SAN FRANCISCO
PLANNING DEPARTMENT

Planning Code and Zoning Map Amendments Case Report

HEARING DATE: APRIL 21, 2010

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San Francisco,
CA 94103-2479

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Date:	April 15, 2010
Case No.:	**2008.1398 TZ**
Project Address:	**150 OTIS STREET**
Zoning:	P (Public Use District)
Proposed Zoning:	Veterans Commons Special Use District
Height/Bulk	85-X
Proposed Ht/Bulk	125-X
Block/Lot:	3513/007
Project Sponsor:	Supervisor David Chiu Kim Piechota, Chinatown Community Development Center
Staff Contact:	Diego R Sánchez – (415) 575-9082 diego.sanchez@sfgov.org
Recommendation:	**Approval to Board of Supervisors**

PROJECT DESCRIPTION

The proposed Ordinance would amend the Planning Code to establish the Veterans Commons Special Use District for the property at 150 Otis (Lot 007 in Assessor's Block 3513) and amend the City Zoning Map to change the height district from 85 to 125 feet, reflecting the boundaries of the Veterans Commons Special Use District. The amendments would facilitate the conversion of an existing structure currently used as a seasonal homeless shelter and City storage into 76 units of permanently affordable housing for formerly homeless veterans and a resident manager and accompanying social service space on lower floors for the residents of the development.

The proposed Special Use District utilizes the zoning controls of the Residential, Transit Oriented (RTO) District and will allow the proposed project on the identified site. As part of the SUD, the project will be exempt from the controls regarding rear yard, usable open space, dwelling unit exposure, bicycle parking, dwelling unit mix and density restrictions. The SUD will also allow the lower floors to be used to provide social services to the residents of the proposed project.

SITE DESCRIPTION AND PRESENT USE

The subject property is located mid-block on the west side of Otis Street between McCoppin Street and Duboce Avenue, within the Market and Octavia Neighborhood Plan area. The existing structure, originally constructed in 1916 as the Juvenile Court and Detention Home, has nine stories with an elevated entry fronting Otis Street. The site is currently used as a seasonal shelter for homeless adult males and as storage for the City of San Francisco. The building is designated as City Landmark #248.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The subject property is located within the Market and Octavia Plan area. Immediately to the west of the property are buildings owned and operated by the City of San Francisco, including the Human Services Agency building. Further west are residential structures, primarily multi-family buildings. To the east, opposite Otis Street, are buildings that house other City Agencies, including the Department of Building Inspection, the Department of Public Works – Bureau of Construction Management and Engineering and the Planning Department. Further to the south of the site is the Central Freeway, separating the northern end of the Mission District from this portion of the Market and Octavia Plan area. To the north are properties used for commercial and institutional purposes including City College of San Francisco.

ENVIRONMENTAL REVIEW

On April 21, 2010, a Final Negative Declaration, Case No 2008.1398E, was published by the Planning Department. The Planning Department determined the project to have no significant effect on the environment pursuant to the California Environmental Quality Act ("CEQA").

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	April 2, 2010	April 2, 2010	20 days
Posted Notice	10 days	April 12, 2010	April 12, 2010	10 days
Mailed Notice	10 days	April 12, 2010	April 12, 2010	10 days

PUBLIC COMMENT

- As of the date of this document, the Department is not aware of any opposition to this project.

ISSUES AND OTHER CONSIDERATIONS

- The current zoning, P (Public Use), will not allow a project that is not wholly owned and operated by a public agency. The creation of the SUD, utilizing the zoning controls of the Residential, Transit Oriented (RTO) District, will allow the proposed project on the identified site. Without such an amendment to the Planning Code, the proposed project could not go forward.

- Being a property identified as surplus City property, the redevelopment of this site is an effort between multiple city agencies including the Department of Real Estate, the Mayor's Office on Housing and the Planning Department to provide housing for a population in need of permanently affordable housing.

- The subject property is designated as City Landmark #248 pursuant to Article 10 of the Planning Code and exterior alterations are subject to review and approval of the Historic Preservation Commission (HPC) of a Certificate of Appropriateness.

- Per Proposition J, the Historic Preservation Commission shall review ordinances proposed by the Board of Supervisors concerning zoning and shall make recommendations to the Board of Supervisors.

- The Planning Commission must also review and make recommendation to the Board of Supervisors regarding the proposed Ordinance, Zoning Map Amendments, and General Plan Referral. Accordingly, the project will be heard at their regularly scheduled April 22, 2010 hearing.

REQUIRED COMMISSION ACTION

The Historic Preservation Commission shall review ordinances proposed by the Board of Supervisors concerning zoning and may recommend to the Board of Supervisors that they approve, or approve in part, or disapprove the proposed Planning Code Text Amendment and Zoning Map change.

RECOMMENDATION

The Department recommendation is that the Commission recommends approval of the proposed Ordinance to the Board of Supervisors.

BASIS FOR RECOMMENDATION

- The proposal will adaptively use and rehabilitate the landmark building in conformance with the *Secretary of the Interior's Standards for Rehabilitation*.

- The proposal will facilitate the establishment of 76 units of permanently affordable housing for formerly homeless veterans and a resident manager and will allow the addition of a new elevator tower, among other accessibility upgrades. This type of housing is of vital importance to the general welfare of the City and its inhabitants.

- The proposal includes a number of energy efficiency, building systems, seismic system and accessibility upgrades to a publicly held building. The retrofitting of public buildings, and in particular seismic retrofitting, is of great importance to City.

- The proposal is part of the Surplus City Property Ordinance which is intended to foster greater inter-agency effort to identify and redevelop City held sites and promotes a much higher and better use of publically held property than the current uses.

- The proposal is, on balance, consistent with the General Plan.

RECOMMENDATION:	**Approval to the Board of Supervisors of Text and Map Changes to the Planning Code to create the Veterans Commons Special Use District with a 125-X height and bulk district**

Attachment Checklist

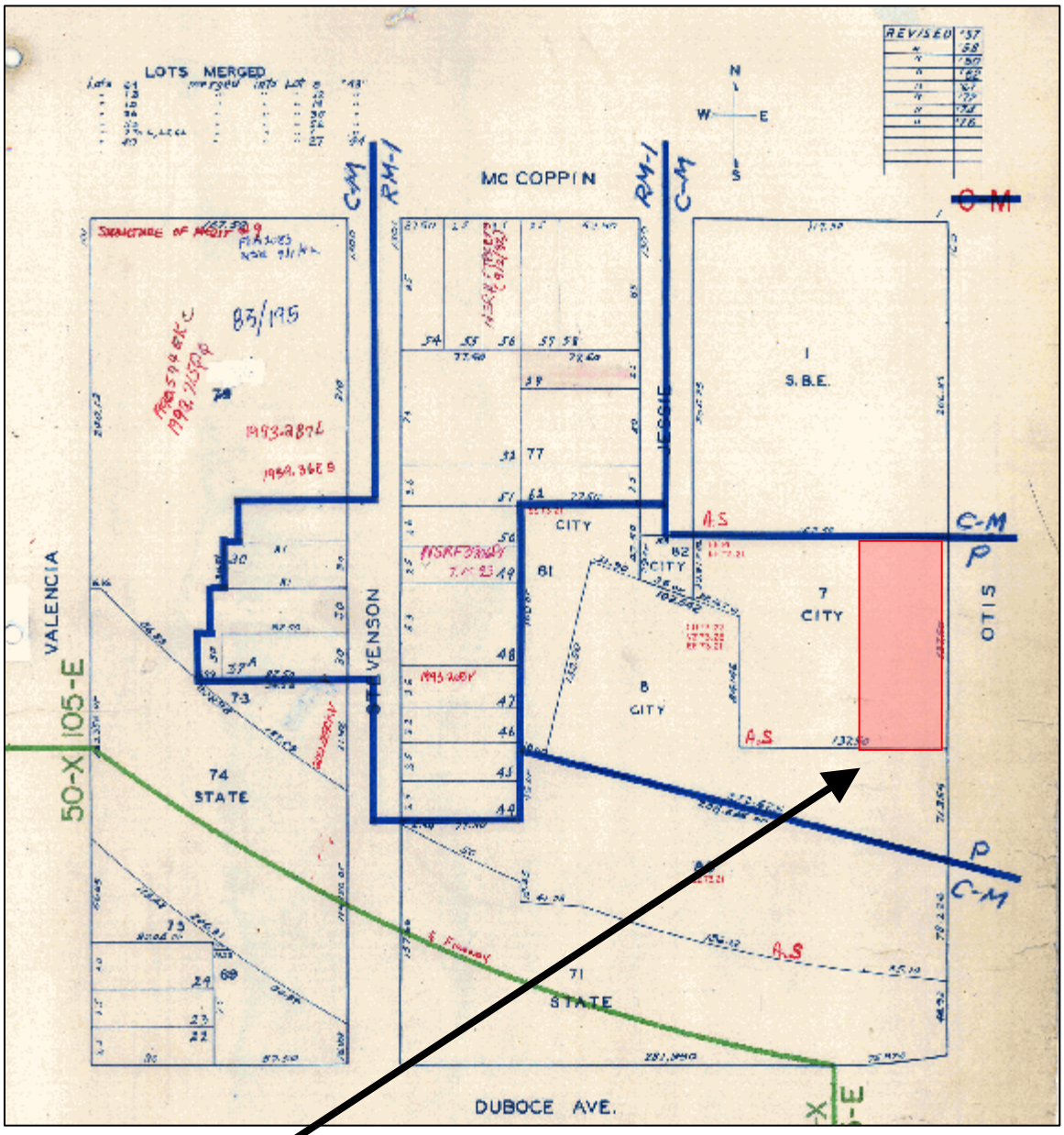
- ☒ Executive Summary
- ☒ Parcel Map
- ☒ Sanborn Map
- ☒ Aerial Photo
- ☒ Context Photo
- ☒ Zoning District Map
- ☒ SUD Map
- ☒ Height & Bulk Map
- ☒ Environmental Determination
- ☒ Draft Commission Resolution
- ☒ Proposed Ordinance
- ☐ General Plan Referral Draft Motion
- ☒ Project sponsor submittal
  - Drawings: Existing Conditions
    - ☒ Check for legibility
  - Drawings: Proposed Project
    - ☒ Check for legibility

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

Planner's Initials

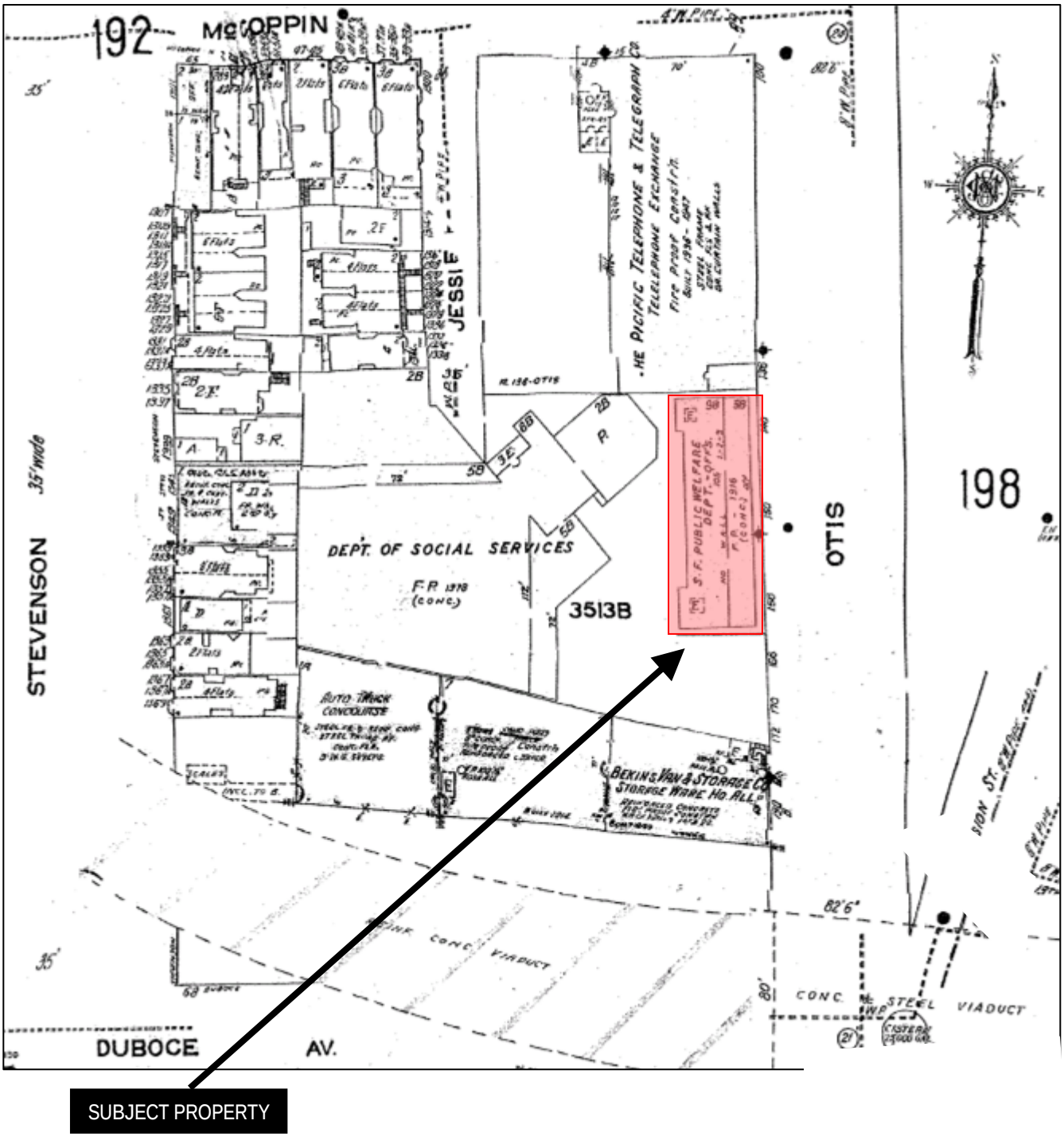
PL: G:\DOCUMENTS\150 otis\code and zoning amend cs rpt.doc

Parcel Map



Text and Map Change
Case Number 2008.1398TZ
Veterans Commons Special Use District
150 Otis Street

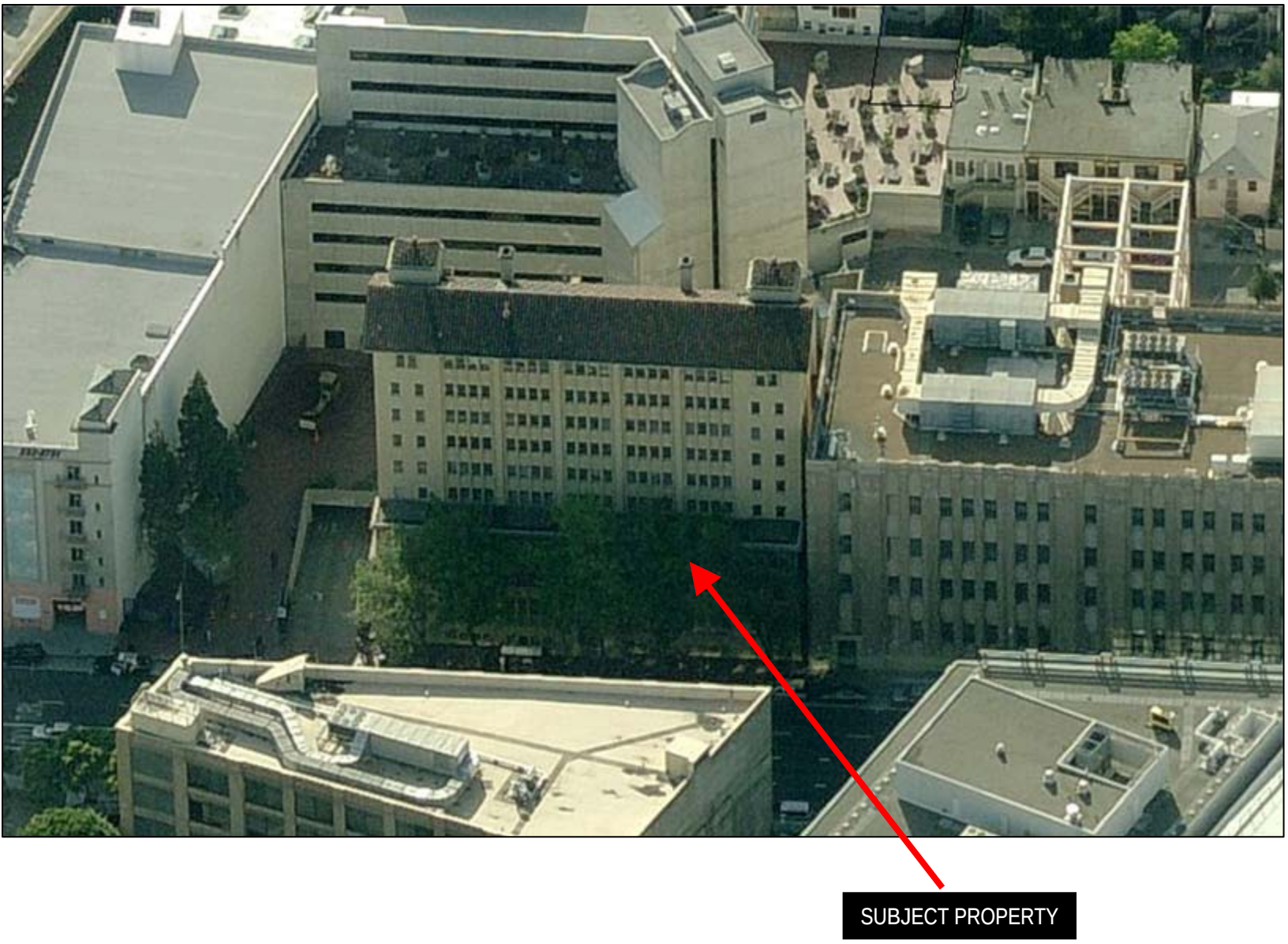
Sanborn Map*



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

Text and Map Change
Case Number 2008.1398TZ
Veterans Commons Special Use District
150 Otis Street

Aerial Photo



Context Photos

Text and Map Change
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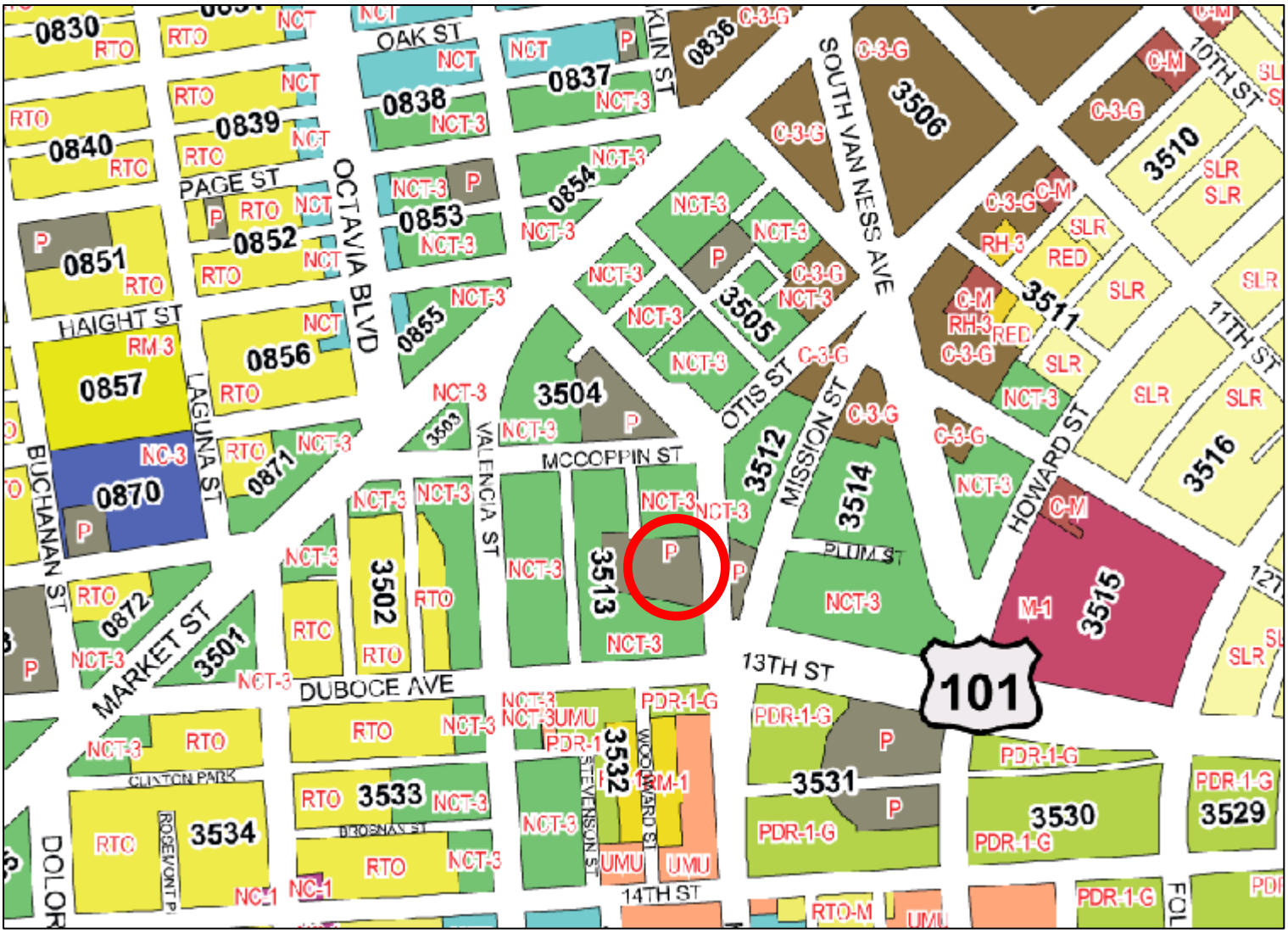
Veterans Commons Special Use District
150 Otis Street

Zoning Map



ZONING USE DISTRICTS

RESIDENTIAL, HOUSE DISTRICTS
RH-1(D) | RH-1 | RH-1(S) | RH-2 | RH-3

RESIDENTIAL, MIXED (APARTMENTS & HOUSES) DISTRICTS
RM-1 | RM-2 | RM-3 | RM-4

NEIGHBORHOOD COMMERCIAL DISTRICTS
NC-1 | NC-2 | NC-3 | NCD | NC-S

SOUTH OF MARKET MIXED USE DISTRICTS
SPD | RED | RSD | SLR | SLI | SSO

COMMERCIAL DISTRICTS
C-2 | C-3-S | C-3-G | C-3-R | C-3-O | C-3-O(SD)

INDUSTRIAL DISTRICTS
C-M | M-1 | M-2

CHINATOWN MIXED USE DISTRICTS
CRNC | CVR | CCB

RESIDENTIAL-COMMERCIAL DISTRICTS
RC-3 | RC-4

REDEVELOPMENT AGENCY DISTRICTS
MB-RA | HP-RA

DOWNTOWN RESIDENTIAL DISTRICTS
RH DTR | TB DTR

MISSION BAY DISTRICTS
MB-OS | MB-O

PUBLIC DISTRICT
P

Text and Map Change
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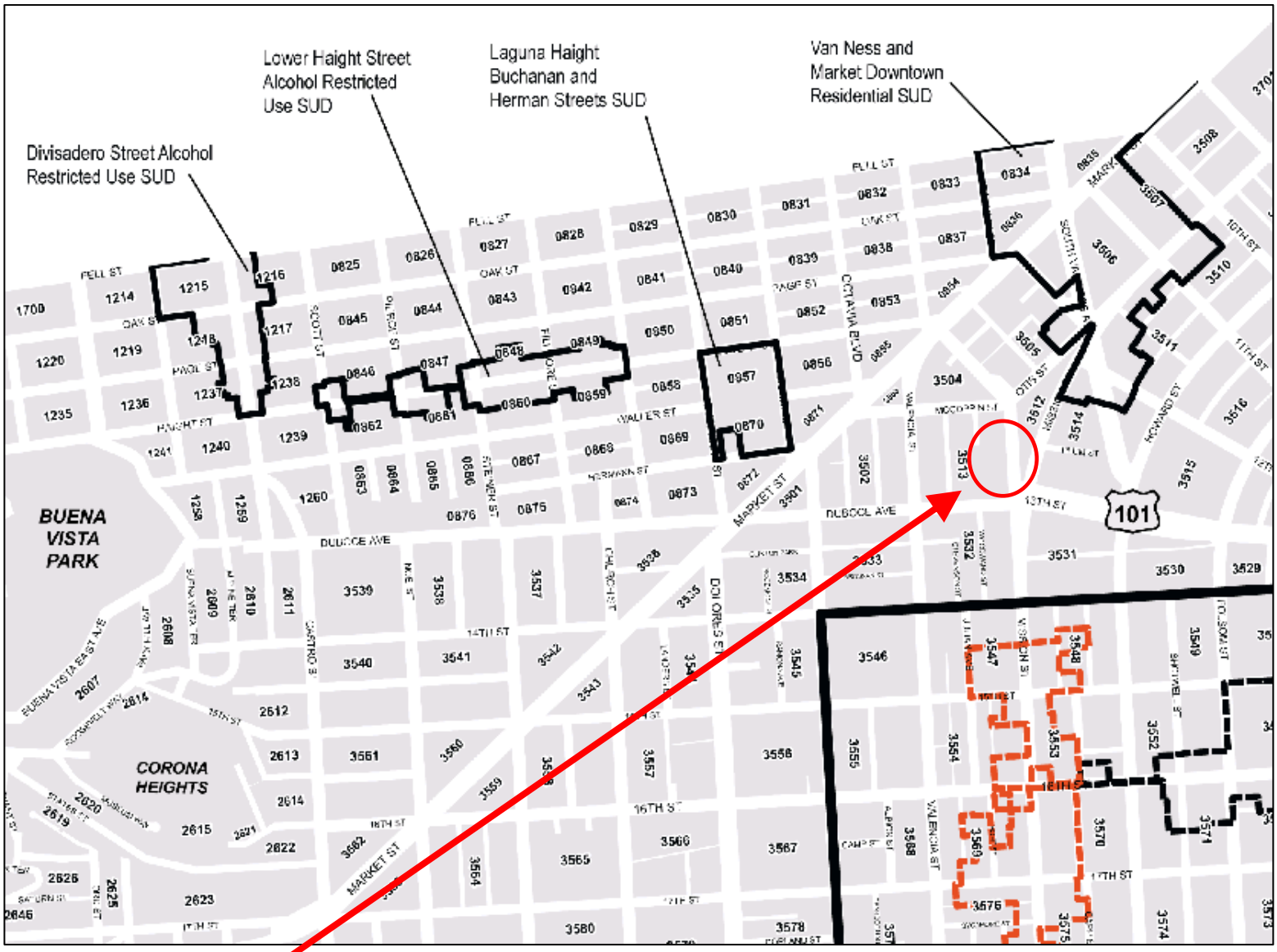
Veterans Commons Special Use District
150 Otis Street

SAN FRANCISCO
PLANNING DEPARTMENT

Special Use District Map



Text and Map Change
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Veterans Commons Special Use District
150 Otis Street

SAN FRANCISCO
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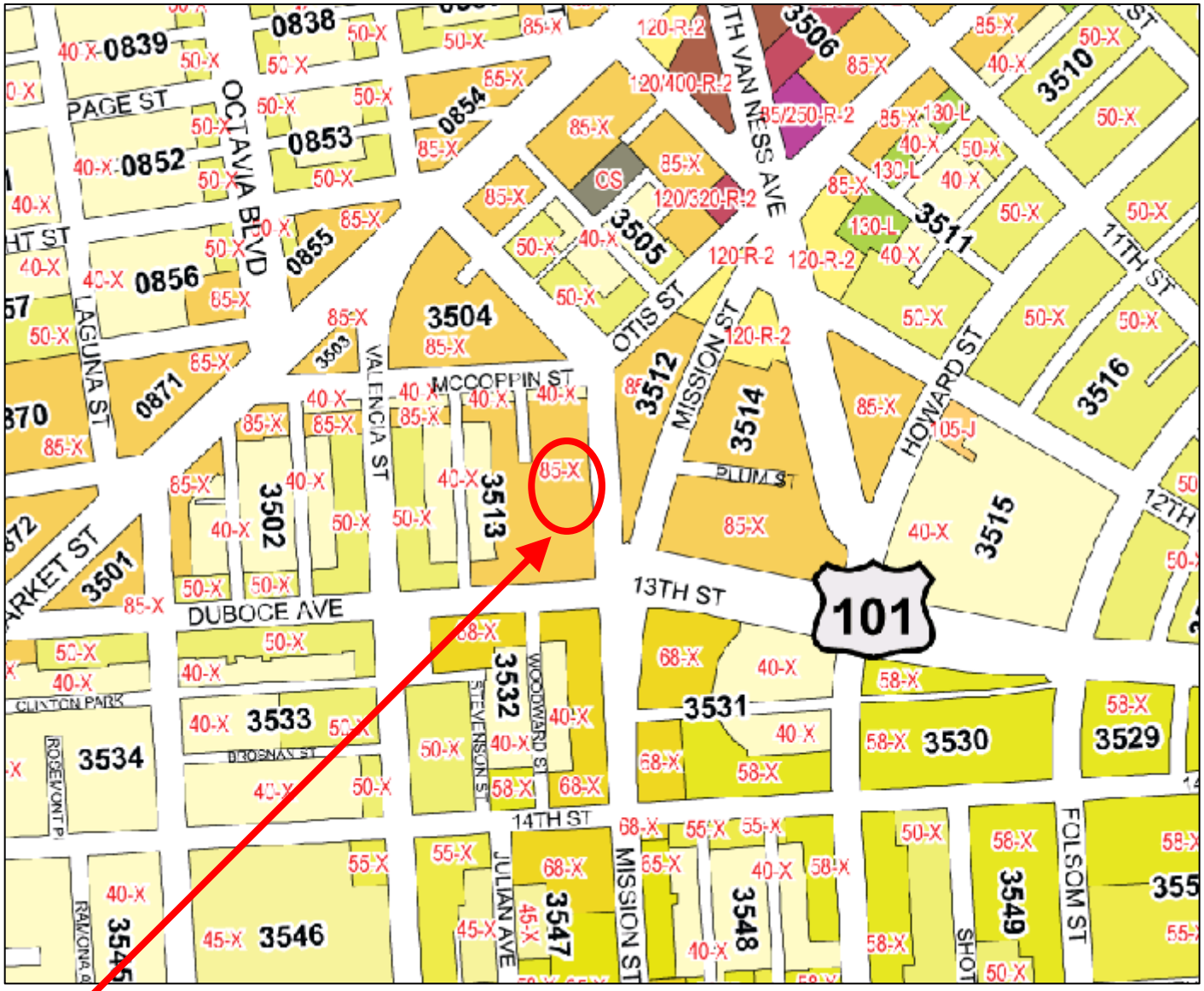
Height and Bulk Map



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Preliminary Negative Declaration

Date:	March 31, 2010
Case No.:	**2008.1398E**
Project Title:	**150 Otis Street – Veterans Commons**
Zoning:	P (Public) Use District 85-X Height and Bulk District
Block/Lot:	3513/007
Lot Size:	20,303 square feet
Project Sponsor	Kim Piechota, Chinatown Community Development Center (415) 929-0712
Lead Agency:	San Francisco Planning Department
Staff Contact:	Jeanie Poling – (415) 575-9072 jeanie.poling@sfgov.org

PROJECT DESCRIPTION:

The project site is located on the west side of Otis Street on the block bounded by McCoppin Street to the north, Duboce Street and the Central Freeway to the south, and Stevenson Street to the west in the Market/Octavia Plan Area. The site contains a nine-story, approximately 116-foot-high, 51,976-square-foot (sf) City-owned building. Constructed in 1916 as the Juvenile Court and Detention Home, the property has been designated as San Francisco Landmark No. 248. The lower three levels of the building are currently used as a seasonal homeless shelter, and the upper six levels are used for City storage. The proposed project involves interior and exterior renovations to create 75 units of affordable permanent housing for homeless veterans and one manager's unit (49,314 sf), and support service offices and community space (7,283 sf). The area of the building would increase by 4,621 sf; the building height would remain the same. The project also includes replacement of all non-original windows, the addition of an exterior elevator shaft at the rear of the building that would not extend beyond the existing building height, and reconfiguration of the entryway.

The project would require the following approvals: (1) Zoning Map and Planning Code Text Amendments for the creation of a Special Use District that would overlay the existing Public Use zoning (to allow for the development of housing consistent with RTO (Residential, Transit-Oriented) Zoning), and to address Planning Code exceptions including open space, exposure, bicycle parking, and rear yard requirements, (2) a Zoning Map Amendment for a height reclassification to 125 feet (to accommodate the elevator shaft), (3) a lot line adjustment for removal of the encroachment of an auditorium and underground garage associated with 170 Otis Street (the San Francisco Human Services Agency building), and (4) a Certificate of Appropriateness for alteration to a City Landmark. The project is also subject to review under Section 106 of the National Historic Preservation Act.

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.

cc: Kim Piechota, Chinatown Community Development Center – Project Sponsor
Joan McNamara, Mayor's Office of Housing
Supervisor Chris Daly, District 6
John Malamut, City Attorney's Office
Distribution List
Bulletin Board
Master Decision File

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Figures

Tables

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INITIAL STUDY
2008.1398E – 150 Otis Street – Veterans Commons

A. PROJECT DESCRIPTION

Project Location and Site Characteristics

The project site (Assessor's Block 3513, Lot 007) is located on the west side of Otis Street on the block bounded by McCoppin Street to the north, Duboce Avenue and the Central Freeway to the south, and Stevenson Street to the west (see Figure 1, Project Location, p. 3). Lot 007 is a 20,303 square-foot (sf) irregular-shaped parcel. The east side of the parcel contains 150 Otis Street, a nine-story, 116.5-foot-high, 51,976-square-foot (sf) City-owned building. Constructed in 1916 as the Juvenile Court and Detention Home, the building has been designated as San Francisco Landmark No. 248. The west side (rear) of Lot 007 contains an auditorium, underground garage, and plaza associated with 170 Otis Street – the San Francisco Human Services Agency (HSA) building west of the project site on Lot 008. The HSA auditorium and underground garage encroach into Lot 007.

The subject property is zoned as a Public Use, or "P," which allows structures and uses of the City and County of San Francisco. The lower three levels of 150 Otis Street are currently used as a seasonal homeless shelter during winter months, serving approximately 60 people between 7:00 PM and 7:00 AM. The shelter employs two daytime employees with additional staff at night when the shelter is open. The upper six levels of the building are currently used for City storage. The project site is in an 85-X height and bulk district (see Figure 2, Zoning and Height/Bulk Districts, p. 4).

Proposed Project

The proposed project involves interior and exterior renovations to the existing building to create 75 units of affordable permanent housing for homeless veterans and one manager's unit (49,314 sf), and support service offices and community space (7,283 sf). The area of the building would increase by 4,621 sf; the building height would remain the same (See Table 1, Project Characteristics, p. 2).

All non-original windows would be replaced, and the front entryway would be reconfigured for ADA-accessible entry. In addition, an exterior fire escape and windows at the rear of the building would be removed and replaced with an elevator shaft/lobby/trash room measuring 17′ by 25′ by 110′. A raised deck and new entrances would be added at the rear of the building. The project also includes seismic

and building system upgrades; interior alterations for the building's new use; repair of the roof; and repair/cleaning of the building exterior. The lot line on the west side of the 150 Otis Street parcel would be adjusted so that the lot line would hug the rear of the building envelope, including the proposed elevator shaft. The auditorium, underground garage, and plaza associated with 170 Otis Street would become part of Parcel 008.

The project sponsors are Chinatown Community Development Center in cooperation with Swords to Plowshares. The project goal is to provide permanent affordable rental housing for chronically homeless veterans over the age of 55, mostly those of the Vietnam-era. The facility would provide supportive services to its residents, including mental health and substance abuse counseling, geriatric health care, and social and recreational activities.

Figures 3–14, pp. 5–16, show the site plan, floor plans, and elevations for the proposed project. Figure 15, p. 16, present views of the project site. The basement level would contain building services, storage, and a vestibule leading from Otis Street to an elevator for access to the ground level. To provide an ADA-accessible entrance, one basement window would be removed and a door providing access to a vestibule and elevator would be installed in a new ground floor opening.

The ground level would contain supportive services and recreation facilities for residents. Two ground floor rear decks totaling 1,049 sf (a 593 sf south deck and a 456 sf north deck) would be aligned with the existing ground floor area and installed between the new elevator tower and existing stair towers. The second floor would contain 12 studio units and a lounge. The third level would contain 10 studio units, a laundry room, a sunroom, and a lounge. Levels 4 through 9 would each contain nine studio units.

Project construction is anticipated to last 24 months, beginning in October of 2012.

Table 1 – Project Characteristics

	Current	Proposed
Seasonal shelter	3 stories / 17,536 sf	
Storage	6 stories / 34,440 sf	
Residential	0	76 studios / 49,314 sf
Office/social service	0	7,283 sf
Total interior area	**51,976**	**56,597**

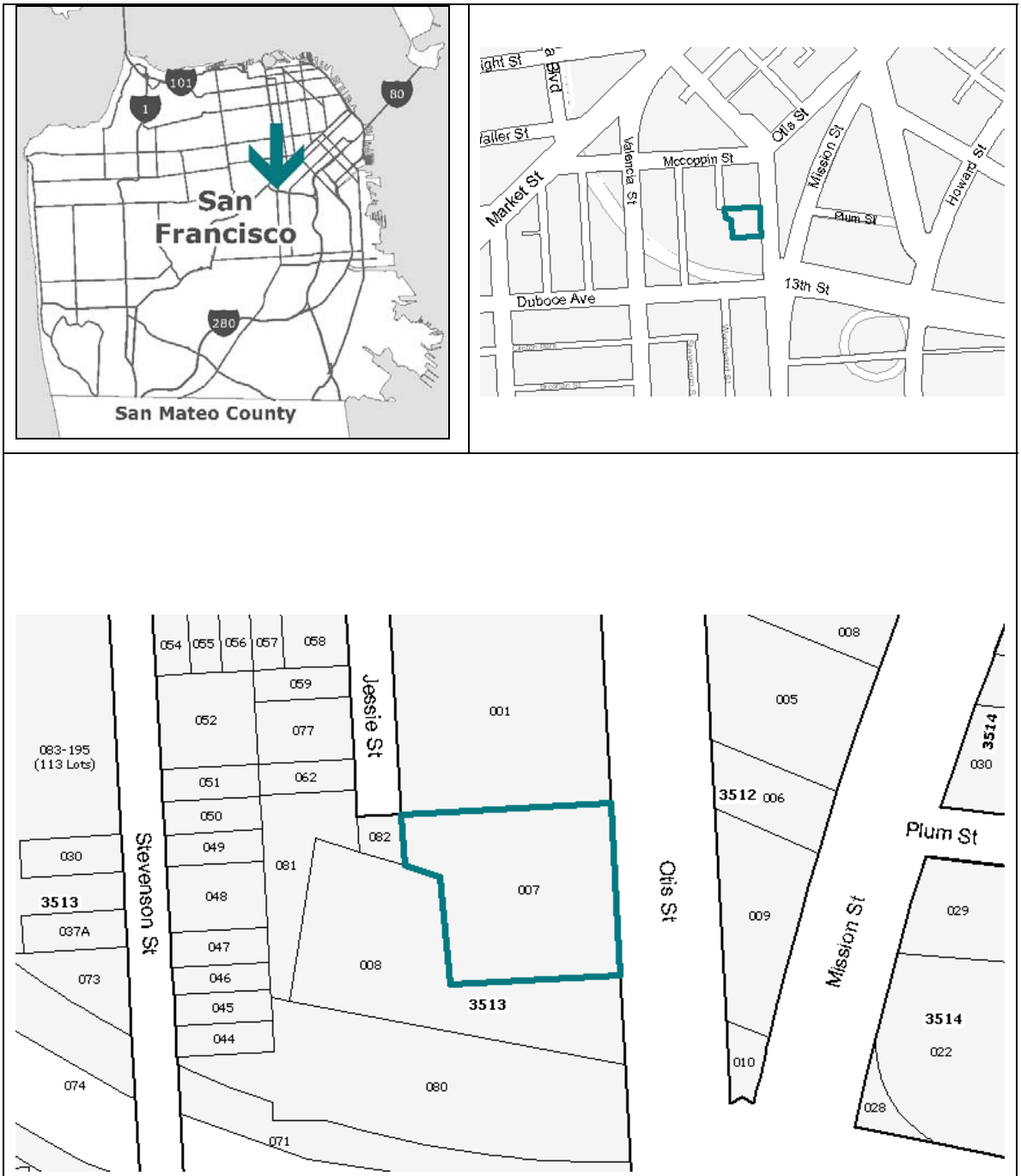
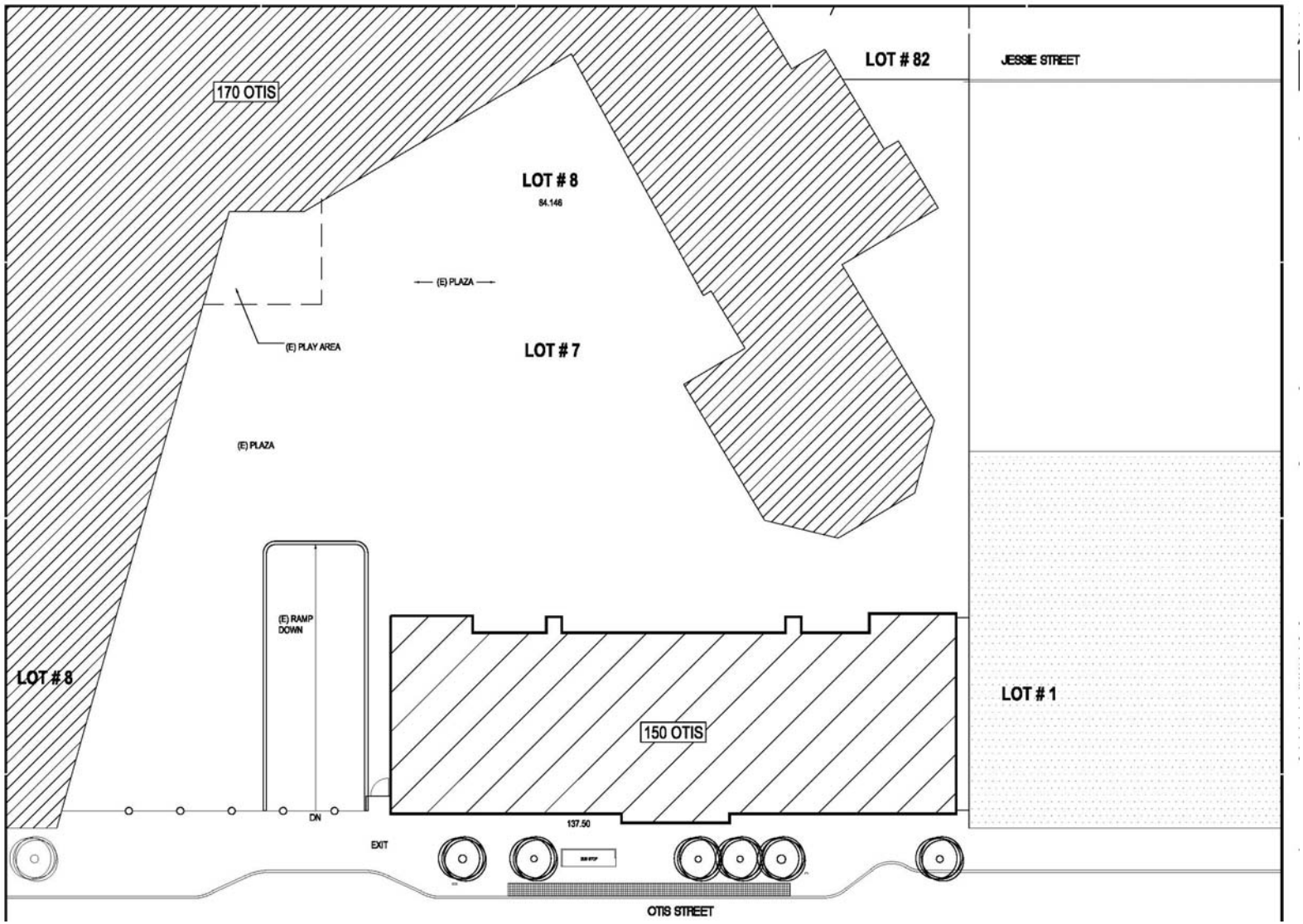


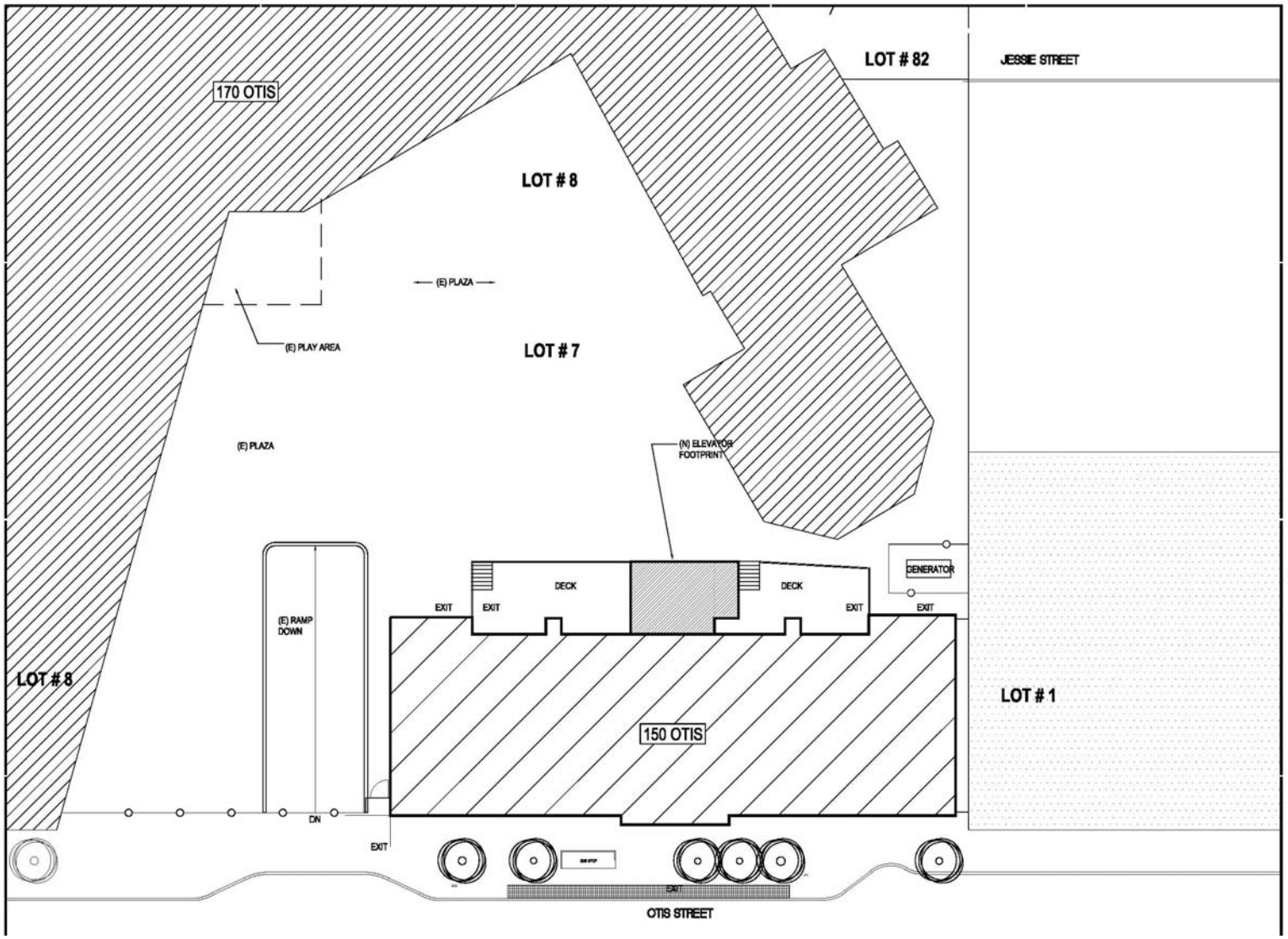
Figure 1 – Project Site Location

Figure 2 – Zoning and Height/Bulk Districts



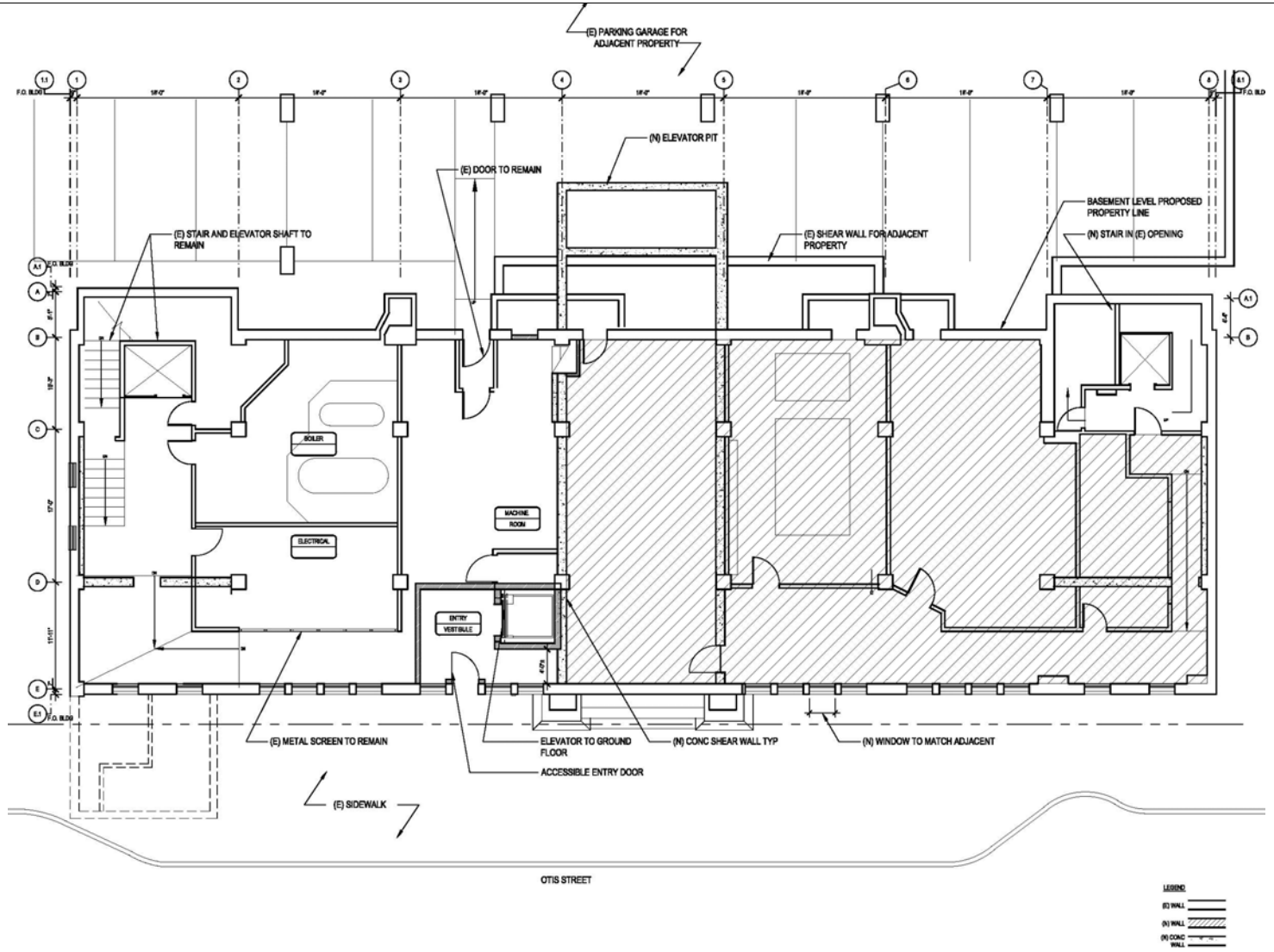
Source: Gelfand Partners Architects, 2010.

Figure 3 – Existing Site Plan



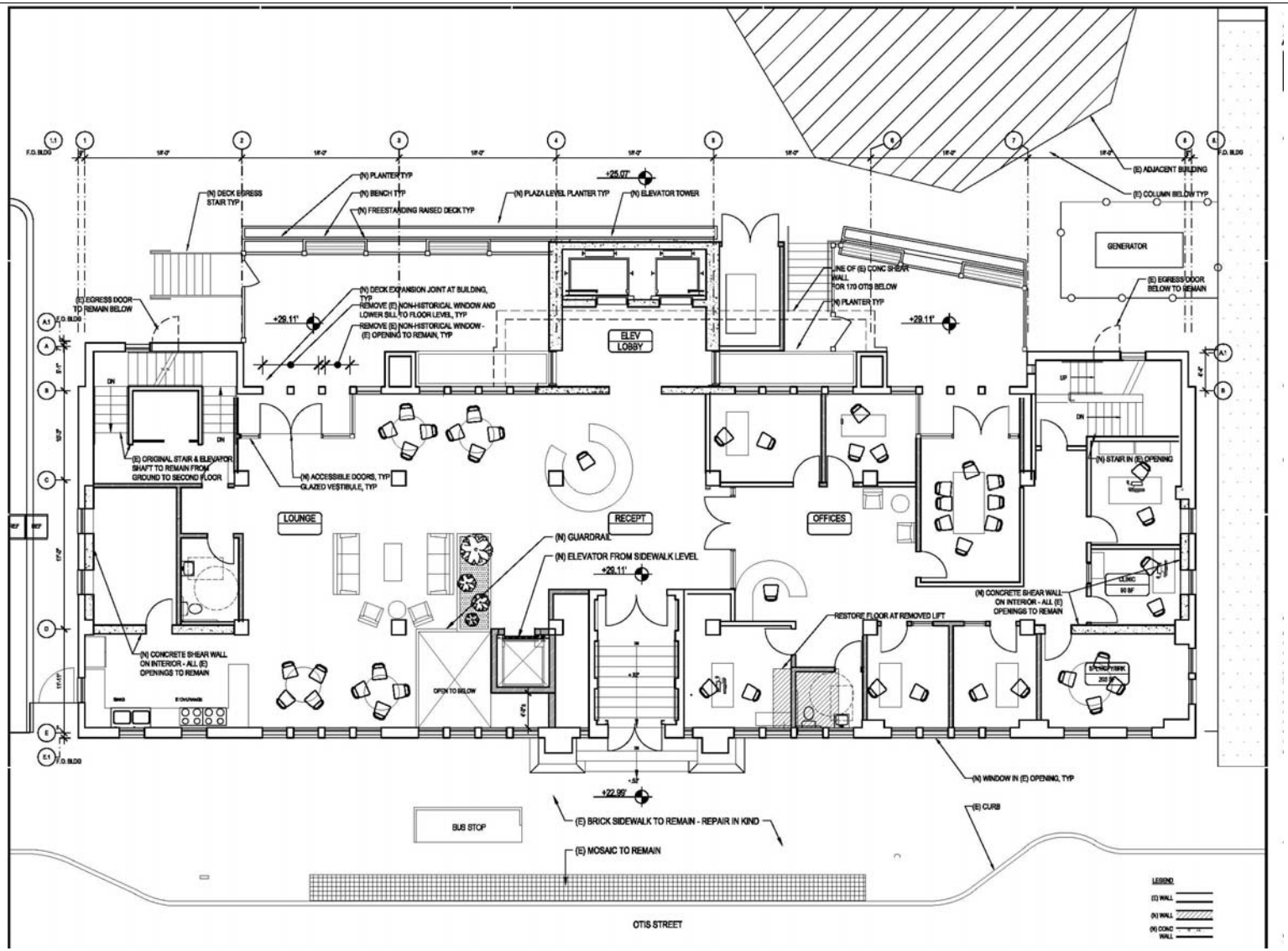
Source: Gelfand Partners Architects, 2010.

Figure 4 – Proposed Site Plan



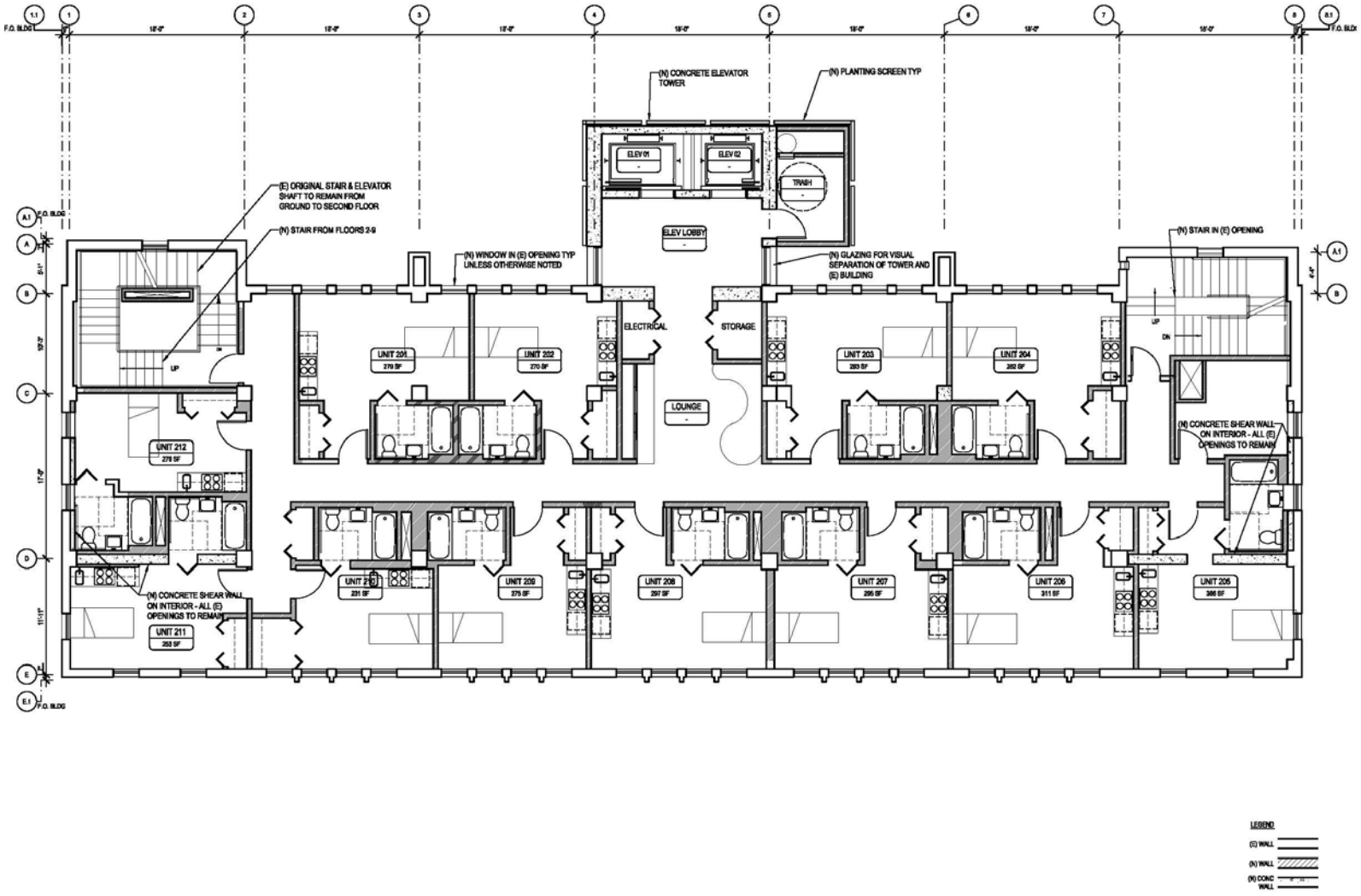
Source: Gelfand Partners Architects, 2010.

Figure 5 – Proposed Basement Plan



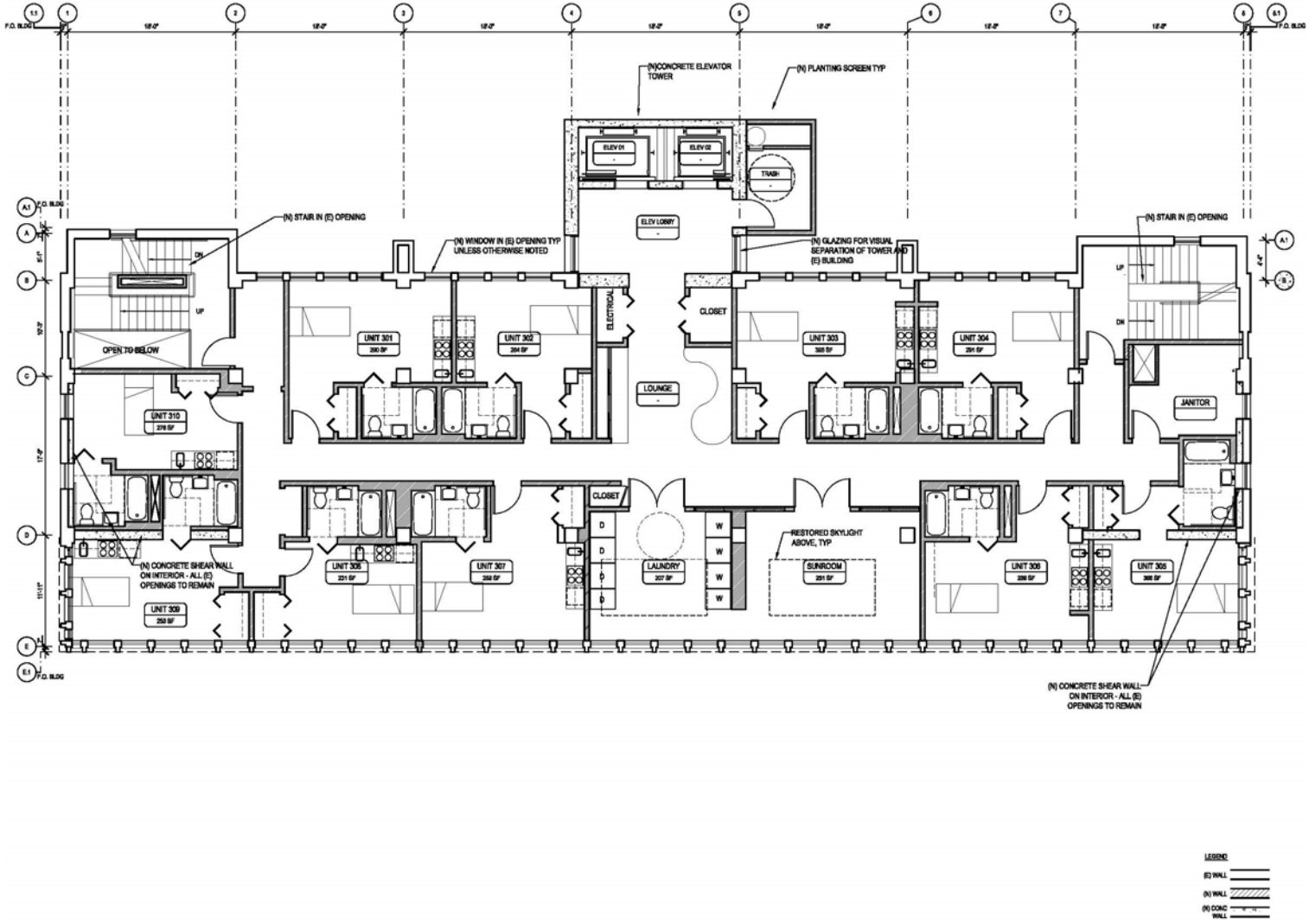
Source: Gelfand Partners Architects, 2010.

Figure 6 – Proposed Ground Floor Plan



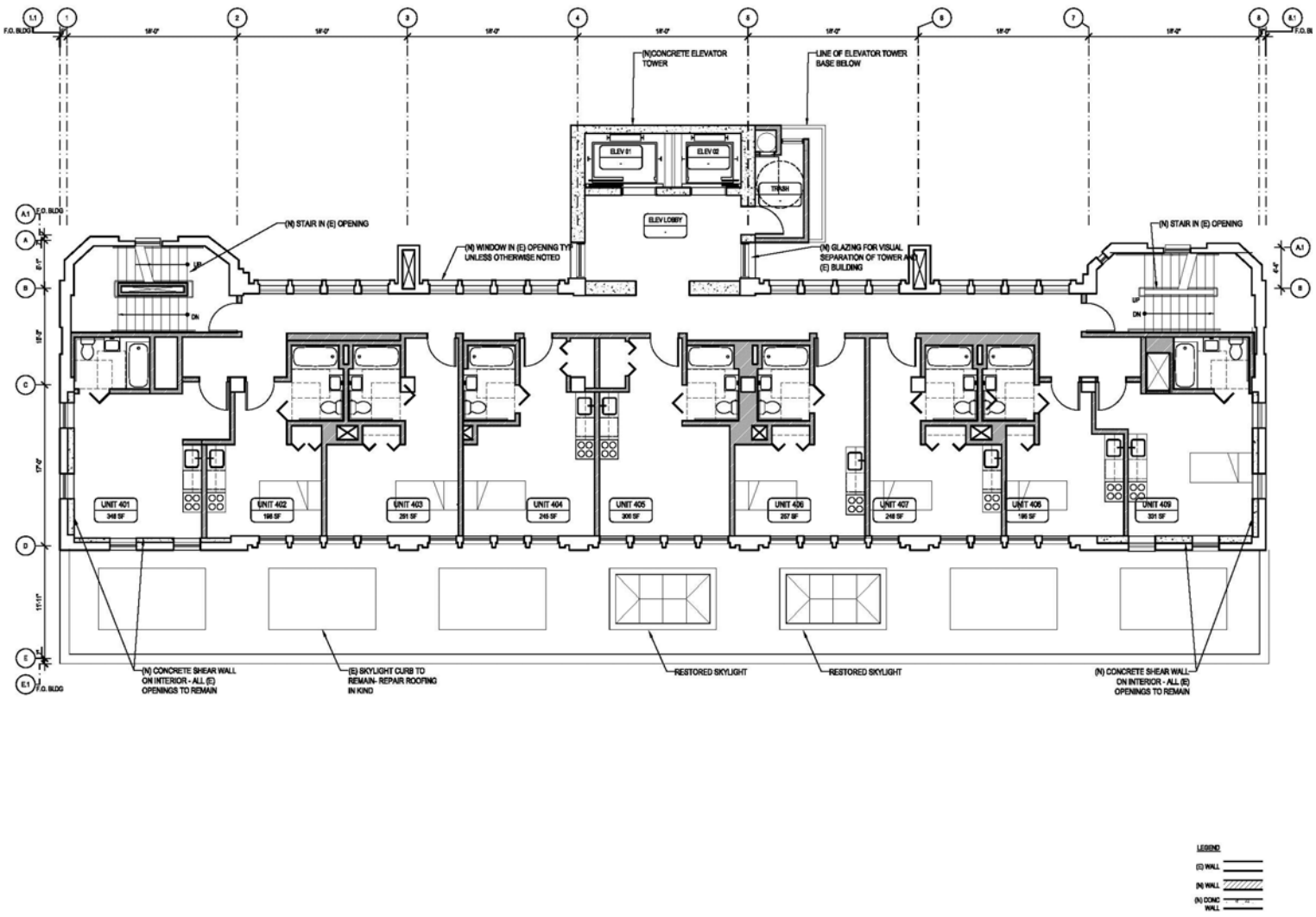
Source: Gelfand Partners Architects, 2010.

Figure 7 – Proposed Second Floor Plan



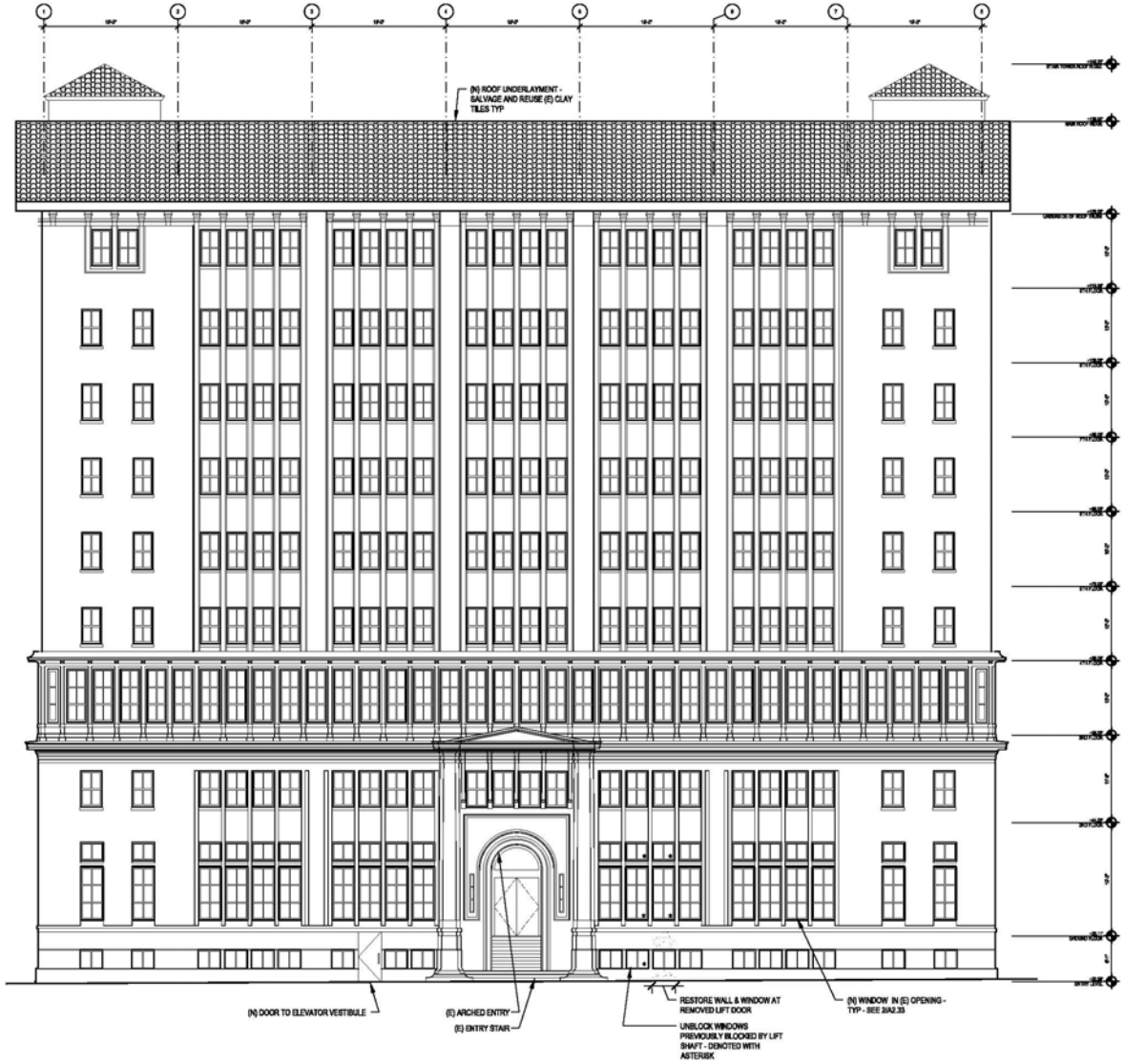
Source: Gelfand Partners Architects, 2010.

Figure 8 – Proposed Third Floor Plan



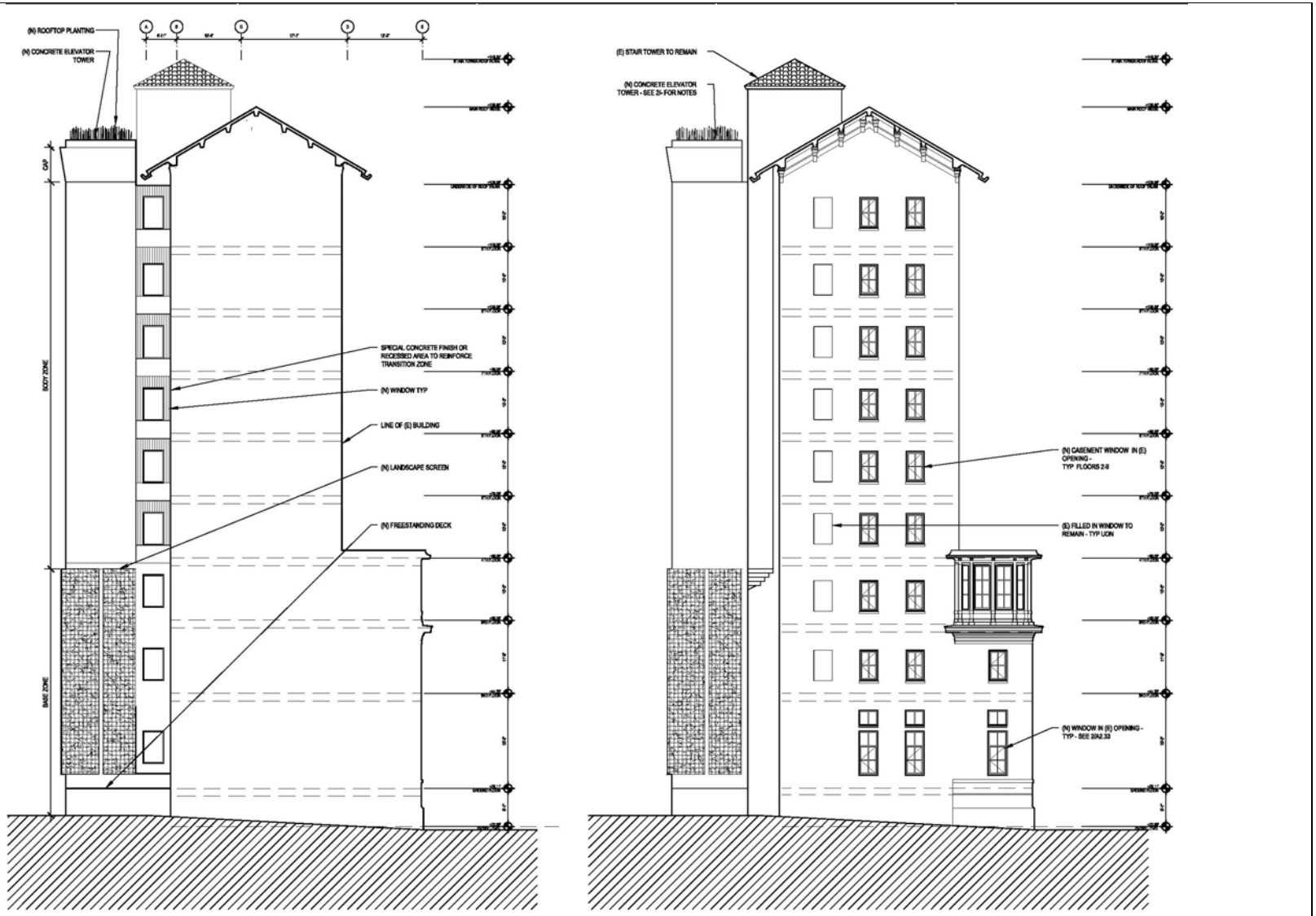
Source: Gelfand Partners Architects, 2010.

Figure 9 – Proposed Fourth Floor Plan



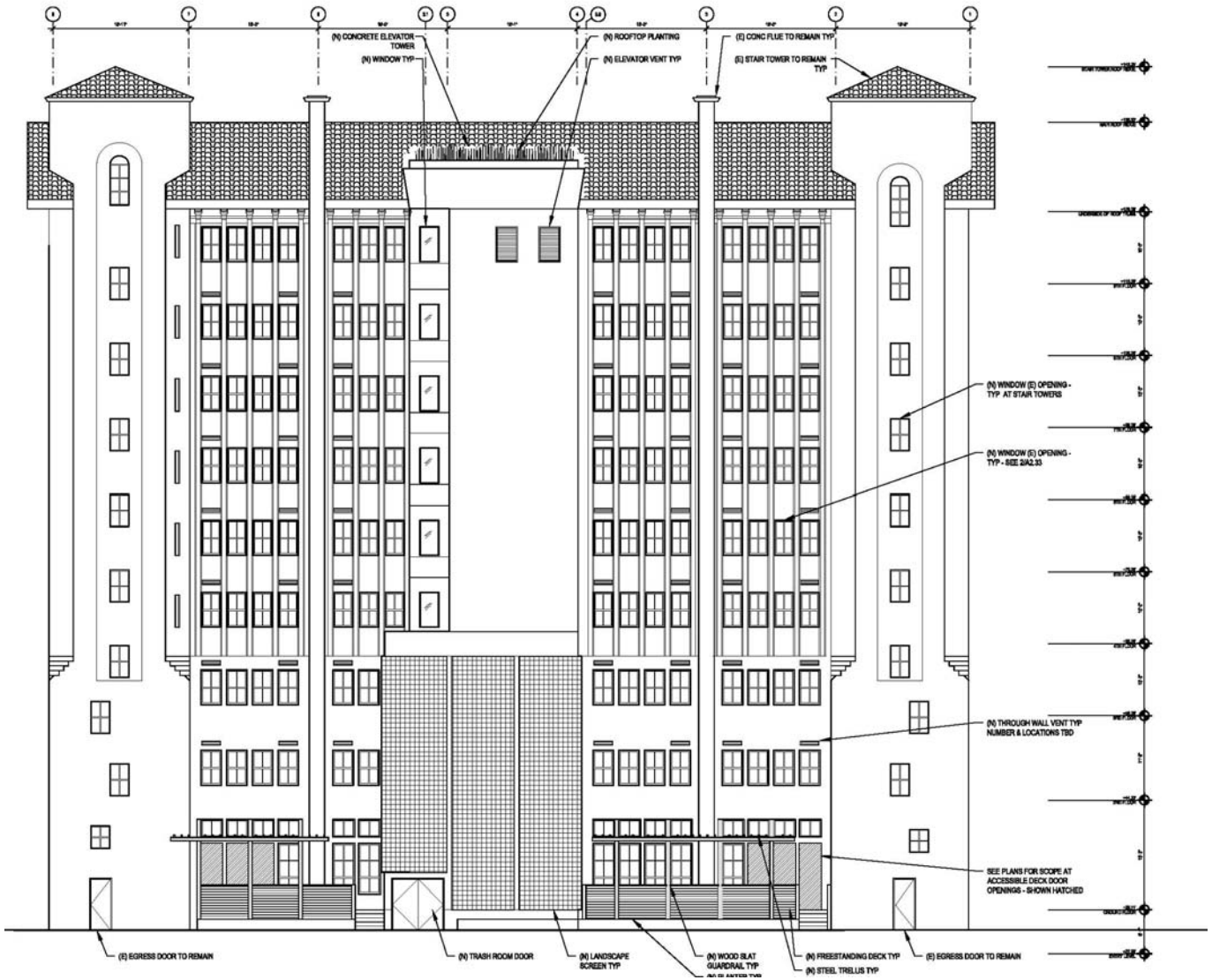
Source: Gelfand Partners Architects, 2010.

Figure 10 – Proposed East Elevation



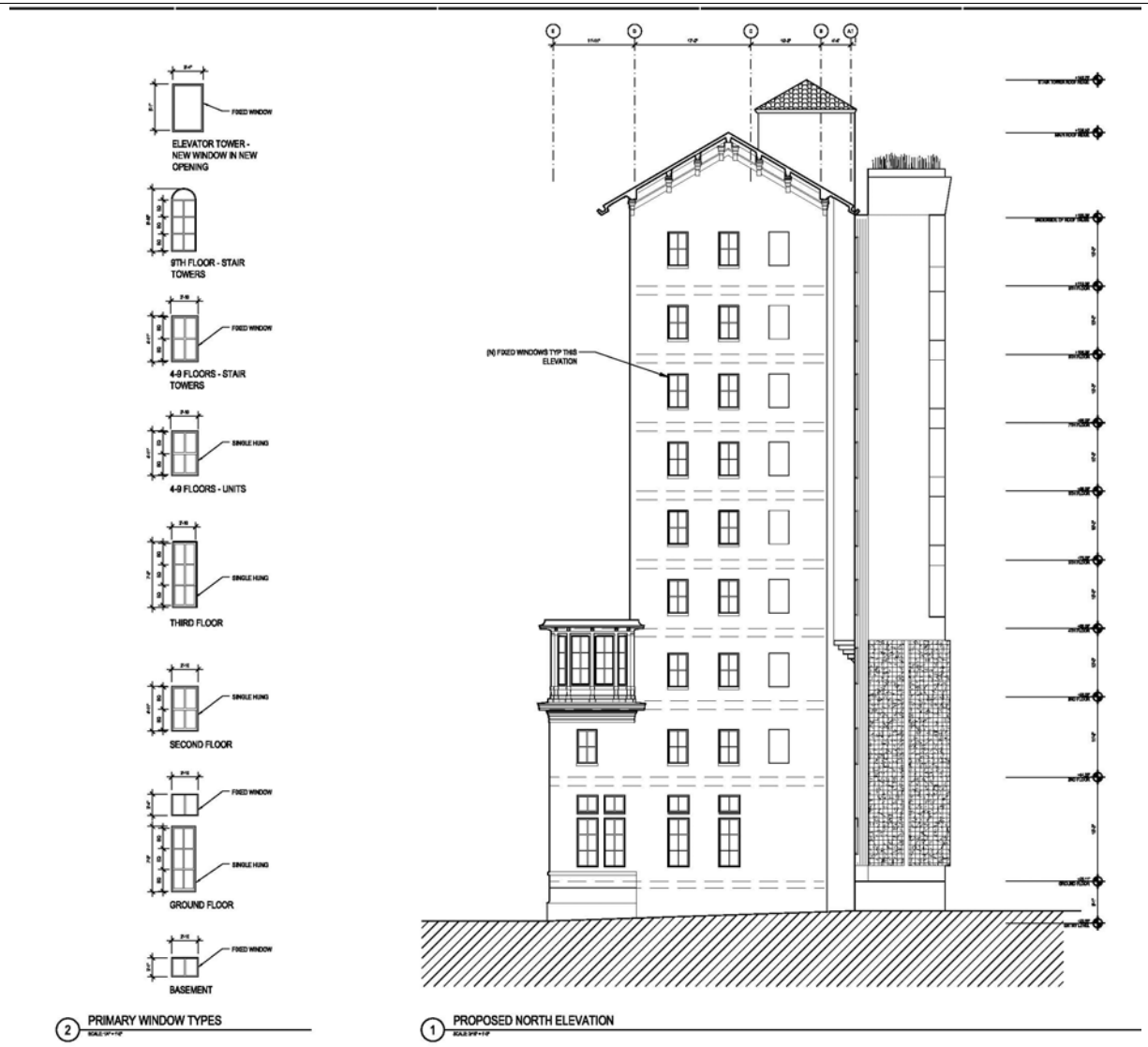
Source: Gelfand Partners Architects, 2010.

Figure 11 – Proposed South Elevations



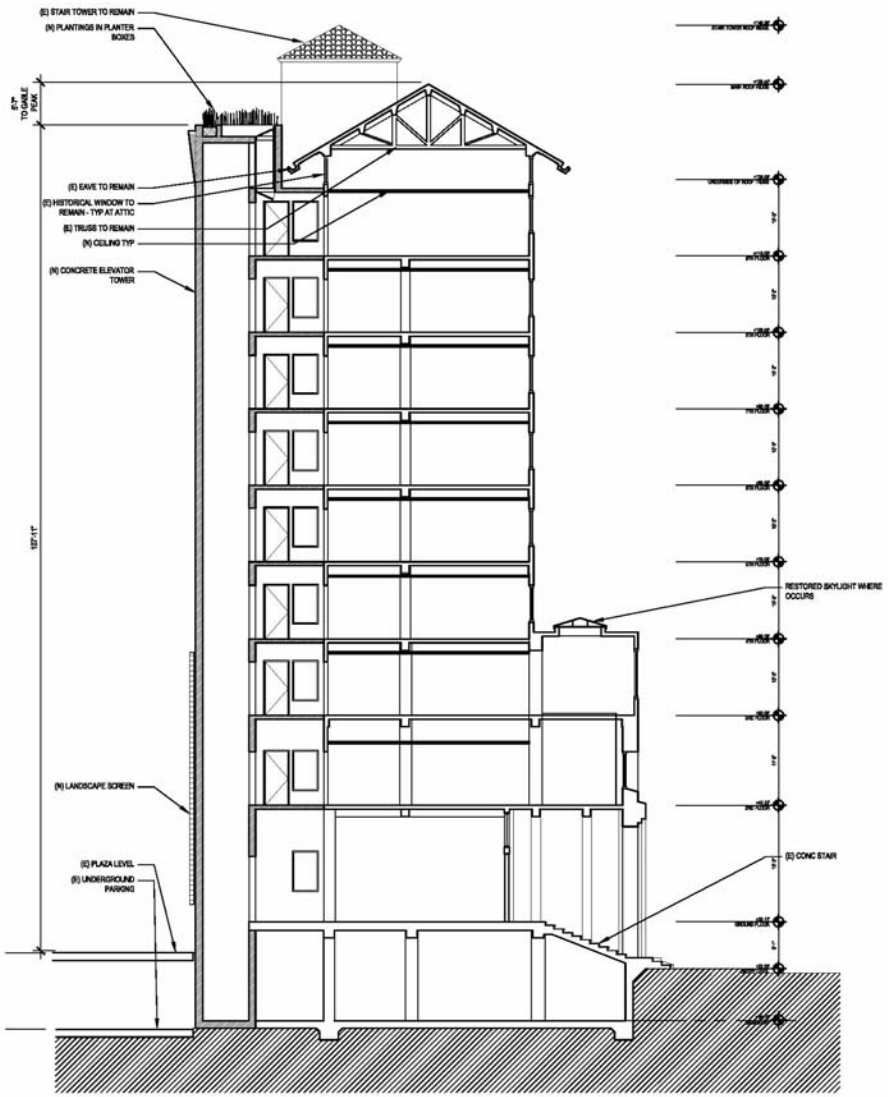
Source: Gelfand Partners Architects, 2010.

Figure 12 – Proposed West Elevation



Source: Gelfand Partners Architects, 2010.

Figure13 – Proposed North Elevation



Source: Gelfand Partners Architects, 2010.

Figure 14 – Proposed Section

View from Otis Street at Duboce Ave.

Otis Street Entryway

Rear of Building

South Side of Building and Entrance to 170 Otis Street

Figure 15 – Site Photos

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B. PROJECT SETTING

The project site is an irregular-shaped midblock parcel in the block surrounded by Otis, Stevenson, and McCoppin Streets and Duboce Avenue in the western South of Market neighborhood. The site, in the Market and Octavia Plan Area, is near the intersection of several neighborhoods – South of Market, the Mission, the Western Addition, and Civic Center (see Figure 1, Project Location, p. 3). The immediate project area, approximately between Valencia Street on the west, Market Street on the north, Duboce Avenue/Central Freeway on the south, and Mission Street on the east, is flat and contains a variety of building types and uses, including residential, commercial, industrial, and office. The southern end of the block is traversed by the elevated Central Freeway, located approximately 200 feet south of the project site along Otis Street. The northern half of the block contains the north/south Jessie Street, which dead-ends northwest of the project site. Adjacent to the project site to the north is the Pacific Telephone and Telegraph Exchange (AT&T) building at 1 McCoppin Street, a four-story industrial building constructed in 1937. Adjacent to the project site to the south is a 70-foot-wide gated plaza and driveway that leads to the San Francisco Human Services Agency (HSA) building and underground garage at 170 Otis Street. Further south along Otis Street is a self-storage facility and surface parking under the elevated Central Freeway. Adjacent to the project site to the west is the HSA building, a multi-story office building constructed in the latter half of the twentieth century. Jessie Street, northwest of the project site, contains surface parking lots and one- to four-story residential buildings. Across from the project site on Otis Street is a narrow triangular block containing five- to six-story office buildings that front Mission Street. Figure 15, p. 16, present views of the project site.

The project site is in a transition area between neighborhoods – it is near the intersection of three major city street grids – and while it contains office, commercial, and residential uses, it lacks cohesion as a neighborhood, partly due to the presence of the elevated freeway and the heavy vehicle traffic on nearby streets.

Existing housing in the project area varies from large developments to smaller multi-unit dwellings, and from market rate to various levels of affordability. One block from the project site, on the south (west) side of Mission Street is 140 South Van Ness Avenue, a 212-unit residential development constructed in 2002. Under construction approximately one-third of a mile from the project site is 1390 Mission Street (at 10th Street), a 136-unit affordable housing development. Also at Mission and 10th Streets is 1415 Mission Street, a 117-unit residential development that was approved by the Planning Commission in the fall of 2009. Smaller residential buildings, varying from two to four stories exist

along the smaller streets in the vicinity, such as Jessie and Stevenson Streets, and along the south side of Duboce Avenue.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
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.	☒	☐

Planning Code and Approvals Required

Existing Zoning

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.

The project site is zoned as a Public Use, or "P," District, which applies to land owned by a governmental agency and in some form of public use, including open space. Principal uses permitted in P Districts include structures and uses of the City and County of San Francisco. Conditional uses permitted in P Districts include social service or philanthropic facilities, community centers not publicly owned but open for public use, and temporary uses. Permanent residences and group housing are not permitted in P Districts. The project site is in an 85-X height and bulk district (the "X" denotes no specific building bulk requirements).

The immediate project area, approximately between Valencia Street on the west, Market Street on the north, Duboce Avenue on the south, and Mission Street on the east is within the Market and Octavia Plan Area and is zoned NCT-3 (Moderate-Scale Neighborhood Commercial Transit). NCT-3 zoning supports transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services, Residential opportunities are intended to be maximized on or near major transit services, and residential parking is not required and generally limited.

Approximately a block and a half to the northwest of the project site near the intersection of South Van Ness Avenue and Mission Street, still within the Market and Octavia Plan Area, is a Downtown General Commercial (C-3-G) district, which is composed of retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Parcels at the intersection of South Van Ness Avenue and Mission Street are in the 120-X height/bulk district. South of Duboce Avenue is within the Eastern Neighborhoods Plan Area, is zoned PDR-1-G, and is within a 68-X height/bulk district. The intent of PDR-1-G zoning is to retain and encourage existing production, distribution, and repair activities. This district prohibits residential and office uses and limits retail and institutional uses.

Prior to its current use, 150 Otis Street served as administrative office space for the San Francisco Department of Human Services. The San Francisco Department of Human Services proposed to renovate three lower floors of 150 Otis Street for use as an emergency shelter, to provide space to be occupied by up to 60 occupants on an as-needed basis for emergency shelter and storage space. On April 6, 2004, the Zoning Administrator issued a Letter of Determination concerning this request. Pursuant to Planning Code Section 234.1, "P" zoning allows structures and uses of the City and County of San Francisco. As a consequence, the Zoning Administrator determined that the proposed emergency shelter is a permitted use on the subject property.

Exceptions to the Planning Code

To allow for the development of permanent housing, the proposed project would require Zoning Map and Planning Code Text Amendments for the creation of a Special Use District (SUD) that would overlay the existing Public Use zoning and allow residential use consistent with RTO (Residential, Transit-Oriented) zoning. The SUD would also address Planning Code exceptions to open space, exposure, bicycle parking, and rear yard requirements that apply to RTO zoning.

At 116.5 feet, the existing structure exceeds the project site's 85-foot height limit; per Planning Code Section 180(e), any structure for which a permit was lawfully granted prior to May 2, 1960, is deemed a legal, nonconforming structure. The addition of the approximately 110-foot-high elevator shaft would be considered an intensification of the nonconforming structure; thus, the project would require a Zoning Map Amendment for a height reclassification to 125 feet to accommodate the elevator shaft.

Adopted Plans and Goals

San Francisco General Plan

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 will 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 the process would not alter the physical environmental effects of the proposed project.

Market and Octavia Plan

The project site is within the Market and Octavia Plan Area. Adopted in May 2008, it was one the first three neighborhood plans of the Planning Department's Better Neighborhood program, which used intensive community-based planning to meet the needs of the neighborhoods and to build more balanced and livable places in San Francisco. The Market and Octavia Plan Area covers the general area within a short walking distance of Market Street between the Van Ness Avenue and Church Street Muni stations and along Octavia Boulevard on the former Central Freeway right-of-way. The Neighborhood Plan calls for an increase in housing and retail capacity simultaneous to infrastructure improvements in an effort to maintain and strengthen neighborhood character and to encourage balanced growth in a centrally located section of the City that is ideal for transit oriented development.

Reclassification of the parcel from public use to affordable housing is consistent with the intent of the Market and Octavia Area Plan, in that creating affordable housing is considered a public good. Policy 1.1.10 of the Area Plan states, "when public land that is zoned 'open space' becomes surplus to one specific public use, the General Plan states that it should be reexamined to determine what other uses would best serve public needs…If not appropriate for open space, other public uses should be considered before the release of public parcels to private development."

The Market and Octavia Area Plan also calls for balancing preservation with other needs. Policy 3.2.17 states, "To maintain the City's supply of affordable housing, historic rehabilitation projects may need to accommodate other considerations in determining the level of restoration. Where rehabilitation requirements threaten the affordability of housing, other accommodations may need to be emphasized such as: exterior rehabilitation which emphasizes the preservation and stabilization of the streetscape

of a district or community or recognizing funding constraints, to balance architectural character with the objectives of providing safe, livable, and affordable housing units."

Thus, while the proposed project would require the creation of a SUD for the change in use, it is consistent with the intent and objectives of the Market and Octavia Area Plan.

The Accountable Planning Initiative

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, and f, 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 14a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 9a and b, Wind and Shadow, and Questions 10a and c, Recreation and Public Space). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is 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 Section E of this document, Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

Regional Plans

Environmental plans and policies, like the *Bay Area 2005 Ozone Strategy* and the *Bay Area 2000 Clean Air Plan* directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The

proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In summary, the proposed project would not conflict with any adopted plans and goals of the City or region.

Other Approvals Required

The San Francisco Department of Public Works would need to approval the lot line adjustment for removal of the encroachment of the auditorium and underground garage associated with the HSA building. The project would also require National Environmental Policy Act (NEPA) and Section 106 compliance per the process outlined in the Programmatic Agreement between the City, State Historic Preservation Office, and Advisory Council on Historic Preservation regarding historic properties affected by use of revenue from the Department of Housing and Urban Development. The project would also require a Certificate of Appropriateness to alter a listed local landmark.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

None of the items on the Initial Study Checklist have been checked below, indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. The following pages present a more detailed checklist and discussion of each environmental factor. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

☐ Land Use	☐ Air Quality	☐ Biological Resources
☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Geology and Soils
☐ Population and Housing	☐ Wind and Shadow	☐ Hydrology and Water Quality
☐ Cultural and Paleo. Resources	☐ Recreation	☐ Hazards/Hazardous Materials
☐ Transportation and Circulation	☐ Utilities and Service Systems	☐ Mineral/Energy Resources
☐ Noise	☐ Public Services	☐ Agricultural and Forest Resources
		☐ Mandatory Findings of Significance

Section E contains a detailed discussion of all environmental topic areas.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
1.	**LAND USE AND LAND USE PLANNING— Would the project:**					
a)	Physically divide an established community?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
c)	Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

1a. Established Community. Land use impacts are considered significant if the proposed project would physically divide an established community, conflict with any applicable land use plan, policy, or regulation, or substantially and adversely change the existing character of land uses on the site or in the surrounding area. The proposed project would change the use of an existing building from a seasonal shelter and City storage to 75 low-income residential units and one manager's unit. The development of permanent affordable housing on the site would be consistent with RTO (Residential, Transit-Oriented) zoning[1] and with the surrounding NCT-3 (Moderate-Scale Neighborhood Commercial Transit) zoning, in which residential opportunities on or near major transit lines is encouraged.[2] This change in use would not present a physical barrier to movement through the surrounding area. The proposed project would be constructed within the existing lot boundaries and would not interfere with or change the existing street pattern or impede the passage of persons or vehicles. For these reasons, the proposed project would not physically divide an established community.

1b. Consistency with Plans and Zoning. As discussed in Section C, Adopted Plans and Goals, p. 21, the project would be consistent with adopted local and regional plans, policies, and goals. In addition,

1 Planning Code Section 206.4 states, "RTO Districts are composed of multi-family moderate-density areas…well served within short walking distance, generally less than ¼-mile, of transit and neighborhood commercial areas. Transit available on nearby streets is frequent and/or provides multiple lines serving different parts of the City or region."

2 Planning Code Section 731.1 states, "NCT-3 Districts are transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services. These districts are well-served by public transit and aim to maximize residential and commercial opportunities on or near major transit services."

environmental plans and policies are those, like the *Bay Area 2005 Ozone Strategy* that directly 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. Therefore, the proposed project would have no impact on existing plans and zoning.

1c. Existing Character. The conversion of a seasonal homeless shelter and storage uses into 76 residential units and supportive services in the building would change the existing character of the immediate vicinity, primarily in that it would add permanent residents. The intensity of use of the building would increase, but it would not be inconsistent with the mixed-use character of the neighborhood. In addition, this change would be consistent with the City's goals and objectives for development of the area. Properties in the project vicinity include residential, office, retail, and industrial uses. Residential uses at a lower density already exist along Stevenson and Valencia Streets in the project vicinity, and at a higher density along Mission Street in the project vicinity.

The project would also add an approximately 110-foot-tall elevator shaft to the rear of the building. This addition would not exceed the height of the main roof ridge of the existing building and thus would not constitute a substantial change in scale, compared to the existing physical character of the project parcel and project vicinity.

The proposed project would have no significant adverse impact on the character of the vicinity. It would not introduce new or incompatible land uses to the area. Rather, it would extend residential uses to the already mixed-use character of the area onto the project site. The nature and intensity of proposed land uses are consistent with the character of development that exists in the area. While the proposed project would result in a change from existing conditions, the proposed project's impacts relating to land use would not be significant under CEQA, for the reasons discussed above.

Cumulative Land Use Impacts. The proposed project would not present a physical barrier to movement through the surrounding area, and would thus not physically divide the surrounding established community. It would not conflict with any applicable land use plan, policy, or overlapping jurisdictional regulation, including the General Plan or Planning Code, thereby resulting in a less-than-significant impact on land use policy consistency. The proposed residential project would increase the intensity of land use in the project area but would have a less-than-significant impact on the existing

mixed-use character of the project vicinity. This change to the project vicinity is in combination with development anticipated under the Market and Octavia Area Plan and projects approximately one-third of a mile east of the project site at Mission and 10th Streets (1390 Mission Street, a 136-unit affordable housing development, is under construction, and 1415 Mission Street, a 117-unit residential development was approved by the Planning Commission in the fall of 2009). These projects along with the proposed project would cumulatively lead to a slight intensification of residential development in the project area; however, these additional residential units, considered within in the context of overall Citywide year 2025 housing projections, would not be considered a substantial addition to the projected residential housing stock in the City as a whole. Therefore, cumulative development projects would not make a significant contribution to cumulative land use impacts in the project area or the City as a whole. In conclusion, the proposed project would not result in significant individual or cumulative land use impacts and the project's contribution to cumulative land use impacts upon land uses would be less than significant.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2.	**AESTHETICS—Would the project:**					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐

2a–c. Scenic and Visual Effects. There are no formally designated scenic views, viewpoints, or trails near the project site. Thus, the proposed project would not substantially degrade or obstruct any scenic view or vista now observed from public areas. Likewise, there are no scenic resources that contribute to a scenic public setting in the project vicinity; thus, there would be no impact. The existing building at 150 Otis Street is a designated San Francisco Landmark that is visible from public areas in the project vicinity and from the Central Freeway. The exterior changes that are part of the proposed project are

restoration of the historic windows, remodeling the entryway, and adding the elevator shaft in the rear of the building. While the exterior changes would be visible from these public areas – in particular, the elevator shaft – these changes would be made in compliance with the *Secretary of the Interior's Standards for Historic Restoration*, and thus would be made in a manner that would not degrade the existing character of the project site. Thus, this impact would be less than significant.

2d. Light and Glare. The exterior changes to the building would not create any new source of light or glare; thus there would be no project effects related to light and glare.

Cumulative Aesthetic Impacts. The project would intensify land uses on the subject property and project block by adding 76 residents and seven employees. This change to the neighborhood would combine with development anticipated under the Market and Octavia Area Plan and the two residential projects at Mission and 10th Streets (1390 Mission Street, a 136-unit affordable housing development under construction, and 1415 Mission Street, a 117-unit residential development approved by the Planning Commission in the fall of 2009).

For the reasons discussed above, the proposed project's impacts related to aesthetics, both individually and cumulatively, would be less than significant.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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)?	☐	☐	☒	☐	☐
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

The proposed project would add 76 studio residences, thus would increase the project site's residential population. In addition, an average of seven employees would be on site every day.

3a. Population Growth. In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not implemented. The 2000 U.S. Census indicates that the population of the project's census tract, Census Tract 201, is approximately 6,340 persons. The project would increase the overall residential population of the City and County of San Francisco by 76.

The proposed project would increase net employment at the site by approximately five jobs. That employment increase would be small and would not generate a substantial demand for additional housing in the context of citywide employment growth. In addition, this demand would be more than accounted for by the housing proposed on site.

While the project would increase population and employment at the site, compared to existing conditions, project-specific impacts would not be significant relative to the number of area-wide residents and employees in the project vicinity. Overall, the increase in housing and employment would be less-than-significant in relation to the expected increases in the population and employment of San Francisco. The project would not directly or indirectly result in a significant increase in population. Project-related impacts with respect to population growth would be less than significant.

3b and c. Population and Housing Displacement. No residents would be displaced by the proposed project. While the temporary shelter operations would cease, the opportunities to house formerly homeless veterans would be a beneficial impact that would outweigh the loss of the temporary shelter. In addition, the loss of two employees at the shelter would be offset by the approximately seven employees that would work year-round. While this would be a change in on-site employment, it would be a less-than-significant impact with respect to displacement of employees. Overall, the proposed project would result in less-than-significant impacts related to displacement of people.

Cumulative Population and Housing Impacts. The 2000 U.S. Census indicates that the population of the subject property's census tract, Census Tract 201, is 6,340 persons. Based on 2000 population totals, the proposed project would increase the population in Census Tract 201 by approximately 1 percent.

For the reasons discussed above, the proposed project's impacts related to population and housing, both individually and cumulatively, are considered less than significant.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
4.	**CULTURAL 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?	☐	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

4a. Historical Resources. A building may be an historical resource if it is associated with any of the California Register criteria, which include events (Criterion 1), persons (Criterion 2), architecture (Criterion 3), information potential (Criterion 4), or is determined to contribute to a historic district or context. To be an historical resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must retain sufficient integrity from the period of significance that qualifies the property for listing on the California Register. The subject property's historical determination, summarized below, is based upon review of a Landmark Designation Report, a Historic Resources Evaluation Report,[3] and Planning Department staff concurrence with the significance findings of the Historic Resources Evaluation Report.[4]

The subject property is San Francisco Landmark No. 248: the former Juvenile Court and Detention Home, designated in 2006. The building is considered a "Category A" (known historic resource) property. The property is also in the San Francisco Architectural Heritage survey and the Planning Department's 1976 Architectural Survey with a rating of "5" on a scale which ranged from "-2" to "5." Buildings included in the Architectural Survey were rated by number for individual features and an overall rating which was an average of those numbers.

[3] Carey & Co., *Historic Resources Evaluation, 150 Otis Street*, October 28, 2008; and Carey & Co., *Secretary of the Interior's Standards Evaluation* [regarding 150 Otis Street], September 2, 2009.

[4] Pilar LaValley, Preservation Planner, San Francisco Planning Department, *Historic Resource Evaluation Response Memo, 150 Otis Street*, March 17, 2010.

The subject property, built in 1916 as the San Francisco Juvenile Court and Detention Home, is associated with the development of the city's juvenile justice system in the early twentieth century. Financing for construction of the building was appropriated by the Board of Supervisors in 1914, and architect Louise Christian Mullgardt was hired to design a facility that incorporated Progressive Era principles for the juvenile justice system. The building, which opened to widespread praise in 1916, included a juvenile court, detention home, and educational, medical, and recreational facilities. The building retained its original function until 1950. Thus, the subject property appears to be eligible for listing on the California and National Registers under criterion 1 (event).

The subject property represents the work of a master, Louis Christian Mullgardt (1866-1942). Mullgardt, who obtained his architectural training through apprenticeships and short academic stints, worked briefly in England and throughout the United States during his career. Mullgardt's career, which spanned 1881 to 1929, was marked by his exuberant, polychromatic designs for structures at the 1893 World's Columbian Exposition and the 1916 Panama-Pacific Exposition. The subject building reflects both the influence of his Panama-Pacific Exposition work and interest in the newly emerging area of skyscrapers. The design is the architect's own unique composition of varied stylistic features, vaguely both Mediterranean and Oriental in style, applied to a functionally modern building. The subject property represents the architect's tallest extant building, his first non-residential commission in San Francisco, and one of the few remaining non-residential buildings designed by Mullgardt in San Francisco. The subject property also appears significant for its distinctive architecture, which appears to be a more restrained, utilitarian version of the polychromatic, Mediterranean, and Oriental revivalist designs favored by Mullgardt in his Panama-Pacific Exposition designs. Thus, the subject property appears to be eligible for listing on the California and National Registers under criterion 3 (architecture).

Historical records do not indicate that the building is associated with the lives of important persons in our past or that it is likely to yield information important to a better understanding of prehistory or history; thus, the structure does not appear to be eligible for the California Register under criterion 2 (persons) or criterion 4 (prehistory).

To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must convey integrity from its period of significance through various aspects: location, association, design, workmanship, setting, feeling, and materials. Although

the design integrity of 150 Otis Street has been somewhat compromised by the removal of all interior features and finishes and replacement of all windows, the property has retained all other aspects of historic integrity and continues to convey its historical significance.

It must be determined whether the proposed project would cause a substantial adverse change in the significance of the resource such that the significance of the resource would be materially impaired. Planning Department preservation staff reviewed the following proposed alterations for compliance with the *Secretary of the Interior Standards for Rehabilitation* (*Standards*):

- **ADA-accessible Entrance**. In order to provide an ADA-accessible entrance, the project proposes to remove one basement window and cut a new opening in the water table / base of the building in the bay of windows south of the main entrance on east elevation. A door providing access to a vestibule and elevator would be installed in new opening and an opening would be cut in the ground floor to provide an interior connection for the new vestibule and elevator. The new elevator would be set back approximately 4 feet from the existing windows such that no windows would be infilled, and the elevator enclosure would be minimally visible from the building exterior. The existing opening in the window bay north of the main entrance would be infilled and restored to match surrounding finishes. The proposed new opening would require minimal removal of historic fabric and would avoid impacts to distinctive features, finishes, and materials that characterize the property in conformance with the *Standards*. Previous alterations would be removed, and the façade would be restored in the area of the existing, non-complying lift. Provision of the new opening and interior elevator would also avoid impacts to the existing main entrance stairs. If removed in the future, this ADA-accessible would not impair the essential form and integrity of the historic property.
- **Window Replacement**. Existing non-historic, aluminum sash windows would be replaced with new aluminum sash windows that match the size and shape of existing openings. Original clerestory windows at the attic level would be repaired and retained in conformance with the *Standards*. New sash would be two-lite, stacked, with single-hung operation on all elevations. While the proposed new windows would not match the appearance, operation, or material of the original windows, which appear from historic plans and photographs to have been six-lite, stacked, awning, steel sash, the replacement windows would be compatible with the historic building and in conformance with the *Standards*. Proposed new sash would match the size and scale of the original openings, would be constructed of a material that is compatible with the original, and would have multi-lite sash arranged in a configuration that reflects that of the original windows.
- **New Elevator Tower**. At the rear elevation, the existing steel fire escape and center bay of windows and finishes would be removed from column line to column line for the full height of the building. Within this new opening, new shear wall for the building's seismic upgrade and the new elevator tower would be installed. Integral for seismic strengthening and for vertical circulation in the building's proposed new use, the new elevator tower would connect to the existing building through a hyphen that terminates below the existing clerestory windows and eave overhang. The hyphen would be designed to provide a visual break between old and new construction and to preserve the distinctive features of the roof overhang, eave line, and

original clerestory windows. It would be no taller than the existing roof peak and would be painted concrete. A landscape screen would be attached to the tower at the lower three floors. Construction of the elevator tower and new shear wall would impact historic fabric, and the new tower would be visible due to the overall height; however, these impacts have been limited to one bay of the rear (secondary) elevation. The new tower would be clearly differentiated from the old but compatible in size, materials, and massing. Located on a secondary elevation and designed to be differentiated but compatible with the historic building, the new elevator tower would minimize impacts to the building's historic fabric in conformance with the *Standards*.

- **Rear Deck and Entrances**. At the rear elevation, two new deck areas, aligned with the existing ground floor area, would be installed between the new elevator tower and existing stair towers. The decks would have wood slat guardrails, wood trellis, and planters. The new structures would not attach to the existing building, and appropriate expansion and drainage joints would be incorporated between old and new construction. At the bays on either end of the ground floor, new entrances would be installed by removing three existing windows and lowering the sills. These new openings would lead to a secondary interior vestibule with glass walls for transparency. The new decks would be differentiated but compatible with the historic building, would be located on a secondary façade, would not require removal of historic fabric, and would reversible in conformance with the *Standards*. The new entrances would require alteration of a limited number of existing openings but would avoid existing concrete mullions such that the original configuration of the openings would be maintained and the work would be reversible in a manner that is in conformance with the *Standards*.
- **Roof**. The existing red clay tile roof would be repaired as necessary. If new underlayment and sheathing are required, existing tile would be salvaged and reinstalled. Any new tile would match existing tile and would be interspersed with original material to minimize visual impacts. At the third floor (sun porch) roof are seven infilled skylights. Infill would be removed and the skylights would be restored at the two central openings. Existing curbs would be retained, repaired, and re-roofed for the other original skylight openings. The proposed work for the roof would be undertaken in a manner that conforms to the *Standards*.
- **Exterior Finish**. The exterior finish consists of a layer of colored stucco with a stippled brush pattern over the concrete wall system. The exterior has been painted several times. The stippled application of the colored stucco was intended to give the appearance of travertine, and was an economical approach to the original construction that is a character-defining feature of the historic building. Exterior finishes would be cleaned using the gentlest means possible, damaged areas in the stucco would be repaired in-kind, and the building would be painted in a manner that does not detract from the original "faux travertine" treatment. As proposed, work on the exterior finishes would not alter character-defining features of the building in conformance with the *Standards*.
- **Seismic and Building Upgrades**. The existing building is constructed of reinforced concrete with riveted steel frame. With the exception of the section of wall to be removed for the new stair tower, the existing exterior walls would be retained. Seismic retrofitting would be accomplished mainly by the addition of the central elevator tower at the rear of the building, which allows for less invasive structural strengthening of the north and south walls, and minimal additional interior perpendicular walls. New interior walls would avoid existing window and door openings and would not impact any historic fabric at the interior. New mechanical and electrical systems would be installed throughout the building. The new

ventilation system would utilize existing shafts but would require new exterior vents along the rear elevation. This scope of work coincides with existing exterior walls and proposed floor plan and conforms to the *Standards*.

- **Interior Alterations**. With the exception of the floor plates and stairs, the interior of the building does not retain integrity from the original construction or period of significance. The existing elevator shaft and stair configuration will be retained from basement to second floor at the south stair tower. All other areas of the existing stairs and elevators will be removed and reconfigured in the same location. New interior demising walls and drop ceilings will be installed for the new floor plan. Proposed interior work will not impact character-defining features of the building, will not alter existing openings, and will be reversible in a manner that conforms to the Standards.

Planning preservation staff determined that the proposed project would preserve the majority of character-defining features while rehabilitating the building for a new use. Based on the proposed design, all alterations would comply with the *Secretary of the Interior Standards for Rehabilitation* (*Standards*). Thus, the proposed project would not constitute a significant adverse change on a historic resource, and therefore would have a less-than-significant impact on historical resources.

4b and d. Archaeological Resources. The elevator pit would not be underground. A maximum depth of excavation for the footings for the shaft would be about 3 feet below the floor of the underground garage. New 4- to 6-inch micropiles to be installed inside the building would involve up to 5′8″ of excavation. Significant archaeological resources and human remains are not expected to be within the effected soils.[5] Thus, there would be no impacts on archaeological resources or human remains.

4c. Paleontological, Geological Resources. There are no known paleontological resources or geological features at the project site; therefore, the proposed project would not result in any adverse effects on paleontological resources or geological features.

Cumulative Cultural Impacts. As discussed above, the proposed project would result in a less-than-significant impact on cultural resources for the purposes of CEQA. There do not appear to be any off-site historical resources in the immediate vicinity that could be affected by the proposed project. The proposed project would not combine in a cumulatively considerable manner with the projects such as development anticipated under the Market and Octavia Area Plan, and the residential projects approximately one-third of a mile east of the project site at Mission and 10th Streets. Thus, the proposed project's cumulative impacts related to cultural resources would be less than significant.

5 Randall Dean/Don Lewis, San Francisco Planning Department, *MEA Preliminary Archeological Review, 150 Otis Avenue*, January 20, 2010.

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)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☐	☒
e)	Result in inadequate emergency access?	☐	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐	☐

5a and b. Traffic and Level of Service.

Operational Impacts. Otis Street is a one-way westbound local street with four travel lanes from South. Traffic volumes are generally moderate to high. Vehicles traveling westbound along Mission Street traverse the two blocks of Otis Street before rejoining Mission Street. Westbound Muni bus lines 14 Mission, 14L Mission Limited, and 49 Van Ness/Mission run along Otis Street with approximately 24 buses per hour during the AM and PM peak periods.

As set forth in the Planning Department's October 2002 *Transportation Impact Analysis Guidelines for Environmental Review* (*Guidelines*), the Planning Department evaluates traffic conditions for the weekday PM peak period to determine the significance of an adverse environmental impact. Weekday PM peak-hour conditions typically represent the worst conditions of the local transportation network. Table 2 presents trip generation rates for the residents and employees of the proposed project. The proposed

project would add 76 residents and seven full-time employees on an average day. Based on the trip generation rate for residential space in the *Guidelines*, the residents of the proposed project would generate an estimated average of 578 daily person-trips, including 100 daily person-trips during the PM peak hour. These 100 PM peak person-trips would be distributed among various modes of transportation, including 30 automobile person trips, 48 public transit trips, 16 walking trips, and 7 by other means that could include bicycling or motorcycle. Residential trip rate is a conservative assumption; it is reasonable to expect that the residents of 150 Otis Street would have a very low rate of automobile use – resulting in fewer than the 30 PM peak automobile person trips anticipated under the analysis guidelines.

Table 2 – Trip Generation

	Daily	PM Peak Period
76 Residents		
Person trips	578	100
Auto	172	30
Transit	276	48
Walking	91	16
Other (e.g., bicycle, motorcycle)	38	7
7 Employees		
Person trips	28	7
Auto	20	4
Transit	5	1
Walking	2	1
Other(e.g., bicycle, motorcycle)	1	0

To estimate the travel demand of the seven employees on a typical day, the assumption is four potential person trips per employee (travel daily to/from work and to/from lunch. The additional assumption is that all seven employees would leave work during the PM peak hour, which equals seven PM peak-hour trips. Based on the mode split and average automobile occupancy for the proposed project's location, there would be 28 employee daily vehicle trips, of which 20 would be automobile trips (16 vehicle trips with a 1.23 auto occupancy rate), five trips by transit, two pedestrian, and one other trip.[6] During the PM peak hour there would be four vehicle trips (five vehicle trips with a 1.23 vehicle occupancy rate), about one transit trip, and one walking trip. These five PM peak-hour

6 Susan Mickelsen, Transportation Planner, San Francisco Planning Department, *150 Otis Employee Trip Numbers*, February 2, 2010.

vehicle trips would not be considered a substantial traffic increase relative to the existing capacity of the local street system. Residents and businesses along Mission and Otis Streets could thus experience an increase in vehicular activity as a result of the proposed project; however, it would be a less-than-significant increase relative to the existing capacity of the local street system. The project would not contribute significantly to a Level of Service (LOS) decline at adjacent roadway intersections, per LOS standards considered acceptable by the San Francisco Planning Department. The change in traffic in the project area as a result of the proposed project would be undetectable to most drivers, particularly given the relatively high volume of traffic on Mission Street during the PM peak period. Therefore, the increase in traffic caused by the project would be considered a less-than-significant impact.

Loading during Project Operation. Planning Code Section 152 does not require a loading space for under 100,000 sf of residential use. The proposed project would include 49,314 sf of residential space; thus, off-street freight loading space is not required. The number of delivery and service vehicles generated by the proposed project would be, on average, one truck trip per day).[7] Other deliveries would include limited instances of residents moving into or out of the 76-unit building. The proposed project could involve other delivery and service trips, including vanpool trips for resident activities. All loading activity could be accomplished in the existing on-site loading area at 170 Otis Street. Thus, loading impacts would be less than significant.

Construction Impacts. During the projected 24-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. The project sponsor and construction contractors would meet with the City's Transportation Advisory Staff Committee (TASC) to determine feasible measures to reduce traffic congestion, including effects on the transit system and pedestrian circulation impacts during construction of the proposed project. TASC consists of representatives from the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, MUNI, and the Planning Department.

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7 San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Appendix H, Freight Delivery and Service Methodology. Average daily rate calculated based on 7,000 square feet of institutional use at a rate of 0.1 truck trips per 1,000 square feet and 49,314 square feet of residential use at a rate of 0.03 truck trips per 1,000 square feet.

5c. Air Traffic. The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, this significance criterion would not apply to the proposed project.

5d. Traffic Hazards. The proposed project does not include any features that would alter the existing street pattern nor increase transportation hazards (e.g., creating a new sharp curve or dangerous intersections). Thus, this topic does not apply to the proposed project.

5e. Emergency Access. As discussed above under Topic 1, Land Use and Land Use Planning, Land Use Character, p. 25, the proposed project would not introduce any incompatible uses. Similarly, the proposed project would not result in a significant impact with regard to emergency access, as the project site is accessible from major streets. As a result, the proposed project would not result in inadequate emergency access.

5f. Plans and Policies regarding Transit, Bicycle and Pedestrian Facilities.

Transit Conditions. Muni provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines. Muni operates some major bus lines in the vicinity of the project site. Westbound 14 and 49 buses stop directly in front of the project site, and eastbound 14 and 49 buses stop approximately 150 feet from the project site at the intersection of Mission and 13th Streets. The 14 Mission runs peak periods every 6 minutes, midday every 8 minutes, evenings every 10 minutes, weekends every 7 to 10 minutes, and owl every 30 minutes. The 49 Van Ness/Mission runs peak periods and weekdays every 8 minutes, evenings every 10 minutes, weekends every 8 to 9 minutes, and weekend evenings every 15 minutes until 1:00 AM. The 14L Mission Limited, the 47 Van Ness, F Market, and Muni Metro lines stop within 1,800 feet (one-third of a mile) of the project site. The estimated 53 peak-hour project trips utilizing public transit would be distributed among the public transit lines providing service to the vicinity of the project site.

Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. Muni's established capacity utilization standard for peak period operations is 85%. With several Muni lines operating in the project vicinity, it is anticipated that most riders would choose the closest and least crowded lines depending upon their direction of travel. Currently, the Muni routes in the vicinity of the project site operate under or around capacity during PM peak hour. Overall, the

addition of 53 project-generated transit trips would result in a less-than-significant impact on transit service.

Bicycle Conditions. Bike routes in the project vicinity include a wide curb lane along westbound McCoppin Street, one half-block north of the project site, and bike lanes along both sides Valencia Street, two blocks west of the project site. Bicycle circulation improvements that were approved as short-term projects in the *San Francisco Bicycle Plan* include conversion of the wide curb to a bicycle lane on westbound McCoppin Street between Gough Street and Valencia Streets. To accommodate the bike lane, four parking spaces will be added on the south side of McCoppin Street between Jessie and Stevenson Streets by converting parallel parking to 60-degree back-in angle parking. In addition, bike lanes will be installed in the westbound direction on Otis Street between South Van Ness Avenue and Gough Street (the block to the east but not in front of the project site).[8]

Planning Code Section 155.5, Bicycle Parking Required for Residential Uses, requires that residential projects of over 50 dwelling units provide 25 Class I bicycle plus one space for over four dwelling units over 50. Per Section 155.5, the proposed 76-unit project would be required to provide 31 bicycle parking spaces. The project sponsor does not propose any bicycle parking and would request an exception to Section 155.5 of the Planning Code.

It is not anticipated that the proposed project would have an adverse impact on bicycle conditions in the project area. Most bicyclists are expected to continue using the existing bike lanes and routes in the vicinity.

Pedestrian Conditions. Sidewalks adjacent to the project site have excess capacity as evidenced by the lack of pedestrian crowding or queuing. Surrounding streets, such as Otis, Mission, and McCoppin Streets and Duboce Avenue, also have limited pedestrian volumes. The proposed project would generate approximately 18 PM peak-hour pedestrian trips. The proposed project would not cause a substantial amount of pedestrian and vehicle conflict since there are currently limited pedestrian volumes. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns.

8 San Francisco Municipal Transportation Agency, *San Francisco Bicycle Plan*, June 26, 2009; San Francisco Planning Department, *San Francisco Bicycle Plan Final Environmental Impact Report*, certified June 25, 2009.

Plans and Policies. One of the eight Priority Policies added to Planning Code Section 101.1 by Proposition M, the Accountable Planning Initiative, is discouragement of commuter automobiles. In addition, the City's "Transit First" policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well-served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project site is well-served by transit, and the proposed project contains no on-site parking to encourage automobile use; thus the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

Cumulative Transportation Impacts. The proposed project would not cause a substantial increase in traffic, in relation to the existing traffic load and capacity of the street system. As reflected in the trip generation explained in Section 5a and 5b, Effects on Existing Traffic and Level of Service, the project would result in a less-than-significant increase in traffic and a less-than-significant contribution to a LOS decline at surrounding intersections. The proposed project would not include any hazardous design features or incompatible uses and would not result in inadequate emergency access to the site itself, or any surrounding sites. The proposed project would not cause a substantial increase in transit demand that could not be accommodated by existing and proposed transit capacity, and alternative travel modes. With the addition of 46 PM peak-hour vehicle trips, the proposed project would have a less-than-significant cumulative impact, because it would add a negligible number of PM peak hour vehicle trips to the long-term increase in vehicle traffic in the surrounding street network.

Project construction activities, in combination with other major development in the vicinity of the project area, could temporarily result in cumulative construction-related transportation effects on local or regional roads, but these would not result in permanent cumulatively considerable transportation impacts. There are no known no major development projects in the immediate project vicinity. The cumulative development in the project area would therefore not be substantial. The proposed project also would not contribute considerably to cumulative transportation impacts related to construction.

Parking. San Francisco does not consider parking supply as part of the permanent physical environment and therefore does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, the parking analysis and discussion are included here for informational purposes.

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* Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." Alternative transportation, such as transit, bicycle, and pedestrian conditions, are discussed above under Question 5f.

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.

As part of the proposed project, the underground parking garage associated with 170 Otis Street but that is below the rear of 150 Otis Street parcel would be differentiated from the project site by means of a lot line readjustment. The building at 150 Otis Street does not contain on-site parking and no on-site parking is proposed as part of the project. Planning Code Section 151 requires no off-street parking spaces for dwellings in an affordable housing project as defined by Section 313.1 or 315.1 of the Planning Code.

Temporary parking demand from construction workers' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles. The estimated 75 construction workers would park in existing on-street parking spaces in the project vicinity. Although construction workers may have to circulate on streets in the vicinity of the project site to find available parking, the anticipated parking deficit would not substantially change the capacity of the existing street system or alter the existing parking conditions in the area.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☒	☐	☐
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
g) Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

6a, c, and g. Expose or Generate Noise During Operation

Exposure to Noise During Operation. The Environmental Protection Element of the San Francisco General Plan contains Land Use Compatibility Guidelines for Community Noise.[9] These guidelines, which are similar to but differ somewhat from state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For residential uses, the maximum "satisfactory" noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that residential development should be discouraged at noise levels above 70 dBA (Ldn).[10,11] Where noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements will normally be necessary prior to final review and approval, and new construction or development of residential uses will require that noise insulation features included in the design. In addition, Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential projects.

To quantify the existing noise environment at the project site, an environmental noise consulting firm conducted one continuous two-day noise measurement and four 15-minute short-term measurements.[12] The measurements found that the dominant noise sources are auto and bus traffic along Otis Street and auto traffic on the Central Freeway, and noise levels varied from 64 to 74 dB from various locations along the front (Otis Street) side of the building. Based on the measured noise levels, the project site is within San Francisco's Land Use Compatibility Guidelines for Community Land Use

9 City and County of San Francisco, Planning Department, San Francisco General Plan, Environmental Protection Element, Policy 11.1.

10 Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

11 The guidelines are based on maintaining an interior noise level of interior noise standard of 45 dBA, Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

12 Charles M. Salter Associates, Inc., *150 Otis Street – Environmental Noise Study, San Francisco, California*, June 15, 2009.

Category C, in which "new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made, and needed noise insulation features included in the design." The consultant recommended STC-rated windows,[13] and noted that where sound-rated windows need to be closed to reduce noise levels, the California Building Code requires an alternative form of ventilation to provide fresh air. Thus, the project sponsor has incorporated noise insulation features into the project design to maintain an interior noise level of 45 dBA. The Department of Building Inspection would review project plans for compliance with Title 24 noise standards. Compliance with Title 24 standards and with the *General Plan* would ensure that effects from exposure to ambient noise would not result in significant impacts.

Generation of Traffic Noise During Operation. Generally, traffic must double in volume to produce a noticeable increase in average noise levels. Based on the transportation analysis prepared for the project (see Topic 5, Transportation and Circulation, p. 35), traffic volumes would not double on area streets as a result of the proposed project or expected cumulative traffic growth; therefore, the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity, nor would the project contribute to any potential cumulative traffic noise effects.

Generation of Building Noise During Operation. The project would include mechanical equipment that could produce operational noise, such as heating and ventilation systems. These operations would be subject to Section 2909 of the Noise Ordinance. As amended in November 2008, this section establishes a noise limit from mechanical sources, such as building equipment, specified 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 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.[14] In addition, the Noise Ordinance 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. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, noise effects related to building operation would not be significant, nor would the building contribute a considerable increment to any cumulative noise impacts from mechanical equipment.

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13 Sound Transmission Class (STC) ratings rate the insulation properties of windows and building partitions, which correspond to greater noise reduction.

14 Entertainment venues are also subject to a separate criterion for low-frequency (bass) noise.

6b and d. Exposure of Groundborne Vibration or Noise During Construction

Excavation and building construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. According to the project sponsor, the construction period would last approximately 24 months.

Installation of the 4- to 6-inch-diameter micropiles would involve the use of a small, low overhead drill rig. Because it would be located in the basement, noise would be substantially reduced by the exterior walls. An air compressor, to be used throughout the 24-month construction period, would be located on Otis Street or in the courtyard behind the building. This compressor would be used for demolition and for installation of micropiles and epoxy dowels. Additional construction equipment that would be set up and removed the same day may include concrete pumps or cranes for concrete pours or steel installation.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, hoerammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 PM. and 7:00AM, if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the Noise Ordinance.

The closest sensitive noise receptors to the project site that have the potential to be adversely affected by construction noise are the residences on the west side of Jessie Street, the closest being 170 feet from the project site. Construction activities other than pile driving, which would not be employed in project construction, typically generate noise levels no greater than 90 dBA (for instance, for excavation) at 50 feet from the activity, while other activities, such as concrete work, are much less noisy. Closed windows typically can reduce daytime interior noise levels to an acceptable level. Therefore, for nearby sensitive receptors, although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in an urban environment, and would not be considered significant. Moreover, no other construction projects are proposed in close enough proximity to the

project site such that cumulative effects related to construction noise would be anticipated. In light of the above, noise effects related to construction would be less than significant.

6e and f. Airport and Airstrip Noise. The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 6e and 6f are not applicable.

Cumulative Noise Impacts. Project construction activities would be temporary and intermittent in nature; project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site; and as stated above, required construction noise reduction measures would be implemented as required by the City's Noise Ordinance. No other construction projects are proposed in close enough proximity to the project site such that cumulative effects related to construction noise would be anticipated. Thus, the proposed project would not have significant cumulative noise impacts.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7.	**AIR QUALITY–Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐
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)?	☐	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

7a–d. Air Quality Plans and Standards and Criteria Pollutants

Construction-Period Air Quality Emissions. Demolition, grading, and new construction activities would temporarily affect local air quality during the project's proposed 20-month construction schedule, causing temporary increases in particulate dust and other pollutants. Emissions generated

from construction activities include dust (including PM-10 and PM-2.5)[15] primarily from "fugitive" sources, combustion emissions of criteria air pollutants (reactive organic gases [ROG], nitrogen oxides [NOx], carbon monoxide [CO], sulfur oxides [SOx], and PM-10) primarily from operation of construction equipment and worker vehicles, and evaporative emissions (ROG) from asphalt paving and architectural coating applications. The *Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines* recognize that construction equipment emits ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans.[16] Therefore, construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area.

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998 – 2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Demolition, excavation, grading, and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, 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

15 Particles that are 10 microns or less in diameter and 2.5 microns or less in diameter, respectively.

16 Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Dust Control 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 activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust. At 7,000 sf, or 0.16 acres, the project site is less than one half-acre.

The project sponsors 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 of DBI. 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 (mph). Reclaimed water must be used if required by Article 21, Sections 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.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction emissions. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary, the contribution to the cumulative context is so small as to be virtually immeasurable, and as all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented, the

contribution of construction emissions associated with the proposed project would not be cumulatively considerable.

Operational Air Quality Emissions. Project operation would affect local air quality by increasing the number of vehicles on nearby roads and at the project site, and by introducing stationary emissions to the project site. Transportation vehicles are the primary source of operational project-related emissions.[17] According to the BAAQMD guidance for CEQA analysis, a project would have potentially significant emissions impacts if the project were to generate more than 2,000 vehicle trips per day. Based on the transportation analysis for the proposed project, the project would generate up to about 200 vehicle trips per day, well below the BAAQMD's threshold for air quality analysis. Therefore, consistent with BAAQMD guidance, no quantitative analysis of transportation air quality is required, and the project would not result in a significant effect with regard to operational air quality. The project would be generally consistent with the General Plan, which does not project a population increase in excess of that forecast in the Bay Area 2000 Clean Air Plan. The General Plan, Planning Code, and City Charter implement various Transportation Control Measures identified in the Clean Air Plan through the City's Transit First Program, bicycle parking requirements, transit development fees, and other actions. In light of the above, the project would not contribute considerably to cumulative air quality impacts.

Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be relatively minimal compared to transportation emissions, and would be considered less than significant. The project would not violate any BAAQMD ambient air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, no significant operational air quality impacts would be generated by the project.

Toxic Air Contaminants/Roadway Particulate Exposure. The California Air Resources Board (ARB) established its statewide comprehensive air toxics program in the early 1980s. The ARB 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. The ARB 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

[17] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

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, the ARB 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."[18] 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.[19] Consistent with ARB 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 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).[20] If this standard is exceeded, the

18 California Air Resources Board, *2005 Air Quality and Land Use Handbook: A Community Health Perspective*, http://www.arb.ca.gov/ch/landuse.htm, accessed October 28, 2009.

19 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 October 28, 2009.

20 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.)

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 150 Otis Street is located within the Potential Roadway Exposure Zone, as mapped by DPH. In consultation with DPH, an Air Quality Assessment was prepared.[21] Results of the assessment indicate that the project site does not exceed a PM2.5 concentration greater than 0.2 micrograms per cubic meter. Thus, the project would result in a less-than-significant impact related to exposure of sensitive receptors within the project site to high concentrations of roadway-related pollutants.

7e. Odors. The project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of odors. If the commercial space were to be used as a restaurant, odor control would be implemented through the permitting process for the use. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore would not adversely affect project residents.

Cumulative Air Quality. The proposed project would be generally consistent with the *General Plan* and air quality management plans such as the *Bay Area 2000 Clean Air Plan*, and the *Bay Area 2005 Ozone Strategy*. Additionally, the General Plan, Planning Code, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *Bay Area 2005 Ozone Strategy* or the *2001 Ozone Attainment Plan*, which are the applicable regional air quality plans developed to improve air quality towards attaining the state and federal air quality standards. As such, operational characteristics of the proposed project would not result in cumulatively considerable increases in regional air pollutants.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8.	**GREENHOUSE GAS EMISSIONS Would the project**					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b)	Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒	☐

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 GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2E).[22]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.[23]

[22] 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.

[23] California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: http://www.climatechange.ca.gov/publications/faqs.html. Accessed March 2, 2010.

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO_2E ($MMTCO_2E$), or about 535 million U.S. tons.[24] 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.[25] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[26] Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.[27]

Senate Bill 97 (SB 97) requires the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. The Natural Resources Agency adopted OPR's CEQA guidelines on December 30, 2009, amending various sections of the guidelines to provide guidance for analyzing GHG emissions. Specifically, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. OPR's amendments to the CEQA Guidelines have been incorporated into this analysis accordingly.

8a. Project Greenhouse Gas Emissions. The most common GHGs resulting from human activity are CO_2, CH_4, and N_2O.[28] State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes and are therefore not applicable to the proposed project. The GHG calculation presented in this analysis

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[24] California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan." http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

[25] Ibid.

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

[27] Ibid.

[28] Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf. Accessed March 3, 2010.

includes an estimate of emissions from CO_2, N_2O, and CH_4. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during their construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity on site by adding 76 studio residences and seven employees to the site that is currently used for City storage and as a seasonal homeless shelter during winter months, serving approximately 60 people and employs two daytime employees with additional staff at night when the shelter is open. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations associated with energy use, water use and wastewater treatment, and solid waste disposal. GHG emissions from water use and wastewater treatment are presented for the proposed project.

The proposed project is expected to generate 709 metric tons of carbon dioxide equivalents ($MTCO_2E$) over an approximately 24-month construction period.[29] Direct project emissions of carbon dioxide equivalents (including CO_2, NO_x, and CH_4 emissions) include 250 $MTCO_2E$/year from transportation, and 133 $MTCO_2E$ /year from heating. The project would also indirectly result in GHG emissions from off-site electricity generation at power plants (approximately 83 $MTCO_2E$/year), energy required to convey, pump and treat water and wastewater (approximately 47 $MTCO_2E$/year), and anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 2 $MTCO_2E$/year), for a GHG emissions total of approximately 514 $MTCO_2E$/year. Construction and annual emissions represent less than 0.01 percent of the Bay Area's GHGs emitted in 2007.[30]

The GHG estimate above does not include emission reductions from compliance with the City's regulations that would reduce the project's GHG emissions. Specifically, the proposed project would include the following project design features as required by city regulations.

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[29] 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.

[30] Bay Area Air Quality Management District. *Source Inventory of Bay Area Greenhouse Gas Emissions.* Updated: February 2010. 939 Ellis Street, San Francisco, CA 94109. The Bay Area Air Quality Management District reported regional Bay Area GHGs emissions in 2007 at approximately 95.8 $MMTCO_2E$. Bay Area 2007 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.

- **Stormwater Management**. The project must meet the "Best Management Practices" and "Stormwater Design Guidelines" of the San Francisco Public Utilities Commission, and must meet or exceed applicable LEED SS 6.1 and 6.2 guidelines (Building Code Section 1304C.0.3). These guidelines emphasize low impact development using a variety of best management practices for treating stormwater runoff and reducing impervious surfaces.
- **Solid Waste**. The project would be required to provide areas for recycling, composting and trash storage, collection and loading that is convenient for all users to separate those three material streams, and must provide space to accommodate a sufficient quantity and type of containers to be compatible with current methods of collection (Building Code Section 1304C.0.4).
- **On-Site Retention of Historical Features**. The project would gain additional LEED points or credits for retention and in-situ reuse or restoration of certain character defining features (Building Code Section 1304C.0.6).
- **Construction Debris Management**. The project sponsor must submit documentation to verify that diversion of at least 75 percent of the project's construction debris was achieved (LEED® MR2.2)(Building Code Section 1304C.1.3.4).
- **LEED-Certified Energy Efficiency.** If the project's building permit is submitted before January 1, 2012, the proposed project is required achieve LEED Silver certification (Building Code Section 1304C.3.2.1).
- **Use of Low-Emitting Materials.** The project sponsor must submit documentation to verify the use of low-emitting materials for adhesives, sealants, paints, coatings, and carpets, as applicable (LEED credits IEQ4.1, IEQ4.2, and IEQ4.3) (Building Code Section 1304C.3.2.2).
- **Water Conservation**. require projects to meet the following minimum standards: (1) all showerheads have a maximum flow of 2.5 gallons per minute (gpm), (2) all showers have no more than one showerhead per valve, (3) all faucets and faucet aerators have a maximum flow rate of 2.2 gpm, (4) all toilets have a maximum rated water consumption of 1.6 gallons per flush (gpf), (5) all urinals have a maximum flow rate of 1.0 gpf, and (6) all water leaks have been repaired (Building Code Chapter 13A and Housing Code Chapter 12A).

San Francisco has been actively pursuing cleaner energy, alternative transportation, and solid waste policies, many of which have been codified into the regulations listed above. In an independent review of San Francisco's community-wide emissions it was reported that San Francisco has achieved a 5 percent reduction in community-wide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.[31]

[31] *City and County of San Francisco: Community GHG Inventory Review.* August 1, 2008. IFC International, 394 Pacific Avenue, 2nd Floor, San Francisco, CA 94111. Prepared for City and County of San Francisco, Department of the Environment.

As infill development, the proposed project would be constructed in an urban area with good transit access, reducing regional vehicle trips and vehicle miles traveled. Additionally, compliance with the City's regulations, as discussed above, would reduce the project's overall GHG emissions. Given that San Francisco has implemented binding and enforceable programs to reduce GHG emissions applicable to the proposed project and that San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels, the proposed project's GHG emissions would result in a less-than-significant impact.

8b. Consistency with Applicable Plans. Both the State and the City of San Francisco have adopted programs for reducing greenhouse gas emissions, as discussed below.

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

Pursuant to AB 32, the ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.[32] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see Table 3). The ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[33] Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

[32] ARB, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

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

Table 3 – GHG Reductions from the AB 32 Scoping Plan

Reduction Measures	GHG Reductions (MMT CO_2E)
Reduction Measures By Sector	
Transportation	62.3
Electricity and natural gas	49.7
Industry	1.4
Landfill methane control measure (discrete early action)	1
Forestry	5
High global warming potential GHGs	20.2
Additional reductions needed to achieve the GHG cap	34.4
Total	**174**
Other Recommended Measures	
Government operations	1-2
Agriculture - methane capture at large dairies	1
Methane capture at large dairies	1
Additional GHG Reduction Measures	
Water reduction measures	4.8
Green buildings measures	26
High recycling/zero waste measures: commercial recycling, composting, anaerobic digestion, extended producer responsibility, and environmentally preferable purchasing	9
Total	**42.8-43.8**

Source: ARB, California's Climate Plan: Fact Sheet, "Balanced and Comprehensive Mix of Measures."

AB 32 also anticipates that local government actions will result in reduced GHG emissions. The ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves, and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions. This is because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by the ARB. SB 375 also includes provisions for

streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years, and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

City and County of San Francisco GHG Reduction Strategy. In addition to the State's GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local level. The vision of the strategy is expressed in the City's Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (General Plan, Sustainability Plan, etc.), policies (Transit-First Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies, and regulations highlight some of the main components of San Francisco's GHG reduction strategy.

Overall GHG Reduction Sector

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 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 Emissions*.[34] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG 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.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG 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 following GHG emission reduction limits for San Francisco and the target dates to achieve them:

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

[34] 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.

Transportation Sector

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy (Article 8A, Section 8A.115. of 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 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 particulate matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

San Francisco Municipal Transportation Agency's Climate Action Plan. In November 2007 voters passed Proposition A, requiring the SFMTA to develop a plan to reach a 20 percent GHG reduction below 1990 levels by 2012 for the City's entire transportation sector, not merely in the SFMTA's internal operations. SFMTA has prepared a *Draft Climate Action Plan* outlining measures needed to achieve these targets.

Commuter Benefit Ordinance. The Commuter Benefit Ordinance (Environment Code, Section 421), effective January 19, 2009, requires all employers in San Francisco that have 20 or more employees to offer one of the following benefits: (1) A Pre-tax Transit Benefit, (2) Employer Paid Transit Benefits, or (3) Employer Provided Transit.

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 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 San Francisco's streetscape, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

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.

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. 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.

Green Building

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.

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 stormwater 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.[35]

Waste Reduction

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

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 72 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 percent of the material from landfills. This ordinance applies to all construction, demolition, and remodeling projects within the City.

Universal Recycling and Composting Ordinance. Signed into law on June 23, 2009, this ordinance requires all residential and commercial building owners to sign up for recycling and composting services. Any property owner or manager who fails to maintain and pay for adequate trash, recycling, and composting service is subject to liens, fines, and other fees.

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 many stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

AB 32 contains a comprehensive approach for developing regulations to reduce statewide GHG emissions. The ARB 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 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 Scoping Plan 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 evidenced above, the City has already implemented several of these measures that require local government action, such as the Green Building Ordinance, a zero waste strategy, the Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions. These programs (and others not listed) collectively comprise San Francisco's GHG reduction strategy and continue 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. The City's GHG reduction strategy also furthers the State's efforts to reduce statewide GHG emissions as mandated by AB 32.

The proposed project would be required to comply with GHG reduction regulations as discussed above, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of proposed project. Given that the City has adopted numerous GHG

reduction strategies recommended in the AB 32 Scoping Plan; that the City's GHG reduction strategy includes binding, enforceable measures to be applied to development projects, such as the proposed project; and that the City's GHG reduction strategy has produced measurable reductions in GHG emissions, the proposed project would not conflict with either the state or local GHG reduction strategies. In addition, the proposed project would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the proposed project would have a less-than-significant impact with respect to GHG emissions.

Cumulative Greenhouse Gas Emissions. As discussed above, the project would be consistent with state and local plans and regulations that address the project's GHG emissions; thus, it can be presumed that the project would not have cumulatively considerable GHG emission impacts.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9.	**WIND AND SHADOW—Would the project:**					
a)	Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b)	Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

9a. Wind. Wind impacts are generally caused by large building masses extending substantially above their surroundings and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed project would involve the addition of a 17' by 25' by 110' elevator shaft/trash room on the west side of the existing 116.5-foot-tall building. This addition is not anticipated to result in adverse effects on ground-level winds. Additionally, the proposed project would not affect the climate in either the neighborhood or region. The addition of the elevator shaft would have little potential to cause substantial wind acceleration. In view of the above, the proposed project not would result in a significant wind impact. Therefore, the project would not alter wind in a manner that substantially affects public areas, and wind impacts would be less than significant.

9b. Shadow. Section 295 of the Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures

during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. The elevator shaft at the rear of the building would not reach any of the nearby parks because of their location and the presence of intervening buildings. The net new shading that would result from the project's construction is expected to be limited in scope due to the small area of the elevator shaft. It would not increase the total amount of shading above levels that are common and generally accepted in urban areas. The project sponsor has submitted a Prop K shadow study, due to the addition of the elevator shaft. The proposed project would not cast new shadow on any properties under the jurisdiction of the Recreation and Park Commission.[36] Due to the dense urban fabric of the City, the loss of sunlight on other property is rarely considered by the Planning Department to be a significant physical environmental impact under CEQA. Although an increase in shadow on the property adjacent to the site, which includes an open plaza, may be regarded as an inconvenience, increased shadow as a result of the proposed project would be a less-than-significant impact.

Cumulative Wind and Shadow Impacts. Given the distance between the project site and other foreseeable projects in the vicinity, such as development anticipated under the Market and Octavia Area Plan, and the residential projects approximately one-third of a mile east of the project site at Mission and 10th Streets, the project would not result in cumulatively considerable wind impacts or new shading effects on public open spaces.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
10. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐

[36] The Prop K shadow study reviews the project for compliance with Section 295 of the Planning Code, which restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. The Planning Department issued its determination of compliance with Section on March 19, 2010. This report is available as Case No. 2008.1398K.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

10a–c. Parks and Recreation. In 1998, the City of San Francisco initiated the Great Parks for a Great City Assessment Project to determine the condition of the park system as well as to determine future needs. In August of 2004, the San Francisco Recreation and Park Department published a Recreation Assessment Report that evaluates the recreation needs of San Francisco residents.[37] Nine service area maps were developed for the Recreation Assessment Report. The service area maps were intended to help Recreation and Park Department staff and key leadership assess where services are offered, how equitable the service delivery is across the City and how effective the service is as it applies to participating levels overlaid against the demographics of where the service is provided. The project site is located in an area identified in the San Francisco General Plan as a high need area for recreational facilities and improvements (to be given the highest priority for new parks and recreational facilities in the City).[38]

Parks and recreational facilities in the area include Patricia's Green in Hayes Valley (aka Hayes Green; 0.5 mile), Civic Center Plaza (0.6 mile), Koshland Park (0.5 mile), and Rose-Page Mini Park (0.4 mile).The addition of 76 projected residents would incrementally increase the demand for park and recreation services and facilities in the area, but not in excess of the amounts provided for in the project vicinity. Residents would likely use Patricia's Green at Hayes Valley, Civic Center Plaza, or Yerba Buena Gardens, which is 1.3 miles from the project site and accessible via the 14-Mission bus line.

With the projected addition of 76 residents and seven employees, the proposed project would not require the construction or expansion of offsite recreation facilities. The increase in demand would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use and

37 San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, and is available at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310.

38 San Francisco Planning Department, Recreation and Open Space Element of the San Francisco General Plan, Map 9: Open Space Improvement Priority Plan, adopted July 1995.

therefore, the proposed project would not result in substantial physical deterioration of existing recreational resources. The impact on recreational facilities would, therefore, be less than significant.

Cumulative Recreation Impacts. Recreation facility use in the project area would also likely increase with development anticipated under the Market and Octavia Area Plan and projects approximately one-third of a mile east of the project site at Mission and 10th Streets. Compliance with Planning Code open space requirements would ensure future impacts to recreation resources from cumulative development would not be cumulatively considerable. The proposed project would not contribute to cumulative impacts on recreational resources overall.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11.	**UTILITIES AND SERVICE SYSTEMS—Would the project:**					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

The project site is served by existing utilities and public services including wastewater collection and transfer, stormwater drainage, solid waste collection and disposal, police and fire services, and power, water, and communication facilities. The project would increase demand for and use of public services

and utilities on the site and would add to cumulative water and energy consumption, but not in excess of amounts projected by agencies responsible for management of those services and utilities.

11a–c and e. Wastewater/Stormwater. Project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. Because the NPDES standards are set and regulated by the Bay Area Regional Water Quality Control Board (RWQCB), the project would not conflict with RWQCB requirements. The project would not require substantial expansion of wastewater/stormwater treatment facilities or an extension of a sewer trunk line as the site is currently served by existing facilities. As no new wastewater/stormwater infrastructure would be required to serve the project, no significant impact would result from the proposed new construction.

11d. Water Supply. The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be required to incorporate water-conserving measures, such as low-flush toilets and urinals, in compliance with California State Building Code Section 402.0(c). Sufficient growth to accommodate the proposed project's residential population was assumed in the SFPUC's 2005 Urban Water Management Plan (UWMP) and an adequate water supply would be available for the proposed project.[39] Thus, project impacts on water supply would be less than significant.

11f and g. Solid Waste. Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The landfill has a permitted peak maximum daily disposal of 11,150 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. The landfill has an annual solid waste capacity of 2,226,500 tons from the City of San Francisco. However, the City is well below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005.

Recycling, composting, and waste reduction efforts are expected to increasingly divert waste from the landfill. The City Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. The project's residents and employees would be expected to participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. The

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39 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.

Altamont Landfill is expected to remain operational for 20 or more years, and has current plans to increase capacity by adding 250 additional acres of fill area. With the City's increase in recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the impacts on solid waste facilities from the project would be less than significant.

Cumulative Utilities and Service Systems Impacts. As no new wastewater/stormwater infrastructure would be required to serve the project, a less-than-significant impact would result from the project's construction. The project would be within the projected population growth for the City of San Francisco and would therefore not exceed the UWMP's water supply projections. Since the proposed water demand could be accommodated by existing and anticipated sources under the UWMP, and would include water conservation devices, it would not result in a substantial increase in water use and could be served from existing water supply entitlements and resources. The impacts on solid waste facilities related to the development of the project would be less than significant given the adequate existing and anticipated increase in solid waste recycling and the proposed landfill expansion capacity.

Cumulative development in the project area, including the development anticipated under the Market and Octavia Area Plan, and the residential projects approximately one-third of a mile east of the project site at Mission and 10th Streets, would incrementally increase demand on Citywide utilities and service systems. Given that the City's existing service management plans address anticipated growth in the region, the project in combination with other cumulative projects, would not be expected to have cumulatively considerable impacts on utility service provision or facilities under future conditions. The project would not contribute considerably to cumulative impacts related to utilities and service systems.

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

12a. Governmental Facilities and Services

Police Protection Services. Development of the project would bring new 76 residents and seven employees to the project area. This increased intensity of uses could potentially increase the service calls to the San Francisco Police Department (SFPD) and could require increased crime prevention activities and additional policing of the project area. The project site is in the Southern Station jurisdiction of the SFPD, located at 850 Bryant Street, approximately 1.4 miles from the project site.[40]. The closest police station is the Mission Station at 630 Valencia Street, approximately 1 mile from the project site. No new stations are proposed in the project vicinity; however, the SFPD has sufficient resources to accommodate a project of this size. Given the scale of the proposed project, it would not necessitate the construction of a new police station. Overall, the project would have a less-than-significant impact on police protection services.

Fire Protection Services. The project would increase the demand for fire protection services within the project area. The project area is served by Station 36 (at 109 Oak Street) of the San Francisco Fire Department (SFFD). Traffic delays and added call volume may result for the SFFD, due to cumulative development in the project area; however, the SFFD is able to minimize potential impacts by shifting primary response duties to other nearby fire stations. By replacing the existing storage and temporary shelter uses with permanent residential uses on site, the number of calls for services from the project site would be expected to increase. However, the increases would be incremental and would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City.

40 San Francisco Police Department website: http://sf-police.org/. Accessed February 11, 2010.

The project would be required to comply with all regulations of the 2001 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. In addition, occupants of the proposed building would contribute to congestion if an emergency evacuation of the area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Project construction would be required to conform to the provisions of the Building and Fire Codes, which require additional life safety protections for high-rise buildings. The project would comply with those provisions. The proposed project would also not create the need for new fire protection facilities that would result in impacts to the physical environment. Overall, the proposed project would result in less-than-significant impacts related to fire protection services.

Schools. The nearest public schools are Marshall Elementary School at 1575 15th Street (0.3 mile from project site); Everett Middle School at 450 Church Street (0.9 mile from project site); and Mission High School at 3750 18th Street (1.0 mile from project site). The 76 residents of the proposed project's single-occupancy units would be formerly homeless veterans, anticipated to be senior citizens; thus, it is unlikely that any school age children would occupy the proposed project.

In the last decade, overall SFUSD enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow.[41] The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of Fall 2008 was 55,272. SFUSD is adopting a new student assignment policy to manage the projected growth in students. An increase in students associated with the proposed project would not substantially change

41 San Francisco Unified School District, *Capital Plan FY 2010-2019*, September 2009. Available at http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf. Accessed February 11, 2010.

the demand for schools, and no new facilities are expected to be needed to accommodate the students. The proposed project would thus result in a less-than-significant impact on schools.

Cumulative Public Services Impacts. Cumulative development in the project area, including development anticipated under the Market and Octavia Area Plan and residential projects at Mission and 10th Streets, would incrementally increase demand for public services, including police, fire protection and schools, but not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not contribute to cumulatively considerable impacts related to public services.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
13. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒

13a–d and f. Habitat and Wildlife. The project site is within a developed urban area and is completely covered by impervious surfaces. The site, therefore, does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect or diminish plant or animal habitats, including riparian or wetland habitat. The proposed project would not interfere with any resident or migratory species, or affect any rare, threatened, or endangered species. There are no adopted habitat conservation plans applicable to the project site.

13e. Trees. The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Sections 801 et seq., to require a permit from the DPW to remove any protected trees. Protected trees include landmark trees, significant trees, and street trees located on private or public property. No trees exist on the project site. Adjacent to the building along Otis Street are six mature street trees, which would remain. Based on the conditions discussed above, the project site and its surroundings provide no important biological habitats. Because the proposed project would not have a significant impact on rare, threatened, or endangered species or their habitats, or resident or migratory species or their habitats, and would not conflict with the new Board of Supervisors legislation regarding significant tree removal, project biological resource impacts would be less than significant.

Cumulative Biological Resources Impacts. As described above, the project site does not contain biological resources, and the project would have no impact. Subsequently, cumulative development in the project vicinity would not combine with the project to impact biological resources. Thus, the proposed project and other projects in the area would not have a significant cumulative impact on biological resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
	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.)	☐	☐	☒	☐	☐
	ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
	iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
	iv) Landslides?	☐	☐	☒	☐	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
f)	Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐

Construction would require the installation of micropiles and excavation to a depth of 5′ 8″ below the existing slab. Soil removed from the site would be trucked to an appropriate landfill following testing pursuant to City and State requirements.

14a and c. Seismic and Geologic Hazards. The San Francisco General Plan Community Safety Element contains maps that show areas of the City subject to geologic hazards. These maps indicate that the southwest corner of the project site is located in an area of liquefaction potential (Map 4).[42] For any development proposal located in an area of liquefaction potential, DBI may require the project sponsor to prepare an updated geotechnical report pursuant to the State Seismic Hazards Mapping Act as part

42 San Francisco General Plan Community Safety Element, Map 4. Available at http://www.sf-planning.org/ftp/General_Plan/images/I8.community_safety/Map4.gif

of its review of the building permit application. A geotechnical investigation was conducted for the proposed project.[43]

The geotechnical report assesses the nature and severity of the hazards on the site and recommends project design and construction features that would reduce the hazards. The report notes that the primary geotechnical issues for the project are the presence of groundwater near the basement floor, developing foundations capable of resisting potential seismic overturning forces associated with the building's height (9 stories) to narrow base dimension (44 feet), and the potential surcharge loads on the BART tunnel that runs in front of the project site under Otis Street. The report concludes that the proposed project can be constructed as planned provided the geotechnical recommendations presented in the report are incorporated into the design.

Use of the building became limited after the 1989 Loma Prieta earthquake due to seismic safety concerns. The proposed project would bring the building up to current seismic safety standards in conformance with the San Francisco Building Code. Decisions about appropriate foundation design and whether additional background studies are required would be considered as part of the Department of Building Inspection (DBI) review process. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI review of the building permit application and geotechnical report pursuant to its implementation of the Building Code. In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards.

14b. Erosion. Because the project sponsor is required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program "Checklist for Construction Requirements," implementation of erosion and sedimentation control measures, as required by the City and/or resources agencies, would minimize short-term construction-related erosion impacts to less than significant.

14d–f. Soils and Topography. The project site is located on flat terrain in an area of San Francisco that is underlain by beach and dune sand; it is not located on expansive soil. Septic tanks and/or alternative

43 Treadwell and Rollo, *Geotechnical Investigation, 150 Otis Street, San Francisco, California*, March 22, 2010. This report is available upon request as part of Case No. 2008.1398E.

wastewater disposal systems would not be required for the development of the proposed project. There are no unique geologic or physical features on the site. Thus, the project would have no impact on these topics.

Cumulative Geologic and Soil Impacts. Geology impacts are generally site specific and do not have cumulative effects with other projects. Thus, the project would not contribute to any significant cumulative effects on geology or soils.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15.	**HYDROLOGY AND WATER QUALITY— Would the project:**					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐
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)?	☐	☐	☐	☒	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

15a and f. Water Quality and Groundwater. The proposed project would not substantially degrade water quality or contaminate a public water supply. Groundwater is not used as a drinking water supply in San Francisco. The project site is completely covered with impervious surfaces, and natural groundwater flow would continue under and around the site. The proposed project would not increase impervious surface coverage on the site nor reduce infiltration and groundwater recharge. Therefore, the proposed project would not substantially alter existing groundwater or surface flow conditions.

During construction, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, and expansion of the existing footings. Once in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into the San Francisco Bay. Stormwater runoff from project construction would drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Building Code and the City's National Pollutant Discharge Elimination System (NPDES) permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. During project operation, all wastewater from the proposed project building and stormwater runoff from the project site would be treated at the Southeast Water Pollution Control Plant. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During operation and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not substantially degrade water quality.

15c–e. Drainage and Surface Runoff. Site runoff would continue to drain to the city's combined storm and sanitary sewer system. Because stormwater flows from the proposed project could be accommodated by the existing combined sewer system, and because there would not be an expected increase in stormwater flows, the proposed project would result in a less-than-significant impact on drainage and surface runoff.

15g–i. Flood Hazard. The site is not within a flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps. The site is not subject to flooding by failure of a levee or dam. Thus, the project would have no impacts regarding flood hazards.

15j. Seiche, Tsunami, Mudflow. The site is not on the San Francisco 20-foot Tsunami Runup Map; therefore, no significant tsunami hazard exists at the site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the site. There is no mudslide hazard at the project site because the site and vicinity are fully-developed with no erosion-prone slopes. Thus, there would be no project-related significant impact from seiche, tsunami, or mudflow hazard.

Cumulative Hydrology Impacts. The proposed project would not have a significant impact on water quality standards, groundwater, drainage, or runoff, and thus would not contribute considerably to cumulative impacts in these areas. Similarly, the project would no increase or decrease the amount of impervious surfaces, and thus would not contribute considerably to any potential cumulative stormwater impacts. Flood and inundation hazards are site-specific; thus, the proposed project would have no cumulatively considerable impacts. Cumulative development in the project area could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC, which provides wastewater treatment in the City, has accounted for such growth in its service projections. Thus, the project would not contribute to any cumulatively considerable impacts on hydrology or water quality.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
16. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒	☐

16a. Use of Hazardous Materials. The project would involve the development of 76 residential units, which would result in the use of relatively small quantities of hazardous materials for routine purposes. The development would likely handle common types of hazardous materials, such as cleaners and disinfectants. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards related to hazardous materials. Thus, there would be less-than-significant impacts related to hazardous materials use, with development of the proposed project.

16b and d. Release of Hazardous Materials and Hazardous Materials Sites List.

Potential Impacts Related to Materials in Soil or Groundwater.

A Phase I Environmental Site Assessment (ESA) was prepared for the project site to assess possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil or groundwater quality.[44] The ESA also reviewed the land use history of the project site and operating practices at or near the site to assess potential hazards from reported chemical releases on nearby properties and the potential migration of chemicals, contaminants, and toxics onto the project site.

The site was used as a juvenile court and detention facility from 1916 until the 1950s, and as a City public welfare office from the 1950s to 1989. Currently the building is used as a seasonal shelter and for storage of surplus office equipment on floors 4 through 9. A basement currently contains a boiler room and other storage areas. Groundwater is locally encountered at depths of approximately 7 and 8 feet below ground surface and generally flows toward the southeast. A review of environmental regulatory agency lists and records found no files regarding the project site in regards to adverse environmental conditions. The report focused on offsite facilities with known contamination in soil and groundwater that were most likely to represent potential environmental concerns at the project site. Three nearby sites were discussed in the Phase I ESA report.

The property immediately to the north and upgradient of the project site is 1 McCoppin Street, an AT&T facility. In 1985, two underground storage tanks (USTs) were replaced with one 8,000-gallon diesel UST, three groundwater monitoring wells were installed in the vicinity of the USTs, due to elevated levels of extractable petroleum hydrocarbons (TEPH) and total volatile hydrocarbons. Groundwater sampling was conducted in 1999, and on February 17, 2000, the San Francisco Department of Public Health (DPH) issued a Remedial Action Completion Certification letter confirming the completion of investigation and remedial action for the former USTs located at 1 McCoppin Street. On January 29, 2004, the 8,000-gallon diesel UST and associated piping were removed and soil sampling was conducted. On May 20, 2004, DPH issued a Remedial Action Completion Certification letter confirming the completion of investigation and remedial action for the closure of the 8,000-gallon UST.

A dry cleaning facility operated at 69 Duboce Avenue, approximately 600 feet upgradient of the project site, from 1927 until the 1990s. The site was listed on the State of California registered leaking

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44 Treadwell and Rollo, *Phase I Environmental Site Assessment, 150 Otis Street, San Francisco, California*, March 11, 2009. This report is available upon request as part of Case No. 2008.1398E.

underground storage tank (LUST) list. In June 1990, 10 USTs were removed from the property, and soil samples were taken from exploratory soil borings, which indicated elevated concentrations of total petroleum hydrocarbons as Stoddard solvent (TPH-s). Additional monitoring and sampling was conducted in 1993 and 1997, and on September 8, 1997, all groundwater monitoring wells at the property were decommissioned and DPH issued case closure with no additional remediation required.

A moving and storage facility at 150 Valencia Street, approximately 600 feet upgradient of the project site, was listed on the State of California registered LUST site. On August 26, 1999, a 200-gallon gasoline UST was removed from the property. Soil sampling was conducted. Due to the analytical results and the fact that there was no groundwater in the excavation, the property was granted case closure by DPH on October 1, 1999.

Potential Impacts Related to Building Materials

Asbestos-Containing Materials

The Phase I ESA conducted for the proposed project noted that asbestos-containing material was observed within the basement boiler room and that 0.84 tons of asbestos-containing waste from the project site was disposed at a landfill in 2005.[45] 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 BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD would inspect

45 Ibid.

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 material containing asbestos. Asbestos removal contractors must be certified as such by the Contractors State License Board. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the project site and the disposal of it. Pursuant to California law, the San Francisco Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would ensure that potential impacts of demolition due to asbestos would be reduced a less-than-significant level.

Lead-based Paint

Lead-based paint may be found within the existing on-site structure, constructed in 1916, which is proposed for renovation. Renovation of the existing building must comply with Chapter 34, Section 3407 of the San Francisco Building Code, "Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures." Where there is any work that may disturb or remove more than 10 total square feet of lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 34, Section 3407 requires specific notification and work standards and identifies prohibited work methods and penalties.

The code contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those in the *Department of Housing and Urban Development Guidelines* (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards), and identifies prohibited practices that may not be used to remove lead-based paint. Any person performing work subject to Chapter 34, Section 3407 must make all reasonable efforts during the course of work to prevent migration of lead-based paint contaminants beyond containment barriers, and any person performing regulated work shall make all reasonable efforts to remove visible lead-based paint contaminants from regulated areas of the property prior to completion of the work.

Chapter 34, Section 3407 also includes notification requirements, information the notice should contain, and requirements for signs. Notification includes notifying bidders of any paint-inspection reports that verify the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; 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; the approximate number of dwelling units, if any; the dates by which the responsible party has fulfilled or would fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who would perform the work. The ordinance contains provisions regarding inspection and sampling for compliance by the DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these regulations and procedures contained in the Building Code would ensure that potential impacts of disturbance due to lead-based paint would be reduced to a less-than-significant level.

PCBs and Other Building Materials

The existing building may contain polychlorinated biphenyls (PCBs) and mercury. Inadvertent release of such materials could expose construction workers, occupants, or visitors to these substances, which could result in various adverse health effects if exposure were of sufficient quantity. Although abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with OSHA worker protection requirements. These regulations and procedures, already established as a part of the permit review process, would ensure that potential project impacts related to other potential hazardous materials would be reduced to a less-than-significant level.

16c. Proximity to Schools. The project site is not located within one-quarter mile of an existing or proposed school. Thus, this topic is not applicable.

15e and f. Airports and Airstrips. The project site is not located within an airport land use plan area or in the vicinity of a public or private airstrip. Thus, this topic is not applicable.

15g and h. Fire Safety and Emergency Access. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the project would not have a significant impact on fire hazards nor interfere with emergency access plans.

Cumulative Hazards Impacts. Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety requirements discussed for the proposed project above, which would reduce any hazard effects to less-than-significant levels. Overall, the project would not contribute to cumulatively considerable significant effects related to hazards and hazardous materials.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the 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 not adequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. However, because the project site is already developed, future evaluation or designation of the site would not affect or be affected by the project. There are no operational mineral

resource recovery sites in the project vicinity whose operations or accessibility would be affected by the construction or operation of the project.

17a–b. Mineral Resources. No known mineral deposits exist at the project site. Thus, the project would not result in the loss of availability of a locally- or regionally-important mineral resource. The project would not have a significant impact on mineral resources.

17c. Energy. The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation enforced by the DBI. Other than natural gas and coal fuel used to generate the electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource.

San Francisco's 2002 *Electricity Resource Plan* discusses sources for electricity and projected citywide demand.[46] The Pacific Gas & Electricity peak load forecast is approximately 1,200 megawatts, while the available capacity is over 1,700 megawatts. The City plans to reduce consumption by 107 megawatts by 2012 through various energy efficiency strategies. Any new developments, including the project, would be expected to conform to new City policies designed to reduce energy consumption. While the project would increase new demand for electricity services, the project-generated demand for electricity would be negligible in the context of the overall consumer demand in San Francisco and the state. Therefore, the project would not, in and of itself, generate a significant demand for energy and a major expansion of power facilities. For this reason, the project would not cause a wasteful use of energy and would not have a significant effect on natural resources.

Cumulative Mineral and Energy Resources Impacts. As described above, no known minerals exist at the project site, and therefore the project would not contribute to any cumulative impact on mineral resources. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The CEC is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area,

46 San Francisco Public Utilities Commission and San Francisco Department of the Environment, *The Electricity Resource Plan*, 2002. Available at: http://sfwater.org/detail.cfm/MC_ID/12/MSC_ID/138/MTO_ID239/C_ID/1346. Accessed July 8, 2008.

and elsewhere in the state. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the project would not result in a significant physical environmental effect or contribute to a cumulative impact. Overall, the project would not have cumulatively considerable impacts related to mineral and energy resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **—Would the project**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☐	☒

18a–e. Agriculture and Forest Resources. The project site is located within an urbanized area of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as "Urban and Built-up Land" (Department of Conservation, 2002). Because the site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-

agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. No part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland; therefore, the project would not conflict with zoning for, or cause rezoning of, forest land, result in the loss of forest land, or convert forest land to non-forest use. Thus, these topics are not applicable to the project.

Cumulative Agriculture and Forestry Impacts. As described above, the project would not have impacts related to agriculture and forestry resources; therefore, the project would not contribute to any cumulative considerable impacts on agricultural resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐	☐
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.)	☐	☐	☒	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☐

19a and c. Impacts. As assessed in the preceding sections of this Initial Study, no significant effects have been identified, and no mitigation measures have been incorporated into the project to address potential impacts.

19b. Cumulative Effects. The project site is in the Market and Octavia Plan Area, which encourages high-density residential development in areas with easy access to public transit. The *Market and Octavia Neighborhood Plan EIR* analyzes the impacts of the reasonably foreseeable development in the Market

and Octavia Plan Area, including the project site and site vicinity, and analyzes cumulative development in the vicinity of the project site.[47] Approximately 80 percent of the square footage in the Market and Octavia Plan Area would be residential, which could contain up to approximately 5,960 residential units by 2025.[48] Cumulative impacts were analyzed based on land use projections as well as currently proposed projects. The EIR concludes that implementation of the plan could generate two potentially significant and unavoidable shadow impacts (on the War Memorial Open Space, United Nations Plaza), seven traffic intersection impacts (at the intersection of Hayes/Gough, Hayes/Franklin; Laguna/Market/Hermann/ Guerrero; Market/Sanchez/Fifteenth; Market/Church/Fourteenth; Mission/Otis/South Van Ness; and Hayes/Van Ness), and transit service degradation due to the traffic intersection impacts. The proposed project would not contribute to the shadow impacts, and because of its minimal contribution of auto trips, it would not substantially contribute to intersection impacts. The *Market and Octavia Neighborhood Plan EIR* found that all other potentially significant program-level impacts would be reduced to less than significant through mitigation measures. It also found that cumulative historic resource impacts would be less than significant.[49] Therefore, all potential cumulative impacts of the proposed project, which would be a small fraction of the development predicted by the Market Octavia Area Plan, would be less than significant for all checklist items.

F. PUBLIC NOTICE AND COMMENTS

A "Notification of Project Receiving Environmental Review" was mailed on January 15, 2010, to the owners of properties within 300 feet of the project site and to neighborhood groups. The Planning Department received telephone calls from one person, in response to the notice, requesting that the project sponsor make a presentation about the project to a neighborhood group, the Alliance for a Better District 6. No comments or concerns were expressed in response to the notification.

47 San Francisco Planning Department, *Market and Octavia Neighborhood Plan EIR*, April 5, 2007, Table 1-1, Summary of Significant Impacts and Mitigation Measures, pp. 1-9 and 1-38.

48 Ibid, Table 4-1, Projected Land Uses by Category in the Project Area (2025) Section 4.2, p. 44.

49 Ibid, Section 4.6, p. 174.

G. 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 March 30, 2010

H. INITIAL STUDY AUTHORS AND PROJECT SPONSOR TEAM

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Historic Preservation Commission Resolution No. XXXXX

HEARING DATE: APRIL 21, 2010

Date:	April 15, 2010
Case No.:	**2008.1398TZ**
Project Address:	**150 Otis Street**
Zoning:	P (Public Use District)
Proposed SUD:	Veterans Common Special Use District
Height/Bulk:	85-X
Proposed Ht/Bulk:	125-X
Block/Lot:	3513/007
Project Sponsor:	Supervisor David Chiu Kim Piechota, Chinatown Community Development Center
Staff Contact:	Diego R Sánchez – (415) 575-9082 diego.sanchez@sfgov.org

RESOLUTION OF THE HISTORIC PRESERVATION COMMISSION ADOPTING FINDINGS RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT A PROPOSED ORDINANCE ADDING PLANNING CODE SECTION 249.46 TO ESTABLISH THE VETERANS COMMONS SPECIAL USE DISTRICT, TO AMEND SHEET SU07 OF THE ZONING MAP TO REFLECT THIS NEW SPECIAL USE DISTRICT AND TO AMEND ZONING MAP SHEET HT07 TO CHANGE THE HEIGHT AND BULK DESIGNATION TO 125-X FOR THE PROPERTY AT 150 OTIS STREET (LOT 007 IN ASSESSOR'S BLOCK 3513) LOCATED ON THE WEST SIDE OF OTIS STREET BETWEEN MCCOPPIN STREET AND DUBOCE AVENUE, TO FACILITATE THE DEVELOPMENT OF 76 AFFORDABLE DWELLING UNITS, RESIDENTIAL SERVICES AND COMMON AREA AND ADOPTING ENVIRONMENTAL FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

WHEREAS, On March 16, 2010, Supervisor David Chiu introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 100330, attached as EXHIBIT A, which would amend the San Francisco Planning Code by adding Section 249.46 to create the Veterans Commons Special Use District ("SUD"), to amend Sheet SU07 of the Zoning Map of the City and County of San Francisco and to amend Sheet HT07 of the Zoning Map of the City and County of San Francisco to reflect this new SUD and change in height and bulk designation to allow dwelling units, social services and exceptions from the Planning Code for rear yard, usable open space dwelling unit exposure, bicycle parking, dwelling unit mix and density requirement for establishment of an affordable housing development at 150 Otis Street, located on the west side of Otis Street, between McCoppin Street and Duboce Avenue, (Lot 007 in Assessor's Block 3513).

Chinatown Community Development Center (hereinafter "Project Sponsor") proposes to establish on the Subject Property 76 affordable dwelling units and no more than 6,300 square feet of residential social service space on the lower floors. The Project will result in the beneficial reuse of a site currently serving as a seasonal homeless shelter and a storage site for the City of San Francisco. The Project will adaptively use and rehabilitate the subject property, which is designated as City Landmark #248.

The Planning Department (hereinafter, "Department") published a Preliminary Negative Declaration (hereinafter "PND") on March 31, 2010, analyzing the Proposed SUD and change in height and bulk designation and other actions related to the project (Case No. 2008.1398E). On April 21, 2010, the Department reviewed and considered the Final Negative Declaration (hereinafter "FND") and found that the contents of said report and the procedures through which the FND 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").

The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed text amendment and map change and adopt environmental findings on April 21, 2010.

The goal of this legislation is to allow the establishment of 76 permanently affordable dwelling units so as to provide affordable rental opportunities and social services for formerly homeless veteran households consistent with the goals of the General Plan and the Market and Octavia Plan.

The Department has not received any letters or phone calls in support or in opposition to the proposed Ordinance.

The proposed text amendment and map change will promote the following relevant objectives and policies of the General Plan:

HOUSING ELEMENT:

Objectives and Policies

OBJECTIVE 1
TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

Policy 1.1
Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

The proposed project is a high density development just to the west of the downtown area, situated in a building that the City of San Francisco has identified as part of its Surplus Property program. The proposed project will adaptively re-use a publicly held site that currently serves as a seasonal homeless shelter and a storage site for the City of San Francisco into 76 permanently affordable units for formerly homeless veterans and a resident manager and space for supportive social services for the residents of the building.

Policy 1.3
Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

The proposed project is a high density development just to the west of the downtown area within a building that has been identified by the City of San Francisco to be a part of its Surplus Property program.

Policy 1.5
Support development of affordable housing on surplus public lands.

The proposed project will adaptively re-use a publicly held site that currently serves as a seasonal homeless shelter and a storage site for the City of San Francisco and one that has been identified by the City of San Francisco to be a part of its Surplus Property program into 76 permanently affordable units for formerly homeless veterans and a resident manager and space for supportive social services for the residents of the building.

OBJECTIVE 3
ENHANCE THE PHYSICAL CONDITION AND SAFETY OF HOUSING WITHOUT JEOPARDIZING USE OR AFFORDABILITY.

Policy 3.1
Ensure that existing housing is maintained in a decent, safe, and sanitary condition, without increasing rents or displacing low-income households.

As part of the scope of work for the rehabilitation of the existing 90 plus year old structure, the project proposes seismic, building system, and accessibility upgrades as well as the reconfiguration of interior spaces and the addition of a new, exterior elevator tower. The project will create 76 units of permanently affordable housing for formerly homeless veterans and a resident manager.

Policy 3.5
Improve the seismic stability of existing housing without reducing the supply of affordable housing.

As part of the creation of 76 units of permanently affordable units, the project proposes seismic upgrades to meet current building code standards.

Policy 3.6

Preserve landmark and historic residential buildings.

The proposed project would result in the conservation of an existing historic resource.

OBJECTIVE 4
SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY.

Policy 4.1
Actively identify and pursue opportunity sites for permanently affordable housing.

The proposed project site is part of the City of San Francisco Surplus Property program, and as such is the result of the identification of sites for permanently affordable housing. The project proposes to create 76 units of permanently affordable housing on publicly held land.

Policy 4.3
Encourage the construction of affordable units for single households in residential hotels and "efficiency" units.

The project proposes to create 76 units of permanently affordable housing for formerly homeless veterans and a resident manager. The sizes of the proposed units are generally considered adequate for households of not more than one to two persons and it is anticipated that the vast majority of households in the proposed project will be households of not more than one person.

Policy 4.4
Consider granting density bonuses and parking requirement exemptions for the construction of affordable housing or senior housing.

As part of the entitlements being sought to realize the proposed project, a Special Use District will be created to grant a density bonus for the project. The creation of 76 units of affordable housing for formerly homeless veterans and a resident manager is a clear public benefit granted in exchange for the increased density at the site.

OBJECTIVE 5
INCREASE THE EFFECTIVENESS AND EFFICIENCY OF THE CITY'S AFFORDABLE HOUSING PRODUCTION SYSTEM.

Policy 5.2
Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.

The SUD will support a 100% affordable housing project in conjunction with a local non-profit, community-based organization dedicated to the provision of affordable housing and community services.

OBJECTIVE 8

ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

Policy 8.1
Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.

The proposed project will create 76 units of permanently affordable rental units. It is anticipated that a number of the residents will be elderly veterans and/or have special needs.

Policy 8.8
Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.

The proposed project will meet ADA requirements as imposed by the City of San Francisco to provide the maximum possible accessibility, given site and historic building constraints, for disabled and elderly occupants.

OBJECTIVE 10
REDUCE HOMELESSNESS AND THE RISK OF HOMELESSNESS IN COORDINATION WITH RELEVANT AGENCIES AND SERVICE PROVIDERS.

Policy 10.1
Focus efforts on the provision of permanent affordable and service-enriched housing to reduce the need for temporary homeless shelters.

The proposed project seeks to convert a site currently used as a seasonal shelter for the homeless into 76 units of permanently affordable dwellings with space on lower floors for social services designed and aimed for the residents of the project.

TRANSPORTATION ELEMENT:
Objectives and Policies

OBJECTIVE 11

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

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

The proposed project coordinates the establishment of 76 permanently affordable units for formerly homeless veterans and a resident manager with the rich network of public transit found along Market

Street, Mission Street and other intersections all within walking distance of the project site. Because off-street parking is not a part of the proposed project, there are no traffic problems to mitigate for the developer.

URBAN DESIGN ELEMENT:

Objectives and Policies

OBJECTIVE 2
CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.4
Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.5
Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

POLICY 2.7
Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Certificate of Appropriateness is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance. The Planning Department recommendation is that the project qualifies for a Certificate of Appropriateness, and, therefore, furthers these policies and objectives by maintaining and preserving the character-defining features of the subject property, which is a designated City Landmark.

AIR QUALITY ELEMENT:
Objectives and Policies

OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.2:
Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

The SUD will permit greater density adjacent to transit infrastructure thus reducing potential air quality impacts.

ENVIRONMENTAL PROTECTION ELEMENT:
Objectives and Policies

OBJECTIVE 4

ASSURE THAT THE AMBIENT AIR OF SAN FRANCISCO AND THE BAY REGION IS CLEAN, PROVIDES MAXIMUM VISIBILITY, AND MEETS AIR QUALITY STANDARDS.

Policy 4.2:
Encourage the development and use of urban mass transportation systems in accordance with the objectives and policies of the Transportation Element.

Because the proposed project does not include off-street parking spaces, residents of the project will be using mass transit and other forms of transportation to commute to their places of work and recreation.

OBJECTIVE 13
ENHANCE THE ENERGY EFFICIENCY OF HOUSING IN SAN FRANCISCO.

Policy 13.1
Improve the energy efficiency of existing homes and apartment buildings.

Policy 13.4
Encourage the use of energy conserving appliances and lighting systems.

Policy 13.5
Emphasize energy conservation in local government housing assistance programs.

As part of the renovation of the existing building, the proposed project will incorporate numerous energy efficiency improvements including the use of energy conserving appliances and lighting systems. The project sponsor will assure that the renovations achieve at least the City required minimum rating under the Green Point Rated system and the proposed project is also participating in the Energy Star pilot program.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.3:
Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

With the approval of the SUD, the proposed project will achieve a greater density adjacent to transit infrastructure thus encouraging less energy-intensive transit use.

MARKET AND OCTAVIA AREA PLAN
Objectives and Policies

OBJECTIVE 1.1
CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

POLICY 1.1.2
Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

The proposed project is located approximately two blocks from Market Street and Van Ness Avenue, and is well-served by transit that will allow residents of the development to easily travel throughout the City and Bay Region.

OBJECTIVE 2.2
ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

POLICY 2.2.5
Encourage additional units in existing buildings.

The proposed project seeks to create 76 permanently affordable units for formerly homeless veterans within an existing building that currently serves as a seasonal homeless shelter.

POLICY 2.2.6
Where possible, simplify zoning and planning controls to expedite the production of housing.

As part of the entitlements being sought to realize the proposed project, the creation of a Special Use District will enable the proposed project to meet planning controls for development on publicly held land.

OBJECTIVE 3.2
PROMOTE THE PRESERVATION OF NOTABLE HISTORIC LANDMARKS, INDIVIDUAL HISTORIC BUILDINGS, AND FEATURES THAT HELP TO PROVIDE CONTINUITY WITH THE PAST.

POLICY 3.2.5
Preserve landmark and other buildings of historic value as invaluable neighborhood assets.

The proposed project will result in the preservation of a landmark building, with improvements made that meet all applicable preservation codes and standards.

POLICY 3.2.6

Encourage rehabilitation and adaptive reuse of historic buildings and resources.

The proposed project is an adaptive re-use of the existing historically significant building. The proposal includes an upgrade to seismic system, building system, and accessibility of the building; the reconfiguration of interior spaces; the addition of a new, exterior elevator tower; the addition of new deck and entrances at rear; and the replacement of non-historic windows.

The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

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

   The proposed project will have no adverse affect upon the existing neighborhood serving retail uses. The addition of 76 dwelling units and accompanying social services will provide many new potential patrons for the existing neighborhood serving retail, preserving and enhancing the retail base in the immediate vicinity

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

   The proposed project will create 76 additional units of affordable housing for the area, thereby increasing and enhancing the cultural and economic diversity of the neighborhood. The proposed project will strengthen neighborhood character by respecting the character-defining features of the landmark building in conformance with the Secretary of the Interior's Standards for Rehabilitation.

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

   The proposed project will enhance the supply of affordable housing by adding 76 units.

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

   The proposed project will not impede Muni transit service or overburden streets or neighborhood parking as it is not expected that the residents of this project will own automobiles and it is anticipated that the residents will use public transit or walk as a means for mobility.

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 proposed project will have no adverse affects upon the industrial and service sectors stemming from commercial office development as the project proposes the creation of 76 affordable dwelling units.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life

in an earthquake;

The scope of rehabilitation for the proposed project includes seismic upgrades to protect against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The proposed project will result in the rehabilitation and continued preservation of a landmark building in accordance with the applicable standards. The project as proposed is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards for Rehabilitation.

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

The proposed project will not adversely affect parks and open space and their access to sunlight and vistas as the project has been determined to not cast net new shadow upon any parks or open areas.

Further, for the foregoing reasons and based on the facts presented, the Commission finds, pursuant to Section 302, that the public necessity, convenience, and general welfare require the adoption of this legislation.

NOW THEREFORE BE IT RESOLVED that the Commission hereby recommends that the Board of Supervisors ADOPT the proposed Ordinance.

I hereby certify that the foregoing Resolution was ADOPTED by the Historic Preservation Commission on April 21, 2010.

Linda Avery
Commission Secretary

AYES:
NAYS:
ABSENT:
ADOPTED:

Attachments: EXHIBIT A (Proposed Ordinance introduced by Supervisor Chiu)

FILE NO. ORDINANCE NO.

[Veteran Commons Special Use District.]

Ordinance adding Planning Code Section 249.46 to establish the Veteran Commons Special Use District for property located at 150 Otis Street, Block 3513, Lot 07; amending the City's Zoning Map, Sheets HT07 and SU07 to change the height district from 85 to 125 feet and reflect the boundaries of the Veteran Commons Special Use District; and making environmental findings and findings of consistency with the General Plan and the priority policies of Planning Code Section 101.1.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings. The Board of Supervisors of the City and County of San Francisco hereby finds and declares as follows:

(a) The legislation shall establish the Veteran Commons Special Use District that applies to property located at 150 Otis Street, Block 3513, Lot 07.

(b) It is an important policy of the City to provide permanent supportive housing and supportive services for homeless veterans.

(c) The lack of affordable housing with supportive services is one of the most significant impairments facing veterans as they re-enter the community to live independently. With affordable housing and supportive services, veterans are far more likely to find adequate employment and make a successful transition.

(d) There is a lack of affordable housing with supportive services for homeless veterans.

(e) Ensuring that housing, employment, case management, therapy, mentoring, and life skills are available will yield positive outcomes for veterans returning to the community.

(f) By providing housing and support for veterans, the City can address some of the following problems:

(1) According to the San Francisco Plan to Abolish Chronic Homelessness, prepared by the San Francisco Ten Year Planning Council, the San Francisco homeless veteran population is estimated that to be 3,000 homeless veterans, over 300 of those homeless veterans are chronically homeless.

(2) Many homeless veterans are over the age of 50, and suffer from multiple disabilities, including, without limitation, mental illness, chronic substance abuse, HIV, post traumatic stress disorder, and other severe mental health disorders and physical disabilities.

(3) San Francisco currently has only 102 veteran-specific supportive housing units.

(4) The San Francisco Ten Year Planning Council determined that the City must increase veteran-specific permanent supportive housing units and that this priority should commence immediately.

(g) Veteran Commons will provide accessible, affordable housing for homeless veterans, and will provide intensive supportive services designed to build community and stability among residents, including space for counseling, group meetings, and social activities.

(h) Veteran Commons will convert surplus City property for the City's immediate need for veteran-specific permanent supportive housing.

Section 2. Environmental Findings, General Plan Findings, and Other Required Findings.

(a) The Planning Department, in a mitigated negative declaration adopted on _____, 2010, has determined that the actions contemplated in this Ordinance will not have

a negative impact on the environment as provided under the California Environmental Quality Act. (California Public Resources Code sections 21000 et seq.). Said mitigated negative declaration is on file with the Clerk of the Board in File No. _____, and is incorporated herein by reference. The Board adopts, as though fully set forth herein, the environmental findings and affirms the conclusion of the Planning Commission ("Commission") in its Resolution No. _____, adopted after a duly noticed public hearing on _____, 2010. A copy of said Resolution is on file with the Clerk of the Board in File No. _____, and is incorporated herein by reference.

(b) On _____, 2010, the Commission adopted Resolution No. _____ recommending adoption to this Board of the Veteran Commons Special Use District, and adopted findings that the legislation is consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1(b). The Board adopts these findings as its own . A copy of this Commission Resolution is on file with the Clerk of the Board in File No. _____, and is incorporated herein by reference.

(c) Pursuant to Planning Code Section 302, this Board finds that this Special Use District will promote the public necessity, convenience, safety, and welfare for the reasons set forth in Commission Resolution No. _____, which is incorporated herein by reference.

Section 3. The San Francisco Planning Code is hereby amended by adding Section 249.46 to read as follows:

249.46. VETERAN COMMONS SPECIAL USE DISTRICT.

In order to facilitate the development of the Veteran Commons Project for homeless veterans, there shall be a special use district known as the Veteran Commons Special Use District, consisting of Assessor's Block No. 3513, Lot No. 07, at the street address 150 Otis Street, and as designated on Sheet

SU07 of the Zoning Map of the City and County of San Francisco. The following provisions shall apply within the Veteran Commons Special Use District:

(a) Construction of Affordable Housing Project. The property in the Veteran Commons Special Use District may be converted from public institutional space to a residential housing project with attendant meeting rooms, community kitchens and ancillary services, and property management offices.

(b) Controls. Notwithstanding any other provision of this Code, the following controls shall govern uses in this Special Use District:

(1) This Special Use District shall permit uses consistent with the RTO (Residential Transit Oriented) subject to the exceptions listed below:

(i) Rear Yard. The rear yard requirements under Section 134 shall not apply.

(ii) Usable Open Space. The usable open space requirements under Section 135 (d) shall not apply.

(iii) Sunlight and Dwelling Unit Exposure. The sunlight and dwelling unit exposure requirements of Section 140 shall not apply to any west facing units.

(iv) Section 155.5. Bicycle Parking. Bicycle parking requirements under Section 155.5 shall not apply.

(v) Section 207.6 Dwelling Unit Mix. The two-bedroom unit requirements under Section 207.6 shall not apply.

(2) Density. Notwithstanding the density requirements of Section 209, the Special Use District shall allow up to 76 dwelling units (or a ratio of no less than 89.41 sq. ft. /dwelling) in a single building.

(3) On-site social services. The area dedicated to on-site social services/social service provision shall be no greater than 6,300 sq. ft. and shall be located in or below the ground story.

Section 3. Under Sections 106 and 302(c) of the Planning Code, the following amendment to the Zoning Map, Sheet HT07, is hereby approved.

Assessor Block/Lot	To Be Superseded	Hereby Approved
Block 3513 Lot 07	85-X	125-X

Section 4. Under Sections 106 and 302(c) of the Planning Code, the following amendment to the Zoning Map, Sheet SU07, is hereby approved.

Assessor Block/Lot	Special Use District Designation
Block 3513, Lot 07	Veteran Commons Special Use District

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
John D. Malamut
Deputy City Attorney

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Certificate of Appropriateness Case Report

HEARING DATE: APRIL 21, 2010

Filing Date:	October 27, 2009
Case No.:	**2008.1398A**
Project Address:	**150 Otis Street**
Historic Landmark:	No. 248 – Juvenile Court and Detention Home
Zoning:	P (Public Use District)
Proposed Zoning:	Veterans Commons Special Use District
Height/Bulk	85-X
Proposed Ht/Bulk	125-X
Block/Lot:	3513/007
Applicant:	Kim Piechota Chinatown Community Development Center 1515 Vallejo Street, 4th Floor San Francisco, CA 94109
Staff Contact	Pilar LaValley - (415) 575-9084 pilar.lavalley@sfgov.org
Reviewed By	Tina Tam – (415) 558-6325 tina.tam@sfgov.org

PROPERTY DESCRIPTION

150 OTIS STREET, west side of street between McCoppin Street and Duboce Avenue in Assessor's Block 3513, Lot 007. Located within a P (Public Use) District with an 85-X Height and Bulk limit, the subject property, formerly known as the Juvenile Court and Detention Home, is City Landmark #248. The 9-story above a raised basement building was built in 1916 based on designs by architect, Louis Christian Mullgardt. The reinforced concrete building, configured as a long rectangle in plan, has a 6-story narrow slab set back from a 3-story projecting base along the east façade and has a buff-colored stucco coating, roughly textured to look like travertine. The building is topped by a gable roof clad in red Spanish tile with deep eave overhangs supported by brackets. Window bays at the main block of the building are highlighted by continuous vertical pilasters that become brackets at the eaves. The main entrance in the center of the east façade is comprised of a tall, arched opening with steps leading up to the recessed front doors. The entry is flanked by two-story pilasters supporting a gabled pediment. The character-defining features of the landmark are described in the Landmark Designation Report as:

- The buff-colored stucco coating, which is roughly textured to mimic travertine;
- The vertical pilasters;
- The roof brackets and gabled red Spanish tile roof;
- The coffered panels at roofline;
- The deeply recessed windows;
- The third floor sun porch with its continuous windows and projecting mullions;
- The tall, arched entry opening and steps;

- The entry pilasters and pediment and ornamental bronze lanterns;
- The rear chimney flues, which are designed as projecting pilasters; and,
- The massing and pyramidal roofs of the end bays at rear.

The subject building is currently used as a seasonal shelter for homeless adult males and as storage for the City of San Francisco.

PROJECT DESCRIPTION

The proposed project involves rehabilitation and adaptive use of the existing nine-story building for a 76-studio unit, affordable housing development for formerly homeless/at-risk veterans. The scope of the work will include: seismic, building system, and accessibility upgrades; reconfiguration of interior spaces; addition of a new, exterior elevator tower; addition of new deck and entrances at rear; replacement of windows; and, cleaning and repainting of the exterior. The proposed project is depicted in architectural plans, dated April 20, 2010, prepared by Gelfand Partners Architects.

The proposed project was previously reviewed by the Architectural Review Committee of the Historic Preservation Commission at a public hearing on October 29, 2009. The ARC was generally supportive of the project and felt that the proposed elevator tower and alterations to the main entrance were appropriate. The ARC expressed concerns about several aspects of the proposal including replacement windows, glazed ventilators, and security gate. The project has been revised to address many of these concerns and alteration of the main entrance has been removed from the proposed scope.

OTHER ACTIONS REQUIRED

The project is anticipated to receive low income housing and historic preservation tax credits. The historic preservation tax credit application is currently being reviewed by the California Office of Historic Preservation and National Park Service. The project is currently undergoing environmental review per Section 106 of the National Historic Preservation Act (NHPA). The project requires approval from the Historic Preservation Commission for a Certificate of Appropriateness as well as a recommendation to the Board of Supervisors regarding a proposed Ordinance for a Special Use District amending the height and zoning designation for the subject property. The Planning Commission must also make a recommendation to the Board of Supervisors regarding the proposed Ordinance and Board of Supervisors shall act on the proposal.

The proposed Ordinance would amend the Planning Code to establish the Veterans Commons Special Use District for the property at 150 Otis (Lot 007 in Assessor's Block 3513) and amend the City Zoning Map to change the height district from 85 to 125 feet, reflecting the boundaries of the Veterans Commons Special Use District. The existing building exceeds the existing height limit, so the amendments would facilitate the conversion of an existing structure currently used as a seasonal homeless shelter and City storage into 76 units of permanently affordable housing for formerly homeless veterans and accompanying social service space on lower floors for the residents of the development.

COMPLIANCE WITH THE PLANNING CODE PROVISIONS

With passage of the proposed Ordinance amending the Planning Code to establish the Veterans Commons Special Use District, the proposed project would be in compliance with all other provisions of the Planning Code.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 10

A Certificate of Appropriateness is required for any construction, alteration, removal, or demolition of a designated Landmark for which a City permit is required. In appraising a proposal for a Certificate of Appropriateness, the Historic Preservation Commission should consider the factors of architectural style, design, arrangement, texture, materials, color, and other pertinent factors. Section 1006.7 of the Planning Code provides in relevant part as follows:

> The proposed work shall be appropriate for and consistent with the effectuation of the purposes of Article 10.
>
> For applications pertaining to landmark sites, the proposed work shall preserve, enhance or restore, and shall not damage or destroy, the exterior architectural features of the landmark and, where specified in the designating ordinance pursuant to Section 1004(c), its major interior architectural features. The proposed work shall not adversely affect the special character or special historical, architectural, or aesthetic interest or value of the landmark and its site, as viewed both in themselves and in their setting, nor of the historic district in applicable cases.

THE SECRETARY OF THE INTERIOR'S STANDARDS

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The Rehabilitation Standards provide, in relevant part(s):

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The property will be adaptively used for residential, which would bring it closer to its historic use as a juvenile detention center. Proposed exterior alterations avoid distinctive materials, features, spaces, and spatial relationships that characterize the property.

Standard 2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Overall, proposed work will retain and preserve the historic character of the property. Non-historic windows will be replaced with new compatible sash with no change to the majority of existing openings. Character-defining features of the building will be retained and preserved. Proposed work will not impact the historic character of the property.

Standard 3: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The proposed work will be compatible with the subject building but will be clearly contemporary to avoid creating a false sense of historical development.

Standard 5: Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

The proposed project requires minimal removal of existing fabric (wood louvers) in existing attic vents. The size of the signs and method of attachment avoids impacts to distinctive features and finishes of the building. Overall, character-defining features of the landmark will be preserved.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed work is not anticipated to destroy historic materials, features, or spatial relationships that characterize the property. The new elevator tower will be clearly differentiated from the old and will be compatible in materials, finishes, size, scale, and proportion. This new construction will avoid significant features such as the overhanging roof eave and brackets.

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed work is reversible as removal in the future will not impair the essential form or fabric of the historic building.

PUBLIC/NEIGHBORHOOD INPUT

The Department has received no public input on the project at the date of this report.

ISSUES & OTHER CONSIDERATIONS

The project is currently undergoing environmental review per Section 106 of the National Historic Preservation Act (NHPA) and is anticipated to obtain historic preservation tax credits. For such projects, the City's Programmatic Agreement regarding Section 106 and HUD projects seeking tax credits states: "If the Undertaking is certified with conditions, the City shall require that the Undertaking be changed in accordance with the conditions before granting any discretionary action."

The State Historic Preservation Office (SHPO) and National Park Service (NPS) are currently reviewing the tax credit proposal and have given preliminary evaluations in support of the project. However, pending the final evaluation from NPS, staff recommends including a condition that the project shall be

revised in accordance with any conditions of the NPS tax credit approval. As said NPS conditions would be in conformance with the *Secretary of the Interior's Standards for Rehabilitation* (*Standards*), minor revision of the project according to these conditions would not require additional review by the Historic Preservation Commission but would be reviewed by Planning Department preservation staff.

STAFF ANAYLSIS

Staff has reviewed the project proposal and finds that the project complies with the *Secretary of the Interior Standards for Rehabilitation* (*Standards*). Based upon this analysis, staff finds that the project would not cause a substantial adverse change in the resource such that the historic significance of the building would be materially impaired. The following is an analysis of the proposed project impacts to the historic resource.

The proposed alterations include:

- New opening at front elevation for ADA-accessible entrance;
- Replacement of windows;
- Removal of existing fire escape and windows at rear of building for addition of elevator tower;
- Addition of raised deck and new entrances at rear of building;
- Repair of existing roof;
- Repair/cleaning of exterior;
- Seismic and building system upgrades; and,
- Interior alterations for new use.

ADA-accessible entrance

In order to provide an ADA-accessible entrance, the project proposes to remove one basement window and cut a new opening in the water table / base of the building in the bay of windows south of the main entrance on east elevation. A door providing access to a vestibule and elevator would be installed in the new opening and on the interior a hole will be cut in the ground floor to provide an interior connection for the new vestibule and elevator. The new elevator would be set back approximately 4 feet from the existing windows such that no windows will be infilled and the elevator enclosure will be minimally visible from exterior. The existing opening in the window bay north of the main entrance would be infilled and restored to match surrounding finishes. The proposed new opening, which is important to accommodate the proposed new residential use, will require minimal removal of historic fabric and avoids impacts to distinctive features, finishes, and materials that characterize the property in conformance with the *Standards*. Previous alterations will be removed and the façade restored in the area of the existing, non-complying lift. Provision of the new opening and interior elevator will also avoid impacts to the existing main entrance stairs. If removed in the future, this ADA-accessible would not impair the essential form and integrity of the historic property.

Staff recommends that existing and proposed section details, with dimensions, and showing all exterior profiles of the location for the proposed new ADA-entrance and existing opening to be infilled, shall be incorporated within the permit sets for review and approval by Planning Department preservation staff.

Staff also recommends that detailed specifications shall be submitted to Planning Department preservation staff for review and approval for all work regarding the infill treatment of the existing ground floor opening.

Main Entrance
The main entrance would be retained in its current configuration with the exception of new security doors or gates being installed at the arched opening. Staff recommends use of metal gates with open bars for security at the entrance and that detailed drawings of the new feature shall be submitted to Planning Department preservation staff for review and approval.

Window replacement
Existing non-historic, aluminum sash windows are proposed to be replaced with new aluminum sash that match the size and shape of existing openings. Original clerestory windows at the attic level will be repaired and retained in conformance with the *Standards*. New sash will be three-lite, stacked, with casement operation on all elevations. While the proposed new windows will not match the appearance, operation, or material of the original windows, which appear from historic plans and photographs to have been six-lite, stacked, awning, steel sash, the replacement windows will be compatible with the historic building and are in conformance with the *Standards*. Proposed new sash will match the size and scale of the original openings, will be constructed of a material that is compatible with the original, and will have multi-lite sash arranged in a configuration that reflects that of the original windows.

Staff recommends that proposed window details, with dimensions, and showing all exterior profiles, shall be incorporated within the permit sets for review and approval by Planning Department preservation staff.

New elevator tower
At the rear elevation, the existing steel fire escape and center bay of windows and finishes will be removed from column line to column line for the full height of the building. Within this new opening, new shear wall for the building's seismic upgrade and the new elevator tower will be installed. The new elevator tower will connect to the existing building through a hyphen that terminates below the existing clerestory windows and eave overhang. Design of the hyphen provides a visual break between old and new construction and preserves the distinctive features of the roof overhang, eave line, and original clerestory windows. The elevator tower, which will be no taller than the existing roof peak, will be painted concrete. A landscape screen will be attached to the new tower at the lower three floors. Construction of the elevator tower and new shear wall will impact historic fabric and the new tower will be visible due to the overall height, however, these impacts have been limited to one bay of the rear (secondary) elevation and the new tower has been designed in a manner that is clearly differentiated from the old but compatible in size, materials, and massing. The location and design of the tower avoids impacts to the original roof massing and eaves and minimizes the physical impact to the existing building shaft. In addition to providing the vertical circulation required for the proposed new use, the new tower is also integral to the seismic strengthening system for the building. The tower is located on a secondary elevation and has been designed to be differentiated but compatible with the historic building and to minimize impacts to historic fabric in conformance with the *Standards*.

Rear deck and entrances
At the rear elevation, two new deck areas, aligned with the existing ground floor area, will be installed between the new elevator tower and existing stair towers. New decks will have wood slat guardrails, wood trellis, and planters. The new structures will not attach to the existing building and appropriate expansion and drainage joints will be incorporated between old and new construction. At the bays on

either end of the ground floor, new entrances will be installed by removing three existing windows and lowering the sills. These new openings will lead to a secondary interior vestibule with glass walls for transparency. As proposed, the new decks will be differentiated but compatible with the historic building, are located on a secondary façade, will not require removal of historic fabric, and are reversible in conformance with the *Standards*. The new entrances will require alteration of a limited number of existing openings but will avoid existing concrete mullions such that the original configuration of the openings will be maintained and the work is reversible in a manner that is in conformance with the *Standards*.

Roof
The existing red clay tile roof will be repaired as necessary. If new underlayment and sheathing are required, existing tile will be salvaged and reinstalled. Any new tile will match existing and will be interspersed with original material to minimize visual impacts. At the third floor (sun porch) roof are seven infilled skylights. Infill will be removed and the skylights will be restored at the two central openings. Existing curbs will be retained, repaired, and re-roofed for the other original skylight openings. Proposed work for the roof will be undertaken in a manner that conforms to the *Standards*.

Exterior finish
The exterior finish consists of a layer of colored stucco with a stippled brush pattern over the concrete wall system. The exterior has been painted several times. The stippled application of the colored stucco was intended to give the appearance of travertine, and was an economical approach to the original construction that is a character-defining feature of the historic building. Exterior finishes will be cleaned using the gentlest means possible, damaged areas in the stucco will be repaired in-kind, and the building will be painted in a manner that will not detract from the original "faux travertine" treatment. As proposed, work on the exterior finishes will not alter character-defining features of the building in conformance with the *Standards*.

Staff recommends that detailed specifications shall be submitted to Planning Department preservation staff for review and approval for all work regarding the cleaning and treatment of the existing exterior finish.

Seismic and building upgrades
Existing building is constructed of reinforced concrete with riveted steel frame. With the exception of the section of wall to be removed for the new stair tower, existing exterior walls will be retained. Seismic retrofitting will be accomplished mainly by the construction of a central elevator tower at the rear of the building, which allows for less invasive structural strengthening of the north and south walls, and minimal additional interior perpendicular walls. New interior walls will avoid existing window and door openings and will not impact any historic fabric at the interior. New mechanical and electrical systems will be installed throughout the building. The new ventilation system will utilize existing shafts but will require new exterior vents along the rear elevation. This scope of work coincides with existing exterior walls and proposed floor plan and conforms to the *Standards*.

Interior alterations
With the exception of the floor plates and stairs, the interior of the building does not retain integrity from the original construction or period of significance. The existing elevator shaft and stair configuration will be retained from basement to second floor at the south stair tower. All other areas of the existing stairs

and elevators will be removed and reconfigured in the same location. New interior demising walls and drop ceilings will be installed for the new floor plan. Proposed interior work will not impact character-defining features of the building, will not alter existing openings, and will be reversible in a manner that conforms to the *Standards*.

Based on the requirements of Article 10 and the *Secretary of Interior's Standards for Rehabilitation*, staff has determined that the proposed work, with the proposed conditions, will not adversely affect the subject landmark site.

ENVIRONMENTAL REVIEW STATUS

On April 21, 2010, a Final Negative Declaration, Case No 2008.1398E, was published by the Planning Department. The Planning Department determined the project to have no significant effect on the environment pursuant to the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines and Chapter 31.

PLANNING DEPARTMENT RECOMMENDATION

Planning Department staff recommends APPROVAL WITH CONDITIONS of the proposed project as it appears to meet the *Secretary of the Interior's Standards for Rehabilitation* and requirements of Article 10. The proposed conditions are as follows:

1. The project shall be revised in accordance with any conditions of the NPS tax credit approval. Such revisions shall be reviewed by Planning Department preservation staff.

2. Existing and proposed section details, with dimensions, and showing all exterior profiles of the location for the proposed new ADA-entrance and existing opening to be infilled, shall be incorporated within the permit sets for review and approval by Planning Department preservation staff.

3. Detailed specifications shall be incorporated within the permit sets and submitted to Planning Department preservation staff for review and approval for all work regarding the infill treatment of the existing ground floor opening.

4. That at the main entrance, security gates consist of metal gates with open bars and that detailed drawings of the new feature shall be incorporated within the permit sets and submitted to Planning Department preservation staff for review and approval.

5. Existing and proposed window details, with dimensions, and showing all exterior profiles, shall be incorporated within the permit sets for review and approval by Planning Department preservation staff.

6. Detailed specifications shall be incorporated within the permit sets and submitted to Planning Department preservation staff for review and approval for all work regarding the cleaning and treatment of the existing exterior finish.

BASIS FOR RECOMMENDATION

The Department recommends approval of this project for the following reasons:

- That the proposal provides an adaptive use (low income housing) that is compatible with the landmark building.
- That the project is seeking historic preservation tax credits.
- That the proposal shall preserve, and shall not damage or destroy those exterior features that characterize the landmark building.
- That the essential form and integrity of the historic district and its environment would be unimpaired if the new elevator addition and ADA-entrance were removed at a future date.
- That the proposal, with the proposed conditions, is in conformance with Section 106 review requirements, the *Secretary of the Interior's Standards for Rehabilitation*, and requirements of Article 10.

ATTACHMENTS

Draft Motion
Photographs
Plans
Specifications

PL: G:\DOCUMENTS\150 otis\Certificate of Appropriateness Case Report.doc

SAN FRANCISCO
PLANNING DEPARTMENT

Historic Preservation Commission Draft Motion

HEARING DATE: APRIL 21, 2010

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Hearing Date:	April 21, 2010
Filing Date:	October 27, 2009
Case No.:	**2008.1398A**
Project Address:	**150 Otis Street**
Historic Landmark:	No. 248 – Juvenile Court and Detention Home
Zoning:	P (Public Use District)
Proposed Zoning:	Veterans Commons Special Use District
Height/Bulk	85-X
Proposed Ht/Bulk	125-X
Block/Lot:	3513/007
Applicant:	Kim Piechota Chinatown Community Development Center 1515 Vallejo Street, 4th Floor San Francisco, CA 94109
Staff Contact	Pilar LaValley - (415) 575-9084 pilar.lavalley@sfgov.org
Reviewed By	Tina Tam – (415) 558-6325 tina.tam@sfgov.org

ADOPTING FINDINGS FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 10, TO MEET THE STANDARDS OF ARTICLE 10 AND TO MEET THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, FOR THE PROPERTY LOCATED ON LOT 001 IN ASSESSOR'S BLOCK 3799, WITHIN A P (PUBLIC) ZONING DISTRICT AND AN 85-X HEIGHT AND BULK DISTRICT.

PREAMBLE

WHEREAS, on October 27, 2009, Kim Piechota of Chinatown Community Development Center on behalf of property owner (hereinafter "Project Sponsor") filed a Certificate of Appropriateness Application (hereinafter "Application") with the San Francisco Planning Department (hereinafter "Department") for a Certificate of Appropriateness for adaptive use and rehabilitation of the subject building located on lot 001 in Assessor's Block 3799, City Landmark #248.

WHEREAS, on March 31, 2010, a Preliminary Negative Declaration (hereinafter "PND") for the Project was prepared and published for public review. The PND was available for public comment until April 21, 2010.

WHEREAS, on April 21, 2010, the Planning Department reviewed and considered the Final Negative Declaration (hereinafter "FND") and found that the contents of said report and the procedures through which the FND 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").

WHEREAS, the Planning Department found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of Planning and approved the FND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

WHEREAS, on April 21, 2010, the Commission conducted a duly noticed public hearing on the current project, Case No. 2008.1398A (hereinafter "Project") for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department's case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

MOVED, that the Commission hereby grants with conditions the Certificate of Appropriateness, in conformance with the architectural plans dated April 20, 2010 and labeled Exhibit A on file in the docket for Case No. 2008.1398A. The proposed conditions are as follows:

1. The project shall be revised in accordance with any conditions of the NPS tax credit approval. Such revisions shall be reviewed by Planning Department preservation staff and would not, necessarily, require additional review by the Historic Preservation Commission.

2. Existing and proposed section details, with dimensions, and showing all exterior profiles of the location for the proposed new ADA-entrance and existing opening to be infilled, shall be incorporated within the permit sets for review and approval by Planning Department preservation staff.

3. Detailed specifications shall be incorporated within the permit sets and submitted to Planning Department preservation staff for review and approval for all work regarding the infill treatment of the existing ground floor opening.

4. That metal gates be used for security at the entrance, if necessary, and that detailed drawings including an interior elevation and method of attachment of the new feature shall be incorporated within the permit sets and submitted to Planning Department preservation staff for review and approval.

5. Existing and proposed window details, with dimensions, and showing all exterior profiles, shall be incorporated within the permit sets for review and approval by Planning Department preservation staff.

6. Detailed specifications shall be incorporated within the permit sets and submitted to Planning Department preservation staff for review and approval for all work regarding the cleaning and treatment of the existing exterior finish.

FINDINGS

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

1. The above recitals are accurate and also constitute findings of the Commission.

2. Findings pursuant to Article 10:

   The Historical Preservation Commission has determined that the proposed work is compatible with the character of the landmark as described in the designation report.

   - That the proposal provides an adaptive use (low income housing) that is compatible with the landmark building.

   - That the project is seeking historic preservation tax credits.

   - That the proposal shall preserve, and shall not damage or destroy those exterior features that characterize the landmark building.

   - That the essential form and integrity of the landmark would be unimpaired if the new elevator addition and ADA-entrance were removed at a future date.

   - That the proposal, with the proposed conditions, is in conformance the *Secretary of the Interior's Standards for Rehabilitation* and requirements of Article 10.

   - The proposed project meets the following *Secretary of the Interior's Standards for Rehabilitation*:

     Standard 1.
     A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

     Standard 2.
     The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

     Standard 3.
     Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Standard 5.
Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

Standard 9.
New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Standard 10.
New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

3. **General Plan Compliance.** The proposed Certificate of Appropriateness is, on balance, consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT
THE URBAN DESIGN ELEMENT CONCERNS THE PHYSICAL CHARACTER AND ORDER OF THE CITY, AND THE RELATIONSHIP BETWEEN PEOPLE AND THEIR ENVIRONMENT.

GOALS
The Urban Design Element is concerned both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory. The Plan is a definition of quality, a definition based upon human needs.

OBJECTIVE 2
CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.4
Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.5
Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

POLICY 2.7
Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Certificate of Appropriateness is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance. The proposed project qualifies for a Certificate of Appropriateness, and, therefore, furthers these policies and objectives by maintaining and preserving the character-defining features of the subject property, which is a designated City Landmark.

4. The proposed project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

   A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

   The project will not have any impact on neighborhood serving retail uses.

   B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

   The proposed project will strengthen neighborhood character by respecting the character-defining features of the landmark building in conformance with the Secretary of the Interior's Standards for Rehabilitation.

   C) The City's supply of affordable housing will be preserved and enhanced:

   The project will have no impact to housing supply.

   D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

   The proposed project will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.

   E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

   The proposed will not have any impact on industrial and service sector jobs.

   F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

   Preparedness against injury and loss of life in an earthquake is unaffected by the proposed work. Any construction or alteration associated with the project will be executed in compliance with all applicable construction and safety measures.

G) That landmark and historic buildings will be preserved:

The project as proposed is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards for Rehabilitation.

H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for parks and open space.

5. For these reasons, the proposal is appropriate for and consistent with the purposes of Article 10, meets the standards of Article 10 and the *Secretary of Interior's Standards for Rehabilitation*.

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 **GRANTS WITH CONDITIONS a Certificate of Appropriateness** for the property located at Lot 007 in Assessor's Block 3513, City Landmark #248, for proposed work in conformance with the architectural plans dated April 20, 2010 and labeled Exhibit A on file in the docket for Case No. 2008.1398A.

The Historic Preservation Commission has reviewed and considered the 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, and hereby adopts the FND.

APPEAL AND EFFECTIVE DATE OF MOTION: APPEAL: Any aggrieved person may appeal this Motion to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion. For further information, please contact the Board of Appeals in person at 1650 Mission Street, (Room 304) or call 575-6880.

Duration of this Certificate of Appropriateness: This Certificate of Appropriateness is issued pursuant to Article 10 of the Planning Code and is valid for a period of three (3) years from the effective date of approval by the Historic Preservation Commission. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor.

THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

I hereby certify that the Historical Preservation Commission ADOPTED the foregoing Motion on April 21, 2010.

Linda D. Avery
Commission Secretary

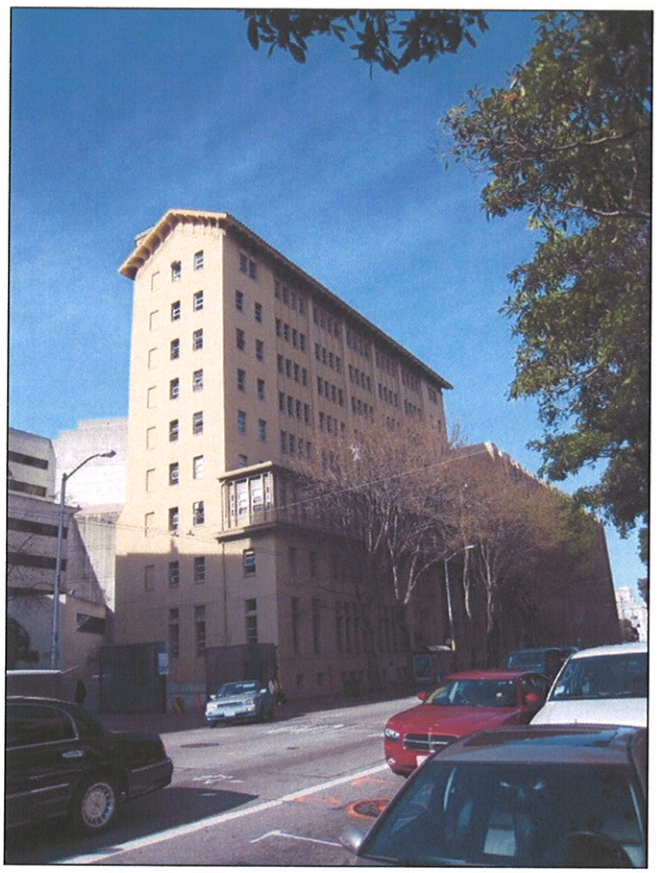
AYES:

NAYS:

ABSENT:

ADOPTED: April 21, 2010

VETERANS COMMONS AT 150 OTIS STREET
A SUPPORTIVE HOUSING COMMUNITY FOR U.S. VETERANS



Project Overview:
Swords to Plowshares and Chinatown Community Development Center are partnering to develop 150 Otis Street, a surplus City-owned building, into permanent, affordable rental housing with on-site supportive services for homeless and chronically homeless senior veterans. The project, which will provide housing to 76 U.S. veterans, is currently under development and will be completed in early 2013.

The Need:
San Francisco's *Ten-Year Plan,* published in June 2004, estimates that the City has approximately 3,000 homeless veterans, 10-12% of whom (300-360 individuals) are chronically homeless. This project will make notable progress toward reducing chronic homelessness among veterans in San Francisco.

The History:
The nine-story building was originally constructed in 1916 as the City's Juvenile Hall and Detention Home. From the 1950s through 1980s, the building served as office space for the San Francisco Department of Human Services. Following the Loma Prieta earthquake of 1989, the building was vacated; the site was identified as Surplus City Property and made available for use as housing for homeless people, through an innovative San Francisco law.

In 2005, the building was designated as a City Landmark. According to the Landmark Designation Report, the property is "the only major non-residential building surviving with good integrity in California designed by Louis Mullgardt and warrants listing on the National Register of Historic Places." Currently, the building is being used as a temporary seasonal homeless shelter and storage facility.

In 2008, the San Francisco Mayor's Office of Housing issued a request for proposals to develop the site as highly supportive permanent housing for chronically homeless persons. Chinatown Community Development Center (CCDC) — an established, community based non-profit developer — and Swords to Plowshares (STP) —a nationally recognized community based veterans' advocacy organization — jointly responded and were awarded the development in May 2008. CCDC draws on its extensive experience to provide development services while STP brings its veteran-specific expertise to this project as operator/service provider.

The Vision:
Veterans Commons is expected to accommodate 76 formerly homeless veterans in studio apartments, each with private bath and kitchen. The site has a narrow, rectangular footprint of 5,200 sq. ft. and is located on an irregularly shaped lot of approximately 20,000 sq. ft. containing 42,000 square feet of interior space. The development will include space for intensive supportive services designed to build community and stability among residents, including space for counseling, group meetings, and social activities. The program aims to stabilize the health and housing status of the veterans residing at Veterans Commons. The Veterans Academy, Swords to Plowshares' similar program for homeless veterans located in the San Francisco Presidio, a decommissioned Army base, enjoys a 96% housing retention rate when captured annually.

Because of the building's landmark status, significant efforts will be made to preserve or enhance the historic character of the building while addressing much-needed improvements to the building's structure and systems and in adapting the architecture of the building to create an enduring, high-quality, supportive environment for residents.

Funding Sources:
The site will be ground leased from the City of San Francisco. Anticipated funding sources for the construction, design, and project soft costs include private equity through the Low Income Housing Tax Credit and Historic Tax Credit programs; local public funds through the Mayor's Office of Housing; and private grant funds through the Federal Home Loan Bank's Affordable Housing Program.

Once operational, the program will be supported by Section 8 Housing Choice vouchers through the new HUD-Veterans Affairs Supported Housing (VASH) program for homeless veterans. Support services – case management, mental health counseling, drug dependency, and employment programs – will be provided by the City's Human Services Agency and by the Veterans Administration.

The Schedule:
Veterans Commons is in the predevelopment stage: working with architects to finalize design, and establishing the financing plan. The schedule currently calls for construction to start in Fall of 2010, with full occupancy in Spring 2013.

For more information, contact Kim Piechota, Chinatown Community Development Center, (415) 929-0712, kpiechota@chinatowncdc.org; or Leon Winston, Swords to Plowshares, (415) 252-4788; ldw@stp-sf.org

Form 10-168
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE

NPS Office Use Only
NRIS No:

NPS Office Use Only
Project No:

Instructions: Read the instructions carefully before completing application. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. **Name of Property:** 150 Otis Street (Formerly San Francisco Juvenile Court and Detention Home)

   Address of Property: Street 150 Otis Street

   City San Francisco County San Francisco State CA Zip94103

   Name of historic district: N.A.

   ☐ National Register district ☐ certified state or local district ☐ potential district

2. **Check nature of request:**

   ☐ certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.

   ☐ certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes

   ☐ certification that the building does not contribute to the significance of the above-named historic district.

   ☒ preliminary determination for individual listing in the National Register.

   ☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.

   ☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. **Project contact:**

   Name Kim Piechota, Project Manager, Chinatown Community Development Center

   Street 1515 Vallejo Street, 4th Floor City San Francisco

   State CA Zip 94109 Daytime Telephone Number (415) 929-0712

4. **Owner:**

   I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

   Name _____ Signature _____ Date _____

   Organization _____

   Street _____ City San Francisco

   State California Zip _____ Daytime Telephone Number _____

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 1" for the above-named property and hereby determines that the property:

☐ contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.

☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.

☐ does not contribute to the significance of the above-named district.

Preliminary determinations:

☐ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.

☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.

☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

☐ appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.

☐ does not appear to qualify as a certified historic structure.

Date | National Park Service Authorized Signature | National Park Service Office/Telephone No.

☒ See Attachments

San Francisco Juvenile Court and Detention Home
Property Name

150 Otis Street
Property Address

HISTORIC PRESERVATION CERTIFICATION APPLICATION – PART 1

NPS Office Use Only
Project Number:

5. Description of physical appearance:
This nine-story, reinforced concrete building faces east on Otis Street, a street that runs about four short blocks in the Mission neighborhood and is filled with light industrial and commercial buildings. The building is rectangular in plan. It has a corbelled side-gable roof clad with clay tiles and ends in a modest wide eave overhang. The fourth through ninth floors are set back and organized into a slab. Windows are single-lite metal awning, grouped vertically in ones, twos, or threes, and the exterior is finished with an artificial travertine effect.

Copper light fixtures flank the rounded arch entrance of the central bay, which is capped by a vestigial pediment. Concrete stairs, lit by three large spherical hanging light fixtures, rise through this entrance and terminate at heavy wooden double doors set in a wood surround and topped by a large arched transom. The doors each have a single lite panel.

The five central bays, each with four windows, dominate the façade. Heavy structural piers separate the bays, while mullions surround the windows and extend the full length of the shank, terminating at the gabled roof. The mullions end in corbelling, creating the effect of exposed rafter tails. Simple coffering and some embellishment at the cornice further define the roof line. Uniform spandrels separate each floor of the five bays. Two more sets of windows flank these five central bays, creating a total of twenty-four window openings on each floor of the east elevation.

The third floor was a sun porch. A flat roof with a slight wide eave overhang slightly shades the nearly continuous row of windows, which are separated by narrow mullions.

The west elevation is similar to the east elevation. It, too, has five central bays of four windows with mullions running from the fourth to the ninth floor and terminating at the gable roof. A metal emergency exit staircase runs the length of the center bay and partially obscures it. Chimneys separate the first and fifth bays from the second and fourth. These chimneys measure eleven stories in height, are slightly tapered at the fourth floor, and feature simple cornices. This elevation also reveals two towers, which are eleven stories tall and house elevator shafts. Both towers are tapered at the fourth floor, have simple cornices, and are capped by tile-clad, pyramidal roofs.

The north and south elevations have few character defining features. Exposed portions of these elevations feature three columns of windows; the western most column of windows on the south elevation all has been bricked in.

Date of Construction: 1916 Source of Date: "New Juvenile Court, Home to be Opened To-Morrow," *Francisco Examiner*, November 19, 1916, p. 1E

Date(s) of Alteration(s): 1960, forty-nine windows replaced at 8th and 9th floors; basement windows filled, remaining windows replaced, 1976; fire exit windows replaced 1979; ADA elevator installed, n.d.; interior gutted, date unknown

Has building been moved? ☐ yes ☒ no If so, when? _____

6. Statement of significance:
150 Otis Street appears to be eligible for the National Register of Historic Places under Criteria A and C, for its association with the development of the city's juvenile justice system during the early twentieth century and as the work of master architect Louis Christian Mullgardt. Soon after California passed its first juvenile justice law in 1903 activists – and notably women – in San Francisco began to campaign for the design and construction of a combined and modern juvenile court and detention home. In 1914 the San Francisco Board of Supervisors finally appropriated money for this purpose and appointed master architect Louis Christian Mullgardt to design the new facility. Mullgardt's design incorporated the most modern theories of juvenile justice. At the time, Mullgardt was also chairing the architectural committee for the Panama Pacific International Exposition. His design for the Tower of Abundance and Court of Ages was widely acclaimed and catapulted his professional reputation to new heights. Elements of the tower can be seen in the juvenile detention home, which stands as Mullgardt's tallest extant building, his first permanent non-residential building in San Francisco, and one of the few – if not the only – remaining non-residential buildings that he designed in San Francisco.

Prison Reform and Juvenile Delinquency in the Progressive Era

The State of California did not have an integrated juvenile justice system until the early twentieth century. Like youths in other states, California juvenile offenders could find themselves in state penitentiaries like San Quentin, commingling with adults who had committed anything from petty theft to murder. Industrial schools, orphanages, benevolent societies, and insane asylums were established during the latter half of the nineteenth century to address youth problems, but by the twentieth century calls for juvenile delinquency reforms grew in states throughout the country. In the 1890s, Lucy Flower, a wealthy philanthropist and president of the influential Chicago Women's Club, and Julia Lathrop, a professional social worker and eventually the first chief of the United States Children's Bureau, became two of the most influential voices in advocating for the creation of a separate juvenile justice system. Their efforts (ultimately combined with those of many other figures) met with success. A new era dawned in 1899 when Cook County, Illinois, established the first juvenile court. That county's law became a model for most states in the union – including California – as well as many countries in Europe, South America, and Asia.[i]

The crusade for juvenile justice was the result of a transatlantic social movement to end urban crime and poverty, combined with a new science of child development. Experts shifted toward a sociological approach to understanding crime and criminals. Rather than presupposing that juvenile delinquents were born evil and were incapable of rehabilitation, experts grew to believe that environment fostered criminal behavior and that people remained childlike "in their nature and needs" until well into their teen years. As such, with proper guidance, wayward boys and girls could become upstanding citizens."[ii] (see continuation sheet)

7. Photographs and maps.

Attach photographs and maps to application

Continuation sheets attached: ☒ yes ☐ no

Form 10-168b
Rev. 12/90

OMB Approved
No. 1024-0009

CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

Historic Preservation

Certification Application

150 Otis Street

Property Address

Instructions. Read the instruction carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Continuation of 6. Statement of significance:

Reformers adopted scientific methods to assess and classify juvenile offenders objectively, through which they also hoped to discover the root causes behind criminal behavior. Intelligence testing was a favorite method in California (which, like other scientific methods, often resulted in justifying racial stereotypes, segregating youth according to class and race, and lowering the chances of minorities for rehabilitation). Juvenile justice reformers also called for less punitive sentences. For example, reformers like Thomas Osborne called for systematic regulations in classifying criminals so punishments could be meted out according to the severity of the offense – light punishments for light crimes, heavy punishments for heavy crimes – and inmates could be grouped according to their offenses, thus avoiding unnecessary exposure to corrupting influences. Reformers also advocated that children should be removed from their homes only on a very temporary basis or as a solution to the most difficult cases. Those children who were placed in surrogate care should be placed in foster homes or publicly funded home-like facilities. Militaristic, dreary, and punitive prison-like settings were avoided at all costs, as they were detrimental to the rehabilitation efforts. Ideally, all juvenile delinquent facilities shielded children not only from adult criminals, but also from public scrutiny of any kind.[iii]

The model facility contained the court, a detention home, and recreational, educational, and medical facilities all at the same site. Regarding detention homes, reformers generally tried to create pleasant, modern living quarters to replace the dismal, often dilapidated buildings of the late nineteenth century, which often had poor sanitation facilities, including outdated sewage and plumbing systems, as well as poor drinking water supplies. Juvenile courts and detention homes took many forms in trying to achieve these goals. Several cities maintained modest three- or four-story buildings; others experimented with cottage systems, whereby groups of ten or fifteen children lived in a house with a house mother; courts and medical offices were located onsite, but in separate buildings. Despite decades of national efforts to create integrated juvenile justice facilities, such efforts were not always successful. Wayward children in many American cities of the 1920s continued to find themselves in prisons and police stations alongside adult offenders.[iv]

The San Francisco Juvenile Court and Detention Home

Caught up in this culture of reform, California created in 1903 a systematic juvenile justice system, at the center of which stood the juvenile court. Katharine Felton, decorated graduate of the university of California, Berkeley, and daughter of a former mayor of Oakland, had been studying political economy at the University of Chicago during the height of the movement to establish a juvenile court system in that state. She returned to California around 1900 and in 1901 took them helm as leader of San Francisco's Associated charities. In this capacity, she also became a leader in establishing California's juvenile court system.[v] "Influenced by recent developments in psychology, sociology, medicine, and business management," states historian Miroslava Chávez-Garcia, "the juvenile court emphasized assessment, prevention, and treatment of delinquent youth within the family environment." Officials aspired to keep children in their homes and on probation, but a juvenile whose behavior did not improve under such conditions was placed in foster care, an orphanage, a detention facility, or, as a last resort, a reformatory.[vi]

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- ☐ The National Park Service has determined that these project amendments meet the Secretary of the Interior's "Standards for Rehabilitation."
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- ☐ The National Park Service had determined that these project amendments do not meet the Secretary of the Interior's "Standards for Rehabilitation."

Date	National Park Service Authorized Signature	National Park Service Office/Telephone No.

☑See Attachments

Continuation of 6. Statement of significance:

San Franciscans, with Katharine Felton taking the lead, joined the juvenile delinquency reform movement and made the establishment of suitable quarters for wayward youth central to their activism. Soon after California initiated its new juvenile justice system, the City of San Francisco sought to establish a juvenile detention home. The city decided to upgrade a building on Polk Street. On April 8, 1906, the probation committee of the Juvenile Court met to discuss the construction of new facilities, for the Polk Street facilities proved "entirely inadequate." Ten days later the earthquake and fires of 1906 destroyed this building, accelerating relocation plans and prompting the detention home to relocate to a hastily built new structure at 11th and Harrison Streets. This new facility included a probation office, juvenile court, detention home, and parental school all on one plot of land and far away from any other courts or jails. It was the first such integrated facility in the United States and served as a model to follow for cities around nation. In 1909, however, a fire damaged the building at 11th and Harrison Streets, again prompting calls for construction of a modern juvenile detention home.[vii]

With the partial destruction of this building, the women's auxiliary of the juvenile detention home launched an ambitious campaign to pass a bond measure to build a new facility. The women's auxiliary organized other women's groups in the city to "use their influence to secure votes" for the bond measure, including providing posters and handbills for distribution throughout the city. They took to the streets, streetcars, and automobiles to circulate literature to men in business houses, shops, and factories.[viii]

Arguments for and against the bond measure appeared in the local newspapers. Opponents argued that the proposed building with six dormitories and thirty-one private rooms was too large, that such a large facility would only foster an increase in youth crime, that operations of the facility would be an unnecessary burden to tax payers, and that the city already had twenty-one homes and orphanages to care for most troubled youth. A juvenile court and detention home should be modest in size and serve only as a transitional space for youths before they were assigned to one of the aforementioned foster homes or orphanages.[ix] Proponents countered that a new, state-of-the-art, fireproof building could be paid for in twenty years, whereas a modest building as proposed by the opponents would drain the city's coffers; it would perpetuate a cycle of mediocre facilities that were prone to fire and required constant upkeep because of shoddy planning and construction. In addition, a new state law, passed in 1909, required that all cases of children from sixteen to eighteen years-old must be heard in juvenile court, inevitably increasing the work load of the institution, regardless of the size of the new building. The city's orphanages were not adequate to accommodate this anticipated increase in juvenile delinquents because they did not take in children older than fourteen years-old, but a child had to be kept somewhere while investigations were under way. If detention home facilities were not adequate, technically innocent children would have to be sent to reformatories, usually the province of the worst convicted juvenile offenders.[x]

This bond measure joined eight other bond measures on a special election ballot in June 1909. The other measures included funding the construction of a new civic center, a new polytechnic high school, and parks and playgrounds in several city neighborhoods. Apart from the civic center, all of these spaces were considered integral to containing youth and influencing their moral behavior. Apart from the high school, however, all of these measures failed. Notably, women did not yet have the right to vote; their lobbying efforts did not persuade enough men to invest in social welfare programs.[xi]

Despite the defeat of the bond measure, the women's auxiliary did not give up its cause. Journalist Mabel Collyer described the building at 11th and Harrison in 1909 as "sadly cramped for room and conveniences.... [a] rambling building that was flung together as a makeshift right after the earthquake.... It was adequate for those strenuous days, but now is merely a sorry apology for a detention home." Other articles extolled the good work of the nurses, social workers, probation officers, and psychologists in rehabilitating youth.[xii] Not long afterwards, the juvenile detention home moved to a nineteenth-century Italianate mansion on Sutter Street, between Divisadero and Scott Streets.

Finally, in 1914, the San Francisco Board of Supervisors appropriated $160,000 (the same amount proposed for the failed 1909 bond measure) to build a new juvenile court and detention home. The San Francisco School Board donated land it owned on Otis Street for the purpose; the site had been home to Peabody Grammar School, which was destroyed by the earthquake and fires. This part of Otis Street, once residential in character, attracted industry after the disaster and apparently was no longer an appropriate site for an elementary school. Prominent San Francisco architect, Louis Christian Mullgardt, was hired to design the court and detention home. When it was completed late in 1916, newspapers hailed the building as "the most perfectly appointed building of its kind, designed to meet all conditions in caring for juveniles.... This new home... places San Francisco in the front rank in juvenile reform."[xiii] Indeed, Benjamin Ide Wheeler, president of the University of California, claimed that the medical and psychology facilities at the new juvenile detention home placed San Francisco at the national forefront of research on pediatric medicine.[xiv]

The new building exemplified several of the Progressive Era principles discussed above. The complex included the juvenile court building on the premises and to the rear of the building, which prevented exposure of juveniles to public scrutiny. On-site educational and medical facilities furthered sheltered the children from the public eye. While it is difficult to achieve a homey atmosphere in a high-rise building, Mullgardt's design acknowledged the pervasive push to create homelike settings for wayward youth; the gable roof, unusual for a building of this height, evoked domestic architecture. In addition, recreational facilities marked a shift away from the dreary and often oppressive accommodations that juvenile delinquents had to live under previously. A large playground provided exterior recreational space.

Each floor of the detention home was dedicated to a particular function. Thus, recreation rooms were located in the basement and the first floor hosted administrative offices, separate admissions facilities for men and women, and the juvenile court. Detention home employees found their living quarters on the second floor and the third floor was dedicated to the nurseries (including separate nurseries for girls and boys), a sewing room, and a full-width enclosed sun porch lit by three walls of windows and skylights. The fourth and fifth floors housed male inmates, and the sixth and seventh floors housed female inmates. Identical floor plans characterized these last four floor and included fifteen sleeping rooms (separate rooms for each inmate), a combined dining and school room, dressing rooms and toilets, and a service room. Medical facilities – including rooms for triage, psychologists, vision and hearing specialists, general practitioners, and surgery – were all located on the eighth floor, while kitchen, laundry, and storage, were located on the top floor. Two elevators, located in the towers of the building, allowed for vertical circulation and kept intermingling between different classifications of inmates to a minimum.[xv]

Continuation of 6. Statement of significance:
The building was also notable for its ample windows. Six-lite industrial sash awning windows, stacked in ones, twos, or threes, dominated all sides of the building – twenty-four window openings on each floor of the east and west elevations, three windows on each floor of the north and south elevations. These windows, particularly on such a narrow building, allowed natural light and fresh air to flood the rooms. The third-floor sun porch – part of the nursery – evoked a particularly California twist to healthy living.

Although the San Francisco Juvenile Court and Detention Home opened to much praise, the celebration was short-lived. As early as 1924 a *San Francisco Examiner* article reported that the building was clean and had adequate shower facilities. The boys and girls received sufficient food and they were not overworked. But the reporter also described the building repeatedly as bleak, cold, and cluttered for lack of storage space. Paint was peeling off the walls and the place was "strangely reminiscent of a prison," not a home. A subsequent report declared, "the building has deteriorated to such an extent that it is almost unfit for human habitation." Inadequate maintenance funds were partly to blame, but so was poor construction and design; the roof leaked, western winds howled through the western exposure, and a maze of industrial pipes decorated every ceiling.[xvi] By 1930 the juvenile detention home was under fire again for inadequate facilities. Under funding accounted for many of the problems, particularly archaic equipment, but, again, the building presented problems too. It was deemed a fire hazard and, more importantly, it was not homey and could not accommodate proper division of child offenders. Once again women led the charge to achieve reform. They called for new facilities planned according to the cottage system. Reports on the subject appeared regularly in the newspapers for over six months, from the fall of 1930 through the spring of 1931. And a new International Style facility, the Youth Guidance Center, finally opened on Woodside Avenue in 1950.[xvii]

Louis Christian Mullgardt (1866-1942)

Louis Christian Mullgardt was born in Washington, Franklin County, Missouri, in 1866 to German immigrant parents. His architectural training combined apprenticeships and academic studies. In 1881, at the age of fifteen, Mullgardt traveled to St. Louis, Missouri to study in the offices of O. J. Wilhelm, Ernest C. Janssen, and James Stewart. The early 1880s also saw the teenager enroll in classes at the Polytechnical Institute and Department of Fine Arts at Washington University, but by 1885 Mullgardt relocated to Boston where he worked in the office of Henry Hobson Richardson, followed by office of Richardson's successors, Shepley, Rutan, and Coolidge. Louis Christian Mullgardt called Harvard his university for one year, but poor health cut this academic chapter short.[xviii]

In 1891 Mullgardt once again relocated, this time to join the Chicago office of Henry Ives Cobb as designer in-chief. It was the opportunity of a lifetime for a twenty-five year old aspiring architect, for the city of Chicago was preparing to host the 1893 World's Columbian Exposition. Technically a celebration of the 400th anniversary of Christopher Columbus's discovery of America, the Exposition really showcased Chicago's glorious rise from the ashes of the devastating 1871fire with some of the most important architectural, urban planning, and technological achievements of the nineteenth century. Mullgardt designed for this event the Fisheries Building, an exuberant display of architectural and decorative detail that the architect was not able to express with quite as much flourish until the Panama Pacific International Exposition in 1915, but which is a signature of his work. During his two years in Cobb's office Mullgardt also designed the Newberry Library, the *Cook County Abstract* building, the Chicago Athletic Club Association building, and buildings for the new University of Chicago campus.[xix]

By 1893 Mullgardt was ready to open his own practice. He returned to St. Louis where he was involved in discussions about the site of the 1904 Louisiana Purchase Exposition, but generally did not receive significant commissions. England came next. Mullgardt designed alterations for the Savoy hotel and patented a method of reinforced concrete floor construction that remained popular in England long after his departure. After about two years in England, still unsatisfied with the trajectory of his career, Louis Christian Mullgardt decided to head West. He arrived in San Francisco in 1905.[xx]

Although he worked exclusively on residential projects – and mostly in the East Bay – during his first seven years in the San Francisco Bay Area, Mullgardt enjoyed warm praise from his peers and played a prominent role in promoting the development of architecture in the region. In 1905 Willis Polk, already an influential voice in San Francisco's burgeoning architectural scene, invited Mullgardt to join his practice with George A. Wright. Polk, who was closely affiliated with Chicago's Daniel Burnham, may have been familiar with Mullgardt's work for the Chicago World's Fair and understood his potential for designing creative and innovative architecture that could make San Francisco a leader for the twentieth century. As president of the San Francisco Chapter of Architects, Mullgardt also helped organize the annual exhibition of the San Francisco Architectural Club and was appointed to a jury that was commissioned to select the best design for a 350-acre development in Richmond, north of Berkeley in the East Bay, in 1914.[xxi]

A 1908 Mediterranean mansion in the Berkeley hills drew widespread regional acclaim to Mullgardt and his work, but it was his involvement with the Panama Pacific International Exposition that catapulted his reputation to the highest levels of prestige.[xxii] The Architectural Commission of the Panama Pacific International Exposition, led by Willis Polk, called Louis Christian Mullgardt to serve in 1911. He was assigned to design the Eastern courtyard and produced a design for an ornate, polychromatic fantasy of arcades, fountains, galleries marked by arches and molded plant life reminiscent of the Fisheries of the 1893 Chicago Exposition. The Court of Ages, with its central Tower of Abundance, received wide-spread acclaim both regionally and nationally.[xxiii] A San Francisco resident called for California cities to create replicas of the Court of Abundance, declaring, "No form of architectural embellishment has been more appreciated than this enchanting court.... Why should this court of such unforgettable loveliness become even an ineffable memory." The Court of Abundance was so ornate that any aspect of Mullgardt's creation could serve as the centerpiece for city beautiful efforts throughout the state. John Barry, of the *Boston Globe*, described it as the "most original of all the courts," and praised Mullgardt's use of repeated arches and subtle allusions to sea life and falling water.[xxiv]

In 1914, while the Tower of abundance was under construction, the San Francisco Board of Supervisors appointed Louis Christian Mullgardt to design a new juvenile court and detention home on Otis Street. The resulting nine-story building illustrates both the influence of the Court of Abundance on Mullgardt's post-exposition work and his preoccupation with skyscrapers. The artificial travertine finish of the concrete detention home, the Florentine arch of the entrance, the corbelled gable roof, and the solid lateral portions of the shank all found their inspiration in the

Continuation of 6. Statement of significance:
Tower of Abundance.[xxv] During this same period Mullgardt spoke publicly about the potential for tall buildings to solve architectural solutions, particularly in San Francisco. Since the many of the city's hills were deemed too steep for roads, for example, Mullgardt suggested that skyscrapers be built into the hillside, mimicking the landscape. Mullgardt also designed skyscrapers for the financial district, although none appears to have been constructed. And Mullgardt's 1925 design for a San Francisco-Oakland Bay Bridge, the first such design to be published, imagined a series of functional skyscrapers that doubled as piers to support four levels of roadway across the bay. Robert Judson Clark, Mullgardt's biographer, argues that 150 Otis Street was highly innovative as well. It anticipated by two decades slab building construction and the stepped back design that became popular for skyscrapers during the 1930s, particularly in New York City. To this day, 150 Otis Street stands as Louis Christian Mullgardt's tallest permanent building.[xxvi] The *San Francisco Chronicle* cited Mullgardt's juvenile court and detention home a model for "excellence in design."[xxvii]

Mullgardt's career continued to flourish for a few years after the Panama Pacific International Exposition closed and the juvenile detention home was constructed. He was one of eight local architects listed in *Who's Who in America*, "the country's hall of fame for its prominent citizens," and hailed as "a great architect, in the sense the term is used when applied to those of international fame.... His prases ... have been proclaimed by some of the most distinguished art critics of the East and Europe, and that fact sets the seal securely upon his reputation."[xxviii] Stanford University commissioned Mullgardt to design a rambling, Spanish Colonial and Gothic mansion for its president, and Lou Henry and Herbert C. Hoover, future President of the United States, hired Mullgardt to design their mansion in Palo Alto.[xxix] In 1916 M. H. de Young, co-founder of the *San Francisco Chronicle*, chose Mullgardt to design a new building to house his art collection in Golden Gate Park; the Egyptian-inspired structure that housed de Young's collection since the Midwinter Fair of 1894 had grown too small. This commission finally offered Mullgardt the opportunity to give permanent expression to his love for polychromatic – not to mention excessive and even exotic – decorative details that had found its place in the Fisheries and the Court of Ages. A Kansas City reporter described the de Young Museum, as "set like a jewel" in Golden Gate Park. After twenty years, however, the colors had faded, decorative elements, particularly the myriad finials, had broken off and sometimes crashed through roof into exhibit spaces, and more streamlined styles like Art Deco and the International Style were gaining favor. The museum was stripped bear of Mullgardt's decorations. Since then, the building has been demolished and replaced. [xxx]

Mullgardt's career soon fell into steady decline. In 1917 a group of seven business firms solicited Mullgardt to design the Honolulu Business Center. Mullgardt proposed a series of lavish Italianate buildings for this monumental project, but only one was ever built. He also lost the commission for Hoover's house because he made the gauche mistake of announcing the lavish commission for a public figure while the country was at war. Once again disappointed professionally, Mullgardt set off on a world tour. He was reportedly present at the opening of King Tutankhamen's tomb in 1922. Upon returning to San Francisco the following year, Mullgardt found few clients, so he busied himself with the aforementioned design for a transbay bridge, which he presented in 1924. Then tragedy struck in 1927 when one of Mullgardt's sons was killed in a plane crash. Divorce followed the next year. Mullgardt completed the San Francisco's Infant Shelter, a Mission Revival Style orphanage, in 1929, but his career was essentially over. Psychologically unstable after the series of personal tragedies and professional failures, he was found once in 1935 wandering the streets of San Francisco carrying a carpet bag filled "with unfinished plays being dictated to him by William Shakespeare." Louis Christian Mullgardt died at the age of seventy-six in the pauper's ward of the State Hospital in Stockton in 1942. [xxxi]

Conclusion
The building at 150 Otis Street was central to the development of San Francisco's juvenile justice system, a cause that gained national momentum during the Progressive Era. As in other parts of the country, women were pivotal in establishing San Francisco's juvenile court and lobbying for the construction of the most modern facilities, which embodied the reigning theories and practices for addressing juvenile delinquency at the time. In 1903, following the example set in Cook County, Illinois, just four years before, the State of California passed a law to create a juvenile justice system. Juvenile courts and detention homes were central to the new legal institution, as they segregated children from both adult offenders and public scrutiny. In San Francisco, reformers, often led by women activists like Katharine Felton, campaigned for more than a decade to build adequate facilities for wayward youth. Finally, after a 1909 bond measure failed to capture enough voter support, San Francisco's Board of Supervisors allotted $160,000 to the project and commissioned Louis Christian Mullgardt to design a state-of-the-art juvenile court and detention home in 1914. The new building opened late in 1916. Its plan, which maximized the separation of inmates by sex, age, and offense, the playground and recreational facilities, and the medical ward – including the psychiatric ward – rendered San Francisco's Juvenile Court and Detention Home among the most modern and cutting-edge in the nation. Although the facility became the target locally of significant criticism within ten years of its construction, 150 Otis Street functioned in its original capacity until 1950. The building is eligible for the National Register under Criterion A, for its association with the development of juvenile justice systems in San Francisco, California, and nationally during the early twentieth century.

The San Francisco Juvenile Court and Detention Home is also the most significant extant, non-residential building designed by master architect Louis Christian Mullgardt. Commissioned in 1914 and completed in 1916, the building dates to the height of Mullgardt's career. Already highly respected for his work on the Chicago World's Columbian Exposition of 1893 and for his domestic work in the East Bay, Mullgardt's reputation achieved new heights for his work on the Panama Pacific International Exposition (PPIE). In particular, his design for the Court of the Ages and Tower of Abundance attracted attention to his genius. It led the City of San Francisco to invite the architect to design his first non-residential building in the city, the Juvenile Court and Detention Home, and led to other notable commission, including the M. H. de Young Museum in Golden Gate Park. The latter has been demolished, rendering the Juvenile Court and Detention Home one of the few – if not the only – non-residential structures that Mullgardt ever designed in San Francisco, and perhaps throughout the whole of California. The San Francisco Juvenile Court and Detention Home is also the tallest extant building designed by Louis Christian Mullgardt, which is particularly significant for an architect who espoused tall buildings as the solution to modern architectural problems in the early twentieth century. Finally, the building has character-defining features of this period in Mullgardt's career, particularly the artificial travertine finish to the concrete, the Florentine arch, the eave details in the gable, and the mix of architectural styles. All of these elements hearken back to one of the most popular attractions at PPIE, the Court of the Ages and Tower of Abundance. For these reasons, the San Francisco Juvenile Court and Detention Home appears to be eligible under Criterion C, as the work of a master architect.

Continuation of 6. Statement of significance:

[i] David S. Tanenhaus, *Juvenile Justice in the Making* (New York, 2004), 3-22; Miroslava Chávez-García, "Intelligence Testing at Whittier School, 1890-1920," *Pacific Historical Review*, 76 (May 2007), 199-201.
[ii] Tanenhaus, *Juvenile Justice,* 4-11.
[iii] Marta Gutman discusses the architecture of orphanages in her article on such institutions in Oakland, California, but many of the same principles can be applied to approaches reformers took towards designing juvenile detention homes. Marta Gutman, "Adopted Homes for Yesterday's Children: Intention and Experience in an Oakland Orphanage," *Pacific Historical Review*, 73 (November 2004), 596-600; Thomas Mott Osborne, "Common Sense in Prison Management," *Journal of the American Institute of Criminal Law and Criminology*, 8 (March 1918), 806-822; Miroslava Chávez-García, "Intelligence Testing at Whittier School, 1890-1920," *Pacific Historic Review*, 76 (May 2007),193-228.
[iv] Tanenhaus, *Juvenile Justice*, 30-34; "$20,000 for New Detention Home," *San Francisco Call*, September 22, 1908, p. 4; Gutman, "Adopted Homes," 596-607.
[v] Academic Senate, "Katharine C. Felton, Social Welfare: Berkeley," *University of California: In Memoriam* (Berkeley, 1940), 11-12; N. B. Beck, "A Pioneer Sociologist," *New York Times*, February 1, 1948, p. BR21; Helen Baleska Bary, *Helen Valeska Bary: Labor Administration and Social Security: A Woman's Life*, interview conducted by Jacqueline Parker, (Berkeley, 1974), 150-152; William Issel, "Citizens outside the Government": Business and Urban Policy in San Francisco and Los Angeles, 1890-1932," *Pacific Historical Review*, 57 (May 1988), 127-128.
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[vii] "Want New Detention Home," *San Francisco Call*, April 8, 1906, p. 34; "Child Courts Across the Bay Begin Work, ibid., August 11, 1907, p. 40; "Children in Panic while Fire Rages," ibid., March 7, 1909, p. 19; Tanenhaus, *Juvenile Justice*, 33-34.
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[ix] "Opponents of Detention Home Bond Project Present Their Side," *San Francisco Call*, June 21, 1909, p. 6.
[x] Mrs. E. L. Baldwin, "Opposition to Detention Home Bond Issue Sue to Misconception," *San Francisco Call*, June 22, 1909, p. 16.
[xi] Whether or not woman suffrage actually changed voting patterns remains a question of debate, but historians have shown that men tended to vote and govern according to fiscal concerns, while women lobbied and organized around social concerns from the late nineteenth century through the Progressive Era. "Eight Bond Proposals Defeated," *San Francisco Call*, June 23, 1909, p. 1; "Only One Bond Issue Carries," *Oakland Tribune*, June 23, 1909, p. 16; Gayle Gullett, *Becoming Citizens: The Emergence and Development of the California Women's Movement, 1880-1911* (Urbana, 2000); Maureen A. Flanagan, *Seeing with Their Hearts: Chicago Women and the Vision of the Good City, 1871-1933* (Princeton, 2002).
[xii] "Where the Kids Play 'Prisoner's Base,'" *San Francisco Call*, March 13, 1910, p. 5; "Soul Surgery as Practiced in San Francisco, ibid., August 7, 1910, p. 11.
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[xiv] Wheeler, Benjamin Ide, "Annual Report of the President of the University on Behalf of the Regents to His Excellency the Governor of the State of California, 1916-1917," *Administrative Bulletins of the University of California, 1917-18*, no. 9 (December 1917), 143. Office of the President of the University of California, Oakland, California.
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[xix] "Who's Who," 47-48; Clark, "Court of the Ages," 172.
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[xxi] "Fourth of July Week Deals Total More than a Million," *San Francisco Call*, July 9, 1905, p. 49; "Architects Ready for Exhibition," *San Francisco Call*, October 18, 1909, p. 7; "Jury Selected to Plan Town Tract," *San Francisco Chronicle*, May 16, 1914, p. 9; Richard Longstreth, *On the Edge of the World: Four Architects in San Francisco at the Turn of the Century* (Berkeley, 1983).
[xxii] A sprawling mansion for lumber dealer Henry W. Taylor (demolished) is generally considered Mullgardt's domestic masterpiece. Clark, "Court of Ages," 173; "Lumber Dealer Will Erect $100,000 House in Claremont," *San Francisco Call*, July 27, 1908, p. 4.
[xxiii] Clark, "Court of Ages," 173-177; Robert Judson Clark, "Louis Christian Mullgardt, 1866-1942," (San Francisco, 1966), 10-11.
[xxiv] Harold French, "One Way to Keep the Court of Abundance," letter to the editor, *San José Evening News*, November 30, 1915, p. 2; John D. Barry, "The San Francisco Exposition," *Boston Globe*, September 30, 1915, p. 9.
[xxv] Robert Judson Clark, "The Life and Architectural Accomplishment of Louis Christian Mullgardt," (M.A. thesis, Stanford University, 1964), 67.
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[xxvii] "Many Large Transactions Closed in Downtown Real Estate," *San Francisco Chronicle*, September 16, 1916, p. 9.
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[xxx] "San Francisco's New Memorial Museum Set Like a Jewel in Scenic Beauties of Golden Gate Park," *Kansas City Star*, January 11, 1921, p. 28; Clark, *Louis Christian Mullgardt*, 11.

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Photograph Collection

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Maps

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CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

Historic Preservation

Certification Application

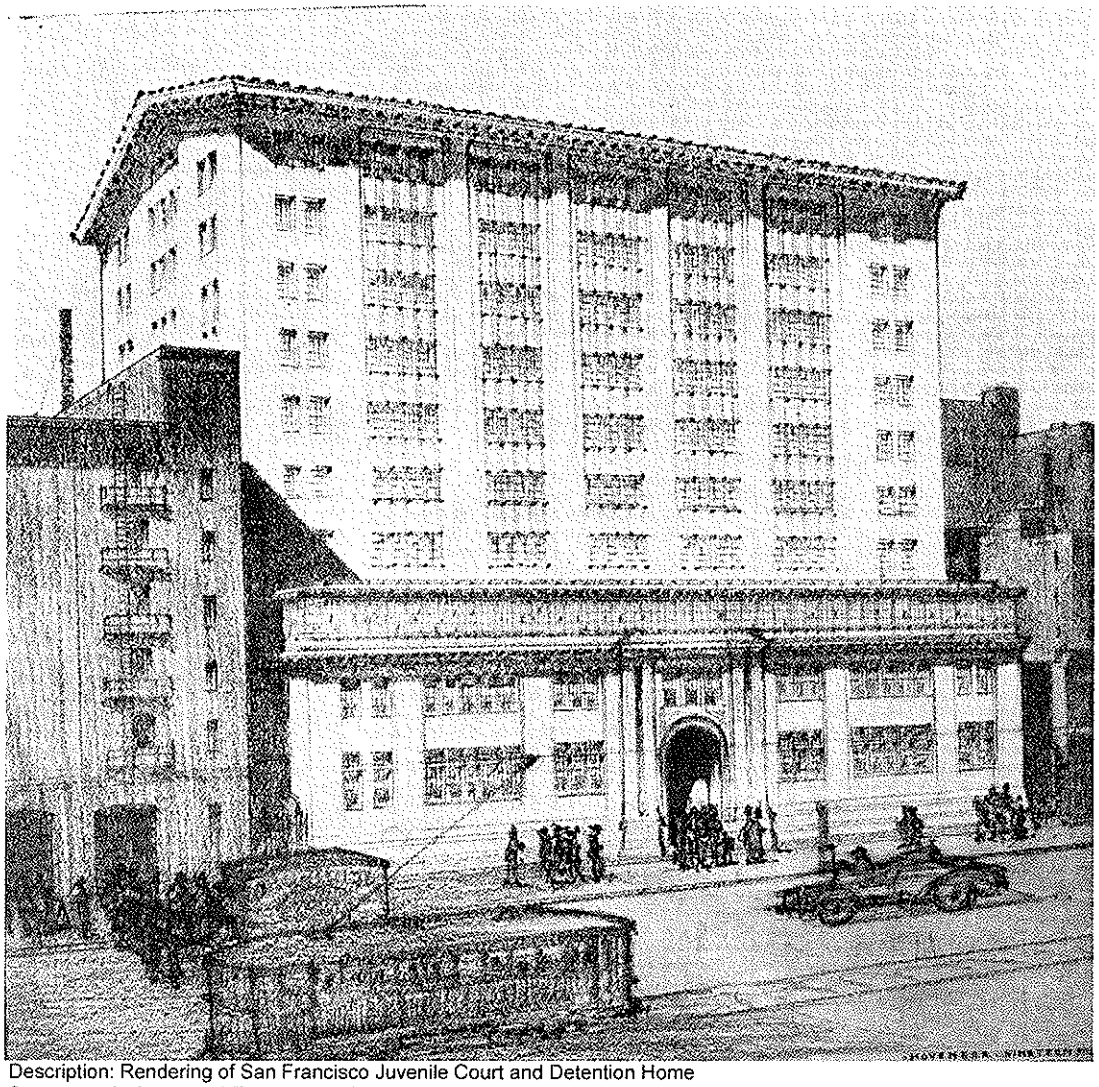
150 Otis Street

Property Address

Continuation 7 Photographs and maps:

Historic Photographs and Renderings of San Francisco Juvenile Detention Home

Figure 1



Description: Rendering of San Francisco Juvenile Court and Detention Home
Source: *Architect and Engineer,* 41 (May 1915), 97

CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

Historic Preservation

Certification Application

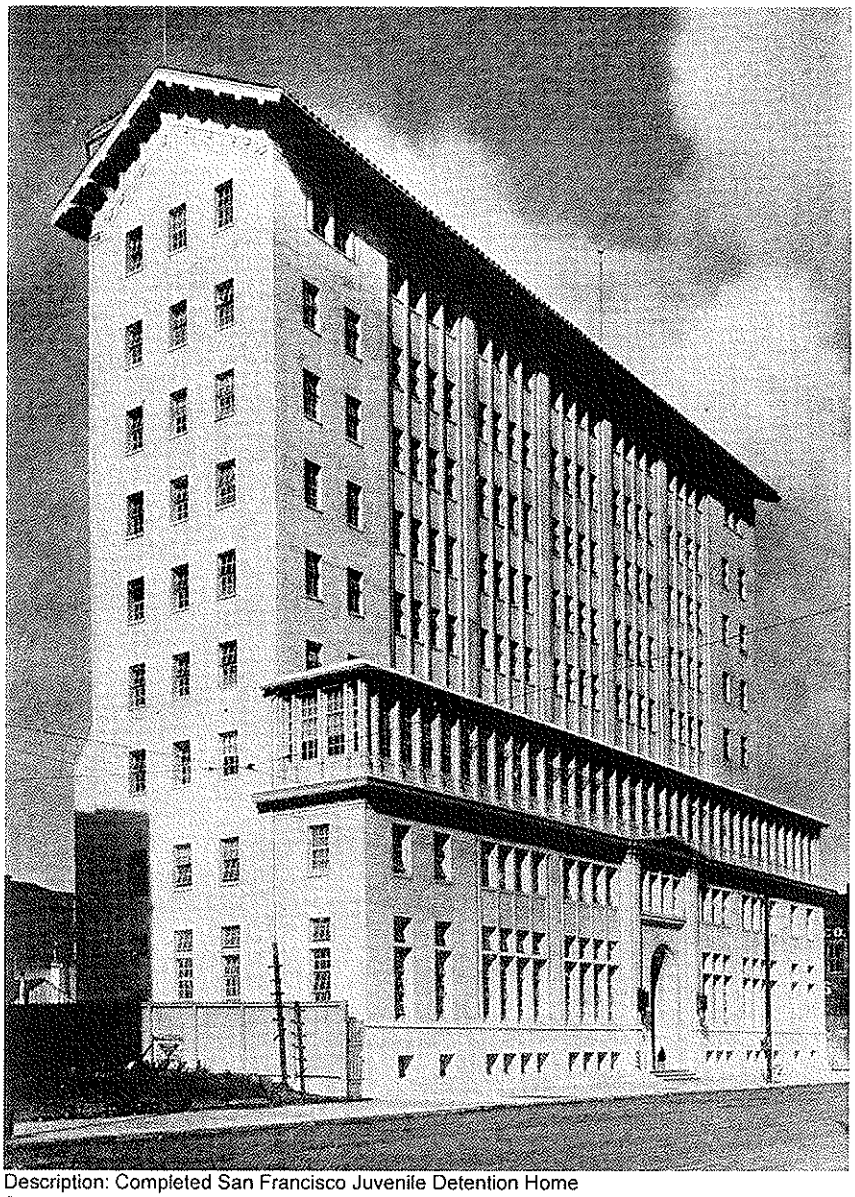
150 Otis Street

Property Address

Figure 2

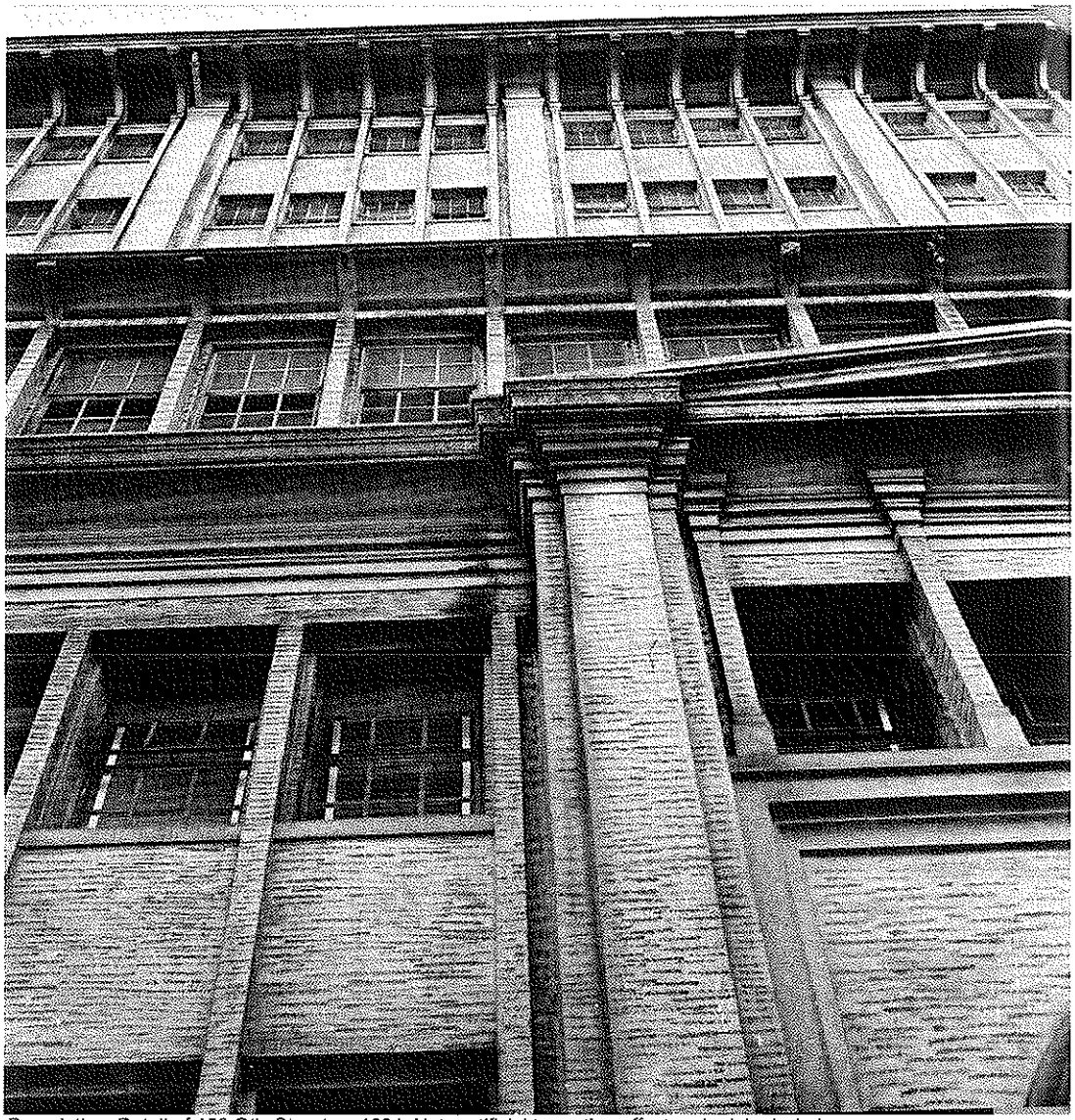
Description: San Francisco Juvenile Court and Detention Home under construction, 1917
Source: California State Library

Figure 3



Description: Completed San Francisco Juvenile Detention Home
Source: *Architect and Engineer*, 51 (December 1917), 73

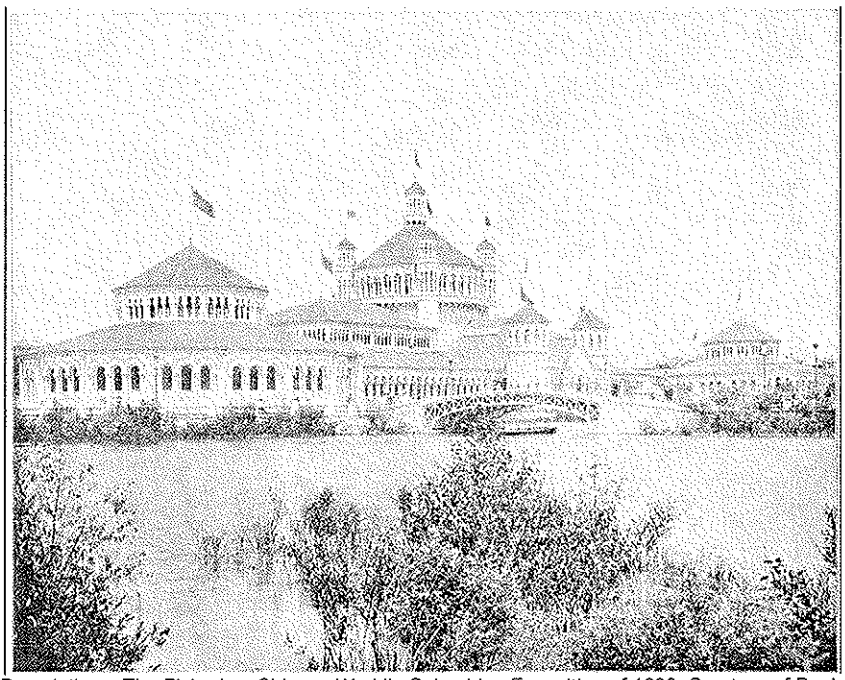
Figure 4



Description: Detail of 150 Otis Street, c 1964 Note artificial travertine effect and original windows
Source: Robert Judson Clark, *Louis Christian Mullgardt, 1866-1942* (San Francisco, 1966)

Other Mullgardt Buildings

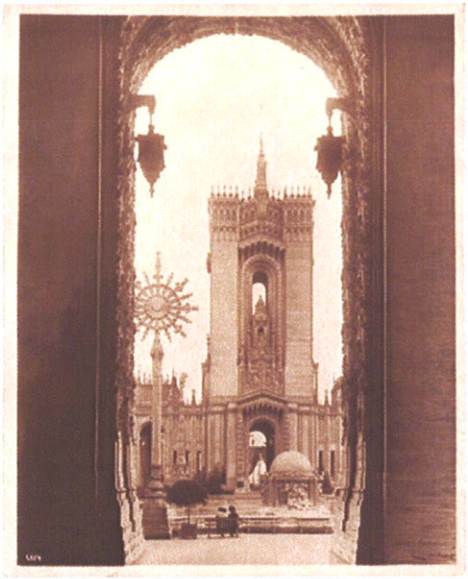
Figure 5



Description: The Fisheries, Chicago World's Columbian Exposition of 1893 Courtesy of Paul V Galvin Library

Source: Digital History Collection, Illinois Institute of Technology, http://columbus iit edu/dreamcity/00034022 html, accessed October 6, 2008

Figure 6

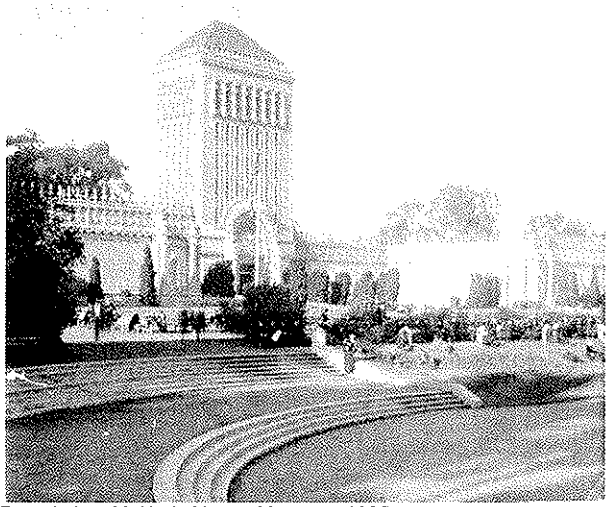


Description: Court of Ages, PPIE, 1915
Source: San Francisco Public Library

Figure 7

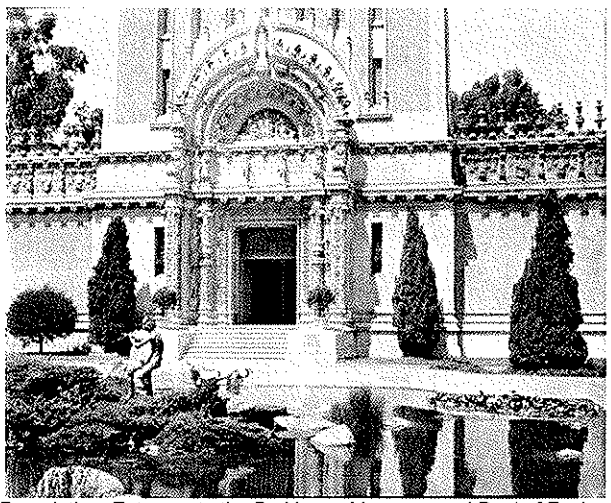
Description: Court of Ages, PPIE, 1915
Source: San Francisco Public Library

Figure 8



Description: M H de Young Museum, 1925
Source: San Francisco Public Library

Figure 9



Description: Entrance to the De Young Museum, and Pool of Enchantment, 1929
Source: San Francisco Public Library

CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

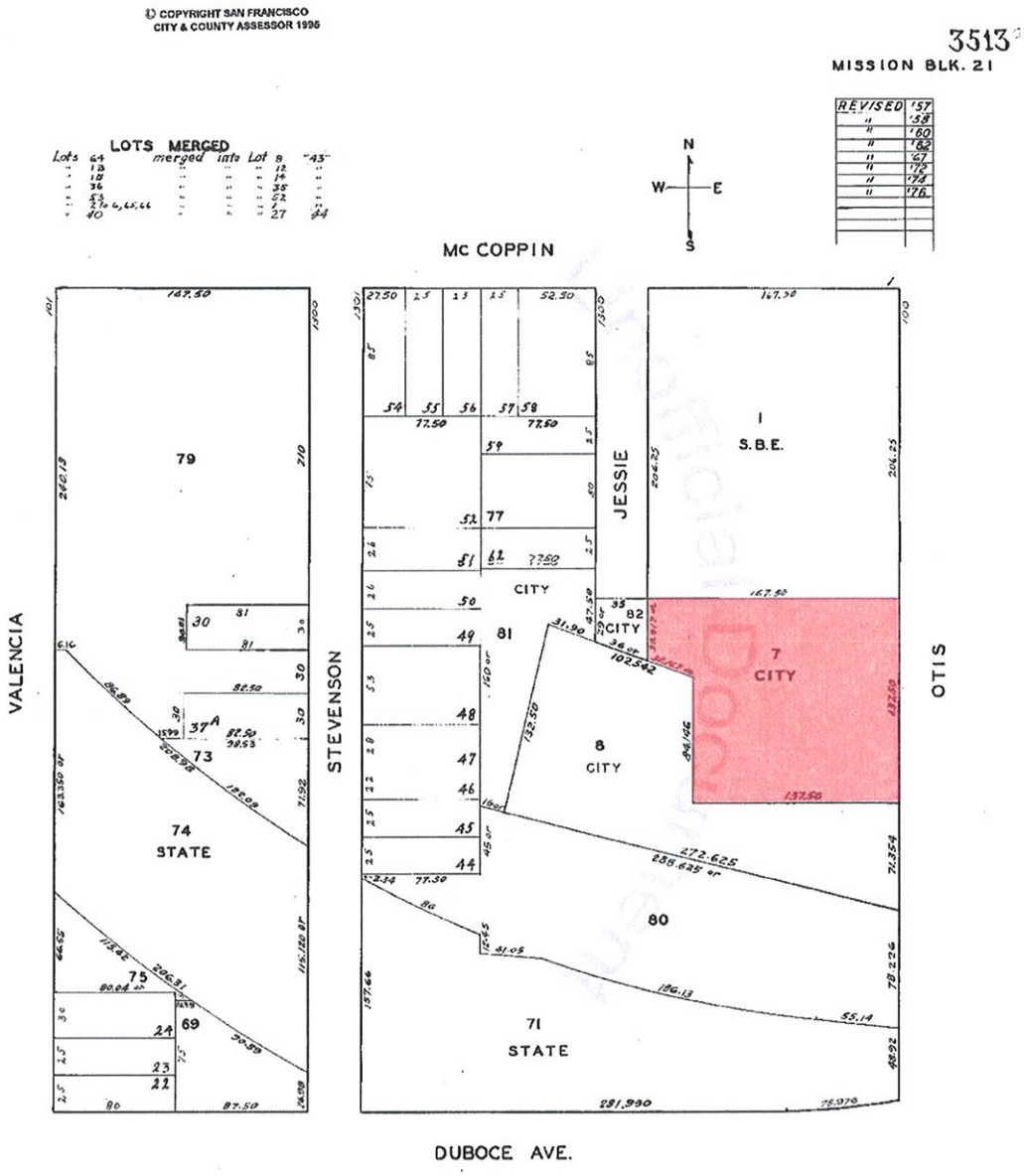
Historic Preservation

Certification Application

150 Otis Street

Property Address

Maps



Assessor's Map for block 3513, lot 7. San Francisco Office of the Assessor-Recorder

CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

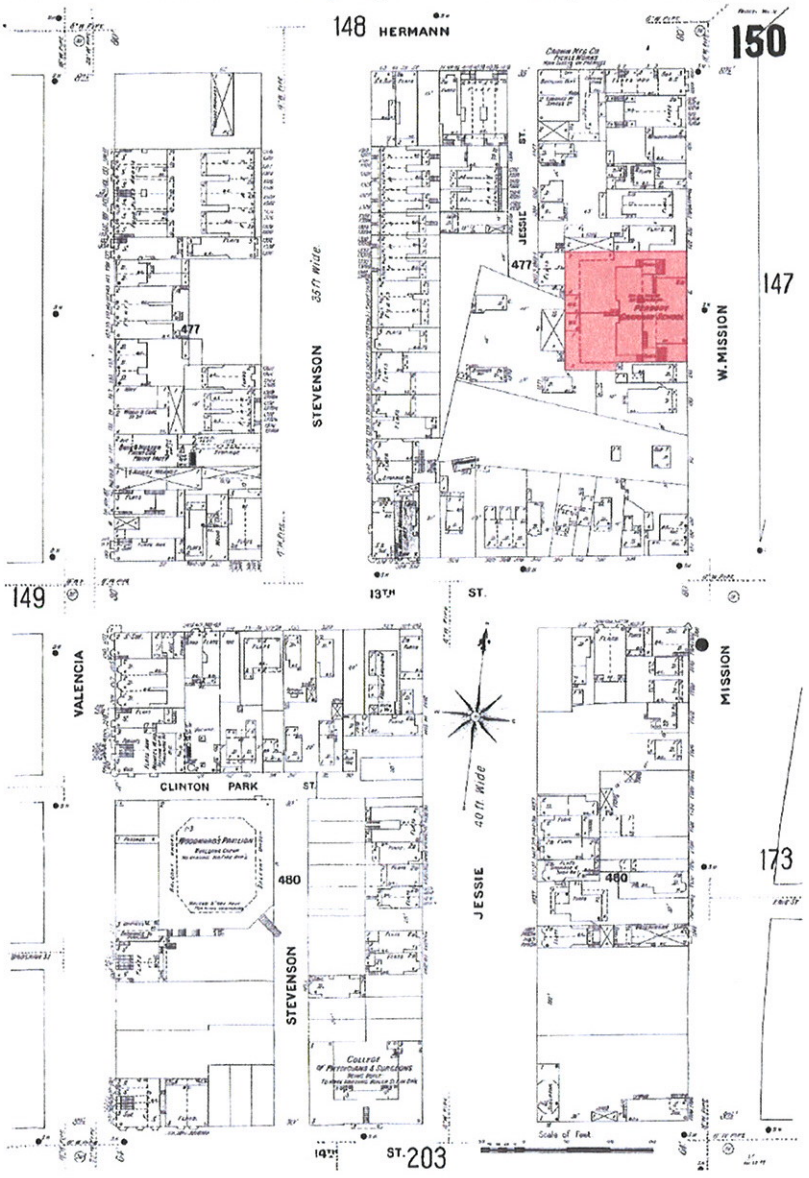
Historic Preservation

Certification Application

150 Otis Street

Property Address

Sanborn Fire Insurance Company, San Francisco (1899-1900), sheet 150



CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

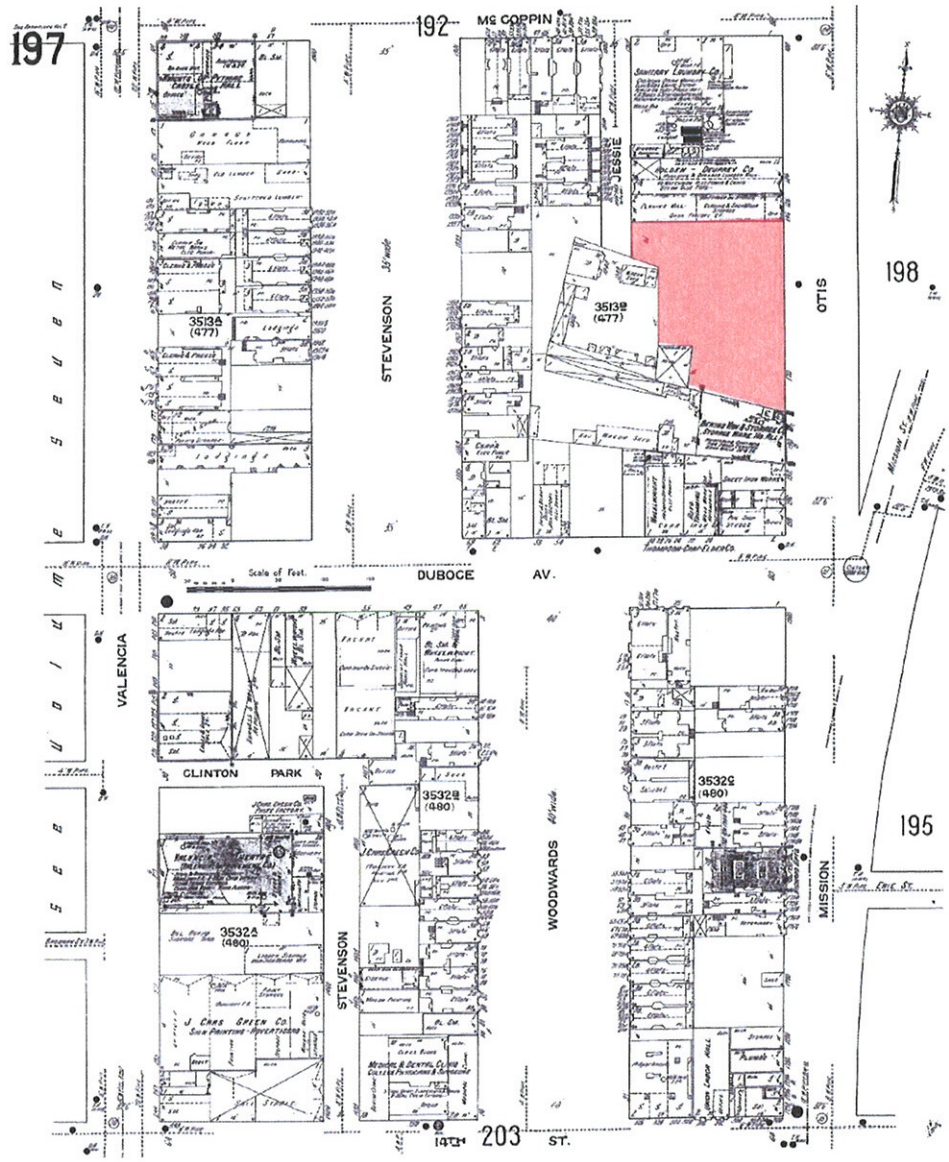
Historic Preservation

Certification Application

150 Otis Street

Property Address

Sanborn Fire Insurance Co., San Francisco (1913-1915), sheet 197



CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

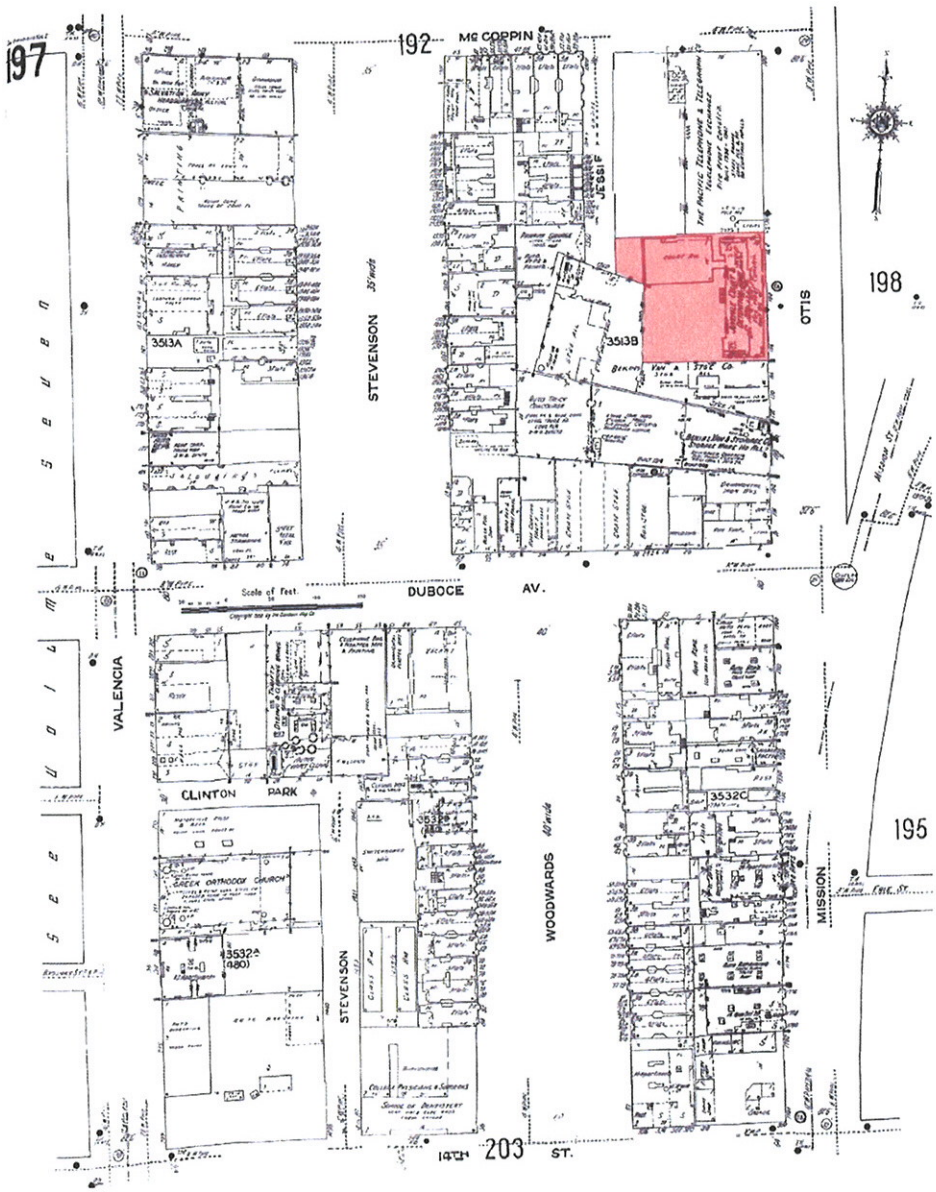
Historic Preservation

Certification Application

150 Otis Street

Property Address

Sanborn Fire Insurance Co., San Francisco (1949), sheet 197



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Rev 12/90

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No 1024-0009

CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

Instructions Read the instruction carefully before completing Type, or print clearly in black ink Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted Photocopy additional sheets as needed

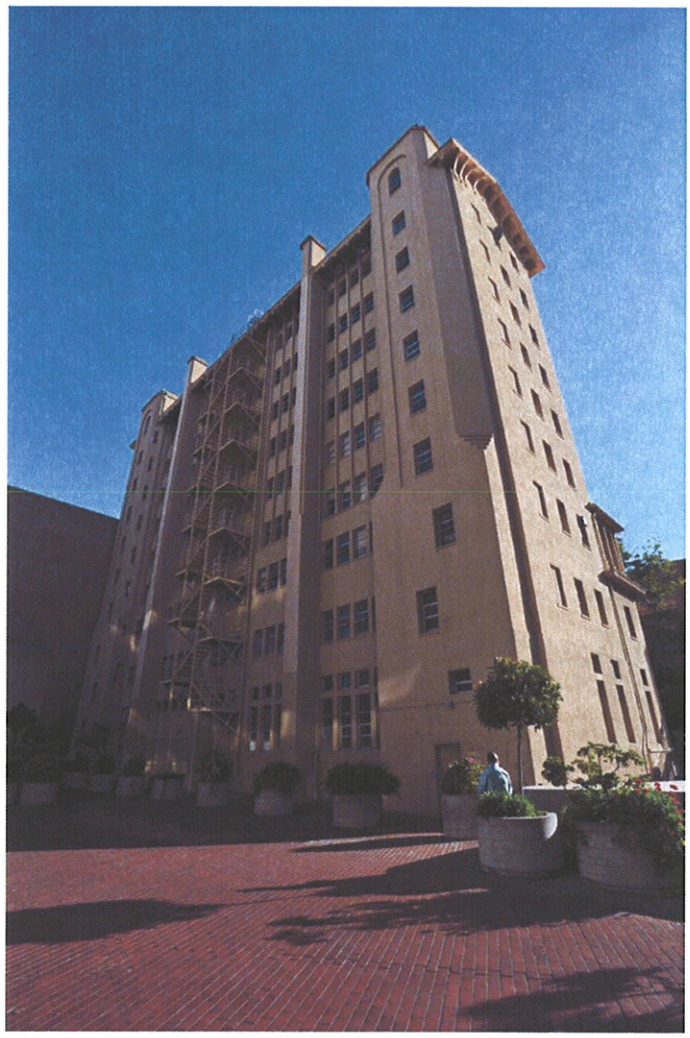
This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Continuation 7 Photographs:

Photo 1

View: Otis Street looking south
Date: October 2, 2009
Description: West elevation and adjacent buildings

Photo 2



View: 150 Otis Street looking northeast
Date: October 2, 2009
Description: East elevation; plaza with concrete planters

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 3

View: Looking northwest
Date: September 19, 2008
Description: East and south elevations

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 4

View: Looking northeast at west and south elevations
Date: September 19, 2008
Description: Emergency exit stairway, chimneys, elevator shafts on west elevation

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 5

View: Looking west at east elevation
Date: September 19, 2008
Description: Five central bays of east elevation, including entrance, and sun porch

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 6

View: Looking west at east elevation
Date: September 19, 2008
Description: Main entrance archway and pediment, flanked by original light fixtures

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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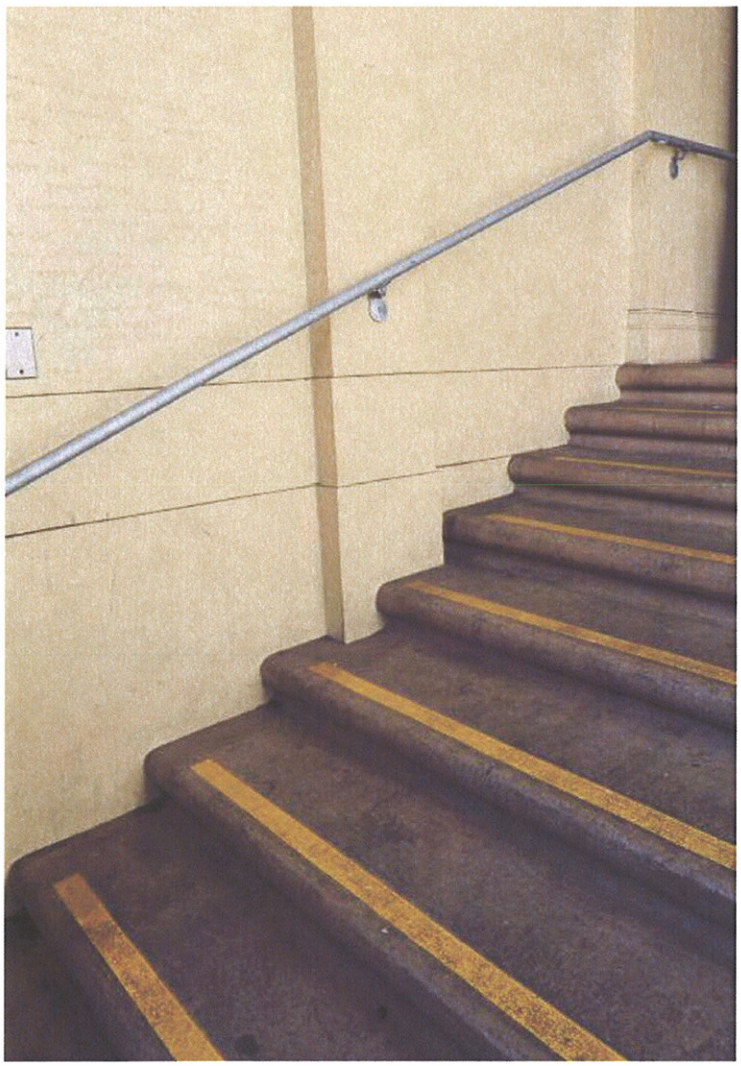
Photo 7



View: East elevation; Main entrance
Date: October 2, 2009
Description: Front steps (detail), handrail, pilaster

Photo 8

View: East elevation; Main entrance
Date: October 2, 2009
Description: Front steps, wood doors,

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

San Francisco Juvenile Detention Home
Property Name

Certification Application

150 Otis Street
Property Address

Instructions Read the instruction carefully before completing Type, or print clearly in black ink Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted Photocopy additional sheets as needed

This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 9

View: East elevation; Main entrance
Date: October 2, 2009
Description: Main entry door detail and light fixture

Photo 10

View: East elevation; Main entrance
Date: September 19, 2008
Description: Front steps to sidewalk

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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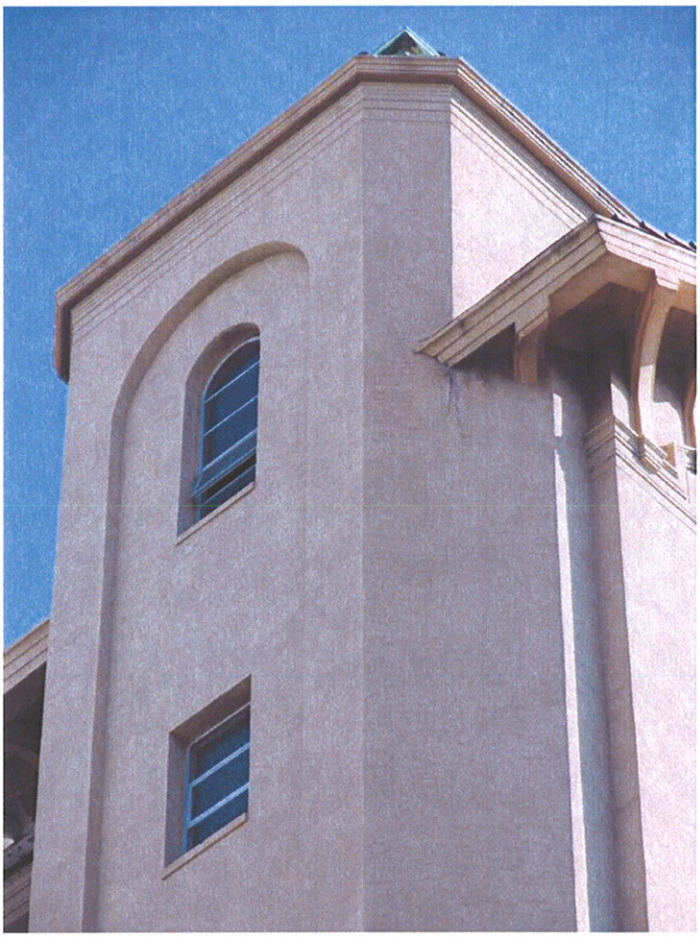
This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 11

View: East elevation
Date: September 19, 2008
Description: Exterior lantern detail

Photo 12



View: West and south elevations
Date: September 19, 2008
Desription: Top of south tower, cornice return and brackets of southern end of gable.

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 13

View: West elevation
Date: September 19, 2008
Description: top of southern exterior chimney and eaves of south elevation.

Photo 14

View: West elevation
Date: October 2, 2009
Description: Roof eaves

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Rev 12/90

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No 1024-0009

CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

San Francisco Juvenile Detention Home
Property Name

150 Otis Street
Property Address

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This sheet: ☑continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 15

View: West elevation
Date: October 2, 2009
Description: Roof eaves, looking south

Photo 16

View: West side of roof
Date: September 19, 2008
Description: Looking south on roof with chimneys and south tower

Form 10-168d
Rev. 1/2000

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet **Historic Preservation Certification Application**

Significance - - Part 1 Project number: _____

NUMBER 1

OHP Ref. 537.9-38-0217

Veterans' Commons/150 Otis Street _____ Preliminary done
(Property)

150 Otis Street

City of San Francisco

(Historic District)

_____ NR District _____ Certified State or Local district

Date application received by State 10/12/2009
Date(s) additional information requested by State _____
Date complete information received by State: 10/15/2009
Date of transmittal to NPS: _____
Property visited by State staff? _____ yes, XX no

SHPO REVIEW SUMMARY

xx Fully reviewed by SHPO

xx No outstanding concerns

xx Owner informed of SHPO recommendation

___ In-depth NPS review requested

___ Recommendation different from applicant's request

NUMBER 2

STATE RECOMMENDATION:

William Burg, who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

_____ The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.

_____ The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Internal Revenue Code.

_____ The property does not contribute to the significance of the above-named district.

_____ Insufficient documentation has been provided to evaluate the structure.

_____ This application is being forwarded without recommendation.

Preliminary determinations:

XX The property appears to meet National Register Criteria for Evaluation and will be nominated individually.

_____ The property does not appear to meet National Register Criteria for Evaluation and will not be nominated.

_____ The property appears to contribute to the significance of a:
_____ potential historic district that appears to meet the National Register Criteria for Evaluation and will likely be nominated.
_____ registered historic district but is outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS and nomination will be amended.

_____ The property is located in a proposed historic district and:
_____ The property does not appear to contribute to the significance of the proposed historic district.
_____ The proposed historic district does not appear to meet the NR criteria for Evaluation and will not be nominated.

10/15/09
Date

State Official Signature

 Name of Property:

NUMBER 3

ISSUES:

_____ Extensive loss or deterioration of historic fabric

_____ Substantial alterations over time

_____ Significance less than 50 years old

_____ Obscured or covered elevation(s)

_____ Moved property

_____ State recommendation inconsistent with NR documentation

_____ Functionally related complex or multiple buildings within an individual nomination

_____ Other

NUMBER 4

Complete items below as appropriate:

(1) _____ is the period(s) of significance of the district.

(2) The property is mentioned in the NR or state or local district documentation, Section _____, Page _____.
_____, Page _____

(3) For preliminary determinations, the status of the nomination for the property/historic district:
_____ Nomination has already been submitted to State Review Board, and will be forwarded to NPS within _____ months. Draft nomination is enclosed.
_____ Nomination was submitted to NPS on _____
__xx__ Nomination process will likely be completed within thirty months.
_____ Other, explain:

(4) _____ The property is located in a registered district but its current condition is inconsistent with the determination of its contribution to the district as stated in the nomination. Supplemental Listing Record requested.

NUMBER 5

Describe problematic issues or other concerns:

150 Otis Street is a nine-story reinforced concrete office building with a corbelled side-gable roof clad with clay tiles and a wide eave overhang. The exterior is finished with an artificial travertine effect. The entrance has a rounded arch entrance and is capped by a vestigial pediment. The building appears to be eligible for the National Register under Criteria A and C at the local level of significance. The windows on this building appear to have been replaced, as their current appearance does not match that on historic photos. The new windows are not similar in style or appearance to the original windows. Otherwise, the building appears to have maintained most of its historic architectural features.

_____ See attachments: _____ photographs ____ maps _____ other:

NPS COMMENTS:

10/15/09
Date

National Park Service Reviewer

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

October 29, 2009

Mr. Doug Shoemaker
San Francisco Mayor's Office of Housing
1 South Van Ness Street, 5th Floor
San Francisco, CA 94103

PROPERTY: **150 Otis Street (Veterans Commons) San Francisco, CA**
PROJECT NUMBER: **24035**

Dear Mr. Shoemaker:

The National Park Service (NPS) has reviewed the Historic Preservation Certification Application -- Part 1 for the property cited above, and, based on the documentation submitted as part of the application has determined that the property appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

Built in 1916 as the San Francisco Juvenile Court and Detention Home, the reinforced concrete building appears to be eligible under criteria A and C and retains character-defining features that embody the distinctive characteristics of the building, its site and environment. These features include the masonry exterior with a design based upon a stylized interpretation of Italianate villa architecture with a tiled gable roof with over-hanging eaves supported on brackets, a third story glazed loggia, original fenestration patterns delineated by mullions, and a central round arch entrance with original light fixtures framed by pilasters supporting a pediment.

This determination is preliminary only. This building will become a "certified historic structure" only when the property is listed in the National Register of Historic Places.

As you plan your rehabilitation, we strongly recommend that you review the Preservation Briefs and other preservation-related information provided online by the NPS at http://www.nps.gov/history/hps/tps/tax/index.htm to help you plan a successful rehabilitation that will preserve the historic character of this building/site/complex and will meet the Secretary of the Interior's Standards for Rehabilitation. The National Park Service also strongly encourages applicants to submit the Part 2 – Description of Rehabilitation - prior to beginning work, in order to ensure conformance with the Standards.

Regulations require NPS to review the rehabilitation work as a single overall project, and to issue rehabilitation certification on the merits of the overall project rather than only for the structure. Consequently, a Part 2 application must describe all proposed work on the property, although the 20% investment tax credit is based only on costs for the rehabilitation of "certified historic structures"

A copy of this decision will be forwarded to the Internal Revenue Service. If you have any questions regarding the review of your Part 1 application, please the State Historic Preservation Office or me at 202-354-2278.

Sincerely,

Roger G. Reed, Historian
National Register of Historic Places

Enclosure

cc: IRS
CA SHPO
Kim Piechota, Chinatown CD Center

Form 10-168
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009

RECEIVED
OCT 12 2009

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 - EVALUATION OF SIGNIFICANCE

RECEIVED
OCT 22 2009
NATIONAL PARK SERVICE
HISTORIC INCENTIVE PROGRAMS

NPS Office Use Only
NRIS No:

NPS Office Use Only
Project No: 2010 350HP

Instructions: Read the instructions carefully before completing this form. No certification will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed for documentation, provide it on continuation sheets or attach blank sheets.

1. **Name of Property:** Veterans Commons - 150 Otis Street (Formerly San Francisco Juvenile Court and Detention Home)

   Address of Property: Street 150 Otis Street

   City San Francisco County San Francisco State CA Zip 94103

   Name of historic district: N.A.

   ☐ National Register district ☐ certified state or local district ☐ potential district

2. **Check nature of request:**

   ☐ certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.

   ☐ certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes

   ☐ certification that the building does not contribute to the significance of the above-named historic district.

   ☒ preliminary determination for individual listing in the National Register.

   ☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.

   ☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. **Project contact:**

   Name Kim Piechota, Project Manager, Chinatown Community Development Center

   Street 1515 Vallejo Street, 4th Floor City San Francisco

   State CA Zip 94109 Daytime Telephone Number (415) 929-0712

4. **Owner:**

   I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

   Name Doug Shoemaker Signature [signature] Date 10/7/09

   Organization San Francisco Mayor's Office of Housing

   Street 1 South Van Ness Street, 5th Floor City San Francisco

   State California Zip 94103 Daytime Telephone Number 415-701-5532

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 1" for the above-named property and hereby determines that the property:

☐ contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.

☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.

☐ does not contribute to the significance of the above-named district.

Preliminary determinations:

☒ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.

☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.

☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

☐ appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.

☐ does not appear to qualify as a certified historic structure.

10/29/09 [signature] 202-354-2278

Date National Park Service Authorized Signature National Park Service Office/Telephone No.

☒ See Attachments

NPS Office Use Only

Project No:

150 Otis Street
Former Juvenile Court and Detention Home
San Francisco, California

HISTORIC PRESERVATION
CERTIFICATION APPLICATION—
PART 2

5. DETAILED DESCRIPTION OF REHABILITATION/PRESERVATION WORK

SITE

1. **Description of existing site and its condition:** 150 Otis Street, a 9-story concrete structure, runs approximately 127 feet north-south along the west side of Otis Street and extends approximately 45 feet from the sidewalk into the lot. Seven structural bays divide the long axis and three structural bays divide the short axis, with two projecting stair towers at the west (rear) elevation.

   The 100 block of Otis Street consists of 4-6 story commercial and government office buildings. The Department of Human Services occupies 170 Otis Street, an irregular lot to the south and west of 150 Otis, and includes a parking garage underneath the building with an entrance ramp approximately 8 feet from the south elevation of 150 Otis. Together these two buildings form an enclosed courtyard along the west elevation of 150 Otis. The courtyard is covered in red tile pavers and features round concrete planters.

   Five trees run along Otis Street and obscure the west elevation up to the seventh story. The Highway 101 elevated freeway runs to the south of the block, over Duboce Avenue, and 150 Otis is prominently visible from the freeway.

   Photo no.: 1, 2 **Drawing no.:** Gelfand - A1.01

4. **Architectural Feature:** Exterior Finish
Approximate date of feature:
Description of existing feature and its condition: The exterior finish consists of a layer of colored stucco with a stippled brush pattern over the concrete structures. A uniform layer of tan paint has been applied to the entire building. The copious amounts of dirt on the exterior give it a dark gray appearance in some places.

Photo no.: 11 **Drawing no.:** N/A

Description of work and impact on existing feature: The existing exterior plaster finish is to remain and be patched to match the existing adjacent finish as necessary. The entire building will be painted. Before painting the building will be cleaned using a non-abrasive, non-caustic method that will protect the concrete details and outer layer of stucco.

5. **Architectural Feature:** Stair Towers
Approximate date of feature: 1916
Description of existing feature and its condition: The stair towers at the north and south ends of the west elevation rise 11 stories and are topped with a simple cornice and pyramidal roofs. The towers originally featured approximately 25' tall flagpoles; the flagpoles are no longer extant but the flagpole bases still remain. Above the third story the exposed corners of the towers are chamfered. A series of windows at each floor rises vertically up the center of the column, and are framed in a 4" deep concrete inset. The chamfers and inset windows combine to reinforce the verticality of the towers.

The interior of each stair tower houses an elevator shaft with a staircase that wraps around it. In the north tower, the stairs and elevator are smaller than in the south stair tower to make space for a small toilet room and linen closet on each floor.

At the north tower, narrow rectangular windows penetrate the southwest side of the tower to provide ventilation to the interior toilet rooms. A ventilation grille has replaced the window at the ground floor.

Photo no.: 4, 12 **Drawing no.:** Mullgardt – Sheet 2
Gelfand – A1.31, A1.32

Description of work and impact on existing feature: The existing clay tile roof will be surveyed for damage and re-used if possible. If necessary new underlayment and flashing will be installed throughout. The existing simple cornice will remain as is.

Approximate date of feature: 1916
Description of existing feature and its condition: The west elevation rises continuously from the courtyard to the eaves. Mullions separate the windows and run over the spandrel panels to terminate at a shallow cornice line just below the eaves. Corbels continue the mullion line under the eaves. Stair towers at the first and seventh bays with one window per floor frame in the five central bays, which feature four windows per floor.

Rectangular chimneys rise 10 stories along the structural columns separating the second and third bays, and the fifth and sixth bays, and terminate in simple cornices. Above the third floor, the chimneys taper slightly. A steel emergency exit staircase runs the length of the central bay and partially obscures it.

Photo no.: 2, 4

Drawing no.: Mullgardt – Sheet 8
Gelfand – A1.32, 2.32

Description of work and impact on existing feature: The existing west (courtyard) elevation will remain except for the center bay, where one bay of three windows and one fire escape door will be removed for the installation of the new elevator tower and concrete shear wall. The existing exterior fire exit stair will be removed in its entirety for the installation of the new elevator tower. Two new deck areas, approximately 30" above the plaza level, aligned with the existing ground floor level, will be installed between the new elevator tower and the end stair towers. New 42" wood slat guardrails at the deck with stairs down to the existing plaza will be installed. The decks are independent structures and will not be attached to the building. (See Item No. 15)

The mechanical system is still being worked out and final details have not been resolved. The drawing A2.32 shows one supply and one return duct louver installed at the spandrel panel at each bay of each floor. However, options such as using the chimneys for ventilation are still under consideration.

Also the glazing will be removed at the far north and far south window bay at floors 4-9 in order to provide code required ventilation to the stair enclosure vestibules.

At the existing ground floor façade, a total of four windows will be removed and the area under the sills will be removed to the floor level. Glazing will be removed at 2 additional windows with the existing opening to remain. Removal of these windows will allow for an opening to the exterior, with an installation of an interior vestibule to allow for a 36" wide door, leading to the 34" clear opening in the rear

the windows will be removed. However, some of the attic space above the suspended ceiling may be required for mechanical and other equipment.

All the existing, non-historic windows will be replaced. See #12: new elements – windows (#12) for further information.

10. **Architectural Feature:** Main Entry
Approximate date of feature: 1916
Description of existing feature and its condition: The main entryway serves as the focal point of the west elevation. A two-story decorative pediment, supported by pilasters, spans the width of the central bay and frames the arched opening. The peak of the pediment extends above the cornice line between the second and third floors. Three steps rise to the arched opening, which extends the full height of the first floor, and access is controlled by a modern security gate.

Four windows span the central bay above entryway, and are separated by mullions which terminate in capitals at the base of the pediment. Very narrow windows occupy the wall space between the pilasters and the entry opening.

Original 8-sided lamps adorn the pilasters on either side of the opening. On the south side of the entry, beneath the narrow window, there is a plaque with the text "150 Otis Street Storage." At the same location on the north side of the entry, a piece of plywood, painted to match the building, has been bolted to the wall surface.

Past the security gate, the main entrance opens into a foyer with 9 concrete steps that rise to the first floor. The foyer features an arched ceiling with pilasters that descend to the steps, and three large spherical hanging light fixtures.

Double heavy wood doors, set in a wood surround with decorative molding, feature a single lite in each floor and an arched transom window. The wood surround appears to be original; the single-body construction of the doors suggests that they are not original. A thin piece of plywood has been installed over the doors, below the transom and is not original.

Photo no.:6, 7, 8, 9, 10, 11 **Drawing no.:** Mullgardt – Sheet 9
Gelfand – A2.10A, 2.41

Description of work and impact on existing feature: The main entrance to the building will be kept as the primary entry. Its continued use will assure that users and residents will be able to enter the building in a dignified manner as well as retaining its historic role. Consideration was given to several ramping systems, including one at the front of the building and another at the south and west (rear) elevations. The former was deemed infeasible because it would have to be built on

12. **Architectural Feature:** Skylights
Approximate Date of Feature: 1916
Description of Feature: Seven skylights originally penetrated the roof of the 3rd floor sunroom. At some point the skylights were removed and covered with roofing material, although the curbs remain.

Photo no.: 17 **Drawing no.:** Gelfand - A2.13, 2.14

Description of impact on historic features: Two of the roofed over skylight areas will have the roofing removed and new metal frame, pitched skylights will be installed in the existing opening. The remaining five existing skylight locations will remain roofed over.

EXTERIOR – NEW ELEMENTS

13. **Architectural Feature:** Windows
Approximate Date of Feature: 2010
Description of Feature: The ground, second and third floor windows will be replaced with new aluminum framed windows with simple horizontal and vertical true divided lights, in character, but not mimicking the original steel sash awning windows. At floors four through nine, aluminum double hung windows will be installed at all sides.

The east elevation windows will be equipped with glazed-in ventilators 5 ¼" tall at the sill in order to provide ventilation while meeting noise code requirements. The existing, original window openings will remain and the new window installations will match the original window openings. No sill, jamb or head areas are proposed to be altered.

On the west elevation, the three windows and a door in the central bay will be removed to provide access to the new elevator tower. (See item No. 13) The glazing in the columns of windows nearest the north and south stair tower will be replaced with a ventilation screen for the new vestibule.

Photo no.: N/A **Drawing no.:** Gelfand – A2.30, A2.42

Description of impact on historic features: None of the historic windows remain except for the clerestory windows at the eaves (see item No. 9), so the replacement

be composed of wood slat guardrails. Planters will be integrated in the guardrail at the plaza and deck levels. The deck edge will be covered by a wood trellis to provide shade and rain protection for the seating area.

Photo no.: N/A **Drawing no.:** Gelfand - A2.11, A2.32

Description of impact on historic features: The new porch will be self-supporting and not rely on the historic building for structural support, so as to not impair the essential form and integrity of the historic building. Because the height of the new porch won't rise over the visual base of the historic building, and because the new porch is essentially a continuation of the existing plaza (albeit 30 inches higher), there will be no significant impact on the historic building.

INTERIOR

16. **Architectural Feature:** Basement
Approximate date of feature: 1916
Description of existing feature and its condition: The basement serves primarily as space for mechanical and computer equipment, with some meeting and storage space. The current layout is close to the original with alterations for a wheelchair lift. At the south end of the basement a staircase with a steel handrail appears to be original.

The original primary use of the basement, as indicated on the 1916 plans was for a series of "playrooms" and the east ends of the rooms were enclosed by metal screens. The heavy wire screens separated by sturdy wood mullions still exist in several locations, although some have been covered by plywood and sheetrock and others removed.

Photo no.: 18, 19, 20 **Drawing no.:** Mullgardt - Sheet 1
Gelfand – A1.10, 2.10

Description of work and impact on existing feature: Minimal architectural work will be undertaken in the basement. A new fire control room will be located in a room adjacent to the existing metal screens. A new shaft wall will be built inside the existing wall to preserve the metal screens and provide the necessary fire rating.

Grade beams will be installed beneath the concrete floor slab during the seismic upgrade portion of the project. The location of the beams has not yet been determined. To the furthest extent possible the new grade beams will avoid the destruction of the original metal screens. If it is necessary to move the metal screens

Approximate date of feature: 1916
Description of existing feature and its condition: The third floor serves as storage space. Offices, now converted to storage space, line the wall against the west elevation and a series of metal shelves, loaded with black plastic bags, occupy the remainder of the open space.

Above the third floor the building steps back from the sidewalk, and skylights originally penetrated the 3rd floor roof. Those skylights have since been covered. Remnants of the interior wood detailing installed to cover the skylight openings still remains above the ceiling tiles.

Photo no.: 22 **Drawing no.:** Gelfand – A1.13, 2.13

Description of work and impact on existing feature: The third floor will be reconfigured to include 10 new residential units, a laundry room, a sunroom, and a lounge at the new elevator tower lobby. Skylights over the laundry and sunrooms will be reopened. New shear concrete shear walls will be located within the new walls. No significant architectural features remain, so the new work will not affect the building's historic integrity.

20. **Architectural Feature:** 4th-9th floors
Approximate date of feature: 1916
Description of existing feature and its condition: The fourth through ninth floors serve as storage space, primarily for office equipment. There are some offices with partition walls and bathroom facilities, but none of the original wall configuration or finishes remain.

Photo no.: N/A **Drawing no.:** Gelfand – A1.14, A2.14

Description of work and impact on existing feature: The 4th-9th floors will be reconfigured to include nine new residential rooms per floor. Except for features discussed in items 9 and 22 (clerestory windows and decorative stencils), no significant architectural features remain on the 4th-9th floors, so the new work will not affect the building's historic integrity.

21. **Architectural Feature:** Small Staircases
Approximate date of feature: 1940s – 1950s
Description of existing feature and its condition: At the south end of the building, in front of the middle window on the south elevation, a small staircase spans from the 5th to the 6th floor, and another staircase in the same location spans from the 7th to the 8th floor. They feature welded joints, which would indicate that they were constructed after 1916. The exact installation date is unknown; these stairs are not on the original architect's drawings.

prominent graffiti with the text "Lil Mousey – 50" appears engraved into the finish surface.

Photo no.: 27, 28, 29, 30 **Drawing no.:** Gelfand – A2.10-14

Description of impact on historic features: North stair tower: existing width is 39" and 44" is required. Therefore, the entire metal stair and elevator shaft in the north stair tower would be removed and replaced. South stair tower: The existing width is greater than 44", so the basement to second floor stair would remain as is. From the second to the ninth floor the existing staircase and elevator shaft would be removed and replaced. In each instance the new stairs will be reconfigured to provide the maximum amount of space for residential units.

End.

Form 10-168b
Rev 12/90

OMB Approved
No 1024-0009

CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

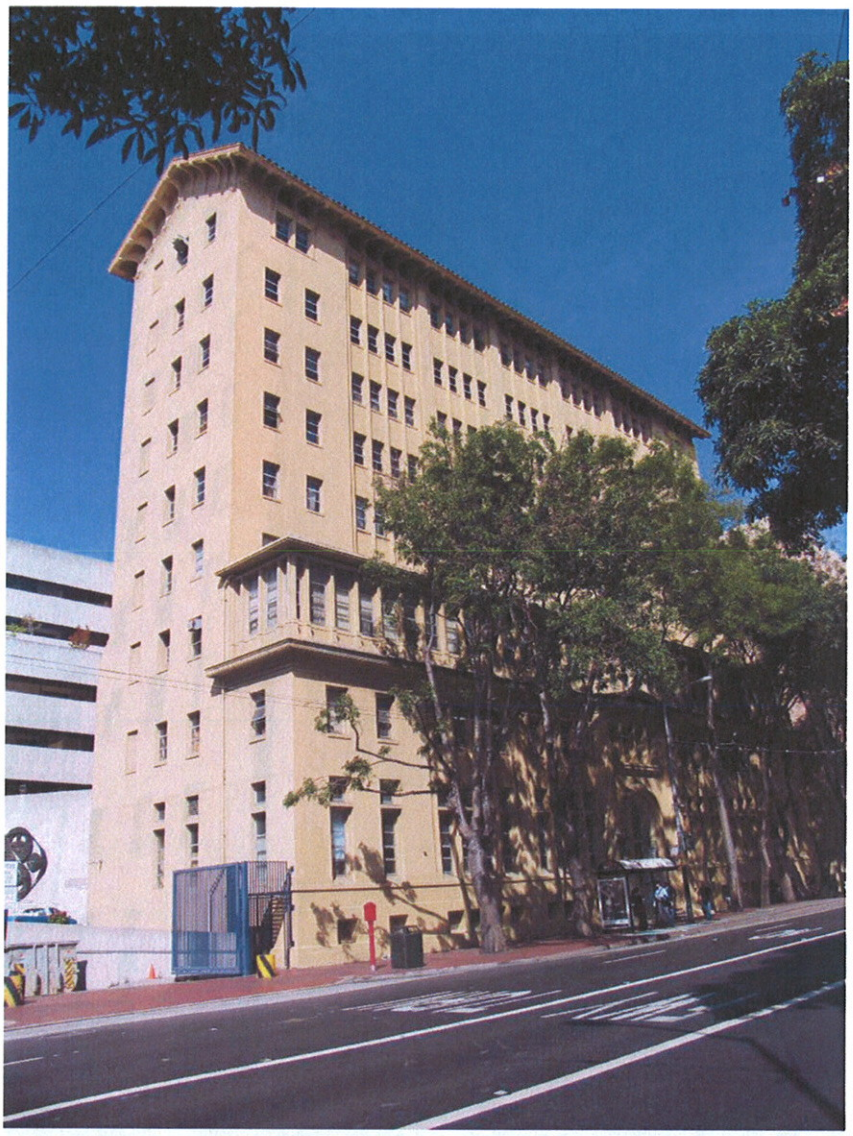
San Francisco Juvenile Court and Detention Home
Property Name

150 Otis Street
Property Address

Instructions Read the instruction carefully before completing Type, or print clearly in black ink Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted Photocopy additional sheets as needed

This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 3



View: Looking northwest
Date: September 19, 2008
Description: East and south elevations

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Rev 12/90

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CONTINUATION / AMENDMENT SHEET

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This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 5

View: Looking west at east elevation
Date: September 19, 2008
Description: Five central bays of east elevation, including entrance, and sun porch

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CONTINUATION / AMENDMENT SHEET

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This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 7

View: East elevation; Main entrance
Date: October 2, 2009
Description: Front steps (detail), handrail, pilaster

Photo 8

View: East elevation; Main entrance
Date: October 2, 2009
Description: Front steps, wood doors,

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Rev 12/90

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No 1024-0009

CONTINUATION / AMENDMENT SHEET

San Francisco Juvenile Court and Detention Home

Property Name

Historic Preservation

Certification Application

150 Otis Street

Property Address

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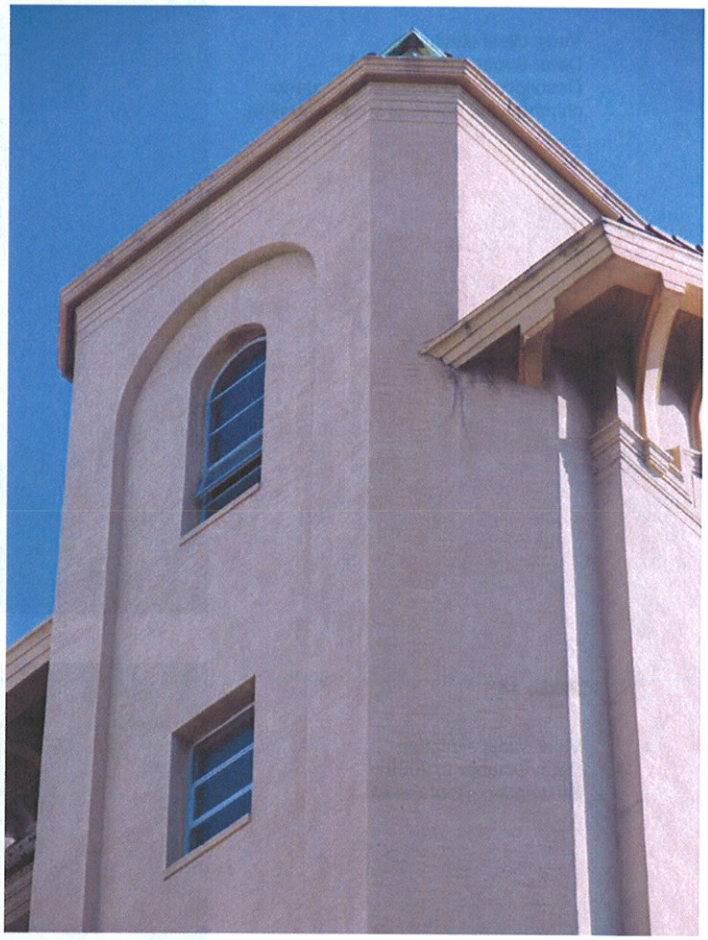
This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 11

View: East elevation
Date: September 19, 2008
Description: Exterior lantern detail

Photo 12



View: West and south elevations
Date: September 19, 2008
Desription: Top of south tower, cornice return
and brackets of southern end of gable.

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No 1024-0009

CONTINUATION / AMENDMENT SHEET

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Certification Application

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This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 15

View: West elevation
Date: October 2, 2009
Description: Roof eaves, looking south

Photo 16

View: West side of roof
Date: September 19, 2008
Description: Looking south on roof with chimneys and south tower

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

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This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 19

View: Basement interior
Date: October 2, 2009
Description: Looking south with metal screens on right

Photo 20

View: Basement interior
Date: October 9, 2009
Description: Looking south at original stair

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CONTINUATION / AMENDMENT SHEET

Historic Preservation

Certification Application

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This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 23

View: Interior 5th floor
Date: October 5, 2009
Description: small stairs

Photo 24

View: Interior 5th floor
Date: October 5, 2009
Description: small stairs

Form 10-168b
Rev 12/90

OMB Approved
No 1024-0009

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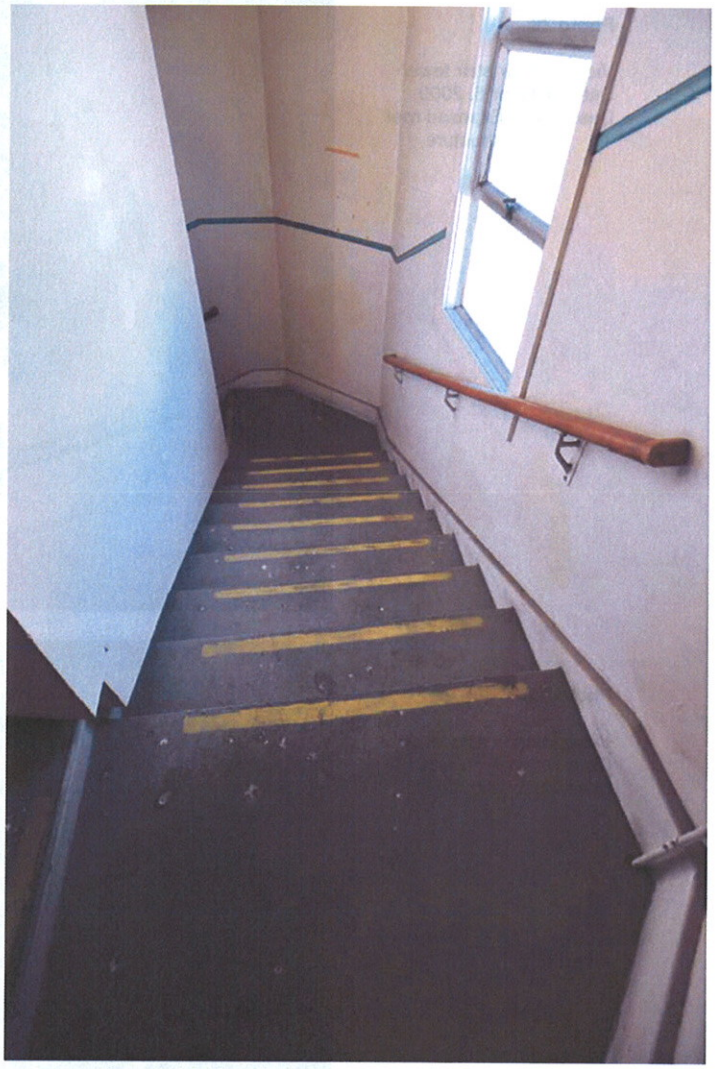
This sheet: ☐continues Part 1 ☑continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

Photo 27

View: Interior stair tower
Date: October 5, 2009
Description: Finish floor

Photo 28



View: Interior stair tower
Date: October 5, 2009
Description: Stairs

Form 10-168e
Rev. 1/2000

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet

Rehabilitation - - Part 2/Part 3

Project Number: 24035

NUMBER 1

OHP Ref. # 537.9-38-0217

Veteran's Commons

150 Otis Street
(Property)
San Francisco, San Francisco County, CA 94103

Certified Historic Structure? ____ yes xxx pending

Type of Request: xxx Part 2
____ Part 3 (Part 2 previously reviewed)
____ Part 3 (Part 2 not previously reviewed)
____ Amendment

Date application received by State 10/12/2009
Date(s) additional information requested by State 10/30/2009
Complete information received by State 11/2/2009, 11/9/2009
Date transmitted to NPS 11/24/2009
Property visited by State staff? ____ (before) ____ (during) ____ (after) rehab.

____ Preliminary done
____ Non-standard billing

SHPO REVIEW SUMMARY

xx Fully reviewed by SHPO
___ No outstanding concerns
xx Owner informed of SHPO recommendation
___ In-depth NPS review requested

NUMBER 2

STATE RECOMMENDATION:

Mark C. Huck, AIA, who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

The Project

____ meets the Standards.

XX meets the Standards *only* if the attached conditions are met.

____ does not meet Standard number(s) ____ for the reasons listed on reverse.

____ warrants denial for lack of information.

____ This application is being forwarded without recommendation.

For completed work previously reviewed, check as appropriate:

____ completed rehabilitation conforms to work previously approved.

____ completed rehabilitation differs substantively from work previously approved (describe divergences from Part 2 application on reverse)

24 NOV 2009
Date

Milford Wayne Donaldson, FAIA, State Historic Preservation Officer

This is a review sheet only and does not constitute an official certification of rehabilitation.

Historic Certification Application - Rehabilitation: Part 2/3: PAGE 2 **Name of Property:** Veteran's Commons

NUMBER 3 **ISSUES:**

_____ Additions, including rooftop	_____ Alteration of significant exterior features or surfaces
_____ Alteration, removal, or covering of significant interior finishes or features	_____ Adjacent new construction, extensive site work, or demolition of adjacent structures
_____ Changes to significant interior spaces or plan features (including circulation patterns).	XXX Window replacements on any major elevation that do not match historic configuration, material, and profiles **Ventilators, blind windows**
_____ Damaging or inadequately specified masonry treatments	_____ Other (Explain) Removal of original window fabric

NUMBER 4 Basis for Recommendation. Focus on how the issues checked in NUMBER 3 are being addressed. Where denial is recommended, explain fully. Comment on noteworthy aspects of the project, including any technical or design innovations, or creative solutions.
STATE EVALUATION OF PROJECT & CONCERNS:

The Veteran's Commons project is an adaptive reuse of the former San Francisco Juvenile Court and Detention Center. Its current use is as storage and seasonal homeless shelter. Its proposed new use is 76 low income single-room occupancy units.

The building is a 9 story concrete structure seven bays long and three bays deep, with two projecting stair towers at the rear elevation on both ends. Prominent features of the exterior façade include a four-part expression: the two story base features bays of windows separated with vertical concrete mullions; a cornice line separates the second part, and a sun porch featuring a continuous band of windows separated by narrow mullions. The 'shaft' is set back one bay and rises from the fourth to ninth floor, with the structural columns visually separating the bays; and the cross-gable roof features prominent eaves which extend about 4' beyond the face of the building on all sides. Concrete corbels run from a cornice line and hang beneath the eaves, creating the effect of exposed rafter tails. The only original windows are tucked up in the eaves. These will be exposed to the floor below where practical and the windows repaired. The exterior finish is colored stucco stippled over the concrete structure. This stucco is proposed for repair, cleaning with a non-abrasive, non caustic method, and repainting.

The Main entry features original eight-sided lanterns and an arch with stairs leading to a landing with a security gate, and additional stairs leading to the ground floor. Several means were considered to allow ADA access using ramps, but the ultimate solution proposes the removal of all stairs and creating a street-level entry leading to a lobby with a new elevator shaft to allow access from the street level to the ground and all floors above. The stairs will be cut and the ghosts abutting the lobby walls will be left as evidence of their past existence. An existing ADA solution which replaced a basement window with a door to a lift to the ground floor will be removed and the basement window replaced. OHP finds this solution to be the least intrusive, elegant, and conforming to the Standards.

Cont'd on Page 3

INNOVATIVE SOLUTIONS/NOTEWORTHY ASPECTS:

____ new technical process ____ creative design solution ____ noteworthy project

XXX See attachments:	XXX plans	_____ specifications	XXX photographs	_____ other:	
_____ Items sent separately:	_____ plans	_____ specifications	_____ photographs	_____ other:	
_____ Other documentation on file in State:					

NPS COMMENTS:

Date National Park Service Reviewer

Number 4	Basis for recommendation: Continued:

STATE EVALUATION OF PROJECT AND CONCERNS:

Seismic retrofitting is accomplished mainly by the construction of a central elevator tower at the rear of the building, which allows for less invasive structural strengthening of the north and south walls and minimal additional interior perpendicular walls. This scope of work coincides with the existing exterior walls and proposed floor plan and conforms to the Standards.

The interior is described as not retaining any character defining features except for the sixth floor ceiling and walls which have some stenciling thought to have been added in the 30's or 40's based on their motif. These will be covered to prevent them from damage. The exposed roof construction in the stair towers is called out, along with incidental graffiti. As clarified in the RFI, these features are not considered significant in a space not considered primary, and so these features may either be expressed or covered and protected with a fire-rated enclosure.

The non-original circulation is currently open floor plan. The two stairs at either end will be replaced with code-compliant stairs in the same location, with a double corridor circulation imposed at lower floors and single loaded corridors to the rear of the building used at floors 4-9 where the building steps back a bay.

The existing windows are non-original and are proposed to be replaced. The ground floor windows are proposed to receive aluminum frame windows with an operable lower awning panel. Second and third floor windows were proposed to be aluminum frame operable lower casement panels with a bottom ventilator feature, but based on the response to the RFI, all windows will be double hung except for the south elevation, where the accessible units require crank-operated casement windows. Floors 4-9 were proposed to receive aluminum single hung windows, now understood to be double hung. A ventilator feature is incorporated to meet noise code requirements. OHP has recommended that, while replacement windows for non-original windows may be as defined by the new use, replacements reminiscent of the original windows are encouraged. The RFI has confirmed that the new windows are reminiscent of original windows.

Issues

Window Ventilators

The noise reduction ventilators are an intrusive element introduced in a visually random manner on the elevations. The ventilator itself appears similar to a second sill, and is not compatible with the Standards. The RFI identifies an alternative fresh air system that should be explored further before deciding on the use of the ventilator system. The mechanical strategy for the building also appears to be fluid, with either ventilation grilles introduced into the west (rear) elevation or the chimneys employed to distribute air. Either of these strategies could conceivably be used to add air to the units. More work needs to be completed on the mechanical system before proposing ventilators. See Conditions.

Number 4	Basis for recommendation: Continued: **STATE EVALUATION OF PROJECT AND CONCERNS:**

Blind Windows

The floor plans as currently proposed require several blind windows. A study of the floor plans reveals that with some redesign, these windows may be included in the floor plan. The new use cannot adversely impact existing original openings. See Conditions.

Casement Windows

OHP is concerned that the casement windows on the south elevation look distinctly different from the double hung windows used everywhere else. It helps that they are grouped on a secondary elevation with few windows. OHP strongly recommends that these windows look similar to the windows on the other elevations.

Summary

Overall, the project as proposed is well thought out. With the resolution of the Conditions identified, the project would appear to meet the Secretary of the Interior's Standards.

Form 10-168f
New

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

CONDITIONS SHEET
Historic Preservation Certification Application

Property Name: **Veteran's Commons**   Project Number: 24035
OHP Ref. # 537.9-38-0217

Property Address: 150 Otis Street, San Francisco, San Francisco County, CA 94103

The rehabilitation of this property as described in the Historic Certification Application will meet the Secretary of the Interior's Standards for Rehabilitation provided that the following condition(s) are met:

CONDITIONS:

1. No ventilators will be used at windows. Provide alternative means for fresh air.

2. The new use shall not infringe on existing original openings. Provide a revised floor plan that eliminates the need for blind windows.

Revised drawings showing all necessary changes addressing the above conditions should be submitted for review and approval before proceeding with this work in order to ensure the project's overall conformance with the Standards.

24 NOV 2009 [signature] Mark C. Huck, AIA, Architectural Review Unit (916-653-9107)

Date   Milford Wayne Donaldson, FAIA, State Historic Preservation Officer   State Contact/Telephone Number

The National Park Service has determined that this project will meet the Secretary of the Interior Standards for Rehabilitation if the condition(s) listed in the box above are met.

Date   National Park Service Signature

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

January 20, 2010

Mr. Doug Shoemaker
San Francisco Mayor's Office of Housing
1 South Van Ness Street, 5th floor
San Francisco, CA 94103

PROPERTY: **Veteran's Commons, 150 Otis Street, San Francisco, CA**
PROJECT NUMBER: **24035**

Dear Mr. Shoemaker:

The National Park Service has reviewed your Historic Preservation Certification Application - Part 2, and has determined that the proposed rehabilitation project described in the submitted documentation will meet the Secretary of the Interior's Standards for Rehabilitation, provided that the following conditions are met:

1) The primary Otis Street entrance must be retained in it historic configuration. Removing the existing steps and lowering the interior floor level at this entrance significantly alters an important character defining feature of this building.

2) New replacement windows must closely resemble the design and configuration of the historic window. The proposed ventilators at the bottom of the new replacement windows is not in keeping with the historic character of the building and must be deleted from the project.

3) All historic window openings must be retained. Floor plans must be revised in order to avoid the need for blind windows.

Material submitted for conformance with the conditions should be submitted to this office through the State Historic Preservation Office. This office will review any additional material relating to the conditions as soon as it is made available. Any substantive change in the work as described in the application should be brought to our attention in writing prior to execution to ensure continued conformance to the Standards.

This letter is a **preliminary** determination, since a formal "certification of rehabilitation" can be issued only to the owner or qualified lessee of a "certified historic structure" after the rehabilitation work is completed. To request certification upon completion of the project, a Request for Certification of Completed Work, interior and exterior photographs of the completed work, and documentation of fulfillment of the above conditions should be returned to this office through the State Historic Preservation Office. An onsite inspection of the completed work by an authorized representative of the Secretary of the Interior may be undertaken prior to issuance of the final certification of rehabilitation.

If you have any questions, please call the State Historic Preservation Office or me at 202-354-2032.

Sincerely,

Antonio Aguilar

Antonio Aguilar
Historical Architect
Technical Preservation Services

Form 10-168b
Rev. 12/90

OMB Approved
No. 1024-0009

CONTINUATION / AMENDMENT SHEET

150 Otis - Veteran's Commons
Property Name

Historic Preservation Certification Application

150 Otis Street, San Francisco CA
Property Address

Instructions. Read the instruction carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet: ☐continues Part 1 ☐continues Part 2 ☐amends Part 1 ☒amends Part 2 NPS Project Number: 24035

AMENDMENT 1

This amendment is in response to the letter dated Jan 20, 2010, from Antonio Aguilar, National Park Service, to Doug Shoemaker, San Francisco Mayor's Office of Housing.

Dear Mr. Shoemaker:
The National Park Service has reviewed your Historic Preservation Certification Application – Part 2, and has determined that the proposed rehabilitation project described in the submitted documentation will meet the Secretary of the Interior's Standards for Rehabilitation, provided that the following conditions are met:

1.) The primary Otis Street entrance must be retained in its historic configuration. Removing the existing steps and lowering the interior floor level at this entrance significantly alters an important character defining feature of this building.

2.) New replacement windows must closely resemble the design and configuration of the historic window. The proposed ventilators at the bottom of the new replacement windows is not in keeping with the historic character of the building and must be deleted from the project.

3.) All historic window openings must be retained. Floor plans must be revised in order to avoid the need for blind windows.

Material submitted for conformance with the conditions should be submitted to this office through the State Historic Preservation Office. This office will review any additional material relating to the conditions as soon as it is made available. Any substantive change in the work as described in the application should be brought to our attention in writing prior to execution to ensure continued conformance to the standards.

This letter is preliminary determination, since a formal "certification of rehabilitation" can be issued only to the owner or qualified lessee of a "certified historic structure" after the rehabilitation work is completed. To request certification upon completion of the project, a Request for Certification of Completed Work, interior and exterior photographs of the completed work, and documentation of fulfillment of the above conditions should be returned to this office through the State Historic Preservation Office. An onsite inspection of the completed work by an authorized representative of the Secretary of the Interior may be undertaken prior to issuance of the final certification of rehabilitation.

Condition 1: Primary Otis Street Entrance

Description of Existing Condition:

Architectural Feature: Main Entry — Approximate date of feature: 1916

Description of existing feature and its condition: The main entryway serves as the focal point of the west elevation. A two-story decorative pediment, supported by pilasters, spans the width of the central bay and frames the arched opening. The peak of the pediment extends above the cornice line between the second and third floors. Three steps rise to the arched opening, which extends the full height of the first floor, and access is controlled by a modern security gate.

Name KIM PIECHOTA Signature [signature] Date 3-10-10

Street 1515 VALLEJO STREET, 4TH FLOOR City SAN FRANCISCO

State CALIFORNIA Zip 94109 Daytime Telephone Number 415-929-0212

NPS Office Use Only

- ☐ The National Park Service has determined that these project amendments meet the Secretary of the Interior's "Standards for Rehabilitation."
- ☐ The National Park Service has determined that these project amendments will meet the Secretary of the Interior's "Standard for Rehabilitation" if the attached conditions are met.
- ☐ The National Park Service had determined that these project amendments do not meet the Secretary of the Interior's "Standards for Rehabilitation."

Date | National Park Service Authorized Signature | National Park Service Office/Telephone No.

☐ See Attachments

Form 10-168b
Rev. 12/90

OMB Approved
No. 1024-0009

CONTINUATION / AMENDMENT SHEET

150 Otis - Veteran's Commons
Property Name

150 Otis Street, San Francisco CA
Property Address

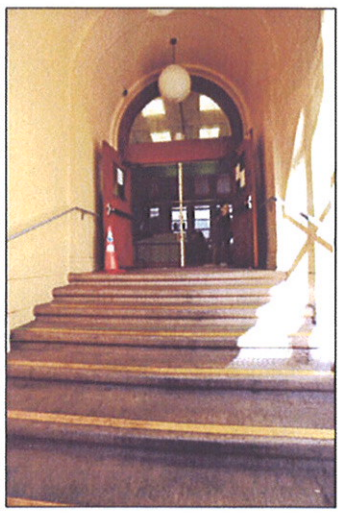
Historic Preservation Certification Application

Instructions. Read the instruction carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet: ☐continues Part 1 ☐continues Part 2 ☐amends Part 1 ■amends Part 2 NPS Project Number: 24035

Four windows span the central bay above entryway, and are separated by mullions which terminate in capitals at the base of the pediment. Very narrow windows occupy the wall space between the pilasters and the entry opening.

Original 8-sided lamps adorn the pilasters on either side of the opening. On the south side of the entry, beneath the narrow window, there is a plaque with the text "150 Otis Street Storage." At the same location on the north side of the entry, a piece of plywood, painted to match the building, has been bolted to the wall surface.



Past the security gate, the main entrance opens into a foyer with 9 concrete steps that rise to the first floor. The foyer features an arched ceiling with pilasters that descend to the steps, and three large spherical hanging light fixtures.

Double heavy wood doors, set in a wood surround with decorative molding, feature a single lite in each floor and an arched transom window. The wood surround appears to be original; the single-body construction of the doors suggests that they are not original. A thin piece of plywood has been installed over the doors, below the transom and is not original.

NPS Condition:

The primary Otis Street entrance must be retained in its historic configuration. Removing the existing steps and lowering the interior floor level at this entrance significantly alters an important character defining feature of this building.

Description of New Work:

Related Drawings: Basement Plan – A2.10; Ground Floor Plan – A2.11; East Elevation – 2.30; Section – 2.40

The new design leaves the existing primary Otis Street entrance, including the existing steps and interior floor level, intact. The designs to remove the existing steps and lower the interior floor have been eliminated from the plans.

A new sidewalk-level entry south of the main entrance will provide ADA access. The new entrance will open into a vestibule that accesses a new elevator that rises from the exterior sidewalk level to the interior ground floor level. A section of the floor between

structural gridlines 3,4,D, and E will be removed so that the new entry vestibule is open to the ground floor interior. The new elevator will be located approximately 4'-0" from the east wall to leave the windows unblocked by the elevator shaft.

The new sidewalk-level entrance will require the removal of a section of wall approximately one window (34") wide, and the removal of an existing basement window, to provide an opening into the new vestibule.

The existing non-code-compliant lift will be removed and the existing sidewalk-level opening north of the primary entrance will be closed and infilled with a material compatible with the adjacent existing finish. The windows above the opening which are currently blocked by the existing lift will be reopened. Because the height of the existing sidewalk-level entrance is too low to meet code requirements, it is not possible to install a new lift in the same location. Enlarging the opening would require cutting into the belt course above.

Since the ground slopes downward to the south, the proposed opening to the south of the main entrance has enough height to meet code requirements without cutting into the belt course, which defines the base of the building.

Form 10-168b
Rev. 12/90

OMB Approved
No. 1024-0009

CONTINUATION / AMENDMENT SHEET

150 Otis - Veteran's Commons
Property Name

Historic Preservation Certification Application

150 Otis Street, San Francisco CA
Property Address

Instructions. Read the instruction carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet: ☐continues Part 1 ☐continues Part 2 ☐amends Part 1 ■amends Part 2 NPS Project Number: 24035

Condition 2: New Replacement Windows

Description of Existing Condition:

Architectural Feature: Windows
Approximate date of feature: 1916
Description of existing feature and its condition: The existing, non-contributing windows are 3-lite ranked aluminum sash awning windows, with an operable middle lite. The original windows are no longer extant. The windows are inset approximately 1'-0" from the wall surface at most locations.

Because of the height of the first story, the first floor windows include an extra lite and an additional clerestory window above. On the west elevation ground floor in the second bay from the south, a ventilation grill has replaced the entire window and clerestory window.

Original clerestory windows occupy the spaces between the cornice and the eaves. These nine pane steel sash hopper multi-lite windows, with an operable middle row, are not visible from the interior because they are hidden above a suspended ceiling.

NPS Condition:

New replacement windows must closely resemble the design and configuration of the historic window. The proposed ventilators at the bottom of the new replacement windows is not in keeping with the historic character of the building and must be deleted from the project.

Description of New Work:

Related Drawings: East Elevation – 2.30; South Elevation – A2.31; Primary Window Types – 2/A2.33;

Original 1916 Drawings: Sheets 7, 8, & 10

The glazed-in ventilators have been removed and replaced with new single-hung windows compatible with the historic character of the building.

The original (1916) windows functioned as a modular system (Sheet 10). Each module consisted of a steel sash, six-pane unit (three over three) that measured approximately 36" wide by 30" tall. Each original window consisted of a grouping of these modules, so that the basement windows consisted of a single module, the first floor window was made of three modules with a separate single-module clerestory window, and the windows on floors 4-9 consisted of two modules (Sheets 7 & 8). Note that the existing windows do not follow this modular system.

The new windows will emulate this original modular arrangement with a new module. The new module will be the same dimensions as the original module, and will be used in all locations the original module was used. It will also feature an aluminum sash with a profile comparable to the historic steel sash, and a single vertical division.

Casement windows will be used on the south elevation instead of double-hung windows because the south-most rooms are designed to be fully wheelchair accessible and casement windows, with the operation knobs at sill level, meet ADA requirements and are fully operable.

Form 10-168b
Rev. 12/90

OMB Approved
No. 1024-0009

CONTINUATION / AMENDMENT SHEET

150 Otis - Veteran's Commons
Property Name

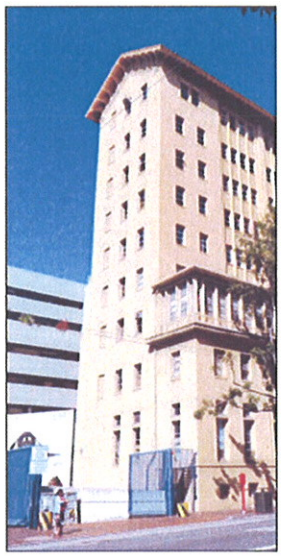
150 Otis Street, San Francisco CA
Property Address

Historic Preservation Certification Application

Instructions. Read the instruction carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet: ☐continues Part 1 ☐continues Part 2 ☐amends Part 1 ■amends Part 2 NPS Project Number: 24035

Condition 3: All historic window openings must be retained



Description of Existing Condition:

Note that the original description, in the Part 2 Application, Block 8 did not elaborate on the proposed plan's intention to cover the middle column of windows from floors 4-9 on the south elevation.

The existing condition of the north and south elevations is that that of the three columns of windows, the west-most column has been infilled with concrete block for increased seismic performance. The existing open windows on the north elevation have been fixed shut because of the proximity of the adjacent building.

The initial proposal included new interior finish plumbing walls that would cover the existing open windows at the north and south elevations. A new multi-lite window would have been installed in the window openings, but only the interior finish wall would have been visible through the pane. An access panel through the interior finish was to provide access to the space between the window and the interior finish wall.

NPS Condition:

All historic window openings must be retained. Floor plans must be revised in order to avoid the need for blind windows.

Description of New Work:

Related Drawings: East Elevation – 2.30; South Elevation – A2.31; West Elevation – A2.32; Primary Window Types – 2/A2.33

The new design retains all historic window openings. The room configurations at the north and south elevations have been redesigned to permit all existing open windows to remain open.

New Item no. 1: Enlarged trash Room in Elevator Tower

Description of New Work from Application, Item 14:

Architectural Feature: Elevator Tower

Description of Feature: A new two car elevator tower and adjacent enclosed trash chute will be installed at the west elevation plaza from the ground floor to the ninth floor. The tower will be of concrete construction and is an integral and essential part of the seismic structural stabilization system for the entire building. Windows will be installed at the elevator side walls and perpendicular to the existing façade to facilitate the separation of the new construction from the historic building. The tower will be articulated to reflect in a modern condition details of the existing façade, which will allow for the mass of the tower to be visually reduced.

Description of impact on historic features: The elevator tower will replace the existing emergency exit staircase at the central bay of the west elevation. By keeping the height of the elevator tower lower than the existing stair towers, and by visually separating the elevator tower from the historic building, the new stair tower will respect the existing historic building. Differentiating the elevator tower into base, middle, and cap zones, and working within the building's visual vertical emphasis, will allow the new stair tower to be compatible with the existing historic building.

Other structural schemes were explored including moment and braced frames. More exotic designs such as base isolation were not considered appropriate for a building of this configuration (narrow and tall). A braced frame system was more fully explored but was considered less desirable. For one, it would introduce additional structural members into the interior leading to less useable space and causing issues with floor layouts. Also, at floors four through none, the diagonal braces would be visible from Otis Street. It also did not eliminate the need for an elevator at the rear of the building.

Description of New Work:

Related Drawings: West Elevation – A2.32; Plans – A2.11-14

The trash rooms on floors 1-3 on north side of the new elevator tower have been re-designed to be slightly larger, as shown in the drawings.

Form 10-168e
Rev. 1/2000

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet

Rehabilitation - - Part 2/Part 3

Project Number: 24035

NUMBER 1

OHP Ref. # 537.9-38-0217

Veteran's Commons

150 Otis Street
(Property)
San Francisco, San Francisco County, CA 94103

Certified Historic Structure? ____ yes xxx pending

Type of Request:
____ Part 2
____ Part 3 (Part 2 previously reviewed)
____ Part 3 (Part 2 not previously reviewed)
xxx Amendment 1

Date application received by State 3/11/2010
Date(s) additional information requested by State ____, ____
____, ____, ____, ____, ____, ____
Complete information received by State ____, ____
Date transmitted to NPS 3/25/2010
Property visited by State staff? ____ (before) ____ (during) ____ (after) rehab.

____ Preliminary done
____ Non-standard billing

SHPO REVIEW SUMMARY

xx Fully reviewed by SHPO
___ No outstanding concerns
xx Owner informed of SHPO recommendation
___ In-depth NPS review requested

NUMBER 2

STATE RECOMMENDATION:

Mark C. Huck, AIA, who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

The Project

XX meets the Standards.

____ meets the Standards *only* if the attached conditions are met.

____ does not meet Standard number(s) ____ for the reasons listed on reverse.

____ warrants denial for lack of information.

____ This application is being forwarded without recommendation.

For completed work previously reviewed, check as appropriate:

____ completed rehabilitation conforms to work previously approved.

____ completed rehabilitation differs substantively from work previously approved (describe divergences from Part 2 application on reverse)

25 MAR 2010
Date

Milford Wayne Donaldson, FAIA, State Historic Preservation Officer

This is a review sheet only and does not constitute an official certification of rehabilitation.

NUMBER 3 ISSUES:

____ Additions, including rooftop	XXX Alteration of significant exterior features or surfaces **Design of ADA entrance door**
____ Alteration, removal, or covering of significant interior finishes or features	____ Adjacent new construction, extensive site work, or demolition of adjacent structures
____ Changes to significant interior spaces or plan features (including circulation patterns).	____ Window replacements on any major elevation that do not match historic configuration, material, and profiles
____ Damaging or inadequately specified masonry treatments	____ Other (Explain) Removal of original window fabric

NUMBER 4 Basis for Recommendation. Focus on how the issues checked in NUMBER 3 are being addressed. Where denial is recommended, explain fully. Comment on noteworthy aspects of the project, including any technical or design innovations, or creative solutions.
STATE EVALUATION OF PROJECT & CONCERNS:

The Veteran's Commons project is an adaptive reuse of the former San Francisco Juvenile Court and Detention Center. Its current use is as storage and seasonal homeless shelter. Its proposed new use is 76 low income single-room occupancy units.

The building is a 9 story concrete structure seven bays long and three bays deep, with two projecting stair towers at the rear elevation on both ends. Prominent features of the exterior façade include a four-part expression: the two story base features bays of windows separated with vertical concrete mullions; a cornice line separates the second part, and a sun porch featuring a continuous band of windows separated by narrow mullions. The 'shaft' is set back one bay and rises from the fourth to ninth floor, with the structural columns visually separating the bays; and the cross-gable roof features prominent eaves which extend about 4' beyond the face of the building on all sides. Concrete corbels run from a cornice line and hang beneath the eaves, creating the effect of exposed rafter tails. The only original windows are tucked up in the eaves.

Amendment 1 responds to the conditions set by the NPS:

Condition 1, ADA entrance: The Main entry features original eight-sided lanterns and an arch with stairs leading to a landing with a security gate, and additional stairs leading to the ground floor. Several means were considered to allow ADA access using ramps, including the removal of all stairs and creating a street-level entry leading to a lobby with a new elevator shaft to allow access from the street level to the ground and all floors above. This solution was rejected by the NPS, and instead the applicant is proposing to keep the main entry intact with its character-defining stairs. The current ADA entrance through a window converted to an entrance to the right of the stair will be restored to a window, and the window to the left of the entrance which has more head height between the belt course and grade will be modified for a new ADA entrance. This alternative ADA entrance which retains existing stair fabric meets the Standards. OHP is concerned about the design of the door and strongly recommends a compatible design and material to be submitted as more information becomes available.

Cont'd on Page 3

INNOVATIVE SOLUTIONS/NOTEWORTHY ASPECTS:

____ new technical process ____ creative design solution ____ noteworthy project

XXX See attachments:	XXX plans	____ specifications	XXX photographs	____ other:
____ Items sent separately:	____ plans	____ specifications	____ photographs	____ other:
____ Other documentation on file in State:				

NPS COMMENTS:

Date National Park Service Reviewer

Number 4	Basis for recommendation: Continued: STATE EVALUATION OF PROJECT AND CONCERNS:

Condition 2, New Replacement Windows: The NPS condition denied the use of the ventilators at the previously proposed window sills. Instead a modular window system is proposed that reflects the original modular window system, using fewer panes. The glazed-in ventilators have been removed from the project. The windows on the front west elevation, the east and north elevations will be single hung, while the south elevation windows will be casement to allow ADA operation. The new aluminum sash will have a comparable profile with the original steel sash windows. These proposed windows better meet the Standards.

Condition 3, Retain Historic Window Openings: The NPS required the retention of all existing window openings, with no blind windows. The project proposes redesigned rooms to the north and south walls that retain all window openings. This proposal satisfies the NPS condition and meets the Standards.

New Item 1, Enlarged Trash Room in Elevator Tower: The new trash room in the rear of the building has been enlarged by about one window width to the north as compared to the rear elevation. Drawing A2.32, Proposed West Elevation, does not appear to have been revised to reflect this enlarged trash room. The enlargement only makes the new construction at the rear of the building slightly more of what it was previously, and does not affect compatibility with Standards 9 and 10.

Summary

Overall, the project as proposed is well thought out. The project would appear to meet the Secretary of the Interior's Standards.

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

March 30, 2010

Mr. Doug Shoemaker
San Francisco Mayor's Office of Housing
1 South Van Ness Street, 5th floor
San Francisco, CA 94103

PROPERTY: **Veteran's Commons, 150 Otis Street, San Francisco, CA**
PROJECT NUMBER: **24035**

Dear Mr. Shoemaker:

The National Park Service has reviewed the project amendment for the Historic Preservation Certification Application -- Part 2 for this project and has determined that the project, as modified by the treatments described, will be in conformance with the Secretary of the Interior's Standards for Rehabilitation and with the preliminary approval issued by the office on 01/20/2010 only if the following conditions are met.

The proposed windows are not compatible with the historic character of the building. Additional information submitted with this amendment shows that the original operable windows were pivoting multi-light metal windows. There does not seem to be a precedent for hung windows in this building. While the replacement windows do not have to operate as the original windows nor duplicate their profile, the glass of the windows must be in a single plane, and the light configuration must be close to the original design.

As you are aware, a formal "certification of rehabilitation" can be issued only to the owner or qualified lessee of a "certified historic structure" after the rehabilitation work is completed. At that time, please submit a Request for Certification of Completed Work, with interior and exterior photographs of the completed work, to this office through the State Historic Preservation Office. An onsite inspection of the completed work by an authorized representative of the Secretary of the Interior may be undertaken prior to issuance of the final certification of rehabilitation.

If you have any questions, please call the State Historic Preservation Office or me at 202-354-2032.

Sincerely,

Antonio Aguilar
Historical Architect
Technical Preservation Services Branch

Enclosure

cc: CA SHPO
Kim Piechota, 1515 Vallejo Street, 4th floor, San Francisco, CA 94109

VETERANS COMMONS

150 OTIS ST, SAN FRANCISCO, CA 94103

AGENCY REVIEW FORMS

APPLICABLE CODES

-UNIFORM FEDERAL ACCESSIBILITY STANDARDS, LATEST VERSION
-CALIFORNIA STATE APPLICABLE CODES (INCLUDING ALL CURRENT UPDATES):
-2007 BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
-2007 CALIFORNIA BUILDING CODE (CBC), PART 2, TITLE 24 C.C.R.; WITH SAN FRANCISCO AMENDMENTS
-2007 CALIFORNIA HISTORICAL BUILDING CODE, TITLE 24, PART 8
-2007 ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.;
-2007 MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.;
-2007 PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.;
-2007 CALIFORNIA FIRE CODE (CFC), PART 9, TITLE 24 C.C.R.;
-2007 CALIFORNIA REFERENCED STANDARDS CODE, PART 12, TITLE 24 C.C.R.
-2007 TITLE 19, C.C.R., PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS.
-2007 CBC, 2007 CFC, & 2002 NFPA 72 INSTALLATION OF FIRE ALARM SYSTEM.
-2007 CBC, SECTION 1011.6, INSTALLATION OF LOW-LEVEL EXITING SIGNS.
-2007 CBC, CHAPTER 30, ELEVATOR CAB SIZE.
SFFD ADMINISTRATIVE BULLETIN 4.20 FIRE SERVICE TO FIRE PUMP.
-2003 NFPA 14 AND CBC SECTION 905 INSTALLATION OF STANDPIPE AND HOSE SYSTEMS.
-2002 NFPA 20 FOR FIRE PUMP DESIGN & INSTALLATION.
-2002 NFPA 13 INSTALLATION OF SPRINKLER SYSTEMS.

PROJECT DATA

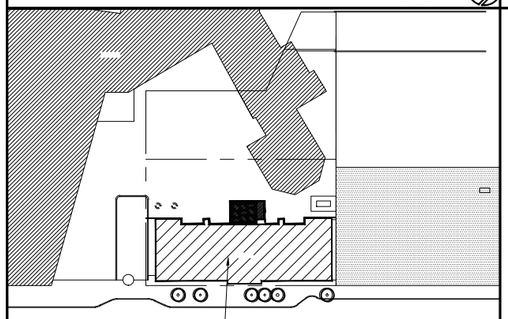
ZONING INFORMATION

BUILDING DEPARTMENT INFORMATION

SHEET INDEX

LOCATION MAP

1" = 50'



PROJECT SITE:
VETERANS COMMONS
150 OTIS ST.
SAN FRANCISCO, CA 94103

REGIONAL MAP

PROJECT SITE:
VETERANS COMMONS
150 OTIS ST.
SAN FRANCISCO, CA 94103

SCOPE OF WORK

SCOPE OF WORK INVOLVES BUT IS NOT LIMITED TO ACCESSIBLE RESIDENTIAL AREAS, ACCESSIBLE BUILDING ACCESS, LIFE SAFETY IMPROVEMENTS, AND RELATED STRUCTURAL WORK.

A. ACCESSIBLE RESIDENTIAL AREAS: RECONFIGURE 211 GROUP HOUSING UNITS PLUS ONE MANAGER'S UNIT INTO EQUAL NUMBER OF GROUP HOUSING UNITS PLUS ONE MANAGER'S UNIT, EACH WITH INDIVIDUAL TOILET AND MICROREFRESHMENT CENTER.

B. ACCESSIBLE BUILDING ACCESS: PROVIDE TWO NEW FULLY ACCESSIBLE ELEVATORS. MODIFY EXISTING STAIRWAY HANDRAILS TO COMPLY WITH ACCESSIBILITY REQUIREMENTS.

C. LIFE SAFETY IMPROVEMENTS: UPGRADE THE FIRE ALARM AND SPRINKLER SYSTEM TO FULLY COMPLIANT SYSTEM.

D. NEW HORIZONTAL ELEVATOR TOWER ADDITION

E. DEMO PORTIONS OF THE EXISTING LATERAL RESISTANCE SYSTEM AND REPLACE LATERAL SYSTEM IN KIND.

F. PROVIDE NEW ACCESSIBLE COMMON BATHROOMS AND COMMUNITY KITCHENS.

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Key Plan

Drawing Record

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Sheet
TITLE SHEET

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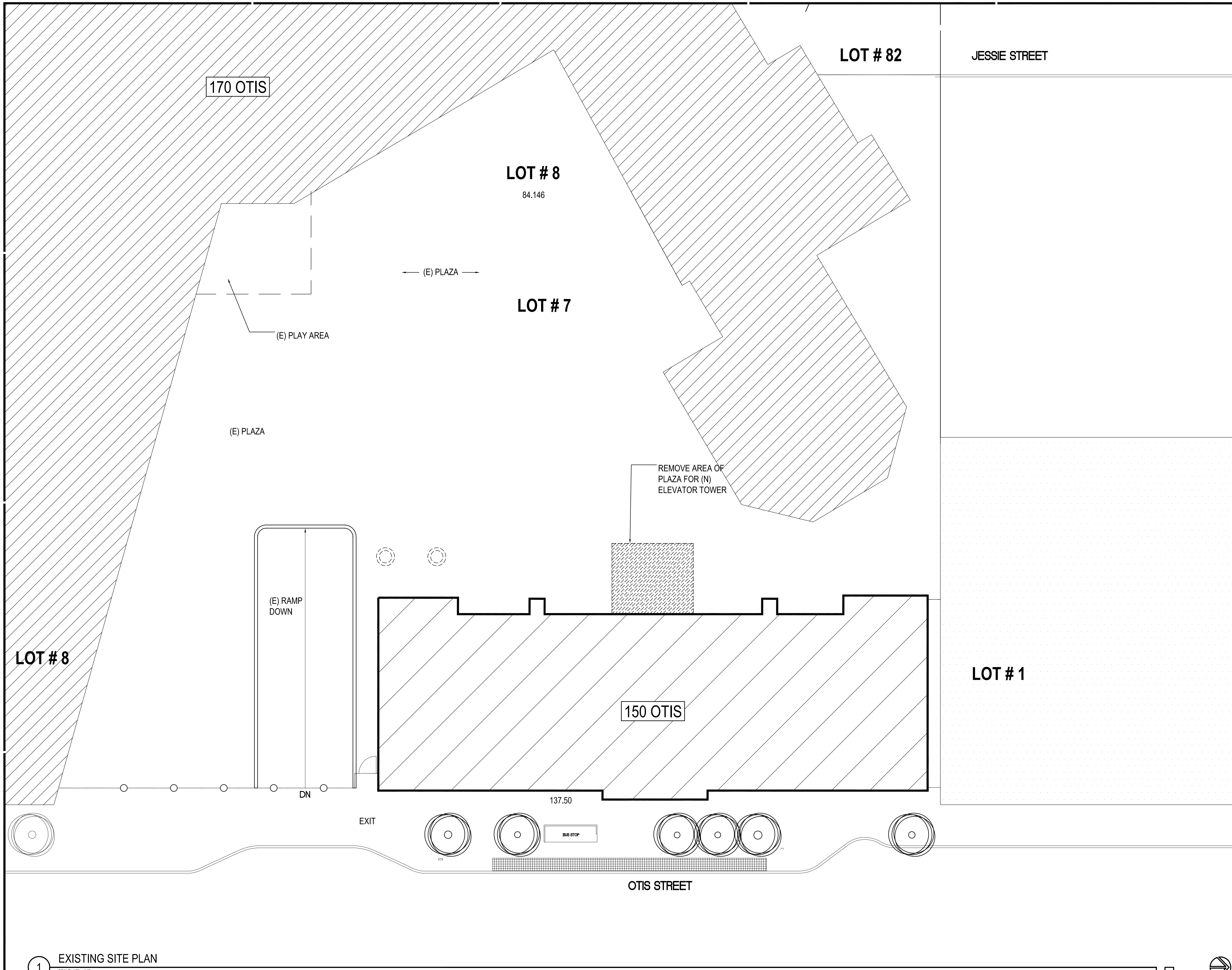

1 EXISTING SITE PLAN

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

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EXISTING SITE PLAN

A1.01

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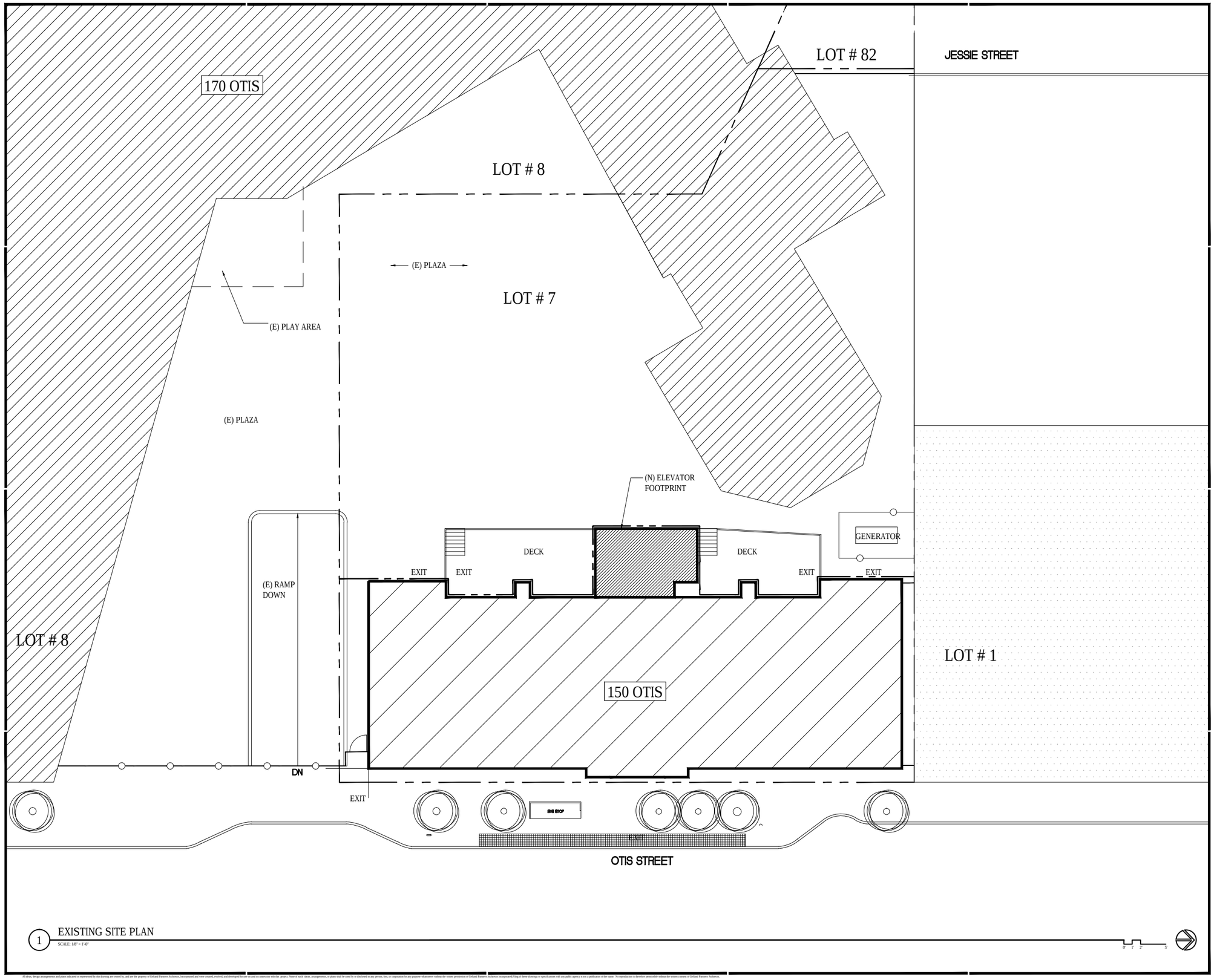

1 EXISTING SITE PLAN
SCALE: 1/8" = 1'-0"

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Sheet
PROPOSED
SITE PLAN

A1.02

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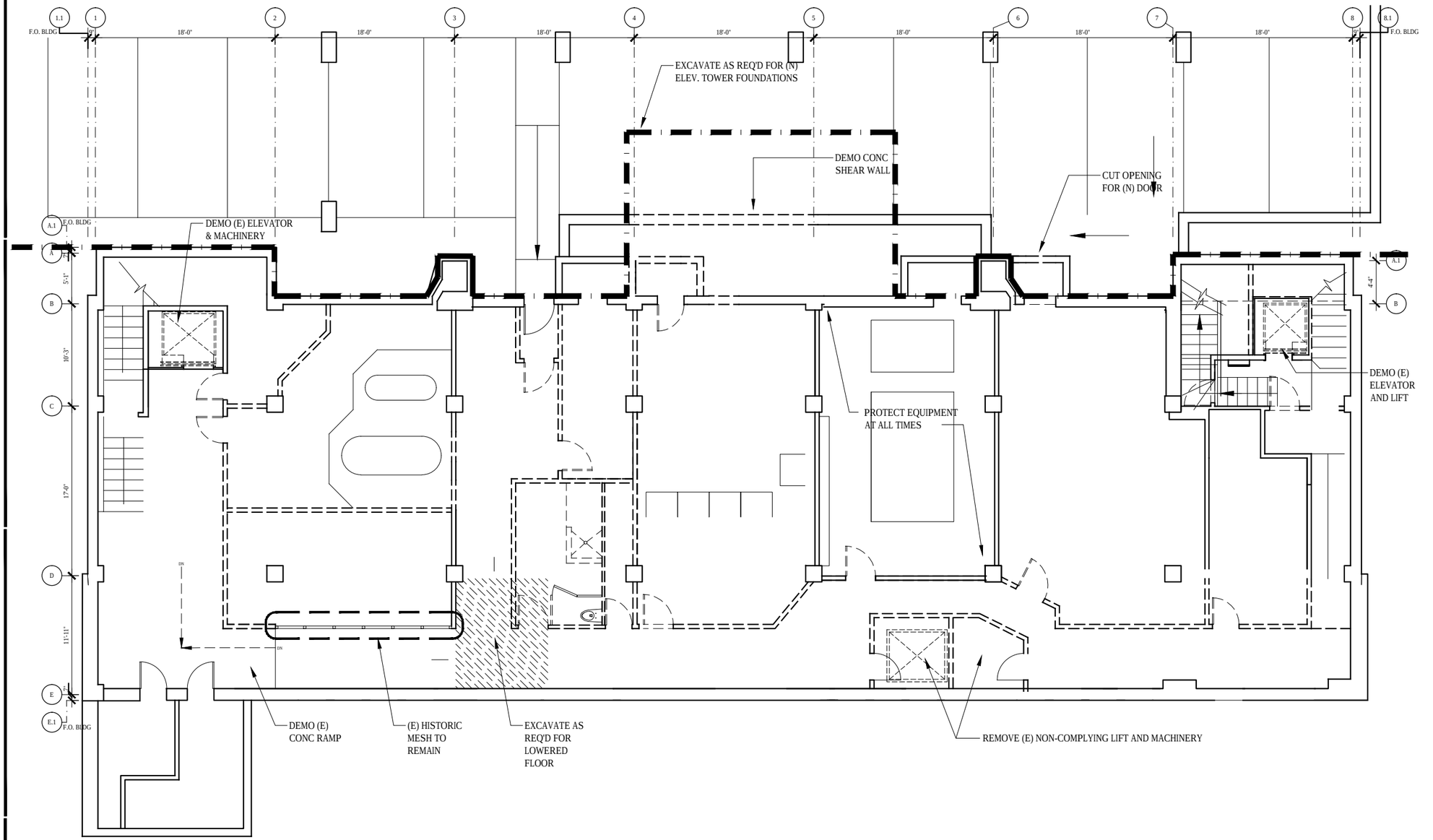

LEGEND

- (E) WALL
- DEMO (E) PARTITION
- AREA CONTROLLED BY HEALTH SERVICES ADMINISTRATION
- AREA OF EXCAVATION

0' 1' 2' 5'

1 SIDEWALK LEVEL DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

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BASEMENT DEMO PLAN

A1.10

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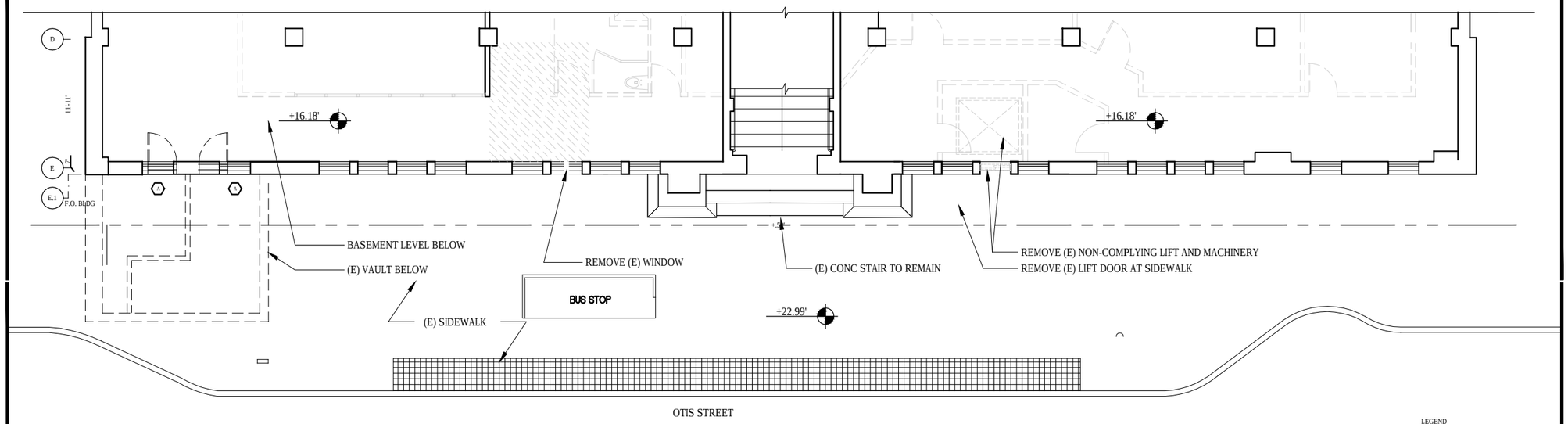

LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED SIDEWALK LEVEL PLAN
SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

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Sheet
DEMOLITION
SIDEWALK LEVEL
PLAN
A1.10A

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Sequence

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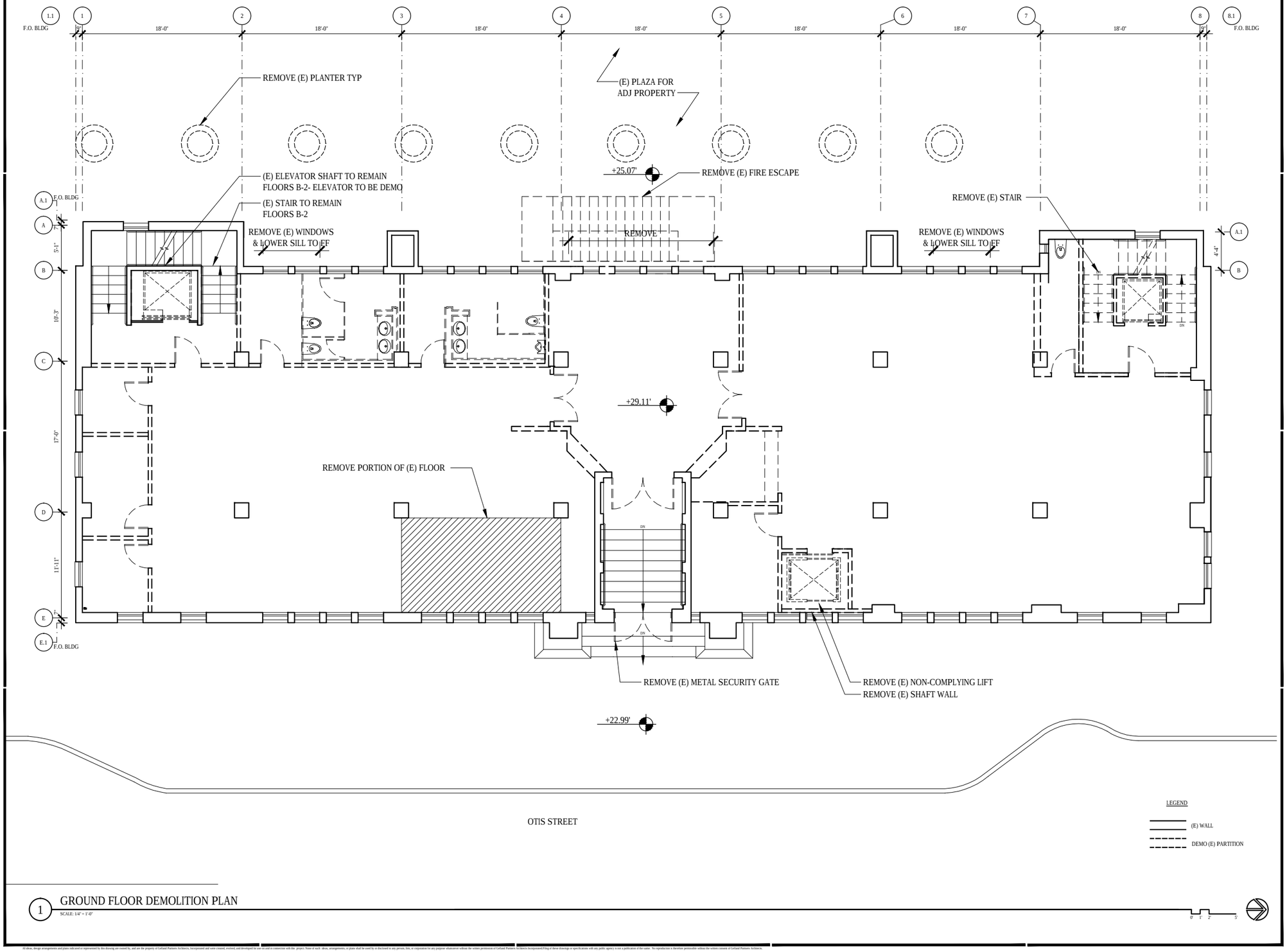

1 GROUND FLOOR DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

0 1 2 5

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GROUND FLOOR
DEMO PLAN

A1.11

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Sequence

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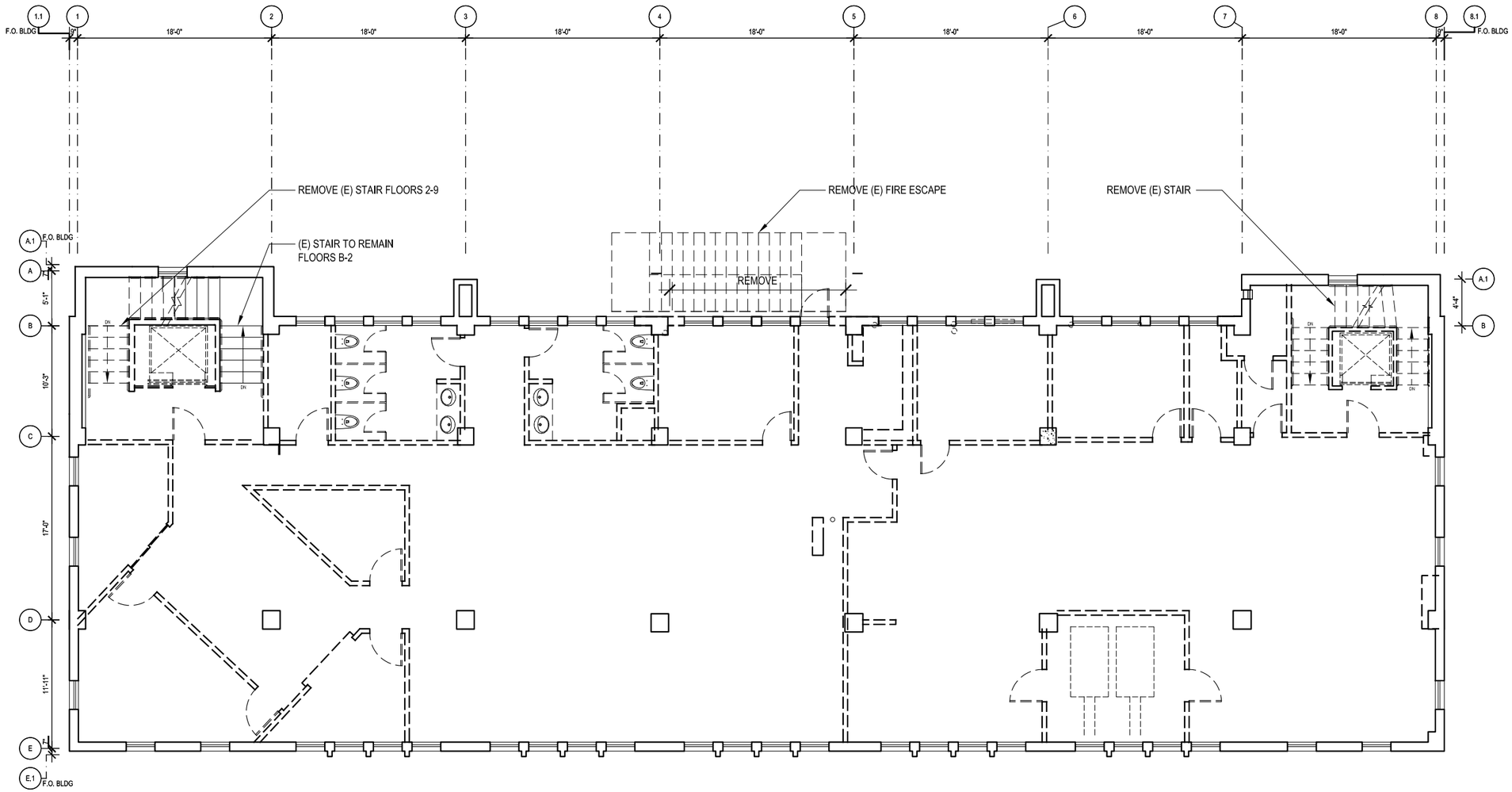

LEGEND

(E) WALL

DEMO (E) PARTITION

1 SECOND FLOOR DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

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SECOND FLOOR
DEMO PLAN

A1.12

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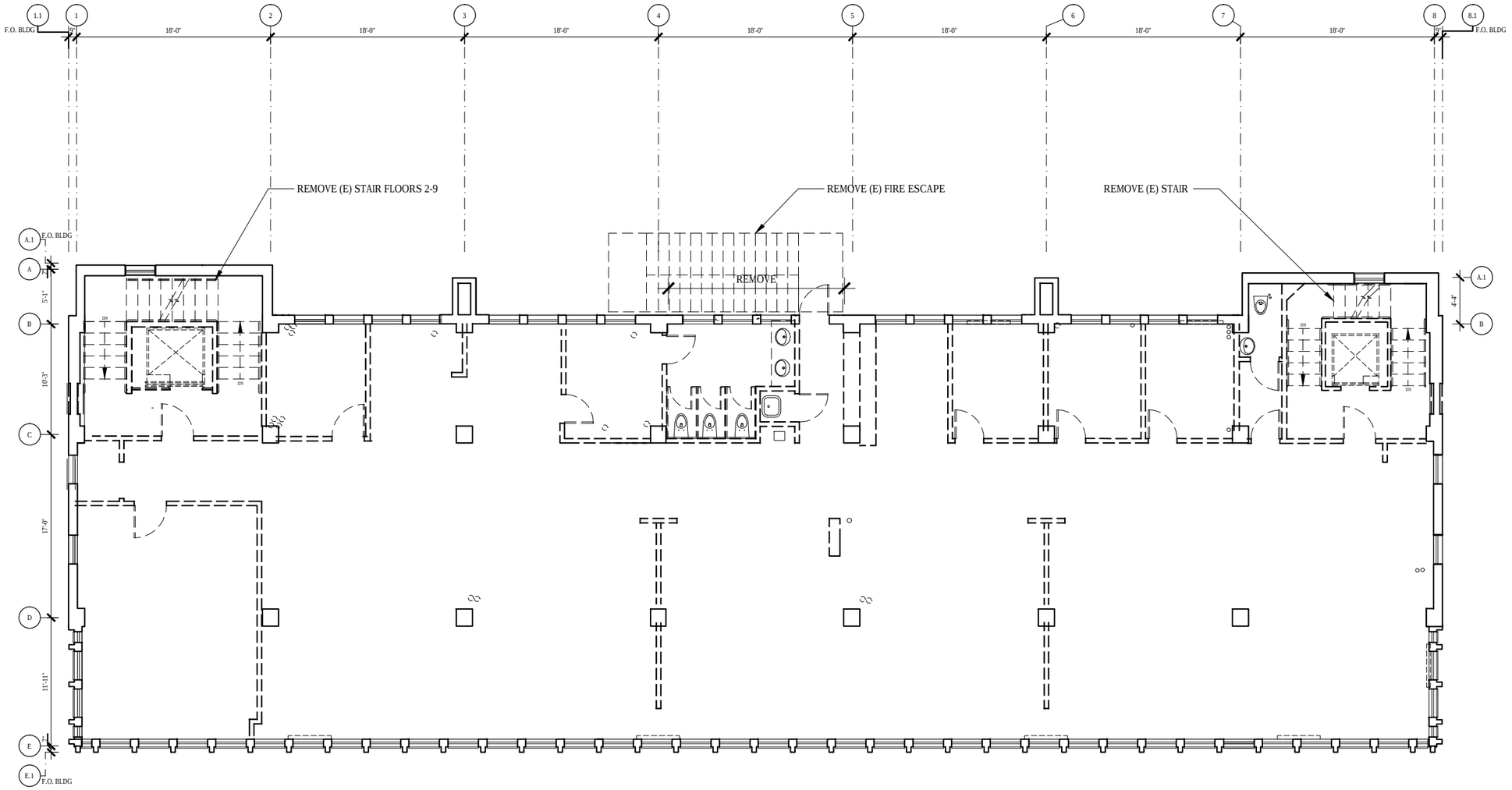

LEGEND

(E) WALL

DEMO (E) PARTITION

1 THIRD FLOOR DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

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Sheet

THIRD FLOOR
DEMO PLAN

A1.13

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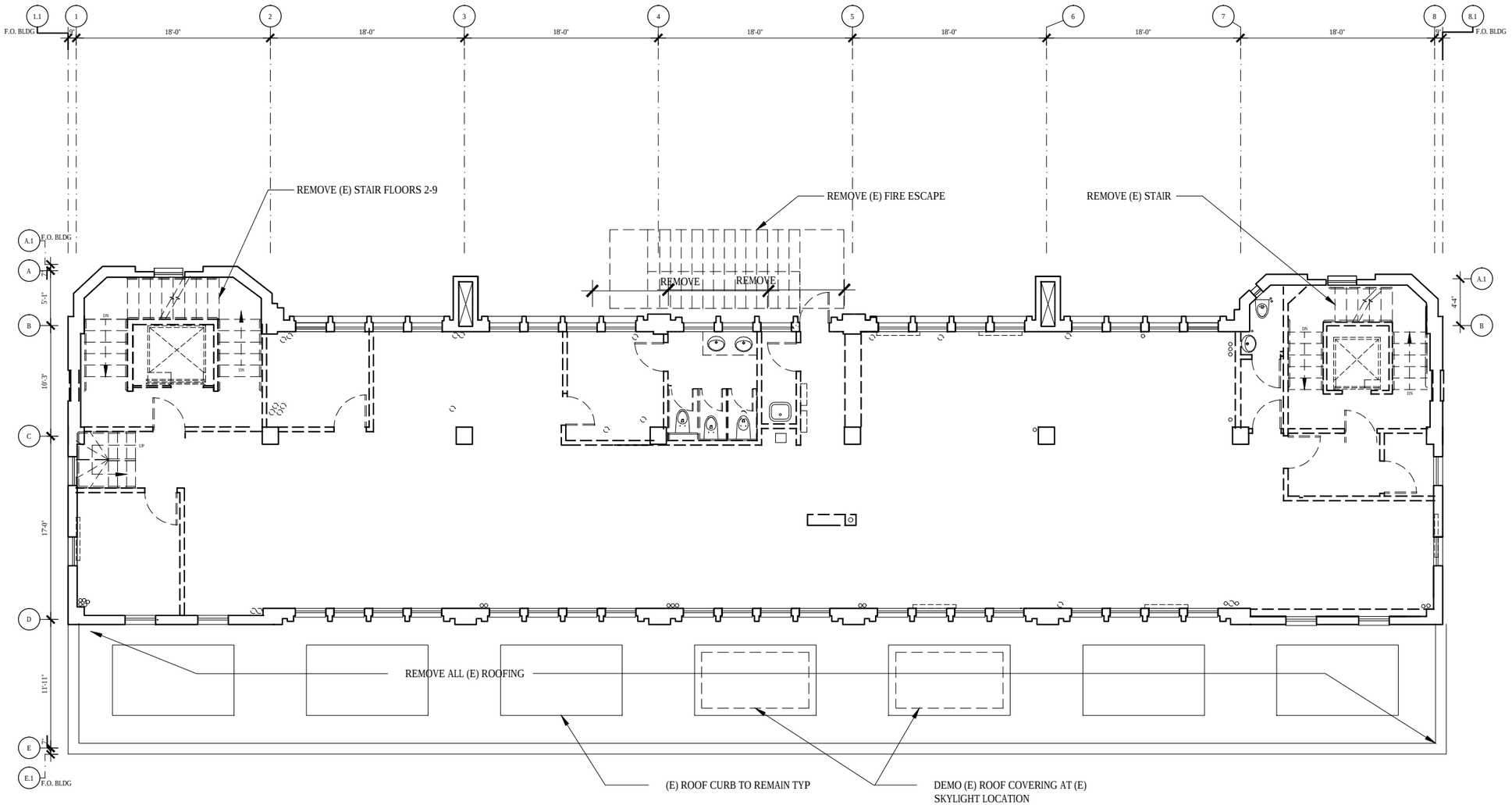

LEGEND

(E) WALL

DEMO (E) PARTITION

1 FOURTH FLOOR DEMOLITION PLAN - FLOORS 5-9 SIM

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

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Sheet
FOURTH FLOOR
DEMO PLANS

A1.14

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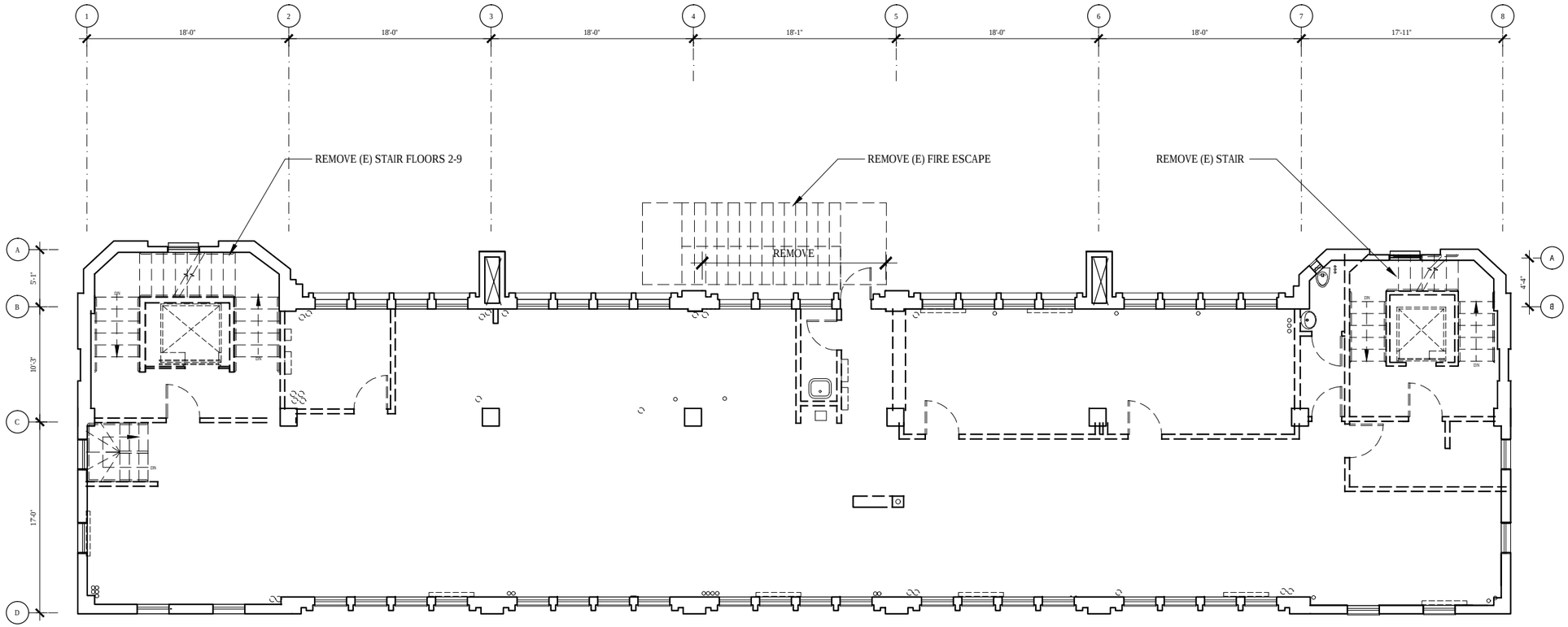

LEGEND

(E) WALL

DEMO (E) PARTITION

1 FIFTH FLOOR DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

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FIFTH FLOOR
DEMO PLAN

A1.15

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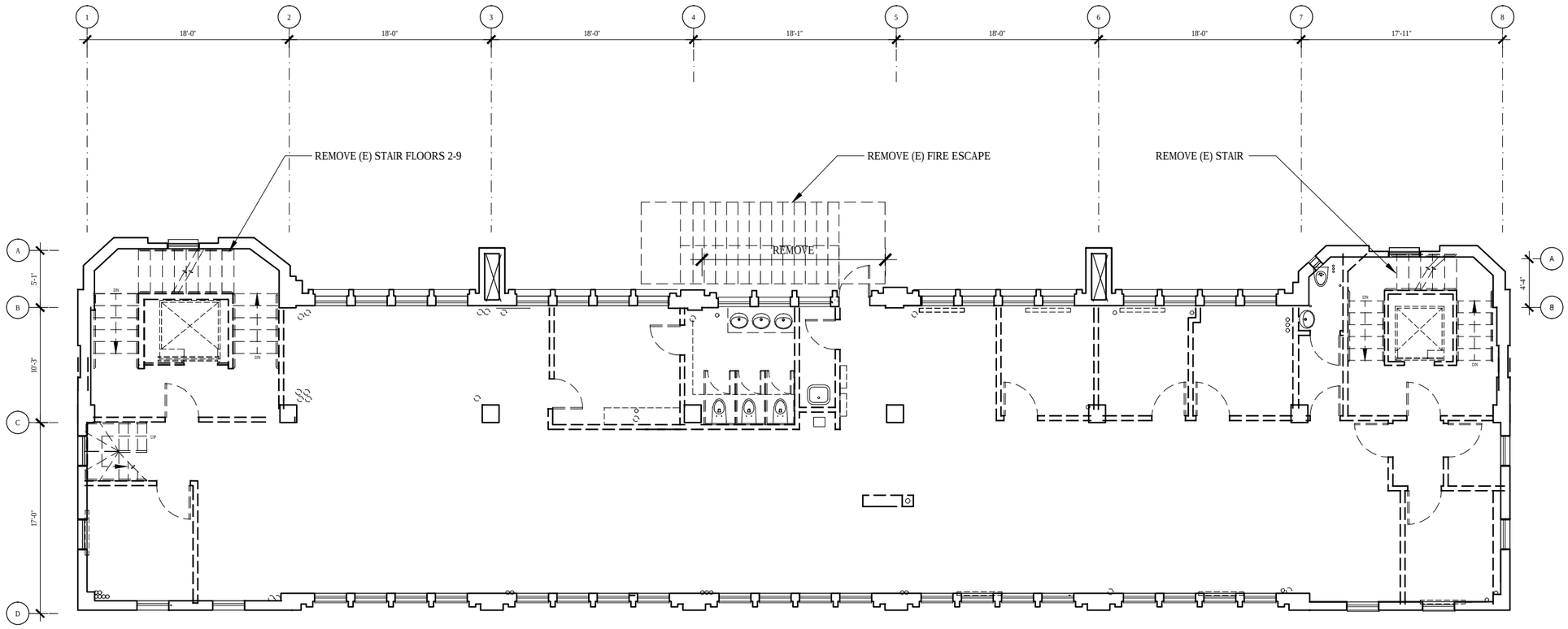

LEGEND

(E) WALL

DEMO (E) PARTITION

1 SIXTH FLOOR DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

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Sheet

SIXTH FLOOR
DEMO PLAN

A1.16

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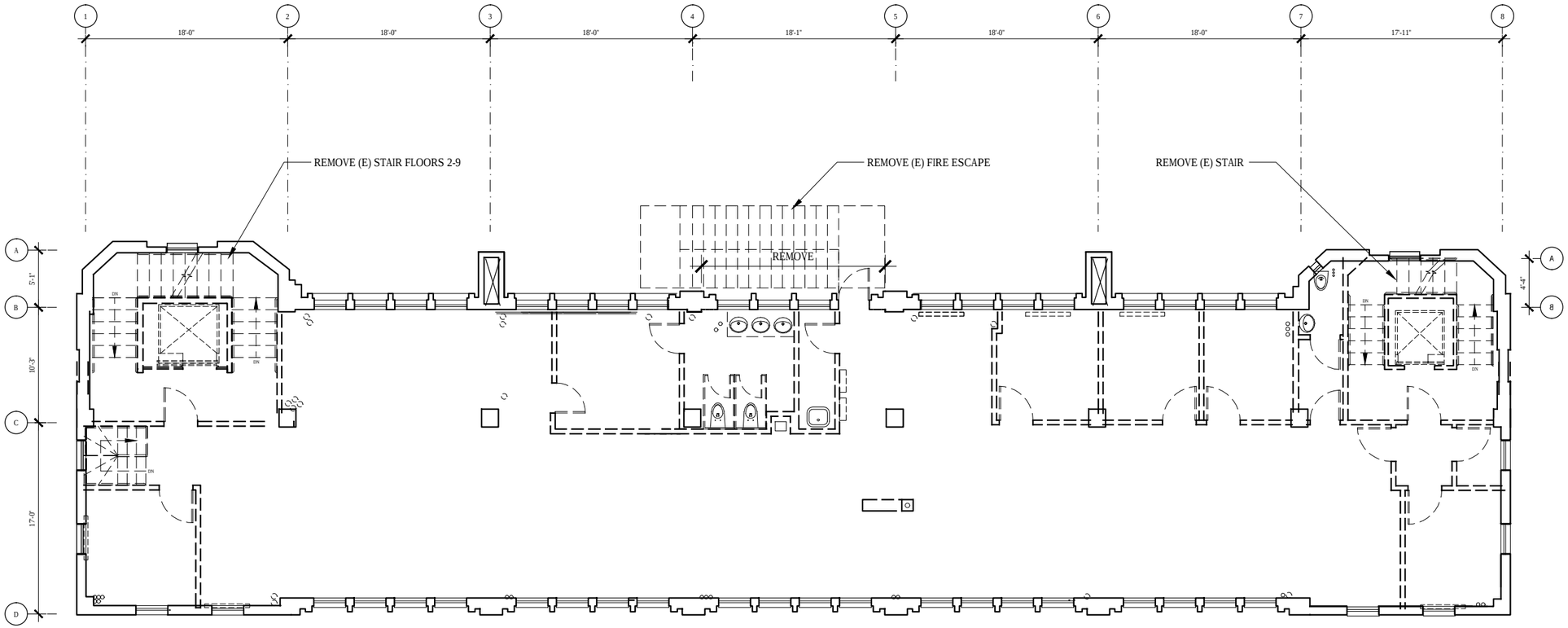

LEGEND

(E) WALL

DEMO (E) PARTITION

1 SEVENTH FLOOR DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

0 1 2 5

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SEVENTH FLOOR
DEMO PLAN

A1.17

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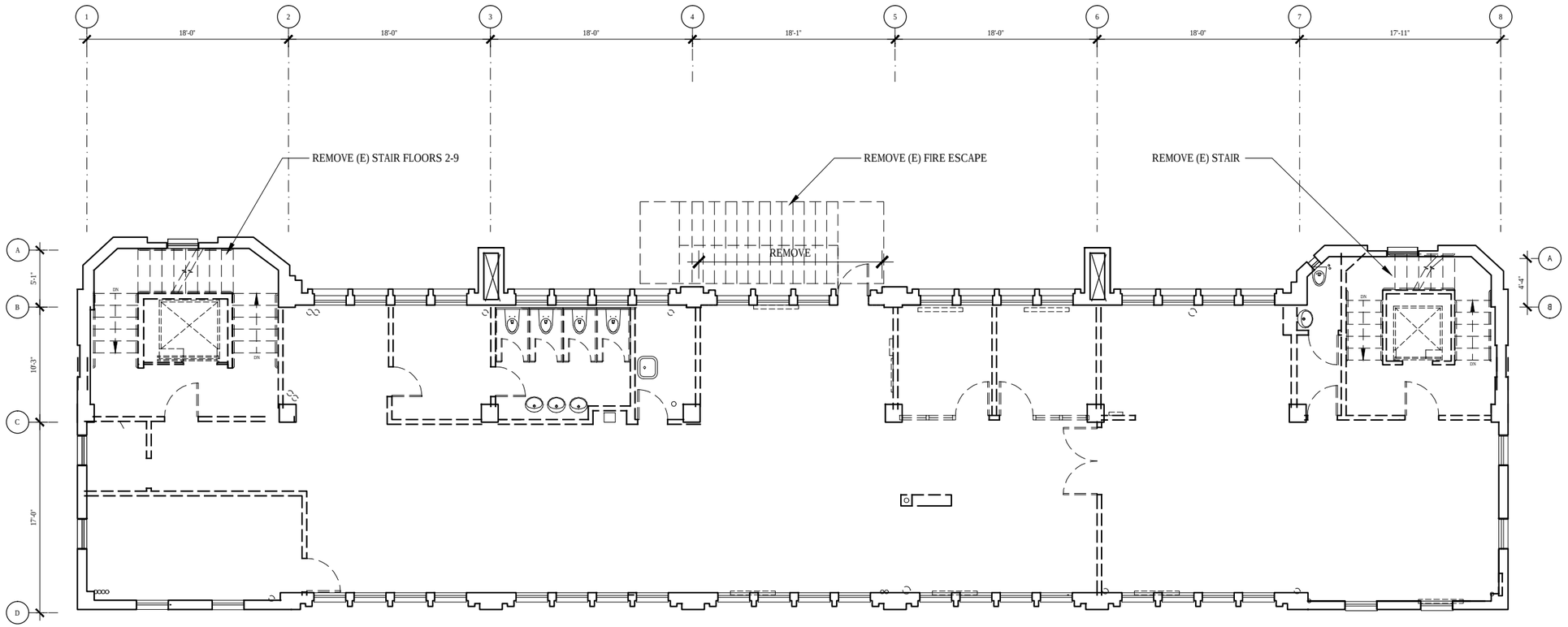

LEGEND

(E) WALL

DEMO (E) PARTITION

1 EIGHTH FLOOR DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

Architect

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EIGHTH FLOOR
DEMO PLAN

A1.18

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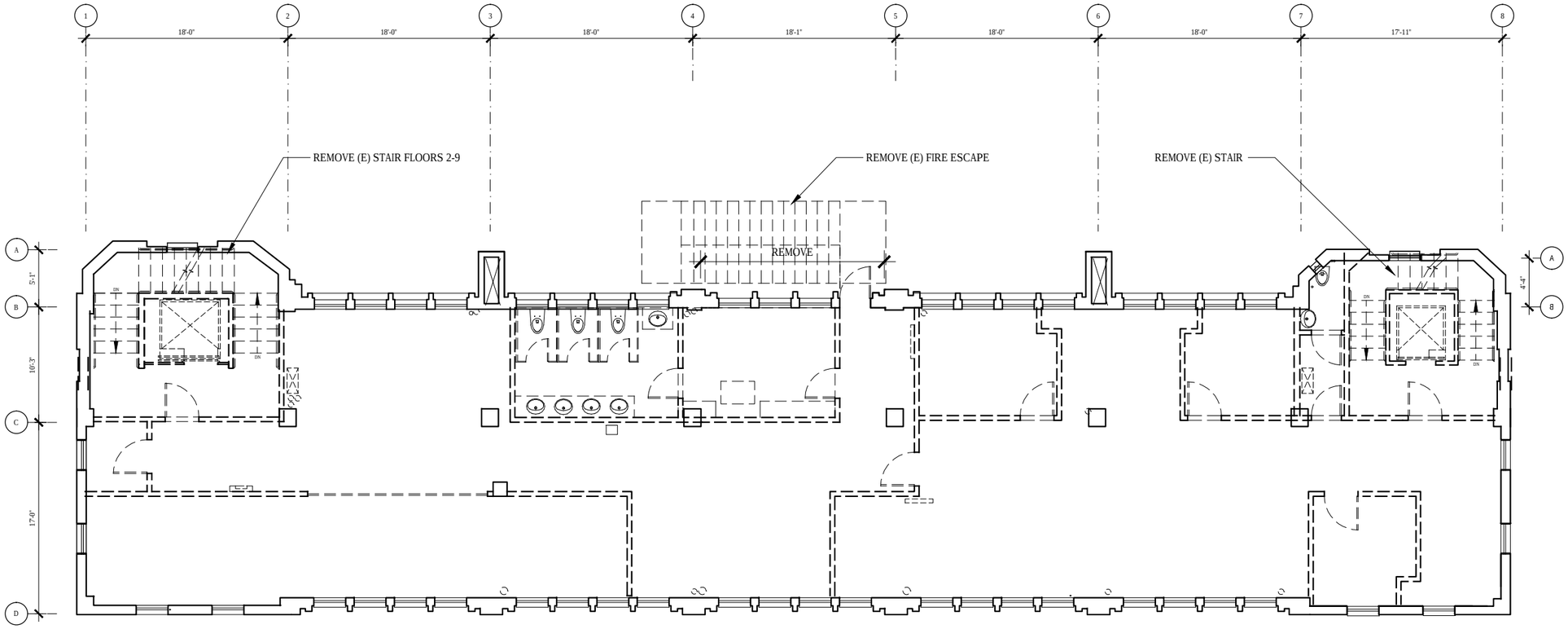

LEGEND

(E) WALL

DEMO (E) PARTITION

1 NINTH FLOOR DEMOLITION PLANS

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

Architect

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Drawing Record

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NINTH FLOOR
DEMO PLANS

A1.19

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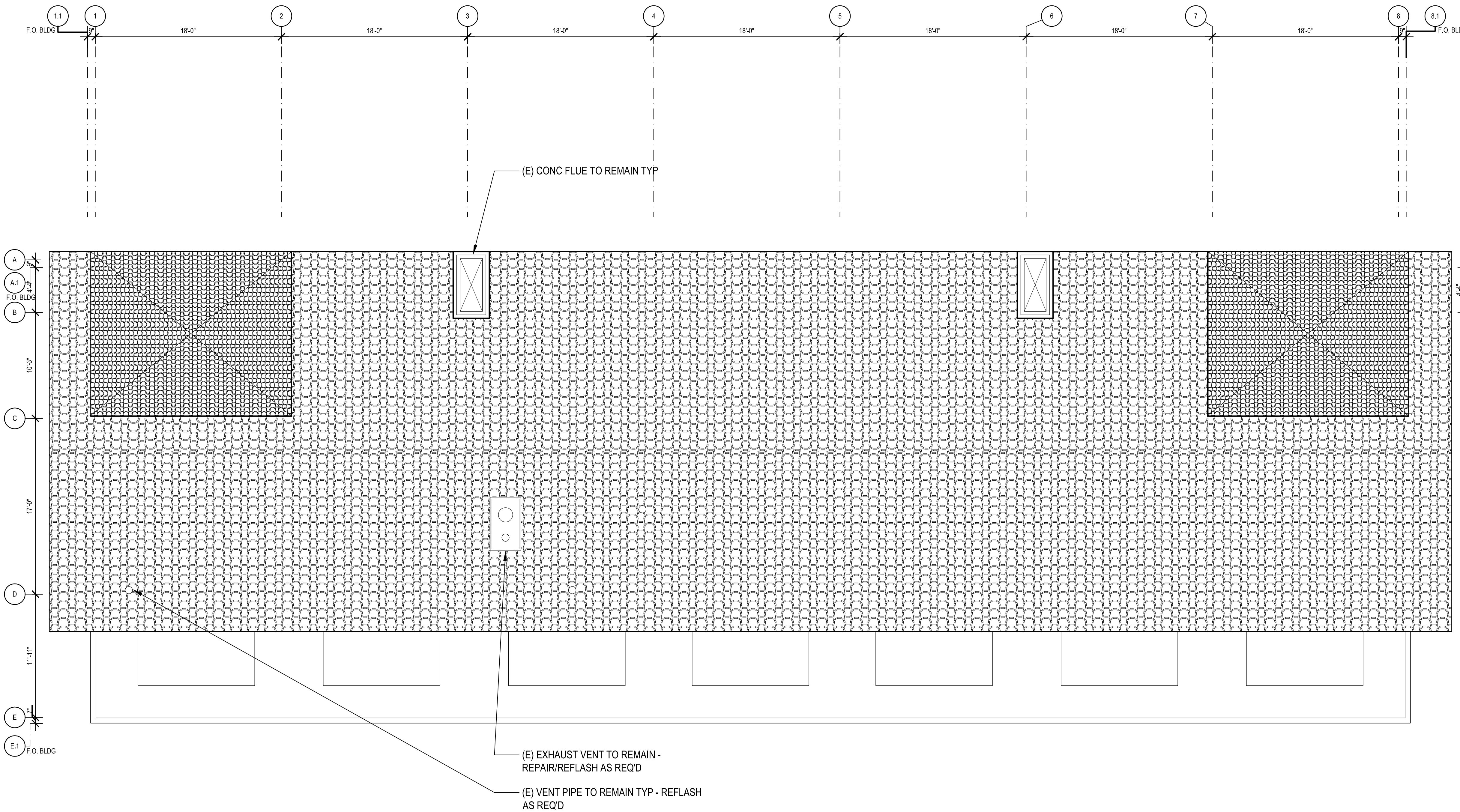
PLOT DATE:



1 ROOF DEMOLITION PLAN

SCALE: 1/4" = 1'-0"

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ROOF
DEMO PLAN

A1.20

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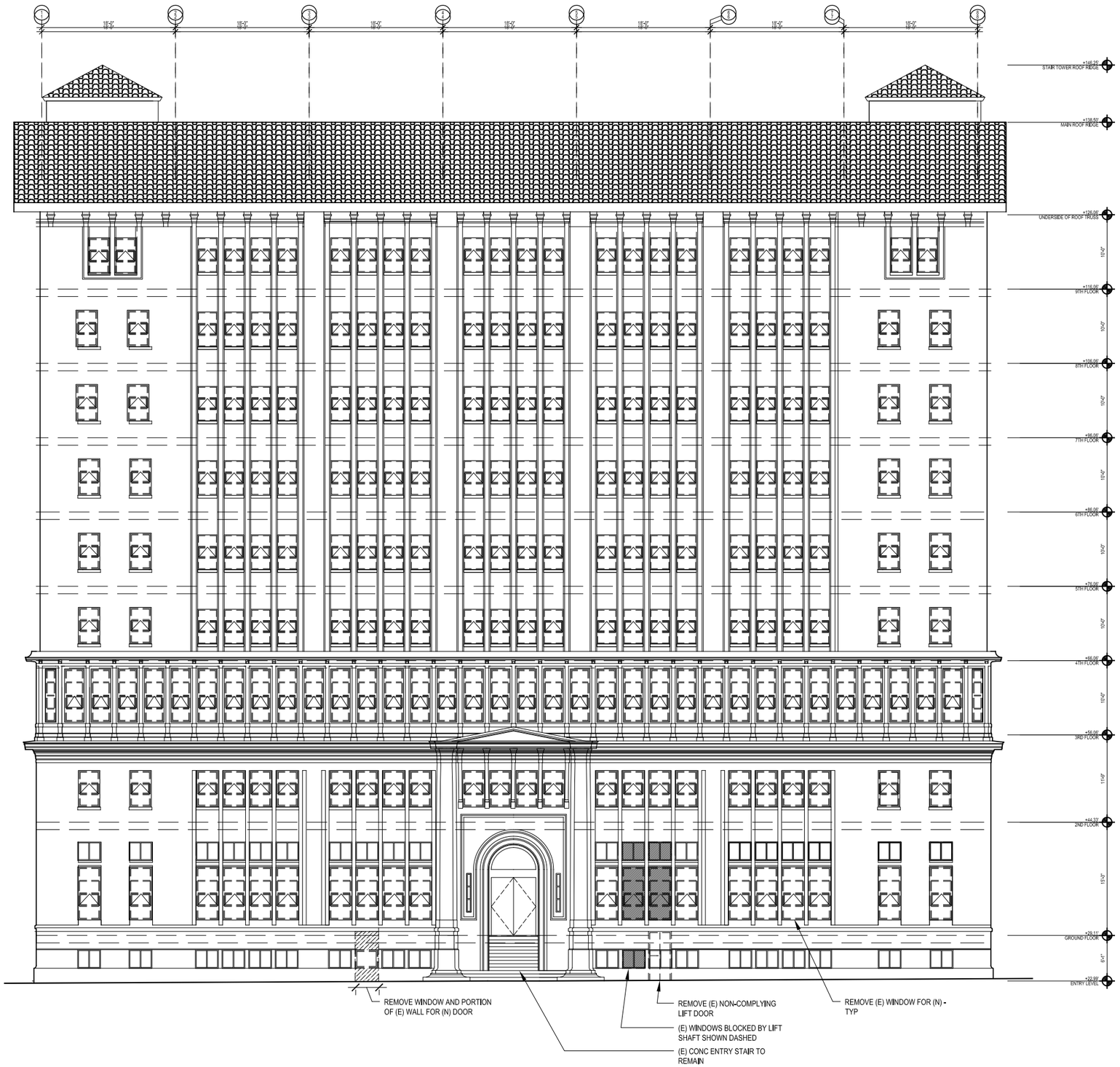
Sequence

PLOT DATE:



1 EXISTING EAST ELEVATION

SCALE: 3/16" = 1'-0"

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EXISTING
EAST ELEVATION

A1.30

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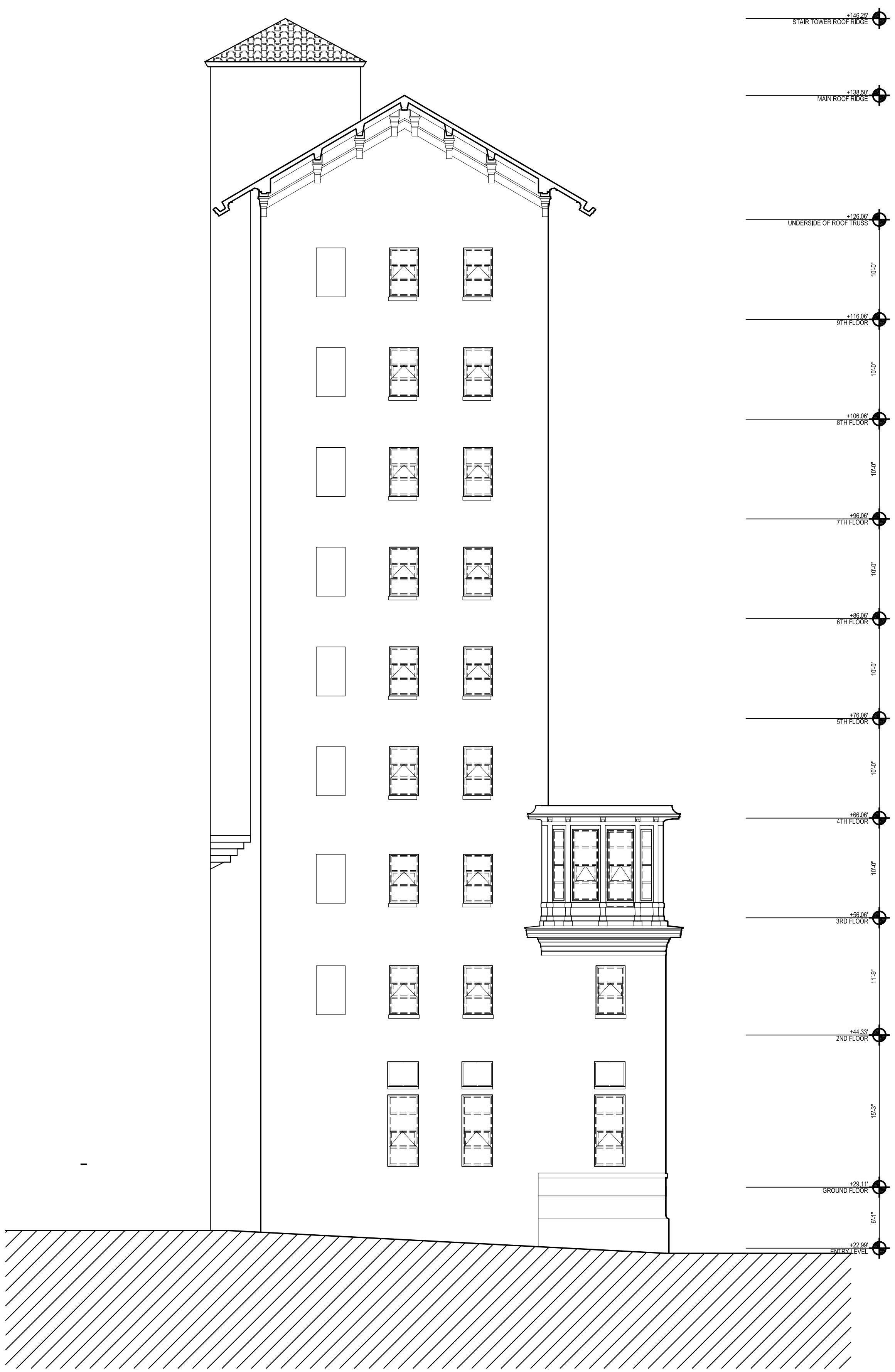
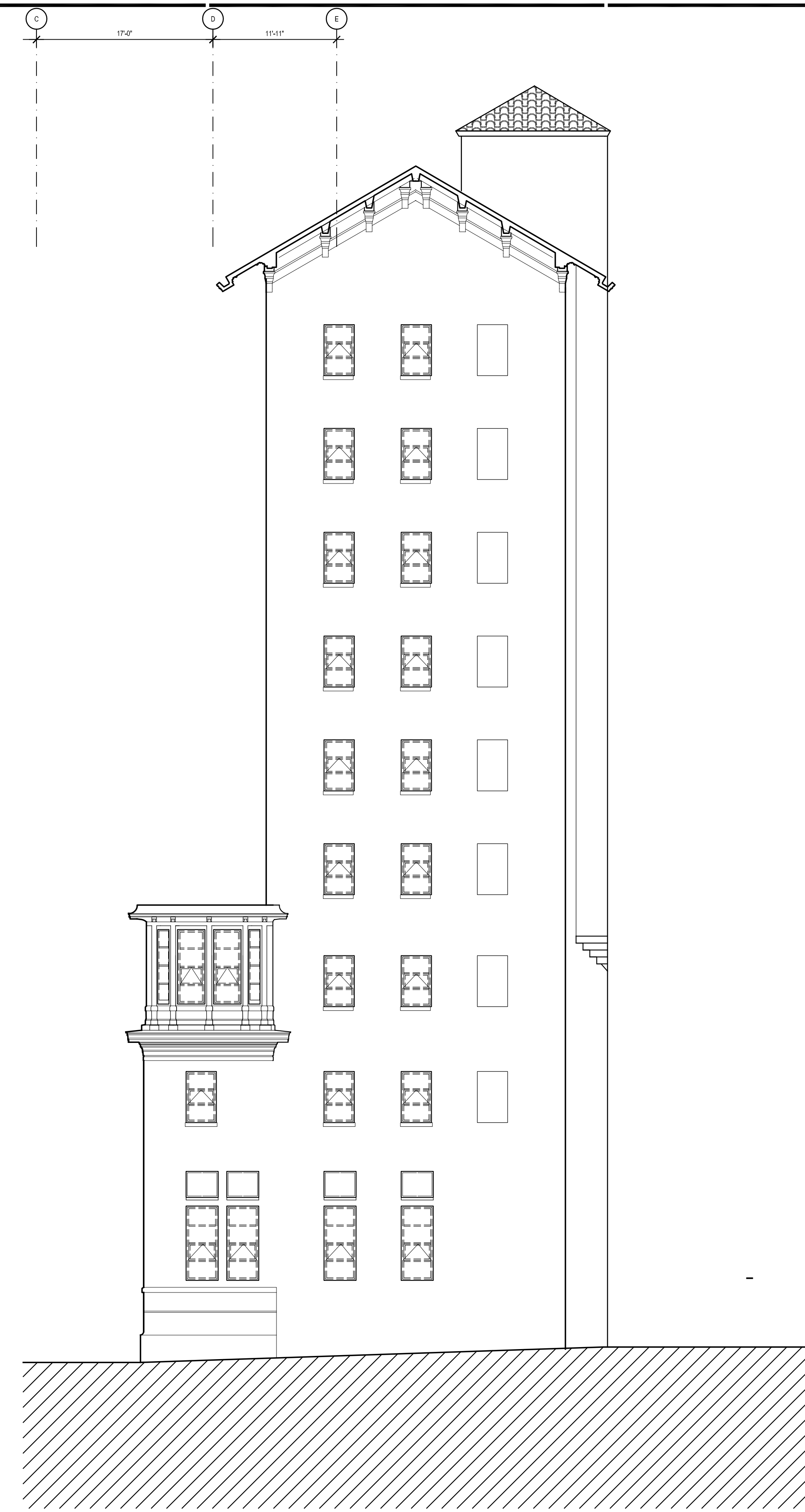
Sequence

PLOT DATE:



1 EXISTING SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



2 EXISTING NORTH ELEVATION

SCALE: 3/16" = 1'-0"

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EXISTING NORTH & SOUTH ELEVATIONS

A1.31

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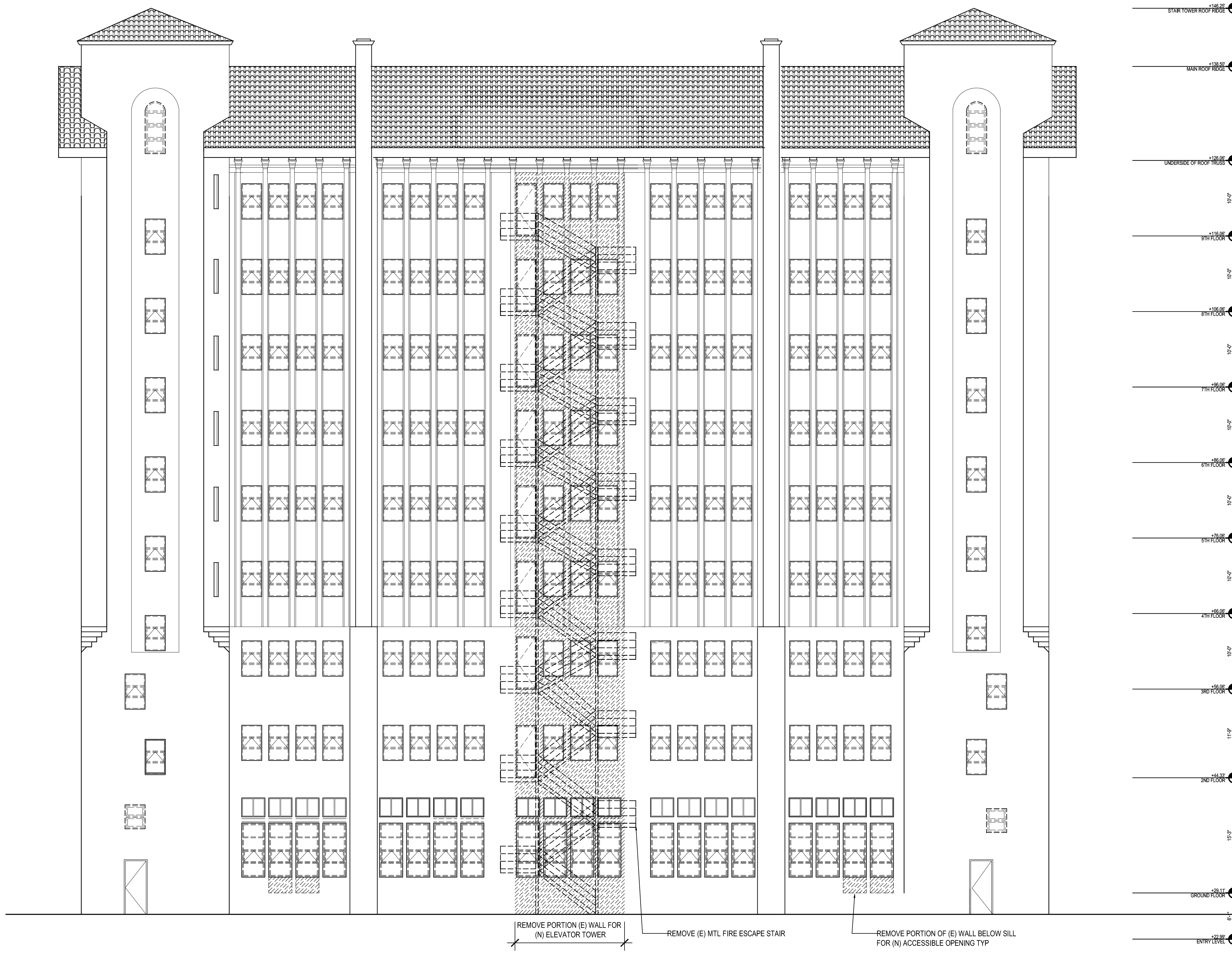

1 EXISTING WEST ELEVATION

SCALE: 3/16" = 1'-0"

Architect

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EXISTING
WEST ELEVATION

A1.32

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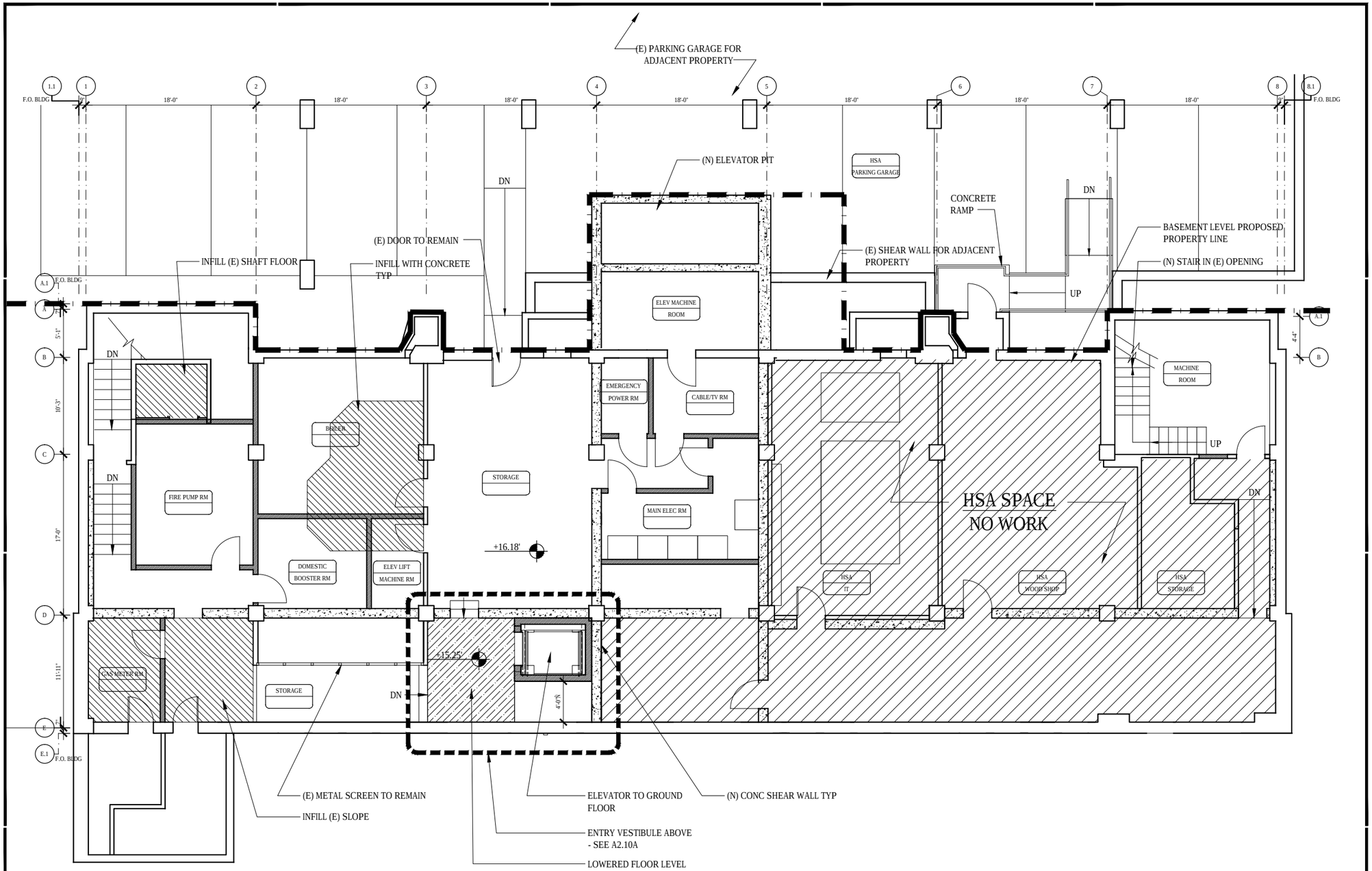

1 PROPOSED SIDEWALK LEVEL PLAN

SCALE: 1/4" = 1'-0"

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PROPOSED
BASEMENT PLAN

A2.10

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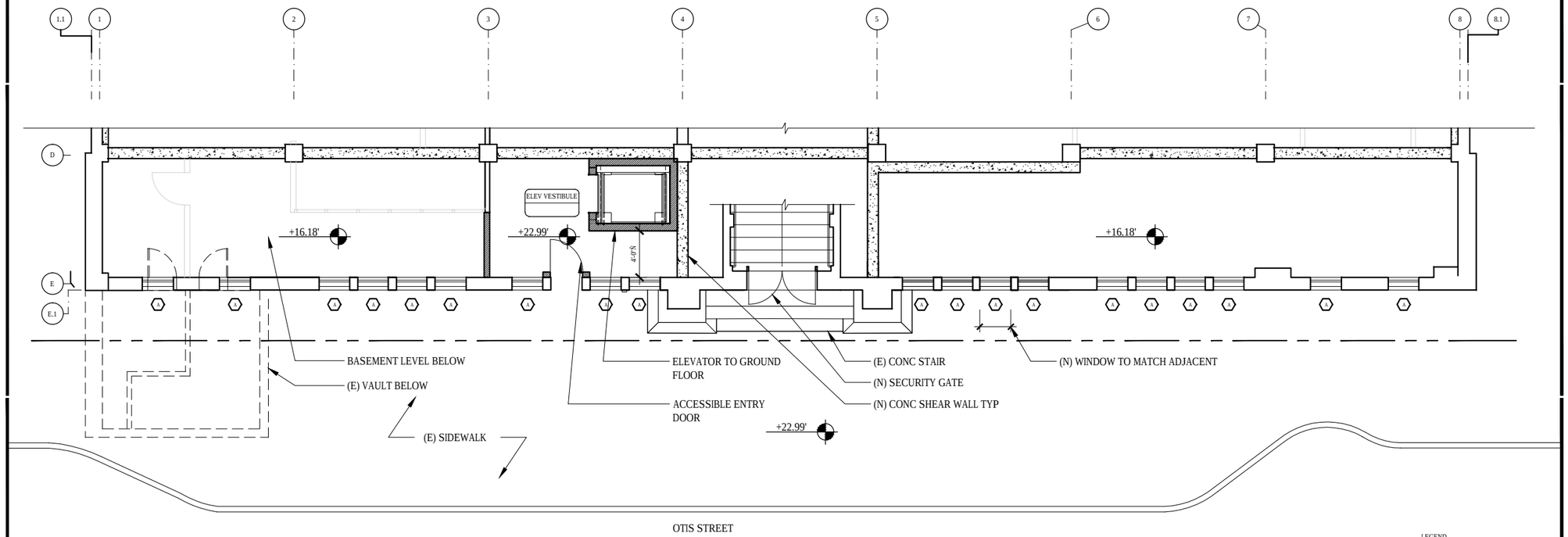

1 PROPOSED SIDEWALK LEVEL PLAN

SCALE: 1/4" = 1'-0"

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PROPOSED SIDEWALK LEVEL PLAN

A2.10A

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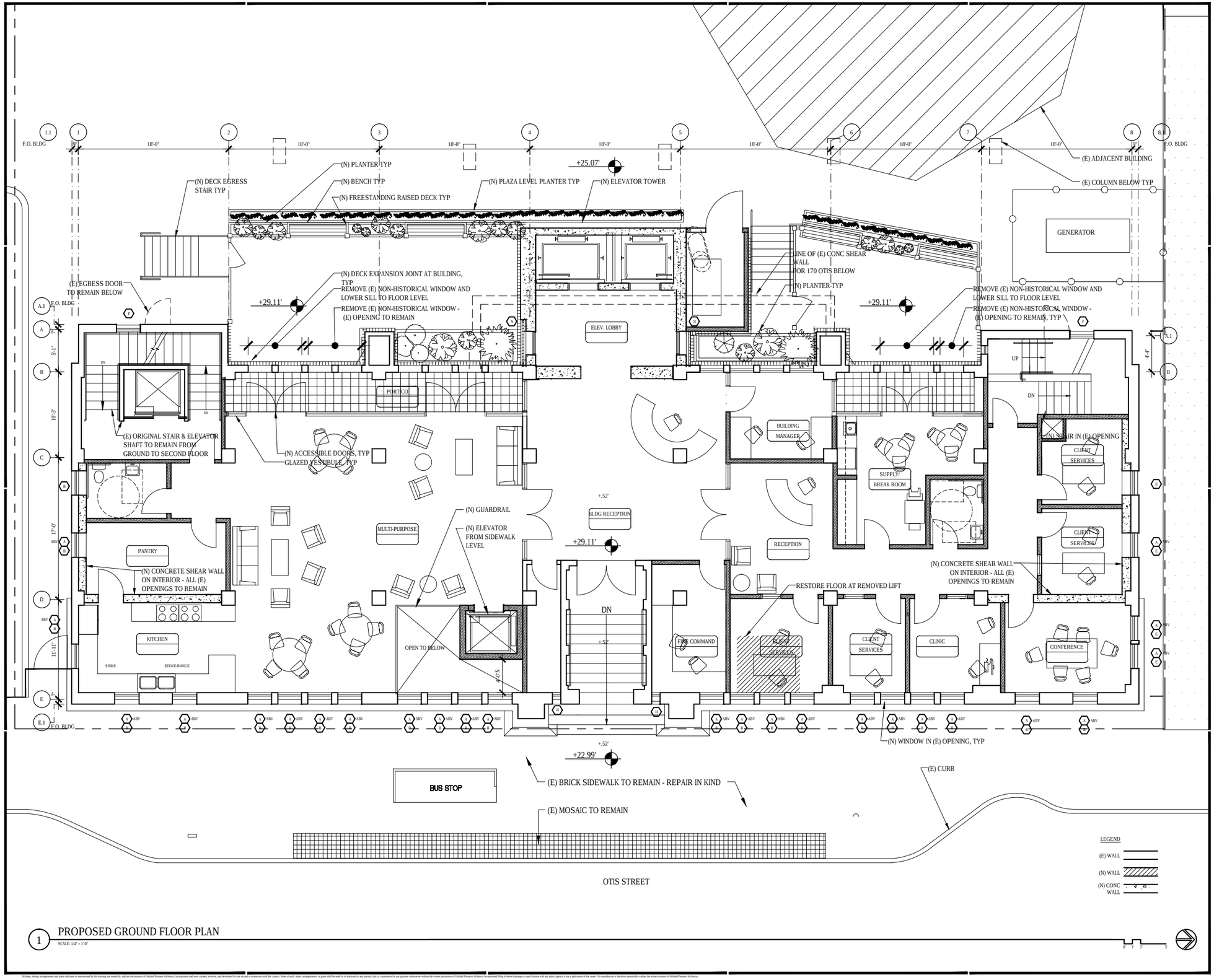

1 PROPOSED GROUND FLOOR PLAN
SCALE: 1/4" = 1'-0"

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PROPOSED GROUND FLOOR PLAN

A2.11

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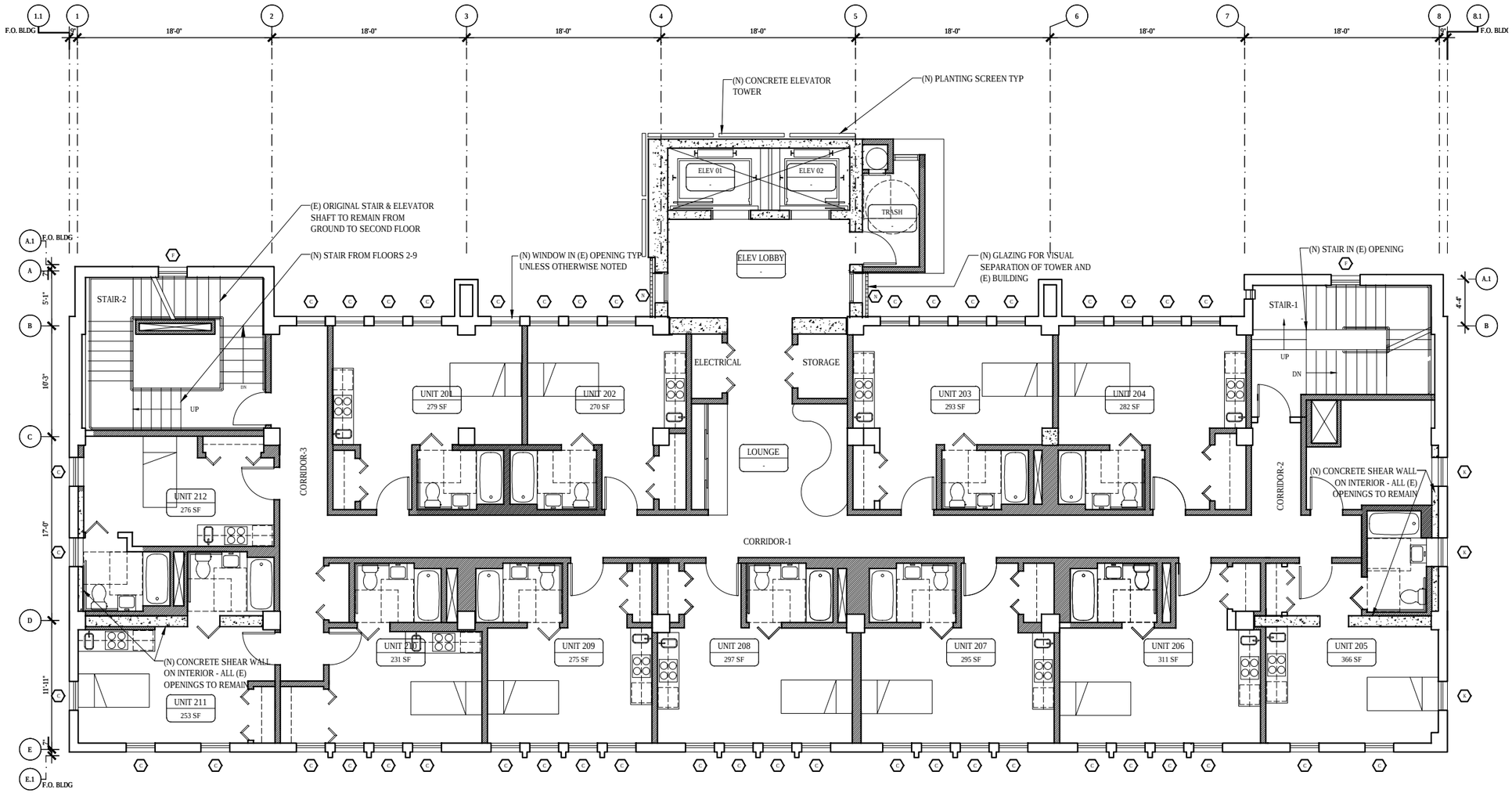
PLOT DATE:



LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

0 1 2 5

Architect

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PROPOSED SECOND FLOOR PLAN

A2.12

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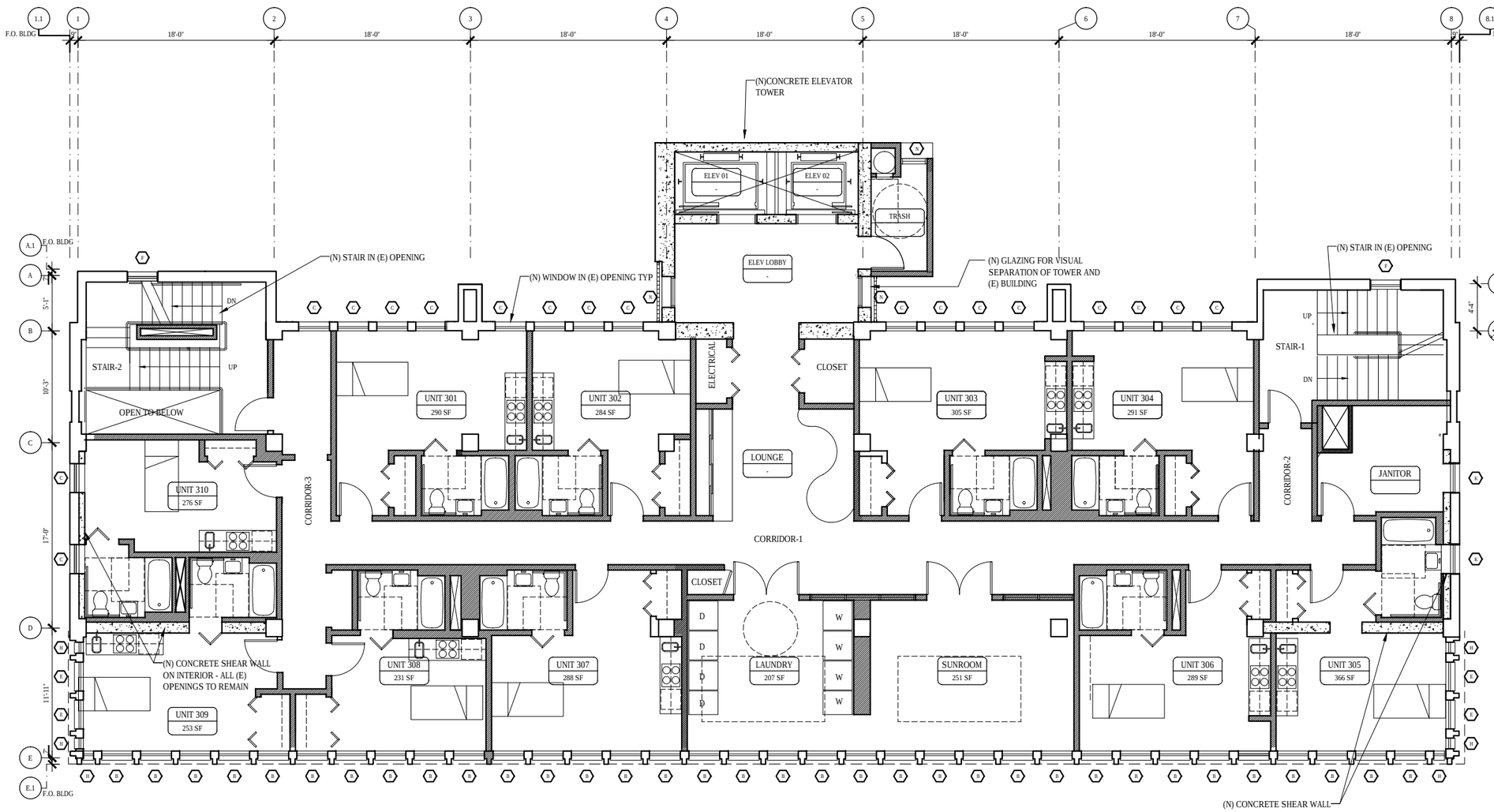
Sequence

PLOT DATE:



LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED THIRD FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

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PROPOSED
THIRD FLOOR PLAN

A2.13

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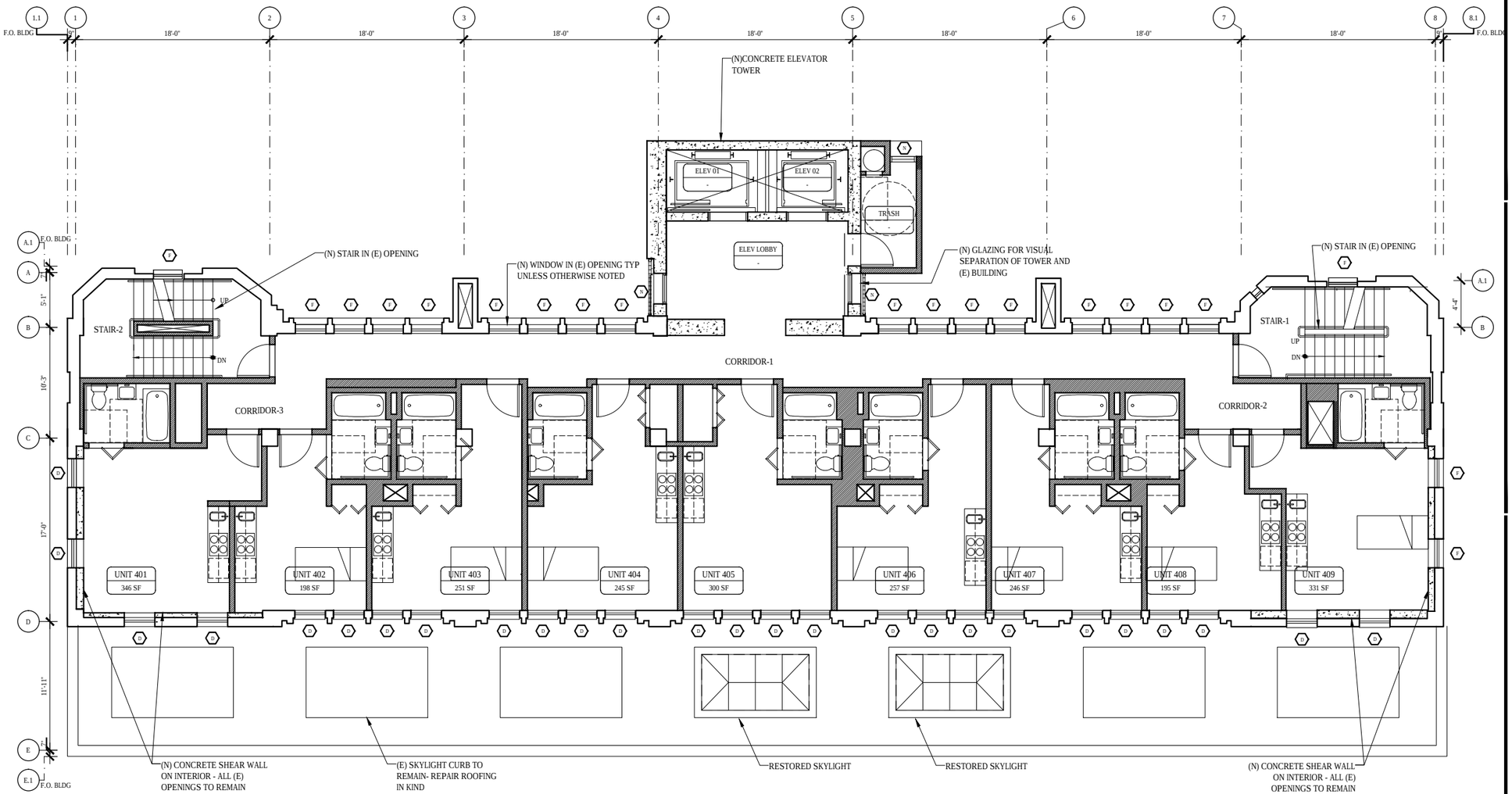
PLOT DATE:



LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED FOURTH FLOOR PLAN - FLOORS 5-9 SIMILAR

SCALE: 1/4" = 1'-0"

0 1 2 5

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PROPOSED FOURTH FLOOR PLAN

A2.14

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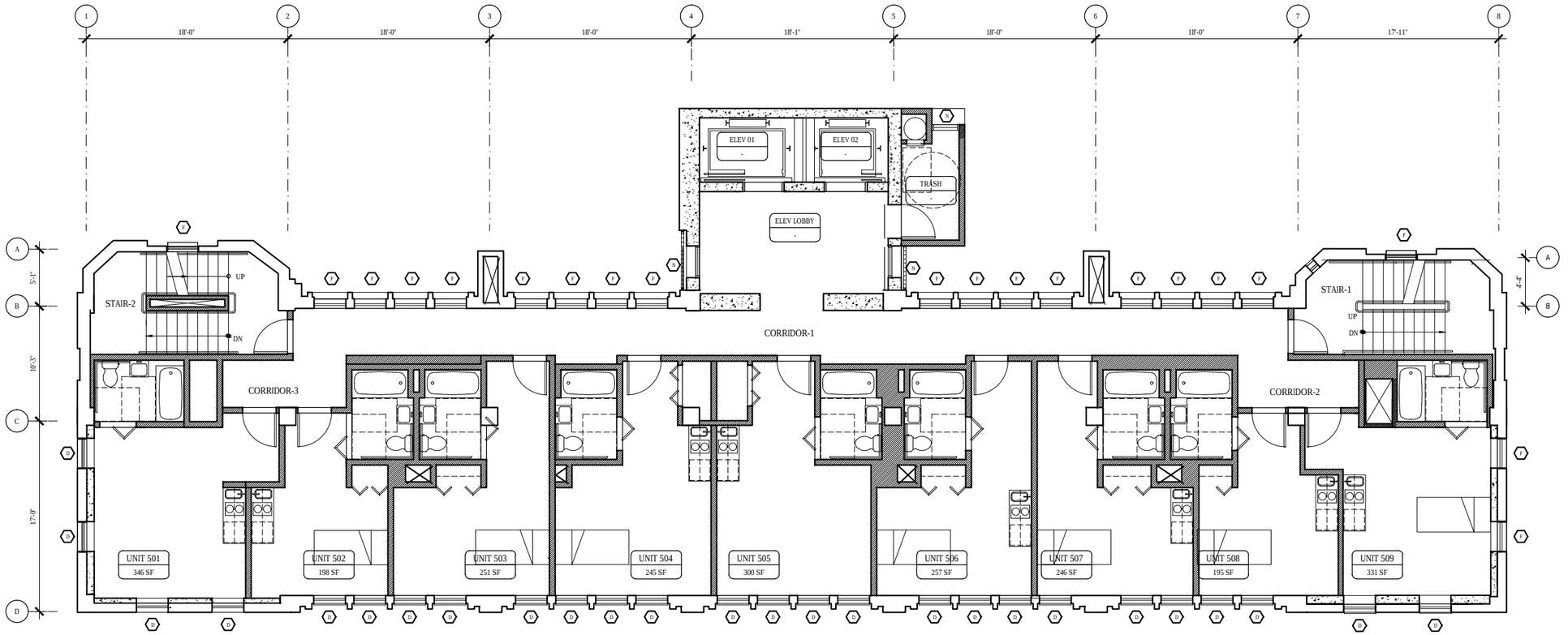

LEGEND

(E) WALL

(N) WALL

(N) CONC. WALL

1 PROPOSED FIFTH FLOOR PLAN

SCALE: 1/4" = 1'-0"

0" 1" 2" 5"

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PROPOSED
FIFTH FLOOR PLAN

A2.15

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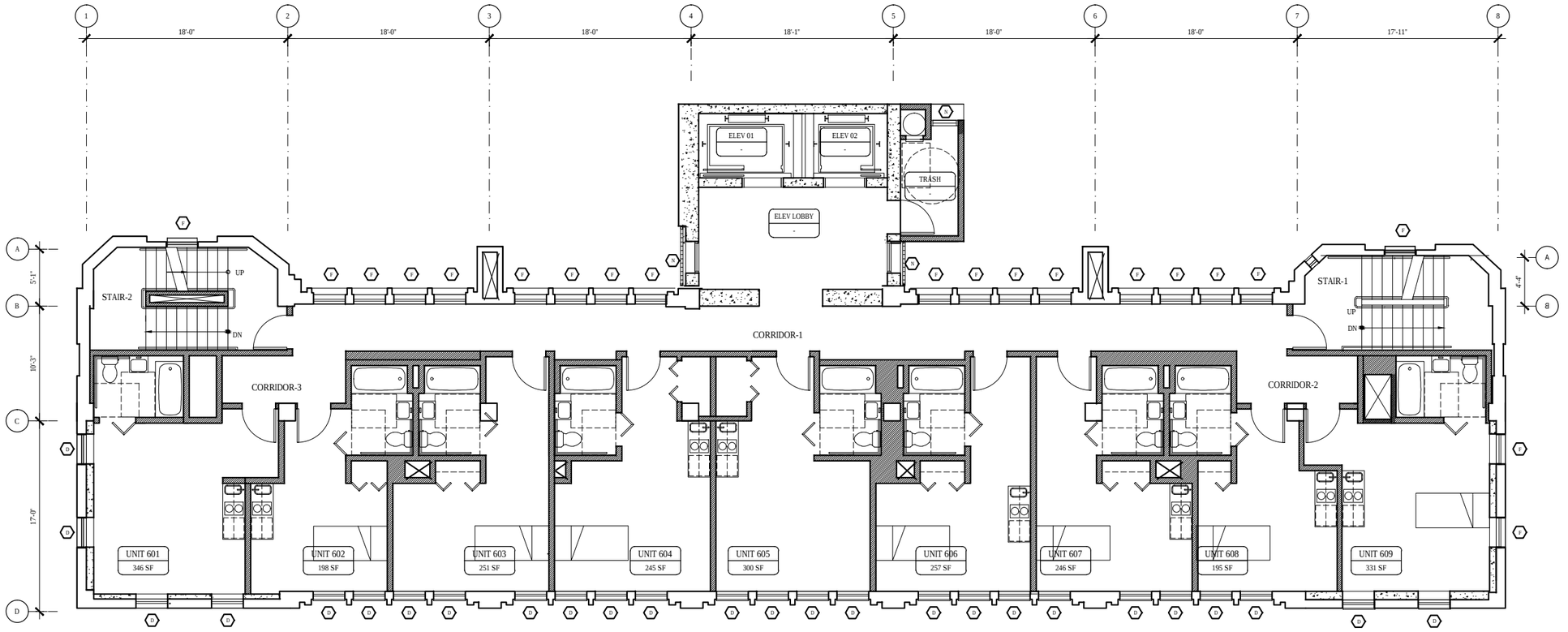

LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED SIXTH FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

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PROPOSED
SIXTH FLOOR PLAN

A2.16

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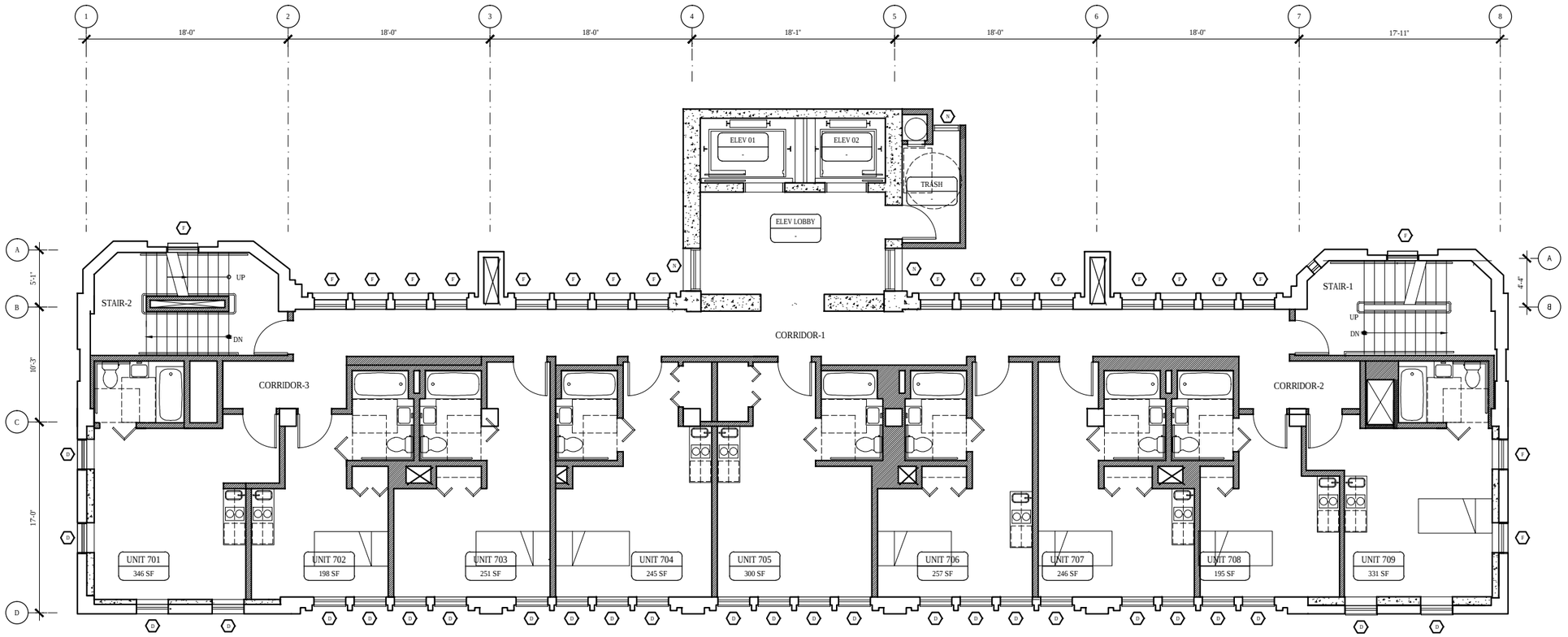

LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED SEVENTH FLOOR PLAN

SCALE: 1/4" = 1'-0"

0 1 2 5

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PROPOSED
SEVENTH FLOOR PLAN

A2.17

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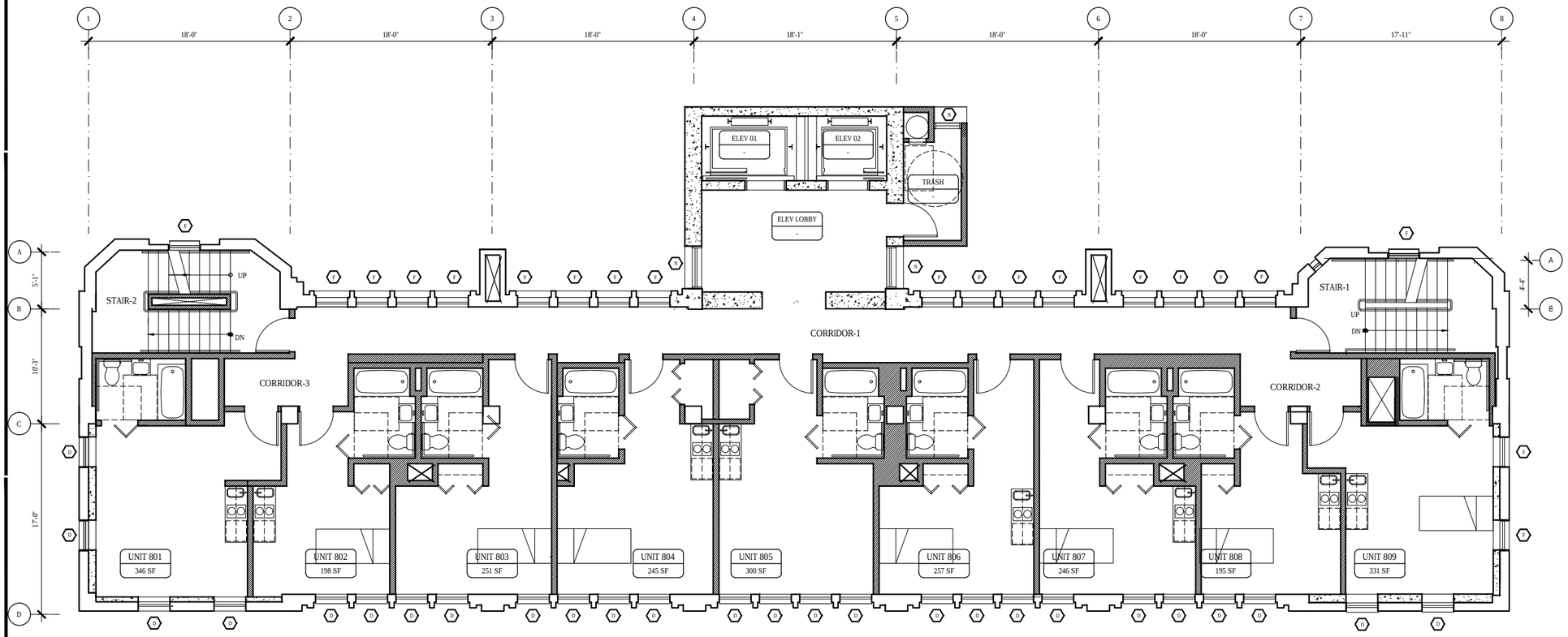

LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED EIGHTH FLOOR PLAN

SCALE: 1/4" = 1'-0"

0 1 2 5

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PROPOSED
EIGHTH FLOOR PLAN

A2.18

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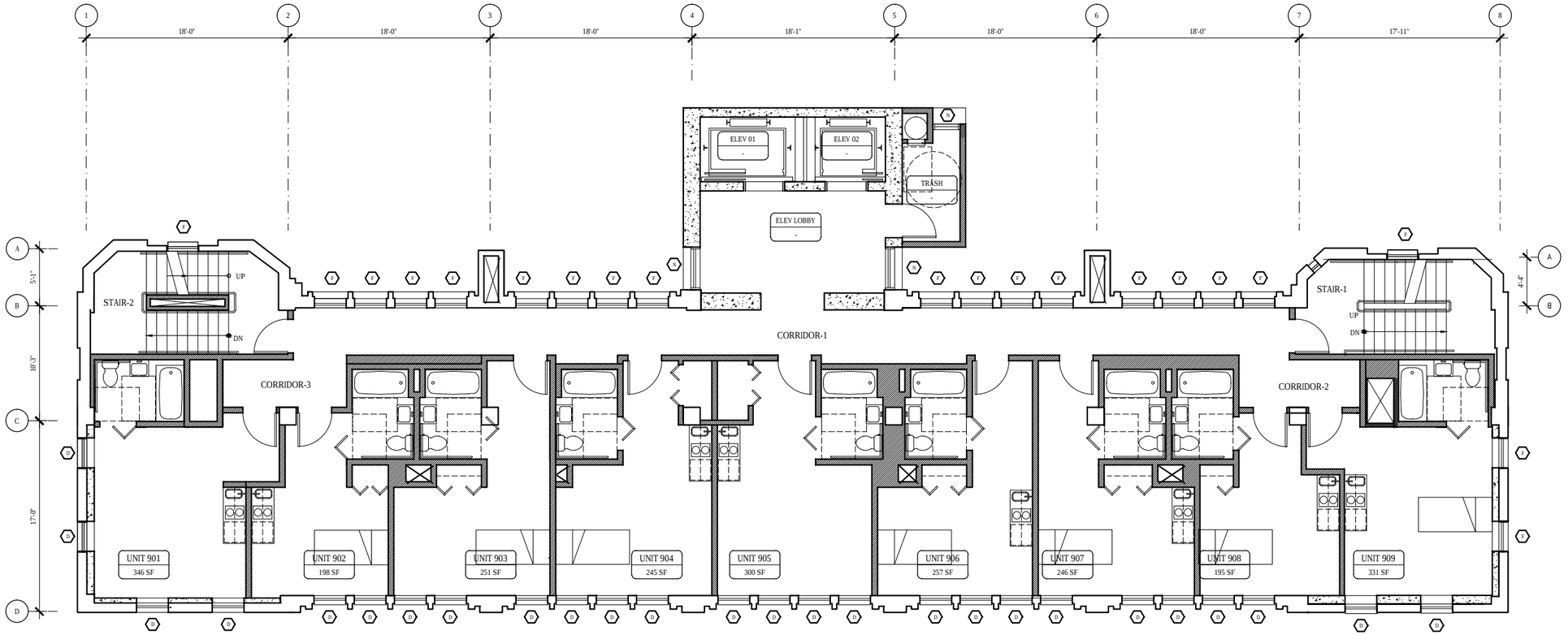
Sequence

PLOT DATE:



LEGEND

(E) WALL

(N) WALL

(N) CONC WALL

1 PROPOSED NINTH FLOOR PLAN

SCALE: 1/4" = 1'-0"

0' 1' 2' 5'

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Key Plan

Drawing Record

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PROPOSED
NINTH FLOOR PLAN

A2.19

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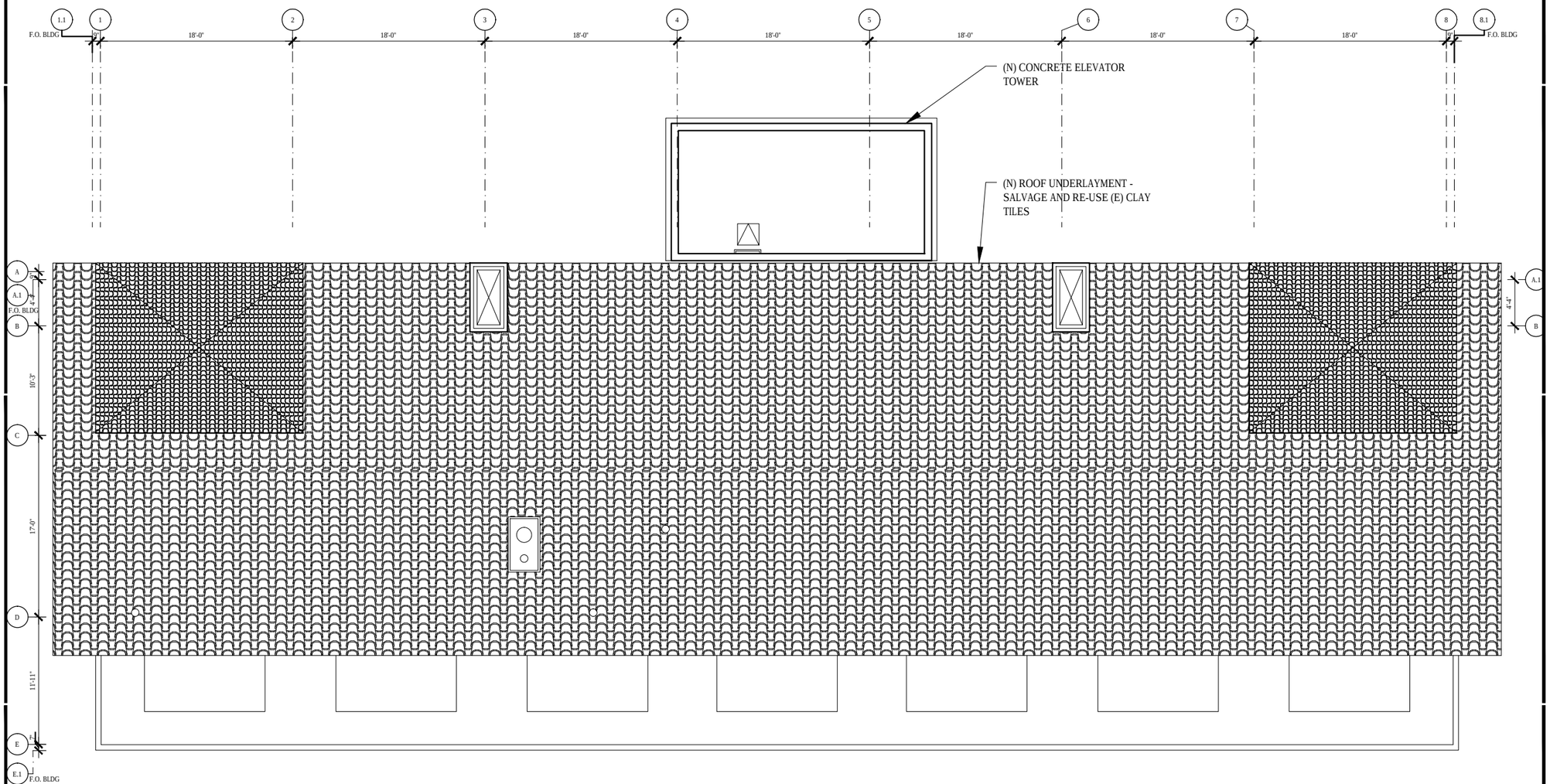

1 PROPOSED ROOF PLAN

SCALE: 1/4" = 1'-0"

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ROOF PLAN

A2.20

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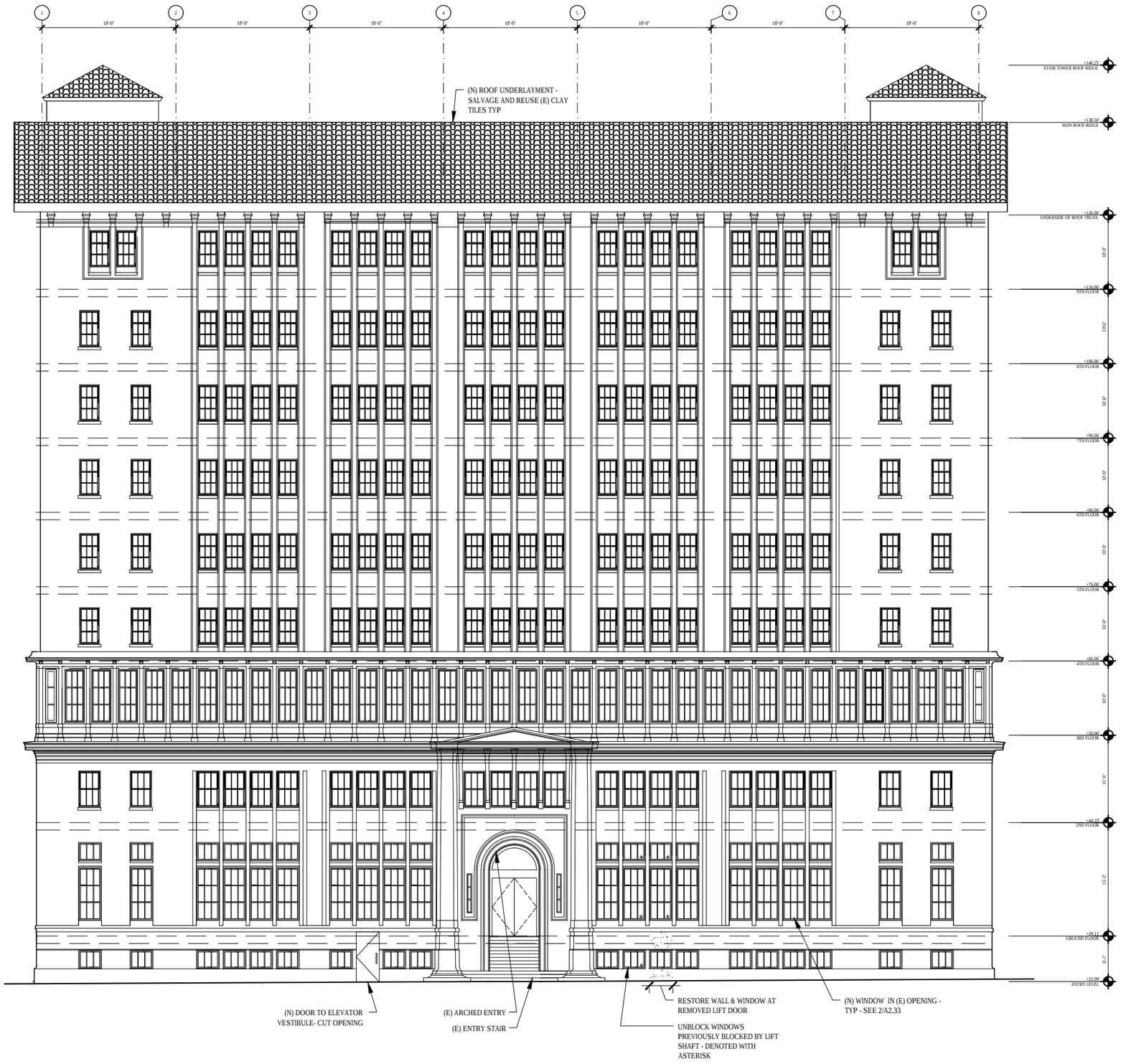

1 PROPOSED EAST ELEVATION - Option 1

SCALE: 3/16" = 1'-0"

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PROPOSED
EAST ELEVATION

A2.30

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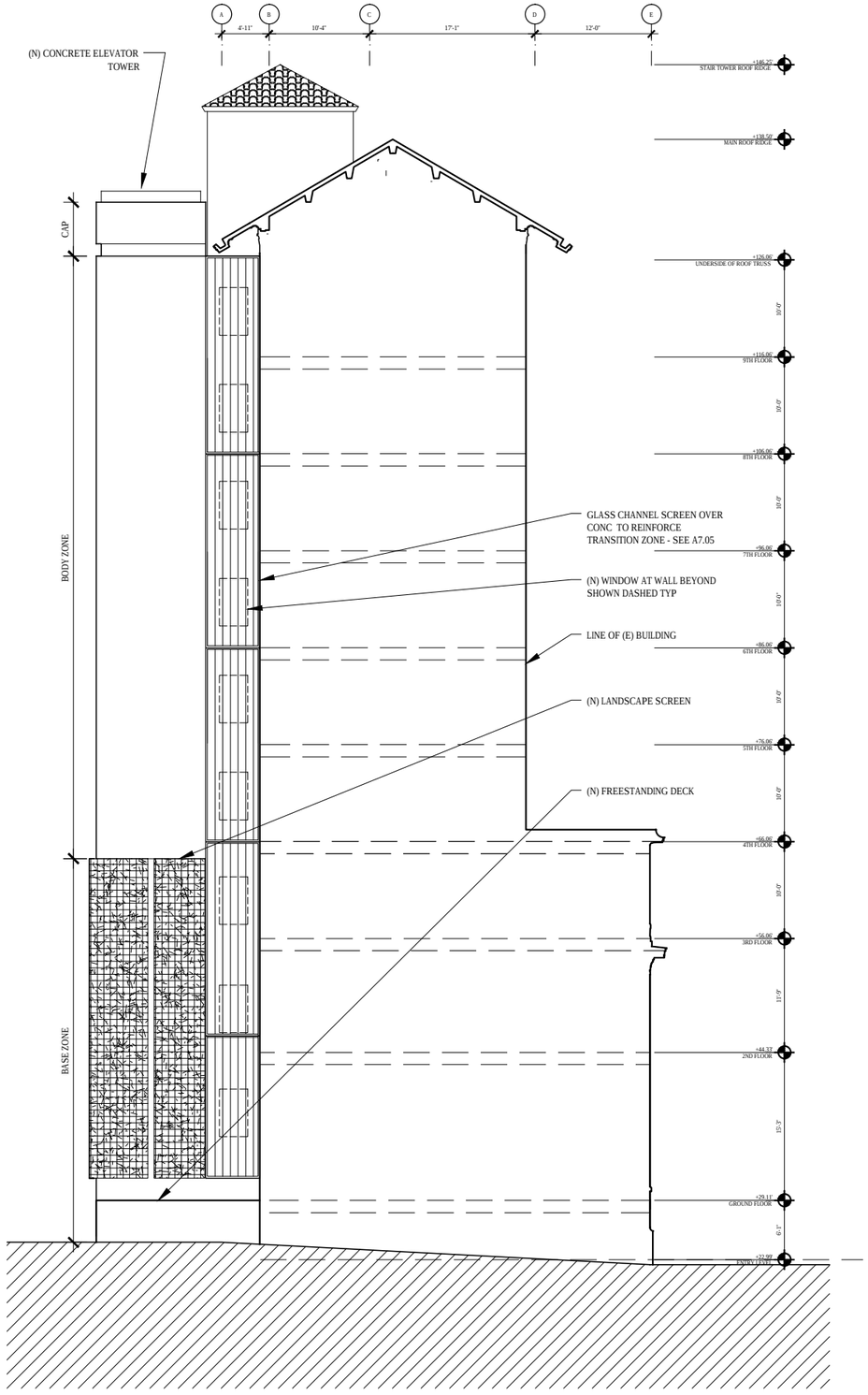
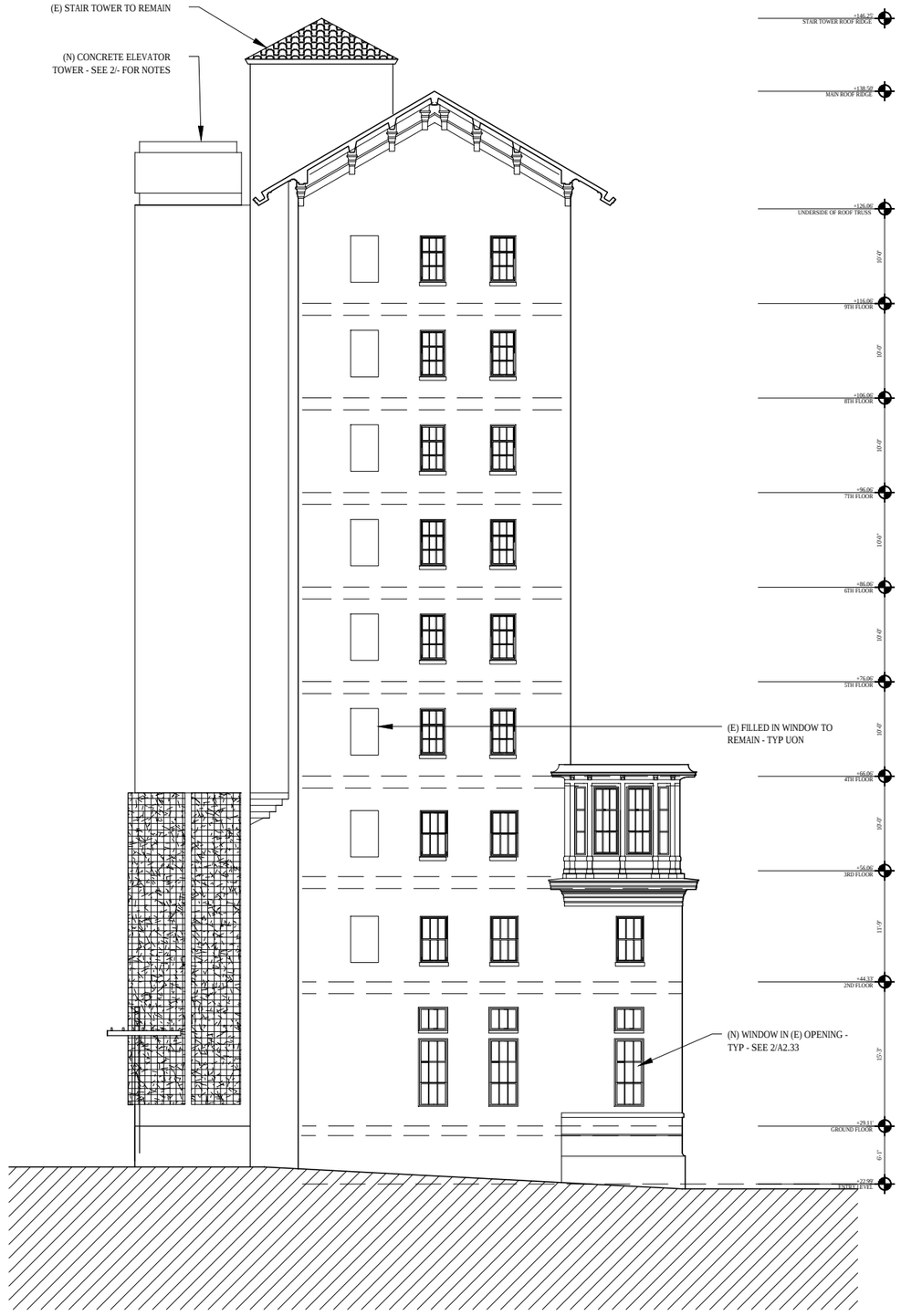


2 PROPOSED SOUTH ELEVATION ELEVATOR TOWER

SCALE: 3/16" = 1'-0"



1 PROPOSED SOUTH ELEVATION

SCALE: 3/16" = 1'-0"

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PROPOSED SOUTH ELEVATIONS

A2.31

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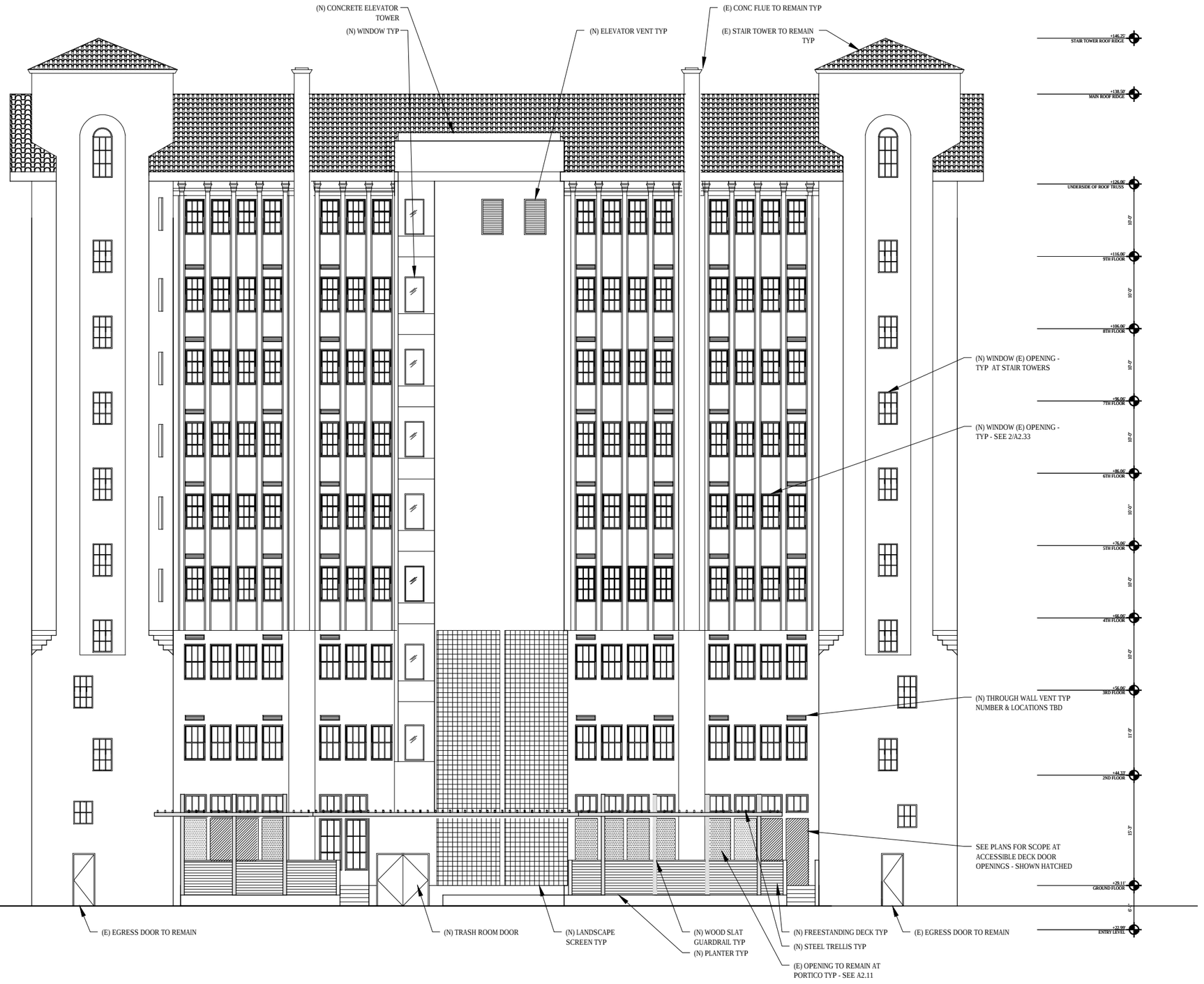

1 PROPOSED WEST ELEVATION

SCALE: 3/16" = 1'-0"

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PROPOSED WEST ELEVATION

A2.32

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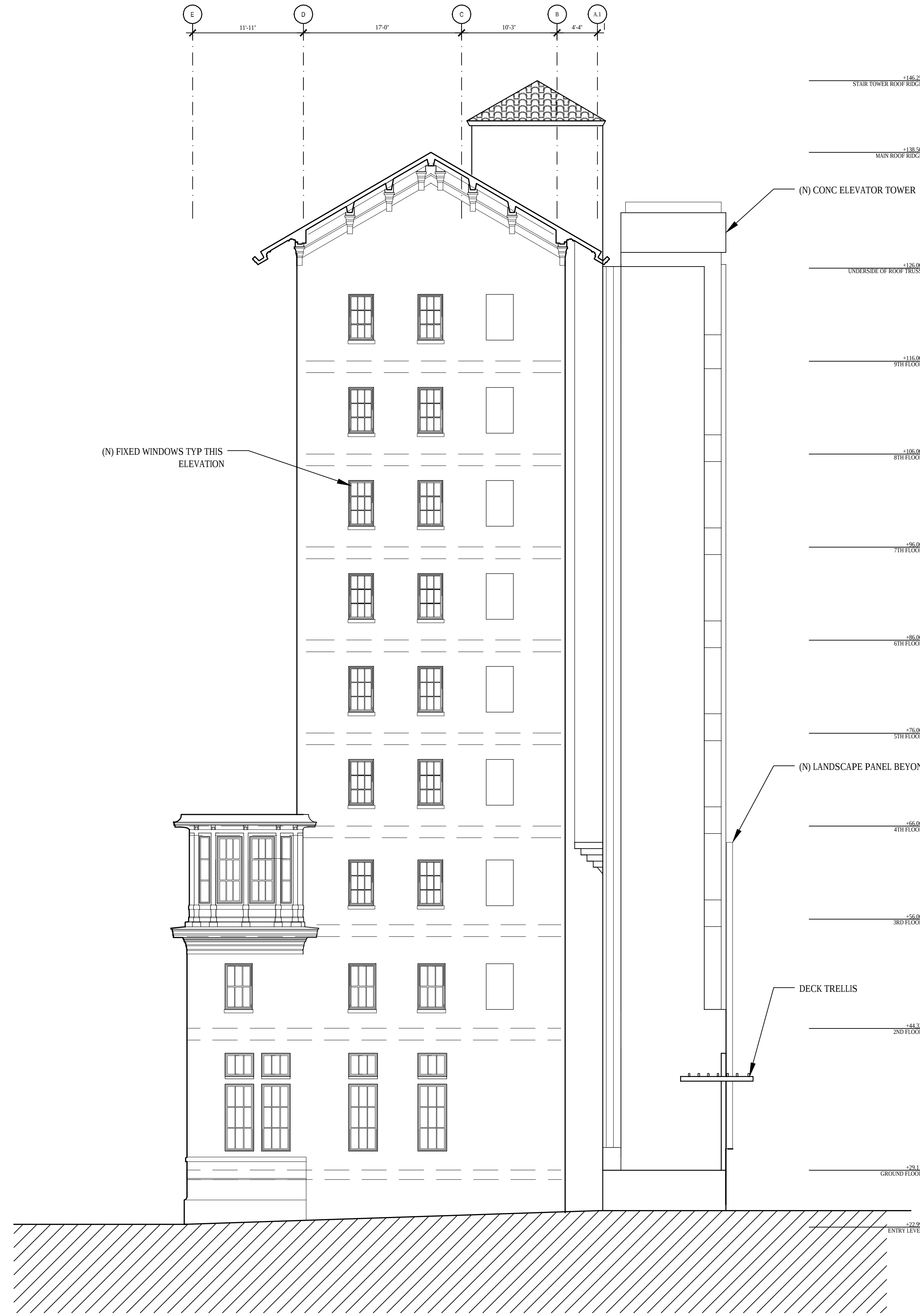
PLOT DATE:



1 PROPOSED NORTH ELEVATION

SCALE: 3/16" = 1'-0"

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PROPOSED NORTH ELEVATION

A2.33

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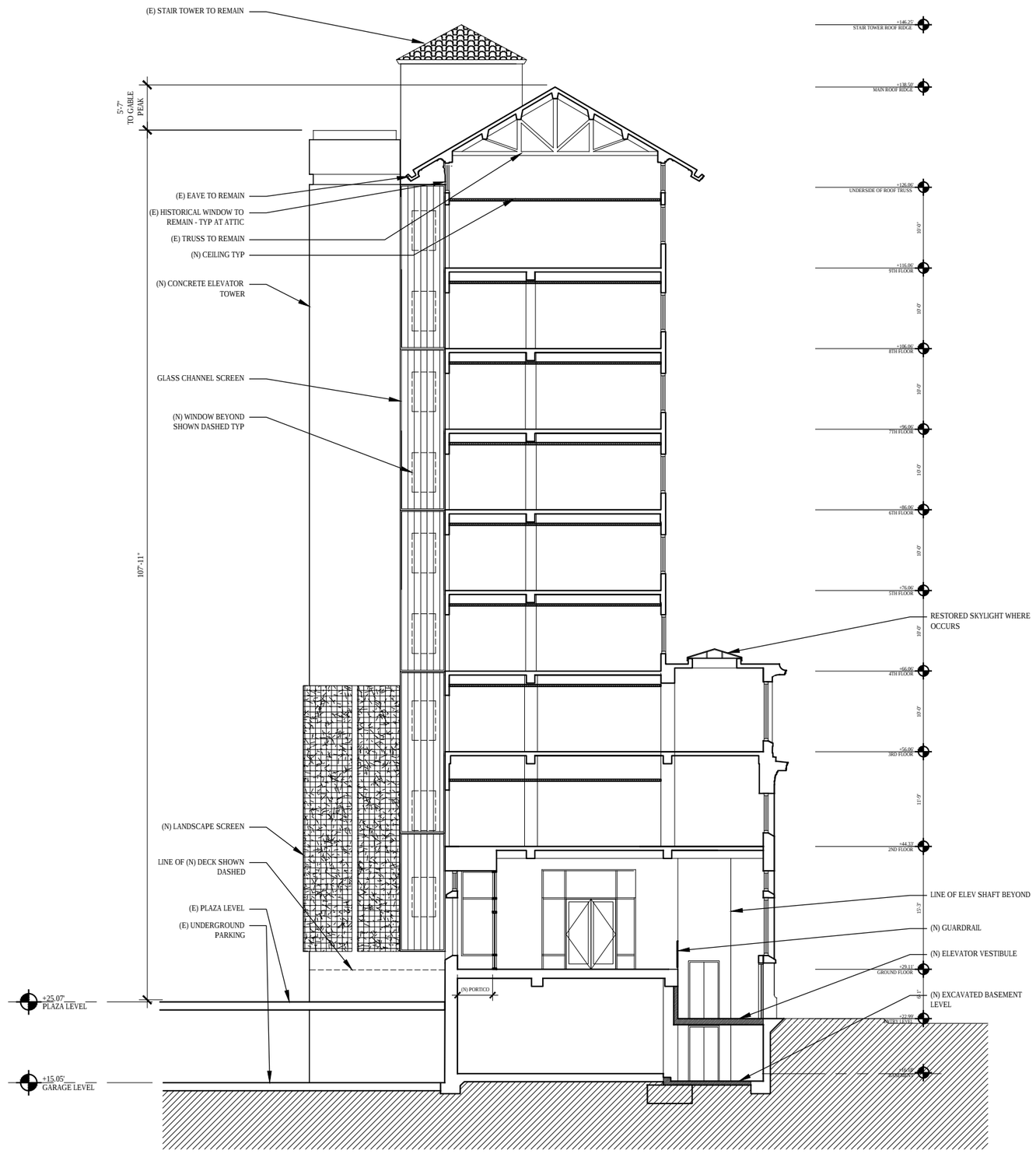

1 PROPOSED SECTION

SCALE: 3/16" = 1'-0"

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SECTION

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Pilkington Profilit™

BIM 3D MODEL AVAILABLE

TRANSLUCENT LINEAR CHANNEL GLAZING SYSTEM

The Pilkington Profilit™ translucent linear channel glazing system consists of unique, self-supporting cast glass channels and an extruded metal perimeter frame. The end result is an opaque but light-transmitting wall. Pilkington Profilit can be used in interior or exterior applications. The "U-shaped" channels can be installed either vertically or horizontally.

The glass is available in a variety of colors and textures with varying translucency, allowing for the passage of natural light without the loss of privacy. Pilkington Profilit is energy efficient, provides excellent sound reduction, and it's one of the most cost-efficient glass wall systems available. It can be single or dual glazed for interior use or dual glazed for exterior applications. Technical Glass Products is the exclusive supplier of Nanogel® aerogel insulation panels which can be provided for greater energy efficiency.

FEATURES

- **Colors: Standard Cast (patterned surface with slight green hue); Amethyst (standard cast with a blue coating); Clear (no pattern or hue)**
- **Optional coatings: Low-E (Plus 1.7), Sun protection (Antisol®)**
- **Available in long channel lengths – up to 23 ft (7 m)**
- **May be tempered or filmed to meet impact safety requirements**
- **Allows passage of light while maintaining privacy**
- **May be insulated with Nanogel aerogel for energy efficiency**
- **Excellent light transmission**
- **Sound insulation (up to 42 db uninsulated, 44 db with Nanogel insulation)**
- **Can be utilized in curved walls**
- **Installs vertically or horizontally**
- **Aluminum perimeter frame provides additional structural strength**
- **Interior applications may be installed into wood jambs or millwork instead of TGP's aluminum framing**
- **Minimal maintenance**
- **Proven performance – used in Europe for more than 30 years**
- **Most channels available with pinstripe wires**

GENERAL CHARACTERISTICS

APPROXIMATE FACE WIDTH	**K22**: 9.13 in (232 mm)	**K25 (STANDARD)**: 10.31 in (262 mm)	**K32**: 13.03 in (331 mm)
APPROXIMATE FLANGE HEIGHT	2.36 in (60 mm)		
STANDARD THICKNESS	.28 in (7 mm)*		
MAXIMUM LENGTH	Up to 23 ft (varies according to windload and project requirements)		
WEIGHT / FT² OF CHANNEL SURFACE (including frame and components)	12 lb / ft² dual glazed 7 lb / ft² single glazed		
LIGHT TRANSMISSION	70-75% (uninsulated, varies with coating)		
U-VALUE (glass only)	.49 (uninsulated), .40 (Low-E uninsulated), .21 (Low-E with 16 mm Nanogel insulation), .19 (Low-E with 25 mm Nanogel insulation)		
SOLAR HEAT GAIN COEFFICIENT	.70 (uninsulated), .45 (Low-E uninsulated), .42 (Low-E with 16 mm Nanogel insulation), .31 (Low-E with 25 mm Nanogel insulation)		
STC RATING	42 dB (uninsulated), 44 dB (with 16 mm or 25 mm Nanogel insulation)		

*6 mm options are also available. Contact TGP for further information.

TESTING

Pilkington Profilit has been tested to meet the following standards: AAMA 501.4, AAMA 101, AAMA 1801-97, AAMA/NWWDA 101/1, S.297, ASTM F 588-97, NFRC 100-97, ANSI Z97.1-1984, CPSC 16CFR 1201, Category II (with safety film). All testing carried out by Architectural Testing Inc., York, PA. Formal test results are available by contacting Technical Glass Products.

SPECIFICATIONS

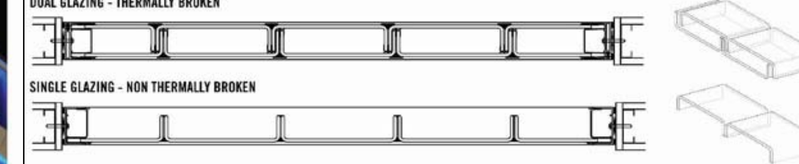
Complete 3-part CSI format specifications are available online at **www.tgpamerica.com**, or by calling **800.426.0279**. Please contact Technical Glass Products for more information.

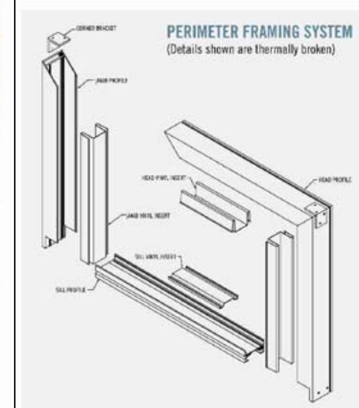
INSTALLATION

Pilkington Profilit should be installed in accordance with approved shop drawings – plumb, level, square and free from warp or twist while maintaining dimensional tolerances and alignment with surrounding construction.

Erect framing, vinyl spacer and glass in accordance with manufacturer's printed installation instructions. Seal glass units continuously on both sides of glass between frame and glass and between linear glass units. Install perimeter joint sealant and backing materials between assemblies and adjacent construction.

STANDARD VERTICAL GLAZING





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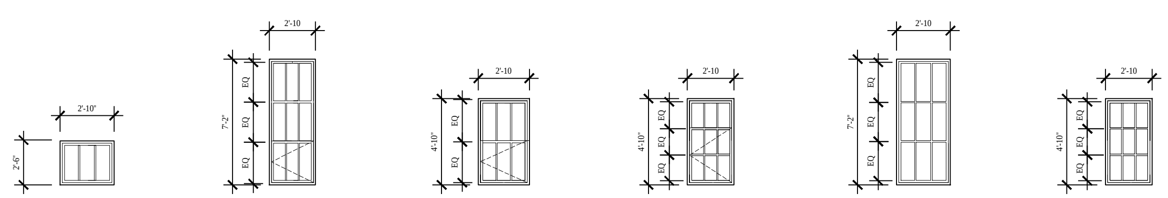
2 GLASS SCREEN PRODUT DATA
SCALE: NTS



TYPE A
ALUMINUM
FIXED

TYPE B
ALUMINUM
FIXED/SINGLE HUNG

TYPE C
ALUMINUM
FIXED/CASEMENT

TYPE D
ALUMINUM
FIXED/CASEMENT

TYPE E
ALUMINUM
FIXED

TYPE F
ALUMINUM
FIXED

TYPE G
NOT USED

TYPE H
ALUMINUM
FIXED

TYPE K
ALUMINUM
FIXED

TYPE L
NOT USED

TYPE M
ALUMINUM
FIXED

TYPE N
ALUMINUM
FIXED

1 WINDOW TYPES
SCALE: NTS

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WINDOW SCHEDULE

A7.05

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