouse, elevator penthouses, and mechanical rooms, have been moved away from Carolina Street to reduce shadow on Jackson Playground.

Within the immediate context of the blocks surrounding Jackson Playground, except for the project, the existing shadows from the buildings directly across from the park are not likely to change. On the south side of the Park is a school, which would remain for the foreseeable future. To the east of Jackson Playground are residential buildings which are unlikely to be demolished given the Planning Commission's policies discouraging the demolition of sound housing. On the northwest corner of the intersection of 17th and Carolina Street, is an existing lot extending the entire length of 17th street between De Haro and Carolina Streets. This lot contains a building on the western portion of the lot and surface parking on the eastern portion of the lot. The owner of this lot had previously submitted an application for environmental review with the Planning Department, but has withdrawn this application and has entered into a ten year lease of the building with the San Francisco Police Department. On the west side of the Park is the project site and the remainder of the block is used by Anchor Brewery for storage and distribution of its products and there is no plan to develop that site which is zoned PDR. Based on the forgoing, it is unlikely that the blocks immediately across from Jackson Playground would be the subject of additional development in the near future. Therefore, the proposed project's new shadow impact would not be cumulatively considerable, as development of the surrounding lots are not likely to be redeveloped in the near future.

Section 295 of the *Planning Code* does not provide protection of sunlight for non-Recreation and Park properties or private properties. However, these properties are evaluated under CEQA. Other public spaces that would be affected by the shadow caused by the proposed project include public sidewalks in the project vicinity. The proposed project would be approximately twice as tall as the existing buildings on the project site and would therefore increase shadow on both Carolina and De Haro Streets. However, the proposed project would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas. While an increase in shadow at any time of the year may be regarded as an adverse change to those affected, it would not be considered a substantial increase or significant adverse effect under CEQA.

In light of the above, the proposed project’s potential to increase wind and shadow in the project vicinity would be both individually and cumulatively less than significant.

E.9 Recreation

<u>Topics:</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Open Space Element of the San Francisco *General Plan* identifies areas within the City that are served by existing public open space facilities. The project site lies within the service area of Jackson Playground and is located directly adjacent to this recreational open space.⁵² Jackson playground is relatively flat and has a baseball diamond on the northwest corner and a tennis court on the southwest corner. There is a Recreation Center building located on the southeast corner of the Playground with a play area located directly west of the building. A second baseball diamond is located north of the Recreation Center, on the northeast corner of Jackson Playground. There is also a basketball court located in between the tennis court and play area. The entire Jackson Playground is approximately 191,999 square feet (4.4 acres).

The proposed project would attract approximately 75 new residents to the area. These residents would presumably use Jackson Playground for a variety of the many recreational activities offered by the park (tennis, basketball, baseball, playground). The commercial uses proposed by the project would also result in an increase in the number of employees in the area. These employees may use the park either before, during, or after work hours for passive and/or active recreation. The increased use in Jackson Playground that could result from new residents and employees of the proposed project would not be great enough to result in the substantial physical deterioration of Jackson Playground. Likewise, the proposed project would not result in the physical degradation of other recreational facilities in San Francisco.

⁵² San Francisco General Plan, Open Space Element, Map 2. This map is available online at: http://www.sfgov.org/site/uploadedfiles/planning/Codes/General_Plan/images/ros_map2.pdf. Accessed February 10, 2009.

The proposed project would include open space elements within the design of the building as required by the *Planning Code*. A rear yard would be accommodated within the middle of the proposed development. Common open space, as required by the *Planning Code*, will be provided in the rear yard and in the form of a proposed roof deck. Additionally, some units will have private open space in the form of decks/balconies along De Haro, 17th, and Carolina Streets. The Project will also provide 600 sf of non-residential open space for the public, and the retail and PDR employees. The project would not require the construction of or expansion of recreational facilities.

In conclusion, the proposed project would not generate enough new residents and employees such that it would cause the physical degradation of Jackson Playground or any other recreational resources within San Francisco. The project would not include or require construction or expansion of recreational facilities. Therefore, the proposed project's individual and cumulative impact on recreational resources would be less than significant.

E.10 Utilities and Service Systems

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>	<input 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"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input 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"/>	<input 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"/>	<input type="checkbox"/>

The project site is located within an area that is served by existing utilities and service systems including solid waste disposal, wastewater, and stormwater collection and treatment, power, water and communication facilities. The proposed project would add new residential and commercial/retail and PDR uses to the site that would incrementally increase the demand for utilities and service systems, but not in excess of amounts expected and provided for in the project area.

Wastewater and Stormwater

The proposed project would not require new wastewater or stormwater collection and treatment facilities. Project related wastewater and stormwater would continue to flow into the City's combined stormwater and sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the Pacific Ocean. Prior to the recently approved lot line adjustment, the project site was almost entirely covered with impervious surfaces. Due to the lot line adjustment, the western portion of the project site is currently covered with grasses and bareground. The proposed project would replace the bareground and grasses with impervious surfaces. The increase in impervious surfaces would not substantially affect the amount of stormwater discharged from the project site. Additionally, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Green Building Ordinance (SFGBO), adopted May 6, 2008. The SFGBO would require that the project meet the performance standard identified in the LEED NC⁵³ credit 6.2 for quality control of stormwater. Specifically, this credit requires the project sponsor to implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using a variety of best management practices (BMP's). The BMP's must be capable of removing 80 percent of the average annual post-development total suspended solids (TSS). The SFPUC emphasizes the use of low-cost, low impact BMP's to meet this requirement. Although the project would incrementally increase the demand for wastewater treatment and could increase the demand for stormwater treatment, it would not cause the collection treatment capacity to be exceeded, or require the expansion of wastewater treatment facilities or extension of a sewer trunk line. Additionally, requirements for stormwater treatment mandated by the SFGBO would decrease the incremental amount of stormwater requiring treatment at the Southeast Water Pollution Control Plant. Therefore, the proposed project would have no impact on San Francisco's wastewater and stormwater systems.

⁵³ LEED NC stands for Leadership in Energy and Environmental Design- New Construction.

Water Supply

The proposed project would increase the amount of water required to serve the proposed residential and commercial/retail uses. However, the proposed project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Public Utilities Commission's (SFPUC) *2005 Urban Watershed Management Plan*.⁵⁴ Additionally, as required by the SFGBO, the project's commercial/retail space would be required to implement water conservation measures which include a 50 percent reduction in potable water used for landscaping (requiring either drought resistant landscaping or use of reclaimed water), and a 20 percent reduction in potable water for other uses (requiring installation of low-flow fixtures). Although the project would increase the amount of water required onsite, the increase in water use on the site is accounted for in the SFPUC's *2005 Urban Watershed Management Plan*, and that the project would be required to implement water conservation measures as required by the SFGBO, the project would be served by the existing water supply and would not require new or expanded water supply resources or entitlements. Therefore, the project's impact on water supply would be less than significant.

Solid Waste

San Francisco's solid waste, following the sorting of recyclable materials at the Norcal transfer station near Candlestick Park, is disposed of at the Altamont Landfill in Alameda County and is required to meet federal, state and local solid waste regulations. San Francisco residents currently divert approximately 72 percent of their solid waste to recycling and composting, bringing the City closer to their goal of 75 percent diversion by 2010.⁵⁵ With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste. The solid waste associated with the proposed project's construction would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance. Therefore, solid waste generated from the project's construction and operation would not substantially affect the projected life of the landfill, and no associated impacts related to solid waste would occur.

⁵⁴ The SFPUC's *2005 Urban Water Management Plan* is based on data presented in the Association of Bay Area Government's (*Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025*, which includes all known or expected development projects in San Francisco through the year 2025.

⁵⁵ San Francisco Department of the Environment. Zero Waste. Website available at: <http://sfgov.org/site/frame.asp?u=http://www.sfenvironment.org>. Accessed February 11, 2009.

E.11 Public Services

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As an infill development project, the project site is already served by existing public services including police and fire protection, schools, and parks. The location of the project site to these services is described below.

Police and Fire Protection

The project site currently receives police and fire protection services from the San Francisco Police Department (SFPD) and the San Francisco Fire Department (SFFD), respectively. The proposed project would create additional demand for fire suppression and police service in the area by adding 41 new residential dwelling units, serving approximately 75 new residents, and additional ground floor commercial/retail and PDR space.

The police station that serves the project site is located at 201 Williams Avenue, approximately 3.3 miles from the project site. Other police stations in the area are located at: (1) 630 Valencia Street (approximately 1.4 miles from the project site) and (2) 850 Bryant Street (approximately one mile from the project site).

The fire station that services the project site is located at 299 Vermont Street, approximately 0.3 miles from the project site. Other fire stations in the area are located at: (1) 798 Wisconsin Street (approximately 0.7 miles from the project site) and (2) 2300 Folsom Street (approximately 1.2 miles from the project site). The proposed project will be equipped with fire prevention systems, such as fire sprinklers, smoke alarm and fire alarm.

Although the proposed project could increase the number of service calls received from the project site and immediate vicinity as a result of the increase in population on the site, the increase would not be substantial in light of the existing demand for fire and police protection services in the area and would not exceed amounts anticipated and provided for in the area. Therefore, the proposed project would result in a less than significant impact to police and fire services.

Schools and Parks

Some of the new residents of the proposed 41 dwelling units may be families with school-age children. According to household data for Census Tract 122.01, approximately 17 percent of families in this census tract have children.⁵⁶ It is anticipated that existing schools in the area could accommodate these students. Nearby public schools to the project site include: (1) Downtown (high school) at 693 Vermont Street, (2) Daniel Webster (elementary school and child development center) at 465 Missouri Street, and (3) Bryant (elementary school) at 1050 York Street. The San Francisco Unified School District (SFUSD) is currently not a growth district, most facilities throughout the City are generally underutilized, and the SFUSD has more classrooms district-wide than it needs.⁵⁷ Additionally, similar to other citywide development, the proposed project would be assessed a \$2.42 per gross square foot school impact fee for the increase in residential space, a \$0.18 per gross square foot school impact fee for the increase in retail space, and a \$0.21 per gross square foot school impact fee for the increase in PDR space. The proposed project would not result in a substantial unmet demand for school facilities and would not necessitate new or physically altered school facilities. Therefore, the proposed project would result in a less-than-significant impact on schools.

The project site is located directly adjacent to Jackson Playground and is discussed in depth in Section E. 9. The proposed project would not result in substantial adverse physical impacts from the construction or need for new parks.

In light of the above, the proposed project would result in a less-than-significant impact to public services.

⁵⁶ 2000 Census Data, Households and Family Summary Data (100 percent) for Census Tract 122.01. This information is available online at: http://factfinder.census.gov/servlet/QTTable?_bm=y&-geo_id=16000US0667000&-qr_name=DEC_2000_SF1_U_DP1&-ds_name=DEC_2000_SF1_U&-lang=en&-redoLog=false&-_sse=on. Accessed February 12, 2009.

⁵⁷ San Francisco Unified School District, Facilities Master Plan, 2003.

E.12 Biological Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input 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"/>	<input type="checkbox"/>

The project site is mostly developed. Prior to the lot line adjustment that was recently approved, the lot bisected the block approximately diagonally with the existing buildings and a surface parking lot occupying almost the entire lot. The lot line adjustment created two rectangular lots. The eastern portion of the project site is almost entirely covered in impervious surfaces. The western portion of the project site is undeveloped and contains mostly grasses and ivy with some higher growing shrubs that hug the existing buildings. Figure 13, below, shows this undeveloped portion of the project site. The surrounding land uses were discussed previously in Section B. Project Setting. The surrounding land uses are mostly developed with residential and commercial buildings, with exception to Jackson Playground, located adjacent to the project site. The project site and the project block are devoid of street trees.



Figure 18. Undeveloped Areas of the Project Site

Neither the project site nor surrounding land uses provide habitat for any candidate, sensitive, or special status species. There are no riparian habitat or sensitive plant communities on the project site or within the project vicinity. Additionally, there are no protected wetlands or waters of the U.S. located on the project site or in the immediate vicinity. There are no adopted Habitat Conservation Plans or other conservation plans located on the project site or within the vicinity of the proposed project.

The Migratory Bird Treaty Act (MTBA) protects migratory birds and their nests within the United States (U.S.C Title 16, Chapter 7, §703). The MTBA is the United States' commitment to four international conventions (with Canada, Japan, Mexico, and Russia) for the protection of a shared migratory bird resource. Each of the conventions protect selected species of birds that are common to both countries (i.e., they occur in both countries at some point during their annual life cycle). While the project site does not contain any trees, the site could provide cover and nesting habitat for avian species on the ground or within the existing shrubs. Many of these avian species could fall under the protection of the MTBA. There are many avian species that nest on the ground and/or within shrubbery similar to that which exists on the undeveloped portion of the project site. In order to ensure that the proposed project would not significantly effect nesting birds, the project sponsor has agreed to implement **Mitigation Measure BIO-1**, at the end of this section, which directs the project sponsor to remove all vegetation on the project site outside of the nesting season or to conduct a pre-construction survey for nesting birds should vegetation

removal occur during the nesting season. If nesting birds are discovered during pre-construction surveys, the project shall not disturb any area within a given buffer (as determined in consultation with the California Department of Fish and Game (CDFG)) until the young have fledged. Implementation of this mitigation measure would reduce potential impacts to nesting birds to less than significant.

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, is implemented. DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant and Street trees, collectively known as “protected trees”, located on private and public property. A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species location, historical association, visual quality, or other contribution to the City’s character and has been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within ten feet of the public right-of-way which satisfies certain criteria. No street trees are present within the public right-of-way. Removal of a landmark, significant, or a street tree requires a permit from DPW. The project does not propose removal of any street trees.

DPW requires adjacent trees to be protected during construction and additional trees to be added as feasible along certain streets. There are no trees adjacent to the project site that could be affected by construction. The project would plant one street tree every 20 feet, or approximately 24 new street trees. The final number and placement requirement of such street trees would be subject to review and approval by DPW. The project would therefore not conflict with San Francisco’s local tree preservation ordinance. Considering the above, the project’s environmental effects related to biological resources would not be significant.

Mitigation Measure BIO-1: Pre-construction Surveys for Nesting Birds

The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. To the extent feasible, the project sponsor and/or the construction contractor(s) shall remove all vegetation on the project site between September 1-December 31. Should vegetation removal occur between January 1 to August 31, pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of

the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all vegetation in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest until the young have fledged.

E.13 Geology and Soils

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
13. GEOLOGY AND SOILS—					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
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"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site, as indicated in Section E.10 Utilities and Service Systems, is currently served by the City's combined sewer system. Therefore, the project site would not require use of septic systems and significance criterion E.13.e would not be applicable to the project site.

Seismic Hazards

The project site is not in an Alquist-Priolo Special Studies Zone, and no known active faults exist on or in the immediate vicinity of the project site.⁵⁸ The project site is located approximately 7.6 miles (12.2 kilometers) from the San Andreas Fault,⁵⁹ in an area subject to "violent" ground shaking from a 7.9 magnitude earthquake along the San Andreas Fault and "very strong" ground shaking from a 6.9 magnitude earthquake along the Hayward Fault based on the Modified Mercalli Intensity (MMI) Scale.⁶⁰ According to the MMI Scale, this equates to "heavy damage" and "moderate damage," from an earthquake along these faults, respectively.

Liquefaction Potential, Landslide Hazards and Soils

The San Francisco *General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. *General Plan*, Community Safety Element, Map 4 identifies areas of liquefaction potential. The northwest portion of the project site is within an area of liquefaction potential, but is not located in an area of potential landslide hazard.⁶¹ For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI), in its review of the building permit application, requires the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The geotechnical report prepared for the proposed project recognizes that the site is located in an area with liquefaction potential but concluded that the potential for liquefaction at the site is low due to soil conditions.⁶²

The liquefaction potential during very strong ground shaking that may occur in the event of an earthquake were taken into consideration in the recommendations presented in the geotechnical report. The report recommends a mat foundation that is heavily reinforced with steel to evenly

⁵⁸ California State Department of Conservation, Division of Mines and Geology (CDMG), *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*. Current as of May 1999, and CDMG, *Fault Rupture Hazard Zones in California*, Alquist-Priolo Earthquake Zoning Act, Special Publication 42, Interim Revision 2007.

⁵⁹ Harold Lewis & Associates Geotechnical Consultants, *Foundation Investigation Two Proposed Commercial-Residential Buildings at 1717 Seventeenth Street, San Francisco, California*. May 21, 2005. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2005.0876E.

⁶⁰ Association of Bay Area Governments (ABAG), *Earthquake Hazard Map for San Francisco: Entire San Andreas Fault System*, March 2007; ABAG *Earthquake Hazard Map for San Francisco Scenario: North Hayward and South Hayward Segments of the Hayward-Rodgers Creek Fault System*, March 2007. These maps are available online at: <http://quake.abag.ca.gov>. Accessed February 12, 2009.

⁶¹ San Francisco *General Plan*, Community Safety Element, Map 4 and Map 5.

⁶² Harold Lewis & Associates Geotechnical Consultants, *Foundation Investigation Two Proposed Commercial-Residential Buildings at 1717 Seventeenth Street, San Francisco, California*. May 21, 2005. This document is on file and available for public review by at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2005.0876E.

distribute the building loads and that the mat foundations bear on approved natural soils. The report also sets forth recommendations for excavation operations, installation of temporary shoring and wall backfill, sub-grade design, retaining walls, and exterior slabs on grade to address the ground-shaking and liquefaction potential on the site. Since excavation would extend below the adjacent parking lot and vacant land to the west and the adjoining City streets, temporary shoring would be required along all of the property lines. To ensure compliance with all San Francisco Building Code provisions with regard to structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it would determine necessary engineering and design features for the proposed project to reduce potential damage to structures from ground-shaking. In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for building design and construction. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspector's working knowledge of areas of special geologic concern. The geotechnical analysis conducted by Harold Lewis & Associates found the site suitable for development providing that its recommendations were incorporated into the design and construction of the proposed development. The project sponsor has agreed to follow the recommendations of the geotechnical report in constructing the proposed project.

The project would require excavation to approximately 13 feet (or more) below ground surface (bgs) to accommodate a below grade parking garage. The geotechnical analysis for the proposed project drilled four exploratory borings near the northern and southern end of the proposed building to depths of 12 to 20 feet. Groundwater was encountered at depths of approximately 17 feet. The report noted that fluctuations in the ground water may occur due to variations in rainfall and other factors. Given the depth of construction and the possibility of fluctuating groundwater levels it may be possible that freestanding water is encountered during project construction, requiring dewatering. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the S.F. Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as

defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Topography

The project site is relatively level; there is a slight cross slope between the corner of 17th and Carolina Streets along 17th Street. The difference is about 1 foot toward DeHaro Street and about 4 feet along Carolina Street towards Mariposa Street. The site is approximately 22 feet above mean sea level, with the San Francisco Bay approximately 0.75 miles east of the site.⁶³ The geotechnical report considered the potential for expansive soils and determined that they were not a problem on the project site.⁶⁴

The proposed project would require excavation for the below grade parking garage. However, the project would not significantly alter the existing topography of the site or otherwise affect any unique geologic or physical features of the site. The proposed project would require the Department of Public Works (DPW) approval of grading permits, and stormwater management BMP's as previously described in Section E.10 Utilities and Service Systems. Review of the stormwater runoff from project construction and operation in accordance with the City's NPDES permit for the Southeast Water Pollution would ensure that significant soil erosion would not occur.

The Building Code requirements and the DBI and DPW review process would reduce the potential damage to structures, from geologic and erosion hazards on the project site. Based on their review of the final building plans for the proposed project and known Special Geologic Study Areas and hazard areas, DBI would determine necessary engineering and design features for the proposed project to reduce potential damage to structures from groundshaking.

In view of the above, the proposed project would not have a significant adverse effect related to Geology and Soils.

⁶³ Innovative and Creative Environmental Solutions, *Phase I Environmental Site Assessment, 1717 17th Street, San Francisco, California*. April 12, 2005. This report is on file and available for public review at the Planning Department, as part of Case File No. 2004.0946E.

⁶⁴ Harold Lewis & Associates Geotechnical Consultants, *Foundation Investigation Two Proposed Commercial-Residential Buildings at 1717 Seventeenth Street, San Francisco, California*. May 21, 2005. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2005.0876E.

E.14 Hydrology and Water Quality

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>	<input 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"/>	<input 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"/>	<input type="checkbox"/>

Water Quality Standards and Waste Discharge Requirements

As discussed in Section E.10 Utilities and Service Systems, the proposed project’s wastewater and stormwater would continue to flow into the City’s combined stormwater and sewer system and would be treated to the standards contained in the City’s National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to

discharge into the Pacific Ocean. Additionally, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Green Building Ordinance (SFGBO), requiring the project sponsor to implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using a variety of best management practices (BMP's). The BMP's must be capable of removing 80 percent of the average annual post-development total suspended solids (TSS). The SFPUC emphasizes the use of low-cost, low impact BMP's to meet this requirement. Therefore, the proposed project would not substantially degrade water quality.

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project falls within an area in the City prone to flooding during storms, especially where ground stories are located below an elevation of 0.0 City Datum or, more importantly, below the hydraulic grade line or water level of the sewer.

The City has implemented a review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. The side sewer connection permits for these projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, the Department of Building Inspection, or the Redevelopment Agency. The SFPUC and/or its delegate (SFDPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather. The SFPUC will receive and return the application within a two-week period from date of receipt. The permit applicant shall refer to PUC requirements for information required for the review of projects in flood-prone areas. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

As required, the sponsor for the proposed project would coordinate a review with SFPUC in order to determine if the project would result in ground-level flooding during storms and will incorporate any required design measures, as applicable. Therefore, the project would result in less-than-significant impact on wastewater systems.

Groundwater Resources

Groundwater within San Francisco is currently not a source of drinking water, therefore the project would not deplete groundwater. The proposed project may reach groundwater during construction and require dewatering as previously discussed in Section E. 13 Geology and Soils, however this would be minor and would not interfere substantially with groundwater resources, nor would it cause a lowering of the groundwater table level.

Site Drainage and Stormwater Runoff

The project site is relatively flat with a slight cross slope towards Carolina Street. Prior to the recently approved lot line adjustment, the project site was almost entirely covered with impervious surfaces. The western portion of the reconfigured lot is currently covered with grasses and bareground. The proposed project would replace the bareground and grasses with impervious surfaces. The increase in impervious surfaces would not substantially affect the amount of stormwater discharged from the project site. Stormwater would continue to flow into the City's sewer system and would not result in substantial erosion, or siltation on or offsite. As discussed in Section E10. Utilities and Service Systems, the project's stormwater runoff would not exceed the capacity of the City's sewer system and would not be a substantial source of polluted runoff.

Flood Potential

Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City of San Francisco does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a one percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA").

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco's geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. FEMA anticipates publishing a revised preliminary FIRM in 2011, after completing the more detailed analysis that Port and City staff requested in 2007. After reviewing comments and appeals related to the revised preliminary

FIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City's shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards).⁶⁵ On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a floodplain management ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City's participation in NFIP upon passage of the ordinance. Specifically, the proposed floodplain management ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA.

Once the Board of Supervisors adopts the Floodplain Management Ordinance, the Department of Public Works will publish flood maps for the City, and applicable City departments and agencies may begin implementation for new construction and substantial improvements in areas shown on the Interim Floodplain Map.

According to the preliminary map, the project site is not located within a flood zone designated on the City's interim floodplain map. Therefore, the project would result in less than significant impacts related to placement of a mixed-use residential and commercial building within a 100-year flood zone.

According to *General Plan's* Community Safety Element, the project site is not located within an area subject to tsunami run up or levee or dam failure.⁶⁶ The project site does not pose a significant risk from seiche or mudflow either.

In light of the above, the proposed project would not have a significant impact, either individually or cumulatively, on hydrology and water quality.

⁶⁵ City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf, accessed July 31, 2008

⁶⁶ San Francisco *General Plan*, Community Safety Element. Maps 6 and 7.

E.15 Hazards and Hazardous Materials

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 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 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"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore E.15e and E.15f are not applicable to the proposed project. The proposed project does not contain any features that would result in additional exposure of people or structures to a significant risk of loss, injury or death involving fires.

An independent consultant conducted a Phase I Environmental Site Assessment (ESA) and a Phase II Site Investigation for the project site.⁶⁷ The results of these reports are summarized below.

⁶⁷ Innovative and Creative Environmental Solutions, *Phase I Environmental Site Assessment, April 12, 2005 and Phase II Site Investigation, May 11, 2005*. A copy of these reports are on file with the Planning Department at 1650 Mission Street, Suite 400 and is available for public review as part of Case File No. 2004.0946E.

Prior Uses of the Site

The 1900 Sanborn Maps shows three residential structures located at the northern portion of the site prior to 1914, with the remaining portions of the site vacant and undeveloped. By 1914, the residential structures were removed and railroad tracks were located along the western perimeter of the site and traversing the central portion of the site in the northwest-southeast direction. There are also railroad spurs along the western perimeter of the site. A freight terminal and truck garage and repair shop occupied the entire eastern portion of the site in 1950 and the two-story office structure at the northwestern portion of the site was constructed. The 1975 Sanborn Map shows that the structure located on the eastern portion of the site was used as a warehouse for building materials and furniture. The existing structures located on the southern and northwestern portions of the site had replaced the abovementioned structures by 1982. The railroad spurs traversing the central portion of the site were also removed. A museum occupied the structure at the eastern portion of the site from 1982 through the early 1990's, with a paved parking area at the northeastern portion of the site. As mentioned previously, office and PDR tenants currently occupy small portions of the existing buildings.

The reports found no evidence of any underground storage tanks (USTs) on the project site. The report indicates that there was a leaking UST on an adjacent property (495 De Haro Street). This leaking UST and about 30 tons of petroleum hydrocarbon-containing soil were removed. Based on monitoring well data, the San Francisco Department of Public Health (SFDPH) found no evidence that the leaking tank at 495 De Haro Street impacted groundwater.

The Phase I ESA recommended that a preliminary investigation be conducted within the site to assess the potential presence of contaminants associated with activities formerly conducted at the site that could have impacted the site. Therefore, the Phase II Site Investigation was conducted to assess the potential presence of total petroleum hydrocarbons (TPH) as diesel, TPH as motor oil, volatile organic compounds (VOC's), semi-VOCs, and metals within the site and along the railroad spurs bordering the western perimeter of the site and within the central portion of the site, where the railroad spurs were formerly located.

Ground surface staining or other obvious visual indicators of chemical releases were not observed along the spur. A total of 12 soil samples were collected from four onsite soil borings ranging from two to 12 feet below ground surface. Laboratory results indicated concentrations of TPH as diesel, TPH as motor oil, VOC's, and semi-VOC's were below the U.S. Environmental Protection Agency Preliminary Remediation Goals (PRGs) for residential development, with the exception of chromium. The chromium concentration was detected at 250 mg/kg, which exceeds the PRG of 210 mg/kg for residential soils. Based on the findings of the Site Investigation, the soil

within the foundation excavation at the southern portion of the site contains elevated concentrations of chromium.

The San Francisco Department of Public Health (SFDPH) requested a site mitigation plan from the project sponsor to address the elevated level of chromium found on the site.⁶⁸ The mitigation measures required by SFDPH are included as **Mitigation Measure HAZ-1**, at the end of this section. With implementation of this measure, effects related to site contamination would be less than significant. No cumulative effects would occur beyond those identified, because the site investigation evaluates site contamination from all potential sources, including prior uses of the site and both on- and off-site underground storage tanks.

The Maher Ordinance (Ordinance 253-86) is a San Francisco ordinance that requires certain hazardous materials reporting and handling for parcels primarily located “Bayward of the high-tide line”. The project site is not within the limits of this ordinance.

Hazardous Building Materials

The following discusses potential hazardous building materials including lead-based paint, asbestos, and polychlorinated biphenyls.

Lead-based Paint

The existing buildings on the project site which are proposed for demolition may contain lead-based interior or exterior paint. Demolition of these structures must comply with Building Code Section 3423-Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, or any steel structures to which lead-based paint disturbance or removal would occur, and exterior work would disturb more than 100 square or linear feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing

⁶⁸ Rajiv Bhatia, Director, Occupational and Environmental Health, Department of Public Health, letter to Sean Keighran, SJK Development, June 3, 2005. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2004.0946E.

regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection (DBI), of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or would fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures established by the San Francisco Building Code would ensure that potential impacts of demolition, associated with lead-based paint disturbance during construction activities, would be reduced to a less-than-significant level.

Asbestos

Due to the age of the existing building, built in approximately 1928 with various additions added between 1929 and 1974, asbestos-containing materials may be found within the existing building proposed for demolition. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the

approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District would inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement would occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential hazardous building materials impacts due to the presence of asbestos would be reduced to a less-than-significant level.

Polychlorinated Biphenyls and Radon

In addition to asbestos containing building materials and lead-based paint, hazardous polychlorinated biphenyls (PCBs) were frequently used in fluorescent light fixtures manufactured prior to 1978. The project sponsor has indicated in their Environmental Evaluation (EE) application that no PCBs have been found in the existing building as there are no fluorescent light ballasts. The EE application indicates that the Pacific Gas and Electric (PG&E) has removed all PCB-containing transformers in the City. Therefore, the project site is not likely to contain PCBs and the proposed project would not have the potential to pose a direct (through material removal) or indirect (through transport of materials or accidental release) public health hazard to the surrounding neighborhood.

The *Phase I ESA* conducted for the project site included an analysis of the potential levels of radon on the project site. The *Phase I ESA* conducted a search based on the California Statewide Radon Survey Interim Results (CSRSIR) for San Francisco County. The U.S. Environmental Protection Agency (EPA) recommends that action be taken to reduce radon levels when indoor radon levels

exceed 4 pico curies per liter of air (pCi/l). The CSRSIR predicts that 5.5 percent of homes in San Francisco County would exceed the 4 pCi/l threshold of radon and that California ranks as the third lowest state for percentage of homes exceeding this limit. While radon levels were not measured on the project site, the *Phase I ESA* concluded that based on the small percentage of homes in the County of San Francisco predicted to exceed EPA's recommended exposure limit, the potential for radon concentrations above this limit is relatively low. Therefore, potential radon exposure would not constitute a substantial impact.

Onsite Hazardous Materials Use

The proposed project would involve demolition of three existing structures on the project site and construction of a Planned Unit Development (PUD) with 41 residential units and ground-floor commercial uses. Operation of the residential and commercial uses may involve relatively small quantities of hazardous materials for routine purposes including cleaners, disinfectants, and chemical agents required to maintain sanitation of restroom facilities. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. For these reasons, cleaning agents used by residents and employees of businesses in the project buildings would not pose a substantial public health or safety hazard related to hazardous materials.

Relation of the Project Site to School Facilities

The Live Oak School, a private school, located at 1555 Mariposa Street is within one-quarter mile of the project site. As discussed above, the project site is contaminated with elevated levels of chromium. However, remediation of these materials in accordance with Mitigation Measure HAZ-1, would reduce the potential effects of on-site contamination to less than significant levels. No cumulative effects would occur beyond those identified, because the site investigation evaluates site contamination from all potential sources, including prior uses of the site and both on- and off-site underground storage tanks. Additionally, lead-based paint and asbestos containing building materials would be remediated in accordance with existing codes and laws that designate proper removal and disposal of these materials. Although occupants of the project may use hazardous materials for routine cleaning purposes, proper handling of these materials would not affect children at the Live Oak School. Given the above, the proposed project would not significantly affect children at schools within one-quarter mile of the project site.

Evacuation, Emergency Response and Fire Safety

The proposed project, an infill residential, PDR and commercial/retail development, would not interfere with existing emergency response or evacuation plans. San Francisco ensures fire safety primarily through provisions of the *Building* and the *Fire Codes*. In addition, the San Francisco Fire Department (as well as the DBI) reviews the final building plans to ensure conformance with

these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would not result in potential emergency response impacts.

With implementation of Mitigation Measure HAZ-1, the proposed project would have a less-than-significant impact associated with hazards and hazardous materials.

Mitigation Measure HAZ-1: Hazardous Materials (Site Contamination)

Step 1: Preparation of Site Mitigation Plan:

DPH has determined that the soils on the project site are contaminated with chromium at or above potentially hazardous levels, and DPH has determined that preparation of a Site Mitigation Plan (SMP) is warranted. The SMP shall include a discussion of the level of chromium on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils

(a) specific work practices: The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA metal, or petroleum hydrocarbon, or volatile organic compounds, safe work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where metal, or petroleum hydrocarbon, or volatile organic compound-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste-hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing chromium from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

E.16 Mineral and Energy Resources

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mineral Resources

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project site is already almost entirely developed, future evaluation or designation of the site

would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project.

Water and Energy Use

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet energy and water efficiency standards above and beyond Title 24, the California Building Code. Documentation showing compliance with these standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Therefore, the proposed project would not cause a wasteful use of energy and water and the effects related to energy consumption would not be significant.

E.17 Agricultural Resources

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. AGRICULTURE RESOURCES					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.					
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is developed and is located in the City and County of San Francisco, an urban area, and therefore not agricultural in nature. The California Department of Conservation’s Farmland Mapping and Monitoring Program do not identify any land in the County as agricultural in nature. Because the project site does not contain agricultural uses and it is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland or Farmland of Statewide Importance to non-agricultural use, and would not conflict

with any existing agricultural zoning or Williamson Act contracts.⁶⁹ Accordingly, this topic is not applicable to the project site.

E.18 Mandatory Findings of Significance

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

E.18 a) As discussed in Topic E.4, because no archeological background report has been prepared for the project site, and considering the depth of excavation required, it is possible, although the possibility isn’t high, that below ground archeological resources may be present. Any potential adverse effect to CEQA-significant archeological resources resulting from soils disturbance from the proposed project would be reduced to a less-than-significant level by implementation of **Mitigation Measures ARCH-1**, on page 37 of this Initial Study, which addresses the accidental discovery of archeological resources. Accordingly, the proposed project would not result in a significant impact to archeological resources through the elimination of examples of major periods of California history or prehistory.

While the project site does not contain any trees, the site could provide cover and nesting habitat for avian species on the ground or within the existing shrubs. In order to ensure that the proposed project would not significantly effect nesting birds, the project sponsor has agreed to

⁶⁹ San Francisco is identified as “Urban and Built Up Land” on the California Department of Conservation *Important Farmland of California Map*, 2002. This map is available for viewing on-line at the Department of Conservation website (www.consrv.ca.gov).

implement **Mitigation Measure BIO-1**, on page 90 of this Initial Study, which directs the project sponsor to remove all vegetation on the project site outside of the nesting season or to conduct a pre-construction survey for nesting birds should vegetation removal occur during the nesting season. If nesting birds are discovered during pre-construction surveys, the project shall not disturb any area within a given buffer (as determined in consultation with the California Department of Fish and Game (CDFG)) until the young have fledged. Implementation of this mitigation measure would reduce potential impacts to nesting birds to less than significant.

E.18. b) The proposed project and any surrounding development would be anticipated to add activity (including construction activity) to the project vicinity. The project site is located within an Urban Mixed-Use Zoning (UMU) district which allows for a mix of residential and commercial uses. Although the proposed project would result in a minor net loss of PDR space, the project's proposed PDR space would be more viable than the existing PDR space on the project lot, the project would meet the intent of the UMU zoning district to intermix PDR, commercial and residential uses, serving as a buffer between PDR districts to the north and residential districts to the south, and the project would not affect the PDR clusters north of the project site. Therefore, the proposed project would not result in a cumulatively considerable loss of PDR space within the Eastern Neighborhoods and the project's loss of 5,000 square feet of PDR space would be less than significant.

E.18. c) The proposed project, as discussed in Section C (Compatibility with Existing Zoning and Plans) and Topic E.1 (Land Use and Land Use Planning) would be generally consistent with local land use and zoning requirements. **Mitigation Measure HAZ-1**, on page 105 of this Initial Study, has been incorporated into the proposed project to address elevated levels of chromium in the soil to reduce these impacts to a less-than-significant level.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was sent out on September 15, 2005 and again on December 1, 2008, to the owners and occupants of properties within 300 feet of the project site and interested parties. No members of the public responded to the Neighborhood Notice, and only one party representing the Department of Recreation and Parks responded to the Neighborhood Notice requesting copies of environmental review documents without comments at this time. The proposed project would be generally consistent with applicable zoning controls. Comments that do not pertain to physical environmental issues and comments regarding the merits of the proposed project are more appropriately directed to the decision-makers. The decision to approve or disapprove a proposed project is independent of the environmental review process. While local concerns or other planning considerations may be

grounds for modification or denial of the proposed project, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment.

H. DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE _____

I. Initial Study Preparers

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RECREATION AND PARK COMMISSION
City and County of San Francisco
Resolution No. 1001-005

1717 17th Street Project

RESOLVED, That this Commission does recommend to the Planning Commission that the shading or shadowing from the proposed 1717 17th Street Project located on 17th Street between DeHaro and Carolina Streets will not be significant or adverse on Jackson Playground - as required by Planning Code Section 295 (The Sunlight Ordinance).

Adopted by the following vote:

Ayes	6
Noes	0
Absent	1

I hereby certify that the foregoing resolution was adopted at the Regular Meeting of the Recreation and Park Commission held on January 21, 2010.


Margaret A. McArthur, Commission Liaison

LUCE FORWARD

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June 23, 2010

Mr. Ron Miguel
President, Planning Commission
1650 Mission Street, 4th floor
San Francisco, CA 94103

SUBJECT: Shadow Impact on Jackson Playground
Proposed Project at 1717-17th Street, SF, CA

Dear Commissioner Miguel,

Our office represents the Project Sponsor, 1717 – 17th Street LLC. The project sponsor proposes to construct two 48' high mixed-use buildings with a total of 41 residential units, and ground floor PRD retail space ("Project") at 1717 -17th Street, San Francisco ("Site"). The project site is across the street from the Jackson Playground ("Park"), which is under the jurisdiction of the Recreation and Park Department and is protected open space under the Sunlight Ordinance, Section 295 of the San Francisco Planning Code.

The Project Sponsor retained CADP to perform a detailed shadow analysis which concludes that the new shadows cast upon the Park are insignificant and will not affect the use of the playground for the reasons discussed below. After reviewing the shadow analysis and hearing public testimony on January 21, 2010, the Recreation and Park Commission unanimously concurred with the recommendation of its staff and the Planning Department staff that the Project will have no significant effect on the use of the Jackson Playground.

SITE INFORMATION

The Site is bounded by Carolina Street to the east, 17th Street to the north, and DeHaro Street to the west, and is currently developed with existing buildings of varying heights. The relatively flat Playground is directly to east of the Site, and measures 400' x 480' (or 192,000sf) with a large lawn area. The Park is improved with two baseball diamonds, a tennis court, a basketball court, a tot lot and a Recreation Center building. Immediately to the west of Recreation Center Building is a tot area with a basketball court next to it. Immediately north of it is the Recreation Building on Arkansas Street is another baseball diamond. The two baseball diamonds are on the northern two-thirds of the Park.

Mr. Ron Miguel
June 23, 2010
Page 2 of 3

PROPOSED PROJECT

The Project is the demolition of the existing buildings and the construction of two 48' high mixed-use (PDR/retail/residential) buildings. Under the Planning Code, a 40' high building is exempted from the requirements of Planning Code Section 295. The Eastern Neighborhood Plan implementing Ordinance requires 15' floor ceiling height for ground floor commercial space, and the project site is 48' high.

NEW SHADOWS ON JACKSON PLAYGROUND

CAPD performed three separate analyses for the Project's shadow impact. The first compares the Project with the current site condition. The second compares the Project with a 40' building mass that is exempted from the Proposition K requirements. At the request of Planning Department, CAPD performed a third analysis to determine in general terms the new shadow effect from the Project (a 48' building) on the Park taking into consideration the trees that run along the west perimeter of the Park. Under all three analyses, there is less than one half of one percent new shadow cast on the Park. The new shadow occurs generally during the last two Proposition K hours before sunset with a maximum duration of 2.5 hours on June 21. The largest amount of new shadow occurs on June 21 during the last Proposition K hour before sunset. The net new shadow generally moves clockwise across one of the baseball diamonds along Carolina Street. Copies of the new shadows cast under each of the above analysis are attached hereto as **Exhibit 1**.

Project vs. Existing Building: When the Project is compared with existing conditions,¹ the Project will add approximately 3,556,159.5 net new square foot hours of shade or 0.497% of net decrease of theoretical potential of sunlight annually.

Project vs. 40' tall building: When the Project's new shadow is compared to a 40' tall Building of the same design, the maximum new shadow is approximately 7,212.84 square feet and occurs during the week of June 21 at 1 hr prior to sunset or 7:36 PM. The proposed project when compared to a 40' building design as an existing shadow casting element, will add approximately 1,131,766.9 net new square foot hours of shade or 0.158% of net decrease of theoretical potential of annual sunlight.

Project vs. existing building plus Trees: When the existing trees in the park along Carolina are taken into consideration, the shadow analysis shows a reduction of net new shadow impacts from those of the Project vs. existing building by approximately 65%.

¹ Under Proposition K, existing shadows cast by trees and other structures in the playground are ignored. The Playground is treated as a completely open space with a maximum annual theoretical sun light hours.

LUCE FORWARD

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LUCE, FORWARD, HAMILTON & SCRIPPS LLP

Mr. Ron Miguel

June 23, 2010

Page 3 of 3

CONCLUSION

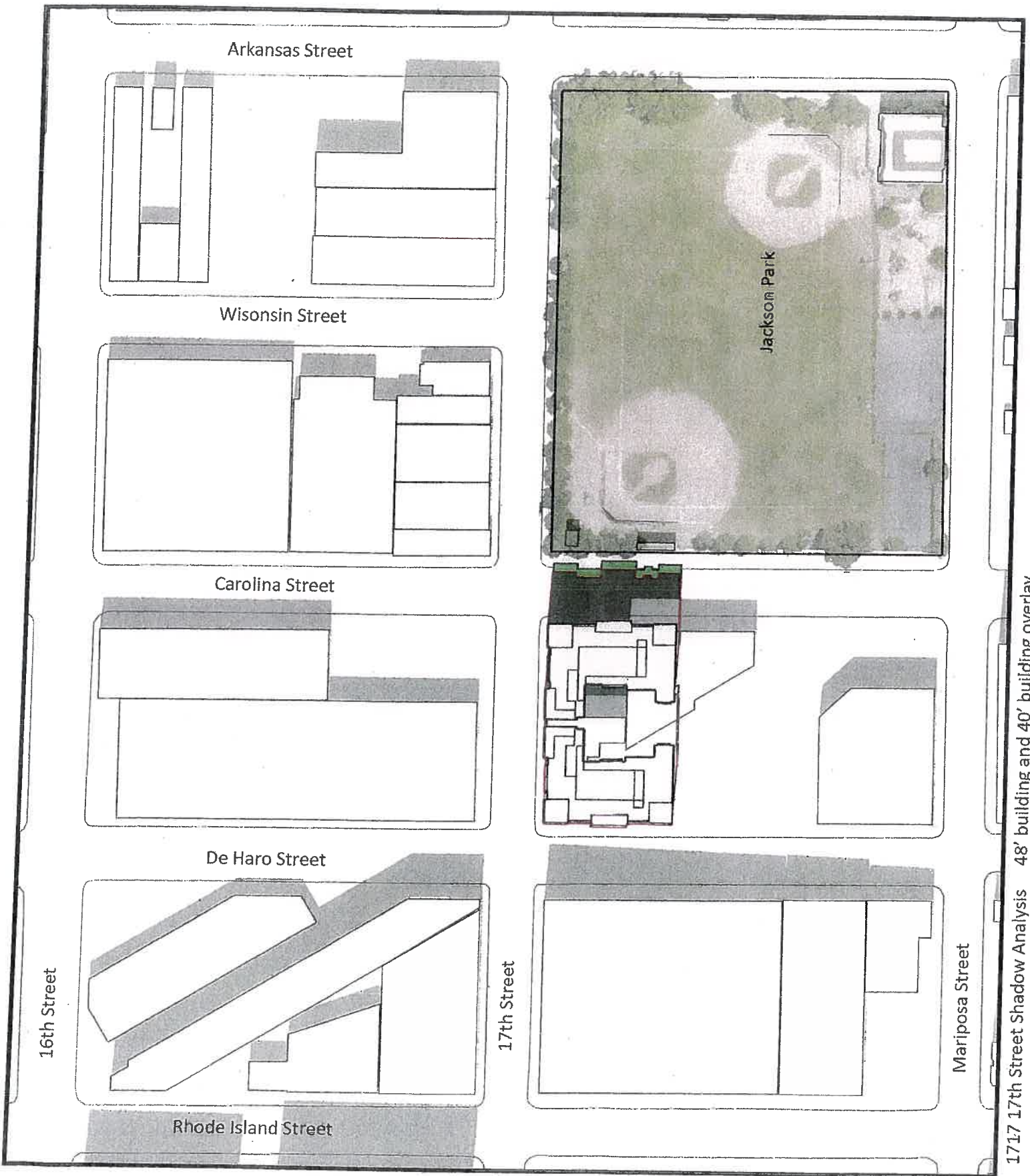
Inasmuch as the net new shadows occur during the last two Proposition K hours and the area affected is the baseball diamond, the new shadows will not affect the use of the Park. For the reasons stated above, we concur with the recommendations of the Recreation and Park Department and the Planning Department staff that the new shadows are insignificant and will not adversely affect the use of Jackson Playground. Please call me if you have any questions.

Very truly yours

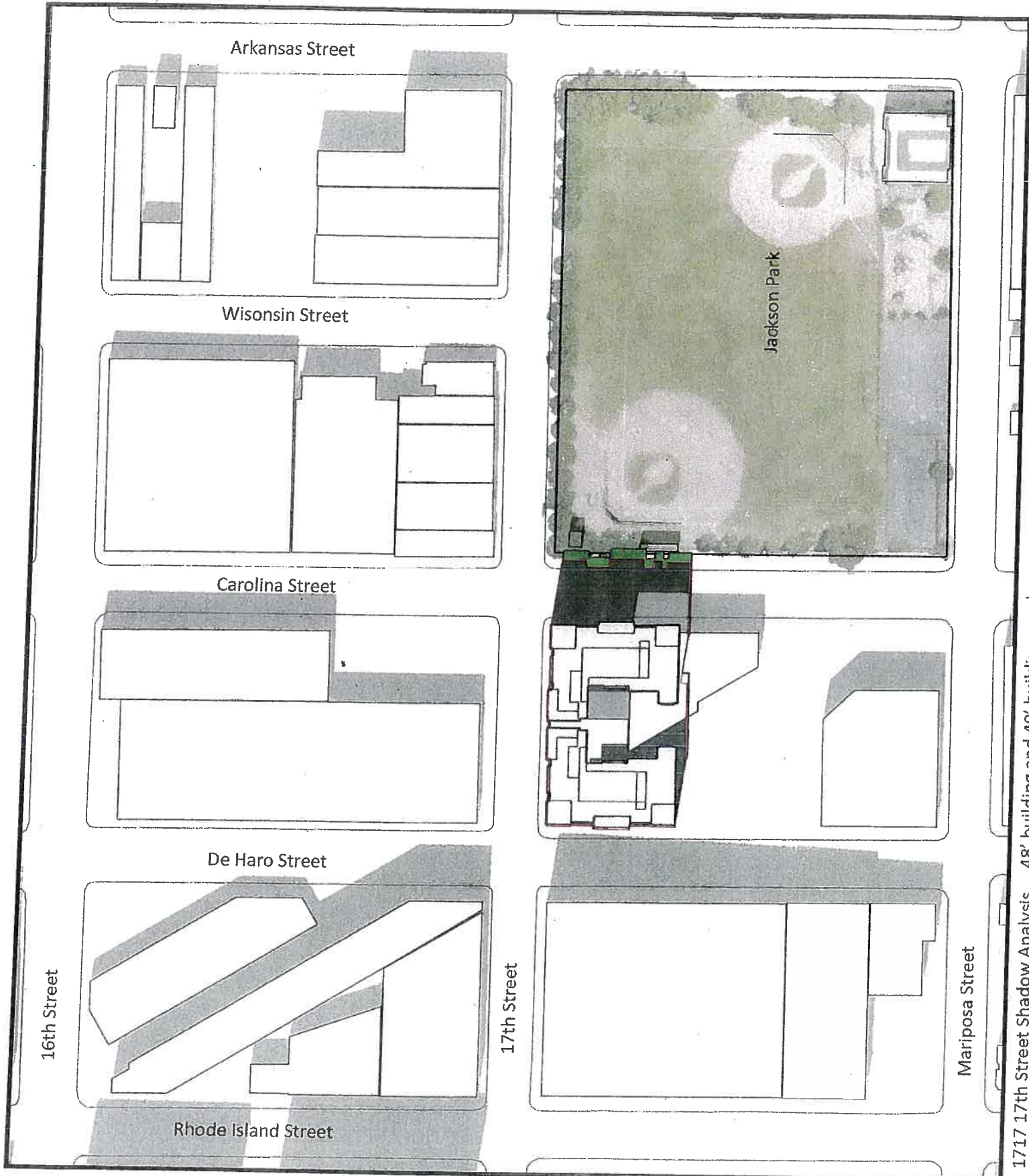


Alice Suet Yee Barkley

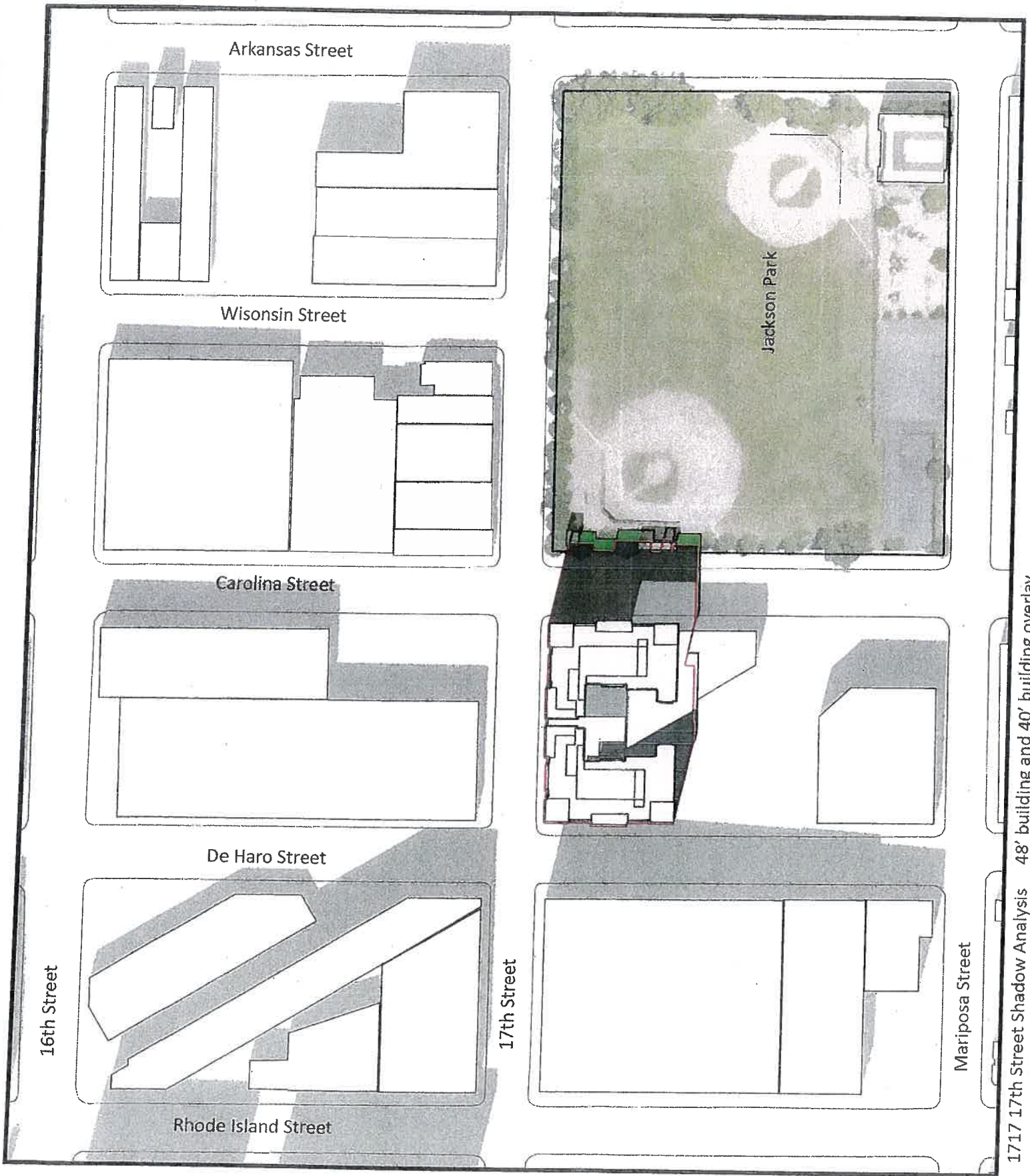
cc: Commissioner Michael Antonini
Commissioner Gwenyeth Borden
Commissioner Bill Lee
Commissioner Katrin Moore
Commissioner Christina Olague
Commissioner Hiyashi Sugaya
Linda Avery
John Rahaim
Scott Sanchez
Corey Teague
Jessica Range
Sean Keighren



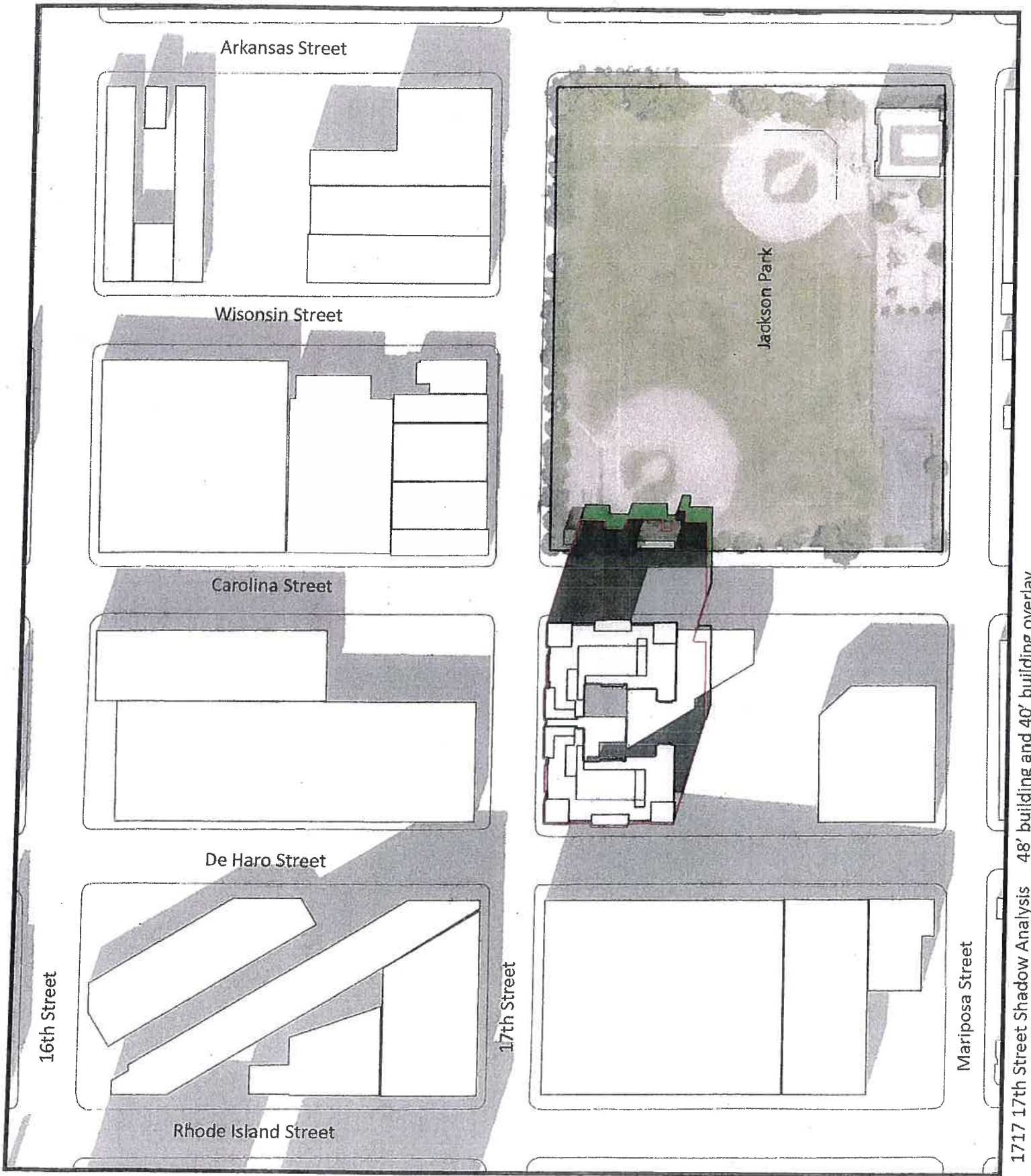
1717 17th Street Shadow Analysis 48' building and 40' building overlay



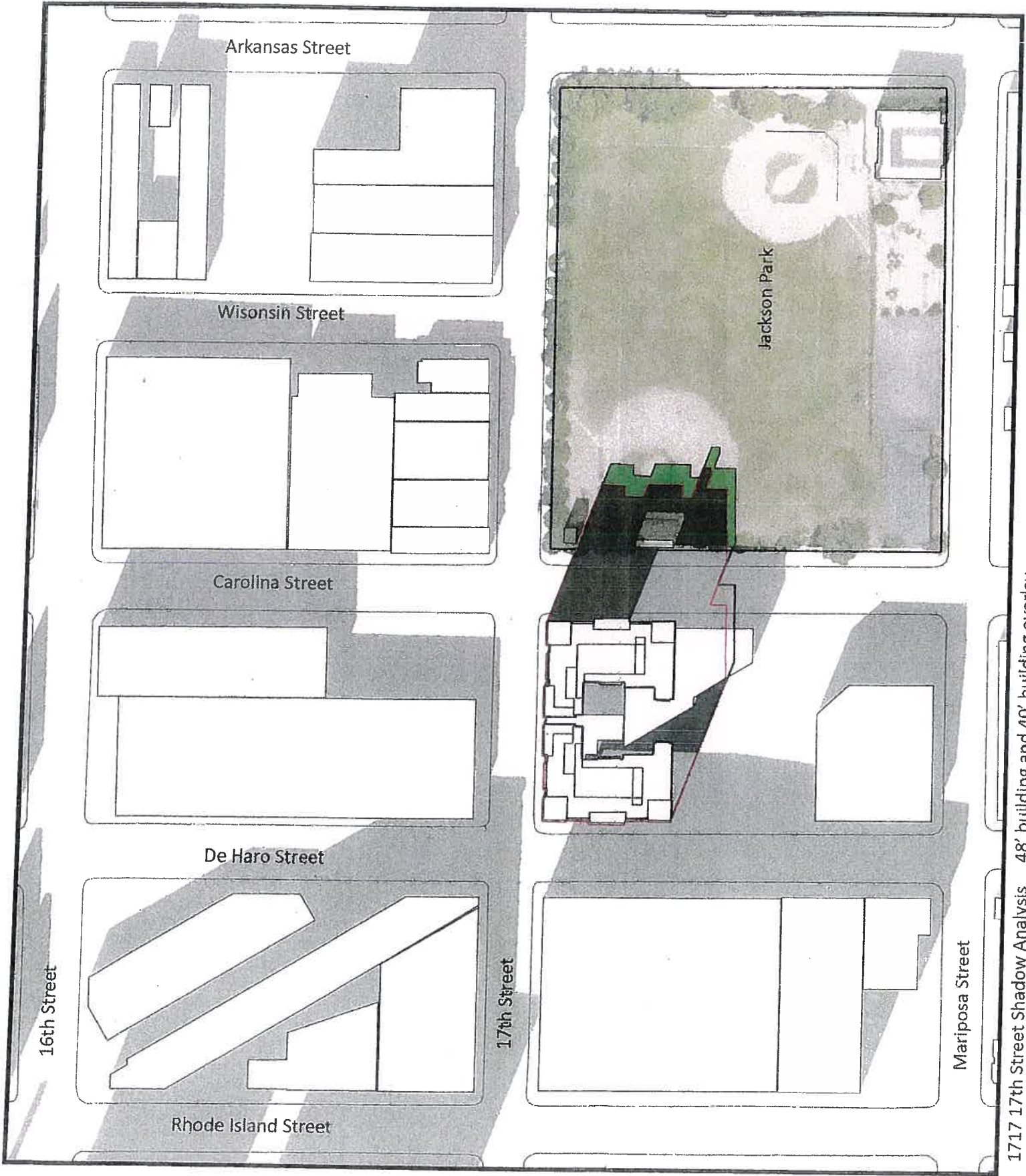
1717 17th Street Shadow Analysis 48' building and 40' building overlay



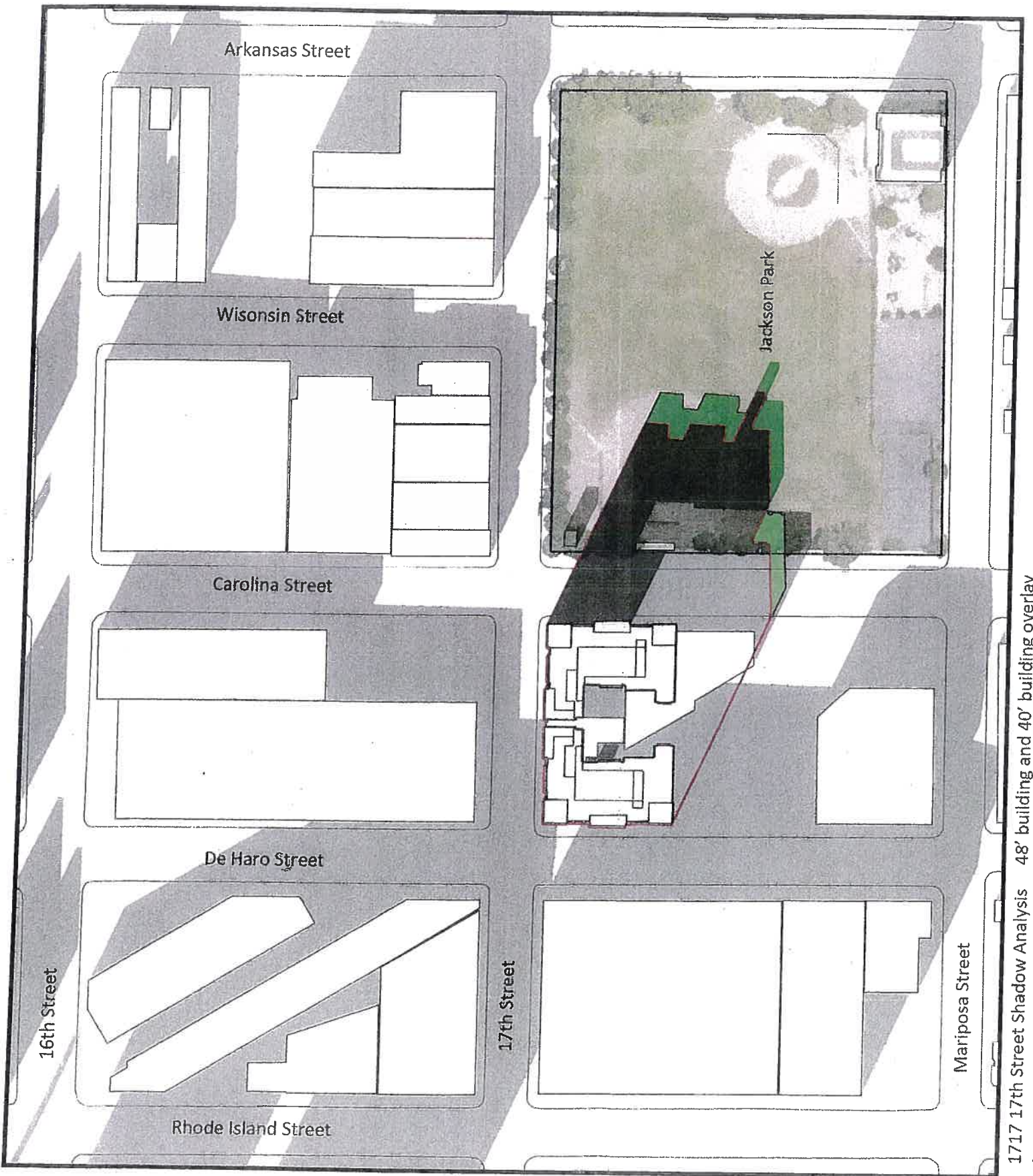
1717 17th Street Shadow Analysis 48' building and 40' building overlay



radh



1717 17th Street Shadow Analysis 48' building and 40' building overlay



1717 17th Street Shadow Analysis 48' building and 40' building overlay

June 21 7:20am

cardh

May 20, 2009

TO: Jessica Range
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

CC: Sean Keighran, SJK Development, Inc
499 Marina Boulevard
San Francisco, CA 94123

CC: Alice Suet Yee Barkley of Luce Forward Hamilton & Scripps
121 Spear Street, Suite 200
San Francisco, CA 94105

SUBJECT: 1717 17th Street Shadow Analysis, dated May 20, 2009

INTRODUCTION

CADP has performed technical shadow analysis for the proposed 1717 - 17th Street Project in order to determine whether the proposed project would shadow the publicly owned open space, the Jackson Playground. This analysis is based on project information provided by SJK Development, Inc. in association with data developed within CADP.

CADP has performed a detailed shadow analysis for the proposed 1717 - 17th Street bounded by Carolina Street, 17th Street and De Haro Street in the City and County of San Francisco. The purpose of this shadow analysis is to measure and quantify any potential shadow impacts on Jefferson Playground, Block 3981 Lot 001, which is under the jurisdiction of the Recreation and Park Department and is a protected open space under the Sunlight Ordinance, Section 295 of the San Francisco Planning Code.

PROJECT SITE INFORMATION

The 1717 – 17th Street site is located on Lot 8 (formerly lot 7) of Assessor's Block 3980, in the City and County of San Francisco. The site is bounded by Carolina Street to the east, 17th Street to the north, and De Haro Street to the west. The site is currently developed with an existing building with height varying from 13', 24' and 30'.

Jackson Playground is directly to east of the project site. This public playgrounds measures 400' x 480' containing a total of 192,000 sf.

PROPOSED PROJECT

The project is the demolition of the existing buildings and the construction of two 48' high residential building, which will increase the existing building heights by 35,' 24' and 18'. The project is a grandfathered project under the Eastern Neighborhood Plan and is zoned M-1 under the current Planning Code. The implementing Ordinance of the Eastern Neighborhood Plan requires an 18' floor to floor height of the ground floor commercial space, raising the maximum allowable height of this site to 48'. If a project applicant can demonstrate hardship, he or she may request the ground floor height to be decreased to less than 48' high. Under the current Planning Code, the height limit of the site is 40' and a 40' high building is exempted from the requirements of Planning Code Section 295.

Description of Jackson Playground

The Jackson Playground is relatively flat and has a baseball diamond on the northwest corner of the Playground. There is a tennis court on the southwest corner of the Playground. There is a Recreation Center building on the southeast corner of the Playground. Immediately to the west of Recreation Center Building is a tot area. Immediately north of is the Recreation Building on Arkansas Street is another baseball diamond. Between the tennis court and the tot lot is a basketball court. Otherwise, the Playground is a large lawn area.

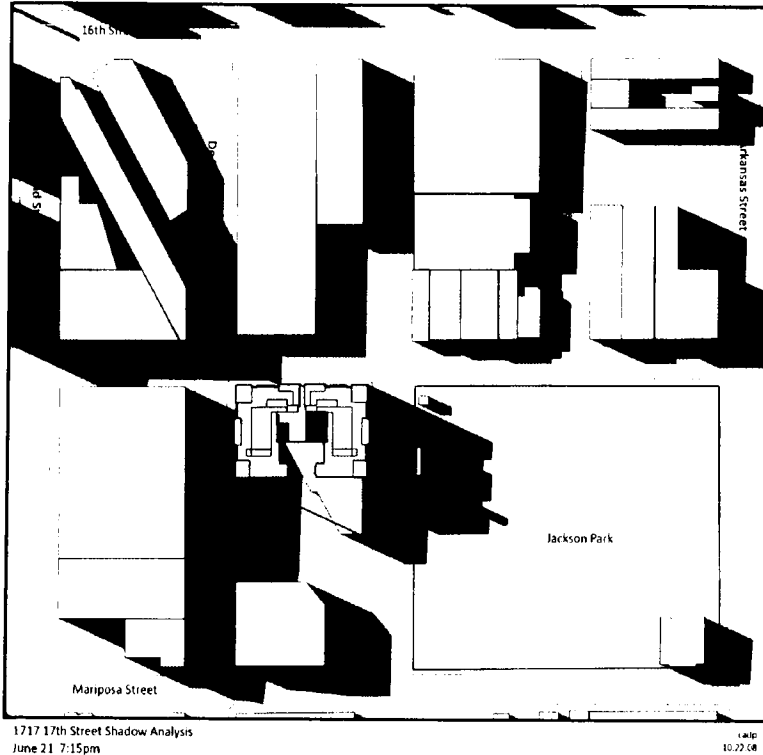
Summary of Results

This Technical Summary will describe in detail the potential shadow impacts pursuant to Proposition K compliance. Two separate analysis were performed, the first generating results from the proposed building design as it would impact Jackson Playground under the current site conditions and a second set of results for the proposed building design as it would impact Jackson Playground with a 40' building mass on the project site as an allowance of shadow.

Proposed Design against Existing Conditions

CADP's analysis shows that there will be an increase in net new shadow impacts from the proposed project throughout the entire year occurring only in the last hours of the day. The daily shadow impacts occur in generally the last two hours of the day and at no time last longer then 2.5 hours on any particular day before sunset. No new shadows were recorded occurring before 2.5 hrs prior to sunset (less one hour as defined by SF City Planning).

The highest single impact recorded in the sample data is approximately 25,806 square feet and occurs during the week of June 21 at 1 hr prior to sunset or 7:36 PM. The area affected by new shadow generally consists of a flat, open area used for baseball games. The shadow analysis found that there is a theoretical potential of approximately 714,508,800.00 square feet of sunlight available year round on Jackson Playground. The proposed project will add approximately 3,556,159.5 net new square foot hours of shade or 0.497% of net decrease of theoretical potential of sunlight (see exhibit "A"). Net new shadow is being cast generally moving clockwise across the playgrounds northwest edge along Carolina Street.



Overall the proposed project will decrease the total potential available annual sunlight square footage hour (SFHR) by 0.497% (see exhibit "A").

Proposed 48' Building Design against 40' Building design

A 40-foot high building is exempted from the requirements of Planning Code Section 295, Therefore, a second study was generated to analyze the net new shadows effect on Jackson Playground from the that portion of the 40' building design. To achieve this analysis, a 40 foot of the exact same design was used as the existing building element.

The results of CADP's analysis show that there will be an increase in net new shadow impacts due to the proposed project throughout the entire year but again only in the last hours of the day. The daily shadow impacts occur in generally the last two hours of the day and at no time last longer then 2.5 hours before sunset on any particular day. No

new shadows were recorded occurring before 2.5 hrs prior to sunset (less one hour as defined by SF City Planning).

The highest single impact recorded in the sample data is approximately 7,212.84 square feet and occurs during the week of June 21 at 1 hr prior to sunset or 7:36 PM. The shadow analysis found that there is a theoretical potential of approximately 714,508,800.00 square feet of sunlight available year round on Jackson Playground. The proposed project, when considering the 40' building design as an existing shadow casting element, will add approximately 1,131,766.9 net new square foot hours of shade or 0.158% of net decrease of theoretical potential of annual sunlight (see exhibit "A"). Net new shadow is being cast generally moving clockwise across the playgrounds northwest edge along Carolina Street.

Overall the net new shadow would decrease the available annual sunlight by 1,131,766.98 SFHR or 0.158% as measured as a percentage of the theoretical potential of annual sunlight.

Tree Shadow Consideration Analysis

Cadp performed a separate analysis to determine in general terms the significance of the trees that run along the perimeter of Jackson Playground in relation to the potential net new shadow impacts from the proposed 48' building. Trees were sized and placed based on aerial and site photography and added to the existing shadow casting data set. Results reported a reduction of net new shadow impacts (48' building vs. existing building) on the park of approximately 65%. This is attributed to the location of the trees in relations to the proposed 48' building and the Jackson Playground. (Refer to figure)

SUMMARY OF SHADOW IMPACT OF 1717 – 17TH STREET PROJECT ON JACKSON PLAYGROUND

The shadow impact from a proposed 48' high buildings of 1717 -17th Street project from that of the existing buildings on the Jackson Playground would be a decrease of 0.497% of the theoretical potential of annual sunlight (see exhibit "A").

The shadow impact from a proposed 48' high buildings of 1717 -17th Street project compared to those of an 40'high buildings on the Jackson Playground would be a decrease of 0.158% of the theoretical potential of annual sunlight (see exhibit "A").

Shadow Calculation Spreadsheet Terms

Date: Sample date starting June 21 and running weekly through December 20.

Time: Measure in decimal hours from Sunrise plus 1 hour to sunset minus 1 hour at approximately 15 minute intervals.

Duration: Approximate length of time that shadow lasts before and/or after the sample time.

ExSF: Existing Square Foot: Square Footage of existing shadow inside the target open space.

cadp LLC

34 Corte Madera Avenue • Mill Valley, CA 94941

ExSFHR: Existing Square Foot Hour: Existing Square footage of existing shadow inside the target open space in Square Foot Hour units.

NewSF: New Square Foot: Square Footage of net new shadow inside the target open space.

NewSFHR: New Square Foot Hour: Square footage of net new shadow inside the target open space in Square Foot Hour units.

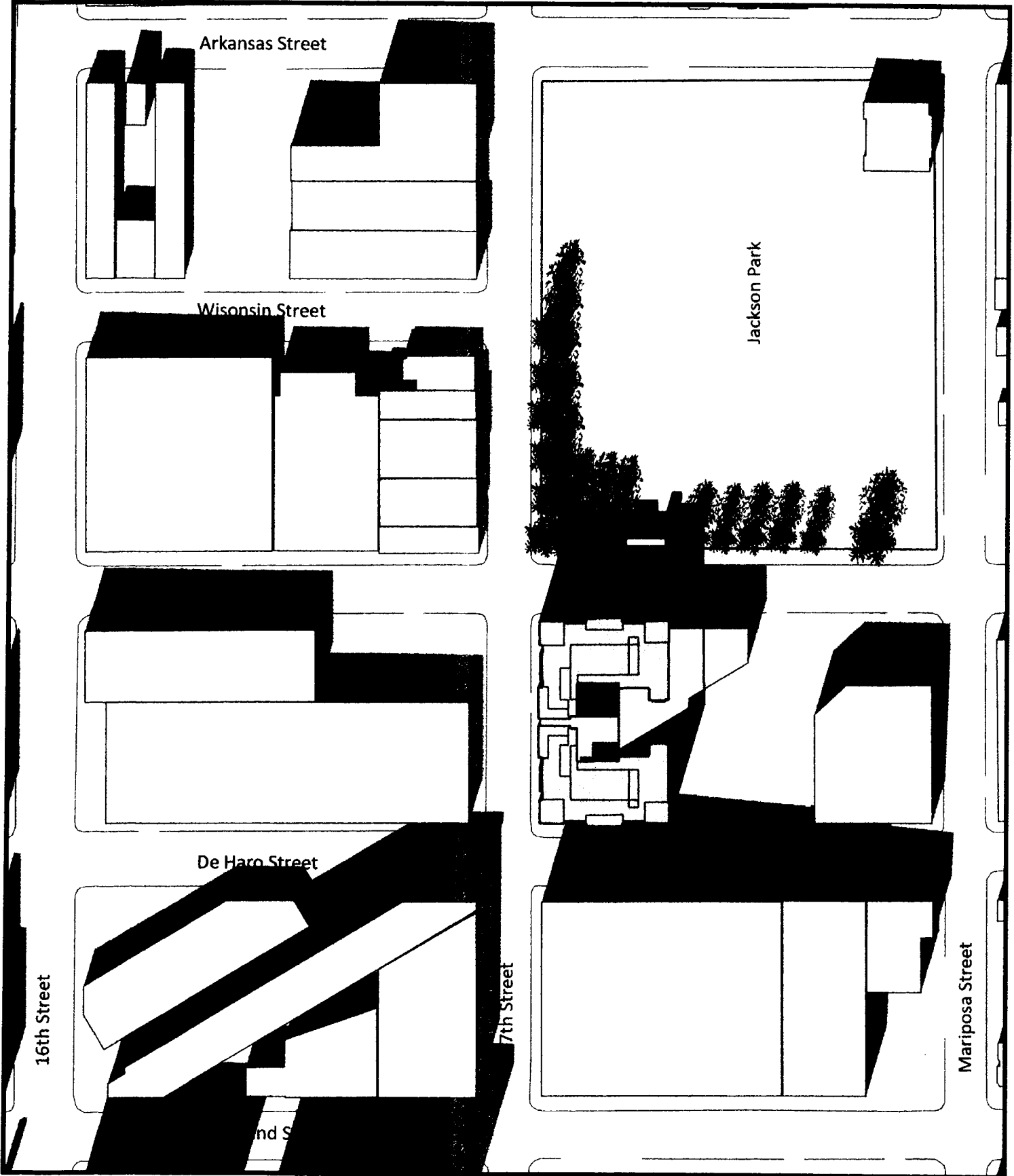
Please direct question regarding this report directly to Adam Noble.

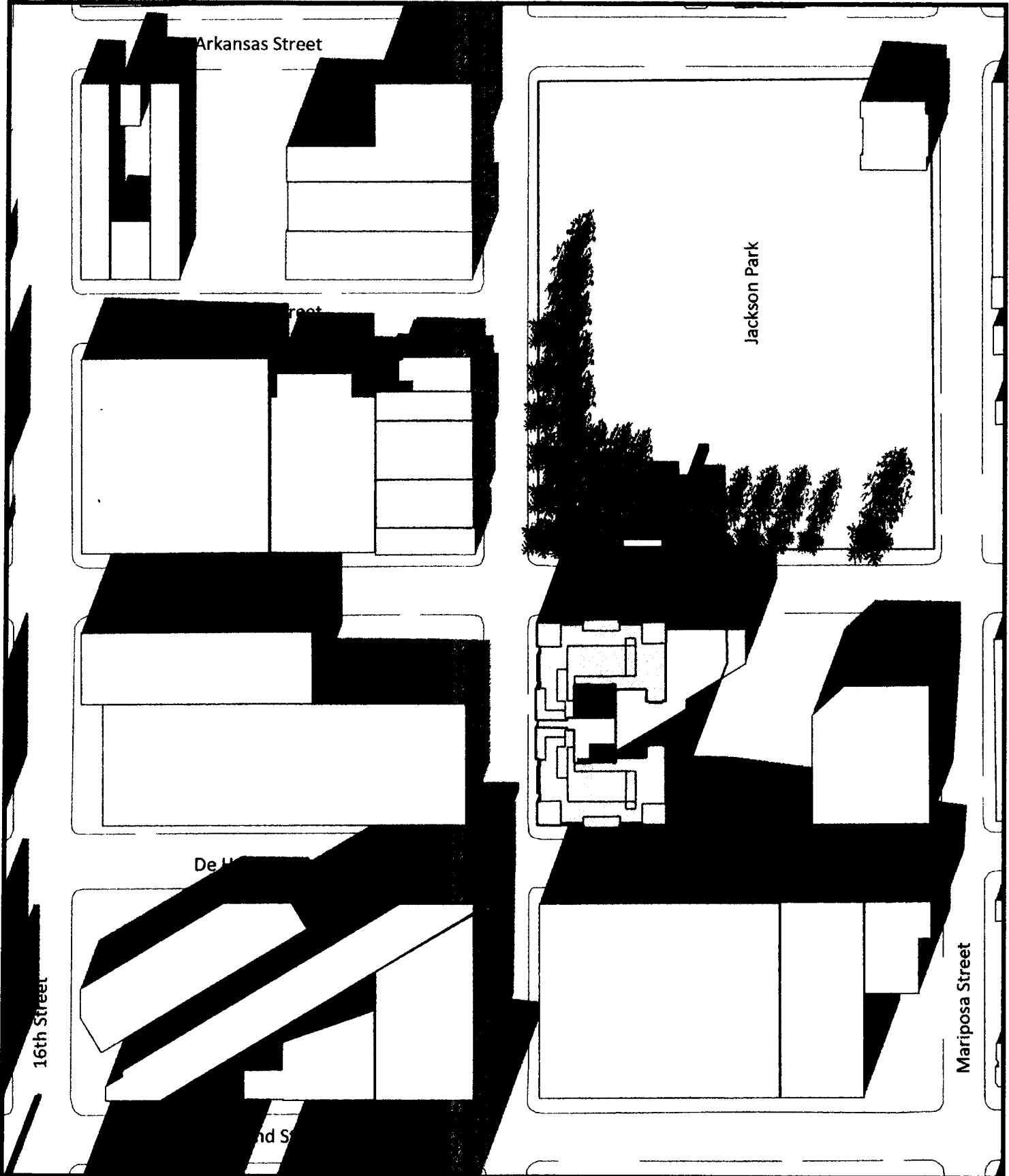
Regards,

Adam Noble
Principal

cadp, LLC

34 Corte Madera Avenue • Mill Valley, CA 94941
415.816.3505



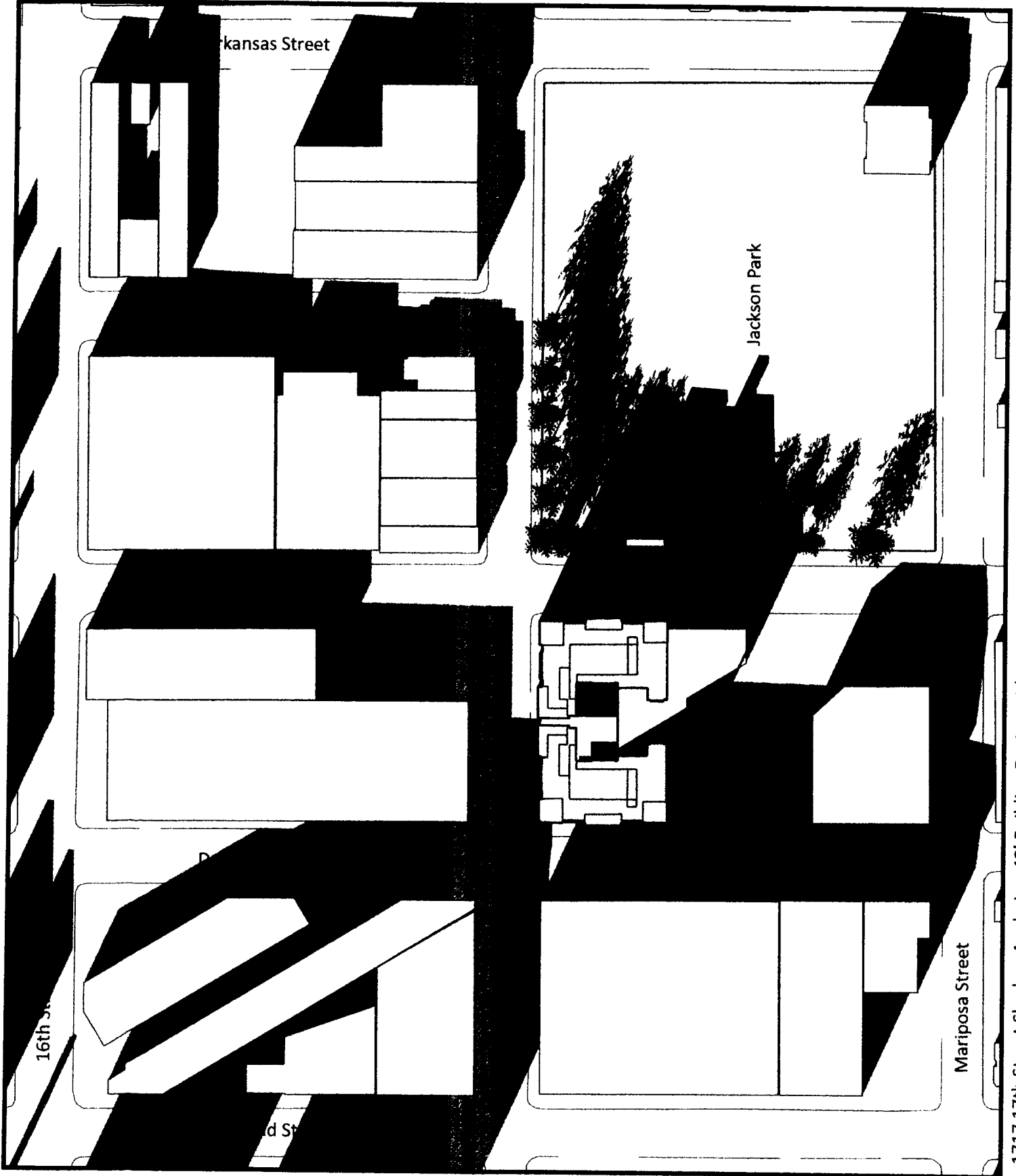


1717 17th Street Shadow Analysis 48' Building Design with trees as existing

June 21 7:00pm

cadp

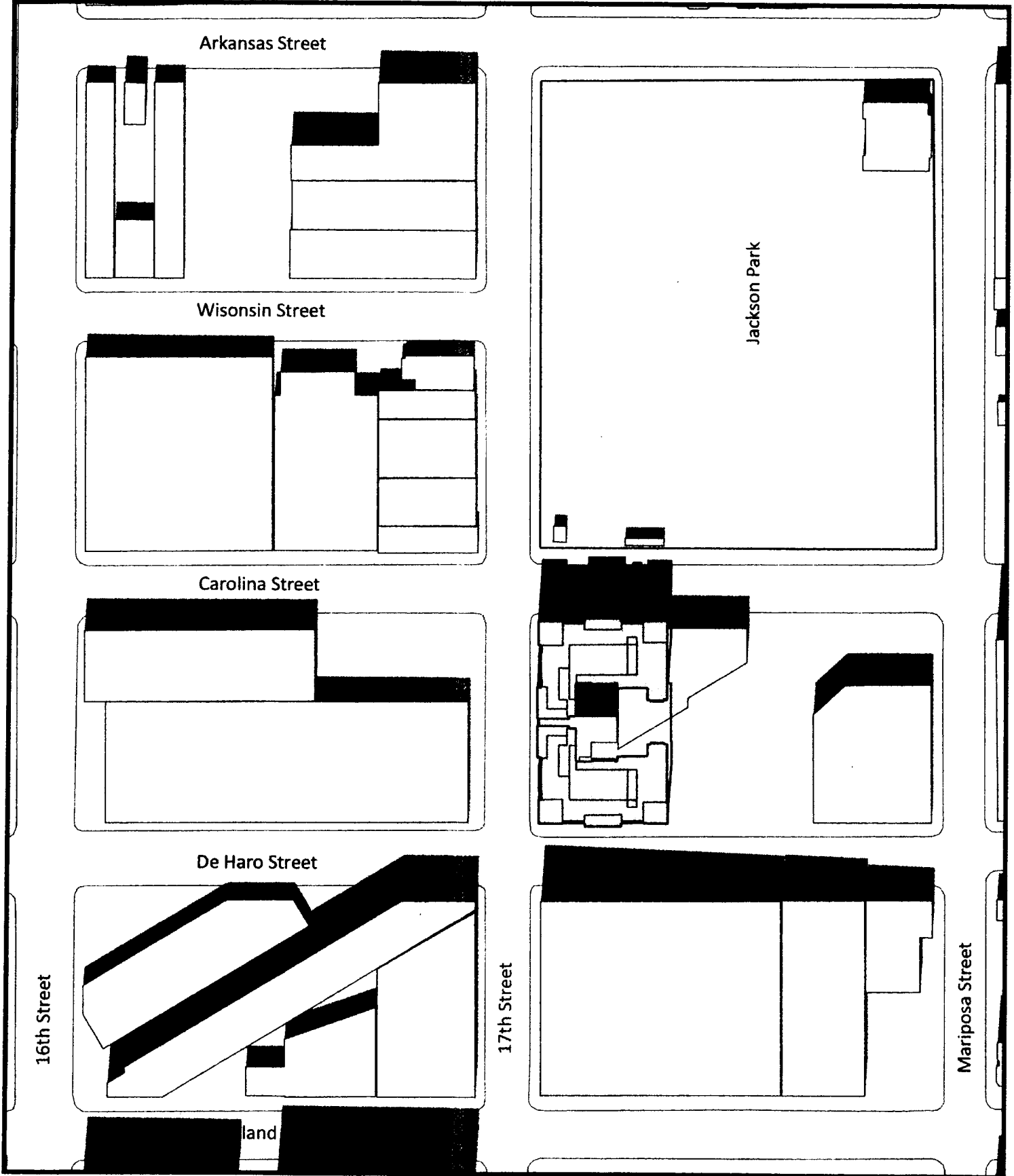
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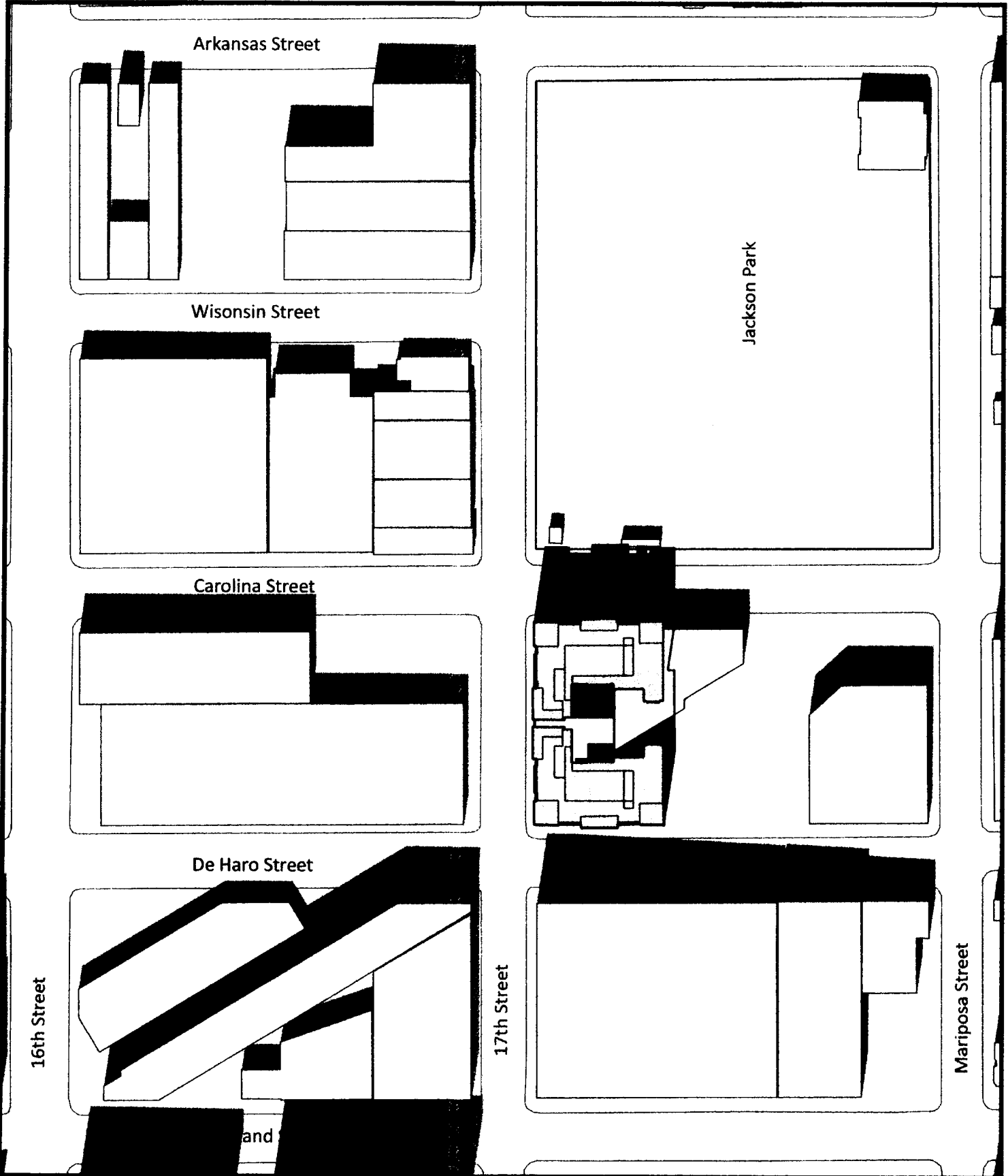


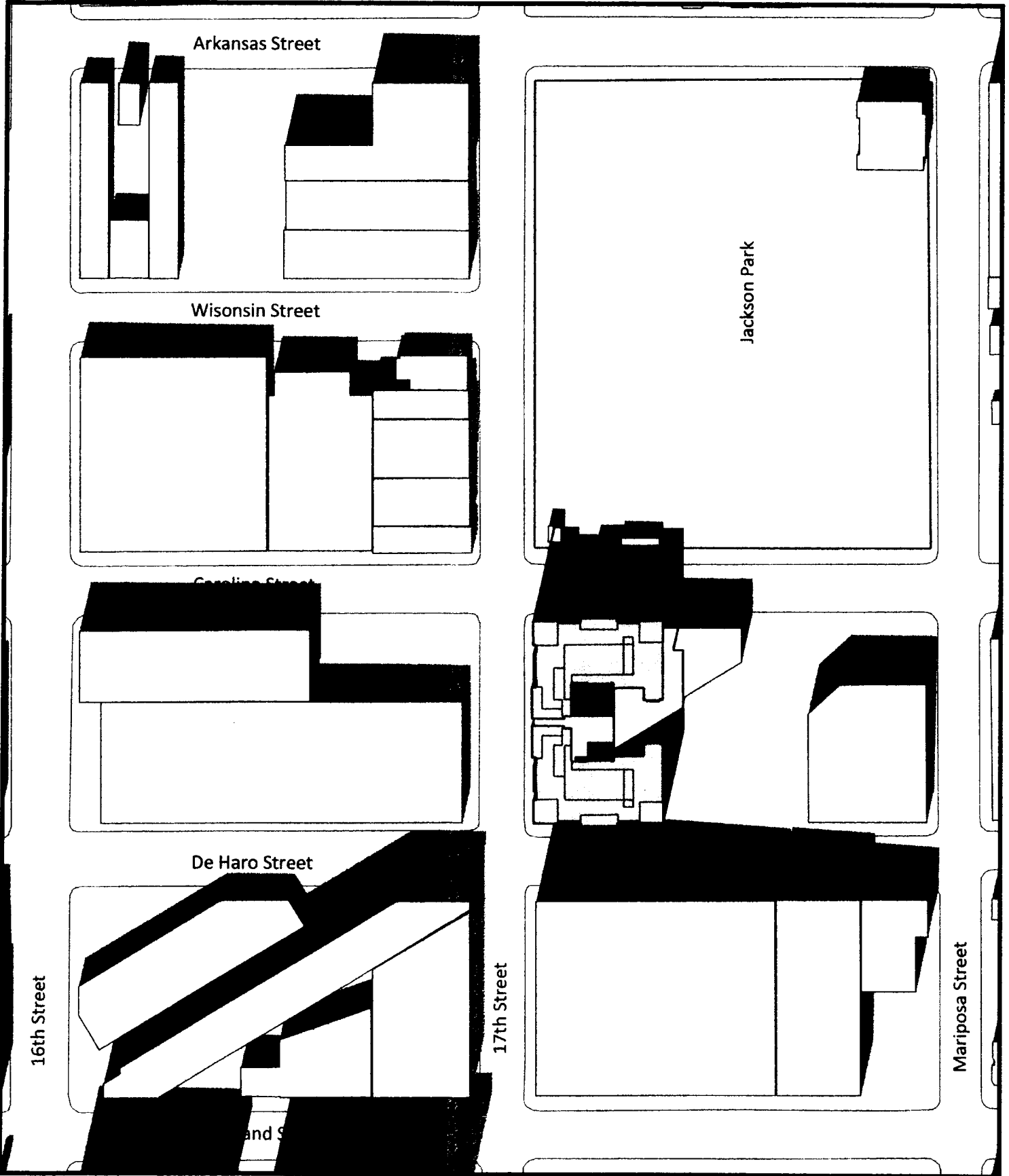
1717 17th Street Shadow Analysis 48' Building Design with trees as existing

June 21 7:30pm

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Arkansas Street

Wisconsin Street

Caroline Street

De Haro Street

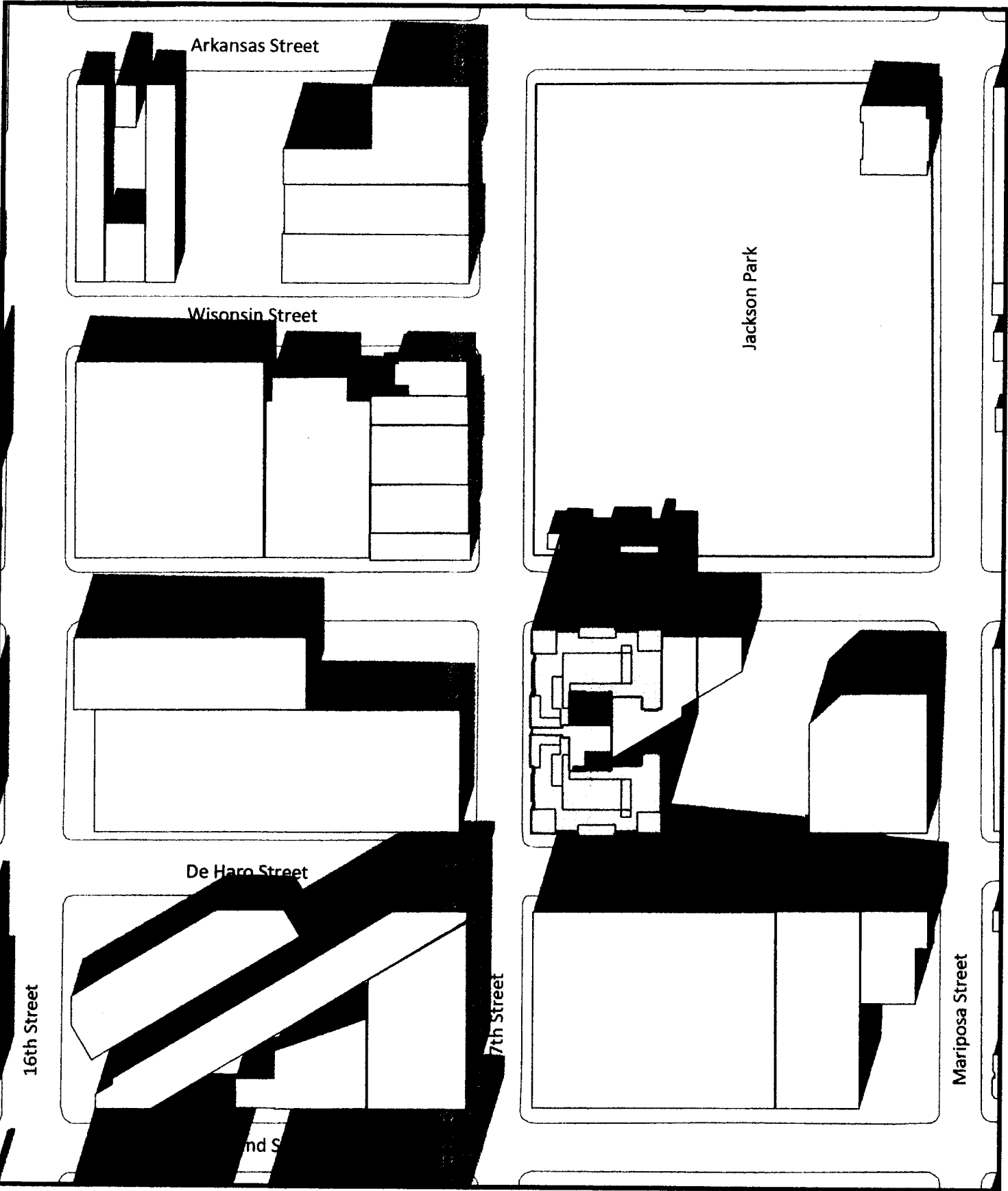
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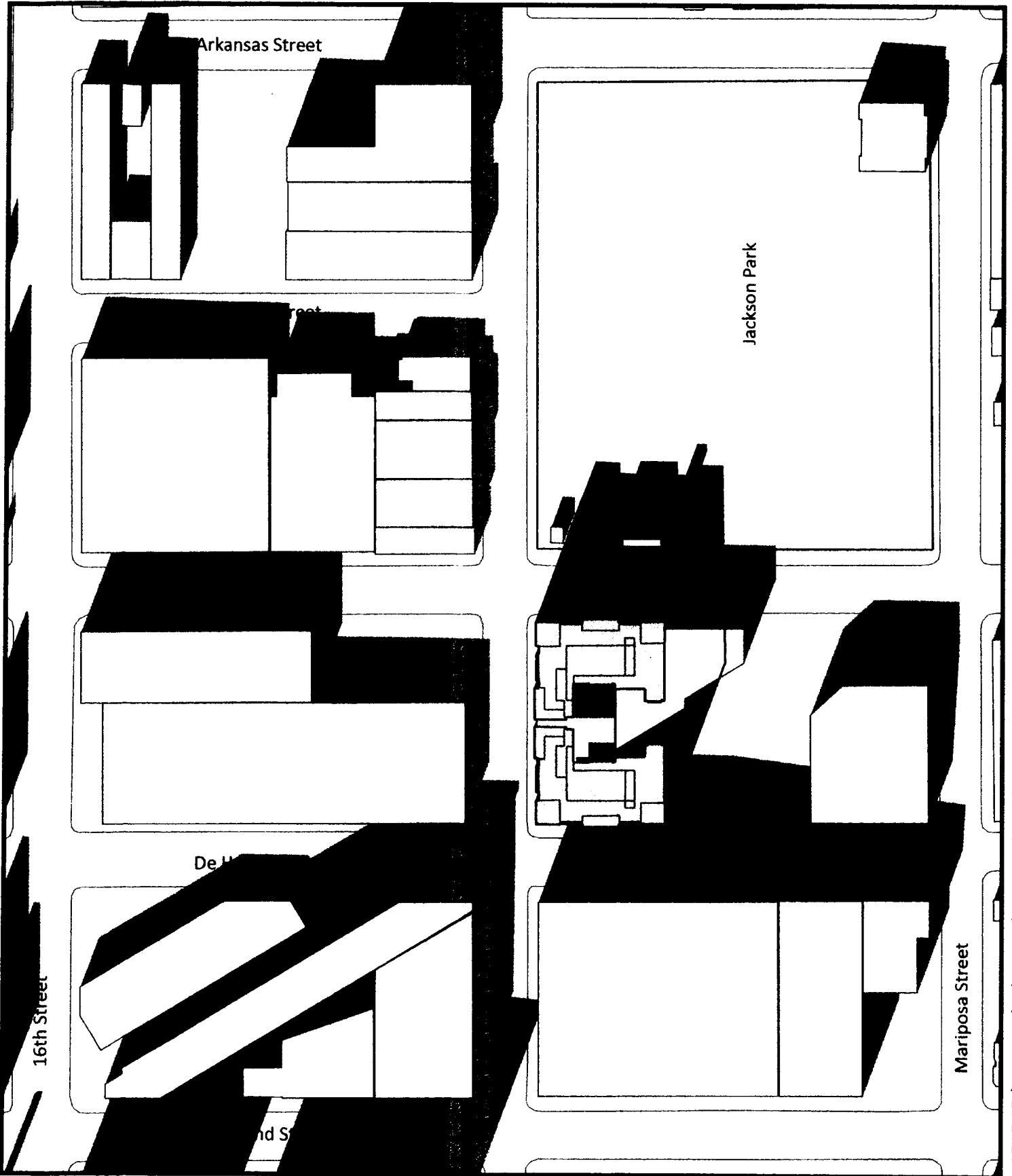
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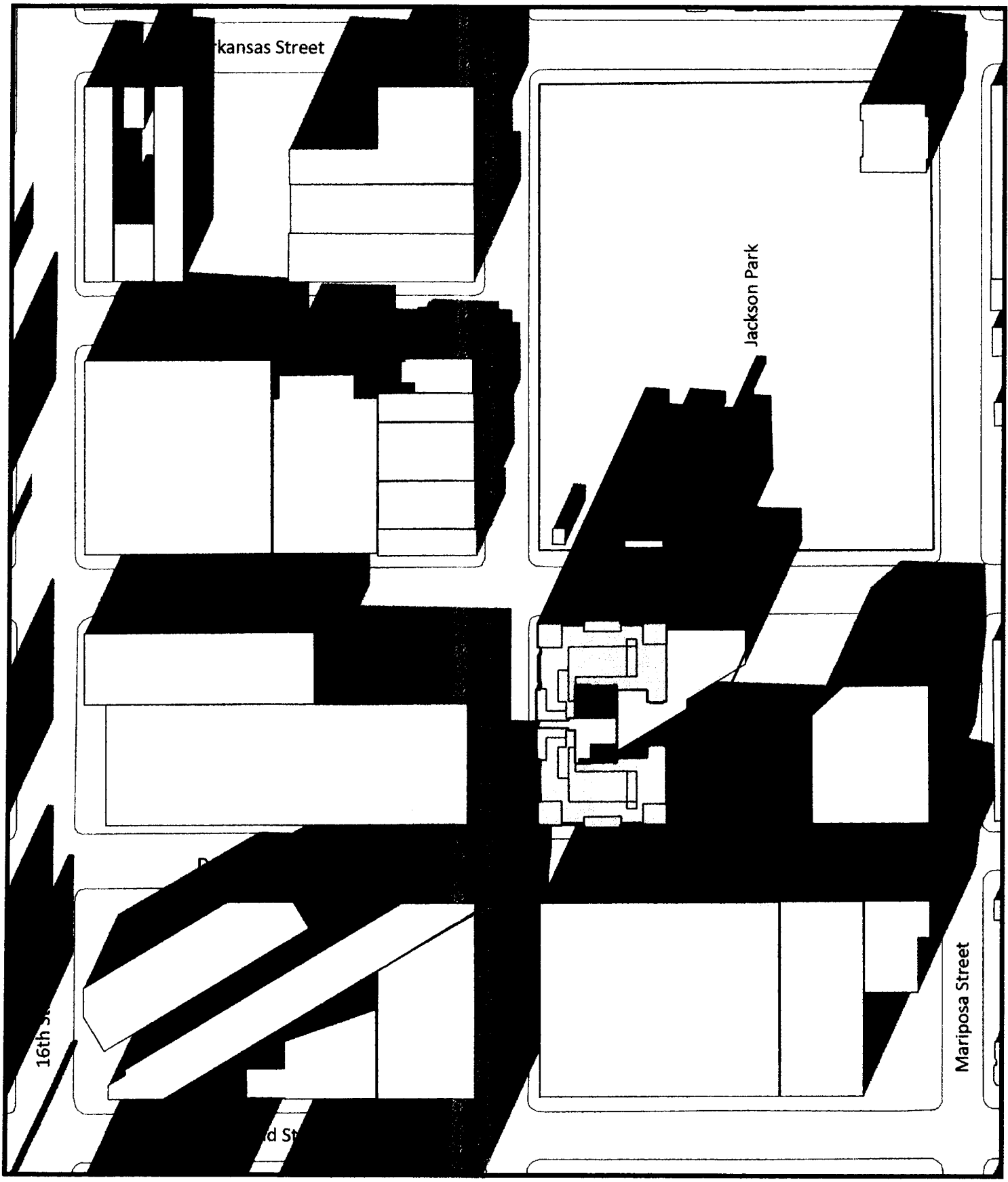
16th Street

17th Street

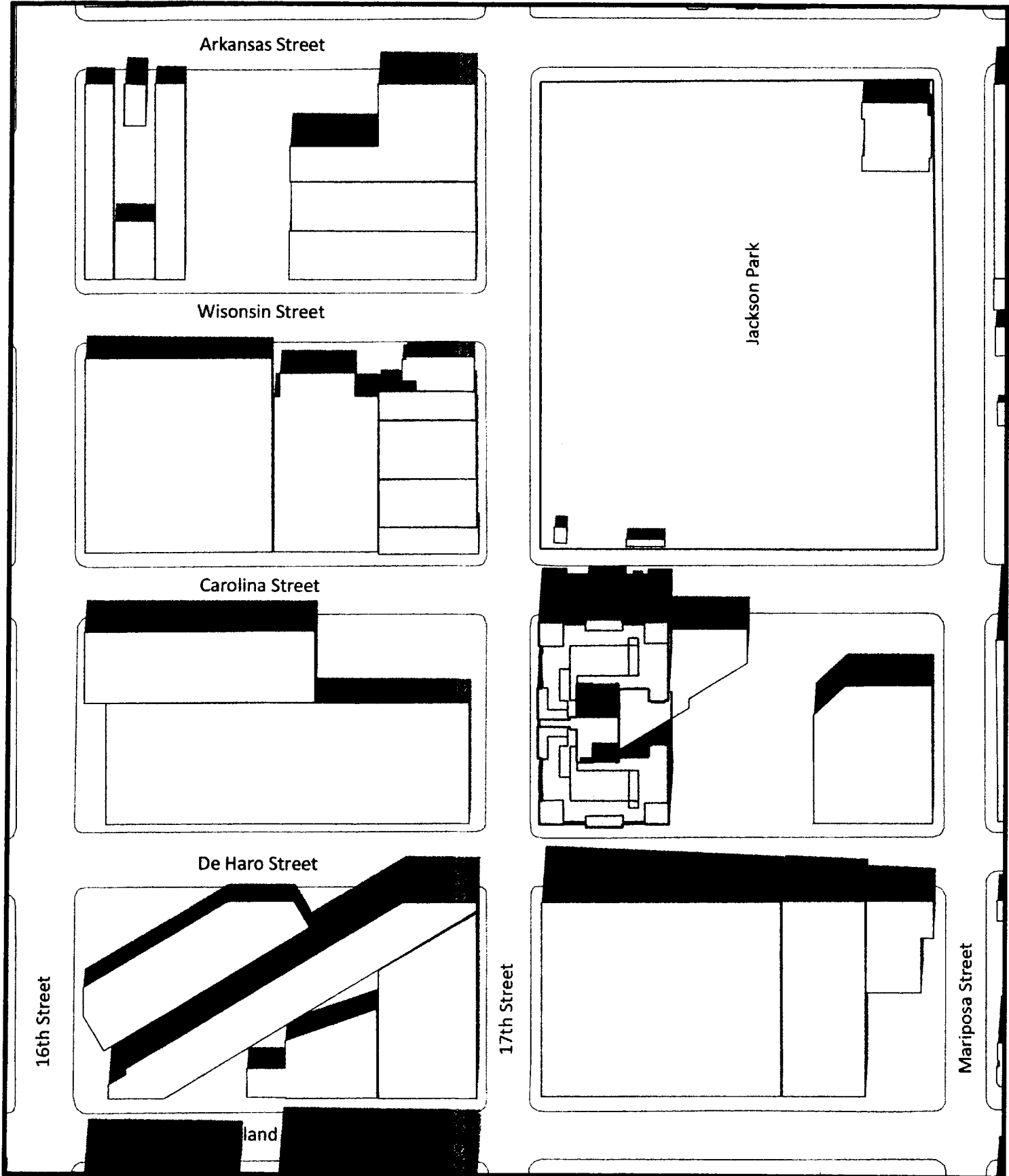
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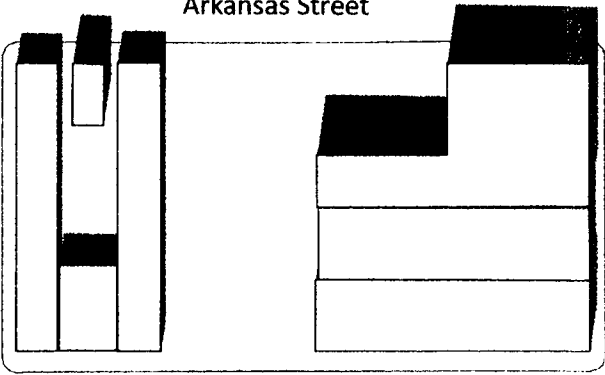




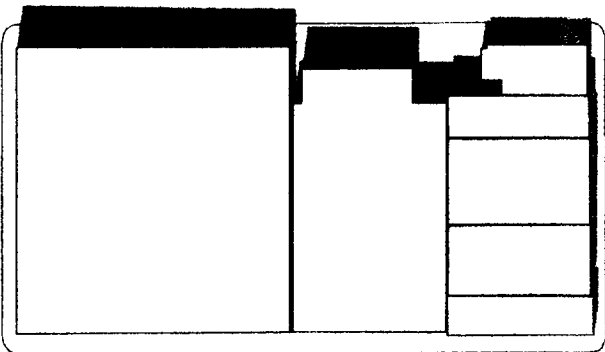
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June 21 7:30pm



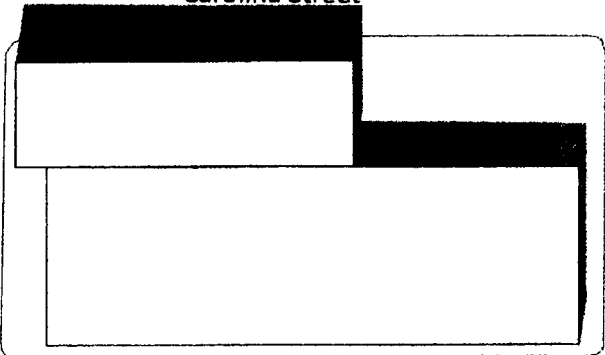
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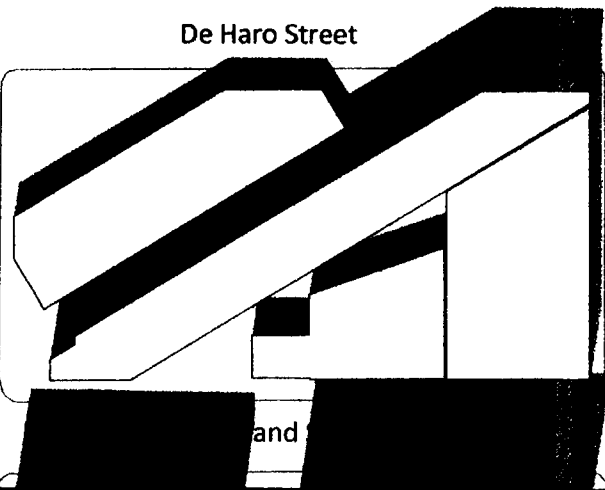
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Carolina Street



De Haro Street

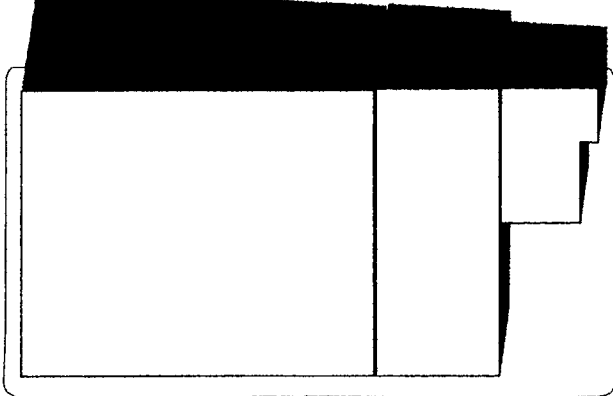
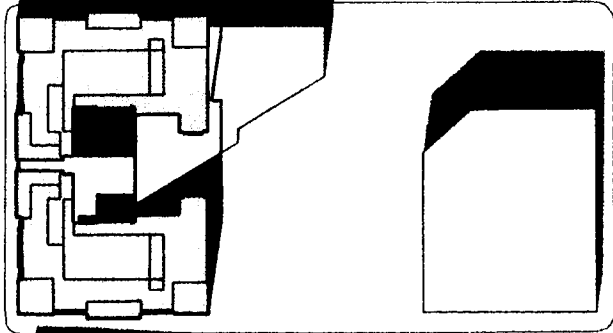
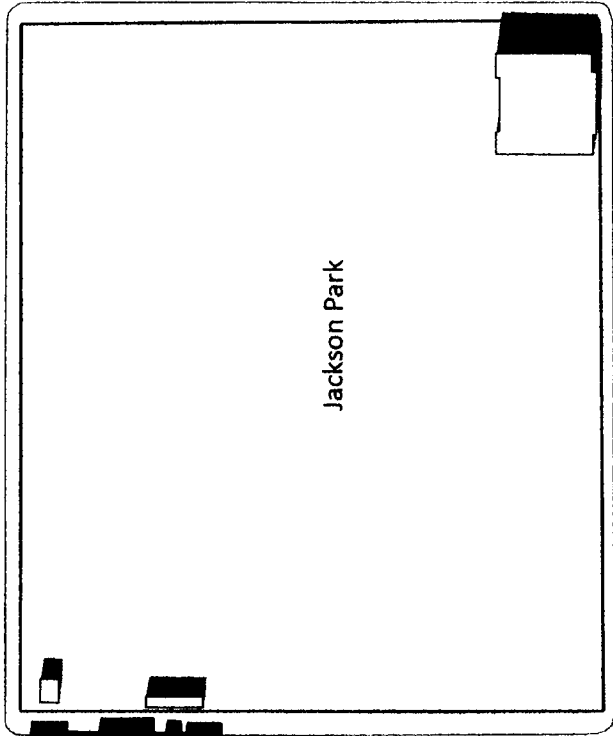


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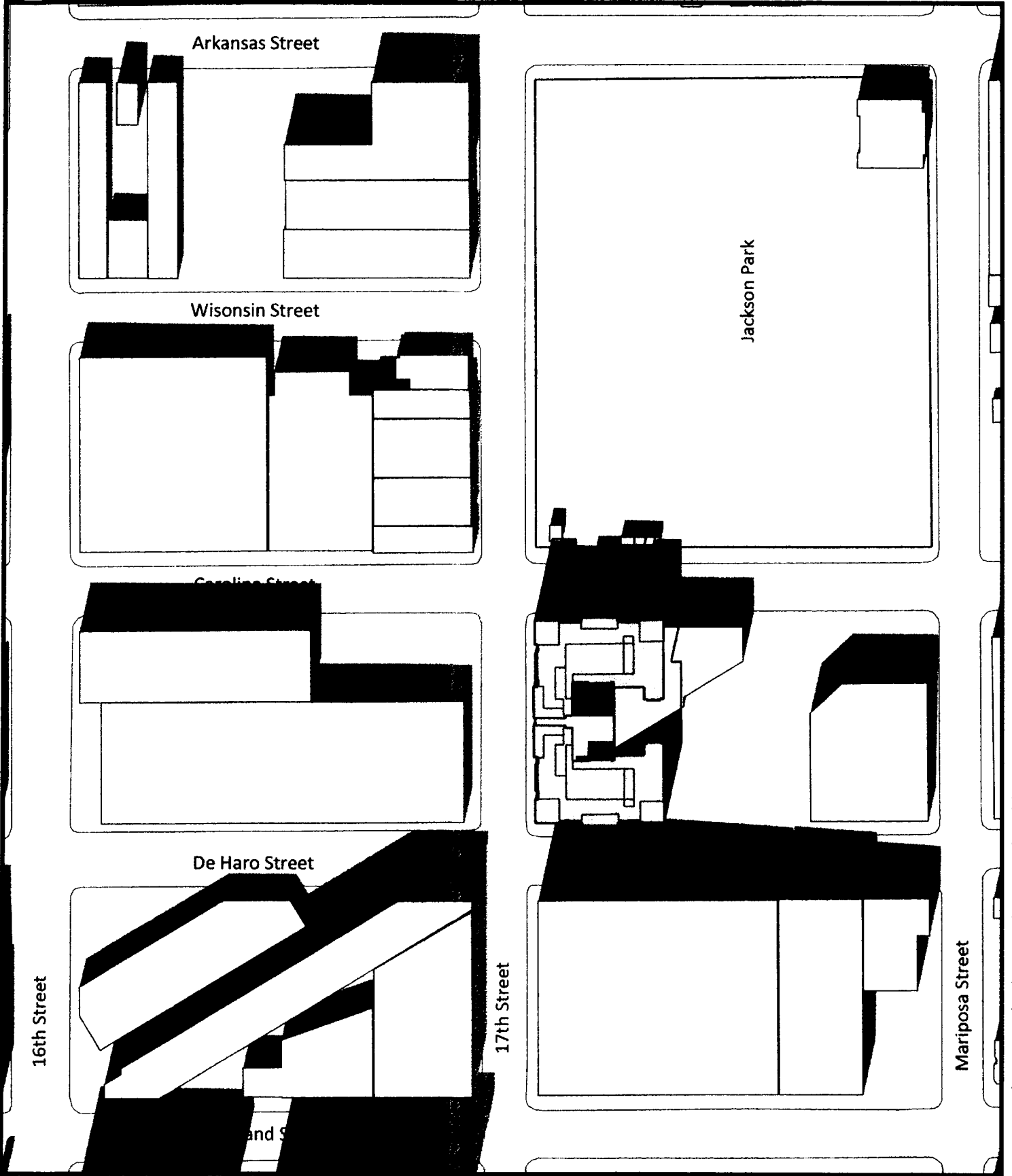
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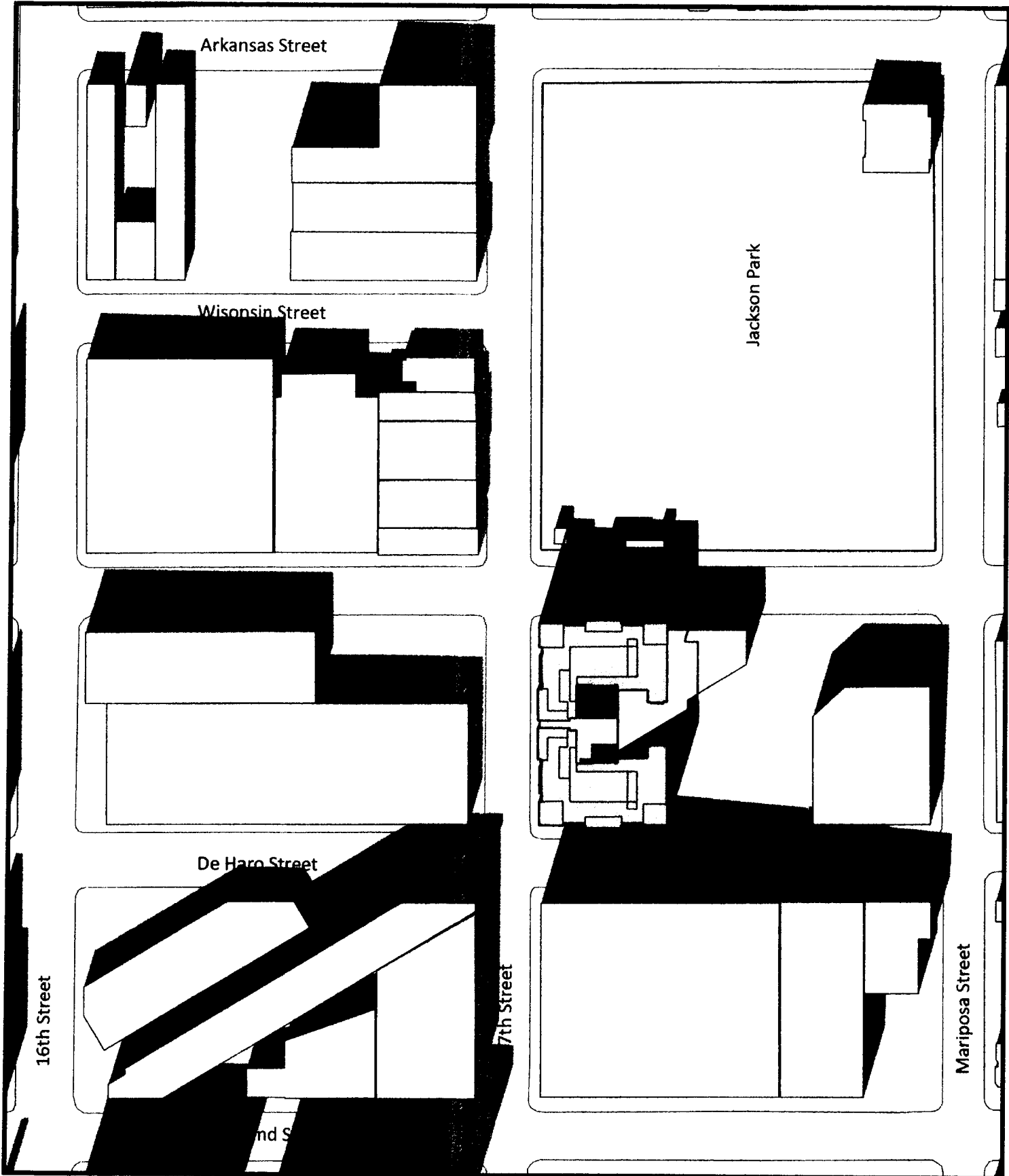
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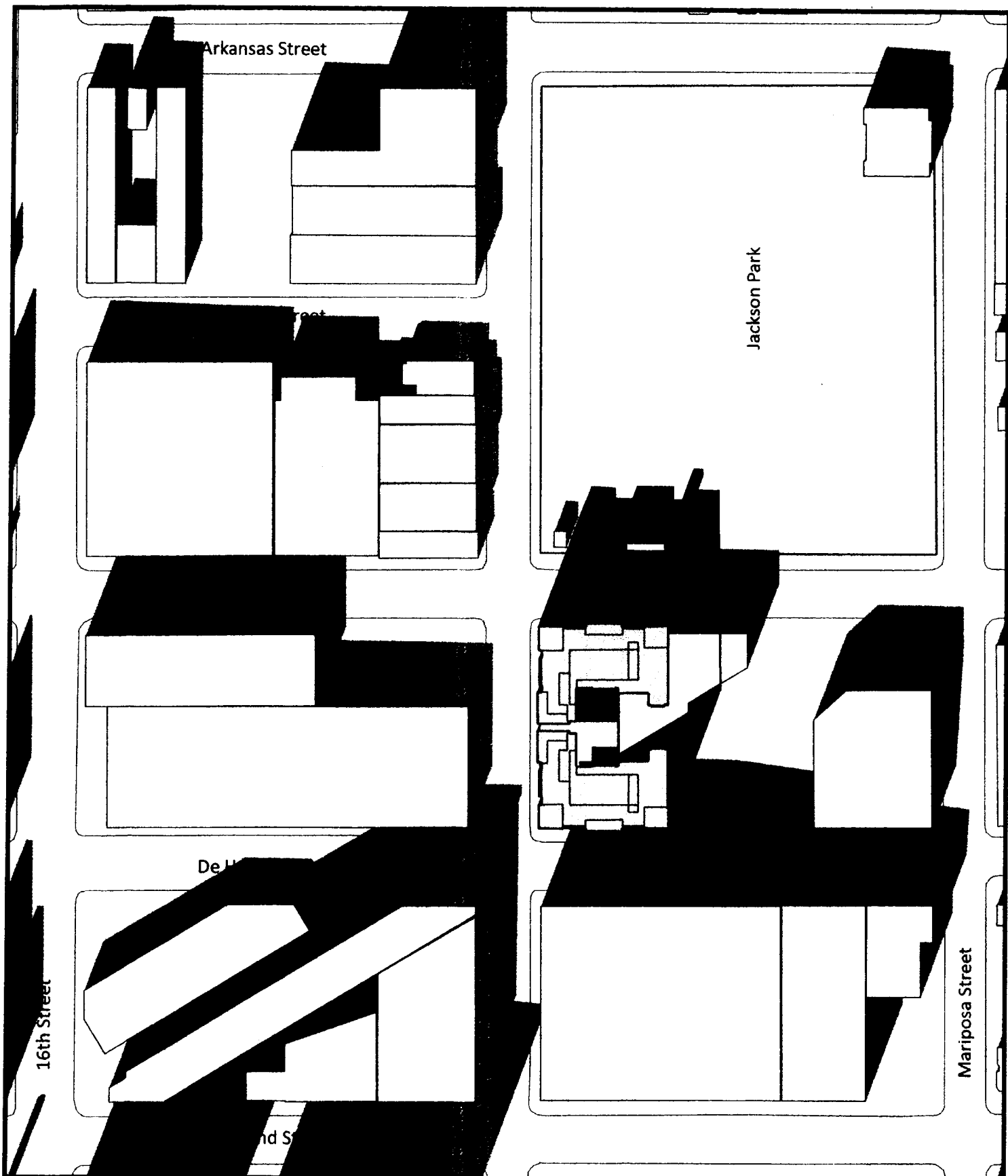
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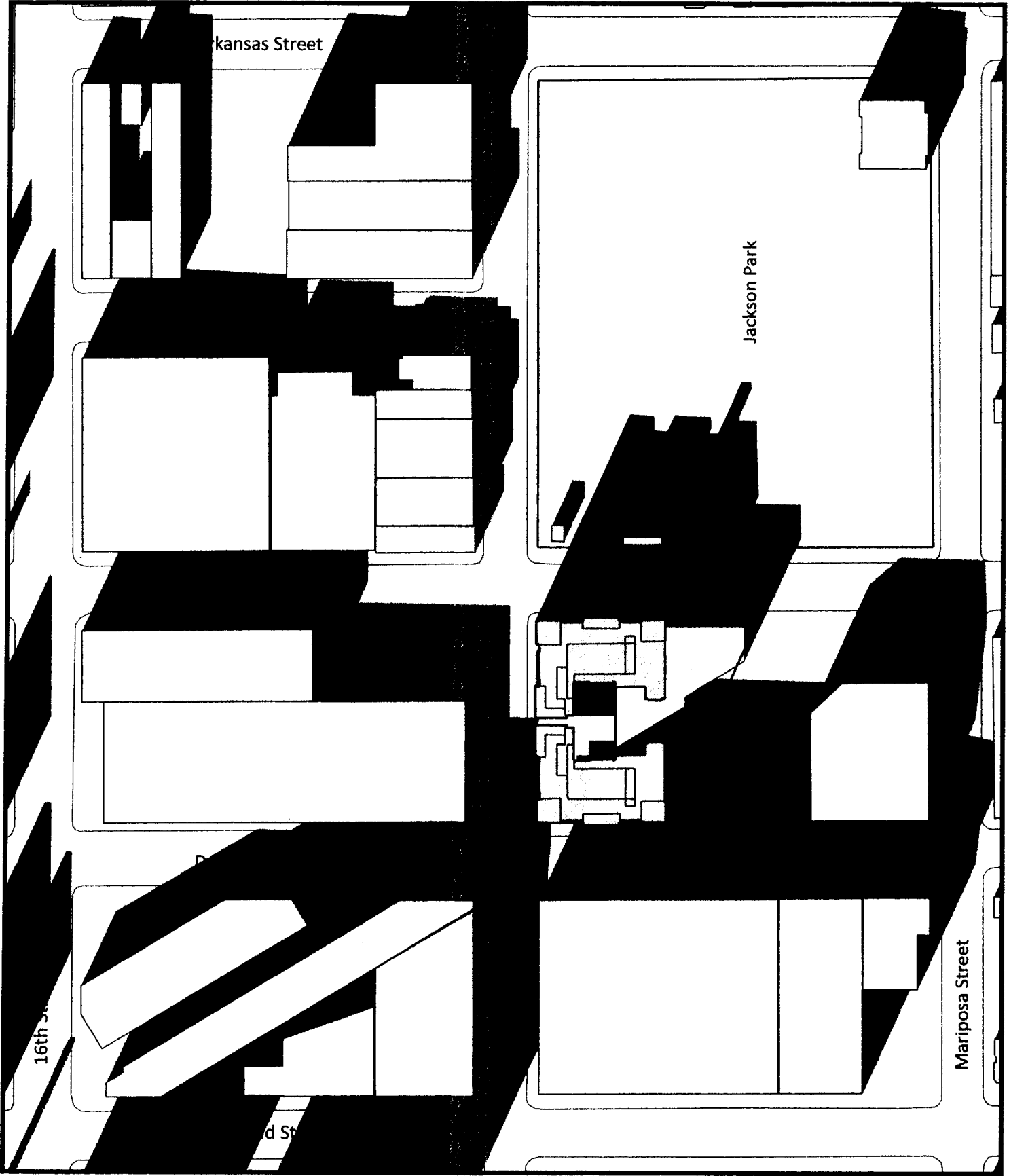


Mariposa Street





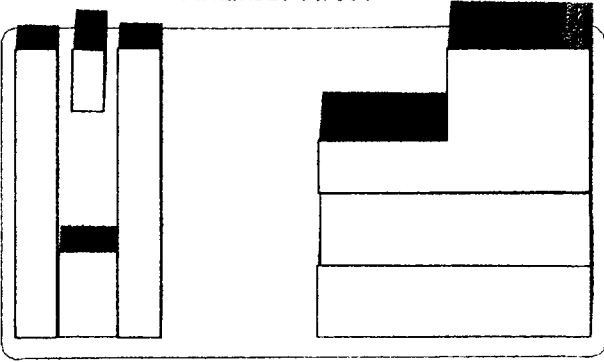




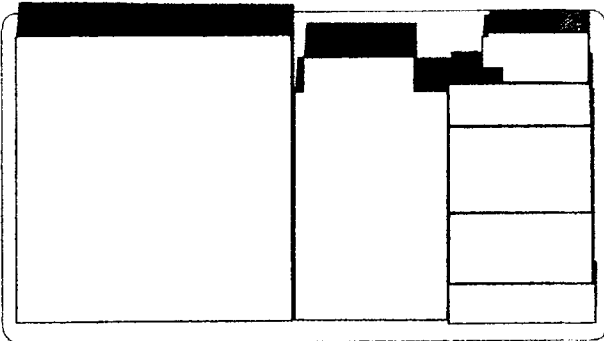
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1717 17th Street Shadow Analysis 40' Building Design
June 21 7:30pm

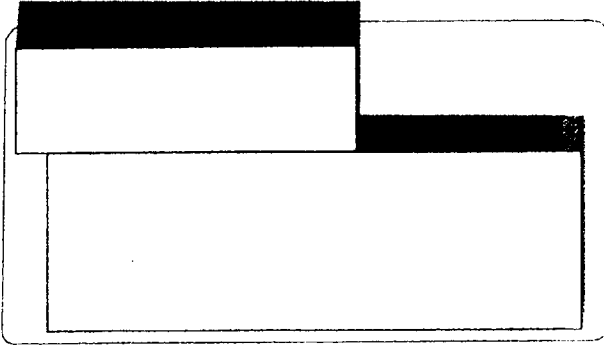
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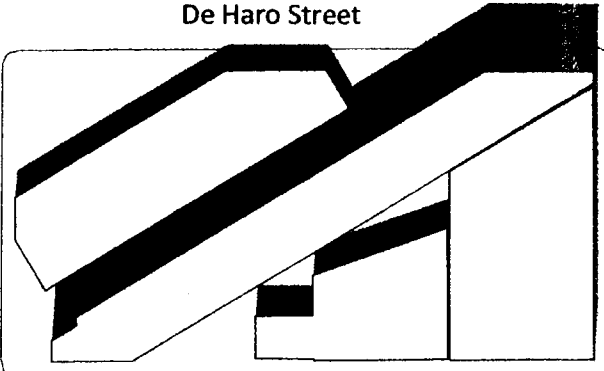
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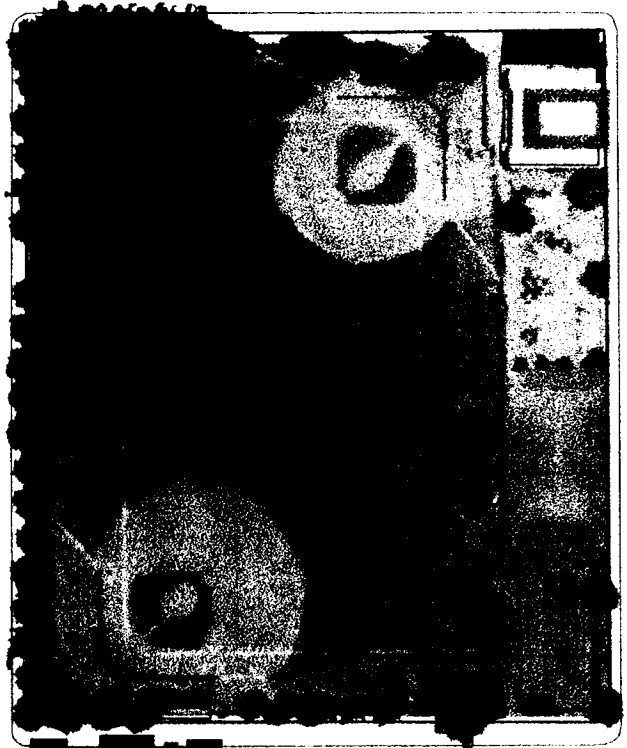
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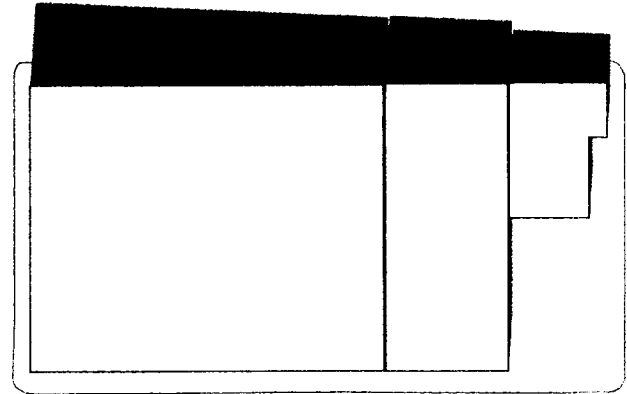
De Haro Street



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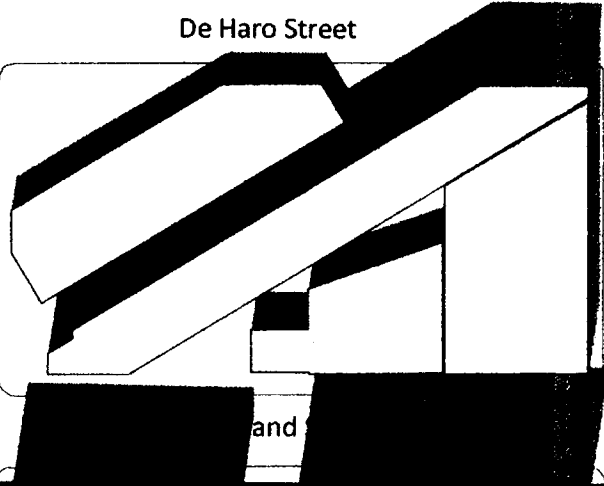
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Mariposa Street

16th Street

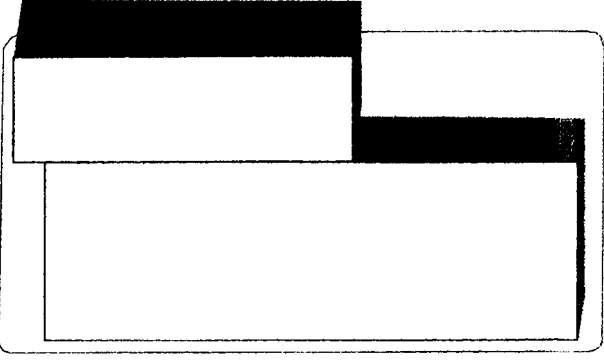
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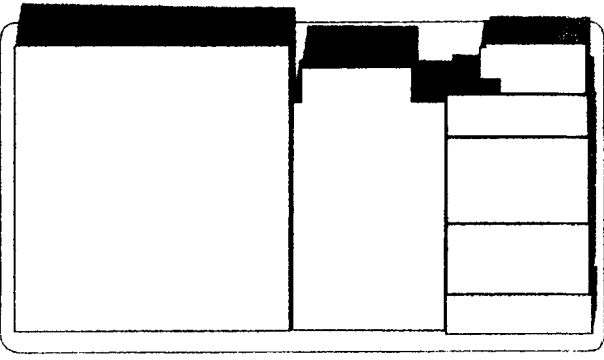
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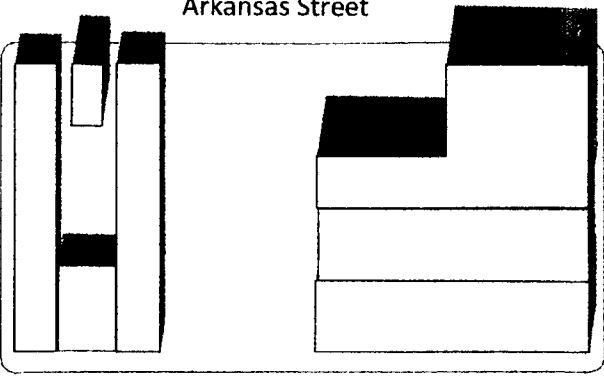
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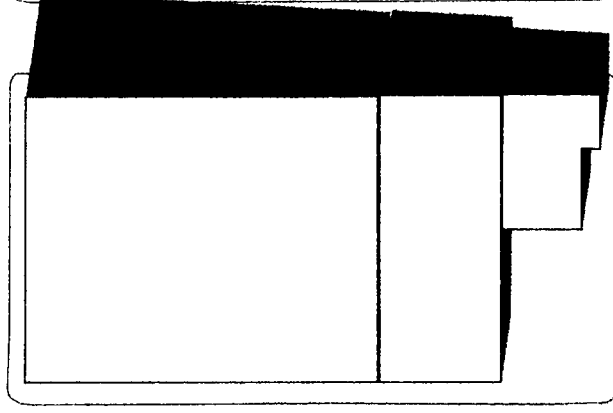
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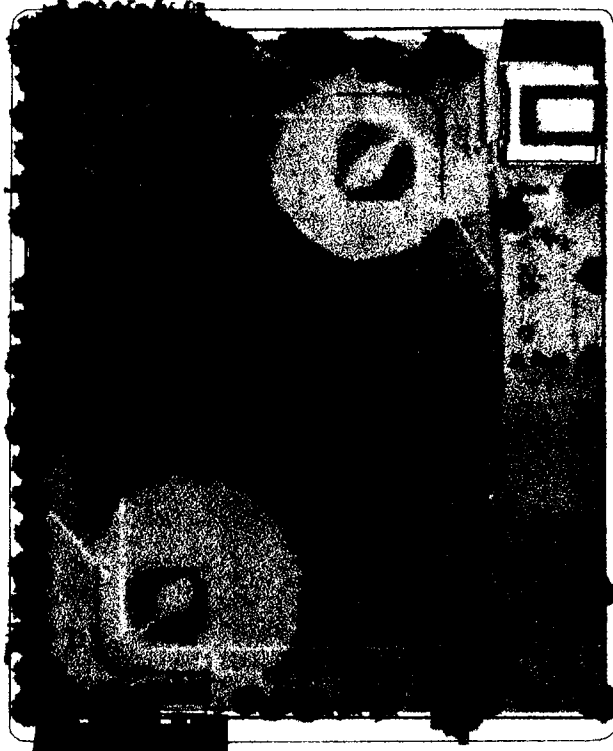
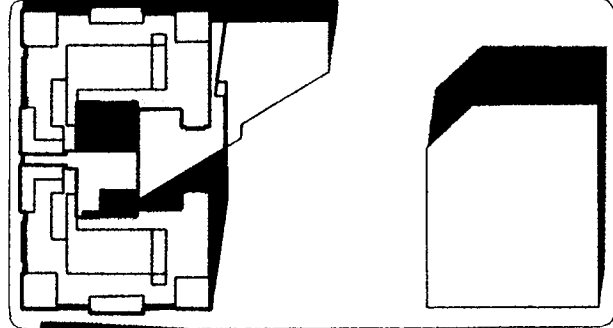
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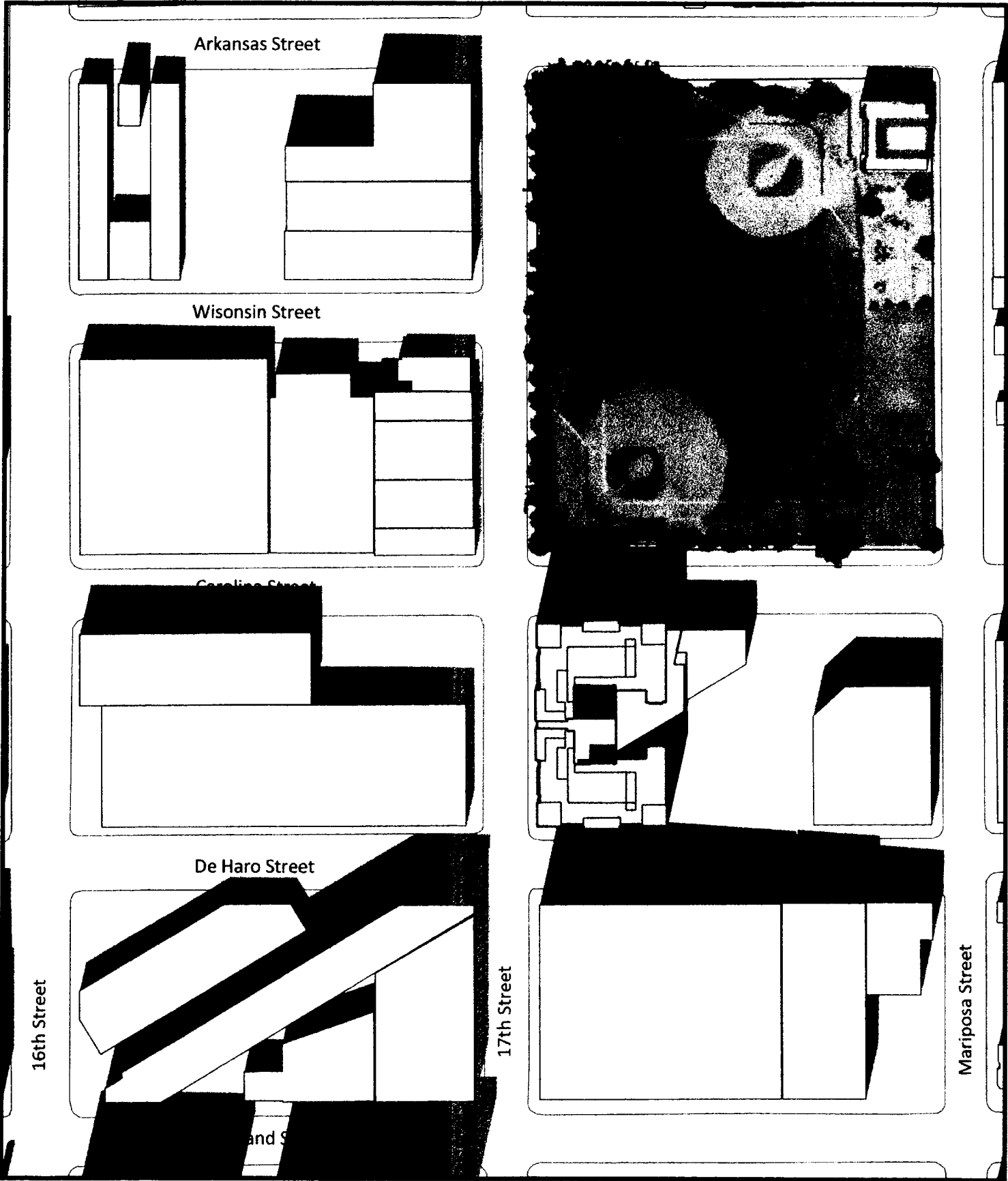


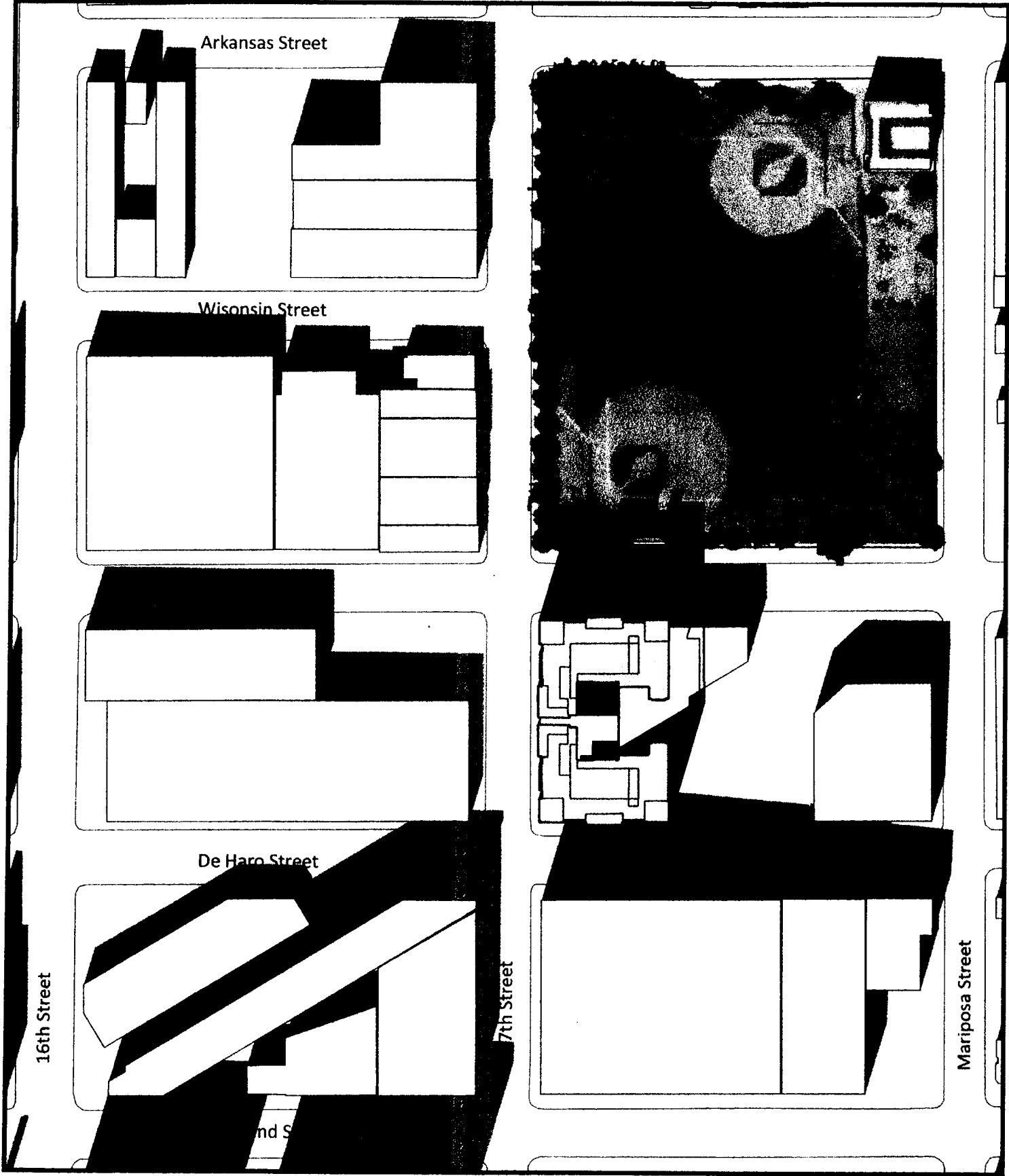
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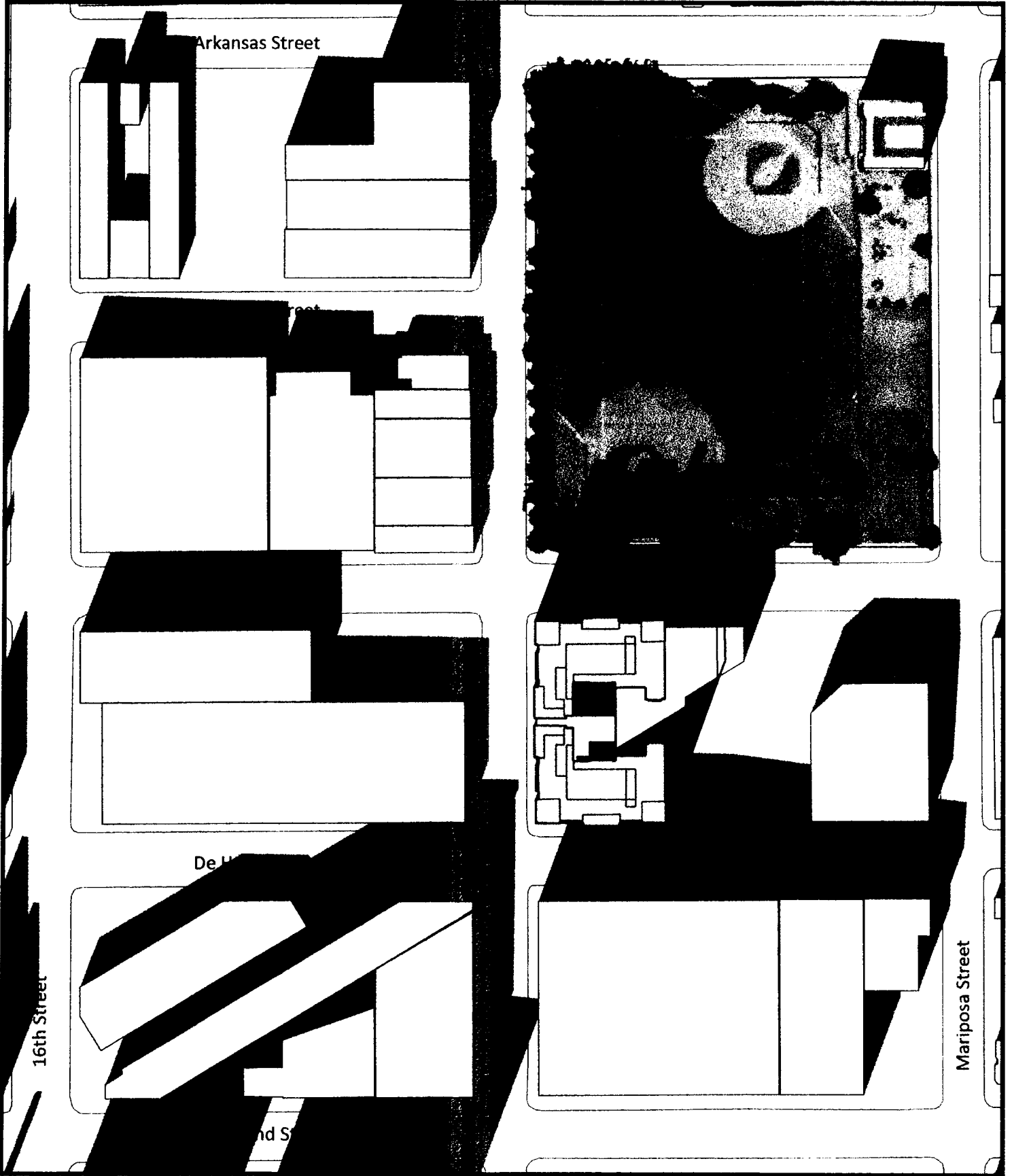
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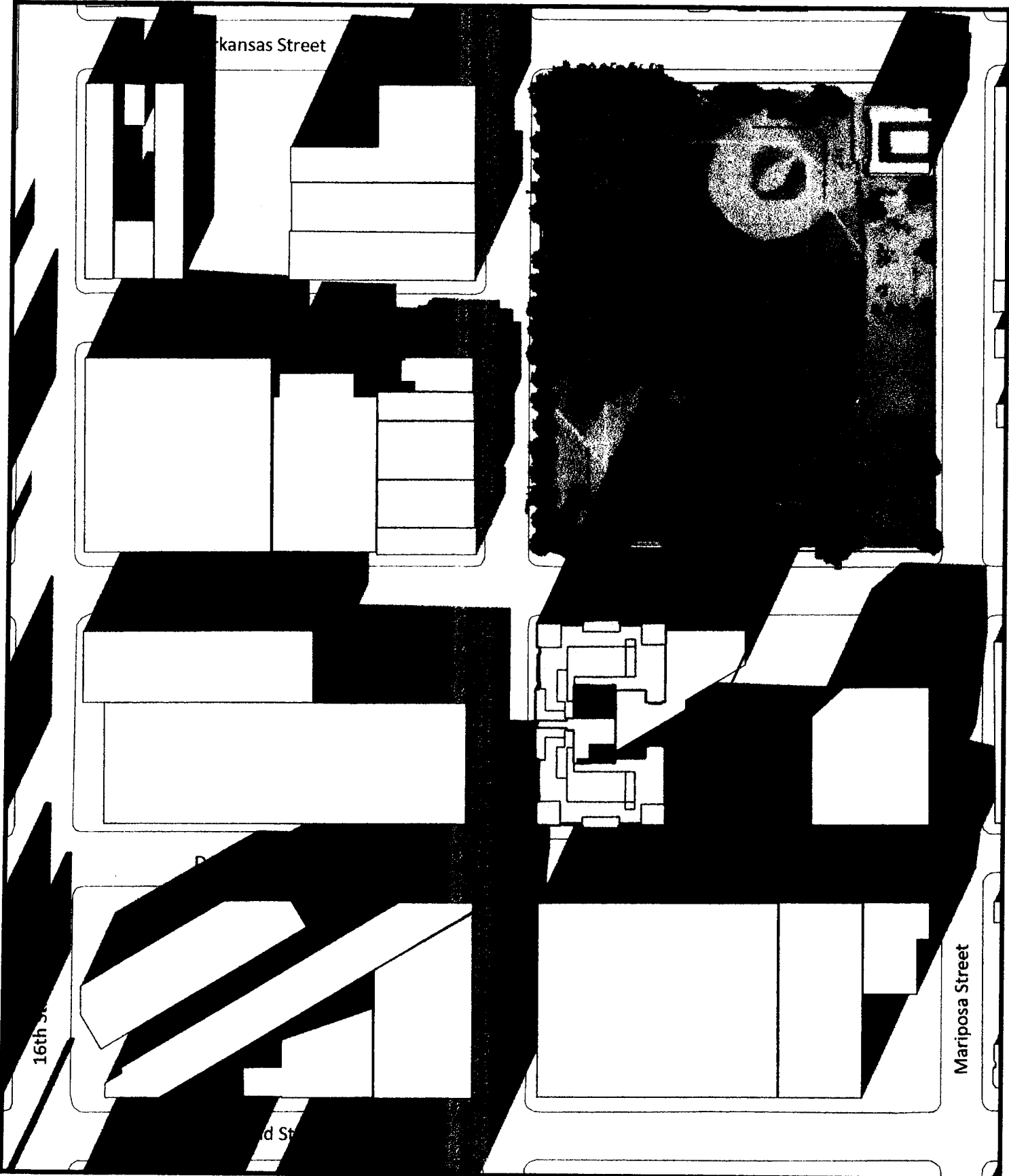






1717 17th Street Shadow Analysis 48' building and 40' building overlay
 June 21 6:30pm





Kansas Street

16th St

d St

Mariposa Street

1717 17th Street Shadow Analysis 48' building and 40' building overlay
June 21 7:30pm

1717 17th Street - 48 foot building with 40 foot existing

* Square Foot produced by under process existing proposed target projection park park
 * Hour exclusive Solar license Monday, May 18, 2009 San Francisco CA
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 * Computations CADP 18, 2009 San Francisco CA
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DayNum	Date	Time	Duration	ExSF	ExSFHr	NewSF	NewSFHr	SunnySF	SunnySFHr
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172	21-Jun	7	0.23	27,075.78	6,227.43	0.00	0.00	162,078.56	37,278.07
172	21-Jun	7.25	0.25	20,689.83	5,172.46	0.00	0.00	168,464.51	42,116.13
172	21-Jun	7.5	0.25	16,383.70	4,095.92	0.00	0.00	172,770.64	43,192.66
172	21-Jun	7.75	0.25	13,342.31	3,335.58	0.00	0.00	175,812.03	43,953.01
172	21-Jun	8	0.25	10,442.57	2,610.64	0.00	0.00	178,711.77	44,677.94
172	21-Jun	8.25	0.25	8,937.98	2,234.49	0.00	0.00	180,216.36	45,054.09
172	21-Jun	8.5	0.25	8,602.61	2,150.65	0.00	0.00	180,551.73	45,137.93
172	21-Jun	8.75	0.25	8,332.70	2,083.18	0.00	0.00	180,821.64	45,205.41
172	21-Jun	9	0.25	8,091.77	2,022.94	0.00	0.00	181,062.57	45,265.64
172	21-Jun	9.25	0.25	7,848.16	1,962.04	0.00	0.00	181,306.18	45,326.54
172	21-Jun	9.5	0.25	7,717.77	1,929.44	0.00	0.00	181,436.57	45,359.14
172	21-Jun	9.75	0.25	7,504.74	1,876.19	0.00	0.00	181,649.60	45,412.40
172	21-Jun	10	0.25	7,386.16	1,846.54	0.00	0.00	181,768.18	45,442.05
172	21-Jun	10.25	0.25	7,243.43	1,810.86	0.00	0.00	181,910.91	45,477.73
172	21-Jun	10.5	0.25	7,120.01	1,780.00	0.00	0.00	182,034.33	45,508.58
172	21-Jun	10.75	0.25	7,013.77	1,753.44	0.00	0.00	182,140.57	45,535.14
172	21-Jun	11	0.25	6,873.72	1,718.43	0.00	0.00	182,280.62	45,570.16
172	21-Jun	11.25	0.25	6,783.03	1,695.76	0.00	0.00	182,371.31	45,592.83
172	21-Jun	11.5	0.25	6,648.35	1,662.09	0.00	0.00	182,505.99	45,626.50
172	21-Jun	11.75	0.25	6,539.96	1,634.99	0.00	0.00	182,614.38	45,653.60
172	21-Jun	12	0.25	6,416.54	1,604.14	0.00	0.00	182,737.80	45,684.45
172	21-Jun	12.25	0.25	6,271.66	1,567.92	0.00	0.00	182,882.68	45,720.67
172	21-Jun	12.5	0.25	6,106.93	1,526.73	0.00	0.00	183,047.41	45,761.85

172	21-Jun	12.75	0.25	6,001.76	1,500.44	0.00	0.00	183,152.58	45,788.15
172	21-Jun	13	0.25	5,833.80	1,458.45	0.00	0.00	183,320.54	45,830.13
172	21-Jun	13.25	0.25	5,834.88	1,458.72	0.00	0.00	183,319.46	45,829.87
172	21-Jun	13.5	0.25	5,958.83	1,489.71	0.00	0.00	183,195.51	45,798.88
172	21-Jun	13.75	0.25	6,105.86	1,526.46	0.00	0.00	183,048.48	45,762.12
172	21-Jun	14	0.25	6,220.69	1,555.17	0.00	0.00	182,933.65	45,733.41
172	21-Jun	14.25	0.25	6,376.83	1,594.21	0.00	0.00	182,777.51	45,694.38
172	21-Jun	14.5	0.25	6,494.35	1,623.59	0.00	0.00	182,659.99	45,665.00
172	21-Jun	14.75	0.25	6,620.98	1,655.25	0.00	0.00	182,533.36	45,633.34
172	21-Jun	15	0.25	6,737.42	1,684.36	0.00	0.00	182,416.92	45,604.23
172	21-Jun	15.25	0.25	6,891.96	1,722.99	0.00	0.00	182,262.38	45,565.60
172	21-Jun	15.5	0.25	7,048.64	1,762.16	0.00	0.00	182,105.70	45,526.42
172	21-Jun	15.75	0.25	7,049.72	1,762.43	0.00	0.00	182,104.62	45,526.16
172	21-Jun	16	0.25	7,049.72	1,762.43	0.00	0.00	182,104.62	45,526.16
172	21-Jun	16.25	0.25	7,047.03	1,761.76	0.00	0.00	182,107.31	45,526.83
172	21-Jun	16.5	0.25	7,049.72	1,762.43	0.00	0.00	182,104.62	45,526.16
172	21-Jun	16.75	0.25	7,071.72	1,767.93	0.00	0.00	182,082.62	45,520.66
172	21-Jun	17	0.25	7,146.30	1,786.58	0.00	0.00	182,008.04	45,502.01
172	21-Jun	17.25	0.25	7,218.74	1,804.69	0.00	0.00	181,935.60	45,483.90
172	21-Jun	17.5	0.25	7,301.38	1,825.34	160.98	40.24	181,691.99	45,423.00
172	21-Jun	17.75	0.25	7,425.33	1,856.33	845.67	211.42	180,883.34	45,220.84
172	21-Jun	18	0.25	8,141.68	2,035.42	1,127.38	281.84	179,885.29	44,971.32
172	21-Jun	18.25	0.25	9,204.12	2,301.03	1,514.26	378.56	178,435.96	44,608.99
172	21-Jun	18.5	0.25	10,733.41	2,683.35	2,279.43	569.86	176,141.50	44,035.38
172	21-Jun	18.75	0.25	13,156.11	3,289.03	3,040.85	760.21	172,957.38	43,239.34
172	21-Jun	19	0.25	17,508.92	4,377.23	3,784.57	946.14	167,860.85	41,965.21
172	21-Jun	19.25	0.3	23,619.07	7,085.72	4,761.70	1,428.51	160,773.57	48,232.07
172	21-Jun	19.6	0.18	38,937.64	7,008.77	7,212.84	1,298.31	143,003.86	25,740.70
179	28-Jun	6.81	0.1	35,749.22	3,574.92	0.00	0.00	153,405.12	15,340.51
179	28-Jun	7	0.22	28,157.01	6,194.54	0.00	0.00	160,997.33	35,419.41
179	28-Jun	7.25	0.25	21,554.81	5,388.70	0.00	0.00	167,599.53	41,899.88
179	28-Jun	7.5	0.25	16,912.77	4,228.19	0.00	0.00	172,241.57	43,060.39
179	28-Jun	7.75	0.25	13,746.36	3,436.59	0.00	0.00	175,407.98	43,852.00
179	28-Jun	8	0.25	10,837.50	2,709.38	0.00	0.00	178,316.84	44,579.21
179	28-Jun	8.25	0.25	9,051.73	2,262.93	0.00	0.00	180,102.61	45,025.65
179	28-Jun	8.5	0.25	8,651.97	2,162.99	0.00	0.00	180,502.37	45,125.59
179	28-Jun	8.75	0.25	8,357.39	2,089.35	0.00	0.00	180,796.95	45,199.24

179	28-Jun	9	0.25	8,105.19	2,026.30	0.00	0.00	181,049.15	45,262.29
179	28-Jun	9.25	0.25	7,900.21	1,975.05	0.00	0.00	181,254.13	45,313.53
179	28-Jun	9.5	0.25	7,711.33	1,927.83	0.00	0.00	181,443.01	45,360.75
179	28-Jun	9.75	0.25	7,530.50	1,882.63	0.00	0.00	181,623.84	45,405.96
179	28-Jun	10	0.25	7,389.38	1,847.34	0.00	0.00	181,764.96	45,441.24
179	28-Jun	10.25	0.25	7,293.87	1,823.47	0.00	0.00	181,860.47	45,465.12
179	28-Jun	10.5	0.25	7,146.84	1,786.71	0.00	0.00	182,007.50	45,501.88
179	28-Jun	10.75	0.25	7,016.98	1,754.25	0.00	0.00	182,137.36	45,534.34
179	28-Jun	11	0.25	6,896.79	1,724.20	0.00	0.00	182,257.55	45,564.39
179	28-Jun	11.25	0.25	6,809.86	1,702.47	0.00	0.00	182,344.48	45,586.12
179	28-Jun	11.5	0.25	6,662.84	1,665.71	0.00	0.00	182,491.50	45,622.88
179	28-Jun	11.75	0.25	6,563.03	1,640.76	0.00	0.00	182,591.31	45,647.83
179	28-Jun	12	0.25	6,420.30	1,605.07	0.00	0.00	182,734.04	45,683.51
179	28-Jun	12.25	0.25	6,308.15	1,577.04	0.00	0.00	182,846.19	45,711.55
179	28-Jun	12.5	0.25	6,150.93	1,537.73	0.00	0.00	183,003.41	45,750.85
179	28-Jun	12.75	0.25	6,013.03	1,503.26	0.00	0.00	183,141.31	45,785.33
179	28-Jun	13	0.25	5,881.56	1,470.39	0.00	0.00	183,272.78	45,818.19
179	28-Jun	13.25	0.25	5,805.36	1,451.34	0.00	0.00	183,348.97	45,837.24
179	28-Jun	13.5	0.25	5,968.49	1,492.12	0.00	0.00	183,185.85	45,796.46
179	28-Jun	13.75	0.25	6,104.78	1,526.20	0.00	0.00	183,049.56	45,762.39
179	28-Jun	14	0.25	6,208.34	1,552.09	0.00	0.00	182,946.00	45,736.50
179	28-Jun	14.25	0.25	6,365.03	1,591.26	0.00	0.00	182,789.31	45,697.33
179	28-Jun	14.5	0.25	6,496.49	1,624.12	0.00	0.00	182,657.85	45,664.46
179	28-Jun	14.75	0.25	6,649.42	1,662.36	0.00	0.00	182,504.92	45,626.23
179	28-Jun	15	0.25	6,750.84	1,687.71	0.00	0.00	182,403.50	45,600.88
179	28-Jun	15.25	0.25	6,899.47	1,724.87	0.00	0.00	182,254.87	45,563.72
179	28-Jun	15.5	0.25	7,029.33	1,757.33	0.00	0.00	182,125.01	45,531.25
179	28-Jun	15.75	0.25	7,045.96	1,761.49	0.00	0.00	182,108.38	45,527.09
179	28-Jun	16	0.25	7,052.40	1,763.10	0.00	0.00	182,101.94	45,525.49
179	28-Jun	16.25	0.25	7,048.64	1,762.16	0.00	0.00	182,105.70	45,526.42
179	28-Jun	16.5	0.25	7,047.57	1,761.89	0.00	0.00	182,106.77	45,526.69
179	28-Jun	16.75	0.25	7,082.99	1,770.75	0.00	0.00	182,071.35	45,517.84
179	28-Jun	17	0.25	7,136.64	1,784.16	0.00	0.00	182,017.70	45,504.42
179	28-Jun	17.25	0.25	7,218.21	1,804.55	0.00	0.00	181,936.13	45,484.03
179	28-Jun	17.5	0.25	7,302.99	1,825.75	112.15	28.04	181,739.21	45,434.80
179	28-Jun	17.75	0.25	7,404.40	1,851.10	784.49	196.12	180,965.44	45,241.36
179	28-Jun	18	0.25	8,096.07	2,024.02	1,081.77	270.44	179,976.51	44,994.13

179	28-Jun	18.25	0.25	9,138.12	2,284.53	1,455.23	363.81	178,560.98	44,640.25
179	28-Jun	18.5	0.25	10,619.65	2,654.91	2,201.63	550.41	176,333.06	44,083.27
179	28-Jun	18.75	0.25	12,982.25	3,245.56	2,946.41	736.60	173,225.67	43,306.42
179	28-Jun	19	0.25	17,103.80	4,275.95	3,741.64	935.41	168,308.90	42,077.22
179	28-Jun	19.25	0.3	23,235.95	6,970.78	4,688.18	1,406.46	161,230.21	48,369.06
179	28-Jun	19.61	0.18	38,915.64	7,004.81	7,207.47	1,297.35	143,031.23	25,745.62
186	5-Jul	6.87	0.06	35,922.00	2,155.32	0.00	0.00	153,232.34	9,193.94
186	5-Jul	7	0.19	30,203.03	5,738.58	0.00	0.00	158,951.31	30,200.75
186	5-Jul	7.25	0.25	22,835.65	5,708.91	0.00	0.00	166,318.69	41,579.67
186	5-Jul	7.5	0.25	17,787.41	4,446.85	0.00	0.00	171,366.92	42,841.73
186	5-Jul	7.75	0.25	14,333.39	3,583.35	0.00	0.00	174,820.95	43,705.24
186	5-Jul	8	0.25	11,369.26	2,842.32	0.00	0.00	177,785.08	44,446.27
186	5-Jul	8.25	0.25	9,175.69	2,293.92	0.00	0.00	179,978.65	44,994.66
186	5-Jul	8.5	0.25	8,750.17	2,187.54	0.00	0.00	180,404.17	45,101.04
186	5-Jul	8.75	0.25	8,431.44	2,107.86	0.00	0.00	180,722.90	45,180.73
186	5-Jul	9	0.25	8,160.46	2,040.11	0.00	0.00	180,993.88	45,248.47
186	5-Jul	9.25	0.25	7,943.68	1,985.92	0.00	0.00	181,210.66	45,302.67
186	5-Jul	9.5	0.25	7,772.50	1,943.13	0.00	0.00	181,381.84	45,345.46
186	5-Jul	9.75	0.25	7,605.62	1,901.41	0.00	0.00	181,548.72	45,387.18
186	5-Jul	10	0.25	7,465.04	1,866.26	0.00	0.00	181,689.30	45,422.33
186	5-Jul	10.25	0.25	7,287.96	1,821.99	0.00	0.00	181,866.38	45,466.59
186	5-Jul	10.5	0.25	7,194.60	1,798.65	0.00	0.00	181,959.74	45,489.94
186	5-Jul	10.75	0.25	7,088.89	1,772.22	0.00	0.00	182,065.45	45,516.36
186	5-Jul	11	0.25	6,952.59	1,738.15	0.00	0.00	182,201.75	45,550.44
186	5-Jul	11.25	0.25	6,815.76	1,703.94	0.00	0.00	182,338.58	45,584.64
186	5-Jul	11.5	0.25	6,705.23	1,676.31	0.00	0.00	182,449.11	45,612.28
186	5-Jul	11.75	0.25	6,587.18	1,646.79	0.00	0.00	182,567.16	45,641.79
186	5-Jul	12	0.25	6,458.39	1,614.60	0.00	0.00	182,695.95	45,673.99
186	5-Jul	12.25	0.25	6,344.64	1,586.16	0.00	0.00	182,809.70	45,702.43
186	5-Jul	12.5	0.25	6,210.49	1,552.62	0.00	0.00	182,943.85	45,735.96
186	5-Jul	12.75	0.25	6,028.59	1,507.15	0.00	0.00	183,125.75	45,781.44
186	5-Jul	13	0.25	5,881.56	1,470.39	0.00	0.00	183,272.78	45,818.19
186	5-Jul	13.25	0.25	5,804.83	1,451.21	0.00	0.00	183,349.51	45,837.38
186	5-Jul	13.5	0.25	5,950.78	1,487.70	0.00	0.00	183,203.56	45,800.89
186	5-Jul	13.75	0.25	6,104.78	1,526.20	0.00	0.00	183,049.56	45,762.39
186	5-Jul	14	0.25	6,236.25	1,559.06	0.00	0.00	182,918.09	45,729.52
186	5-Jul	14.25	0.25	6,370.39	1,592.60	0.00	0.00	182,783.95	45,695.99

186	5-Jul	14.5	0.25	6,507.76	1,626.94	0.00	0.00	182,646.58	45,661.64
186	5-Jul	14.75	0.25	6,617.23	1,654.31	0.00	0.00	182,537.11	45,634.28
186	5-Jul	15	0.25	6,764.25	1,691.06	0.00	0.00	182,390.09	45,597.52
186	5-Jul	15.25	0.25	6,897.33	1,724.33	0.00	0.00	182,257.01	45,564.25
186	5-Jul	15.5	0.25	7,016.45	1,754.11	0.00	0.00	182,137.89	45,534.47
186	5-Jul	15.75	0.25	7,090.50	1,772.62	0.00	0.00	182,063.84	45,515.96
186	5-Jul	16	0.25	7,086.74	1,771.69	0.00	0.00	182,067.60	45,516.90
186	5-Jul	16.25	0.25	7,087.28	1,771.82	0.00	0.00	182,067.06	45,516.77
186	5-Jul	16.5	0.25	7,069.57	1,767.39	0.00	0.00	182,084.77	45,521.19
186	5-Jul	16.75	0.25	7,074.94	1,768.73	0.00	0.00	182,079.40	45,519.85
186	5-Jul	17	0.25	7,159.18	1,789.80	0.00	0.00	181,995.16	45,498.79
186	5-Jul	17.25	0.25	7,221.96	1,805.49	0.00	0.00	181,932.38	45,483.09
186	5-Jul	17.5	0.25	7,299.77	1,824.94	114.29	28.57	181,740.28	45,435.07
186	5-Jul	17.75	0.25	7,403.87	1,850.97	802.20	200.55	180,948.27	45,237.07
186	5-Jul	18	0.25	8,121.82	2,030.46	1,075.33	268.83	179,957.19	44,989.30
186	5-Jul	18.25	0.25	9,173.00	2,293.25	1,434.30	358.58	178,547.03	44,636.76
186	5-Jul	18.5	0.25	10,652.38	2,663.10	2,198.41	549.60	176,303.55	44,075.89
186	5-Jul	18.75	0.25	12,979.03	3,244.76	2,990.95	747.74	173,184.35	43,296.09
186	5-Jul	19	0.25	17,235.26	4,308.82	3,737.35	934.34	168,181.73	42,045.43
186	5-Jul	19.25	0.3	23,446.83	7,034.05	4,735.40	1,420.62	160,972.11	48,291.63
186	5-Jul	19.6	0.18	38,777.20	6,979.90	7,117.86	1,281.22	143,259.28	25,786.67
193	12-Jul	6.94	0.03	36,242.35	1,087.27	0.00	0.00	152,911.99	4,587.36
193	12-Jul	7	0.15	33,412.37	5,011.86	0.00	0.00	155,741.97	23,361.30
193	12-Jul	7.25	0.25	24,862.89	6,215.72	0.00	0.00	164,291.45	41,072.86
193	12-Jul	7.5	0.25	19,088.11	4,772.03	0.00	0.00	170,066.23	42,516.56
193	12-Jul	7.75	0.25	15,188.71	3,797.18	0.00	0.00	173,965.63	43,491.41
193	12-Jul	8	0.25	12,109.22	3,027.31	0.00	0.00	177,045.12	44,261.28
193	12-Jul	8.25	0.25	9,442.91	2,360.73	0.00	0.00	179,711.43	44,927.86
193	12-Jul	8.5	0.25	8,857.49	2,214.37	0.00	0.00	180,296.85	45,074.21
193	12-Jul	8.75	0.25	8,530.70	2,132.68	0.00	0.00	180,623.64	45,155.91
193	12-Jul	9	0.25	8,245.78	2,061.44	0.00	0.00	180,908.56	45,227.14
193	12-Jul	9.25	0.25	8,055.29	2,013.82	0.00	0.00	181,099.05	45,274.76
193	12-Jul	9.5	0.25	7,843.33	1,960.83	0.00	0.00	181,311.01	45,327.75
193	12-Jul	9.75	0.25	7,658.75	1,914.69	0.00	0.00	181,495.59	45,373.90
193	12-Jul	10	0.25	7,505.28	1,876.32	0.00	0.00	181,649.06	45,412.26
193	12-Jul	10.25	0.25	7,383.48	1,845.87	0.00	0.00	181,770.86	45,442.72
193	12-Jul	10.5	0.25	7,250.94	1,812.73	0.00	0.00	181,903.40	45,475.85

193	12-Jul	10.75	0.25	7,109.28	1,777.32	0.00	0.00	182,045.06	45,511.27
193	12-Jul	11	0.25	6,976.74	1,744.19	0.00	0.00	182,177.60	45,544.40
193	12-Jul	11.25	0.25	6,894.64	1,723.66	0.00	0.00	182,259.70	45,564.92
193	12-Jul	11.5	0.25	6,754.06	1,688.51	0.00	0.00	182,400.28	45,600.07
193	12-Jul	11.75	0.25	6,643.52	1,660.88	0.00	0.00	182,510.82	45,627.71
193	12-Jul	12	0.25	6,534.59	1,633.65	0.00	0.00	182,619.75	45,654.94
193	12-Jul	12.25	0.25	6,378.98	1,594.74	0.00	0.00	182,775.36	45,693.84
193	12-Jul	12.5	0.25	6,244.30	1,561.07	0.00	0.00	182,910.04	45,727.51
193	12-Jul	12.75	0.25	6,113.90	1,528.48	0.00	0.00	183,040.44	45,760.11
193	12-Jul	13	0.25	5,911.61	1,477.90	0.00	0.00	183,242.73	45,810.68
193	12-Jul	13.25	0.25	5,858.49	1,464.62	0.00	0.00	183,295.85	45,823.96
193	12-Jul	13.5	0.25	5,951.32	1,487.83	0.00	0.00	183,203.02	45,800.76
193	12-Jul	13.75	0.25	6,147.17	1,536.79	0.00	0.00	183,007.17	45,751.79
193	12-Jul	14	0.25	6,256.10	1,564.03	0.00	0.00	182,898.24	45,724.56
193	12-Jul	14.25	0.25	6,388.10	1,597.03	0.00	0.00	182,766.24	45,691.56
193	12-Jul	14.5	0.25	6,538.35	1,634.59	0.00	0.00	182,615.99	45,654.00
193	12-Jul	14.75	0.25	6,671.42	1,667.86	0.00	0.00	182,482.92	45,620.73
193	12-Jul	15	0.25	6,797.52	1,699.38	0.00	0.00	182,356.82	45,589.21
193	12-Jul	15.25	0.25	6,952.06	1,738.01	0.00	0.00	182,202.28	45,550.57
193	12-Jul	15.5	0.25	7,048.64	1,762.16	0.00	0.00	182,105.70	45,526.42
193	12-Jul	15.75	0.25	7,096.40	1,774.10	0.00	0.00	182,057.94	45,514.48
193	12-Jul	16	0.25	7,127.52	1,781.88	0.00	0.00	182,026.82	45,506.70
193	12-Jul	16.25	0.25	7,111.42	1,777.86	0.00	0.00	182,042.92	45,510.73
193	12-Jul	16.5	0.25	7,109.28	1,777.32	0.00	0.00	182,045.06	45,511.27
193	12-Jul	16.75	0.25	7,120.55	1,780.14	0.00	0.00	182,033.79	45,508.45
193	12-Jul	17	0.25	7,154.35	1,788.59	0.00	0.00	181,999.99	45,500.00
193	12-Jul	17.25	0.25	7,226.25	1,806.56	0.00	0.00	181,928.09	45,482.02
193	12-Jul	17.5	0.25	7,287.96	1,821.99	196.93	49.23	181,669.45	45,417.36
193	12-Jul	17.75	0.25	7,452.70	1,863.17	861.23	215.31	180,840.42	45,210.10
193	12-Jul	18	0.25	8,227.53	2,056.88	1,075.33	268.83	179,851.48	44,962.87
193	12-Jul	18.25	0.25	9,253.49	2,313.37	1,489.57	372.39	178,411.28	44,602.82
193	12-Jul	18.5	0.25	10,792.97	2,698.24	2,256.36	564.09	176,105.01	44,026.25
193	12-Jul	18.75	0.25	13,251.08	3,312.77	3,071.44	767.86	172,831.82	43,207.95
193	12-Jul	19	0.25	17,824.98	4,456.24	3,811.93	952.98	167,517.43	41,879.36
193	12-Jul	19.25	0.28	24,415.91	6,836.45	4,836.82	1,354.31	159,901.61	44,772.45
193	12-Jul	19.56	0.15	38,646.81	5,797.02	7,021.28	1,053.19	143,486.26	21,522.94
200	19-Jul	7.02	0.13	36,921.13	4,799.75	0.00	0.00	152,233.21	19,790.32

200	19-Jul	7.27	0.24	26,979.73	6,475.14	0.00	0.00	162,174.61	38,921.91
200	19-Jul	7.5	0.24	20,855.10	5,005.22	0.00	0.00	168,299.24	40,391.82
200	19-Jul	7.75	0.25	16,371.35	4,092.84	0.00	0.00	172,782.99	43,195.75
200	19-Jul	8	0.25	13,210.84	3,302.71	0.00	0.00	175,943.50	43,985.87
200	19-Jul	8.25	0.25	10,228.47	2,557.12	0.00	0.00	178,925.87	44,731.47
200	19-Jul	8.5	0.25	8,971.78	2,242.95	0.00	0.00	180,182.56	45,045.64
200	19-Jul	8.75	0.25	8,654.12	2,163.53	0.00	0.00	180,500.22	45,125.05
200	19-Jul	9	0.25	8,359.00	2,089.75	0.00	0.00	180,795.34	45,198.84
200	19-Jul	9.25	0.25	8,144.90	2,036.22	0.00	0.00	181,009.44	45,252.36
200	19-Jul	9.5	0.25	7,925.97	1,981.49	0.00	0.00	181,228.37	45,307.09
200	19-Jul	9.75	0.25	7,752.65	1,938.16	0.00	0.00	181,401.69	45,350.42
200	19-Jul	10	0.25	7,590.60	1,897.65	0.00	0.00	181,563.74	45,390.94
200	19-Jul	10.25	0.25	7,460.74	1,865.19	0.00	0.00	181,693.60	45,423.40
200	19-Jul	10.5	0.25	7,306.21	1,826.55	0.00	0.00	181,848.13	45,462.03
200	19-Jul	10.75	0.25	7,193.52	1,798.38	0.00	0.00	181,960.82	45,490.20
200	19-Jul	11	0.25	7,094.79	1,773.70	0.00	0.00	182,059.55	45,514.89
200	19-Jul	11.25	0.25	6,962.79	1,740.70	0.00	0.00	182,191.55	45,547.89
200	19-Jul	11.5	0.25	6,813.08	1,703.27	0.00	0.00	182,341.26	45,585.31
200	19-Jul	11.75	0.25	6,700.93	1,675.23	0.00	0.00	182,453.41	45,613.35
200	19-Jul	12	0.25	6,596.30	1,649.07	0.00	0.00	182,558.04	45,639.51
200	19-Jul	12.25	0.25	6,445.52	1,611.38	0.00	0.00	182,708.82	45,677.21
200	19-Jul	12.5	0.25	6,285.08	1,571.27	0.00	0.00	182,869.26	45,717.32
200	19-Jul	12.75	0.25	6,171.32	1,542.83	0.00	0.00	182,983.02	45,745.76
200	19-Jul	13	0.25	5,991.03	1,497.76	0.00	0.00	183,163.31	45,790.83
200	19-Jul	13.25	0.25	5,916.44	1,479.11	0.00	0.00	183,237.90	45,809.48
200	19-Jul	13.5	0.25	6,015.17	1,503.79	0.00	0.00	183,139.17	45,784.79
200	19-Jul	13.75	0.25	6,180.98	1,545.24	0.00	0.00	182,973.36	45,743.34
200	19-Jul	14	0.25	6,302.25	1,575.56	0.00	0.00	182,852.09	45,713.02
200	19-Jul	14.25	0.25	6,431.57	1,607.89	0.00	0.00	182,722.77	45,680.69
200	19-Jul	14.5	0.25	6,614.54	1,653.64	0.00	0.00	182,539.80	45,634.95
200	19-Jul	14.75	0.25	6,695.03	1,673.76	0.00	0.00	182,459.31	45,614.83
200	19-Jul	15	0.25	6,860.84	1,715.21	0.00	0.00	182,293.50	45,573.38
200	19-Jul	15.25	0.25	7,014.84	1,753.71	0.00	0.00	182,139.50	45,534.88
200	19-Jul	15.5	0.25	7,144.69	1,786.17	0.00	0.00	182,009.65	45,502.41
200	19-Jul	15.75	0.25	7,164.01	1,791.00	0.00	0.00	181,990.33	45,497.58
200	19-Jul	16	0.25	7,159.18	1,789.80	0.00	0.00	181,995.16	45,498.79
200	19-Jul	16.25	0.25	7,160.79	1,790.20	0.00	0.00	181,993.55	45,498.39

200	19-Jul	16.5	0.25	7,165.08	1,791.27	0.00	0.00	181,989.26	45,497.31
200	19-Jul	16.75	0.25	7,163.47	1,790.87	0.00	0.00	181,990.87	45,497.72
200	19-Jul	17	0.25	7,159.18	1,789.80	0.00	0.00	181,995.16	45,498.79
200	19-Jul	17.25	0.25	7,241.28	1,810.32	0.00	0.00	181,913.06	45,478.27
200	19-Jul	17.5	0.25	7,311.04	1,827.76	346.64	86.66	181,496.67	45,374.17
200	19-Jul	17.75	0.25	7,560.55	1,890.14	937.42	234.36	180,656.37	45,164.09
200	19-Jul	18	0.25	8,390.65	2,097.66	1,132.74	283.19	179,630.94	44,907.74
200	19-Jul	18.25	0.25	9,497.10	2,374.28	1,578.11	394.53	178,079.13	44,519.78
200	19-Jul	18.5	0.25	11,140.68	2,785.17	2,407.14	601.79	175,606.52	43,901.63
200	19-Jul	18.75	0.25	13,856.89	3,464.22	3,156.76	789.19	172,140.69	43,035.17
200	19-Jul	19	0.25	18,909.96	4,727.49	3,989.55	997.39	166,254.83	41,563.71
200	19-Jul	19.25	0.25	26,247.29	6,561.82	5,040.19	1,260.05	157,866.86	39,466.72
200	19-Jul	19.5	0.13	38,433.78	4,996.39	6,899.47	896.93	143,821.09	18,696.74
207	26-Jul	7.12	0.06	37,571.48	2,254.29	0.00	0.00	151,582.86	9,094.97
207	26-Jul	7.25	0.19	31,398.01	5,965.62	0.00	0.00	157,756.32	29,973.70
207	26-Jul	7.5	0.25	23,403.90	5,850.98	0.00	0.00	165,750.44	41,437.61
207	26-Jul	7.75	0.25	17,865.22	4,466.31	0.00	0.00	171,289.12	42,822.28
207	26-Jul	8	0.25	14,307.63	3,576.91	0.00	0.00	174,846.71	43,711.68
207	26-Jul	8.25	0.25	11,124.58	2,781.14	0.00	0.00	178,029.76	44,507.44
207	26-Jul	8.5	0.25	9,215.39	2,303.85	0.00	0.00	179,938.95	44,984.74
207	26-Jul	8.75	0.25	8,775.93	2,193.98	0.00	0.00	180,378.41	45,094.60
207	26-Jul	9	0.25	8,543.05	2,135.76	0.00	0.00	180,611.29	45,152.82
207	26-Jul	9.25	0.25	8,284.95	2,071.24	0.00	0.00	180,869.39	45,217.35
207	26-Jul	9.5	0.25	8,078.90	2,019.72	0.00	0.00	181,075.44	45,268.86
207	26-Jul	9.75	0.25	7,880.89	1,970.22	0.00	0.00	181,273.45	45,318.36
207	26-Jul	10	0.25	7,702.21	1,925.55	0.00	0.00	181,452.13	45,363.03
207	26-Jul	10.25	0.25	7,577.72	1,894.43	0.00	0.00	181,576.62	45,394.15
207	26-Jul	10.5	0.25	7,436.06	1,859.02	0.00	0.00	181,718.28	45,429.57
207	26-Jul	10.75	0.25	7,296.55	1,824.14	0.00	0.00	181,857.79	45,464.45
207	26-Jul	11	0.25	7,139.33	1,784.83	0.00	0.00	182,015.01	45,503.75
207	26-Jul	11.25	0.25	7,026.11	1,756.53	0.00	0.00	182,128.23	45,532.06
207	26-Jul	11.5	0.25	6,897.86	1,724.47	0.00	0.00	182,256.48	45,564.12
207	26-Jul	11.75	0.25	6,793.76	1,698.44	0.00	0.00	182,360.58	45,590.14
207	26-Jul	12	0.25	6,653.71	1,663.43	0.00	0.00	182,500.63	45,625.16
207	26-Jul	12.25	0.25	6,529.76	1,632.44	0.00	0.00	182,624.58	45,656.14
207	26-Jul	12.5	0.25	6,340.34	1,585.09	0.00	0.00	182,813.99	45,703.50
207	26-Jul	12.75	0.25	6,219.08	1,554.77	0.00	0.00	182,935.26	45,733.82

207	26-Jul	13	0.25	6,039.85	1,509.96	0.00	0.00	183,114.49	45,778.62
207	26-Jul	13.25	0.25	5,970.63	1,492.66	0.00	0.00	183,183.71	45,795.93
207	26-Jul	13.5	0.25	6,069.37	1,517.34	0.00	0.00	183,084.97	45,771.24
207	26-Jul	13.75	0.25	6,236.25	1,559.06	0.00	0.00	182,918.09	45,729.52
207	26-Jul	14	0.25	6,361.81	1,590.45	0.00	0.00	182,792.53	45,698.13
207	26-Jul	14.25	0.25	6,517.96	1,629.49	0.00	0.00	182,636.38	45,659.10
207	26-Jul	14.5	0.25	6,675.18	1,668.79	0.00	0.00	182,479.16	45,619.79
207	26-Jul	14.75	0.25	6,803.96	1,700.99	0.00	0.00	182,350.38	45,587.60
207	26-Jul	15	0.25	6,922.01	1,730.50	0.00	0.00	182,232.33	45,558.08
207	26-Jul	15.25	0.25	7,102.84	1,775.71	0.00	0.00	182,051.50	45,512.88
207	26-Jul	15.5	0.25	7,218.74	1,804.69	0.00	0.00	181,935.60	45,483.90
207	26-Jul	15.75	0.25	7,243.43	1,810.86	0.00	0.00	181,910.91	45,477.73
207	26-Jul	16	0.25	7,219.28	1,804.82	0.00	0.00	181,935.06	45,483.77
207	26-Jul	16.25	0.25	7,239.67	1,809.92	0.00	0.00	181,914.67	45,478.67
207	26-Jul	16.5	0.25	7,262.74	1,815.69	0.00	0.00	181,891.60	45,472.90
207	26-Jul	16.75	0.25	7,251.47	1,812.87	0.00	0.00	181,902.87	45,475.72
207	26-Jul	17	0.25	7,255.77	1,813.94	0.00	0.00	181,898.57	45,474.64
207	26-Jul	17.25	0.25	7,279.38	1,819.84	0.00	0.00	181,874.96	45,468.74
207	26-Jul	17.5	0.25	7,334.11	1,833.53	531.22	132.81	181,289.01	45,322.25
207	26-Jul	17.75	0.25	7,770.89	1,942.72	993.76	248.44	180,389.68	45,097.42
207	26-Jul	18	0.25	8,679.88	2,169.97	1,196.60	299.15	179,277.87	44,819.47
207	26-Jul	18.25	0.25	9,866.81	2,466.70	1,720.84	430.21	177,566.68	44,391.67
207	26-Jul	18.5	0.25	11,703.56	2,925.89	2,561.14	640.29	174,889.64	43,722.41
207	26-Jul	18.75	0.25	15,072.27	3,768.07	3,328.47	832.12	170,753.60	42,688.40
207	26-Jul	19	0.25	20,666.22	5,166.55	4,183.79	1,045.95	164,304.33	41,076.08
207	26-Jul	19.25	0.21	29,036.48	6,097.66	5,371.26	1,127.97	154,746.59	32,496.78
207	26-Jul	19.42	0.09	38,169.24	3,435.23	6,695.57	602.60	144,289.53	12,986.06
214	2-Aug	7.21	0.02	38,372.61	767.45	0.00	0.00	150,781.73	3,015.63
214	2-Aug	7.25	0.15	36,321.76	5,448.26	0.00	0.00	152,832.58	22,924.89
214	2-Aug	7.5	0.25	26,555.29	6,638.82	0.00	0.00	162,599.05	40,649.76
214	2-Aug	7.75	0.25	19,836.65	4,959.16	0.00	0.00	169,317.69	42,329.42
214	2-Aug	8	0.25	15,578.27	3,894.57	0.00	0.00	173,576.07	43,394.02
214	2-Aug	8.25	0.25	12,249.27	3,062.32	0.00	0.00	176,905.07	44,226.27
214	2-Aug	8.5	0.25	9,524.47	2,381.12	0.00	0.00	179,629.87	44,907.47
214	2-Aug	8.75	0.25	9,025.98	2,256.49	0.00	0.00	180,128.36	45,032.09
214	2-Aug	9	0.25	8,704.02	2,176.01	0.00	0.00	180,450.32	45,112.58
214	2-Aug	9.25	0.25	8,455.05	2,113.76	0.00	0.00	180,699.29	45,174.82

214	2-Aug	9.5	0.25	8,215.19	2,053.80	0.00	0.00	180,939.15	45,234.79
214	2-Aug	9.75	0.25	8,037.04	2,009.26	0.00	0.00	181,117.30	45,279.32
214	2-Aug	10	0.25	7,814.89	1,953.72	0.00	0.00	181,339.45	45,334.86
214	2-Aug	10.25	0.25	7,666.79	1,916.70	0.00	0.00	181,487.54	45,371.89
214	2-Aug	10.5	0.25	7,529.43	1,882.36	0.00	0.00	181,624.91	45,406.23
214	2-Aug	10.75	0.25	7,415.67	1,853.92	0.00	0.00	181,738.67	45,434.67
214	2-Aug	11	0.25	7,267.57	1,816.89	0.00	0.00	181,886.77	45,471.69
214	2-Aug	11.25	0.25	7,147.38	1,786.84	0.00	0.00	182,006.96	45,501.74
214	2-Aug	11.5	0.25	6,994.98	1,748.75	0.00	0.00	182,159.36	45,539.84
214	2-Aug	11.75	0.25	6,869.42	1,717.36	0.00	0.00	182,284.92	45,571.23
214	2-Aug	12	0.25	6,720.79	1,680.20	0.00	0.00	182,433.55	45,608.39
214	2-Aug	12.25	0.25	6,612.40	1,653.10	0.00	0.00	182,541.94	45,635.49
214	2-Aug	12.5	0.25	6,444.98	1,611.24	0.00	0.00	182,709.36	45,677.34
214	2-Aug	12.75	0.25	6,303.32	1,575.83	0.00	0.00	182,851.02	45,712.75
214	2-Aug	13	0.25	6,131.07	1,532.77	0.00	0.00	183,023.26	45,755.82
214	2-Aug	13.25	0.25	6,043.07	1,510.77	0.00	0.00	183,111.27	45,777.82
214	2-Aug	13.5	0.25	6,168.10	1,542.02	0.00	0.00	182,986.24	45,746.56
214	2-Aug	13.75	0.25	6,348.39	1,587.10	0.00	0.00	182,805.95	45,701.49
214	2-Aug	14	0.25	6,451.96	1,612.99	0.00	0.00	182,702.38	45,675.60
214	2-Aug	14.25	0.25	6,632.25	1,658.06	0.00	0.00	182,522.09	45,630.52
214	2-Aug	14.5	0.25	6,725.62	1,681.40	0.00	0.00	182,428.72	45,607.18
214	2-Aug	14.75	0.25	6,903.76	1,725.94	0.00	0.00	182,250.58	45,562.64
214	2-Aug	15	0.25	7,048.64	1,762.16	0.00	0.00	182,105.70	45,526.42
214	2-Aug	15.25	0.25	7,203.18	1,800.80	0.00	0.00	181,951.16	45,487.79
214	2-Aug	15.5	0.25	7,321.23	1,830.31	0.00	0.00	181,833.11	45,458.28
214	2-Aug	15.75	0.25	7,324.45	1,831.11	0.00	0.00	181,829.89	45,457.47
214	2-Aug	16	0.25	7,309.43	1,827.36	0.00	0.00	181,844.91	45,461.23
214	2-Aug	16.25	0.25	7,326.60	1,831.65	0.00	0.00	181,827.74	45,456.94
214	2-Aug	16.5	0.25	7,322.84	1,830.71	0.00	0.00	181,831.50	45,457.87
214	2-Aug	16.75	0.25	7,336.26	1,834.06	0.00	0.00	181,818.08	45,454.52
214	2-Aug	17	0.25	7,326.60	1,831.65	0.00	0.00	181,827.74	45,456.94
214	2-Aug	17.25	0.25	7,338.40	1,834.60	62.78	15.70	181,753.16	45,438.29
214	2-Aug	17.5	0.25	7,405.48	1,851.37	750.15	187.54	180,998.71	45,249.68
214	2-Aug	17.75	0.25	8,092.31	2,023.08	1,065.67	266.42	179,996.36	44,999.09
214	2-Aug	18	0.25	9,107.00	2,276.75	1,321.08	330.27	178,726.25	44,681.56
214	2-Aug	18.25	0.25	10,452.77	2,613.19	1,954.26	488.57	176,747.31	44,186.83
214	2-Aug	18.5	0.25	12,529.91	3,132.48	2,835.34	708.84	173,789.09	43,447.27

214	2-Aug	18.75	0.25	16,848.38	4,212.10	3,574.22	893.56	168,731.73	42,182.93
214	2-Aug	19	0.25	23,382.44	5,845.61	4,527.74	1,131.94	161,244.16	40,311.04
214	2-Aug	19.25	0.15	33,835.21	5,075.28	5,933.61	890.04	149,385.52	22,407.83
214	2-Aug	19.31	0.03	37,559.68	1,126.79	6,516.35	195.49	145,078.32	4,352.35
221	9-Aug	7.32	0.09	39,282.67	3,535.44	0.00	0.00	149,871.67	13,488.45
221	9-Aug	7.5	0.21	30,479.91	6,400.78	0.00	0.00	158,674.43	33,321.63
221	9-Aug	7.75	0.25	22,432.67	5,608.17	0.00	0.00	166,721.67	41,680.42
221	9-Aug	8	0.25	17,237.41	4,309.35	0.00	0.00	171,916.93	42,979.23
221	9-Aug	8.25	0.25	13,626.70	3,406.67	0.00	0.00	175,527.64	43,881.91
221	9-Aug	8.5	0.25	10,447.40	2,611.85	0.00	0.00	178,706.94	44,676.73
221	9-Aug	8.75	0.25	9,285.15	2,321.29	0.00	0.00	179,869.19	44,967.30
221	9-Aug	9	0.25	8,943.34	2,235.84	0.00	0.00	180,211.00	45,052.75
221	9-Aug	9.25	0.25	8,651.44	2,162.86	0.00	0.00	180,502.90	45,125.73
221	9-Aug	9.5	0.25	8,397.63	2,099.41	0.00	0.00	180,756.71	45,189.18
221	9-Aug	9.75	0.25	8,195.34	2,048.83	0.00	0.00	180,959.00	45,239.75
221	9-Aug	10	0.25	8,007.53	2,001.88	0.00	0.00	181,146.81	45,286.70
221	9-Aug	10.25	0.25	7,826.70	1,956.67	0.00	0.00	181,327.64	45,331.91
221	9-Aug	10.5	0.25	7,680.21	1,920.05	0.00	0.00	181,474.13	45,368.53
221	9-Aug	10.75	0.25	7,546.06	1,886.52	0.00	0.00	181,608.28	45,402.07
221	9-Aug	11	0.25	7,355.04	1,838.76	0.00	0.00	181,799.30	45,449.83
221	9-Aug	11.25	0.25	7,242.35	1,810.59	0.00	0.00	181,911.99	45,478.00
221	9-Aug	11.5	0.25	7,100.69	1,775.17	0.00	0.00	182,053.65	45,513.41
221	9-Aug	11.75	0.25	6,975.67	1,743.92	0.00	0.00	182,178.67	45,544.67
221	9-Aug	12	0.25	6,844.74	1,711.18	0.00	0.00	182,309.60	45,577.40
221	9-Aug	12.25	0.25	6,697.18	1,674.29	0.00	0.00	182,457.16	45,614.29
221	9-Aug	12.5	0.25	6,529.22	1,632.31	0.00	0.00	182,625.12	45,656.28
221	9-Aug	12.75	0.25	6,356.98	1,589.24	0.00	0.00	182,797.36	45,699.34
221	9-Aug	13	0.25	6,182.05	1,545.51	0.00	0.00	182,972.29	45,743.07
221	9-Aug	13.25	0.25	6,111.22	1,527.81	0.00	0.00	183,043.12	45,760.78
221	9-Aug	13.5	0.25	6,256.64	1,564.16	0.00	0.00	182,897.70	45,724.43
221	9-Aug	13.75	0.25	6,408.49	1,602.12	0.00	0.00	182,745.85	45,686.46
221	9-Aug	14	0.25	6,567.32	1,641.83	0.00	0.00	182,587.02	45,646.75
221	9-Aug	14.25	0.25	6,718.64	1,679.66	0.00	0.00	182,435.70	45,608.92
221	9-Aug	14.5	0.25	6,867.81	1,716.95	0.00	0.00	182,286.53	45,571.63
221	9-Aug	14.75	0.25	7,039.52	1,759.88	0.00	0.00	182,114.82	45,528.70
221	9-Aug	15	0.25	7,166.16	1,791.54	0.00	0.00	181,988.18	45,497.05
221	9-Aug	15.25	0.25	7,324.99	1,831.25	0.00	0.00	181,829.35	45,457.34

221	9-Aug	15.5	0.25	7,396.35	1,849.09	0.00	0.00	181,757.99	45,439.50
221	9-Aug	15.75	0.25	7,412.99	1,853.25	0.00	0.00	181,741.35	45,435.34
221	9-Aug	16	0.25	7,451.62	1,862.91	0.00	0.00	181,702.72	45,425.68
221	9-Aug	16.25	0.25	7,431.23	1,857.81	0.00	0.00	181,723.11	45,430.78
221	9-Aug	16.5	0.25	7,443.04	1,860.76	0.00	0.00	181,711.30	45,427.83
221	9-Aug	16.75	0.25	7,466.11	1,866.53	0.00	0.00	181,688.23	45,422.06
221	9-Aug	17	0.25	7,434.45	1,858.61	0.00	0.00	181,719.89	45,429.97
221	9-Aug	17.25	0.25	7,449.48	1,862.37	343.95	85.99	181,360.91	45,340.23
221	9-Aug	17.5	0.25	7,643.18	1,910.80	918.64	229.66	180,592.51	45,148.13
221	9-Aug	17.75	0.25	8,506.02	2,126.51	1,154.20	288.55	179,494.11	44,873.53
221	9-Aug	18	0.25	9,639.84	2,409.96	1,574.35	393.59	177,940.15	44,485.04
221	9-Aug	18.25	0.25	11,278.58	2,819.65	2,345.43	586.36	175,530.33	43,882.58
221	9-Aug	18.5	0.25	14,195.48	3,548.87	3,107.39	776.85	171,851.47	42,962.87
221	9-Aug	18.75	0.34	19,415.96	6,601.43	3,910.67	1,329.63	165,827.71	56,381.42
221	9-Aug	19.18	0.21	36,973.18	7,764.37	6,270.05	1,316.71	145,911.11	30,641.33
228	16-Aug	7.42	0.04	40,122.43	1,604.90	0.00	0.00	149,031.91	5,961.28
228	16-Aug	7.5	0.17	35,861.37	6,096.43	0.00	0.00	153,292.97	26,059.81
228	16-Aug	7.75	0.25	25,799.24	6,449.81	0.00	0.00	163,355.10	40,838.78
228	16-Aug	8	0.25	19,273.77	4,818.44	0.00	0.00	169,880.57	42,470.14
228	16-Aug	8.25	0.25	15,147.39	3,786.85	0.00	0.00	174,006.95	43,501.74
228	16-Aug	8.5	0.25	11,634.34	2,908.58	0.00	0.00	177,520.00	44,380.00
228	16-Aug	8.75	0.25	9,570.62	2,392.65	0.00	0.00	179,583.72	44,895.93
228	16-Aug	9	0.25	9,178.90	2,294.73	0.00	0.00	179,975.43	44,993.86
228	16-Aug	9.25	0.25	8,870.90	2,217.73	0.00	0.00	180,283.44	45,070.86
228	16-Aug	9.5	0.25	8,615.49	2,153.87	0.00	0.00	180,538.85	45,134.71
228	16-Aug	9.75	0.25	8,367.58	2,091.90	0.00	0.00	180,786.76	45,196.69
228	16-Aug	10	0.25	8,160.46	2,040.11	0.00	0.00	180,993.88	45,248.47
228	16-Aug	10.25	0.25	7,979.09	1,994.77	0.00	0.00	181,175.25	45,293.81
228	16-Aug	10.5	0.25	7,839.04	1,959.76	0.00	0.00	181,315.30	45,328.82
228	16-Aug	10.75	0.25	7,664.11	1,916.03	0.00	0.00	181,490.23	45,372.56
228	16-Aug	11	0.25	7,527.82	1,881.95	0.00	0.00	181,626.52	45,406.63
228	16-Aug	11.25	0.25	7,365.77	1,841.44	0.00	0.00	181,788.57	45,447.14
228	16-Aug	11.5	0.25	7,223.57	1,805.89	0.00	0.00	181,930.77	45,482.69
228	16-Aug	11.75	0.25	7,060.45	1,765.11	0.00	0.00	182,093.89	45,523.47
228	16-Aug	12	0.25	6,935.96	1,733.99	0.00	0.00	182,218.38	45,554.60
228	16-Aug	12.25	0.25	6,787.32	1,696.83	0.00	0.00	182,367.02	45,591.75
228	16-Aug	12.5	0.25	6,615.08	1,653.77	0.00	0.00	182,539.26	45,634.82

228	16-Aug	12.75	0.25	6,472.35	1,618.09	0.00	0.00	182,681.99	45,670.50
228	16-Aug	13	0.25	6,277.56	1,569.39	0.00	0.00	182,876.78	45,719.19
228	16-Aug	13.25	0.25	6,220.15	1,555.04	0.00	0.00	182,934.19	45,733.55
228	16-Aug	13.5	0.25	6,398.83	1,599.71	0.00	0.00	182,755.51	45,688.88
228	16-Aug	13.75	0.25	6,529.76	1,632.44	0.00	0.00	182,624.58	45,656.14
228	16-Aug	14	0.25	6,697.18	1,674.29	0.00	0.00	182,457.16	45,614.29
228	16-Aug	14.25	0.25	6,857.62	1,714.40	0.00	0.00	182,296.72	45,574.18
228	16-Aug	14.5	0.25	6,972.98	1,743.25	0.00	0.00	182,181.36	45,545.34
228	16-Aug	14.75	0.25	7,170.45	1,792.61	0.00	0.00	181,983.89	45,495.97
228	16-Aug	15	0.25	7,335.72	1,833.93	0.00	0.00	181,818.62	45,454.66
228	16-Aug	15.25	0.25	7,472.01	1,868.00	0.00	0.00	181,682.33	45,420.58
228	16-Aug	15.5	0.25	7,521.38	1,880.34	0.00	0.00	181,632.96	45,408.24
228	16-Aug	15.75	0.25	7,544.99	1,886.25	0.00	0.00	181,609.35	45,402.34
228	16-Aug	16	0.25	7,541.77	1,885.44	0.00	0.00	181,612.57	45,403.14
228	16-Aug	16.25	0.25	7,547.14	1,886.78	0.00	0.00	181,607.20	45,401.80
228	16-Aug	16.5	0.25	7,578.79	1,894.70	0.00	0.00	181,575.55	45,393.89
228	16-Aug	16.75	0.25	7,589.53	1,897.38	0.00	0.00	181,564.81	45,391.20
228	16-Aug	17	0.25	7,600.26	1,900.06	23.61	5.90	181,530.47	45,382.62
228	16-Aug	17.25	0.25	7,612.06	1,903.02	650.35	162.59	180,891.93	45,222.98
228	16-Aug	17.5	0.25	8,145.43	2,036.36	992.69	248.17	180,016.22	45,004.05
228	16-Aug	17.75	0.25	9,029.73	2,257.43	1,276.55	319.14	178,848.06	44,712.01
228	16-Aug	18	0.25	10,443.11	2,610.78	1,862.50	465.63	176,848.73	44,212.18
228	16-Aug	18.25	0.25	12,468.74	3,117.18	2,759.14	689.79	173,926.46	43,481.61
228	16-Aug	18.5	0.25	16,680.43	4,170.11	3,429.35	857.34	169,044.56	42,261.14
228	16-Aug	18.75	0.27	23,103.95	6,238.07	4,331.89	1,169.61	161,718.50	43,664.00
228	16-Aug	19.04	0.14	36,265.42	5,077.16	6,050.59	847.08	146,838.33	20,557.37
235	23-Aug	7.53	0.11	40,916.04	4,500.76	0.00	0.00	148,238.30	16,306.21
235	23-Aug	7.75	0.23	29,864.44	6,868.82	0.00	0.00	159,289.90	36,636.68
235	23-Aug	8	0.25	21,906.81	5,476.70	0.00	0.00	167,247.53	41,811.88
235	23-Aug	8.25	0.25	16,837.65	4,209.41	0.00	0.00	172,316.69	43,079.17
235	23-Aug	8.5	0.25	12,915.72	3,228.93	0.00	0.00	176,238.62	44,059.66
235	23-Aug	8.75	0.25	10,044.42	2,511.11	0.00	0.00	179,109.92	44,777.48
235	23-Aug	9	0.25	9,504.08	2,376.02	0.00	0.00	179,650.26	44,912.57
235	23-Aug	9.25	0.25	9,156.37	2,289.09	0.00	0.00	179,997.97	44,999.49
235	23-Aug	9.5	0.25	8,873.05	2,218.26	0.00	0.00	180,281.29	45,070.32
235	23-Aug	9.75	0.25	8,619.24	2,154.81	0.00	0.00	180,535.10	45,133.77
235	23-Aug	10	0.25	8,412.65	2,103.16	0.00	0.00	180,741.69	45,185.42

235	23-Aug	10.25	0.25	8,178.70	2,044.68	0.00	0.00	180,975.64	45,243.91
235	23-Aug	10.5	0.25	7,995.19	1,998.80	0.00	0.00	181,159.15	45,289.79
235	23-Aug	10.75	0.25	7,847.09	1,961.77	0.00	0.00	181,307.25	45,326.81
235	23-Aug	11	0.25	7,639.43	1,909.86	0.00	0.00	181,514.91	45,378.73
235	23-Aug	11.25	0.25	7,505.28	1,876.32	0.00	0.00	181,649.06	45,412.26
235	23-Aug	11.5	0.25	7,364.69	1,841.17	0.00	0.00	181,789.65	45,447.41
235	23-Aug	11.75	0.25	7,194.60	1,798.65	0.00	0.00	181,959.74	45,489.94
235	23-Aug	12	0.25	7,027.18	1,756.79	0.00	0.00	182,127.16	45,531.79
235	23-Aug	12.25	0.25	6,899.47	1,724.87	0.00	0.00	182,254.87	45,563.72
235	23-Aug	12.5	0.25	6,727.23	1,681.81	0.00	0.00	182,427.11	45,606.78
235	23-Aug	12.75	0.25	6,582.88	1,645.72	0.00	0.00	182,571.46	45,642.86
235	23-Aug	13	0.25	6,388.10	1,597.03	0.00	0.00	182,766.24	45,691.56
235	23-Aug	13.25	0.25	6,397.76	1,599.44	0.00	0.00	182,756.58	45,689.14
235	23-Aug	13.5	0.25	6,520.64	1,630.16	0.00	0.00	182,633.70	45,658.43
235	23-Aug	13.75	0.25	6,712.20	1,678.05	0.00	0.00	182,442.14	45,610.53
235	23-Aug	14	0.25	6,859.23	1,714.81	0.00	0.00	182,295.11	45,573.78
235	23-Aug	14.25	0.25	7,008.40	1,752.10	0.00	0.00	182,145.94	45,536.49
235	23-Aug	14.5	0.25	7,148.45	1,787.11	0.00	0.00	182,005.89	45,501.47
235	23-Aug	14.75	0.25	7,324.99	1,831.25	0.00	0.00	181,829.35	45,457.34
235	23-Aug	15	0.25	7,502.60	1,875.65	0.00	0.00	181,651.74	45,412.94
235	23-Aug	15.25	0.25	7,638.89	1,909.72	0.00	0.00	181,515.45	45,378.86
235	23-Aug	15.5	0.25	7,664.11	1,916.03	0.00	0.00	181,490.23	45,372.56
235	23-Aug	15.75	0.25	7,669.48	1,917.37	0.00	0.00	181,484.86	45,371.22
235	23-Aug	16	0.25	7,678.60	1,919.65	0.00	0.00	181,475.74	45,368.94
235	23-Aug	16.25	0.25	7,701.14	1,925.28	0.00	0.00	181,453.20	45,363.30
235	23-Aug	16.5	0.25	7,719.92	1,929.98	0.00	0.00	181,434.42	45,358.61
235	23-Aug	16.75	0.25	7,729.04	1,932.26	0.00	0.00	181,425.30	45,356.33
235	23-Aug	17	0.25	7,729.04	1,932.26	361.12	90.28	181,064.18	45,266.04
235	23-Aug	17.25	0.25	8,011.82	2,002.96	971.76	242.94	180,170.75	45,042.69
235	23-Aug	17.5	0.25	8,836.02	2,209.01	1,063.52	265.88	179,254.79	44,813.70
235	23-Aug	17.75	0.25	9,817.98	2,454.50	1,505.13	376.28	177,831.22	44,457.81
235	23-Aug	18	0.25	11,448.68	2,862.17	2,330.41	582.60	175,375.25	43,843.81
235	23-Aug	18.25	0.25	14,714.37	3,678.59	3,076.27	769.07	171,363.71	42,840.93
235	23-Aug	18.5	0.25	20,257.34	5,064.33	3,823.20	955.80	165,073.80	41,268.45
235	23-Aug	18.75	0.19	28,447.31	5,404.99	4,955.41	941.53	155,751.63	29,592.81
235	23-Aug	18.88	0.06	35,783.03	2,146.98	5,833.80	350.03	147,537.51	8,852.25
242	30-Aug	7.63	0.06	41,736.49	2,504.19	0.00	0.00	147,417.85	8,845.07

242	30-Aug	7.75	0.19	35,041.46	6,657.88	0.00	0.00	154,112.88	29,281.45
242	30-Aug	8	0.25	25,292.16	6,323.04	0.00	0.00	163,862.18	40,965.55
242	30-Aug	8.25	0.25	18,931.96	4,732.99	0.00	0.00	170,222.38	42,555.59
242	30-Aug	8.5	0.25	14,596.85	3,649.21	0.00	0.00	174,557.49	43,639.37
242	30-Aug	8.75	0.25	11,066.09	2,766.52	0.00	0.00	178,088.25	44,522.06
242	30-Aug	9	0.25	9,844.81	2,461.20	0.00	0.00	179,309.53	44,827.38
242	30-Aug	9.25	0.25	9,453.64	2,363.41	0.00	0.00	179,700.70	44,925.18
242	30-Aug	9.5	0.25	9,127.39	2,281.85	0.00	0.00	180,026.95	45,006.74
242	30-Aug	9.75	0.25	8,863.39	2,215.85	0.00	0.00	180,290.95	45,072.74
242	30-Aug	10	0.25	8,601.00	2,150.25	0.00	0.00	180,553.34	45,138.34
242	30-Aug	10.25	0.25	8,371.87	2,092.97	0.00	0.00	180,782.47	45,195.62
242	30-Aug	10.5	0.25	8,189.43	2,047.36	0.00	0.00	180,964.91	45,241.23
242	30-Aug	10.75	0.25	7,973.72	1,993.43	0.00	0.00	181,180.62	45,295.15
242	30-Aug	11	0.25	7,835.28	1,958.82	0.00	0.00	181,319.06	45,329.76
242	30-Aug	11.25	0.25	7,653.92	1,913.48	0.00	0.00	181,500.42	45,375.11
242	30-Aug	11.5	0.25	7,470.94	1,867.73	0.00	0.00	181,683.40	45,420.85
242	30-Aug	11.75	0.25	7,333.57	1,833.39	0.00	0.00	181,820.77	45,455.19
242	30-Aug	12	0.25	7,168.30	1,792.08	0.00	0.00	181,986.04	45,496.51
242	30-Aug	12.25	0.25	7,026.64	1,756.66	0.00	0.00	182,127.70	45,531.92
242	30-Aug	12.5	0.25	6,832.40	1,708.10	0.00	0.00	182,321.94	45,580.49
242	30-Aug	12.75	0.25	6,656.40	1,664.10	0.00	0.00	182,497.94	45,624.49
242	30-Aug	13	0.25	6,487.37	1,621.84	0.00	0.00	182,666.97	45,666.74
242	30-Aug	13.25	0.25	6,335.13	1,633.78	0.00	0.00	182,619.21	45,654.80
242	30-Aug	13.5	0.25	6,691.81	1,672.95	0.00	0.00	182,462.53	45,615.63
242	30-Aug	13.75	0.25	6,838.30	1,709.58	0.00	0.00	182,316.04	45,579.01
242	30-Aug	14	0.25	6,988.55	1,747.14	0.00	0.00	182,165.79	45,541.45
242	30-Aug	14.25	0.25	7,193.52	1,798.38	0.00	0.00	181,960.82	45,490.20
242	30-Aug	14.5	0.25	7,343.23	1,835.81	0.00	0.00	181,811.11	45,452.78
242	30-Aug	14.75	0.25	7,531.57	1,882.89	0.00	0.00	181,622.77	45,405.69
242	30-Aug	15	0.25	7,716.70	1,929.17	0.00	0.00	181,437.64	45,359.41
242	30-Aug	15.25	0.25	7,811.67	1,952.92	0.00	0.00	181,342.67	45,335.67
242	30-Aug	15.5	0.25	7,813.82	1,953.46	0.00	0.00	181,340.52	45,335.13
242	30-Aug	15.75	0.25	7,836.36	1,959.09	0.00	0.00	181,317.98	45,329.50
242	30-Aug	16	0.25	7,840.11	1,960.03	0.00	0.00	181,314.23	45,328.56
242	30-Aug	16.25	0.25	7,880.36	1,970.09	0.00	0.00	181,273.98	45,318.50
242	30-Aug	16.5	0.25	7,885.19	1,971.30	0.00	0.00	181,269.15	45,317.29
242	30-Aug	16.75	0.25	7,906.11	1,976.53	70.29	17.57	181,177.93	45,294.48

242	30-Aug	17	0.25	7,944.21	1,986.05	756.06	189.01	180,454.07	45,113.52
242	30-Aug	17.25	0.25	8,680.41	2,170.10	1,049.57	262.39	179,424.36	44,856.09
242	30-Aug	17.5	0.25	9,696.18	2,424.04	1,157.42	289.36	178,300.74	44,575.18
242	30-Aug	17.75	0.25	10,856.28	2,714.07	1,854.45	463.61	176,443.60	44,110.90
242	30-Aug	18	0.25	13,025.72	3,256.43	2,646.46	661.62	173,482.16	43,370.54
242	30-Aug	18.25	0.25	17,971.47	4,492.87	3,423.98	855.99	167,758.90	41,939.72
242	30-Aug	18.5	0.23	25,119.91	5,777.58	4,378.57	1,007.07	159,655.85	36,720.85
242	30-Aug	18.71	0.11	35,372.00	3,890.92	5,623.46	618.58	148,158.88	16,297.48
249	6-Sep	7.74	0.13	42,944.89	5,582.84	0.00	0.00	146,209.45	19,007.23
249	6-Sep	8	0.25	29,539.27	7,384.82	0.00	0.00	159,615.07	39,903.77
249	6-Sep	8.25	0.25	21,474.86	5,368.71	0.00	0.00	167,679.48	41,919.87
249	6-Sep	8.5	0.25	16,298.38	4,074.59	0.00	0.00	172,855.96	43,213.99
249	6-Sep	8.75	0.25	12,372.15	3,093.04	0.00	0.00	176,782.19	44,195.55
249	6-Sep	9	0.25	10,245.65	2,561.41	0.00	0.00	178,908.69	44,727.17
249	6-Sep	9.25	0.25	9,820.13	2,455.03	0.00	0.00	179,334.21	44,833.55
249	6-Sep	9.5	0.25	9,440.22	2,360.06	0.00	0.00	179,714.12	44,928.53
249	6-Sep	9.75	0.25	9,102.17	2,275.54	0.00	0.00	180,052.17	45,013.04
249	6-Sep	10	0.25	8,843.00	2,210.75	0.00	0.00	180,311.34	45,077.84
249	6-Sep	10.25	0.25	8,592.41	2,148.10	0.00	0.00	180,561.93	45,140.48
249	6-Sep	10.5	0.25	8,379.92	2,094.98	0.00	0.00	180,774.42	45,193.60
249	6-Sep	10.75	0.25	8,174.41	2,043.60	0.00	0.00	180,979.93	45,244.98
249	6-Sep	11	0.25	7,970.50	1,992.63	0.00	0.00	181,183.84	45,295.96
249	6-Sep	11.25	0.25	7,847.63	1,961.91	0.00	0.00	181,306.71	45,326.68
249	6-Sep	11.5	0.25	7,625.48	1,906.37	0.00	0.00	181,528.86	45,382.22
249	6-Sep	11.75	0.25	7,479.53	1,869.88	0.00	0.00	181,674.81	45,418.70
249	6-Sep	12	0.25	7,313.72	1,828.43	0.00	0.00	181,840.62	45,460.16
249	6-Sep	12.25	0.25	7,136.64	1,784.16	0.00	0.00	182,017.70	45,504.42
249	6-Sep	12.5	0.25	6,946.15	1,736.54	0.00	0.00	182,208.19	45,552.05
249	6-Sep	12.75	0.25	6,751.37	1,687.84	0.00	0.00	182,402.97	45,600.74
249	6-Sep	13	0.25	6,565.18	1,641.29	0.00	0.00	182,589.16	45,647.29
249	6-Sep	13.25	0.25	6,655.86	1,663.96	0.00	0.00	182,498.48	45,624.62
249	6-Sep	13.5	0.25	6,843.13	1,710.78	0.00	0.00	182,311.21	45,577.80
249	6-Sep	13.75	0.25	7,023.42	1,755.86	0.00	0.00	182,130.92	45,532.73
249	6-Sep	14	0.25	7,199.43	1,799.86	0.00	0.00	181,954.91	45,488.73
249	6-Sep	14.25	0.25	7,379.18	1,844.80	0.00	0.00	181,775.16	45,443.79
249	6-Sep	14.5	0.25	7,586.31	1,896.58	0.00	0.00	181,568.03	45,392.01
249	6-Sep	14.75	0.25	7,762.31	1,940.58	0.00	0.00	181,392.03	45,348.01

249	6-Sep	15	0.25	7,931.33	1,982.83	0.00	0.00	181,223.01	45,305.75
249	6-Sep	15.25	0.25	7,966.75	1,991.69	0.00	0.00	181,187.59	45,296.90
249	6-Sep	15.5	0.25	7,985.53	1,996.38	0.00	0.00	181,168.81	45,292.20
249	6-Sep	15.75	0.25	8,034.36	2,008.59	0.00	0.00	181,119.98	45,280.00
249	6-Sep	16	0.25	8,025.77	2,006.44	0.00	0.00	181,128.57	45,282.14
249	6-Sep	16.25	0.25	8,062.80	2,015.70	0.00	0.00	181,091.54	45,272.89
249	6-Sep	16.5	0.25	8,063.33	2,015.83	0.00	0.00	181,091.01	45,272.75
249	6-Sep	16.75	0.25	8,152.95	2,038.24	455.03	113.76	180,546.37	45,136.59
249	6-Sep	17	0.25	8,614.95	2,153.74	881.62	220.40	179,657.77	44,914.44
249	6-Sep	17.25	0.25	9,550.76	2,387.69	1,012.01	253.00	178,591.57	44,647.89
249	6-Sep	17.5	0.25	10,677.06	2,669.27	1,439.67	359.92	177,037.61	44,259.40
249	6-Sep	17.75	0.25	12,327.08	3,081.77	2,166.75	541.69	174,660.51	43,665.13
249	6-Sep	18	0.25	15,906.67	3,976.67	2,955.00	738.75	170,292.67	42,573.17
249	6-Sep	18.25	0.27	22,087.11	5,963.52	3,840.37	1,036.90	163,226.86	44,071.25
249	6-Sep	18.53	0.14	35,053.80	4,907.53	5,362.14	750.70	148,738.40	20,823.38
256	13-Sep	7.84	0.08	43,952.07	3,516.17	0.00	0.00	145,202.27	11,616.18
256	13-Sep	8	0.21	34,710.38	7,289.18	0.00	0.00	154,443.96	32,433.23
256	13-Sep	8.25	0.25	24,736.25	6,184.06	0.00	0.00	164,418.09	41,104.52
256	13-Sep	8.5	0.25	18,422.74	4,605.68	0.00	0.00	170,731.60	42,682.90
256	13-Sep	8.75	0.25	13,852.60	3,463.15	0.00	0.00	175,301.74	43,825.43
256	13-Sep	9	0.25	10,784.38	2,696.10	0.00	0.00	178,369.96	44,592.49
256	13-Sep	9.25	0.25	10,152.28	2,538.07	0.00	0.00	179,002.06	44,750.52
256	13-Sep	9.5	0.25	9,780.42	2,445.11	0.00	0.00	179,373.92	44,843.48
256	13-Sep	9.75	0.25	9,404.81	2,351.20	0.00	0.00	179,749.53	44,937.38
256	13-Sep	10	0.25	9,074.81	2,268.70	0.00	0.00	180,079.53	45,019.88
256	13-Sep	10.25	0.25	8,858.02	2,214.51	0.00	0.00	180,296.32	45,074.08
256	13-Sep	10.5	0.25	8,602.61	2,150.65	0.00	0.00	180,551.73	45,137.93
256	13-Sep	10.75	0.25	8,388.51	2,097.13	0.00	0.00	180,765.83	45,191.46
256	13-Sep	11	0.25	8,182.46	2,045.61	0.00	0.00	180,971.88	45,242.97
256	13-Sep	11.25	0.25	8,004.85	2,001.21	0.00	0.00	181,149.49	45,287.37
256	13-Sep	11.5	0.25	7,798.80	1,949.70	0.00	0.00	181,355.54	45,338.89
256	13-Sep	11.75	0.25	7,624.40	1,906.10	0.00	0.00	181,529.94	45,382.48
256	13-Sep	12	0.25	7,454.84	1,863.71	0.00	0.00	181,699.50	45,424.87
256	13-Sep	12.25	0.25	7,304.06	1,826.02	0.00	0.00	181,850.28	45,462.57
256	13-Sep	12.5	0.25	7,085.13	1,771.28	0.00	0.00	182,069.21	45,517.30
256	13-Sep	12.75	0.25	6,898.93	1,724.73	0.00	0.00	182,255.40	45,563.85
256	13-Sep	13	0.25	6,686.98	1,671.75	0.00	0.00	182,467.36	45,616.84

256	13-Sep	13.25	0.25	6,896.25	1,724.06	0.00	0.00	182,258.09	45,564.52
256	13-Sep	13.5	0.25	7,044.89	1,761.22	0.00	0.00	182,109.45	45,527.36
256	13-Sep	13.75	0.25	7,248.79	1,812.20	0.00	0.00	181,905.55	45,476.39
256	13-Sep	14	0.25	7,412.99	1,853.25	0.00	0.00	181,741.35	45,435.34
256	13-Sep	14.25	0.25	7,606.70	1,901.67	0.00	0.00	181,547.64	45,386.91
256	13-Sep	14.5	0.25	7,784.84	1,946.21	0.00	0.00	181,369.50	45,342.37
256	13-Sep	14.75	0.25	7,967.29	1,991.82	0.00	0.00	181,187.05	45,296.76
256	13-Sep	15	0.25	8,092.31	2,023.08	0.00	0.00	181,062.03	45,265.51
256	13-Sep	15.25	0.25	8,127.19	2,031.80	0.00	0.00	181,027.15	45,256.79
256	13-Sep	15.5	0.25	8,170.12	2,042.53	0.00	0.00	180,984.22	45,246.06
256	13-Sep	15.75	0.25	8,223.78	2,055.94	0.00	0.00	180,930.56	45,232.64
256	13-Sep	16	0.25	8,241.48	2,060.37	0.00	0.00	180,912.86	45,228.21
256	13-Sep	16.25	0.25	8,264.56	2,066.14	0.00	0.00	180,889.78	45,222.45
256	13-Sep	16.5	0.25	8,327.34	2,081.83	207.66	51.92	180,619.34	45,154.84
256	13-Sep	16.75	0.25	8,539.83	2,134.96	794.69	198.67	179,819.82	44,954.96
256	13-Sep	17	0.25	9,307.69	2,326.92	992.69	248.17	178,853.96	44,713.49
256	13-Sep	17.25	0.25	10,400.18	2,600.05	1,255.08	313.77	177,499.07	44,374.77
256	13-Sep	17.5	0.25	11,881.17	2,970.29	1,790.06	447.52	175,483.11	43,870.78
256	13-Sep	17.75	0.25	14,691.29	3,672.82	2,481.19	620.30	171,981.86	42,995.46
256	13-Sep	18	0.25	19,685.33	4,921.33	3,237.78	809.45	166,231.22	41,557.81
256	13-Sep	18.25	0.18	27,643.50	4,975.83	4,259.99	766.80	157,250.86	28,305.15
256	13-Sep	18.35	0.05	33,639.35	1,681.97	4,909.80	245.49	150,605.19	7,530.26
263	20-Sep	7.95	0.02	44,908.81	898.18	0.00	0.00	144,245.53	2,884.91
263	20-Sep	8	0.15	41,407.56	6,211.13	0.00	0.00	147,746.78	22,162.02
263	20-Sep	8.25	0.25	28,932.92	7,233.23	0.00	0.00	160,221.42	40,055.35
263	20-Sep	8.5	0.25	21,012.86	5,253.21	0.00	0.00	168,141.48	42,035.37
263	20-Sep	8.75	0.25	15,734.96	3,933.74	0.00	0.00	173,419.38	43,354.85
263	20-Sep	9	0.25	11,747.56	2,936.89	0.00	0.00	177,406.78	44,351.69
263	20-Sep	9.25	0.25	10,576.72	2,644.18	0.00	0.00	178,577.62	44,644.40
263	20-Sep	9.5	0.25	10,101.84	2,525.46	0.00	0.00	179,052.50	44,763.13
263	20-Sep	9.75	0.25	9,731.59	2,432.90	0.00	0.00	179,422.75	44,855.69
263	20-Sep	10	0.25	9,365.10	2,341.28	0.00	0.00	179,789.24	44,947.31
263	20-Sep	10.25	0.25	9,093.05	2,273.26	0.00	0.00	180,061.29	45,015.32
263	20-Sep	10.5	0.25	8,821.54	2,205.38	0.00	0.00	180,332.80	45,083.20
263	20-Sep	10.75	0.25	8,601.00	2,150.25	0.00	0.00	180,553.34	45,138.34
263	20-Sep	11	0.25	8,357.39	2,089.35	0.00	0.00	180,796.95	45,199.24
263	20-Sep	11.25	0.25	8,193.19	2,048.30	0.00	0.00	180,961.15	45,240.29

263	20-Sep	11.5	0.25	7,997.33	1,999.33	0.00	0.00	181,157.01	45,289.25
263	20-Sep	11.75	0.25	7,789.67	1,947.42	0.00	0.00	181,364.67	45,341.17
263	20-Sep	12	0.25	7,602.94	1,900.74	0.00	0.00	181,551.40	45,387.85
263	20-Sep	12.25	0.25	7,446.26	1,861.56	0.00	0.00	181,708.08	45,427.02
263	20-Sep	12.5	0.25	7,223.04	1,805.76	0.00	0.00	181,931.30	45,482.83
263	20-Sep	12.75	0.25	6,978.89	1,744.72	0.00	0.00	182,175.45	45,543.86
263	20-Sep	13	0.25	6,877.47	1,719.37	0.00	0.00	182,276.87	45,569.22
263	20-Sep	13.25	0.25	7,081.38	1,770.34	0.00	0.00	182,072.96	45,518.24
263	20-Sep	13.5	0.25	7,254.69	1,813.67	0.00	0.00	181,899.65	45,474.91
263	20-Sep	13.75	0.25	7,461.82	1,865.45	0.00	0.00	181,692.52	45,423.13
263	20-Sep	14	0.25	7,619.58	1,904.89	0.00	0.00	181,534.76	45,383.69
263	20-Sep	14.25	0.25	7,841.19	1,960.30	0.00	0.00	181,313.15	45,328.29
263	20-Sep	14.5	0.25	8,015.58	2,003.89	0.00	0.00	181,138.76	45,284.69
263	20-Sep	14.75	0.25	8,250.07	2,062.52	0.00	0.00	180,904.27	45,226.07
263	20-Sep	15	0.25	8,288.17	2,072.04	0.00	0.00	180,866.17	45,216.54
263	20-Sep	15.25	0.25	8,325.19	2,081.30	0.00	0.00	180,829.15	45,207.29
263	20-Sep	15.5	0.25	8,370.80	2,092.70	0.00	0.00	180,783.54	45,195.88
263	20-Sep	15.75	0.25	8,411.58	2,102.90	0.00	0.00	180,742.76	45,185.69
263	20-Sep	16	0.25	8,443.24	2,110.81	0.00	0.00	180,711.10	45,177.77
263	20-Sep	16.25	0.25	8,506.02	2,126.51	19.32	4.83	180,629.00	45,157.25
263	20-Sep	16.5	0.25	8,541.97	2,135.49	644.44	161.11	179,967.92	44,991.98
263	20-Sep	16.75	0.25	9,254.03	2,313.51	908.98	227.25	178,991.33	44,747.83
263	20-Sep	17	0.25	10,240.28	2,560.07	1,066.74	266.69	177,847.32	44,461.83
263	20-Sep	17.25	0.25	11,508.78	2,877.19	1,596.35	399.09	176,049.21	44,012.30
263	20-Sep	17.5	0.25	13,686.80	3,421.70	2,172.12	543.03	173,295.43	43,323.86
263	20-Sep	17.75	0.25	17,882.93	4,470.73	2,768.27	692.07	168,503.15	42,125.79
263	20-Sep	18	0.21	24,445.42	5,133.54	3,511.98	737.52	161,196.94	33,851.36
263	20-Sep	18.16	0.08	32,229.19	2,578.34	4,266.96	341.36	152,658.19	12,212.65
270	27-Sep	8.05	0.1	45,981.45	4,598.15	0.00	0.00	143,172.89	14,317.29
270	27-Sep	8.25	0.22	34,617.02	7,615.74	0.00	0.00	154,537.32	33,998.21
270	27-Sep	8.5	0.25	24,775.42	6,193.86	0.00	0.00	164,378.92	41,094.73
270	27-Sep	8.75	0.25	18,216.69	4,554.17	0.00	0.00	170,937.65	42,734.41
270	27-Sep	9	0.25	13,461.96	3,365.49	0.00	0.00	175,692.38	43,923.09
270	27-Sep	9.25	0.25	11,222.78	2,805.69	0.00	0.00	177,931.56	44,482.89
270	27-Sep	9.5	0.25	10,554.18	2,638.55	0.00	0.00	178,600.16	44,650.04
270	27-Sep	9.75	0.25	10,103.99	2,526.00	0.00	0.00	179,050.35	44,762.59
270	27-Sep	10	0.25	9,731.06	2,432.76	0.00	0.00	179,423.28	44,855.82

270	27-Sep	10.25	0.25	9,383.88	2,345.97	0.00	0.00	179,770.46	44,942.61
270	27-Sep	10.5	0.25	9,079.10	2,269.77	0.00	0.00	180,075.24	45,018.81
270	27-Sep	10.75	0.25	8,834.95	2,208.74	0.00	0.00	180,319.39	45,079.85
270	27-Sep	11	0.25	8,632.12	2,158.03	0.00	0.00	180,522.22	45,130.55
270	27-Sep	11.25	0.25	8,428.22	2,107.05	0.00	0.00	180,726.12	45,181.53
270	27-Sep	11.5	0.25	8,193.73	2,048.43	0.00	0.00	180,960.61	45,240.15
270	27-Sep	11.75	0.25	7,967.82	1,991.96	0.00	0.00	181,186.52	45,296.63
270	27-Sep	12	0.25	7,782.70	1,945.67	0.00	0.00	181,371.64	45,342.91
270	27-Sep	12.25	0.25	7,591.67	1,897.92	0.00	0.00	181,562.67	45,390.67
270	27-Sep	12.5	0.25	7,337.33	1,834.33	0.00	0.00	181,817.01	45,454.25
270	27-Sep	12.75	0.25	7,141.47	1,785.37	0.00	0.00	182,012.87	45,503.22
270	27-Sep	13	0.25	7,078.69	1,769.67	0.00	0.00	182,075.65	45,518.91
270	27-Sep	13.25	0.25	7,304.06	1,826.02	0.00	0.00	181,850.28	45,462.57
270	27-Sep	13.5	0.25	7,462.89	1,865.72	0.00	0.00	181,691.45	45,422.86
270	27-Sep	13.75	0.25	7,679.14	1,919.78	0.00	0.00	181,475.20	45,368.80
270	27-Sep	14	0.25	7,886.80	1,971.70	0.00	0.00	181,267.54	45,316.89
270	27-Sep	14.25	0.25	8,112.70	2,028.18	0.00	0.00	181,041.64	45,260.41
270	27-Sep	14.5	0.25	8,343.43	2,085.86	0.00	0.00	180,810.91	45,202.73
270	27-Sep	14.75	0.25	8,509.78	2,127.44	0.00	0.00	180,644.56	45,161.14
270	27-Sep	15	0.25	8,546.27	2,136.57	0.00	0.00	180,608.07	45,152.02
270	27-Sep	15.25	0.25	8,579.53	2,144.88	0.00	0.00	180,574.81	45,143.70
270	27-Sep	15.5	0.25	8,613.34	2,153.33	0.00	0.00	180,541.00	45,135.25
270	27-Sep	15.75	0.25	8,660.02	2,165.01	0.00	0.00	180,494.32	45,123.58
270	27-Sep	16	0.25	8,721.19	2,180.30	0.00	0.00	180,433.15	45,108.29
270	27-Sep	16.25	0.25	8,786.12	2,196.53	400.30	100.07	179,967.92	44,991.98
270	27-Sep	16.5	0.25	9,246.52	2,311.63	840.84	210.21	179,066.99	44,766.75
270	27-Sep	16.75	0.25	10,169.45	2,542.36	968.54	242.14	178,016.35	44,504.09
270	27-Sep	17	0.25	11,295.22	2,823.80	1,318.40	329.60	176,540.72	44,135.18
270	27-Sep	17.25	0.25	12,951.67	3,237.92	1,911.33	477.83	174,291.34	43,572.83
270	27-Sep	17.5	0.25	16,554.87	4,138.72	2,326.65	581.66	170,272.82	42,568.20
270	27-Sep	17.75	0.23	21,992.67	5,058.31	2,875.58	661.38	164,286.09	37,785.80
270	27-Sep	17.97	0.11	30,991.82	3,409.10	3,674.03	404.14	154,488.49	16,993.73
277	4-Oct	8.16	0.04	48,704.11	1,948.16	0.00	0.00	140,450.23	5,618.01
277	4-Oct	8.25	0.17	42,274.15	7,186.61	0.00	0.00	146,880.19	24,969.63
277	4-Oct	8.5	0.25	30,101.08	7,525.27	0.00	0.00	159,053.26	39,763.32
277	4-Oct	8.75	0.25	21,934.72	5,483.68	0.00	0.00	167,219.62	41,804.91
277	4-Oct	9	0.25	15,975.35	3,993.84	0.00	0.00	173,178.99	43,294.75

277	4-Oct	9.25	0.25	12,354.44	3,088.61	0.00	0.00	176,799.90	44,199.97
277	4-Oct	9.5	0.25	11,496.97	2,874.24	0.00	0.00	177,657.37	44,414.34
277	4-Oct	9.75	0.25	10,860.04	2,715.01	0.00	0.00	178,294.30	44,573.57
277	4-Oct	10	0.25	10,303.60	2,575.90	0.00	0.00	178,850.74	44,712.69
277	4-Oct	10.25	0.25	9,941.40	2,485.35	0.00	0.00	179,212.94	44,803.24
277	4-Oct	10.5	0.25	9,496.03	2,374.01	0.00	0.00	179,658.31	44,914.58
277	4-Oct	10.75	0.25	9,234.71	2,308.68	0.00	0.00	179,919.63	44,979.91
277	4-Oct	11	0.25	8,929.39	2,232.35	0.00	0.00	180,224.95	45,056.24
277	4-Oct	11.25	0.25	8,669.14	2,167.29	0.00	0.00	180,485.20	45,121.30
277	4-Oct	11.5	0.25	8,406.22	2,101.55	0.00	0.00	180,748.12	45,187.03
277	4-Oct	11.75	0.25	8,180.31	2,045.08	0.00	0.00	180,974.03	45,243.51
277	4-Oct	12	0.25	7,988.75	1,997.19	0.00	0.00	181,165.59	45,291.40
277	4-Oct	12.25	0.25	7,778.94	1,944.74	0.00	0.00	181,375.40	45,343.85
277	4-Oct	12.5	0.25	7,501.53	1,875.38	0.00	0.00	181,652.81	45,413.20
277	4-Oct	12.75	0.25	7,315.87	1,828.97	0.00	0.00	181,838.47	45,459.62
277	4-Oct	13	0.25	7,287.96	1,821.99	0.00	0.00	181,866.38	45,466.59
277	4-Oct	13.25	0.25	7,557.33	1,889.33	0.00	0.00	181,597.01	45,399.25
277	4-Oct	13.5	0.25	7,730.65	1,932.66	0.00	0.00	181,423.69	45,355.92
277	4-Oct	13.75	0.25	7,932.94	1,983.24	0.00	0.00	181,221.40	45,305.35
277	4-Oct	14	0.25	8,191.04	2,047.76	0.00	0.00	180,963.30	45,240.82
277	4-Oct	14.25	0.25	8,374.02	2,093.51	0.00	0.00	180,780.32	45,195.08
277	4-Oct	14.5	0.25	8,622.46	2,155.62	0.00	0.00	180,531.88	45,132.97
277	4-Oct	14.75	0.25	8,691.14	2,172.79	0.00	0.00	180,463.20	45,115.80
277	4-Oct	15	0.25	8,743.73	2,185.93	0.00	0.00	180,410.61	45,102.65
277	4-Oct	15.25	0.25	8,805.98	2,201.49	0.00	0.00	180,348.36	45,087.09
277	4-Oct	15.5	0.25	8,846.76	2,211.69	0.00	0.00	180,307.58	45,076.90
277	4-Oct	15.75	0.25	8,933.15	2,233.29	0.00	0.00	180,221.19	45,055.30
277	4-Oct	16	0.25	8,999.68	2,249.92	96.05	24.01	180,058.61	45,014.65
277	4-Oct	16.25	0.25	9,192.86	2,298.21	727.62	181.90	179,233.87	44,808.47
277	4-Oct	16.5	0.25	10,114.72	2,528.68	833.32	208.33	178,206.30	44,551.57
277	4-Oct	16.75	0.25	11,193.80	2,798.45	981.96	245.49	176,978.58	44,244.65
277	4-Oct	17	0.25	12,543.32	3,135.83	1,509.43	377.36	175,101.59	43,775.40
277	4-Oct	17.25	0.25	15,619.06	3,904.76	1,858.21	464.55	171,677.07	42,919.27
277	4-Oct	17.5	0.27	20,421.00	5,513.67	2,206.99	595.89	166,526.35	44,962.11
277	4-Oct	17.75	0.14	31,725.33	4,441.55	2,862.71	400.78	154,566.30	21,639.28
284	11-Oct	8.27	0.12	53,606.39	6,432.77	0.00	0.00	135,547.95	16,265.75
284	11-Oct	8.5	0.24	38,177.83	9,162.68	0.00	0.00	150,976.51	36,234.36

284	11-Oct	8.75	0.25	26,388.41	6,597.10	0.00	0.00	162,765.93	40,691.48
284	11-Oct	9	0.25	19,055.38	4,763.84	0.00	0.00	170,098.96	42,524.74
284	11-Oct	9.25	0.25	14,294.75	3,573.69	0.00	0.00	174,859.59	43,714.90
284	11-Oct	9.5	0.25	12,558.88	3,139.72	0.00	0.00	176,595.46	44,148.86
284	11-Oct	9.75	0.25	11,836.63	2,959.16	0.00	0.00	177,317.71	44,329.43
284	11-Oct	10	0.25	11,163.75	2,790.94	0.00	0.00	177,990.59	44,497.65
284	11-Oct	10.25	0.25	10,659.36	2,664.84	0.00	0.00	178,494.98	44,623.75
284	11-Oct	10.5	0.25	10,155.50	2,538.87	0.00	0.00	178,998.84	44,749.71
284	11-Oct	10.75	0.25	9,779.35	2,444.84	0.00	0.00	179,374.99	44,843.75
284	11-Oct	11	0.25	9,457.93	2,364.48	0.00	0.00	179,696.41	44,924.10
284	11-Oct	11.25	0.25	9,160.12	2,290.03	0.00	0.00	179,994.22	44,998.55
284	11-Oct	11.5	0.25	8,911.68	2,227.92	0.00	0.00	180,242.66	45,060.66
284	11-Oct	11.75	0.25	8,636.41	2,159.10	0.00	0.00	180,517.93	45,129.48
284	11-Oct	12	0.25	8,345.04	2,086.26	0.00	0.00	180,809.30	45,202.32
284	11-Oct	12.25	0.25	8,132.55	2,033.14	0.00	0.00	181,021.79	45,255.45
284	11-Oct	12.5	0.25	7,847.09	1,961.77	0.00	0.00	181,307.25	45,326.81
284	11-Oct	12.75	0.25	7,600.26	1,900.06	0.00	0.00	181,554.08	45,388.52
284	11-Oct	13	0.25	7,715.09	1,928.77	0.00	0.00	181,439.25	45,359.81
284	11-Oct	13.25	0.25	7,890.02	1,972.50	0.00	0.00	181,264.32	45,316.08
284	11-Oct	13.5	0.25	8,100.90	2,025.22	0.00	0.00	181,053.44	45,263.36
284	11-Oct	13.75	0.25	8,330.56	2,082.64	0.00	0.00	180,823.78	45,205.95
284	11-Oct	14	0.25	8,554.85	2,138.71	0.00	0.00	180,599.49	45,149.87
284	11-Oct	14.25	0.25	8,844.61	2,211.15	0.00	0.00	180,309.73	45,077.43
284	11-Oct	14.5	0.25	8,997.54	2,249.38	0.00	0.00	180,156.80	45,039.20
284	11-Oct	14.75	0.25	9,085.54	2,271.38	0.00	0.00	180,068.80	45,017.20
284	11-Oct	15	0.25	9,150.47	2,287.62	0.00	0.00	180,003.87	45,000.97
284	11-Oct	15.25	0.25	9,248.66	2,312.17	0.00	0.00	179,905.68	44,976.42
284	11-Oct	15.5	0.25	9,321.10	2,330.28	0.00	0.00	179,833.24	44,958.31
284	11-Oct	15.75	0.25	9,530.37	2,382.59	0.00	0.00	179,623.97	44,905.99
284	11-Oct	16	0.25	9,745.54	2,436.39	424.44	106.11	178,984.35	44,746.09
284	11-Oct	16.25	0.25	10,417.35	2,604.34	716.35	179.09	178,020.64	44,505.16
284	11-Oct	16.5	0.25	11,538.83	2,884.71	832.25	208.06	176,783.26	44,195.82
284	11-Oct	16.75	0.25	13,137.86	3,284.47	1,168.16	292.04	174,848.32	43,712.08
284	11-Oct	17	0.25	15,951.20	3,987.80	1,505.13	376.28	171,698.00	42,924.50
284	11-Oct	17.25	0.25	20,939.88	5,234.97	1,760.01	440.00	166,454.45	41,613.61
284	11-Oct	17.5	0.19	28,636.19	5,440.88	1,993.43	378.75	158,524.72	30,119.70
284	11-Oct	17.62	0.06	35,046.83	2,102.81	1,970.36	118.22	152,137.16	9,128.23

291	18-Oct	8.38	0.06	58,370.24	3,502.21	0.00	0.00	130,784.10	7,847.05
291	18-Oct	8.5	0.18	48,895.13	8,801.12	0.00	0.00	140,259.21	25,246.66
291	18-Oct	8.75	0.25	34,080.43	8,520.11	0.00	0.00	155,073.91	38,768.48
291	18-Oct	9	0.25	23,842.29	5,960.57	0.00	0.00	165,312.05	41,328.01
291	18-Oct	9.25	0.25	16,880.58	4,220.14	0.00	0.00	172,273.76	43,068.44
291	18-Oct	9.5	0.25	13,760.85	3,440.21	0.00	0.00	175,393.49	43,848.37
291	18-Oct	9.75	0.25	12,842.74	3,210.69	0.00	0.00	176,311.60	44,077.90
291	18-Oct	10	0.25	12,011.03	3,002.76	0.00	0.00	177,143.31	44,285.83
291	18-Oct	10.25	0.25	11,453.51	2,863.38	0.00	0.00	177,700.83	44,425.21
291	18-Oct	10.5	0.25	10,849.85	2,712.46	0.00	0.00	178,304.49	44,576.12
291	18-Oct	10.75	0.25	10,461.35	2,615.34	0.00	0.00	178,692.99	44,673.25
291	18-Oct	11	0.25	10,022.42	2,505.61	0.00	0.00	179,131.92	44,782.98
291	18-Oct	11.25	0.25	9,690.28	2,422.57	0.00	0.00	179,464.06	44,866.02
291	18-Oct	11.5	0.25	9,373.15	2,343.29	0.00	0.00	179,781.19	44,945.30
291	18-Oct	11.75	0.25	9,109.15	2,277.29	0.00	0.00	180,045.19	45,011.30
291	18-Oct	12	0.25	8,825.83	2,206.46	0.00	0.00	180,328.51	45,082.13
291	18-Oct	12.25	0.25	8,580.61	2,145.15	0.00	0.00	180,573.73	45,143.43
291	18-Oct	12.5	0.25	8,247.39	2,061.85	0.00	0.00	180,906.95	45,226.74
291	18-Oct	12.75	0.25	7,986.07	1,996.52	0.00	0.00	181,168.27	45,292.07
291	18-Oct	13	0.25	8,126.65	2,031.66	0.00	0.00	181,027.69	45,256.92
291	18-Oct	13.25	0.25	8,375.09	2,093.77	0.00	0.00	180,779.25	45,194.81
291	18-Oct	13.5	0.25	8,555.92	2,138.98	0.00	0.00	180,598.42	45,149.60
291	18-Oct	13.75	0.25	8,849.44	2,212.36	0.00	0.00	180,304.90	45,076.23
291	18-Oct	14	0.25	9,092.51	2,273.13	0.00	0.00	180,061.83	45,015.46
291	18-Oct	14.25	0.25	9,392.47	2,348.12	0.00	0.00	179,761.87	44,940.47
291	18-Oct	14.5	0.25	9,503.01	2,375.75	0.00	0.00	179,651.33	44,912.83
291	18-Oct	14.75	0.25	9,633.40	2,408.35	0.00	0.00	179,520.94	44,880.24
291	18-Oct	15	0.25	9,716.03	2,429.01	0.00	0.00	179,438.31	44,859.58
291	18-Oct	15.25	0.25	9,878.08	2,469.52	0.00	0.00	179,276.26	44,819.06
291	18-Oct	15.5	0.25	10,008.47	2,502.12	0.00	0.00	179,145.87	44,786.47
291	18-Oct	15.75	0.25	10,393.74	2,598.44	130.93	32.73	178,629.67	44,657.42
291	18-Oct	16	0.25	10,933.02	2,733.25	585.42	146.35	177,635.90	44,408.98
291	18-Oct	16.25	0.25	11,992.78	2,998.20	664.83	166.21	176,496.72	44,124.18
291	18-Oct	16.5	0.25	13,415.28	3,353.82	900.40	225.10	174,838.66	43,709.67
291	18-Oct	16.75	0.25	15,774.67	3,943.67	1,192.30	298.08	172,187.37	43,046.84
291	18-Oct	17	0.25	20,306.70	5,076.68	1,203.57	300.89	167,644.07	41,911.02
291	18-Oct	17.25	0.22	26,611.63	5,854.56	1,230.40	270.69	161,312.31	35,488.71

291	18-Oct	17.45	0.1	37,068.70	3,706.87	1,456.30	145.63	150,629.34	15,062.93
298	25-Oct	7.5	0.13	63,115.84	8,205.06	0.00	0.00	126,038.50	16,385.01
298	25-Oct	7.75	0.25	44,304.07	11,076.02	0.00	0.00	144,850.27	36,212.57
298	25-Oct	8	0.25	30,728.89	7,682.22	0.00	0.00	158,425.45	39,606.36
298	25-Oct	8.25	0.25	21,864.42	5,466.11	0.00	0.00	167,289.92	41,822.48
298	25-Oct	8.5	0.25	16,191.60	4,047.90	0.00	0.00	172,962.74	43,240.69
298	25-Oct	8.75	0.25	14,186.36	3,546.59	0.00	0.00	174,967.98	43,741.99
298	25-Oct	9	0.25	12,965.62	3,241.40	0.00	0.00	176,188.72	44,047.18
298	25-Oct	9.25	0.25	12,288.44	3,072.11	0.00	0.00	176,865.90	44,216.47
298	25-Oct	9.5	0.25	11,623.07	2,905.77	0.00	0.00	177,531.27	44,382.82
298	25-Oct	9.75	0.25	11,137.46	2,784.36	0.00	0.00	178,016.88	44,504.22
298	25-Oct	10	0.25	10,655.60	2,663.90	0.00	0.00	178,498.74	44,624.68
298	25-Oct	10.25	0.25	10,299.30	2,574.83	0.00	0.00	178,855.04	44,713.76
298	25-Oct	10.5	0.25	9,944.62	2,486.15	0.00	0.00	179,209.72	44,802.43
298	25-Oct	10.75	0.25	9,591.54	2,397.89	0.00	0.00	179,562.80	44,890.70
298	25-Oct	11	0.25	9,308.22	2,327.06	0.00	0.00	179,846.12	44,961.53
298	25-Oct	11.25	0.25	9,008.27	2,252.07	0.00	0.00	180,146.07	45,036.52
298	25-Oct	11.5	0.25	8,658.95	2,164.74	0.00	0.00	180,495.39	45,123.85
298	25-Oct	11.75	0.25	8,434.12	2,108.53	0.00	0.00	180,720.22	45,180.06
298	25-Oct	12	0.25	8,626.75	2,156.69	0.00	0.00	180,527.59	45,131.90
298	25-Oct	12.25	0.25	8,837.63	2,209.41	0.00	0.00	180,316.71	45,079.18
298	25-Oct	12.5	0.25	9,094.12	2,273.53	0.00	0.00	180,060.22	45,015.05
298	25-Oct	12.75	0.25	9,387.64	2,346.91	0.00	0.00	179,766.70	44,941.68
298	25-Oct	13	0.25	9,645.74	2,411.43	0.00	0.00	179,508.60	44,877.15
298	25-Oct	13.25	0.25	9,979.50	2,494.87	0.00	0.00	179,174.84	44,793.71
298	25-Oct	13.5	0.25	10,111.50	2,527.87	0.00	0.00	179,042.84	44,760.71
298	25-Oct	13.75	0.25	10,253.16	2,563.29	0.00	0.00	178,901.18	44,725.30
298	25-Oct	14	0.25	10,383.01	2,595.75	0.00	0.00	178,771.33	44,692.83
298	25-Oct	14.25	0.25	10,592.28	2,648.07	0.00	0.00	178,562.06	44,640.51
298	25-Oct	14.5	0.25	10,839.11	2,709.78	0.00	0.00	178,315.23	44,578.81
298	25-Oct	14.75	0.25	11,447.61	2,861.90	384.73	96.18	177,322.00	44,330.50
298	25-Oct	15	0.25	12,260.00	3,065.00	626.20	156.55	176,268.14	44,067.03
298	25-Oct	15.25	0.25	13,560.70	3,390.17	612.79	153.20	174,980.86	43,745.21
298	25-Oct	15.5	0.25	15,472.57	3,868.14	845.67	211.42	172,836.11	43,209.03
298	25-Oct	15.75	0.25	19,298.99	4,824.75	943.32	235.83	168,912.03	42,228.01
298	25-Oct	16	0.25	25,123.13	6,280.78	1,145.08	286.27	162,886.12	40,721.53
298	25-Oct	16.25	0.15	35,273.80	5,291.07	1,157.96	173.69	152,722.58	22,908.39

298	25-Oct	16.3	0.03	38,793.30	1,163.80	1,037.76	31.13	149,323.28	4,479.70
305	1-Nov	7.61	0.07	67,654.85	4,735.84	0.00	0.00	121,499.49	8,504.96
305	1-Nov	7.75	0.19	55,825.73	10,606.89	0.00	0.00	133,328.61	25,332.44
305	1-Nov	8	0.25	39,389.98	9,847.50	0.00	0.00	149,764.36	37,441.09
305	1-Nov	8.25	0.25	27,815.20	6,953.80	0.00	0.00	161,339.13	40,334.78
305	1-Nov	8.5	0.25	19,972.95	4,993.24	0.00	0.00	169,181.39	42,295.35
305	1-Nov	8.75	0.25	16,786.67	4,196.67	0.00	0.00	172,367.66	43,091.92
305	1-Nov	9	0.25	14,819.00	3,704.75	0.00	0.00	174,335.34	43,583.83
305	1-Nov	9.25	0.25	13,397.57	3,349.39	0.00	0.00	175,756.77	43,939.19
305	1-Nov	9.5	0.25	12,375.91	3,093.98	0.00	0.00	176,778.43	44,194.61
305	1-Nov	9.75	0.25	11,822.68	2,955.67	0.00	0.00	177,331.66	44,332.91
305	1-Nov	10	0.25	11,319.36	2,829.84	0.00	0.00	177,834.98	44,458.74
305	1-Nov	10.25	0.25	10,895.46	2,723.86	0.00	0.00	178,258.88	44,564.72
305	1-Nov	10.5	0.25	10,485.50	2,621.38	0.00	0.00	178,668.84	44,667.21
305	1-Nov	10.75	0.25	10,112.57	2,528.14	0.00	0.00	179,041.77	44,760.44
305	1-Nov	11	0.25	9,785.79	2,446.45	0.00	0.00	179,368.55	44,842.14
305	1-Nov	11.25	0.25	9,485.30	2,371.32	0.00	0.00	179,669.04	44,917.26
305	1-Nov	11.5	0.25	9,112.90	2,278.23	0.00	0.00	180,041.44	45,010.36
305	1-Nov	11.75	0.25	8,876.27	2,219.07	0.00	0.00	180,278.07	45,069.52
305	1-Nov	12	0.25	9,085.54	2,271.38	0.00	0.00	180,068.80	45,017.20
305	1-Nov	12.25	0.25	9,335.59	2,333.90	0.00	0.00	179,818.75	44,954.69
305	1-Nov	12.5	0.25	9,588.86	2,397.21	0.00	0.00	179,565.48	44,891.37
305	1-Nov	12.75	0.25	9,965.01	2,491.25	0.00	0.00	179,189.33	44,797.33
305	1-Nov	13	0.25	10,242.43	2,560.61	0.00	0.00	178,911.91	44,727.98
305	1-Nov	13.25	0.25	10,523.06	2,630.77	0.00	0.00	178,631.28	44,657.82
305	1-Nov	13.5	0.25	10,629.84	2,657.46	0.00	0.00	178,524.50	44,631.12
305	1-Nov	13.75	0.25	10,821.94	2,705.49	0.00	0.00	178,332.40	44,583.10
305	1-Nov	14	0.25	10,998.48	2,749.62	0.00	0.00	178,155.86	44,538.96
305	1-Nov	14.25	0.25	11,261.95	2,815.49	0.00	0.00	177,892.39	44,473.10
305	1-Nov	14.5	0.25	11,723.95	2,930.99	43.46	10.87	177,386.93	44,346.73
305	1-Nov	14.75	0.25	12,507.91	3,126.98	485.08	121.27	176,161.35	44,040.34
305	1-Nov	15	0.25	13,712.02	3,428.00	431.42	107.85	175,010.91	43,752.73
305	1-Nov	15.25	0.25	15,315.88	3,828.97	571.47	142.87	173,266.99	43,316.75
305	1-Nov	15.5	0.25	17,784.73	4,446.18	857.47	214.37	170,512.14	42,628.03
305	1-Nov	15.75	0.25	22,935.99	5,734.00	970.15	242.54	165,248.19	41,312.05
305	1-Nov	16	0.21	31,166.21	6,544.90	712.59	149.64	157,275.54	33,027.86
305	1-Nov	16.17	0.09	40,500.72	3,645.07	322.49	29.02	148,331.13	13,349.80

312	8-Nov	7.73	0.01	71,979.23	719.79	0.00	0.00	117,175.11	1,171.75
312	8-Nov	7.75	0.13	70,102.24	9,113.29	0.00	0.00	119,052.10	15,476.77
312	8-Nov	8	0.25	49,764.41	12,441.10	0.00	0.00	139,389.93	34,847.48
312	8-Nov	8.25	0.25	35,194.39	8,798.60	0.00	0.00	153,959.95	38,489.99
312	8-Nov	8.5	0.25	24,931.03	6,232.76	0.00	0.00	164,223.31	41,055.83
312	8-Nov	8.75	0.25	19,588.21	4,897.05	0.00	0.00	169,566.13	42,391.53
312	8-Nov	9	0.25	17,069.46	4,267.36	0.00	0.00	172,084.88	43,021.22
312	8-Nov	9.25	0.25	15,507.98	3,877.00	0.00	0.00	173,646.36	43,411.59
312	8-Nov	9.5	0.25	13,968.51	3,492.13	0.00	0.00	175,185.83	43,796.46
312	8-Nov	9.75	0.25	13,021.42	3,255.36	0.00	0.00	176,132.92	44,033.23
312	8-Nov	10	0.25	11,987.95	2,996.99	0.00	0.00	177,166.39	44,291.60
312	8-Nov	10.25	0.25	11,483.56	2,870.89	0.00	0.00	177,670.78	44,417.70
312	8-Nov	10.5	0.25	11,048.92	2,762.23	0.00	0.00	178,105.42	44,526.35
312	8-Nov	10.75	0.25	10,629.31	2,657.33	0.00	0.00	178,525.03	44,631.26
312	8-Nov	11	0.25	10,253.16	2,563.29	0.00	0.00	178,901.18	44,725.30
312	8-Nov	11.25	0.25	9,952.67	2,488.17	0.00	0.00	179,201.67	44,800.42
312	8-Nov	11.5	0.25	9,553.44	2,388.36	0.00	0.00	179,600.90	44,900.22
312	8-Nov	11.75	0.25	9,310.37	2,327.59	0.00	0.00	179,843.97	44,960.99
312	8-Nov	12	0.25	9,521.25	2,380.31	0.00	0.00	179,633.09	44,908.27
312	8-Nov	12.25	0.25	9,842.67	2,460.67	0.00	0.00	179,311.67	44,827.92
312	8-Nov	12.5	0.25	10,100.77	2,525.19	0.00	0.00	179,053.57	44,763.39
312	8-Nov	12.75	0.25	10,438.28	2,609.57	0.00	0.00	178,716.06	44,679.01
312	8-Nov	13	0.25	10,804.24	2,701.06	0.00	0.00	178,350.10	44,587.53
312	8-Nov	13.25	0.25	11,044.63	2,761.16	0.00	0.00	178,109.71	44,527.43
312	8-Nov	13.5	0.25	11,232.43	2,808.11	0.00	0.00	177,921.91	44,480.48
312	8-Nov	13.75	0.25	11,430.44	2,857.61	0.00	0.00	177,723.90	44,430.98
312	8-Nov	14	0.25	11,617.71	2,904.43	0.00	0.00	177,536.63	44,384.16
312	8-Nov	14.25	0.25	11,969.17	2,992.29	0.00	0.00	177,185.17	44,296.29
312	8-Nov	14.5	0.25	12,705.91	3,176.48	158.29	39.57	176,290.14	44,072.53
312	8-Nov	14.75	0.25	13,812.36	3,453.09	389.56	97.39	174,952.42	43,738.10
312	8-Nov	15	0.25	15,156.52	3,789.13	319.81	79.95	173,678.02	43,419.50
312	8-Nov	15.25	0.25	17,132.78	4,283.19	546.78	136.70	171,474.78	42,868.69
312	8-Nov	15.5	0.25	20,639.39	5,159.85	738.35	184.59	167,776.60	41,944.15
312	8-Nov	15.75	0.25	27,410.62	6,852.65	447.52	111.88	161,296.21	40,324.05
312	8-Nov	16	0.15	38,328.07	5,749.21	70.29	10.54	150,755.97	22,613.40
312	8-Nov	16.05	0.03	42,003.18	1,260.10	18.78	0.56	147,132.38	4,413.97
319	15-Nov	7.85	0.08	75,350.62	6,028.05	0.00	0.00	113,803.72	9,104.30

319	15-Nov	8	0.2	61,203.43	12,240.69	0.00	0.00	127,950.91	25,590.18
319	15-Nov	8.25	0.25	43,715.97	10,928.99	0.00	0.00	145,438.37	36,359.59
319	15-Nov	8.5	0.25	30,814.74	7,703.69	0.00	0.00	158,339.60	39,584.90
319	15-Nov	8.75	0.25	22,901.65	5,725.41	0.00	0.00	166,252.69	41,563.17
319	15-Nov	9	0.25	19,562.99	4,890.75	0.00	0.00	169,591.35	42,397.84
319	15-Nov	9.25	0.25	17,515.36	4,378.84	0.00	0.00	171,638.98	42,909.74
319	15-Nov	9.5	0.25	15,792.91	3,948.23	0.00	0.00	173,361.43	43,340.36
319	15-Nov	9.75	0.25	14,626.36	3,656.59	0.00	0.00	174,527.98	43,631.99
319	15-Nov	10	0.25	13,494.16	3,373.54	0.00	0.00	175,660.18	43,915.04
319	15-Nov	10.25	0.25	12,654.40	3,163.60	0.00	0.00	176,499.94	44,124.99
319	15-Nov	10.5	0.25	11,866.68	2,966.67	0.00	0.00	177,287.66	44,321.91
319	15-Nov	10.75	0.25	11,300.04	2,825.01	0.00	0.00	177,854.30	44,463.57
319	15-Nov	11	0.25	10,737.70	2,684.42	0.00	0.00	178,416.64	44,604.16
319	15-Nov	11.25	0.25	10,390.52	2,597.63	0.00	0.00	178,763.82	44,690.95
319	15-Nov	11.5	0.25	10,031.01	2,507.75	0.00	0.00	179,123.33	44,780.83
319	15-Nov	11.75	0.25	9,720.32	2,430.08	0.00	0.00	179,434.02	44,858.50
319	15-Nov	12	0.25	9,922.62	2,480.65	0.00	0.00	179,231.72	44,807.93
319	15-Nov	12.25	0.25	10,267.11	2,566.78	0.00	0.00	178,887.23	44,721.81
319	15-Nov	12.5	0.25	10,521.45	2,630.36	0.00	0.00	178,632.89	44,658.22
319	15-Nov	12.75	0.25	10,872.92	2,718.23	0.00	0.00	178,281.42	44,570.36
319	15-Nov	13	0.25	11,292.00	2,823.00	0.00	0.00	177,862.34	44,465.59
319	15-Nov	13.25	0.25	11,532.39	2,883.10	0.00	0.00	177,621.95	44,405.49
319	15-Nov	13.5	0.25	11,716.97	2,929.24	0.00	0.00	177,437.37	44,359.34
319	15-Nov	13.75	0.25	12,116.20	3,029.05	0.00	0.00	177,038.14	44,259.54
319	15-Nov	14	0.25	12,461.76	3,115.44	0.00	0.00	176,692.58	44,173.14
319	15-Nov	14.25	0.25	13,007.47	3,251.87	0.00	0.00	176,146.87	44,036.72
319	15-Nov	14.5	0.25	13,761.92	3,440.48	250.59	62.65	175,141.83	43,785.46
319	15-Nov	14.75	0.25	14,971.39	3,742.85	285.47	71.37	173,897.48	43,474.37
319	15-Nov	15	0.25	16,413.21	4,103.30	269.37	67.34	172,471.76	43,117.94
319	15-Nov	15.25	0.25	18,806.40	4,701.60	482.93	120.73	169,865.01	42,466.25
319	15-Nov	15.5	0.25	23,671.12	5,917.78	352.54	88.13	165,130.68	41,282.67
319	15-Nov	15.75	0.23	32,099.34	7,382.85	63.32	14.56	156,991.68	36,108.09
319	15-Nov	15.96	0.11	43,350.55	4,768.56	0.00	0.00	145,803.79	16,038.42
326	22-Nov	7.96	0.02	77,385.91	1,547.72	0.00	0.00	111,768.43	2,235.37
326	22-Nov	8	0.15	73,746.22	11,061.93	0.00	0.00	115,408.12	17,311.22
326	22-Nov	8.25	0.25	53,478.15	13,369.54	0.00	0.00	135,676.19	33,919.05
326	22-Nov	8.5	0.25	37,746.41	9,436.60	0.00	0.00	151,407.93	37,851.98

326	22-Nov	8.75	0.25	27,576.96	6,894.24	0.00	0.00	161,577.38	40,394.35
326	22-Nov	9	0.25	22,295.31	5,573.83	0.00	0.00	166,859.03	41,714.76
326	22-Nov	9.25	0.25	19,748.11	4,937.03	0.00	0.00	169,406.23	42,351.56
326	22-Nov	9.5	0.25	17,535.75	4,383.94	0.00	0.00	171,618.59	42,904.65
326	22-Nov	9.75	0.25	16,145.45	4,036.36	0.00	0.00	173,008.89	43,252.22
326	22-Nov	10	0.25	14,798.61	3,699.65	0.00	0.00	174,355.73	43,588.93
326	22-Nov	10.25	0.25	13,922.90	3,480.72	0.00	0.00	175,231.44	43,807.86
326	22-Nov	10.5	0.25	12,996.74	3,249.19	0.00	0.00	176,157.60	44,039.40
326	22-Nov	10.75	0.25	12,343.17	3,085.79	0.00	0.00	176,811.16	44,202.79
326	22-Nov	11	0.25	11,750.24	2,937.56	0.00	0.00	177,404.10	44,351.02
326	22-Nov	11.25	0.25	11,285.02	2,821.25	0.00	0.00	177,869.32	44,467.33
326	22-Nov	11.5	0.25	10,713.55	2,678.39	0.00	0.00	178,440.79	44,610.20
326	22-Nov	11.75	0.25	10,329.35	2,582.34	0.00	0.00	178,824.99	44,706.25
326	22-Nov	12	0.25	10,442.04	2,610.51	0.00	0.00	178,712.30	44,678.08
326	22-Nov	12.25	0.25	10,827.85	2,706.96	0.00	0.00	178,326.49	44,581.62
326	22-Nov	12.5	0.25	11,080.04	2,770.01	0.00	0.00	178,074.30	44,518.57
326	22-Nov	12.75	0.25	11,525.95	2,881.49	0.00	0.00	177,628.39	44,407.10
326	22-Nov	13	0.25	11,885.46	2,971.37	0.00	0.00	177,268.88	44,317.22
326	22-Nov	13.25	0.25	12,283.61	3,070.90	0.00	0.00	176,870.73	44,217.68
326	22-Nov	13.5	0.25	12,526.69	3,131.67	0.00	0.00	176,627.65	44,156.91
326	22-Nov	13.75	0.25	12,942.01	3,235.50	0.00	0.00	176,212.33	44,053.08
326	22-Nov	14	0.25	13,228.55	3,307.14	0.00	0.00	175,925.79	43,981.45
326	22-Nov	14.25	0.25	13,888.02	3,472.00	0.00	0.00	175,266.32	43,816.58
326	22-Nov	14.5	0.25	14,684.85	3,671.21	301.03	75.26	174,168.46	43,542.12
326	22-Nov	14.75	0.25	16,027.40	4,006.85	171.17	42.79	172,955.77	43,238.94
326	22-Nov	15	0.25	17,473.51	4,368.38	214.64	53.66	171,466.19	42,866.55
326	22-Nov	15.25	0.25	20,394.17	5,098.54	308.54	77.13	168,451.63	42,112.91
326	22-Nov	15.5	0.25	26,214.02	6,553.51	102.49	25.62	162,837.83	40,709.46
326	22-Nov	15.75	0.2	35,823.27	7,164.65	0.00	0.00	153,331.07	30,666.21
326	22-Nov	15.9	0.08	44,778.42	3,582.27	0.00	0.00	144,375.92	11,550.07
333	29-Nov	8.07	0.09	78,988.16	7,108.93	0.00	0.00	110,166.18	9,914.96
333	29-Nov	8.25	0.21	63,114.76	13,254.10	0.00	0.00	126,039.58	26,468.31
333	29-Nov	8.5	0.25	45,352.57	11,338.14	0.00	0.00	143,801.77	35,950.44
333	29-Nov	8.75	0.25	32,697.64	8,174.41	0.00	0.00	156,456.70	39,114.18
333	29-Nov	9	0.25	25,042.65	6,260.66	0.00	0.00	164,111.69	41,027.92
333	29-Nov	9.25	0.25	21,888.03	5,472.01	0.00	0.00	167,266.31	41,816.58
333	29-Nov	9.5	0.25	19,397.72	4,849.43	0.00	0.00	169,756.62	42,439.15

333	29-Nov	9.75	0.25	17,629.12	4,407.28	0.00	0.00	171,525.22	42,881.30
333	29-Nov	10	0.25	16,142.77	4,035.69	0.00	0.00	173,011.57	43,252.89
333	29-Nov	10.25	0.25	15,058.86	3,764.71	0.00	0.00	174,095.48	43,523.87
333	29-Nov	10.5	0.25	14,055.97	3,513.99	0.00	0.00	175,098.37	43,774.59
333	29-Nov	10.75	0.25	13,326.74	3,331.69	0.00	0.00	175,827.60	43,956.90
333	29-Nov	11	0.25	12,654.93	3,163.73	0.00	0.00	176,499.41	44,124.85
333	29-Nov	11.25	0.25	12,173.08	3,043.27	0.00	0.00	176,981.26	44,245.32
333	29-Nov	11.5	0.25	11,540.44	2,885.11	0.00	0.00	177,613.90	44,403.48
333	29-Nov	11.75	0.25	11,209.36	2,802.34	0.00	0.00	177,944.98	44,486.24
333	29-Nov	12	0.25	11,093.99	2,773.50	0.00	0.00	178,060.35	44,515.09
333	29-Nov	12.25	0.25	11,488.92	2,872.23	0.00	0.00	177,665.42	44,416.35
333	29-Nov	12.5	0.25	11,793.71	2,948.43	0.00	0.00	177,360.63	44,340.16
333	29-Nov	12.75	0.25	12,226.73	3,056.68	0.00	0.00	176,927.60	44,231.90
333	29-Nov	13	0.25	12,600.74	3,150.18	0.00	0.00	176,553.60	44,138.40
333	29-Nov	13.25	0.25	12,981.18	3,245.30	0.00	0.00	176,173.16	44,043.29
333	29-Nov	13.5	0.25	13,253.77	3,313.44	0.00	0.00	175,900.57	43,975.14
333	29-Nov	13.75	0.25	13,622.40	3,405.60	0.00	0.00	175,531.93	43,882.98
333	29-Nov	14	0.25	13,911.63	3,477.91	0.00	0.00	175,242.71	43,810.68
333	29-Nov	14.25	0.25	14,555.00	3,638.75	0.54	0.13	174,598.81	43,649.70
333	29-Nov	14.5	0.25	15,488.13	3,872.03	272.59	68.15	173,393.62	43,348.41
333	29-Nov	14.75	0.25	16,831.75	4,207.94	81.03	20.26	172,241.57	43,060.39
333	29-Nov	15	0.25	18,443.66	4,610.92	149.17	37.29	170,561.50	42,640.38
333	29-Nov	15.25	0.25	21,899.84	5,474.96	147.56	36.89	167,106.94	41,776.73
333	29-Nov	15.5	0.25	28,051.84	7,012.96	10.20	2.55	161,092.30	40,273.08
333	29-Nov	15.75	0.18	38,716.03	6,968.88	0.00	0.00	150,438.31	27,078.90
333	29-Nov	15.86	0.05	46,088.77	2,304.44	0.00	0.00	143,065.57	7,153.28
340	6-Dec	8.17	0.04	80,286.71	3,211.47	0.00	0.00	108,867.63	4,354.71
340	6-Dec	8.25	0.17	72,615.62	12,344.66	0.00	0.00	116,538.72	19,811.58
340	6-Dec	8.5	0.25	52,776.83	13,194.21	0.00	0.00	136,377.51	34,094.38
340	6-Dec	8.75	0.25	38,137.58	9,534.40	0.00	0.00	151,016.76	37,754.19
340	6-Dec	9	0.25	28,103.35	7,025.84	0.00	0.00	161,050.99	40,262.75
340	6-Dec	9.25	0.25	23,921.71	5,980.43	0.00	0.00	165,232.63	41,308.16
340	6-Dec	9.5	0.25	20,994.61	5,248.65	0.00	0.00	168,159.73	42,039.93
340	6-Dec	9.75	0.25	19,038.74	4,759.69	0.00	0.00	170,115.60	42,528.90
340	6-Dec	10	0.25	17,336.14	4,334.04	0.00	0.00	171,818.20	42,954.55
340	6-Dec	10.25	0.25	16,098.77	4,024.69	0.00	0.00	173,055.57	43,263.89
340	6-Dec	10.5	0.25	14,905.93	3,726.48	0.00	0.00	174,248.41	43,562.10

340	6-Dec	10.75	0.25	14,148.80	3,537.20	0.00	0.00	175,005.54	43,751.39
340	6-Dec	11	0.25	13,427.09	3,356.77	0.00	0.00	175,727.25	43,931.81
340	6-Dec	11.25	0.25	12,873.86	3,218.47	0.00	0.00	176,280.48	44,070.12
340	6-Dec	11.5	0.25	12,238.54	3,059.63	0.00	0.00	176,915.80	44,228.95
340	6-Dec	11.75	0.25	11,788.88	2,947.22	0.00	0.00	177,365.46	44,341.37
340	6-Dec	12	0.25	11,666.54	2,916.63	0.00	0.00	177,487.80	44,371.95
340	6-Dec	12.25	0.25	11,999.76	2,999.94	0.00	0.00	177,154.58	44,288.65
340	6-Dec	12.5	0.25	12,220.83	3,055.21	0.00	0.00	176,933.51	44,233.38
340	6-Dec	12.75	0.25	12,725.23	3,181.31	0.00	0.00	176,429.11	44,107.28
340	6-Dec	13	0.25	13,036.45	3,259.11	0.00	0.00	176,117.89	44,029.47
340	6-Dec	13.25	0.25	13,525.28	3,381.32	0.00	0.00	175,629.06	43,907.26
340	6-Dec	13.5	0.25	13,703.97	3,425.99	0.00	0.00	175,450.37	43,862.59
340	6-Dec	13.75	0.25	14,065.09	3,516.27	0.00	0.00	175,089.25	43,772.31
340	6-Dec	14	0.25	14,429.44	3,607.36	0.00	0.00	174,724.90	43,681.23
340	6-Dec	14.25	0.25	15,122.17	3,780.54	3.76	0.94	174,028.41	43,507.10
340	6-Dec	14.5	0.25	16,066.03	4,016.51	236.10	59.02	172,852.21	43,213.05
340	6-Dec	14.75	0.25	17,498.73	4,374.68	39.17	9.79	171,616.44	42,904.11
340	6-Dec	15	0.25	19,128.89	4,782.22	94.44	23.61	169,931.01	42,482.75
340	6-Dec	15.25	0.25	22,622.63	5,655.66	55.81	13.95	166,475.91	41,618.98
340	6-Dec	15.5	0.25	28,958.68	7,239.67	0.00	0.00	160,195.66	40,048.92
340	6-Dec	15.75	0.17	40,152.48	6,825.92	0.00	0.00	149,001.86	25,330.32
340	6-Dec	15.85	0.05	47,030.49	2,351.52	0.00	0.00	142,123.85	7,106.19
347	13-Dec	8.26	0.12	81,325.01	9,759.00	0.00	0.00	107,829.33	12,939.52
347	13-Dec	8.5	0.25	60,055.13	15,013.78	0.00	0.00	129,099.21	32,274.80
347	13-Dec	8.75	0.25	43,501.87	10,875.47	0.00	0.00	145,652.47	36,413.12
347	13-Dec	9	0.25	31,608.36	7,902.09	0.00	0.00	157,545.98	39,386.50
347	13-Dec	9.25	0.25	25,616.80	6,404.20	0.00	0.00	163,537.54	40,884.39
347	13-Dec	9.5	0.25	22,431.60	5,607.90	0.00	0.00	166,722.74	41,680.69
347	13-Dec	9.75	0.25	20,132.85	5,033.21	0.00	0.00	169,021.49	42,255.37
347	13-Dec	10	0.25	18,259.08	4,564.77	0.00	0.00	170,895.26	42,723.82
347	13-Dec	10.25	0.25	16,903.65	4,225.91	0.00	0.00	172,250.69	43,062.67
347	13-Dec	10.5	0.25	15,631.40	3,907.85	0.00	0.00	173,522.94	43,380.74
347	13-Dec	10.75	0.25	14,769.63	3,692.41	0.00	0.00	174,384.71	43,596.18
347	13-Dec	11	0.25	13,915.92	3,478.98	0.00	0.00	175,238.42	43,809.61
347	13-Dec	11.25	0.25	13,393.28	3,348.32	0.00	0.00	175,761.06	43,940.26
347	13-Dec	11.5	0.25	12,709.13	3,177.28	0.00	0.00	176,445.21	44,111.30
347	13-Dec	11.75	0.25	12,276.64	3,069.16	0.00	0.00	176,877.70	44,219.43

347	13-Dec	12	0.25	11,975.07	2,993.77	0.00	0.00	177,179.27	44,294.82
347	13-Dec	12.25	0.25	12,329.22	3,082.31	0.00	0.00	176,825.12	44,206.28
347	13-Dec	12.5	0.25	12,507.37	3,126.84	0.00	0.00	176,646.97	44,161.74
347	13-Dec	12.75	0.25	12,968.84	3,242.21	0.00	0.00	176,185.50	44,046.38
347	13-Dec	13	0.25	13,329.96	3,332.49	0.00	0.00	175,824.38	43,956.09
347	13-Dec	13.25	0.25	13,776.41	3,444.10	0.00	0.00	175,377.93	43,844.48
347	13-Dec	13.5	0.25	14,037.19	3,509.30	0.00	0.00	175,117.15	43,779.29
347	13-Dec	13.75	0.25	14,351.09	3,587.77	0.00	0.00	174,803.25	43,700.81
347	13-Dec	14	0.25	14,728.32	3,682.08	0.00	0.00	174,426.02	43,606.51
347	13-Dec	14.25	0.25	15,329.83	3,832.46	0.00	0.00	173,824.51	43,456.13
347	13-Dec	14.5	0.25	16,299.45	4,074.86	228.59	57.15	172,626.30	43,156.58
347	13-Dec	14.75	0.25	17,849.12	4,462.28	29.51	7.38	171,275.70	42,818.93
347	13-Dec	15	0.25	19,425.62	4,856.41	24.68	6.17	169,704.03	42,426.01
347	13-Dec	15.25	0.25	22,595.80	5,648.95	39.71	9.93	166,518.84	41,629.71
347	13-Dec	15.5	0.25	28,817.55	7,204.39	0.00	0.00	160,336.79	40,084.20
347	13-Dec	15.75	0.18	39,488.18	7,107.87	0.54	0.10	149,665.62	26,939.81
347	13-Dec	15.87	0.06	47,656.15	2,859.37	0.00	0.00	141,498.19	8,489.89
354	20-Dec	8.33	0.08	81,445.21	6,515.62	0.00	0.00	107,709.13	8,616.73
354	20-Dec	8.5	0.21	65,822.40	13,822.70	0.00	0.00	123,331.94	25,899.71
354	20-Dec	8.75	0.25	47,949.66	11,987.42	0.00	0.00	141,204.68	35,301.17
354	20-Dec	9	0.25	34,452.28	8,613.07	0.00	0.00	154,702.06	38,675.51
354	20-Dec	9.25	0.25	27,007.10	6,751.78	0.00	0.00	162,147.24	40,536.81
354	20-Dec	9.5	0.25	23,424.83	5,856.21	0.00	0.00	165,729.51	41,432.38
354	20-Dec	9.75	0.25	20,998.37	5,249.59	0.00	0.00	168,155.97	42,038.99
354	20-Dec	10	0.25	18,949.67	4,737.42	0.00	0.00	170,204.67	42,551.17
354	20-Dec	10.25	0.25	17,395.70	4,348.93	0.00	0.00	171,758.64	42,939.66
354	20-Dec	10.5	0.25	16,117.01	4,029.25	0.00	0.00	173,037.33	43,259.33
354	20-Dec	10.75	0.25	15,122.17	3,780.54	0.00	0.00	174,032.17	43,508.04
354	20-Dec	11	0.25	14,227.68	3,556.92	0.00	0.00	174,926.66	43,731.67
354	20-Dec	11.25	0.25	13,656.21	3,414.05	0.00	0.00	175,498.13	43,874.53
354	20-Dec	11.5	0.25	12,964.55	3,241.14	0.00	0.00	176,189.79	44,047.45
354	20-Dec	11.75	0.25	12,520.25	3,130.06	0.00	0.00	176,634.09	44,158.52
354	20-Dec	12	0.25	12,124.25	3,031.06	0.00	0.00	177,030.09	44,257.52
354	20-Dec	12.25	0.25	12,390.93	3,097.73	0.00	0.00	176,763.41	44,190.85
354	20-Dec	12.5	0.25	12,630.25	3,157.56	0.00	0.00	176,524.09	44,131.02
354	20-Dec	12.75	0.25	13,029.47	3,257.37	0.00	0.00	176,124.87	44,031.22
354	20-Dec	13	0.25	13,401.87	3,350.47	0.00	0.00	175,752.47	43,938.12

354	20-Dec	13.25	0.25	13,855.82	3,463.96	0.00	0.00	175,298.52	43,824.63
354	20-Dec	13.5	0.25	14,093.53	3,523.38	0.00	0.00	175,060.81	43,765.20
354	20-Dec	13.75	0.25	14,439.63	3,609.91	0.00	0.00	174,714.71	43,678.68
354	20-Dec	14	0.25	14,715.97	3,678.99	0.00	0.00	174,438.36	43,609.59
354	20-Dec	14.25	0.25	15,350.22	3,837.56	0.00	0.00	173,804.12	43,451.03
354	20-Dec	14.5	0.25	16,272.62	4,068.16	189.95	47.49	172,691.77	43,172.94
354	20-Dec	14.75	0.25	17,750.93	4,437.73	41.85	10.46	171,361.56	42,840.39
354	20-Dec	15	0.25	19,305.43	4,826.36	0.00	0.00	169,848.91	42,462.23
354	20-Dec	15.25	0.25	21,925.06	5,481.26	46.15	11.54	167,183.13	41,795.78
354	20-Dec	15.5	0.25	27,486.81	6,871.70	0.00	0.00	161,667.53	40,416.88
354	20-Dec	15.75	0.21	37,759.29	7,929.45	0.00	0.00	151,395.05	31,792.96
354	20-Dec	15.91	0.08	47,899.22	3,831.94	0.00	0.00	141,255.12	11,300.41
				15,771,864.65	3,438,462.83	380,721.12	82,237.82	200,618,287.70	48,615,910.40

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TOTAL SUNNY SF*HR SHADOW WITH REMAINING PROPOSAL: -2.39%
PERCENTAG INCREASE SHADOW WITH PROPOSAL: 0.17%
PERCENTAG DECREASE SUNLIGHT WITH PROPOSAL: *****
*****
Note: import this file into MS Excel(r) using Delimiter=Space;

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SECTION 415: AFFORDABLE HOUSING PROGRAM DECLARATION OF INTENT

This form must be filed with the Planning Department prior to the first Planning Commission hearing. If principally permitted, the Declaration of Intent must be submitted prior to Planning Department approval of the DBI Site Permit for all projects subject to Planning Code Section 415.

1717 17th St 3980 Lot 8
 Project Address Block/Lot(s)

2004.0946 EKC
 Building Permit Application No. Case No. (if applicable) Motion No. (if applicable)

Corey Teague
 Name of Planner (SF Planning Department Contact) Date

NUMBER OF UNITS IN THE PROPOSED PROJECT:					
TOTAL UNITS:	STUDIOS:	ONE-BEDROOM:	TWO-BEDROOM:	THREE-BEDRM:	OTHER:
41		22	19		

1. This project is exempt from the Affordable Housing Program:

- This Project uses California Debt Limit Allocation Committee (CDLAC) tax-exempt bonds that require 20 percent of the units to be affordable at 50% of Area Median Income (Section 415.3(c)).

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

- Payment of the Affordable Housing Fee prior to the first site or building permit issuance (the equivalent of 20% of the total number of units). Please contact Mayor's Office of Housing for fee calculation.

3. This project will comply with the Affordable Housing Program through one of the following (if you check one of the three boxes below, you must fill out and submit the Affidavit for Planning Code Section 315: Eligibility to Meet Requirements through Alternative to Affordable Housing Fee)

- Alternative to Affordable Housing Fee - Ownership only units. All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.

APPLICANT'S DECLARATION OF INTENT FOR SECTION 415 COMPLIANCE

ADDRESS OF PROJECT: 1717 17th Street

PAGE 3

- Exemption from Costa Hawkins Requirement.⁴ The project sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because it has entered into a contract with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et. seq.

- Development Agreement with the City. The project sponsor has entered into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code permitting the project to be eligible for an alternative.

UNIT MIX TABLES

If you selected option #3 listed above, please fill out the applicable section below:

- On-site Alternative: calculated at 15 % of the unit total:**

Number of Affordable Units to be Located ON-SITE:				
TOTAL AFFORDABLE UNITS:	STUDIOS:	ONE-BEDROOM:	TWO-BEDROOM:	THREE-BEDROOM:

- Off-site Alternative: calculated at 20 % of the unit total:**

Number of Affordable Units to be Located OFF-SITE:				
TOTAL AFFORDABLE UNITS:	STUDIOS:	ONE-BEDROOM:	TWO-BEDROOM:	THREE-BEDROOM:
AREA OF DWELLINGS IN PRINCIPAL PROJECT:		S.F.	AREA OF DWELLINGS IN OFF-SITE PROJECT: S.F.	

Off-Site Project Address (if more than one lot, attach additional sheet)

Off-Site Block/Lot(s)

Building Permit Application No.

Case No. (if applicable)

Motion No. (if applicable)

⁴ California Civil Code Section 1954.54(b).

APPLICANT'S DECLARATION OF INTENT FOR SECTION 415 COMPLIANCE

ADDRESS OF PROJECT: 1717 17th St.

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Number of market-rate units in the off-site project _____

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

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

- 1. Fee 51 % of affordable housing requirement
- 2. On-Site 49 % of affordable housing requirement

Number of Affordable Units to be Located ON-SITE:				
TOTAL AFFORDABLE UNITS:	STUDIOS:	ONE-BEDROOM:	TWO-BEDROOM:	THREE-BEDROOM:
2		1	1	

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

Number of Affordable Units to be Located OFF-SITE:				
TOTAL AFFORDABLE UNITS:	STUDIOS:	ONE-BEDROOM:	TWO-BEDROOM:	THREE-BEDROOM:
AREA OF DWELLINGS IN PRINCIPAL PROJECT:		S.F.	AREA OF DWELLINGS IN OFF-SITE PROJECT:	S.F.

Off-Site Project Address _____

Off-Site Block/Lot(s) _____

Building Permit Application No. _____

Case No. (if applicable) _____

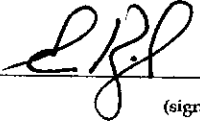
Motion No. (if applicable) _____

Number of market-rate units in the off-site project: _____

APPLICANT'S DECLARATION OF INTENT FOR SECTION 415 COMPLIANCE

ADDRESS OF PROJECT: 1717 17th St.

PAGE 5

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Print Name <i>Sean Keighran</i>	Print Name
Address <i>499 Marina Blvd.</i>	Address
City, State, Zip <i>SF CA. 94010</i>	City, State, Zip
Phone Fax <i>929-0390 929-0391</i>	Phone Fax
E-mail	E-mail
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above. <div style="text-align: center;">  <i>Sean Keighran</i> (signature) </div>	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to provide off-site BMR housing for the principal project that meets the requirements of Planning Code Section 415 as indicated. <div style="text-align: center;"> (signature) </div>

- cc: **Mayor's Office of Housing**
Historic File, Principal Project
Historic File, Off-Site Project, if any
Case Docket, Principal Project, if any
Case Docket, Off-Site Project, if any



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Affidavit for Planning Code Section 415: Eligibility to Meet Requirements through Alternative to Affordable Housing Fee

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

 Reception:
415.558.6378

 Fax:
415.558.6409

 Planning
 Information:
415.558.6377

I, Sean Keighran, do hereby declare as follows:

- a. The subject property is located at (address and block/lot):
177 17th St. 3980 lot 8
- b. The proposed project at the above address is subject to the Residential Affordable Housing Program, Planning Code Section 415 et seq. and the Interim Controls adopted by the Board of Supervisors in Resolution Number 36-10 on February 11, 2010 (collectively, "Affordable Housing Program") under Planning Case No./Building Permit No. _____.
- c. Project sponsor acknowledges that, under the Affordable Housing Program, a project sponsor must pay the Affordable Housing Fee unless it qualifies for and chooses to meet the requirements of the Program through an alternative.
- d. The project is eligible to meet the requirements of the Affordable Housing Program because (check one):
- 497- All affordable housing units at the subject property (or at off-site location) will be sold as ownership units and will remain as ownership units for the life of the project.
- The project's on- or off-site affordable units are not subject to the Costa-Hawkins Rental Housing Act, California Civil Code Section 1954.50 et seq. because, under Section 1954.52(b), it has entered into an agreement with a public entity in consideration for a direct financial contribution or any other forms of assistance specified in California Government Code Sections 65915 et seq.
- The project sponsor has entered into a Development Agreement with the City and County of San Francisco under California Government Code Section 65864 et seq. and Chapter 56 of the San Francisco Administrative Code, permitting the project to be eligible for on-site units as an alternative to payment of the Affordable Housing Fee and obligating the project sponsor to provide the affordable units on-site.

- e. Failure to sell the affordable units as ownership units or if at time, the Project Sponsor eliminates the on-site or off-site BMR ownership-only units, then they must fill out a new affidavit, record a new NSR, and pay the Affordable Housing Fee plus applicable interest.
- f. Any Affordable Housing Fee will be calculated using the fee schedule in place at the time that the units are converted from ownership to rental units, plus any applicable interest.
- g. The project sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by MOH prior to the issuance of the first construction document, with an option for the project sponsor to defer payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.
- h. I am a duly authorized officer or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on this day in 7-7-10 San Francisco
(location) (date)

[Signature]
Name (Signature)

Sean Keighran Pres of STK Dev. The M.H.
Name (Print), Title

Contact Phone Number
415 929-0390

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

First Source Hiring Agreement
Appendix C: First Source Hiring Agreement

«Name»

(Agency Name)

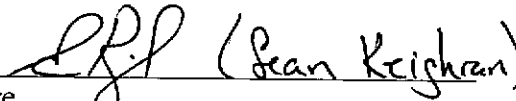
1. This is a contract for a non-Capital Project (Public Services, Planning, Economic Development) to which the First Source Hiring Ordinance is applicable because the total amount of funds received from the Mayor's Office of Community Development for the program year is in excess of the statutory threshold of \$50,000; or a
2. This First Source Hiring Agreement (this "Agreement") is made and entered by and between the City and County of San Francisco, State of California, by and through its First Source Hiring Administration, hereinafter called "FSHA", and «Name», hereinafter called "Contractor".
3. For purposes of this Agreement, initially capitalized terms shall be defined as follows:
 - a. Economically Disadvantaged Individual: An individual who is either (a) eligible for services under the Job Training Partnership Act, 29 U.S.C. section 1503, as determined by the San Francisco Private Industry Council; or (b) designated as "economically disadvantaged" by the FSHA as an individual who is at risk of relying upon, or returning to, public assistance.
 - b. Employer: Contractor, Subcontractor, partner, agent, or employee of Contractor, or a combination thereof, engaged in commercial activities of the contract, who is subject to the requirements of Chapter 83 of the San Francisco Administrative Code.
 - c. Entry Level Position: A non-managerial position that requires no education above a high school diploma or certified equivalency, and less than 2 years training or specific preparation, and shall include temporary and permanent jobs, and construction jobs related to the development of commercial activity.
 - d. First Opportunity: Consideration by Employer of the System referrals for filling Entry Level Positions prior to recruitment and hiring of non-System job applicants.
 - e. FSHA: First Source Hiring Administration, the body designated to administer and monitor the San Francisco Workforce Development System as set forth in section 83.6 of the San Francisco Administrative Code.
 - f. Good Faith Efforts: Aggressively engaged in employment opportunity outreach including the development of recruitment, interview, hiring and Retention plans in collaboration with the System.
 - g. Interviewing Requirement: Completion of notification to the System of available Entry Level Positions, receipt of System referrals, and fair consideration of referrals for specified time prior to non-System applicant recruitment and hiring.
 - h. Job Classification: Categorization of employment opportunity or position by craft, occupational title, skills, and experience required, if any.

- i. Publicize: Advertise or post, including participation in job fairs or other forums, in which employment information is available.
 - j. Qualified: An Economically Disadvantaged Individual who meets the minimum bona fide occupational qualifications provided by Employer to the San Francisco Work Force Development System in the job availability notices required by Chapter 83 of the San Francisco Administrative Code.
 - k. Retention: When used in this Agreement, Retention shall be construed to apply to the Entry Level Positions, not to any particular individual.
 - l. System: The San Francisco Workforce Development System established by the City and County of San Francisco, and managed by the FSHA, for maintaining (1) a pool of Qualified individuals, and (2) the mechanism by which such individuals are certified and referred to prospective Employers covered by the First Source Hiring requirements under Chapter 83 of the San Francisco Administrative Code.
 - m. Subcontractor: A person or entity who has a direct contract with Contractor to perform a portion of the work under this Contract.
4. Contractor agrees to make Good Faith efforts to fill Entry Level Positions through referrals from the System or a System-approved employment services provider.
 5. In the event that Contractor Subcontracts a portion of the work under this Contract, Contractor shall determine how many, if any, of the Entry Level Positions are to be employed by its Subcontractor(s), provided, however, that Contractor shall retain the primary responsibility for meeting the requirements imposed under this Agreement. Contractor shall ensure that this Agreement is incorporated into and made applicable to such Subcontract.
 6. Contractor agrees to offer the System the first opportunity to provide Qualified Economically Disadvantaged Individuals for employment consideration in Entry Level Positions, subject to any enforceable collective bargaining agreements. Employers shall consider all applications of Qualified Economically Disadvantaged Individuals referred by the System for employment. Provided Employer utilizes nondiscriminatory screening criteria, Employer shall have the sole discretion to interview and hire individuals referred or certified by the System as being Qualified Economically Disadvantaged Individuals.
 7. The duration of the First Source Program Interviewing Requirement shall be 10 days. During this period, Employer may only publicize the availability of Entry Level Positions in accordance with this Agreement. [Specify how employer will notify System of job availability.]
 8. Contractor shall provide the System with all the following information:
 - a. Projected employment needs for work performed under this Contract. Describe such needs by Job Classification, weekly hours required, wages paid, and duration of employment.
 - b. Timely notification of Entry Level Positions as they become available.
 - c. Identification of specific job qualifications, if any (e.g. driver's license).
 - d. Identification of English language proficiency requirements or absence thereof.

- e. Notification of projected hiring schedule and procedures for each job classification, including the time and place of hiring for each Entry Level Position.
9. Nothing in this Agreement precludes Contractor from using temporary or reassigned existing employees to perform essential functions of its operation; provided, however, the obligations of this Agreement to make Good Faith Efforts to fill such vacancies permanently with System referrals remains in effect. For these purposes, "essential functions" means those functions absolutely necessary to remain open for business.
10. The City is entitled to the remedies set forth in section 83.10 of the San Francisco Administrative Code if Contractor fails to comply with this Agreement.
11. Nothing in this Agreement shall be interpreted to prohibit the continuation of existing workforce training agreements or to interfere with consent decrees, collective bargaining agreements, or existing employment contracts. In the case of collective bargaining agreements, the FSHA will take the primary responsibility for integrating the requirements of this First Source Program with any such collective bargaining agreements.
12. Nothing in this Agreement shall be interpreted to prohibit the adoption of hiring and retention goals, First Source hiring and interviewing requirements, notice and job availability requirements, monitoring, record keeping, and enforcement requirements and procedures which exceed the requirements of this Agreement.
13. Under this Agreement, the System shall:
 - a. Receive Contractor/Employer job notification and job orders, and immediately initiate recruitment and pre-screening activities.
 - b. Recruit Qualified Economically Disadvantaged Individuals to create a pool of applicants for jobs who match Employer job specifications and to the extent appropriate train applicants for jobs that will become available through the First Source Program.
 - c. Screen and refer applicants according to qualifications and specific selection criteria submitted by employers.
 - d. Provide funding for City-sponsored pre-employment, employment training, and support services programs,
 - e. Follow up with Employers on outcomes of applicants referred for employment and initiate corrective action as necessary to maintain an effective employment/training delivery system.
 - f. Provide Employer with reporting forms for monitoring the requirements of this Agreement.
 - g. Monitor the performance of the Agreement by examination of Employer records as submitted in accordance with the requirements of this Agreement.
14. The obligations of Contractor under this Agreement are as follows:
 - a. Maintain accurate records demonstrating Contractor's compliance with the First Source Hiring requirements of Chapter 83 of the San Francisco Administrative Code including, but not limited to, the following:
 - (1) Applications
 - (2) Job offers
 - (3) Hires

(4) Rejections

- b. Submit completed reporting forms based on Contractor's records to the System quarterly, unless more frequent submittals are required by FSHA. In this regard, Contractor agrees that if a significant number of positions are to be filled during a given period or other circumstances warrant, the FSHA may require daily, weekly, or monthly reports containing all or some of the above information.
- c. If based on complaint, failure to report, or other cause, the FSHA has reason to question Contractor's good faith effort; Contractor shall demonstrate to the reasonable satisfaction of the City that it has exercised good faith in its First Source Hiring under this Agreement.
- d. Fulfillment of notification of job availability, consideration of referrals, and hiring, creates a presumption of fulfilling Good Faith Effort requirement.

		<u>7-7-10</u>
Signature		Date
<u>President of STK HMM.</u>		«Name»
Name and Title		Agency

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June 23, 2010

Mr. Ron Miguel
President, Planning Commission
1650 Mission Street, Fourth Floor
San Francisco, CA 94103

Subject: Conditional Use Application for A Mixed-Use Development
at 1717 Seventeenth Street, San Francisco (Block 3980/Lot 8)

Dear President Miguel:

Our office represents 17th Street Associates LLC (“Applicant”), who proposes to construct two mixed used buildings at 1717 Seventeenth Street (Assessor’s block 3980, lot 8 with frontages on Carolina and Seventeenth Streets (“Site”) across from the Jackson Playground. The Project is a planned unit development, which includes 8,000 sf of ground floor retail space, 7,000 sf of ground floor PDR space, 41 dwelling units on the upper floors and parking in the basement level.

This project is grandfathered under the Eastern Neighborhood zoning ordinance (“EN Ordinance”) and the applicable zoning are those for the M-1 zone that existed prior to adoption of the EN Ordinance. A copy of the zoning map in effect at the time when the conditional use application was submitted is attached hereto as **Exhibit 1**. Certain specific EN Ordinance provisions apply to this grandfathered project¹. For the reasons discussed below, the conditional use application project should be approved.

SITE INFORMATION

The Site is developed with three commercial buildings and a paved parking lot. A one-story, 13’ high (16’ to the parapet) wood frame building and a two-story, 24’ high wood frame building front on 17th Street. The parking lot occupies the corner of 17th Street and Carolina Street and is accessible from Carolina Street. The remainder of the lot is developed with a 30’+ high metal building. The sketch plan showing the lot line and building configurations in effect prior to the lot line adjustment is attached hereto as **Exhibit 2**.

The Applicant and the adjacent neighbor, Anchor Brewing Company (“Anchor”), have agreed to and have implemented a lot line adjustment to reconfigure these irregularly shaped lots

¹ See pages 8 and 10 for the Project’s compliance with the Eastern Neighborhoods Pipeline Policy requirements.

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into two rectangular lots to the mutual benefit of both parties.² The Applicant and Anchor also entered into a Memorandum of Understanding (“MOU”) setting forth design guidelines for the Project to ensure its compatibility with the PDR uses of the Anchor Parcel. Under the MOU, Anchor will have an opportunity to review the design refinements. The 25,469.4 sf reconfigured rectangular lot measures 200’ x 127.347’ with 200’ of street frontage along 17th Street and 127.347’ frontage on both Carolina Street and De Haro Street. The parcel map showing the current property lines is attached hereto as **Exhibit 3**.

The project vicinity is developed with two story buildings to the north and east of the Site, and two to four story commercial buildings to the south and west. Jackson Playground, which occupies two city blocks, is directly across from the Site on Carolina Street. See aerial photographs, photograph of the Site and Site vicinity, Map and Sanborn Map attached to the case report. For a detail description of land uses around the Site, please refer to pages 16 and 17 of the Final Mitigated Negative Declaration (“FMND”) dated April 5, 2010 attached to the case report.

PROJECT DESCRIPTION

The proposed development will include demolition of three existing commercial buildings, subdivide the lot into two 100’x127.347’ parcels and the construction of two 48’ high mixed-used buildings, one on each of the new lots. One lot will front on De Haro Street and the other on Carolina Street. The proposed buildings will contain a total of 103,328 gross square feet (“gsf”), 42,660 gsf for 41 residential units, 7,000 gsf of production/distribution/repair uses, 8,000 gsf of retail/commercial uses, 20,624 gsf of parking for 58 independently accessible off-street parking spaces, and 25,044 gsf of common area (“Project”).

The project is the construction of two nearly mirror image mixed-use (residential/PDR) buildings, the Carolina Building with 21 residential units and the De Haro Building with 20 residential units. Each building will contain 51,664 gsf, of which 21,345 gsf is residential use, 7,500 gsf of retail/commercial/PDR space, and the remainder will be the garages (each with 29 independent accessible off-street parking spaces and one van space) and common area. The vehicular entrances and the residential lobbies will be off De Haro Street or Carolina Street. The Project will be constructed in two phases, with Phase 1 being the De Haro Building and Phase 2 being the Carolina Building. See pages 3-4 of the FMND for a detailed project description.

Each building will have an approximately 3,183.7 sf rear yard. 1,095 sf of private open space will be provided for fours at the rear yard level, and 1,680 sf of common usable open space

² The square footage of the reconfigured lots of the Applicant and Anchors are the same as before the lot line adjustment.

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in form of a roof deck, which exceeds Planning Code requirements,³ will be provided for the remaining units in the building. 300 sf of open space will be provided for the commercial/retail/PDR spaces at the 17th Street Arcades and 900 sf in the ground floor Paseo. See the Project's site plan, floor plans, elevations and sections dated June 7, 2010 attached to the case report.

APPROVALS REQUIRED

The Project will require the following approvals:

1. Conditional use authorization for a planned unit development to increase the dwelling unit density and residential use in a M-1 district;
2. Section 329 exception to allow for accessory parking
3. Street and Sidewalk permits associated with the proposed development;
4. Subdivide Lot 8 into two lots; and
5. Condominium subdivision maps for the proposed buildings.

THE PROJECT IS CONSISTENT WITH THE SECTION 303 CRITERIAS

The Project meets the requirements of §303(c) in that:

1. *The proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary and desirable for, and compatible with, the neighborhood or the community.*

The Project site is zoned Urban Mixed Use ("UMU") under the EN Ordinance. The uses of the proposed project are consistent with the EN Ordinance. The Applicant has met with Anchor the adjacent property owner. The parties have executed an agreement that sets forth design guidelines to ensure that the Project will be compatible with the neighboring PDR use. The Project design complies with the agreed upon design guidelines.

The Project is across the street from the Jackson Playground. The project vicinity is developed with a mix of residential, commercial and industrial buildings. Thus, the site is eminently suitable for a residential mixed-use building. Under the EN Ordinance, both

³ The usable open space requirement is 1,976 sf for De Haro Building 1 and 2,080 square feet for the Caroline Building.

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this site and the north side of Seventeenth Street across from the site are zoned UMU. Construction of a mixed use development with 41 dwelling units across from a public park/playground will be attractive to families with children. The project will provide 7,000 sf of space that is more suitable for PDR uses than the space in the existing buildings. 8,000 sf of retail space will provide an active street frontage on 17th Street and across from the Park. Therefore, the project is not only consistent with the Eastern Neighborhood Plan, but is desirable and compatible with the neighborhood and the community. See also discussion on page 18-29 of the FMND.

2. *The proposed uses or features will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential developments in the vicinity.*

A. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures.

The proposed 48' high buildings are similar to or slightly taller than the heights of the new buildings in the neighborhood and will define the street corners. The proposed buildings will form a street wall along 17th Street and along a portion of De Haro Street and Carolina Streets. The Site's proximity to a public park and playground is desirable for the proposed dwelling units.

The 48' high proposed building will not have any adverse effects on the adjacent PDR uses and will meet the design guidelines jointly developed and agreed upon by the adjacent PDR user. The Project sponsor retained CADP to prepare a Section 295 shadow analysis. The CADP shadow analysis shows a 48' high building will cast 0.255% more shadow than a 40' high building, or 0.455% more than the existing building. Most of the new shadow is in the area already shaded by existing trees within in the park. The Recreation and Park Commission, after a duly noticed public hearing on January 21, 2010, found the Project's new shadow would have no significant impact on nor adversely affect the use of Jackson Playground. Your staff concurs with the Recreation and Park Commission's finding.

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 final transportation study for the Project concludes that the Project will not have an adverse effect on transportation, either project-related or under cumulative conditions. See FMND pages 39-53.

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Except for moving-in and moving-out, the Project is not expected to generate any substantial loading demands. The Applicant or its agent will ensure that initial move-ins are phased and will apply for on-street parking permits to accommodate these move-ins. Compliance with the proposed transportation improvement measure governing moving ins and outs will also ensure that the Project will not adversely affect traffic and parking in the neighborhood. Additionally, the Project will provide 1 van loading space in each of the buildings to accommodate most of the anticipated loading needs generated by the retail and PDR tenants.

During construction, construction workers will be able to park on site, except for approximately six months while the Carolina building's parking garage is constructed.

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

During construction some noise will be generated. Construction noises are governed by the San Francisco Police Code. During construction, the Project Sponsor and its contractors will water and sweep the Site and sidewalk to minimize release of dust and particulate matters into the air. Construction will be limited to Monday through Friday between the hours of 7:00 AM and 6:00 PM, and from 8:00 AM to 5:00 PM on Saturday. All impact tools will be muffled to minimize noise during construction.

After completion, the Project will not generate any offensive odor, noxious fumes, noise or dust. To ensure compatibility with the adjacent PDR use, the project sponsor commissioned an acoustical study. The exterior walls along the southern property line and window assemblies will be constructed in accordance with the recommendations of the acoustical engineer.

As a predominately residential development, lighting in the evening will be mainly generated by interior lighting. Exterior lighting of any signage is governed by Article 6 of the Planning Code. See also pages 54-57 of PMND.

3. *The proposed project will not adversely affect the applicable objectives and policies of the City's General Plan in that:*

Urban Design Element

- A. The proposed development of two 48' high residential/PDR/retail mixed-use buildings on an under-utilized lot is consistent with the Eastern Neighborhood

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Plan. The adjacent buildings at the northwest and southwest corners of Seventeenth and DeHaro Streets are approximately 40' high or taller. The building at the corner of Mariposa between DeHaro and Carolina Street is more than 50' high.

The facades of the proposed buildings have been articulated into distinct segments to reduce their mass, bulk and scale. The vertical structural elements are expressed on the facade to de-emphasize the buildings' width along the street frontages. The building façade is further vertically delineated with upper floor bay windows between the towers. Each building is horizontally divided with a two-story ground floor Retail/PDR space and a mid-block commercial pedestrian lane or "Paseo." The commercial street frontages have been designed to create a visually rich pedestrian experience with various store front modules, canopies, recessed open spaces, color, landscaping and potential seating areas. The Project is consistent with Objective 3, policies 5 and 6.

- B. The Site is across the street from Jackson Playground. Residential development across from a park is desirable and is consistent with Objective 4, Policies 9 and 11.
- C. The rear yards and roof decks of the Project will provide recreation areas for the residents consistent with Objective 4, policy 10.

1990 Residence element

- A. The Project will comply with the inclusionary affordable housing requirements set forth in Planning Code Section 315 by paying the in-lieu fee, consistent with Objective 1.
- B. The Site is under-utilized and this mixed-use residential/commercial project is consistent with Objective 1, policy 1-2.
- C. The Site is an in-fill development in an established urban mixed-use area. The Project is consistent with the Objective 1, policy 1-4.
- C. The Project will provide quality new family housing across from a public park and is consistent with Objective 1, policy 1-7.
- D. The Project will not result in demolition of any existing housing, therefore, it is consistent with Objective 3, policy 3-1.

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- E. The Project will comply with all applicable energy conservation ordinances and state statutes, consistent with Objective 7, Policy 7-5. The project will include the use of solar energy for a portion of the buildings' electrical demand.
- G. The Project Sponsor will elect to pay the in-lieu fee towards construction of affordable housing, consistent with Objective 8, Policy 8-1.
- H. The Site is across from a public park and playground consistent with Objective 12, Policy 12-1.
- I. The Project will include neighborhood serving retail, consistent with Objective 12, policy 12-2.
- J. Approximately forty-six percent (46%) of the units in the Project are suitable for families and is consistent with Objective 13, policy 13-1.
- K. The Project is handicap accessible and the units are adaptable for persons with mobility issues consistent with Objective 13, policies 13.1 and 13.2.
- H. The Project will provide new home ownership opportunities without affecting the existing supply of housing, consistent with Objective 13, policies 7.
- I. The Project with retail frontage will be consistent with Objective 11, policies 11.1, 11.2 and 11.3.

Transportation Element

- A. The Site is easily accessible by public transit to South of Market, Civic Center, North Beach, Pacific Heights and the Marina with easy transfer to the rest of the City. The bus stops of Muni lines No. 10 (Townsend), No. 19 (Polk) and No. 22 (Fillmore) are within one block of the project site. The bus stop of No. 53 (Southern Height) is within two blocks of the project site. Muni lines 9 (San Bruno) and 33 (Stanyan) are within ¼ of mile and can be accessed by No. 19 bus. A mixed-use development at this Site is consistent with Objective 11, policy 11.3 and will promote the City's Transit First Policy.
- B. Development of this Site for mixed-use with active ground floor retail and PDR space will enhance pedestrian safety consistent with Objective 23.
- C. 22 secured Class 1 bicycle spaces will be provided consistent with Objective 28, policies 28.1 and 28.2.

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Commerce and Industry Element

- A. The existing PDR and commercial space is obsolete and does not meet the needs of present PDR activities. The Project will replace 12,000 sf of obsolete PDR space with 7,000 sf of new, modern high ceilinged PDR space that is modern, safe, and handicapped accessible. The Project is consistent with Objective 3, policy 1, and Objective 4, policies 1, 10 and 11.
- B. The Project will include 8,000 sf of retail space with high ceilings consistent with Objective 6, policies 2, and 4.

Eastern Neighborhood Sub-Area Plan

- A. The Project will reinforce the mixed use character of the designated UMU zone in the EN neighborhood along 17th Street. The retail component of the project will provide neighborhood serving business. Inclusion of PDR uses in the Project will enhance the design-related PDR uses, consistent with Objective 1, policy 1.1.2.
- B. The ground floor retail and PDR uses will allow for active ground floor uses and will create visually a more commercial character consistent with Objective 1, policy 1.1.3.
- C. The new PDR space with its high ceiling recognizes the evolving nature of PDR businesses which integrates research, design and administrative with production and distribution functions, consistent with Objective 1, policy 1.1.5.
- D. The Proposed Project, an in-fill development, will maximize development potential in keeping with neighborhood character and add to the vibrancy of the area. It is consistent with Objective 1.2, policy 1.2.1.
- E. The Project Sponsor commissioned an acoustical study. The building will be designed to include the recommendations of the acoustical engineer to ensure that the residential units will be sheltered from noise generated by its PDR neighbors to reduce potential land use conflicts, consistent with Objective 1.5, policies 1.5.1, 1.5.2.
- F. The retail/PDR component of the Project has 15' clear floor to ceiling height and flexible floor plate to accommodate and support various size businesses, consistent with Objective 1.7, policy 1.7.3.

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- G. Forty-six percent of the units (19 of 41) will have two bedrooms, consistent with Objective 2.3, policy 2.3.3.
- H. The Project will comply with the City's Green Building Code consistent with Objective 2.5, policy 2.5.3.
- I. The active street front provided by the ground floor retail/PDR users will engage the public and private domains, enlivening the street, and provide "eyes on the street" promoting a sense of security for the pedestrians, consistent with Objective 3.2.
- J. The Project design has been scrutinized by Department. The Project design before this Commission incorporates strong, repeating vertical articulation, variation in façade planes, and changes in both exterior materials and color consistent with Objective 3.2, policy 3.2.1.
- K. The ground floor retail and PDR space has 15' clear floor to ceiling height, and more than 75% transparency to permit views inward from the street, consistent with Objective 3.2, policy 3.2.2.
- L. Off-street parking will be provided underground. The 11'-6" wide entrance-exit garage door will be 120' away from the intersection to maximize uninterrupted retail and PDR use frontages, consistent with Objective 3, policy 3.2.3.
- M. There is no blank or blind walls at the ground floor. The trash room and gas meters are inside the building. The residential units are accessible from a lobby entry directly onto the street. The set back area along the street could be landscaped with plants in low planters or as seating areas, consistent with Objective 3, policy 3.2.4.
- N. The corners of the building have higher vertical elements and retail entrances, consistent with Objective 3, policy 3.2.5.
- O. The sidewalk area will be widen at the commercial storefronts with open spaces recesses. The storefronts are also recessed to widen the sidewalk experience. Landscaping and potential seating opportunities are included in the commercial open space sidewalk design. The "Paseo" with store fronts will further enhance the pedestrian experience; consistent with Objective 3.2.6.
- P. Landscaping will include native drought resistance planting. Second level rear yard planting will emulate roofscape vegetation with moisture retention layers to

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store irrigation rain water, reduce water flow to drains and minimize future irrigation, consistent with Objective 3.3, policy 3.3.1.

- Q. Solar panels will be used for the common area electrical usage and the Building will be sleeved and wired for future solar panels to provide electricity for the building's hot water. Passive heating and cooling are achieved with overhanging canopies and double glazed windows in the residential units. Sustainable products include recycle concrete pavers, energy efficient LED and fluorescent lighting systems, sustainable floor finishes, such as high yield bamboo floors, low-VOC paints, energy star residential appliances, and low flow plumbing fixtures, consistent with Objective 3.3, policy 3.3.3.
- R. The project will comply with the environmental efficient standards for new buildings consistent with Objective 3.3, Policy 3.3.4.
- S. Off-street parking will be rented to the residents or commercial tenants separately from the residential units or commercial space, consistent with Objective 4.3, policy 4.3.3.
- T. 22 secured Class 1 bicycle spaces will be provided for the Project, consistent with Objective 4.7, policy 4.7.2.
- U. The Project will provide open space in excess of the Code requirements. The private open space will be in rear yard for eight (8) units (four [4] in each building) and the common open space will be a roof deck. The Paseo will be the open space for the commercial development, consistent with Objective 5.2, policies 5.2.1, 5.2.2, 5.2.3.
- V. The use of interior court for the rear yard allows for a continuous streetscape consistent with Objective 5.2, Policy 5.2.5.
- W. Twenty-two (22) street trees will be planted in accordance with the Planning Code requirements to enhance the pedestrian environment. Sidewalk planters are located along the Retail/PDR storefronts. The recessed open space offers areas for potential daytime seating and additional potted landscaping. All these features contribute to enhance the pedestrian experience and environment consistent with Objective 5.3, policy 5.3.4.

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THE PROJECT QUALIFIES AS A PLANNED UNIT DEVELOPMENT

To qualify for a planned unit development, the Project must meet the criteria set forth in Planning Code § 304(b) and (d). The Project meets these criteria in that:

1. The 25,469.4 square foot Site is more than 1/2 acre and is under one ownership.
2. See discussion above for the Project's consistency with applicable objectives and policies of the Master Plan.
3. The Project with 58 off-street parking spaces (36 for the residential units, 16 for retail use, and 6 for PDR use) will meet the Planning Code parking requirements but will not be sufficient to meet the Project's generated demand of 117 spaces (80 long-term and 37 short-term). The City discourages off-street parking in new developments in order to promote the City's transit first policy. The project's unmet off-street parking demand will encourage future residents to reduce automobile ownership and to use alternative transportation such as public transit and bicycles.
4. In each building, 1,680 sf of usable common open space for the residences will be provided on the roof, and 1,095 sf of private usable open space will be provide in the rear yard in excess of the Planning Code requirement. Furthermore, the Project Site is across from the Jackson Playground.
5. A dwelling unit density of 41 units will not result in a reclassification of the property.

THE PROJECT IS CONSISTENT WITH THE PROVISIONS OF PLANNING CODE SECTION 101.1(b)

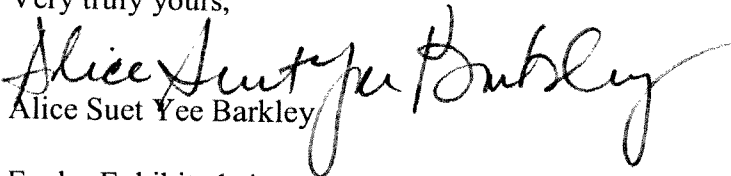
The Project is consistent with the priority policies of Section 101.1(b) of the Planning Code. See **Exhibit 4**, which is attached hereto.

Mr. Ron Miguel
June 23, 2010
Page 12 of 13

CONCLUSION

For the reasons discussed above, the Project meets all applicable Planning Code provisions and should be approved by this Commission.

Very truly yours,


Alice Suet Yee Barkley

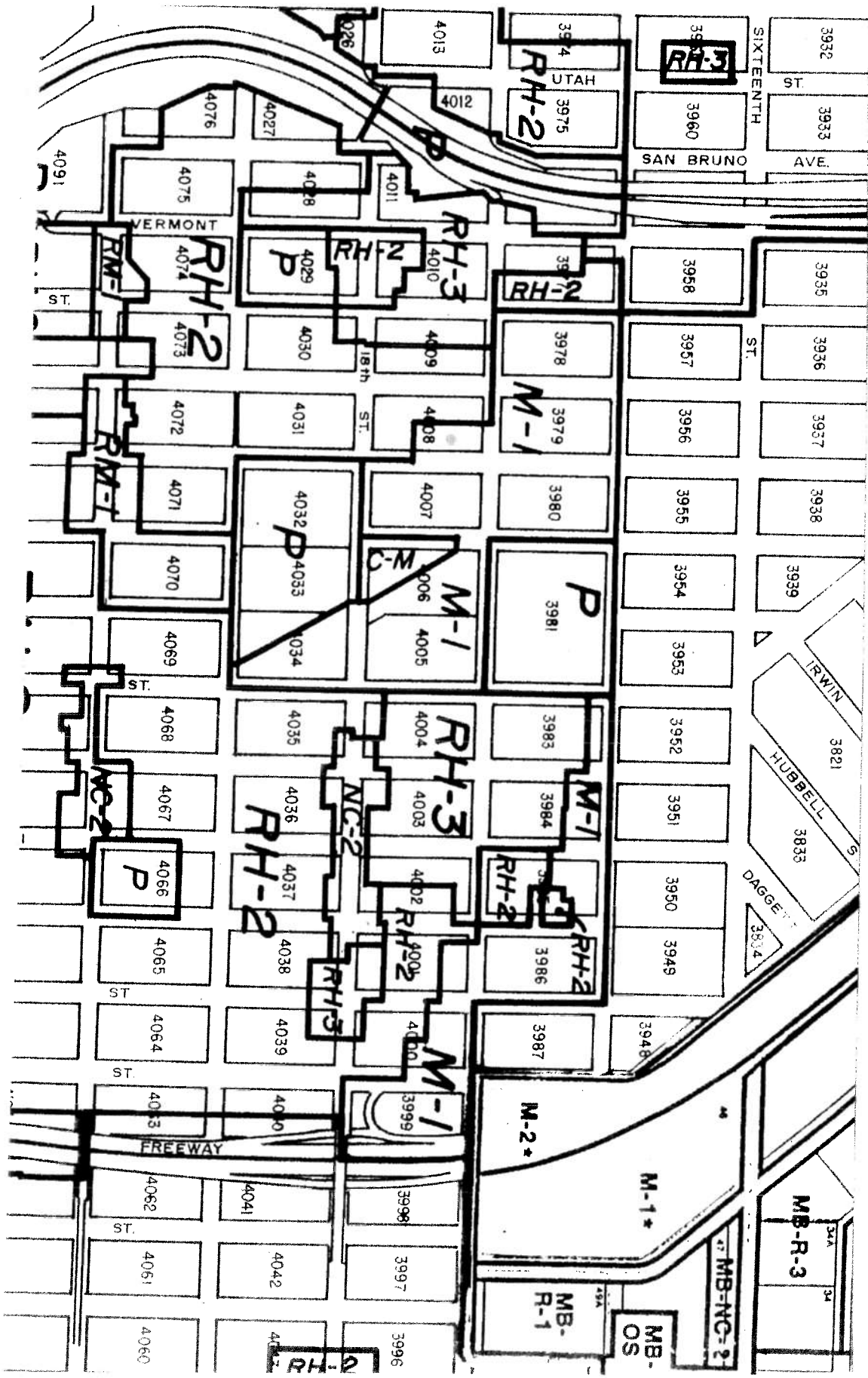
Encl.: Exhibits 1-4

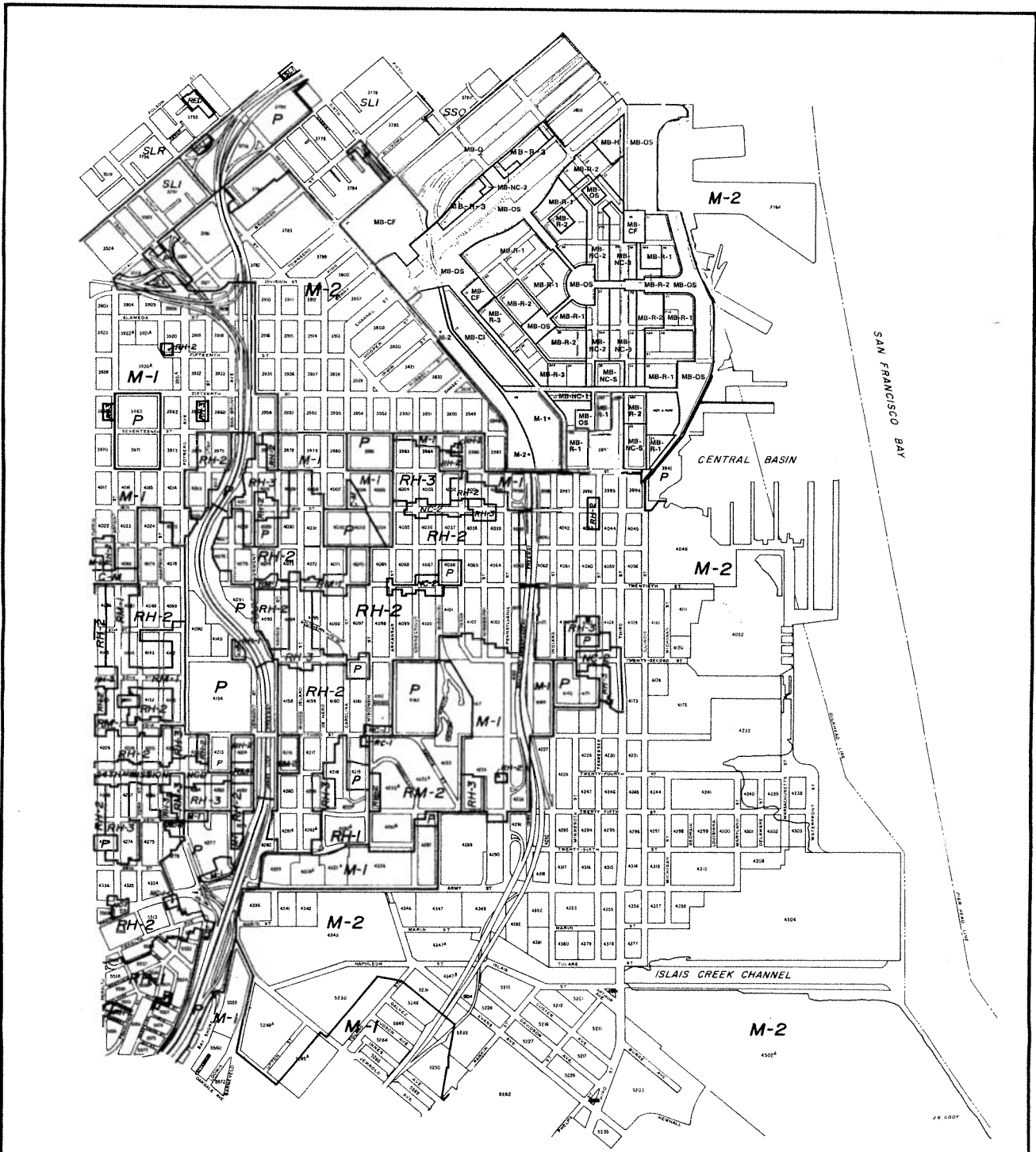
cc: Commissioner Michael Antonini
Commissioner Gwenyeth Borden
Commissioner Bill Lee
Commissioner Katrin Moore
Commissioner Christina Olague
Commissioner Hiyashi Sugaya
Linda Avery
John Rahaim
Scott Sanchez
Corey Teague
Jessica Range
Sean Keighren

Mr. Ron Miguel
June 23, 2010
Page 13 of 13

TABLE OF EXHIBITS

- Exhibit 1 Zoning Map in Effect in September, 2004
- Exhibit 2 Sketch Plan Showing Previous Lot Line and Existing Building Configurations
- Exhibit 3 Parcel Map Showing New Lot Line Configuration
- Exhibit 4 Planning Code Section 101(b) findings





HOUSE CHARACTER DISTRICTS

RH-1(D) **RH-1** **RH-1(S)** **RH-2** **RH-3**

MIXED HOUSE & APARTMENT CHARACTER DISTRICTS

RM-1 **RM-2** **RM-3** **RM-4**

RESIDENTIAL-COMMERCIAL COMBINED DISTRICTS

RC-3 **RC-4**

COMMERCIAL DISTRICTS

C-2 **C-3-O** **C-3-R** **C-3-G** **C-3-S** **C-M**

INDUSTRIAL DISTRICTS

M-1 **M-2**

PUBLIC DISTRICT

P

NEIGHBORHOOD COMMERCIAL DISTRICTS

NC-1 **NC-2** **NC-3** **NC-S** **NCD**

SOUTH OF MARKET

RED **SLI** **SLR** **SSO**

SAN FRANCISCO MUNICIPAL CODE
PART II, CHAPTER II, SECTION 209
WITH AMENDMENTS TO & INCLUDING
NOV. 1995

SHEET

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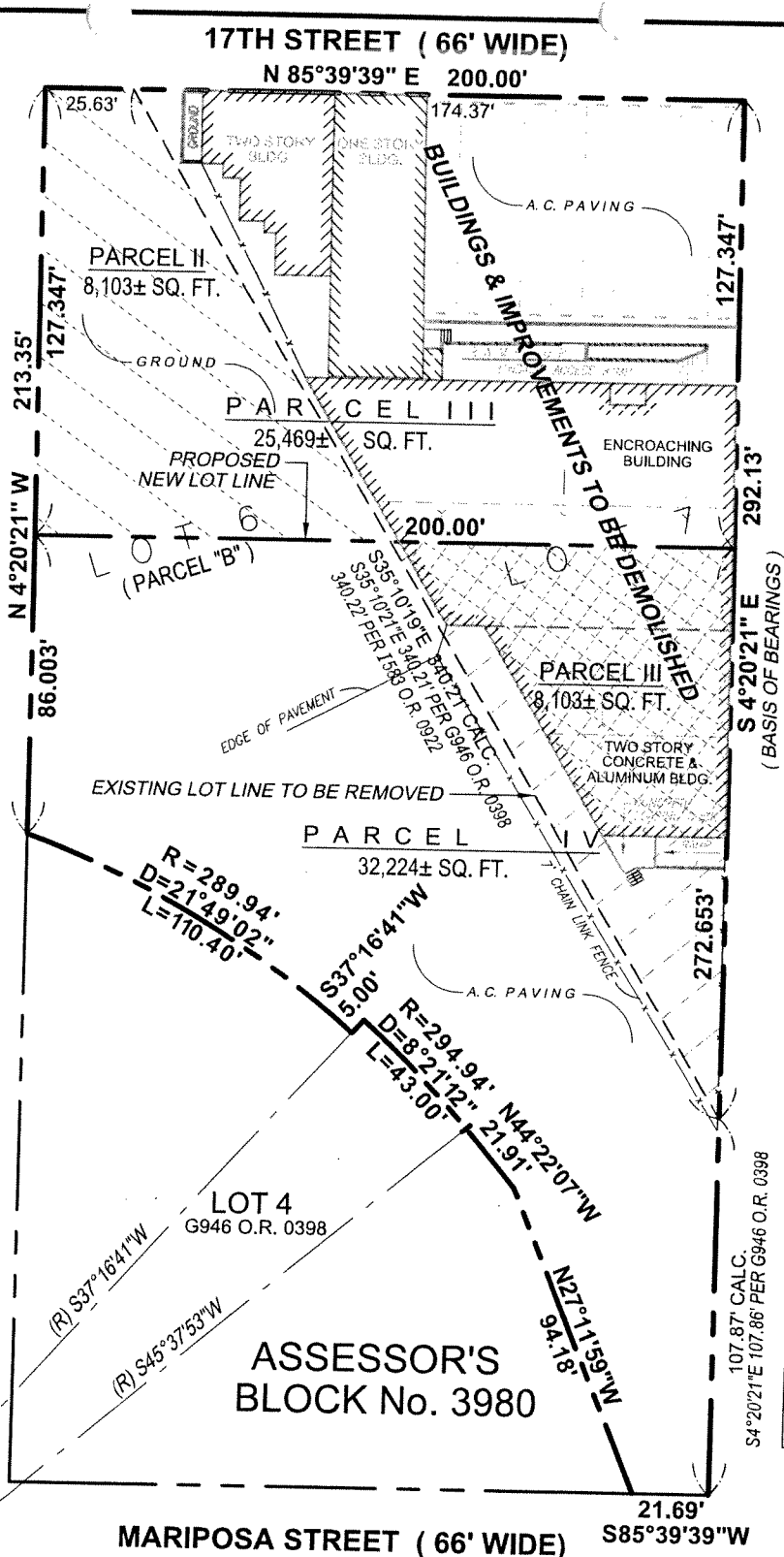


ZONING MAP OF THE CITY AND COUNTY OF SAN FRANCISCO

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DE HARO STREET (80' WIDE)

CAROLINA STREET (80' WIDE)



SKETCH EXHIBIT " "

FOR LOT LINE ADJUSTMENT BETWEEN THAT CERTAIN PARCEL DESCRIBED IN THAT CERTAIN DEED I583 O.R. 0922 RECORDED FEB. 27, 2004 AND PARCEL "B" DESCRIBED IN DEED G946 O.R. 0398 RECORDED AUG. 14, 1997 ALSO BEING PORTIONS OF LOTS 6 & 7 ASSESSOR'S BLOCK No. 3980

SAN FRANCISCO CALIFORNIA

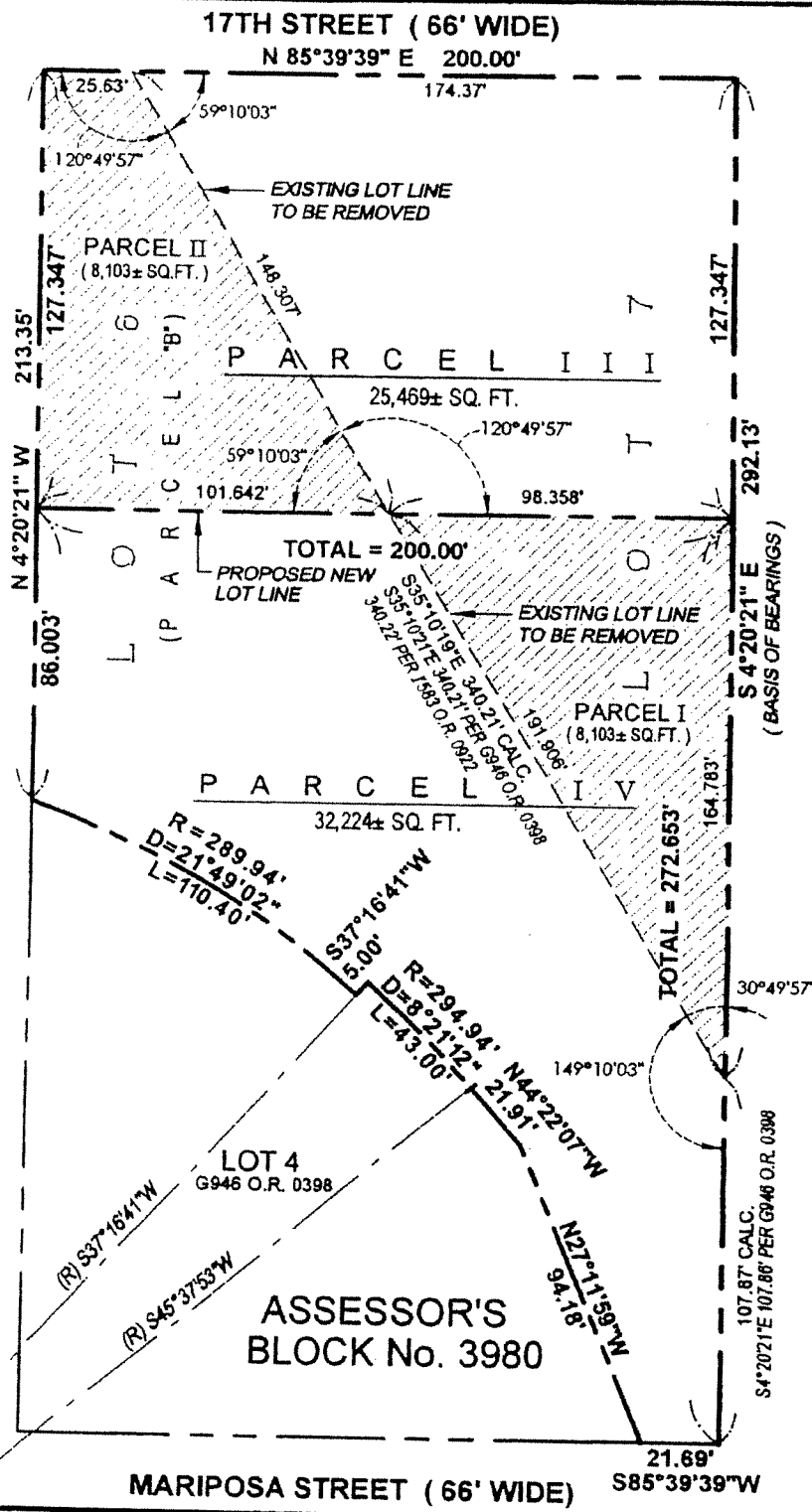
TRANSAMERICAN ENGINEERS
Fox Plaza, 1390 Market St., Suite 201
San Francisco, CA 94102
415-553-4092 FAX: 415-553-4071

SURVEYED BY:	J.B.
DRAWN BY:	EDL
SCALE:	1" = 50'
CHECKED BY:	B.A.P.
Job No.	5559.2

Job No. 5559.2 (5559.2_LLA_EXHIBIT "C") DATE: SEPTEMBER 10, 2008

DE HARO STREET (80' WIDE)

CAROLINA STREET (80' WIDE)



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TRANSAMERICAN ENGINEERS
 Fox Plaza, 1390 Market St., Suite 201
 San Francisco, CA 94102
 415-553-4092 FAX: 415-553-4071

SKETCH SHOWING PARCELS I & II BEING EXCHANGED TO CREATE PROPOSED NEW PARCELS III & IV ALSO BEING PORTIONS OF LOTS 6 & 7 ASSESSOR'S BLOCK No. 3980

SAN FRANCISCO

CALIFORNIA

SURVEYED BY:	J.B.
DRAWN BY:	EDL
SCALE:	1" = 50'
CHECKED BY:	H.A.
Job No.	5559.2

DATE: JULY 25 2007 Job No. 5550 7

CONSISTENCY FINDINGS WITH PLANNING CODE SECTION 101.1(b)

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

Development of a new mixed-use project that includes residential, retail and modern PDR space with 15' high ceilings on an underutilized site with an obsolete building will enhance business ownership and employment opportunities. The Project, therefore, is consistent with the policies of Section 101.1(b)(1).

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

The Project has been designed following the development policies and design guidelines for the Showplace Square/Potrero subarea of the Eastern Neighborhood Plan. The new PDR and retail spaces will have 15' high ceilings and will enhance the economic vitality of the neighborhood. The new residential units will add to the cultural and economic diversity of the neighborhood by bringing in new businesses and new residents to the area. The Project, therefore, is consistent with the policies of Section 101.1(b)(2).

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

The site is underutilized and has no housing. The Project will add 41 units to the City's housing stock. The Project will comply with the City's inclusionary housing requirements. The Project, therefore, is consistent with the policies of Section 101.1(b)(3).

4. *That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.*

The Final Mitigated Negative Declaration determined that this mixed-used development with neighborhood serving businesses, residential and PDR space will not be detrimental to commute traffic, nor overburden City streets. There are no MUNI stops in front of the site. Vehicles entering or exiting the Site will not interfere with Muni Transit services. There will be sufficient number of off-street parking spaces for the residents and workers in the building because of convenient public transit access. The Project will not overburden neighborhood on-street parking. The Project, therefore, is consistent with the policies of Section 101.1(b)(4).

5. *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 Site is located in an Urban-Mixed-Use district where residential, retail and industrial and service sector uses are permitted. The existing building, originally designed as a showroom and offices, was expanded over the years, has low ceiling height and is not suitable for PDR uses. The Project will provide 7,000 sf of modern PDR space with 15' ceiling height. Additionally, reconfiguration of the Project site and the adjoining lot will result in two rectangular lots, which are more suitable for use by PRD users. Both the project and its neighbor, Anchor Brewery who occupies the remainder of the block, will benefit from this realignment. Therefore, the project is consistent with the policies of Section 101.1(b)(5).

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

The proposed building will comply with current fire and seismic safety standards and will be consistent with the policies of Section 101.1(b)(6).

7. *That landmarks and historic buildings be preserved.*

The buildings on this site have been determined not to be historic resources. The Project will have no effect on any designated landmarks or rated historic buildings. However, the site is in the potential Upper Market Historic District. A Historic Resource Evaluation Report was prepared for the Project and found the Project will have no adverse effect on the potential Upper Market Historic District. The Project, therefore, is consistent with the policies of Section 101.1(b)(7).

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

The Site is across the street from the Franklin Playground. A shadow analysis was prepared for the Project. The Recreation and Park Commission and your staff have determined that the additional shadow will not significantly affect the use of the Playground. The Project, therefore, is consistent with the policies of Section 101.1(b)(8).

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ALICE SUET YEE BARKLEY, OF COUNSEL
DIRECT DIAL NUMBER 415.356.4635
DIRECT FAX NUMBER 415.356.3888
EMAIL ADDRESS abarkley@luce.com

July 6, 2010

VIA MESSENGER

Commissioner Ron Miguel
President, Planning Commission
1650 Mission Street, Fourth Floor
San Francisco, CA 94107

Subject: Supplement Letter Supporting Conditional Use Application
1717 - 17th Street Mixed Use (PDR/Retail/Residential) Development

Dear Commissioner Miguel:

Anchor Brewing Company (“Anchor”) submitted a letter to this Commission on July 1, 2010 objecting to the conditional use application submitted by the Project Applicant, 1717 – 17th Street LLC (Applicant”) to develop a mixed use (PDR/Retail/Residential) Development (“Project”) at 1717 – 17th Street (“Site”). Applicant and Anchor have entered into a Memorandum of Agreement and Addendum No. 1 thereto (Collectively referred to as “MOU”) which governs the relationship of the parties regarding the Project. Anchor alleges non-compliance with the Memorandum of Agreement and Addendum No. 1 thereto (Collectively referred to as “MOU”) and failure to respond to its request to further modify the MOU. Specifically, Anchor alleges that Applicant failed to

- implement a “buffer zone” to attenuate the exterior noise to the residential units located along the property line;
- provide Anchor with a set of the plans;
- provide Anchor with a copy of the Grant Deed;
- amend Notice of Special Restriction recorded against the newly reconfigured lots;

Anchor also alleges failure to respond to a letter dated July 29, 2009 requesting a second amendment to the MOU and an amendment to the “Reciprocal Easement and Encroachment Agreement.”

Since 2005, the Applicant has and continues to communicate directly with Anchor’s designated representative without involving attorneys or architects, unless required. The Applicant and Anchor have been able to cooperatively work through issues that benefit both parties. For the reasons discuss below, Applicant remains committed to its obligations under the MOU.

Commissioner Ron Miguel
July 6, 2010
Page 2 of 6

1. ***Interior Design of the Units Adjacent to the Newly Created Common Property Line with Anchor***

Prior to meeting with Anchor on July 10, 2009, Applicant consulted with an acoustical engineer to review the effectiveness of a “buffer zone” as defined in the MOU to mitigate noise transmission through the exterior southern wall. At the July 10, 2009 meeting, Applicant and the architect explained to Anchor the reasons for abandoning the “Buffer zone” design and to use a superior sound deadening design for the exterior south wall. The Applicant told Anchor that it would conduct an acoustical survey to establish a noise base line on dates chosen by Anchor so that a final design decision could be made based on scientific data, rather than the well intended wording and design put together by the Anchor and the Applicant.

Except for one date which had to be cancelled due to rain, Anchor failed to respond to telephone calls and e-mails over many months to set another date for the acoustical survey. Unable to contact Anchor’s designated representative, our office contacted Mr. Harrington, Anchor’s attorney, seeking his assistance to set a date for the acoustical field survey. During that conversation, our office was informed that he had retired and all communication on the Project should be directed to Brandy Christensen, who is involved with the sale of Anchor. Anchor’s new attorney was contacted about Applicant’s request to replace the ‘buffer zone’ with a superior design that would better address the noise issue, but was informed there would be no amendment to the MOU until the sale is completed. We were informed that no changes or contact should be made until the sale of Anchor is finalized. Applicant could wait no longer and proceeded with the acoustical survey on May 3 through May 6 along the property line. The Environmental Noise Report prepared by Shen Milsom Wilke was completed on July 1, 2010 and a copy of the report is attached hereto as **Exhibit 1**. The only reason to change the original “buffer zone” concept was prompted solely by a design and construction solution which will produce a superior OITC rating.¹

Upon receiving permission to contact the attorney for the purchaser of Anchor Brewery on June 30th, 2010, Applicant’s attorney immediately contacted the purchaser’s attorney, Victor Shum, who has agreed to review the acoustical report and amendments to the MOU. A draft amended was sent to all the attorneys.

¹ Page 10 of the Environmental Noise Report prepared by Shen Milsom & Wilke states that the noise transmission of an exterior wall consisting of essentially two isolated walls with an air gap between would reduce the sound transmission into the unit to a 27 OITC rating compared to the 45 OITC rating of a conventional wall contemplated under the MOU using a “buffer zone”.

Commissioner Ron Miguel

July 6, 2010

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2. ***Provisions of Plans to Anchor***

When the MOU was originally executed between the Applicant and Anchor and amended for the first time, the Eastern Neighborhood Area Plans and Ordinances were still being vigorously debated by the public. After the Board of Supervisors adopted the Eastern Neighborhood Area Plans and Implementing Ordinance in December 2008, the zoning of the Site was changed from M-1 to Urban Mix Use (“UMU”) and the height limit was increased from 40’ to 48’. Thus, the plans originally presented to Anchor and the City had to be revised to comply with the current Planning Code requiring a floor to floor height of 15’ to 18’ for the PDR/Retail spaces with a building height of 48’. Prior to any redesign, the Project Architect had to wait for the shadow study required under Planning Code Section 295 to be completed.²

The Project design before the Commission was finalized two weeks ago to reflect the Planning Department’s input and copies has been provided to Anchor. Applicant has offered to meet with Anchor’s representative to solve the buffer zone issue and is waiting for them to set a date.

3. ***Grant Deed***

Grant Deeds were executed by both parties in June and July, 2007 respectively and forwarded to the Applicant’s Title Company and new Title Reports were issued. Copies of the Grant Deeds are attached hereto as **Exhibit 2**. A Certificate of Compliance for the newly configured and recorded lots was issued by the City on August 6, 2009; this completed the lot line adjustment process. The lot line adjustment also requires both Anchor and Applicant’s lending institutions to release and record the loan with the new lot line configuration. Applicant had been working towards obtaining new title insurance for the new lots with First American Title Company since March, 2010. First America Title Company informed the Applicant that it would require new Grant Deeds from the parties because the executed grant deeds may be considered “stale” by the Recorder’s office. On or about April 22, Applicant offered to pick up Anchor’s re-executed grant deeds and delivered it to First American Title Company. Anchor’s attorneys, however, declined to do so because of issues related to the title report. On or about June 3, 2010, Anchor requested and Applicant consented to use Anchor’s title company, Chicago Title Company, to complete all the necessary documents on the lot line adjustment. New grand deeds are being executed at the request of Chicago Title. Title insurance can not be issued for the reconfigured lots until the financial institutions with equitable interests in the properties have consented and have prepared new loan documents reflecting the new legal descriptions of the properties. Applicant is hopeful that the new Grand Deeds will be recorded and new title

² Section 295 of the Planning Code requires a determination that a project will not significant affect the use of a publicly owned park or open space if the project height exceeds 40’.

Commissioner Ron Miguel

July 6, 2010

Page 4 of 6

insurance policies will be issued in the next two weeks. Finally, it is noted that the Applicant has borne the burden of paying for all expenses for the lot line adjustment.

4. ***Recordation of Notice of Special Restriction***

The MOU requires recordation of Notices of Special Restrictions. Such Notices of Special Restrictions are required to be recorded as a condition of the Final Conditional Use Approval. As of today, no conditional use approval has been granted. Should this Commission grant a condition use authorization for the Project, such authorization will not become final until 30 days after the Commission action if there is no appeal or after a decision of the Board of Board of Supervisors if the Commission action is appealed. The draft Notice of Special Restrictions requires the Planning Commission Motion Number approving the conditional use authorization, which is not available at this point. Additionally, one of the standard conditions of approval includes recordation of the conditions of approval on a form provided by the Planning Department. Recordation must occur prior to any Planning Department approval of the building permit application for the Project. Time is not ripe for recording any Notice of Special Restrictions. Therefore, this assertion is without foundation.

5. ***Easement Agreement***

The Easement Agreement, recorded on September 12, 2008, is required by the Department of Building Inspection (“DBI”). In addition to the Applicant, Anchor, the City Attorney’s office reviewed and approved said document on behalf of DBI, which cannot be amended without the City’s approval. At the request of Anchor’s attorney, Applicant’s representatives worked with Anchor’s insurance broker to determine the scope of coverage, which included naming Anchor as an additional insured. Copies of the insurance policy were provided to Anchor. Copies of the insurance certificated naming Anchor as an additional insured are attached hereto as **Exhibit 3**.

6. ***Amendments to the MOU***

Applicant was and is waiting for resolution of the sound isolation issue before amending the MOU a second time. Applicant has informed Anchor’s attorney that it was willing to amend the NSR to include Anchor’s additional requests. Draft amendments to the MOU and revisions to the Exhibits have been forwarded to the attorneys for Anchor and the buyer for Anchor as soon as Applicant’s counsel was cleared to speak to the buyer’s attorney.

While communication between the parties might have lapsed due to sale of Anchor Brewery and Applicant’s renovation project, the communication between the parties are back on track. Notwithstanding that some of the items requested by Anchor may not or cannot be completed by the time the hearing on July 15, 2010, Applicant is bound by and is committed to

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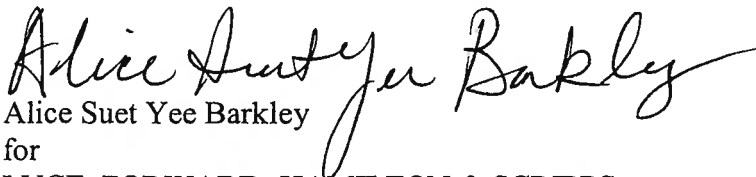
Commissioner Ron Miguel

July 6, 2010

Page 5 of 6

implement the MOU. Based on the forgoing, it is respectfully submitted that Anchor's objections have either been met or are without merit. In light of a history of continuing cooperation between the Applicant and Anchor, the conditional use application should be granted.

Very truly yours,



Alice Suet Yee Barkley

for

LUCE, FORWARD, HAMILTON & SCRIPPS LLP

ASYB/bjs

Encl. Exhibits 1 to 3

cc: Commissioner Michael Antonini
Commissioner Gwenyeth Borden
Commissioner Bill Lee
Commissioner Katrin Moore
Commissioner Christina Olague
Commissioner Hiyashi Sugaya
Linda Avery
John Rahaim
Scott Sanchez
Corey Teague
Jessica Range
Sean Keighren
Richard Harrington
Brandy Christensen
Victor Shum

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Commissioner Ron Miguel

July 6, 2010

Page 6 of 6

LIST OF EXHIBITS

- Exhibit 1 Environmental Noise Report prepared by Shen Milsom Wilke dated June 23, 2010

- Exhibit 2 Grant Deeds

- Exhibit 3 Certificates of Insurance naming Anchor as additional insured



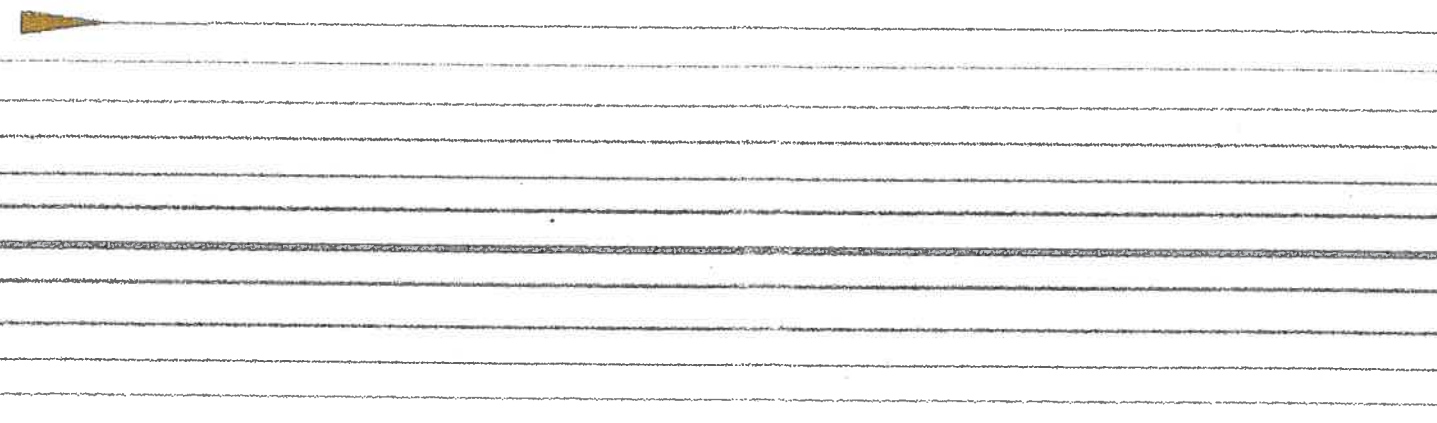
**1717 17TH STREET
Mixed Use Project
San Francisco, California**

**Environmental Noise Report FINAL
SM&W Project #10182**

Prepared for:
Sean Keighran
SJK Development, INC
415-793-4511
499 Marina Boulevard
San Francisco, CA 94123

Prepared by:
SHEN MILSOM & WILKE
415-391-7610
33 New Montgomery Street
San Francisco, CA 94105

July 1, 2010



ENVIRONMENTAL NOISE

INTRODUCTION

This report presents the procedure and results of an environmental noise study performed at the site of the 1717 17th Street project. Mitigation recommendations are provided to meet "Title 24, Part II—California Building Code" (CBC) and the city of San Francisco Noise Element requirements. All recommendations are based on architectural drawings dated January 20, 2010. For any questions or concerns regarding the information contained within this report, please contact Dennis Paoletti, dpaoletti@smwllc.com, or Joseph Konefall, jkonefall@smwllc.com, SM&W—San Francisco at 415.391.7610.

Our analysis and recommendations of interior sound isolation and acoustic privacy requirements to meet state of California Title 24 Noise Insulation Standards will be submitted in a separate followup report.

DESIGN CRITERIA

Outdoor Noise Criteria and Land Use Acceptability

The noise descriptor typically used by governing agencies for outdoor noise criteria is the Day-Night Level (Ldn or DNL). Ldn is a 24-hour equivalent continuous noise exposure level which applies a 10 dB penalty to noise measured during the nighttime hours (10 PM to 7 AM) to account for increased sensitivity to noise and potential sleep interference. Definitions for acoustical terms used in this report are attached as an appendix to this report.

The San Francisco Land Use Compatibility Guidelines for Residential land usage are shown in Table 1 below:

Table 1: Land Use/Noise Compatibility for Residential Development

Level in Ldn	Category
60 dBA or below	Satisfactory
Above 60 dBA but below 70 dBA	Normally Acceptable (Noise Insulation Features Required)
Above 70 dBA	Conditionally Acceptable (Noise Insulation Features Required)

Indoor Noise Criteria

California Building Code (CBC), Section 1208A.8.2, states for all Category R (residential) occupancies, "Interior noise levels attributable to exterior sources shall not exceed 45dB (Ldn) in any habitable room."

We understand that SJK development has entered into a Memorandum of Understanding (MOU) with its neighbor Anchor Brewing Company on February 8, 2006, providing for adequate sound isolation from operational activities including truck deliveries outside the project. Specific reference is made to provide unoccupied buffer space between exterior/interior at the south wall. The intent was obviously for sound isolation reasons.

EXISTING NOISE LEVEL MEASUREMENTS

A noise survey was conducted to establish the existing baseline conditions of the project site. The site was visited from Monday, May 3 through Thursday May 6, 2010. Two (2) calibrated Type 2 integrating sound level meters (Larson Davis Model 820 and Bruel & Kjaer Model 4445) were secured at the site; one atop a one - story building facing 17th Street and the other on a fence at the Mariposa Street side of the existing 1717 17th Street Building facing the Anchor Brewery truck delivery yard. The meters, located at Measurement Locations 1 and 2 in Figure 1, collected noise data continuously between Monday and Thursday afternoon for a minimum of 48 hours each. The resulting 24-hour Ldn's at each Measurement Location 1 and 2 were 63 dB(A) & 62 dB(A) and 68 dB(A) & 69 dB(A), respectively. Hourly average noise levels (Leq) for these locations over each 24 hour measurement period are shown in Charts 1 – 4, below.

Four (4) 15-minute measurements, at Locations 3 through 6, were also taken using a Type 1 integrating sound level meter (Bruel & Kjaer 2260). See Figure 1. These measurements were used to extrapolate the 24-hour Ldn to different locations on the project site, as shown in Table 2.

The primary source of noise at the site is moderate to heavy traffic on De Haro Street and 17th Street. The only significant noise source at the Anchor Brewery truck delivery yard are occasional trucks making deliveries. We do not have a schedule of when or how many trucks use the delivery yard. During our measurements, we observed frequent truck, bus, and motorcycle passbys on DeHaro and 17th Street. The Lmax sound level at Location 1 was used as the noise source for trucks in our analysis.

Figure 1: Measurement Locations

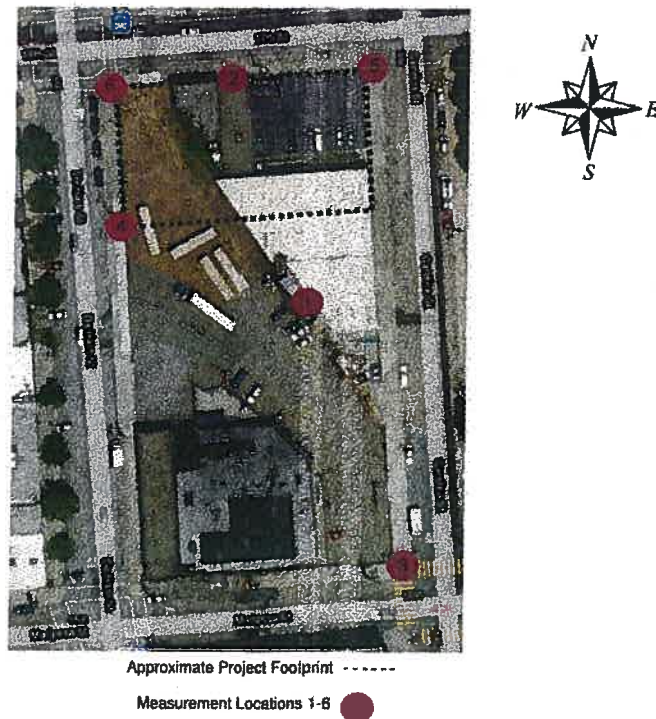


Chart 1

1717 17th Street - San Francisco, California
 Hourly Noise Levels (Leq) at 24 - Hour Measurement Location 1
 Monday - Tuesday, May 3-4, 2010

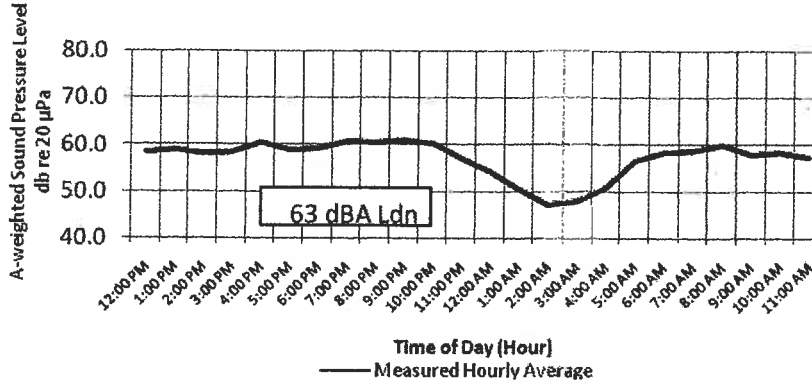


Chart 2

1717 17th Street - San Francisco, California
 Hourly Noise Levels (Leq) at 24 - Hour Measurement Location 1
 Tuesday - Wednesday, May 4-5, 2010

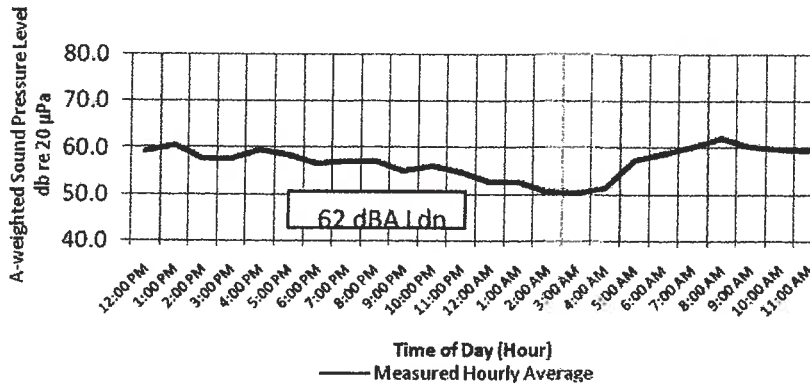


Chart 3

1717 17th Street - San Francisco, California
Hourly Noise Levels (Leq) at 24 - Hour Measurement Location 2
Tuesday - Wednesday, May 4-5, 2010

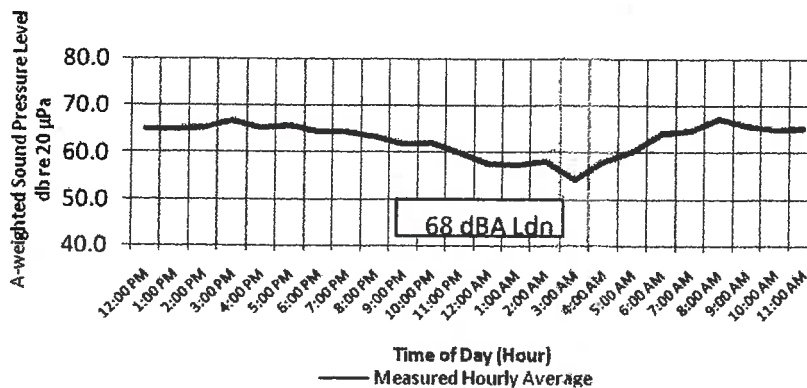


Chart 4

1717 17th Street - San Francisco, California
Hourly Noise Levels (Leq) at 24 - Hour Measurement Location 2
Wednesday - Thursday, May 5-6, 2010

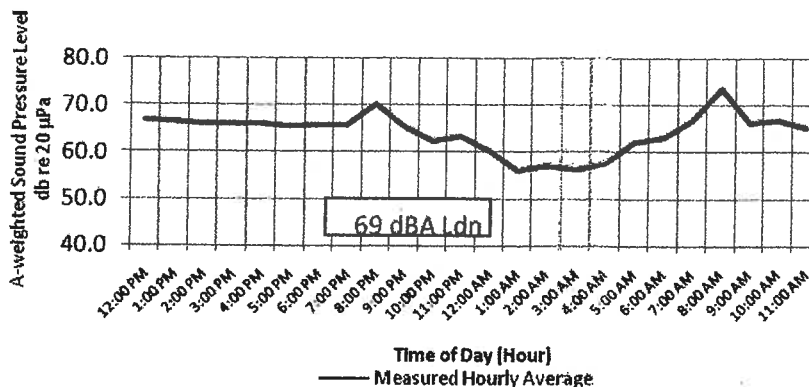


Table 2: Extrapolated L_{dn} Levels

Location	Day 1 L _{dn} / Day 2 L _{dn}
1. Backside of existing 1717 17 th Street Building Approximately 175' from 17 th Street and 50' From Carolina Street	63 dB(A) 62 dB(A)
2. 17 th Street approximately 100' from De Haro Street	68 dB(A) 69 dB(A)
3. Corner of Carolina Street and Mariposa Street	68 dB(A) 67 dB(A)
4. De Haro Street at approximately 130' from 17 th Street	66 dB(A) 65 dB(A)
5. Corner of Carolina Street and 17 th Street	67 dB(A) 68 dB(A)
6. Corner of 17 th Street and De Haro Street	69 dB(A) 70 dB(A)

Based on the summary of acoustical measurements listed in Table 2, the L_{dn} varies over the site from 70 dBA to 62 dBA, depending on the location of the receiver. Based on the results of the measurements, **70 dBA L_{dn}** was determined to represent the current maximum noise level the project residential units facing De Haro Street, 17th Street, and Carolina Street are exposed to. **79 dBA L_{max}** was determined to represent the current maximum noise levels the units facing the south property line are exposed to.

According to the San Francisco Land Use Compatibility Guidelines chart, the noise levels at the site should place the project into the "Conditionally Acceptable" category. This category requires noise insulation features to meet the indoor noise criteria.

FUTURE NOISE LEVELS

We have assumed a 2 dB increase in future noise levels due to potential traffic volume increase, for a future (e.g. year 2020) predicted L_{dn} of 72 dBA. Maximum sound levels (L_{max}) in the truck delivery area for individual trucks would not typically be expected to increase over the course of time.

ENVIRONMENTAL NOISE COMPUTER MODEL

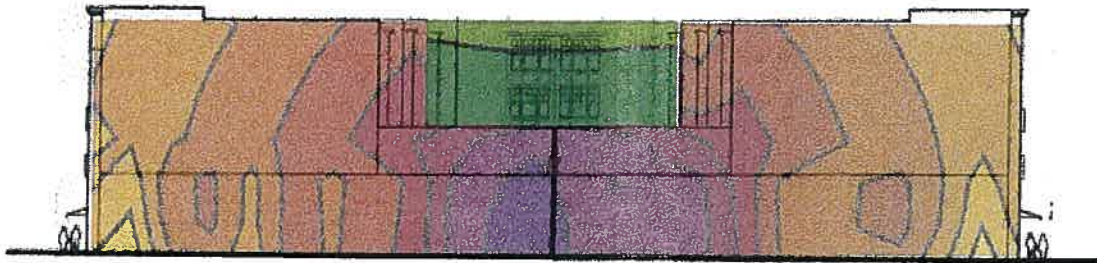
Because of the acoustical calculation complexities associated with the configuration of the south facing facades of this project, and the concern for potential truck delivery noise there, we employed an extended level of effort for our analysis.

Using state of the art SoundPLAN computer modeling software to predict how sound from loading dock activities will affect the South Façade of the 1717 17th Street project, we constructed a 3D wireframe model of the proposed building. This information, along with our representative sound measurements, allowed us to calculate the expected sound levels at all points on the South Façade of the proposed building.

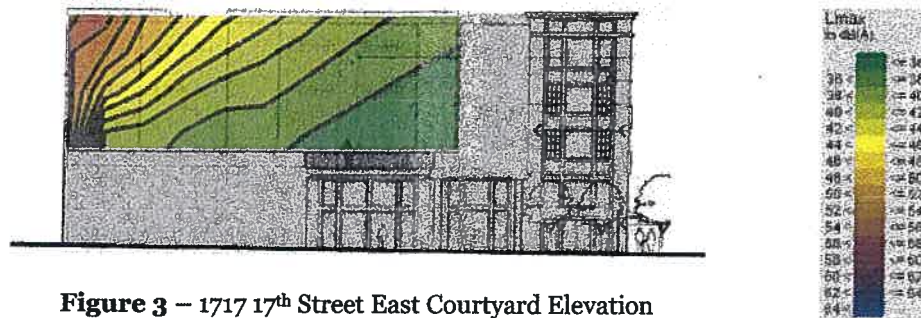
We used two locations for our sound source (Lmax); one located at 20 feet from the south façade and one at 60 feet from the south façade.

RESULTS

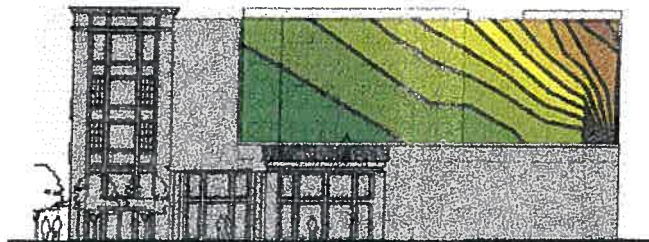
Figures 2 through 7, below, show the computer generated sound levels at all points of the south façade in Lmax dB(A).



**Figure 2 – 1717 17th Street South Elevation
(Sound Source at 20' from South Façade)**



**Figure 3 – 1717 17th Street East Courtyard Elevation
(Sound Source at 20' from South Façade)**



**Figure 4 – 1717 17th Street West Courtyard Elevation
(Sound Source at 20' from South Façade)**

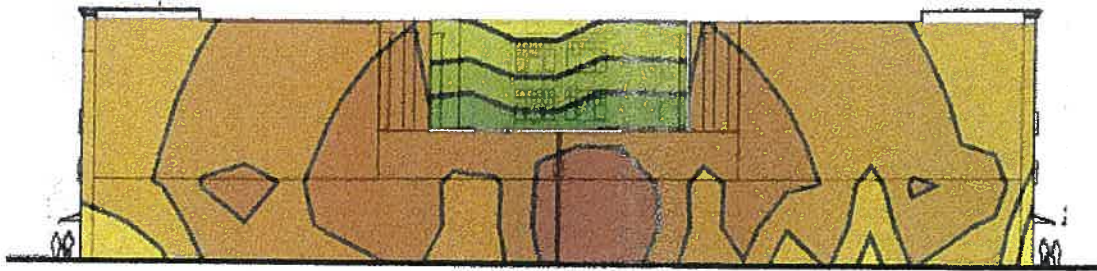


Figure 5 – 1717 17th Street South Elevation
 (Sound Source at 60' from South Façade)

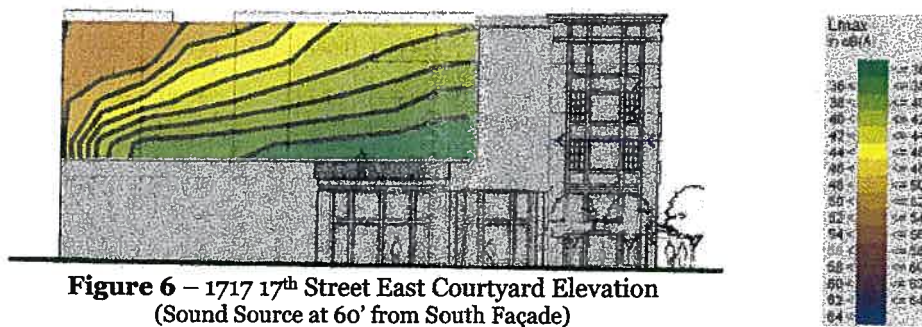


Figure 6 – 1717 17th Street East Courtyard Elevation
 (Sound Source at 60' from South Façade)

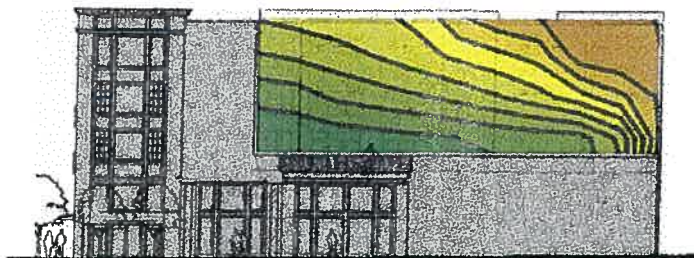


Figure 7 – 1717 17th Street West Courtyard Elevation
 (Sound Source at 60' from South Façade)

RECOMMENDATIONS

All window assembly recommendations in this report are presented in terms of an Outside-Inside Transmission Class (OITC) rating. OITC ratings (which have become the industry standard) better address the low frequency content of traffic noise for windows as compared with Sound Transmission Class (STC) ratings which are used for wall constructions.

Window Assemblies at De Haro Street, 17th Street, & Carolina Street

Based on the exterior traffic noise exposure along De Haro, 17th Street, and Carolina Street the window assembly recommendations are presented below.

OITC 30 window/frame assemblies are recommended at the following locations. See Figure 8. An example glazing assembly is 1/4" laminated glass + 1/2" airspace + 1/4" glass.

- De Haro Street Building – All Rooms at Units 204, 206, 207, 304, 306, 307, 403, 405, & 406.
- Carolina Street Building – All Rooms at Units 207, 307, & 407.

OITC 28 window/frame assemblies [Note: Due to a reduction in exterior sound level toward the Carolina Street exposure (since there is no stop sign at the intersection of 17th Street and Carolina Street), the building standard glazing assembly 1/4" glass + 1/2" airspace + 1/4" glass is recommended at the following units - see Figure 8].

- De Haro Street Building – All Rooms at Units 201, 301, & 401.
- Carolina Street Building – All Rooms at Units 201, 204, 206, 301, 304, 306, 401, 404, & 406.

Window Assemblies at South/Rear Courtyard

Based on the measured L_{max} and the results of our computer sound model as shown in Figures 2-7, above, the building standard glazing assembly 1/4" glass + 1/2" airspace + 1/4" glass (OITC 28) is adequate at the following units. See Figure 8.

- De Haro Street Building – All Rooms facing Courtyard at Units 202, 203, 205, 207, 302, 303, 305, 307, 402, 404, 406.
- Carolina Street Building – All Rooms facing Courtyard at Units 202, 203, 205, 207, 302, 303, 305, 307, 402, 403, 405, 407.

Exterior Walls at De Haro Street, 17th Street, & Carolina Street

We understand that the following exterior wall construction is to be used at the North, East, and West exterior façade facing 17th Street, Carolina Street, and De Haro Street respectively:

- 5/8" thick type x gypsum board + 2x4 wood studs w/ batt insulation + 1/2" thick plywood + 7/8" thick cement stucco

In order to meet the stated criteria, we recommend that an extra layer of interior gypsum board be added to the exterior wall assembly at the following spaces. See Figure 8.

- De Haro Street Building – All rooms at Units 204, 206, 207, 304, 306, 307, 403, 405, & 406.
- Carolina Street Building – All rooms at Unit 207, 307, & 407.

Exterior Walls at South Facade

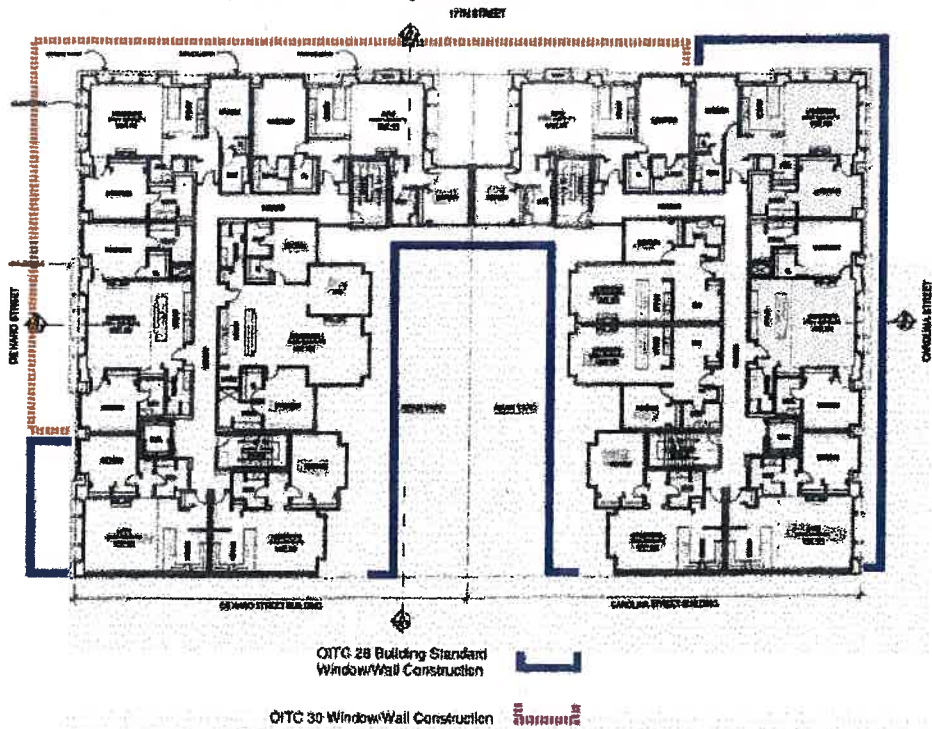
In lieu of “buffer” zone consisting of kitchens, dens, closets, and bathrooms to isolate exterior sounds from the truck delivery area to the south of the project as previously agreed in the Memorandum of Understanding (“MOU”) between Anchor Brewing Company and SJK Development, the following exterior wall construction (which has no windows) will better meet the intent of the parties to the MOU; and will provide superior sound isolation between the exterior noise sources (i.e. trucks) and interior occupied space:

- 5/8” thick type x gypsum board + 2x4 wood studs with batt insulation in stud cavity + 1” airgap + 2x4 wood studs with batt insulation in cavity + 5/8” thick type x gypsum board + 1/2” plywood + vinyl siding

The acoustical ratings for the proposed construction above, compared to other approaches is as follows:

Proposed Exterior Wall Construction	Normal Exterior Wall Construction
Sound Transmission Class (STC) 62	Sound Transmission Class (STC) 40
Outside-to-Inside Transmission Class (OITC) 45	Outside-to-Inside Transmission Class (OITC) 27

Figure 8
Exterior Window/Wall Assembly Recommendations at Residential Units



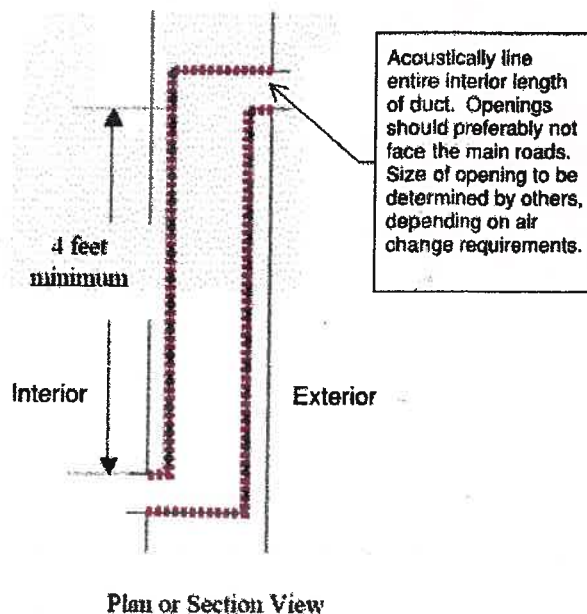
It should be noted that the minimum OITC recommendations above are for an *assembly* of glass and window frame together and not just the glass alone. Generally, the OITC performance requirement of the glass will have to be 3-4 points better than the requirement for glass and frame together. The specifications should require a certified outside-inside sound transmission test of the *window frame with the glass* performed in a recognized independent testing laboratory. If the manufacturer cannot provide certified laboratory tests of the *exact full assembly* to be used (including glass, mullions, and frames of the size used), a laboratory test is recommended to be conducted. The test should be conducted in accordance with ASTM standard E90 and E1332. SM&W should witness the test. Appropriate testing facilities include the following:

- Western Electro-Acoustic Laboratories
25132 Rye Canyon Loop
Santa Clarita, California 91355
661-775-3741
www.weal.com
- Riverbank Acoustical Laboratories
1512 Batavia Avenue
Geneva, Illinois 60134
630-232-0104
riverbank.alionscience.com

Ventilation Air

The window/wall construction for all units will require either mechanical air makeup or individual, acoustically attenuated makeup air ventilation “z-ducts” to meet Title 24 fresh air requirements. See Figure 9, below.

Figure 9. – Z-Duct Detail



APPENDIX: Definitions of Acoustical Terms

A **WEIGHTING** is the decibel scale for sound level measurements using the “A” weighted network of a sound level meter and is denoted as “dBA.” The A-weighting network is shaped to correspond to the response of the human ear so that the results correlate approximately with human perception. It is the accepted standard for environmental noise measurements.

AMBIENT NOISE (see also Background Noise) is the sound pressure level associated with a given environment. For the purpose of measuring a specific noise source, it is the sound pressure level of all sources excluding the specific sound source being measured.

BACKGROUND NOISE (also Ambient Noise) is the sound pressure level associated with given environment. For the purpose of measuring indoor ambient noise, it is the dominant component of the noise caused by the HVAC system.

DAY-NIGHT LEVEL (L_{dn} or DNL) is the A-weighted equivalent continuous sound exposure level for a 24-hour period with a 10 dB adjustment added to the sound levels occurring during nighttime hours (10 PM to 7 AM). Used by regulating agencies to report general environmental noise.

$$L_{dn} = [(L_d + 10 \log_{10} 15) \& (L_n + 10 + 10 \log_{10} 9)] - 10 \log_{10} 24$$

Where $L_d = L_{eq}$ for the daytime
 $L_n = L_{eq}$ for the nighttime
& = decibel addition

DECIBEL or properly **DECIBEL SCALE** is the scale that measures sound level pressure (or other quality of interest) defined as 20 times the logarithm of the ratio of the sound level pressure (or other quality) to a standard reference level that by convention has been selected to approximate the threshold of hearing. The standard reference in the U.S. is 0 decibel equals a pressure of 0.0002 Micro bar. The abbreviation for decibel is dB.

ENVIRONMENTAL NOISE, contrary to its original meaning referring to natural noise, has become known as the noise in the outdoor environment from transportation systems, machinery or other manmade sources.

FREQUENCY is the pitch of sound and refers to the cyclical variations per unit time. Noise can be composed of sound from the entire spectrum of frequencies. Frequency is expressed in cycles per second call Hertz. This is abbreviated Hz.

INTEGRATED OR EQUIVALENT SOUND LEVEL is the A-weighted equivalent continuous sound exposure level for a defined time. This is abbreviated $L_{eq (time)}$.

LMAX is the highest exponential-time-average sound level, in decibels, that occurs during a stated time period.

OCTAVE BAND is the range of sound frequencies whose lower limit frequency is half the upper limit frequency (one octave). Octave bands are identified by the geometric mean frequency or center between the lower limit and the upper limit.

OUTDOOR INDOOR TRANSMISSION CLASS (OITC) is the single number rating system to classify the transmission loss of materials used for environmental noise isolation rather than reporting the levels at separate frequency bands. The rating system is preferred over STC because it was specifically designed to address transportation noise using an average transportation noise spectrum and is derived from measured values of transmission loss in 1/3 octave bands, according to ASTM E 1332.

SOUND LEVEL METER is an instrument to measure sound pressure levels in dB. Various features are incorporated into an instrument to select specific sound frequency bands, integrate pressure over time and display minimum, mean, and peak levels. These are necessary because sound is highly dynamic and is constantly changing.

SOUND PRESSURE LEVEL (SPL) is the ratio, expressed in decibels, of the mean-square sound pressure level to a reference mean-square sound pressure level that by convention has been selected to approximate the threshold of hearing (0.0002 Microbar in the U.S.)

SOUND TRANSMISSION CLASS (STC) is the established single number rating system to classify the transmission loss of materials rather than reporting the levels at separate frequency bands. The rating system was originally designed to address speech isolation and is derived from measured values of transmission loss, according to ASTM E 413. It is not appropriate for use in environmental noise isolation applications because the STC rating does not sufficiently take into account the low frequencies that predominate in transportation noise. Two materials with the same STC rating may have very different noise isolation performance of transportation noise.

TRANSMISSION LOSS is a measure of the sound insulation of a material stated in decibels. Generally, the transmission losses of materials are given in standard 1/3 octave band ranges.

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN IT TO:

Anchor Brewing Company
1705 Mariposa Street
San Francisco CA 94107

MAIL ALL TAX STATEMENTS TO:

Anchor Brewing Company
1705 Mariposa Street
San Francisco CA 94107

Documentary Transfer Tax is not of public record
and is shown on a separate sheet attached to this Deed.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, 17TH STREET ASSOCIATES, LLC, a California limited liability company ("Grantor"), hereby grants to ANCHOR BREWING COMPANY, a California corporation ("Grantee"), the real property and all improvements thereon located in the City and County of San Francisco, State of California, described on Exhibit A attached hereto and made a part hereof (the "Property").

Executed as of this 11 day of October, 2007.

Grantor:

17TH STREET ASSOCIATES, LLC,
a California limited liability company

By [Signature] Pres. of STK Dev.

Its M. M.

STATE OF CALIFORNIA

COUNTY OF San Francisco }

SS.

On Oct 11, 2007, before me, Kisa Rubi Kawamura a notary public for the State of California, personally appeared Sean Joseph Keighran, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity on behalf of which the person acted, executed the instrument.

Witness my hand and official seal.

Kisa Rubi Kawamura
Signature of the Notary



EXHIBIT A TO GRANT DEED

LEGAL DESCRIPTION

All the land situated in the State of California, City and County of San Francisco and more particularly described as follows:

COMMENCING at a point formed by the intersection of the southerly line of 17th Street with the westerly line of Carolina Street running thence southerly along said westerly line of Carolina Street 127.347 feet to the True Point of Beginning; thence continuing southerly along said westerly line of Carolina Street 164.783 to the southerly corner of that certain parcel of land heretofore conveyed from the Western Pacific Railroad Company, a California Corporation, to Blaze Incorporated, a California Corporation, dated October 12, 1973, and filed in the records of Union Pacific Railroad Company with WP DA No. 6; thence northwesterly along said line and along a deflection angle to the right of 149° 10' 03" a distance of 191.906 feet to a point thereon; thence easterly along a deflection angle to the right of 120° 49' 57" and parallel to the southerly line of 17th Street a distance of 98.358 feet to the True Point of Beginning, comprising of approximately 8,103 sq. ft.

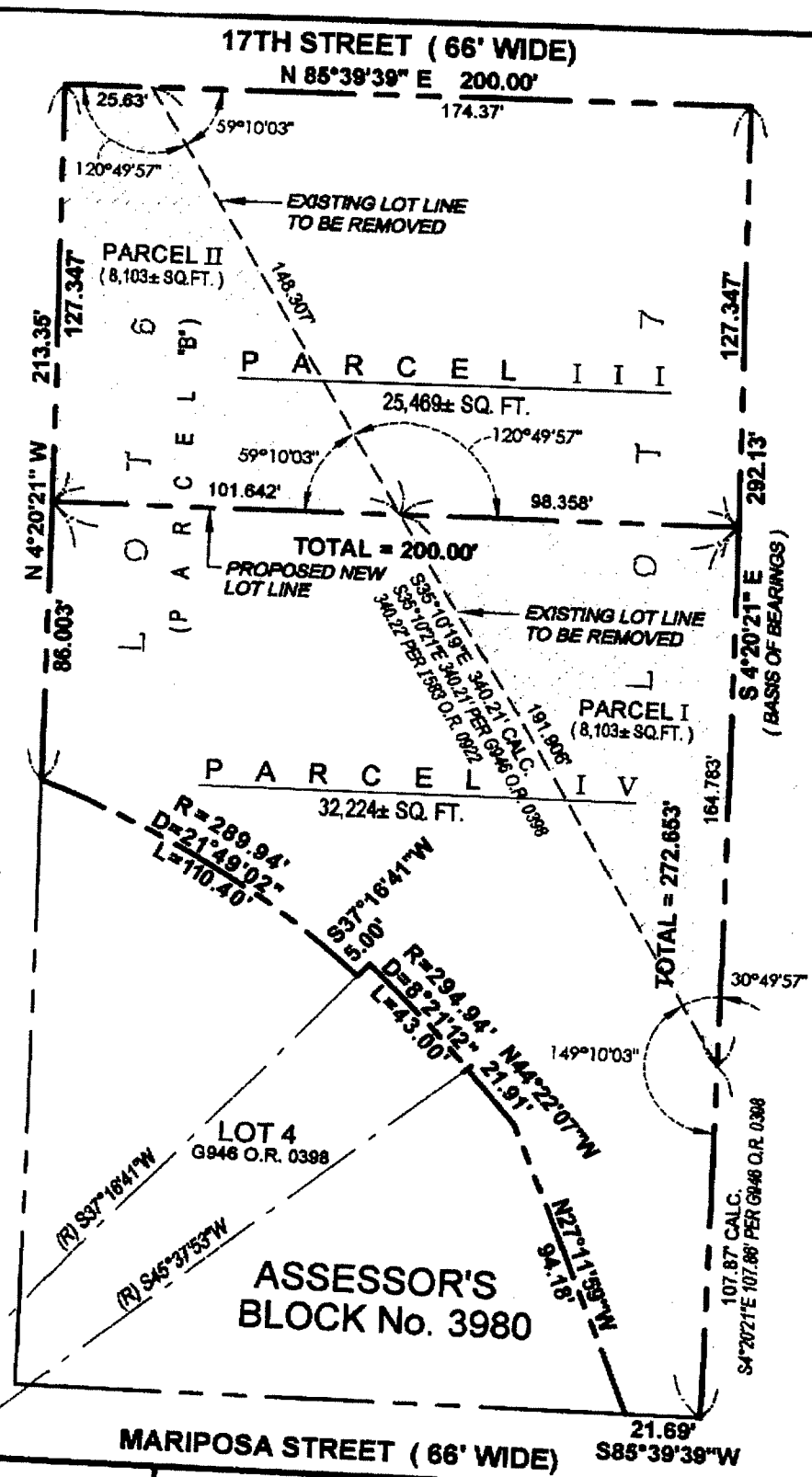
BEING a part of Potrero Nuevo Block No. 173.

EXCEPTING therefrom all minerals, oil and other hydrocarbon substances below a depth of 300 feet of said property, without the right of surface entry, as reserved in deed from the Western Pacific Railroad Company, a California Corporation, to Blaze Incorporated, a California Corporation, dated October 12, 1973, recorded December 12, 1973 in Book B834, Page 381 Official Records.

UPDATES: 5559 ILLA.dwg, 2/8/2007 1:17:28 PM, ltp001

DE HARO STREET (80' WIDE)

CAROLINA STREET (80' WIDE)



MARIPOSA STREET (66' WIDE) S85°39'39"W 21.69'

TRANSAMERICAN ENGINEERS
 Fox Plaza, 1390 Market St., Suite 201
 San Francisco, CA 94102
 415-553-4092 FAX: 415-553-4071

SKETCH SHOWING PARCELS I & II BEING EXCHANGED TO CREATE PROPOSED NEW PARCELS III & IV ALSO BEING PORTIONS OF LOTS 6 & 7 ASSESSOR'S BLOCK No. 3980

SAN FRANCISCO CALIFORNIA

SURVEYED BY:	J.B.
DRAWN BY:	EDL
SCALE:	1" = 50'
CHECKED BY:	H.A.
Job No.	5559.2

DATE: JUNE 25, 2007

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN IT TO:

Luce, Forward, Hamilton & Scripps LLP
121 Spear Street, Suite 200
San Francisco, California 94105
Attention: Alice Barkley

MAIL ALL TAX STATEMENTS TO:

17th Street Associates, LLC
1160 Battery Street
San Francisco, CA 94111
Attention: Sean Keighren

COPY

Documentary Transfer Tax is not of public record
and is shown on a separate sheet attached to this Deed.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, ANCHOR BREWING COMPANY, a California corporation ("**Grantor**"), hereby grants to 17TH STREET ASSOCIATES, LLC, a California limited liability company ("**Grantee**"), the real property and all improvements thereon located in the City and County of San Francisco, State of California, described on Exhibit A attached hereto and made a part hereof (the "**Property**").

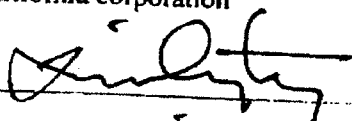
Executed as of this 13th day of JUNE, 2007.

Grantor:

ANCHOR BREWING COMPANY,
a California corporation

By

Its



President

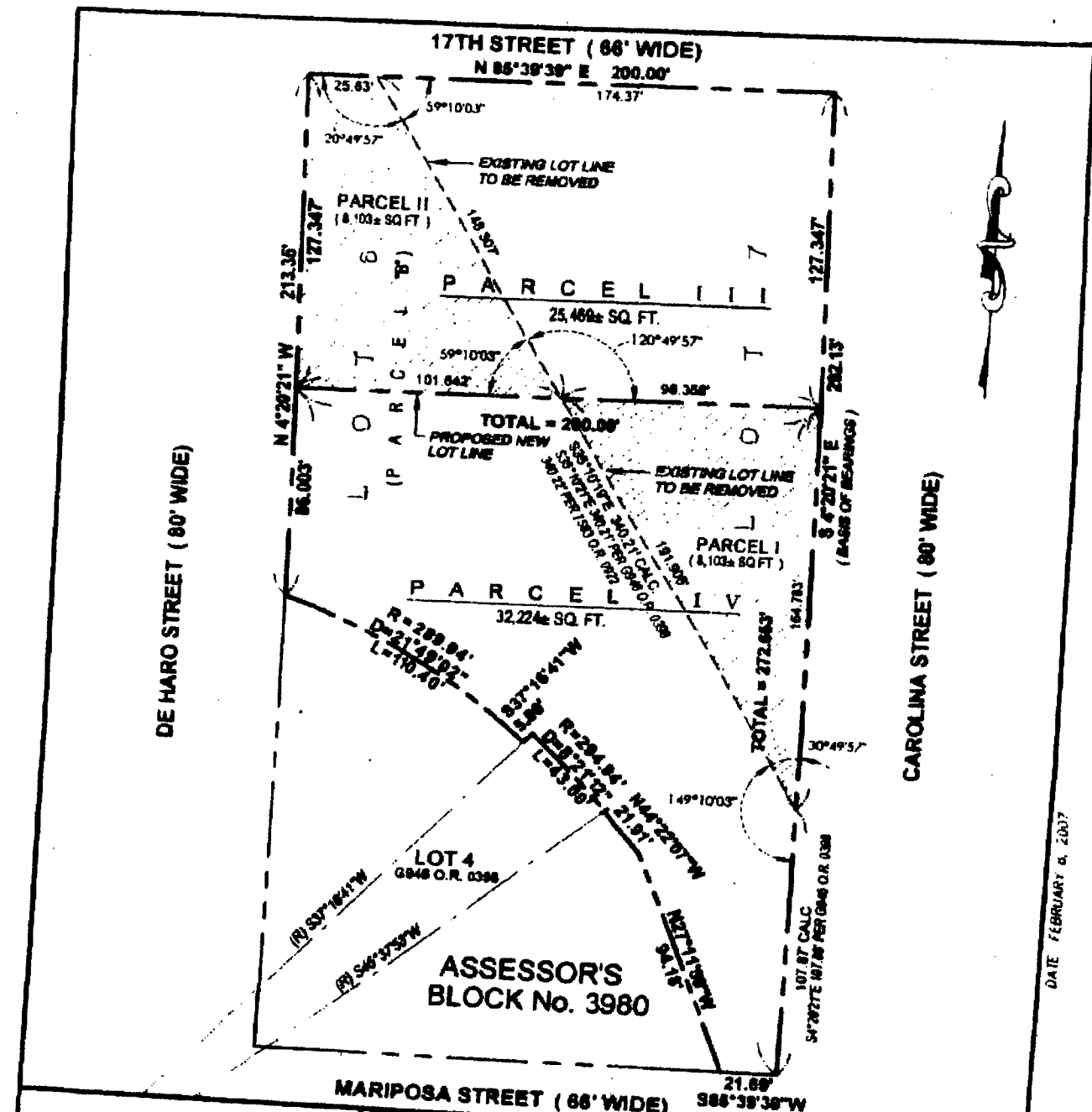
EXHIBIT A TO GRANT DEED

LEGAL DESCRIPTION

All the Land situated in the State of California, City and County of San Francisco and more particularly described as follows:

BEGINNING at the point of intersection of the southerly line of 17th Street with the westerly line of Carolina Street thence southerly along said westerly line of Carolina Street 127.347 feet to a point thereon; thence at a right angle westerly and parallel to the southerly line of 17th Street 98.358 feet to a point on the boundary line of that certain parcel of land conveyed from the Western Pacific Railroad Company, a California Corporation to Blaze Incorporated, a California Corporation dated October 12, 1973 and filed in the records of Union Pacific Railroad Company with WP DA No. 6 which is the True Point of Beginning; thence northwesterly along said line through a deflection angle to the right of 59° 10' 03" a distance of 148.307 feet to a point on the southerly line of 17th Street mentioned above; thence westerly along said southerly line of 17th Street 25.63 feet to the point of intersection of said southerly line of 17th Street with the easterly line of De Haro Street thence at a right angle southerly along said easterly line of De Haro Street 127.347 feet to a point thereon; thence along a right angle easterly and parallel to the said southerly line of 17th Street 101.642 feet to the True Point of Beginning, comprising of approximately 8,103 sq. ft.

EXCEPTING therefrom, all minerals and all mineral rights of every kind and character now known to exist or hereafter discovered in and underlying the above-described tract of land including, without limiting the generality of the foregoing, oil and gas and right thereto, together with the right to explore for, remove and dispose of said minerals by any means or methods suitable to grantor, its successors and assigns, but without entering upon or using the surface of said lands and in such manner as not to damage the surface of said lands or to interfere with the use thereof by grantee, its successors and assigns: as reserved in the deed from the Western Pacific Railroad Company, dated March 9, 1987, recorded March 11, 1987, in Reel E295, Image 685.



DATE FEBRUARY 6, 2007

TRANSAMERICAN ENGINEERS
 Fox Plaza, 1390 Market St., Suite 201
 San Francisco, CA 94102
 415-553-4092 FAX: 415-553-4071

SKETCH SHOWING PARCELS I & II BEING
 EXCHANGED TO CREATE
 PROPOSED NEW PARCELS III & IV
 ALSO BEING PORTIONS OF LOTS 6 & 7
 ASSESSOR'S BLOCK No. 3980

SAN FRANCISCO

CALIFORNIA

SURVEYED BY	J B
DRAWN BY	EDL
SCALE	1" = 50'
CHECKED BY	H A
Lab No	5559 2



CERTIFICATE OF LIABILITY INSURANCE

OP ID AL
17THS-2

DATE (MM/DD/YYYY)

07/02/10

PRODUCER (SF) Heffernan Insurance Brkrs 120 Howard Street, Suite 550 San Francisco CA 94105 Phone: 415-778-0300 Fax: 415-778-0301	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
	INSURERS AFFORDING COVERAGE	NAIC #
INSURED 17th Street Associates, LLC Seamus Busby 1531 Vancouver Avenue Burlingame CA 94010	INSURER A: Travelers Property Casualty Co	25674
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

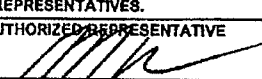
INSR ADD'L LTR	INSRC	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS	
A	X	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	I6801451B60ATIL10	02/27/10	02/27/11	EACH OCCURRENCE	\$ 2,000,000
						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 300,000
						MED EXP (Any one person)	\$ 5,000
						PERSONAL & ADV INJURY	\$ 2,000,000
						GENERAL AGGREGATE	\$ 4,000,000
						PRODUCTS - COMP/OP AGG	\$ 4,000,000
		AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	\$
						BODILY INJURY (Per person)	\$
						BODILY INJURY (Per accident)	\$
						PROPERTY DAMAGE (Per accident)	\$
		GARAGE LIABILITY <input type="checkbox"/> ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT	\$
						OTHER THAN AUTO ONLY: EA ACC	\$
						AGG	\$
		EXCESS / UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE RETENTION \$	NOT APPLICABLE			EACH OCCURRENCE	\$
						AGGREGATE	\$
							\$
							\$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y/N (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below	NOT APPLICABLE			WC STATU-TORY LIMITS	OTH-ER
						E.L. EACH ACCIDENT	\$
						E.L. DISEASE - EA EMPLOYEE	\$
						E.L. DISEASE - POLICY LIMIT	\$
		OTHER	NOT APPLICABLE				

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

Reciprocal Easement and Encoachment. Anchor Brewing Company, a California Corporation is named as additional insured on General Liability as per attached endorsement. *10 day notice of cancellation for non payment of premium.

CERTIFICATE HOLDER

CANCELLATION

ANCHORB Anchor Brewing Company, a California corporation 1705 Mariposa St. San Francisco CA 94107	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL *30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.
	AUTHORIZED REPRESENTATIVE 

ACORD 25 (2009/01)

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The ACORD name and logo are registered marks of ACORD

POLICY NUMBER: I-680-1451B60A-TIL-10

COMMERCIAL GENERAL LIABILITY
ISSUE DATE: 01-13-10

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED-DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name of person or organization:

**ANCHOR BREWING COMPANY, A
CALIFORNIA CORPORATION**

1705 MARIPOSA STREET

SAN FRANCISCO

CA 94107

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule as an insured but only with respect to liability arising out of your acts or omissions.

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID AL
17THS-2

DATE (MM/DD/YYYY)
02/10/09

PRODUCER (SF) Heffernan Insurance Brkrs 120 Howard Street, Suite 550 San Francisco CA 94105 Phone: 415-778-0300 Fax: 415-778-0301	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
	INSURED 17th Street Associates, LLC Seamus Busby 1531 Vancouver Avenue Burlingame CA 94010	INSURERS AFFORDING COVERAGE INSURER A: Travelers Property Casualty Co INSURER B: INSURER C: INSURER D: INSURER E:

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L	LTR	INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A	X	X	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GENL AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	I6801451B60ATIL09	02/27/09	02/27/10	EACH OCCURRENCE	\$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 300,000
							MED EXP (Any one person)	\$ 5,000
							PERSONAL & ADV INJURY	\$ 2,000,000
							GENERAL AGGREGATE	\$ 4,000,000
							PRODUCTS - COMP/OP AGG	\$ 4,000,000
			AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	\$
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
			GARAGE LIABILITY <input type="checkbox"/> ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT	\$
							OTHER THAN AUTO ONLY: EA ACC	\$
							AGG	\$
			EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE DEDUCTIBLE RETENTION \$	NOT APPLICABLE			EACH OCCURRENCE	\$
							AGGREGATE	\$
								\$
								\$
								\$
			WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below	NOT APPLICABLE			WC STATUTORY LIMITS	OTHER
							E.L. EACH ACCIDENT	\$
							E.L. DISEASE - EA EMPLOYEE	\$
							E.L. DISEASE - POLICY LIMIT	\$
			OTHER	NOT APPLICABLE				

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
 Reciprocal Easement and Encoachment. Anchor Brewing Company, a California Corporation is named as additional insured on General Liability as per attached endorsement. *10 day notice of cancellation for non payment of premium.

CERTIFICATE HOLDER ANCHORB Anchor Brewing Company, a California corporation 1705 Mariposa St. San Francisco CA 94107	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL *30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE
---	--

POLICY NUMBER: I-680-1451B60A-TIL-09

COMMERCIAL GENERAL LIABILITY
ISSUE DATE: 01-13-09

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED—DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name of person or organization:

ANCHOR BREWING COMPANY, A
CALIFORNIA CORPORATION

1705 MARIPOSA STREET

SAN FRANCISCO CA 94107

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule as an insured but only with respect to liability arising out of your acts or omissions.

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID AL
17THS-2

DATE (MM/DD/YYYY)
08/15/08

PRODUCER (SF) Heffernan Insurance Brkrs 120 Howard Street, Suite 550 San Francisco CA 94105 Phone: 415-778-0300 Fax: 415-778-0301	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
	INSURED 17th Street Associates, LLC c/o Paragon Real Estate 1160 Battery St. East Bldg. San Francisco CA 94111	INSURERS AFFORDING COVERAGE
	INSURER A: Travelers Property Casualty Co	
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L LTR INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A X	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	6801451B60A	02/27/08	02/27/09	EACH OCCURRENCE \$ 2,000,000
					DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000
					MED EXP (Any one person) \$ 5,000
					PERSONAL & ADV INJURY \$ 1,000,000
					GENERAL AGGREGATE \$ 2,000,000
					PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	GARAGE LIABILITY <input type="checkbox"/> ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT \$ OTHER THAN EA ACC AGG \$
	EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE <input type="checkbox"/> RETENTION \$	NOT APPLICABLE			EACH OCCURRENCE \$ AGGREGATE \$ \$ \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below	NOT APPLICABLE			<input type="checkbox"/> WC STATU-TORY LIMITS <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
	OTHER	NOT APPLICABLE			

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

Reciprocal Easement and Encoachment. Anchor Brewing Company, a California Corporation is named as additional insured on General Liability per form # CG2026 11/85. *10 day notice of cancellation for non payment of premium.

CERTIFICATE HOLDER

ANCHORB

 Anchor Brewing Company, a
 California corporation
 1705 Mariposa St.
 San Francisco CA 94107

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL *30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID AL
17THS-2

DATE (MM/DD/YYYY)
02/10/09

PRODUCER (SF) Heffernan Insurance Brkrs 120 Howard Street, Suite 550 San Francisco CA 94105 Phone: 415-778-0300 Fax: 415-778-0301	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
	INSURERS AFFORDING COVERAGE	NAIC #
INSURED 17th Street Associates, LLC Seamus Busby 1531 Vancouver Avenue Burlingame CA 94010	INSURER A: Travelers Property Casualty Co	25674
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.


INSR ADD'L LTR	INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A	X	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	I6801451B60ATIL09	02/27/09	02/27/10	EACH OCCURRENCE	\$ 2,000,000
						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 300,000
						MED EXP (Any one person)	\$ 5,000
						PERSONAL & ADV INJURY	\$ 2,000,000
						GENERAL AGGREGATE	\$ 4,000,000
						PRODUCTS - COMP/OP AGG	\$ 4,000,000
		AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	\$
						BODILY INJURY (Per person)	\$
						BODILY INJURY (Per accident)	\$
						PROPERTY DAMAGE (Per accident)	\$
		GARAGE LIABILITY <input type="checkbox"/> ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT	\$
						OTHER THAN AUTO ONLY: EA ACC	\$
						AGG	\$
		EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE <input type="checkbox"/> RETENTION \$	NOT APPLICABLE			EACH OCCURRENCE	\$
						AGGREGATE	\$
							\$
							\$
							\$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below OTHER	NOT APPLICABLE			WC STATU-TORY LIMITS	OTH-ER
						E.L. EACH ACCIDENT	\$
						E.L. DISEASE - EA EMPLOYEE	\$
						E.L. DISEASE - POLICY LIMIT	\$
			NOT APPLICABLE				

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

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COMMERCIAL GENERAL LIABILITY
ISSUE DATE: 01-13-09

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Name of person or organization:

ANCHOR BREWING COMPANY, A
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1705 MARIPOSA STREET

SAN FRANCISCO CA 94107

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule as an insured but only with respect to liability arising out of your acts or omissions.



CAROLINA STREET VIEW

JUNE 7, 2010

17 17 17TH STREET

GARY GEE, ARCHITECTS, INC.

Colors in Renderings were selected to enhance Building Features and Details. They do not represent Final Colors. Each Building will have a similar but separate color Palette.



17TH STREET VIEW

JUNE 7, 2010

17 17 17TH STREET

GARY GEE, ARCHITECTS, INC.

Colors in Renderings were selected to enhance Building Features and Details. They do not represent Final Colors. Each Building will have a similar but separate color Palette.

1717 17th Street Mixed Use Project

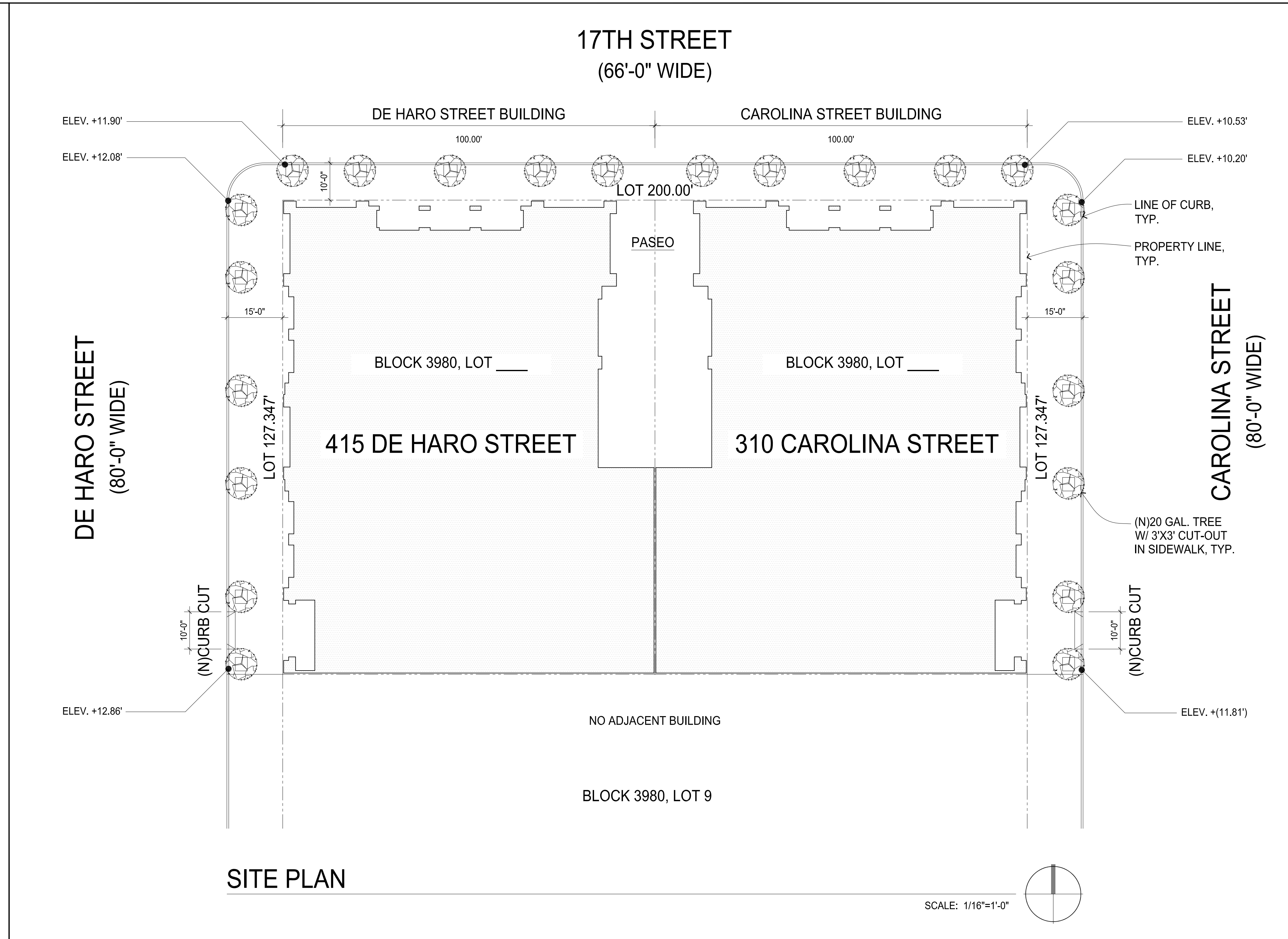
at
310 Carolina Street
and
415 De Haro Street
Residential & Commercial
Condominiums
San Francisco • California

**GARY
GEE
AIA**
GARY GEE ARCHITECTS, INC.
98 Brady Street, #8
San Francisco, CA 94103
Tel 415/863-8881
Fax 415/863-8879

Project No. 04-017 Date 09.08.04

Revisions

No.	Issue / Date
	ISSUED FOR REVIEW 09.08.04
	ISSUED FOR REVIEW 06.06.05
EE	08.08.05
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REVISED CU	06.07.10



SITE PLAN

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

PLANNING DEPARTMENT NOTES

PROJECT LOCATION: 415 DE HARO STREET, SAN FRANCISCO, CALIFORNIA 94103
310 CAROLINA STREET, SAN FRANCISCO, CALIFORNIA 94103
BLOCK 3980, LOT 8

PROPOSED USE: TWO 4-STORY MIXED USE BUILDINGS WITH THREE FLOORS OF RESIDENTIAL UNITS OVER GROUND FLOOR RETAIL AND PDR SPACE OVER BASEMENT LEVEL PARKING GARAGE

ZONING DISTRICT: M-1 (Prior to EN Ordinance)

BUILDING HEIGHT / BULK: PROPOSED: 48'-0"

SETBACKS: FRONT: NONE
REAR: 25% OF LOT AT RESIDENTIAL LEVELS

415 DE HARO STREET BUILDING

RESIDENTIAL UNITS PROVIDED: 20 UNITS
PARKING PROVIDED: 29 STALLS + 1 VAN LOADING STALL
BICYCLE PARKING PROVIDED: 11 SPACES
RESIDENTIAL OPEN SPACE PROVIDED: PRIVATE: 1,095 SQ. FT. (AT REAR YARD)
COMMON: 1,680 SQ. FT. (AT ROOF)
NON-RESIDENTIAL OPEN SPACE PROVIDED: 300 SQ. FT. (AT 17TH ST. ARCADE)
900 SQ. FT. (AT PASEO)

BUILDING AREA CALCULATIONS:
RESIDENTIAL: 21,345 SQ. FT.
RETAIL/PDR: SEE NOTE BELOW *
PARKING: 10,312 SQ. FT.
COMMON: 12,507 SQ. FT. **

TOTAL GROSS SQUARE FEET: 51,664 SQ. FT.

310 CAROLINA STREET BUILDING

RESIDENTIAL UNITS PROVIDED: 21 UNITS
PARKING PROVIDED: 29 STALLS + 1 VAN LOADING STALL
BICYCLE PARKING PROVIDED: 11 SPACES
RESIDENTIAL OPEN SPACE PROVIDED: PRIVATE: 1,095 SQ. FT. (AT REAR YARD)
COMMON: 1,680 SQ. FT. (AT ROOF)
NON-RESIDENTIAL OPEN SPACE PROVIDED: 300 SQ. FT. (AT 17TH ST. ARCADE)
900 SQ. FT. (AT PASEO)

BUILDING AREA CALCULATIONS:
RESIDENTIAL: 21,315 SQ. FT.
RETAIL/PDR: SEE NOTE BELOW *
PARKING: 10,312 SQ. FT.
COMMON: 12,537 SQ. FT. **

TOTAL GROSS SQUARE FEET: 51,664 SQ. FT.

DRAWING INDEX

- A1.0 SITE PLAN, NOTES, INDEX
- A2.1 BASEMENT LEVEL FLOOR PLAN
- A2.2 GROUND LEVEL FLOOR PLAN
- A2.2a GROUND LEVEL STREETSCAPE PLAN
- A2.3 MEZZANINE LEVEL FLOOR PLAN
- A2.4 SECOND LEVEL FLOOR PLAN
- A2.4a SECOND LEVEL OPEN SPACE PLAN
- A2.5 THIRD LEVEL FLOOR PLAN
- A2.6 FOURTH LEVEL FLOOR PLAN
- A2.7 ROOF LEVEL PLAN
- A3.1 EXTERIOR ELEVATIONS
- A3.2 EXTERIOR ELEVATIONS
- A3.3 EXTERIOR ELEVATIONS
- A4.1 SECTIONS

* CUMULATIVE SQUARE FOOTAGE FOR BOTH BUILDINGS: 8,000 SQ.FT. RETAIL; 7,000 SQ.FT. PDR

** PLANNING CODE SECTION 102.9 DEFINITION EXCLUDES FROM GROSS AREA CALCULATIONS: ROOF LEVEL STAIR, ELEVATOR AND MECHANICAL PENTHOUSES; ELEVATOR SHAFTS AND LIFE SUPPORT SYSTEMS SERVING EXCLUSIVELY RESIDENTIAL USES ABOVE FROM NON-RESIDENTIAL LEVELS BELOW; AND OPEN SPACE PROVIDED AT ROOF OR IN REAR YARD.

Site Plan

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

A1.0

1717
17th Street
Mixed Use
Project

at
310 Carolina Street
and
415 De Haro Street
Residential & Commercial
Condominiums

San Francisco • California

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AIA**
GARY GEE ARCHITECTS, INC.
98 Brady Street, #8
San Francisco, CA 94103
Tel 415/863-8881
Fax 415/863-8879

Project No. 04-017 Date 09.08.04

Revisions

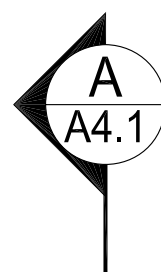
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**Basement
Level Floor
Plan**

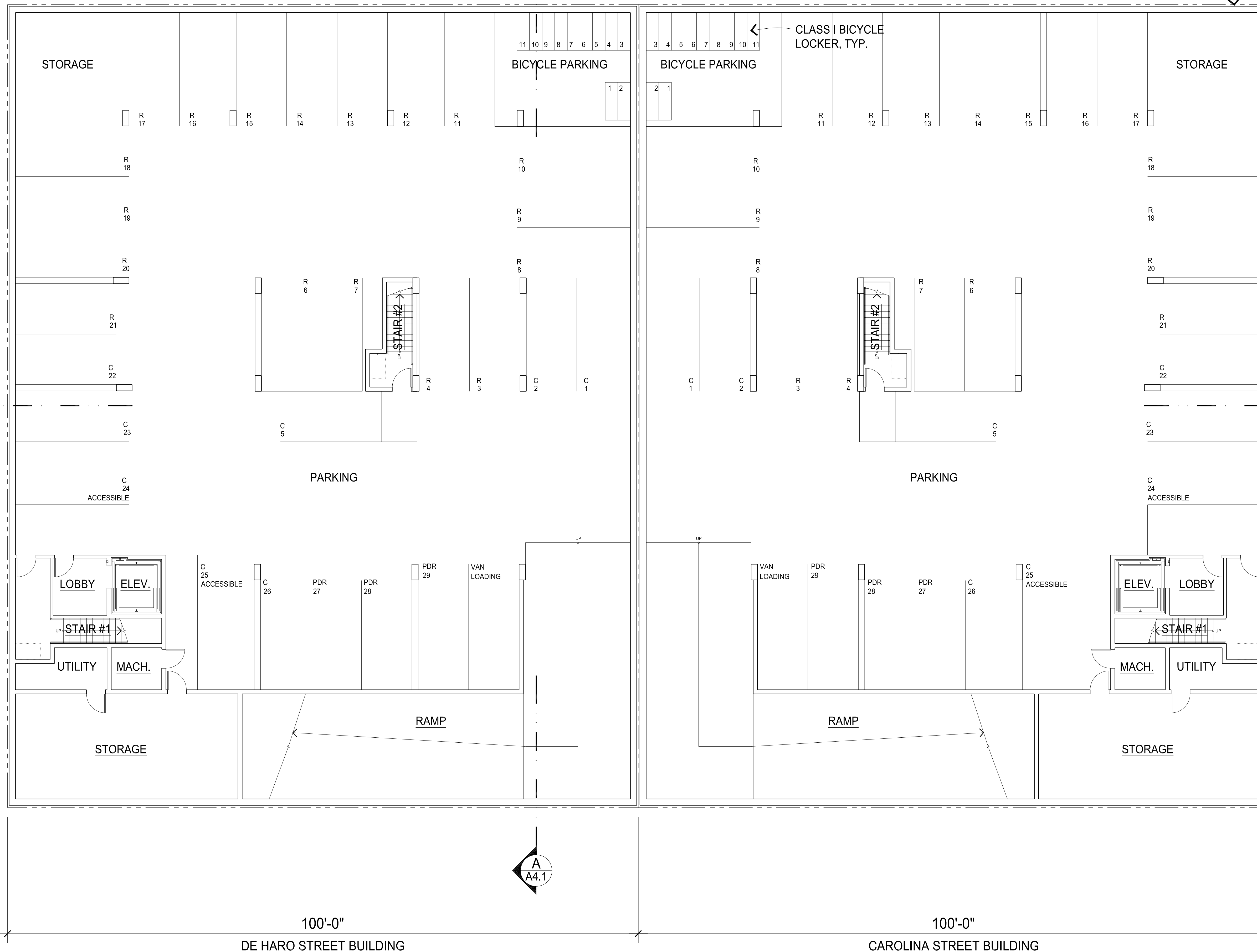
Scale: 1/8" = 1'-0"

A2.1

17TH STREET

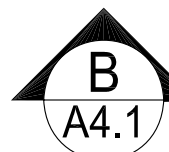


PROPERTY LINE, TYP.

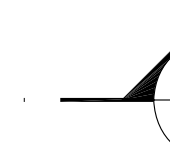


DE HARO STREET

127'-4 1/8"



CAROLINA STREET



100'-0"
DE HARO STREET BUILDING

100'-0"
CAROLINA STREET BUILDING

BASEMENT LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

1717 17th Street Mixed Use Project

at
310 Carolina Street
and
415 De Haro Street
Residential & Commercial
Condominiums
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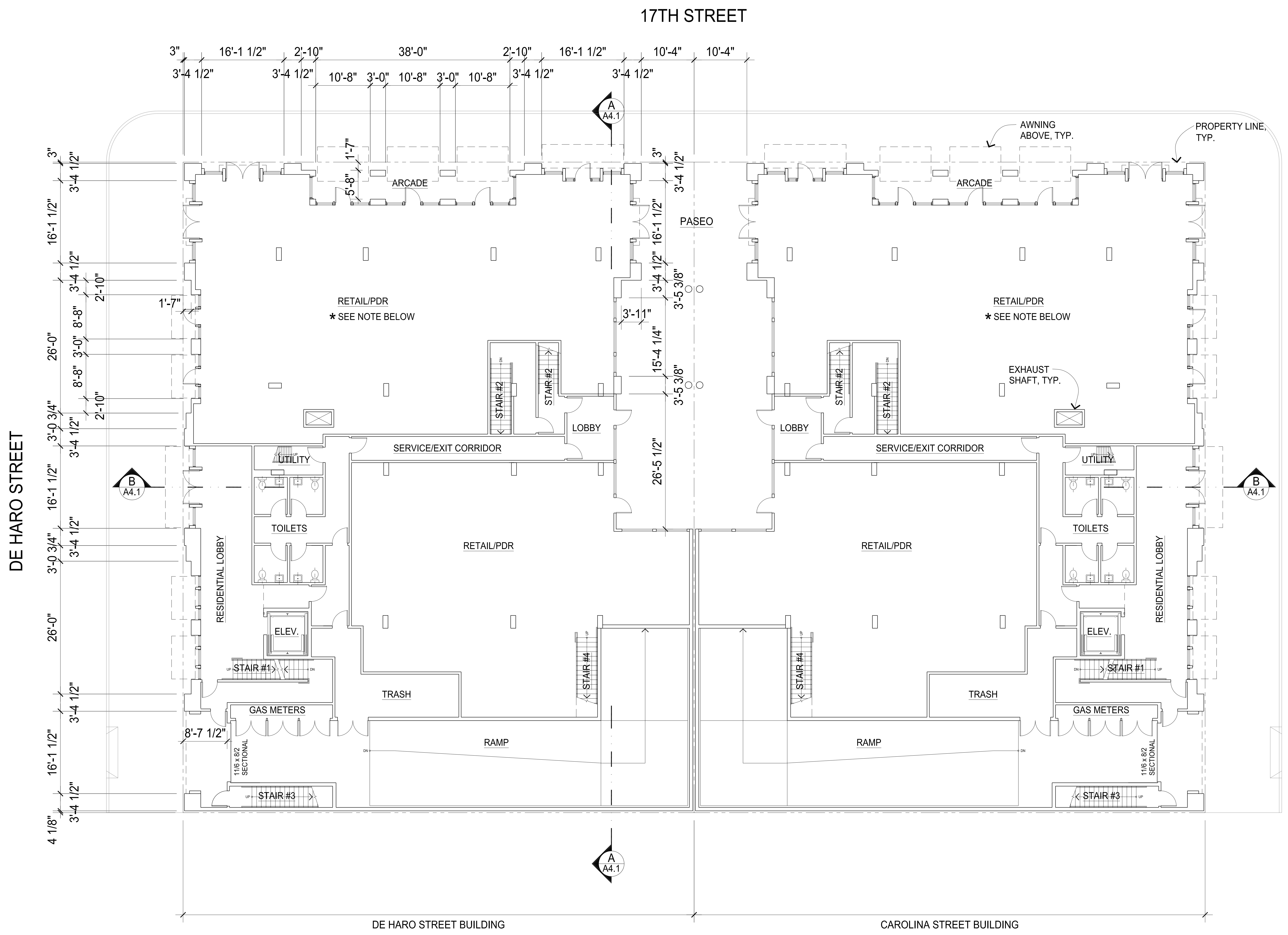
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GROUND LEVEL FLOOR PLAN

* CUMULATIVE SQUARE FOOTAGE FOR BOTH BUILDINGS: 8,000 SQ.FT. RETAIL; 7,000 SQ.FT. PDR

SCALE: 1/8"=1'-0"

Ground Level Floor Plan

Scale: 1/8" = 1'-0"

A2.2

1717
17th Street
 Mixed Use
 Project

at
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 and
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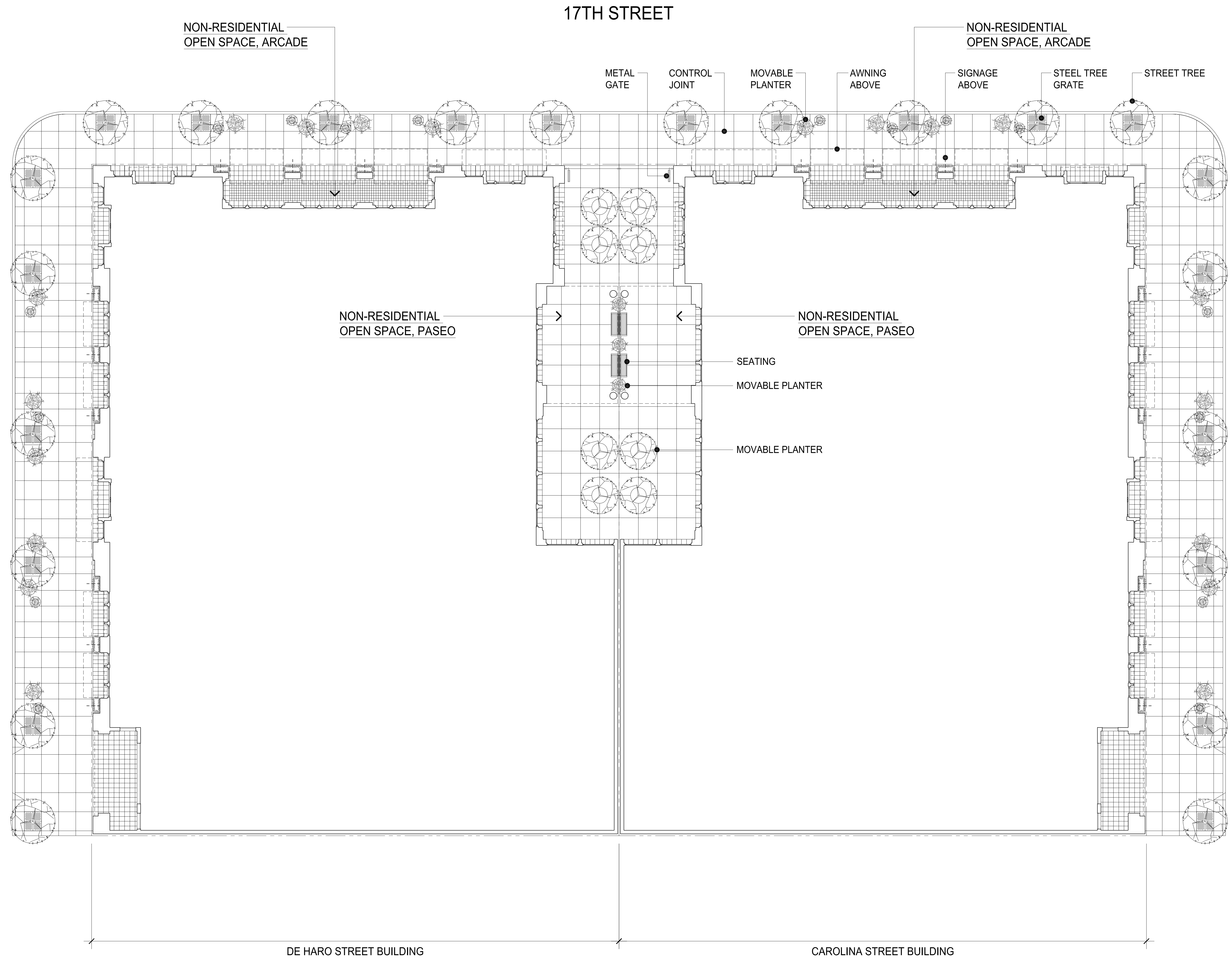
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DE HARO STREET

CAROLINA STREET



GROUND LEVEL STREETScape AND NON-RESIDENTIAL OPEN SPACE PLAN

SCALE: 1/8"=1'-0"

Ground Level
 Streetscape
 Plan

Scale: 1/8" = 1'-0"

A2.2a

1717
17th Street
Mixed Use
Project

at
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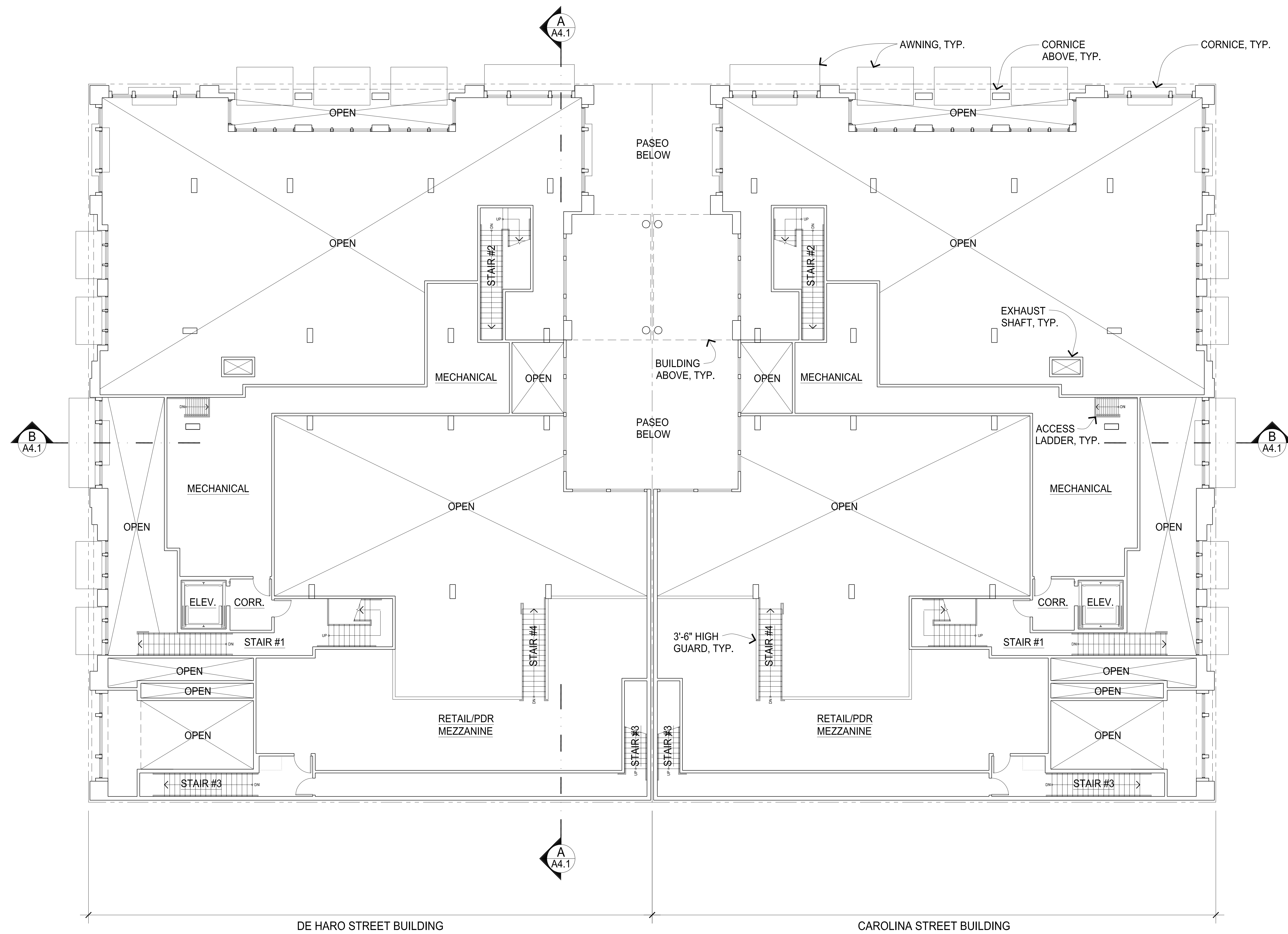
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	DBI PRE-APPLICATION 01.20.10
	REVISED CU 01.20.10
	REVISED CU 06.07.10

DE HARO STREET

CAROLINA STREET



MEZZANINE LEVEL FLOOR PLAN

SCALE: 1/8"=1'-0"

Mezzanine
Level Floor
Plan

Scale: 1/8" = 1'-0"

A2.3

1717
17th Street
Mixed Use
Project

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Condominiums

San Francisco • California

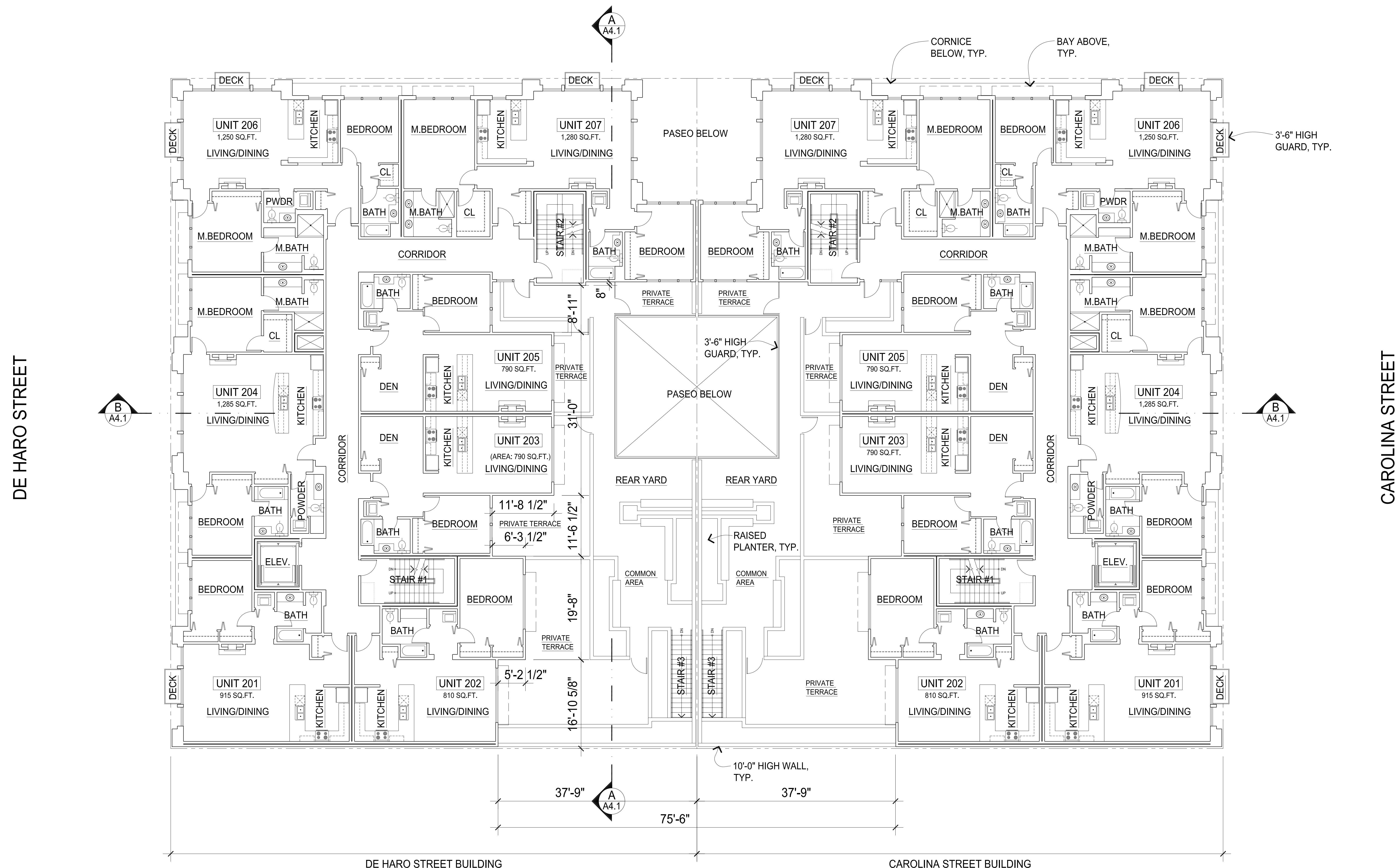
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SECOND LEVEL FLOOR PLAN

SCALE: 1/8"=1'-0"

Second Level
Floor Plan

Scale: 1/8" = 1'-0"

A2.4

1717
17th Street
Mixed Use
Project

at
 310 Carolina Street
 and
 415 De Haro Street
 Residential & Commercial
 Condominiums

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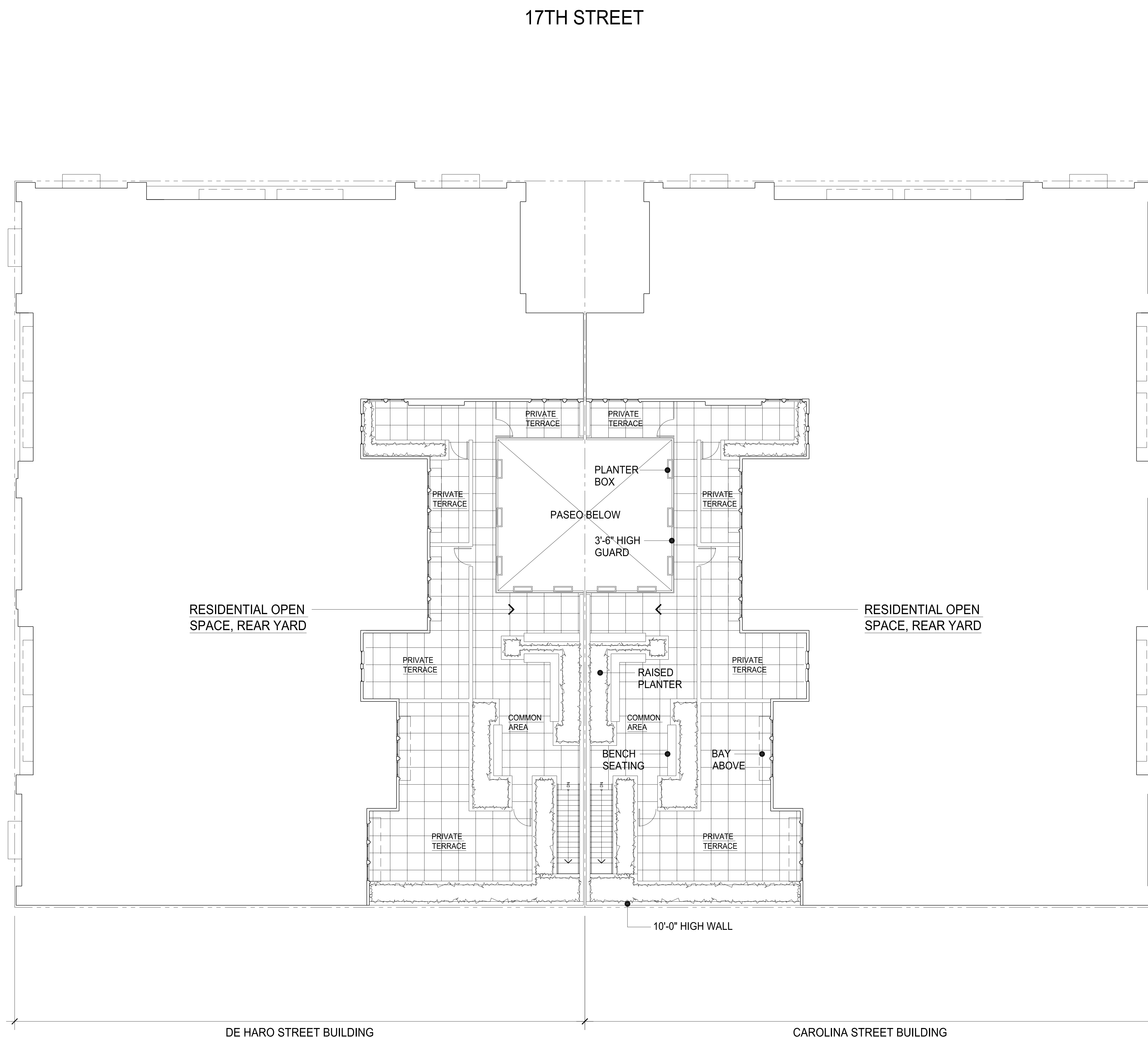
Project No. 04-017 Date 09.08.04

Revisions

No.	Issue / Date
	ISSUED FOR REVIEW 09.08.04
	ISSUED FOR REVIEW 06.06.05
	EE 08.08.05
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	EE/CU 06.12.06
	PLANNING/SHADOW STUDY 06.30.06
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	REVISED CU 01.20.10
	REVISED CU 06.07.10

DE HARO STREET

CAROLINA STREET



SECOND LEVEL REAR YARD AND RESIDENTIAL OPEN SPACE PLAN

SCALE: 1/8"=1'-0"

Second Level
 Rear Yard Plan

Scale: 1/8" = 1'-0"

A2.4a

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	REVISED CU 06.07.10

**Third Level
Floor Plan**

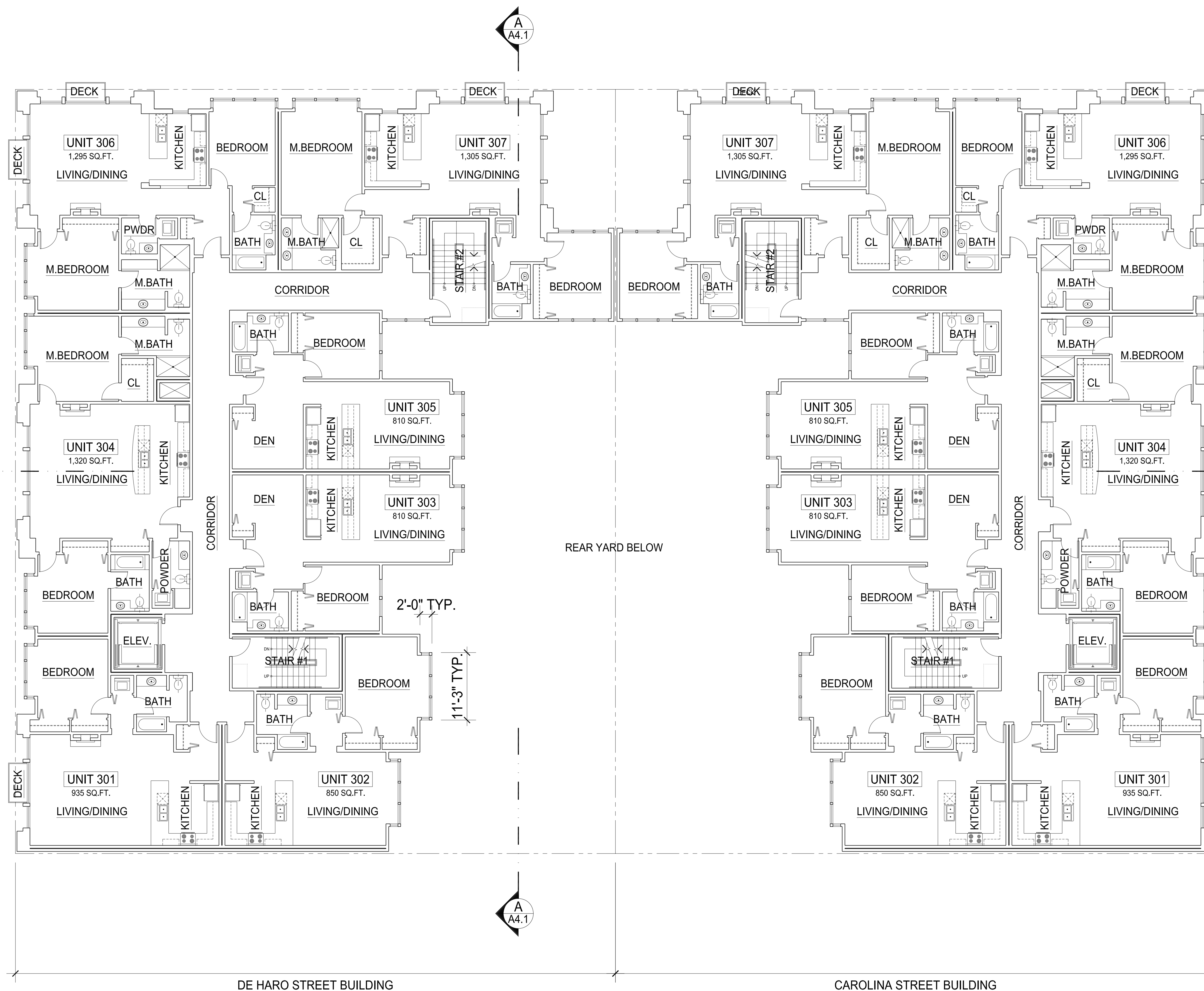
Scale: 1/8" = 1'-0"

A2.5

17TH STREET

DE HARO STREET

CAROLINA STREET



THIRD LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

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**Fourth Level
Floor Plan**

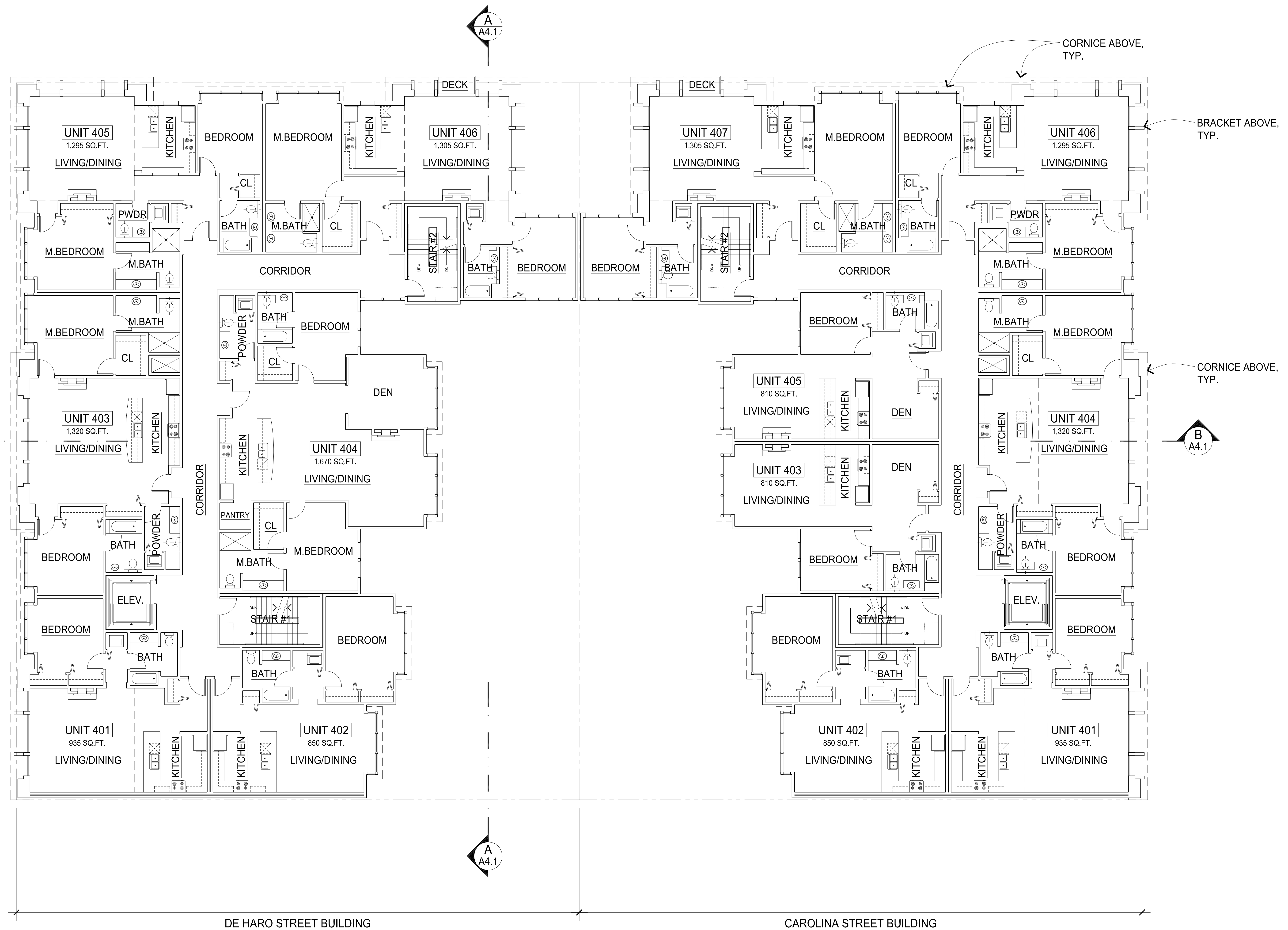
Scale: 1/8" = 1'-0"

A2.6

17TH STREET

DE HARO STREET

CAROLINA STREET



FOURTH LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

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17th Street
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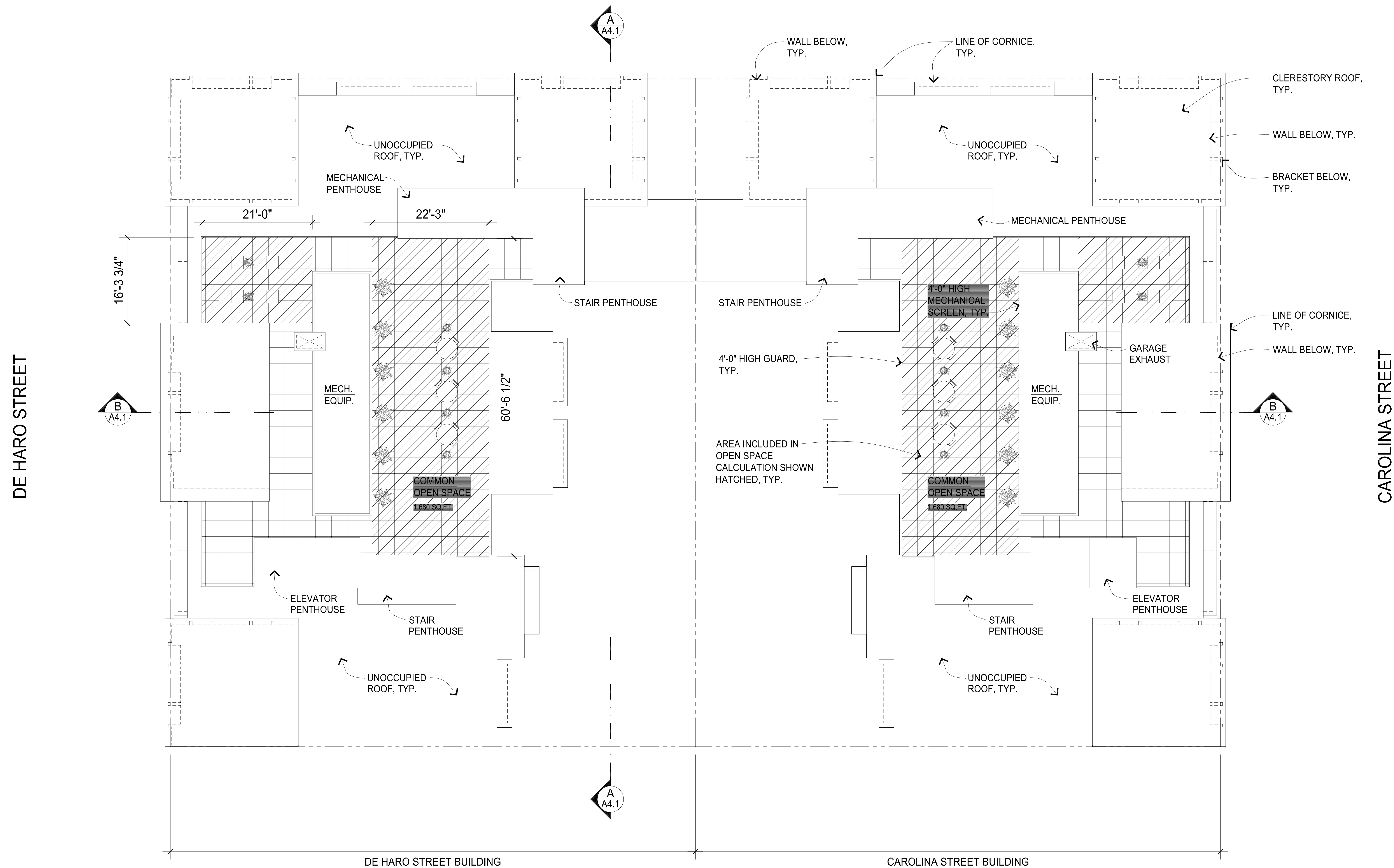
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REVISED CU	06.07.10



ROOF LEVEL PLAN AND COMMON RESIDENTIAL OPEN SPACE PLAN

SCALE: 1/8"=1'-0"

Roof Level
Plan

Scale: 1/8" = 1'-0"

A2.7

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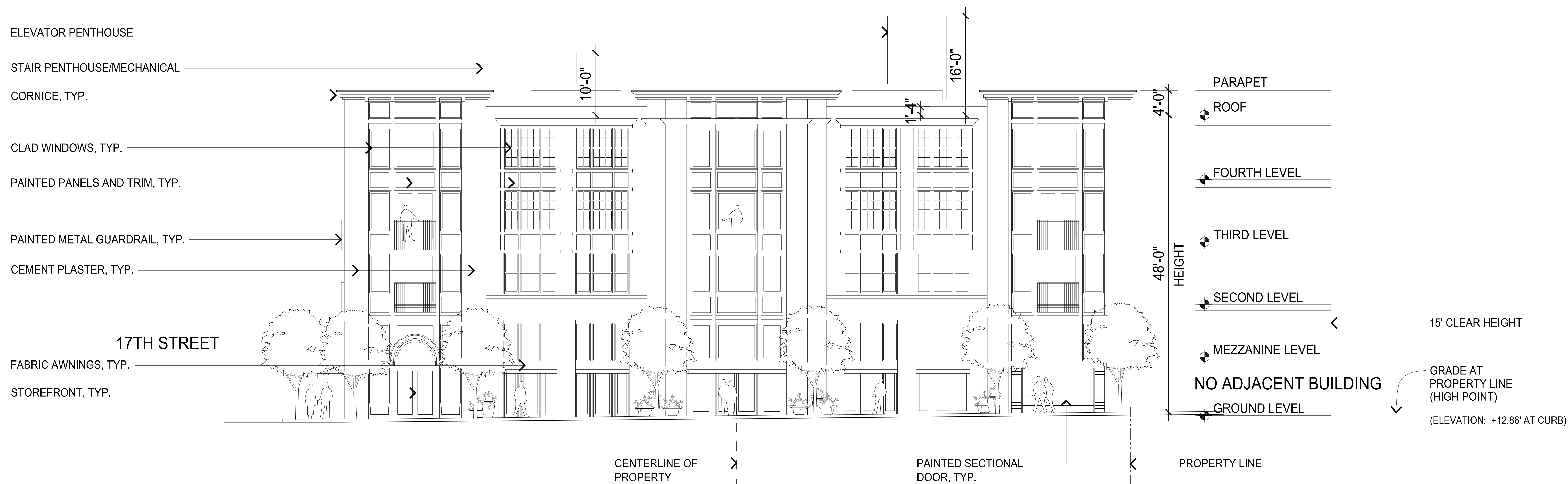
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	REVISED CU 06.07.10



EAST ELEVATION (CAROLINA STREET)

SCALE: 1/8"=1'-0"



WEST ELEVATION (DE HARO STREET)

SCALE: 1/8"=1'-0"

Exterior
 Elevations

Scale: 1/8" = 1'-0"

A3.1

**1717
17th Street
Mixed Use
Project**

at
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NORTH ELEVATION (17TH STREET)

SCALE: 1/8"=1'-0"



SOUTH ELEVATION (BLINDWALL)

SCALE: 1/8"=1'-0"

**Exterior
Elevations**

Scale: 1/8" = 1'-0"

A3.2

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EAST ELEVATION (BLINDWALL - DE HARO STREET BUILDING)

SCALE: 1/8"=1'-0"



WEST ELEVATION (BLINDWALL - CAROLINA STREET BUILDING)

SCALE: 1/8"=1'-0"

Exterior Elevations

Scale: 1/8" = 1'-0"

A3.3

1717 17th Street Mixed Use Project

at
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and
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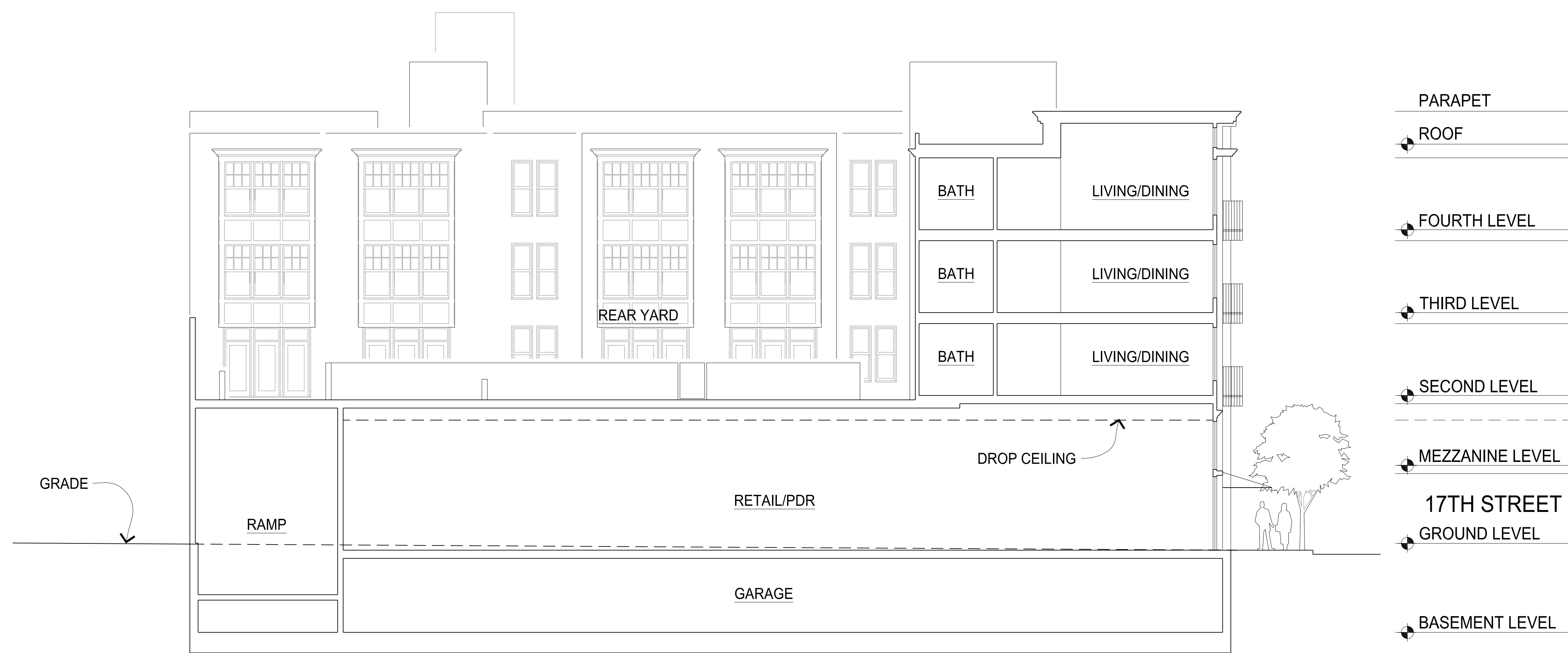
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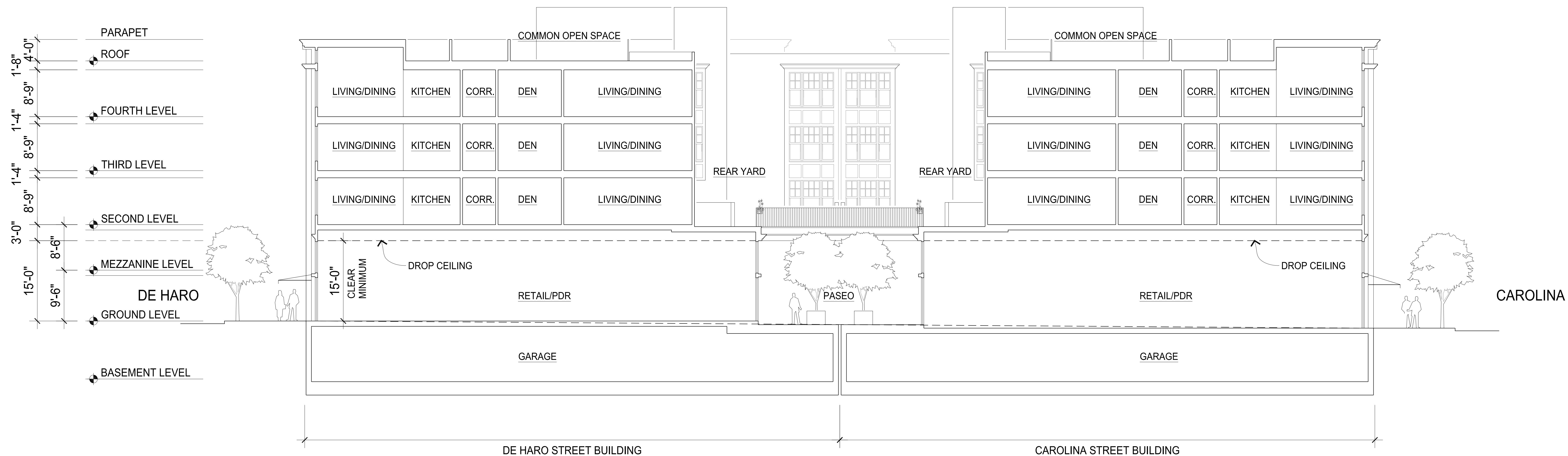
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SECTION A-A

SCALE: 1/8"=1'-0"



SECTION B-B

SCALE: 1/8"=1'-0"

Sections

Scale: 1/8" = 1'-0"