



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414A)
- Other (TSF Sec. 411A)

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Planning Commission Motion No. 20196

HEARING DATE: MAY 24, 2018

Case No.: 2015-012729CUA
 Project Address: 600 Van Ness Avenue
 Zoning: RC-4 (Residential, Commercial, High-Density)
 NC-3 (Moderate Scale, Neighborhood Commercial)
 Van Ness Special Use District
 130-V and 130-E Height and Bulk Districts
 Block/Lot: 0763/006-009
 Project Sponsor: John Kevlin
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 253, 253.2, 303, AND 304 OF THE PLANNING CODE TO CONSTRUCT A 130-FOOT TALL BUILDING OF APPROXIMATELY 185,670 GROSS SQUARE FEET CONTAINING 168 DWELLING UNITS AND UP TO 103 OFF-STREET PARKING SPACES, AND AS A PLANNED UNIT DEVELOPMENT, TO SEEK EXCEPTIONS FROM THE REQUIREMENTS FOR 1) FLOOR AREA RATIO (PLANNING CODE SECTION 124), 2) REAR YARD (PLANNING CODE SECTION 134), AND 3) OBSTRUCTIONS OVER THE PUBLIC RIGHT-OF-WAY (PLANNING CODE SECTION 136), WITHIN AN RC-4 (RESIDENTIAL, COMMERCIAL, HIGH-DENSITY) ZONING DISTRICT, AN NC-3 (MODERATE SCALE, NEIGHBORHOOD COMMERCIAL) ZONING DISTRICT, THE VAN NESS SPECIAL USE DISTRICT AND THE 130-V AND 130-E HEIGHT AND BULK DISTRICTS AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On March 11, 2016, John Kevlin of Reuben, Junius and Rose, LLP, (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section(s) 253, 253.2, 303, and 304 to construct a 130-foot tall building of approximately 185,670 gross square feet containing 168 dwelling units and up to 103 off-street parking spaces, and as a Planned Unit Development, to seek exceptions from the requirements for 1) floor area

ratio (Planning Code Section 124), 2) rear yard (Planning Code Section 134), and 3) obstructions over the public right-of-way (Planning Code Section 136), within an RC-4 (Residential, Commercial, High-Density) Zoning District, and NC-3 (Moderate scale, Neighborhood Commercial) Zoning District, the Van Ness Special Use District, and the 130-V and 130-E Height and Bulk Districts.

On May 24, 2018, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2015-012729.

On February 28, 2018, the Planning Department's Environmental Review Office published a Preliminary Mitigated Negative Declaration (PMND) for the project that included a Mitigation Monitoring and Reporting program (MMRP) which is included as a Condition of Approval for the project. The comment period for the PMND expired on March 20, 2018 with no appeals. The Final Mitigated Negative Declaration (MND) was issued on XXX, XXX, 2018, and is available online at <http://tinyurl.com/sfceqadocs>.

On March 20, 2018, an appeal of the PMND was filed with the Department.

On April 27, 2018, the appeal of the PMND was withdrawn.

On May 24, 2018, the Planning Department/Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"): and

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

The Planning Department Planning Department Commission Secretary is the custodian of records, located in File No. 2015-012729ENV, at 1650 Mission Street, Fourth Floor, San Francisco, California.

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

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2015-012729CUA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site contains Lots 006, 007, 008 and 009 of Assessor's Block 0763. These four lots account for the western half of the subject block, bounded by Elm Street, Polk Street, Golden Gate Avenue, and Van Ness Avenue. Lots 006 and 007 are within the NC-3 Zoning District and have a combined area of 6,900 sf. Previously, these lots were occupied by a commercial parking lot. Lots 008 and 009 are within the RC-4 Zoning District and Van Ness Special Use District and have a combined area of 16,080 sf. Previously, these lots were occupied by a formula retail restaurant (d.b.a. McDonald's). The total project site is 22,980 sf and has 120 feet of frontage on Van Ness Avenue, 191.5 feet of frontage on Golden Gate Avenue and 191.5 feet of frontage on Elm Street. Since demolition of the restaurant building, the site has been used to stage construction activities for the Van Ness Improvement Project.
3. **Surrounding Properties and Neighborhood.** The subject property is located in the south end of an RC-4 Zoning District which extends north from Civic Center to Broadway and east across Van Ness Avenue into the Tenderloin neighborhood. To the west, the zoning transitions to the less dense RM-4 and RM-3 Zoning Districts with supporting Neighborhood Commercial Zoning Districts on Polk, Franklin and Fillmore Streets. Similarly, the NC-3 Zoning District containing the subject property, has its southern boundary at Golden Gate Avenue, where the zoning then transitions into a Public Zoning District to accommodate the Civic Center uses. The property is also at the southern edge of the Van Ness Special Use District, directly reflecting the Van Ness Avenue Area Plan, which stretches from Golden Gate Avenue to Chestnut Street and calls for well-designed high-density mixed use development along the north/south corridor. This area along Van Ness Avenue also includes a combination of institutional, commercial, and residential uses that reflect the convergence of the Hayes Valley, Civic Center, and Tenderloin neighborhoods.

More specifically, to the north of the of the subject property, across Elm Street and spanning more than half the width of the northern adjacent block, is a four-story building owned by the San Francisco Unified School District. This building contains the Tenderloin Community Elementary School, which has playgrounds that face the project site at the ground and roof levels. Immediately east of the project site, and occupying the remaining half of the subject block are two tall two-story buildings and a four story building, containing institutional and commercial uses such as the Consulate General of Guatemala, Mela Tandoori Kitchen, the American Academy of English, Golden 1 Credit Union, and the Consulate General of El Salvador. The block directly south of the project site also contains a collection of institutional and commercial uses, such as the SFPUC, Fine and Rare restaurant, the Empire Room lounge, H&R Block, and Hospice by the Bay. There is one active project on this block under review by the Planning Department at 555 Golden Gate Avenue, which proposes construction of an 11-story 120-foot tall mixed use building containing approximately 60 dwelling units. Directly west of the subject property, and across Van

Ness Avenue is the Opera Plaza mixed-use development, containing neighborhood serving retail uses such as Max's Opera Café and a Landmark Theater, as well as 449 dwelling units.

4. **Project Description.** The proposed project would construct a 185,670 square-foot, 130-foot tall mixed use building containing 168 units, approximately 6,200 sf of ground floor retail, up to 103 off-street parking spaces, 117 Class 1 bicycle parking spaces and 14 Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 78 studios (46.43 percent), 54 one-bedroom units (32.14 percent), 31 two-bedroom units (18.45 percent) and one three-bedroom unit (.6 percent).
5. **Public Comment.** As of March 15, 2018, the Department has not received any public comment.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Single Development Lot.** As noted in the site description above, the subject property contains lots 006, 007, 008, and 009 of Assessor's Block 0763. As these lots are under the same ownership, they may be treated as a singled development lot for the purpose of applying the Planning Code.
 - B. **Split Zoning.** The zoning for the subject property is split into two parts. Lots 006 and 007, the two most eastern parcels are within the NC-3 Zoning District and the 130-E Height and Bulk District. Lots 008 and 009, the two most western parcels are within the RC-4 Zoning District, the Van Ness Special Use District, and the 130-V Height and Bulk District. While both zoning districts principally permit the proposed residential and ground floor retail uses, the districts have different requirements for rear yards, residential open space, parking, and heights along alleys. As necessary, this distinction is called out through the code analysis below. Additionally, the floor plans submitted as Exhibit B include a hatched line indicating where the split in zoning applies.
 - C. **Permitted Uses in the RC-4 and NC-3 Zoning Districts.** Planning Code Sections 209.3 (RC-4) and 712 (NC-3) states that 'Residential' and 'Retail Sales and Service' uses are permitted as of right.

The proposed new building will contain approximately 156,600 gsf of residential uses and 6,200 gsf of ground floor retail uses.

- D. **Planned Unit Development.** Planning Code Section 304 allows projects on sites larger than ½ acre to seek Conditional Use authorization from the Planning Commission and to seek exceptions from other provisions of the Code only to the extent specified in the authorization.

The subject property is 22,980 square feet and qualifies as a Planned Unit Development. The proposal is seeking Conditional Use Authorization from Planning Code Section 304 as a Planned Unit Development and requesting exceptions from the following Planning Code requirements: 1) floor area ratio (Section 124); 2) rear yard (Section 134); and 3) obstructions over the public right-of-way

(Section 136). The exceptions are addressed throughout the findings below, the specific Planned Unit Development findings are listed under Subsection 10.

- E. **Height in the RC-4 Zoning District and Van Ness Special Use District.** Planning Code Section 253 requires Conditional Use authorization for any new building or structure in an RC District that exceeds 50 feet in height or has a street frontage of more than 50 feet. Additionally, for properties located in the Van Ness Special Use District Planning Code Section 253.2 requires Conditional Use authorization for any new building or structure that exceeds 50 feet in height.

The proposed 130-foot tall building is within both the RC-4 Zoning District and the Van Ness Special Use District. The subject property also has a total of 388 feet of frontage within the RC-4 Zoning District. Therefore, the project requires Conditional Use Authorization per Planning Code Sections 253 and 253.2. The required findings are listed below under Subsections 7 and 8.

- F. **Height Limits for Narrow Streets in NC Districts.** Planning Code Section 261.1 requires that all frontages of a property located on the southern side of an east-west narrow street, defined as having a width less than 40 feet, must have upper stories set back at the property line such that they avoid penetration of a sun access plane defined by an angle of 45 degrees extending from the most directly opposite northerly property line. No part or feature of a building may penetrate the required setback plane.

The project site is located on the southern side of Elm Street, which is 35 feet wide and has an east-west orientation. Therefore, the 57.5-foot wide portion of the property within the NC-3 Zoning District is subject to additional height limits as described above. Section B-B of the plans submitted as Exhibit B illustrates that the project complies with this requirement for the portion of the site in the NC-3 Zoning District.

- G. **Bulk.** Planning Code Section 270 states that the "E" Bulk District shall have a maximum length of 110 feet and a maximum diagonal dimension of 140 feet, at a setback height of 65 feet. Planning Code Section 243(c)(3) and 270 states that the "V" Bulk District shall have a maximum length of 110 feet and a maximum diagonal dimension of 140 feet, at a setback height of 71.33 feet established per Section 253.2.

The portion of the project within the "E" Bulk District has a maximum horizontal dimension of 76 feet and a maximum diagonal dimension of 93 feet above a height of 65 feet. The portion of the project within the "V" Bulk District has a maximum horizontal dimension of 102.5 feet and a maximum diagonal dimension of 127 feet above a height of 71.33. Therefore, the project complies with the bulk requirements.

- H. **Basic Floor Area Ratio (FAR) and Floor Area Premium.** Planning Code Section 124(d) limits the basic Floor Area Ratio (FAR) of residential uses in the Van Ness Special Use District to 7:1 square feet of building area for every 1 square foot of lot area, or approximately 112,560 gross square feet (gsf) of building area for the subject site. Planning Code Section 125(a) allows corner lots to increase the area of the lot, for purposes of floor area computation, by 25 percent. However, in the Van Ness Special Use District, Section 243(c)(1) does not allow floor

area premiums permitted under Section 125(a). The project is seeking a PUD exception pursuant to Section 304 to permit a corner lot FAR premium.

The proposal is to establish 126,576 gsf of residential floor area to the portion of the property within the Van Ness Special Use District, at a ratio of 7.87:1. The project does not comply with the residential FAR requirement and is therefore seeking an exception as a Planned Unit Development with findings discussed in subsection 10. With a floor area premium, the project could increase the allowable gross floor area from 112,560 gsf to 140,700 gsf, increasing the permitted FAR from 7:1 to 8.75:1.

- I. **Residential Density.** For properties within the NC-3 Zoning District, Planning Code Sections 207 and 712 allows residential density of 1 unit per 600 square feet of lot area, or the density permitted in the nearest Residential District, whichever is greater. The nearest residential district is the RC-4 Zoning District which allows up to one unit per 200 square feet of lot area. Further, Planning Code Section 243(c)(2) states that the restrictions on density set forth in the Zoning Control Tables shall not apply to the Van Ness Special Use District.

The Project proposes a total of 168 dwelling units, 133 units are on the portion of the property within the Van Ness Special Use District and are not subject to density limitations. The remaining 35 units are within the 6,900 sf portion of the site in the NC-3 Zoning District, which permits up to 35 units.

- J. **Rear Yard.** Planning Code Section 134(a)(1) requires that projects in both NC-3 and RC-4 Districts provide a rear yard equal to 25 percent of the total lot depth at the lowest level containing a residential unit, and at each succeeding level or story of the building. Further, in the Van Ness Special Use District, Section 243(c)(6) allows the rear yard requirements to be modified by the Zoning Administrator with consideration of the effect on the subject block's interior open space, the total amount of useable open space provided elsewhere on the lot, and the access of light and air to abutting properties. Alternatively, the modification may be reviewed as an exception to a Planned Unit Development.

The subject property has a rear yard requirement of 30 feet for the portion of the site proposed for development. If provided, the required rear yard would provide approximately 5,745 square feet of open area. The project does not include a code-complying rear yard and is therefore seeking an exception as a Planned Unit Development with findings discussed in subsection 10.

- K. **Useable Open Space - Residential.** Planning Code Section 135 requires that for the portion of the project within the RC-4 District and Van Ness Special Use District, the project provide a minimum of 36 square feet of usable open space per dwelling unit, if private, or 48 square feet of usable open space per dwelling unit if common. For the portion of the project within the NC-3 District, the project must provide a minimum of 80 square feet of usable open space per dwelling unit, if private, or 100 square feet of usable open space per dwelling unit if common. Further, any private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court. Alternatively, common useable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 square feet.

For the proposed 168 dwelling units, 18 units have direct access to private open space. The project is required to provide 7,200 square feet of common open space for the remaining 150 units. The decks and terraces on Levels 3, 8, and 10, combine to provide 8,782 sf of common open space.

- L. **Obstructions.** Planning Code Section 136 lists obstructions permitted over streets and alleys, and in required setbacks, yards and useable open space. Features permitted over the street include the following: overhead horizontal projections (cornices, eaves, sills and belt courses) with vertical dimensions of no more than two feet six inches; bay windows; balconies; fire escapes; awnings; canopies; and, marquees.

The project includes the following two elements that do not fit within the list of permitted obstructions in Planning Code Section 136: (1) a perforated metal and glass awning above the ground floor retail frontage on the Van Ness Avenue and Golden Gate Avenue facades; and (2) a two-story and three-story cantilevered portion of the building mass that projects 3 feet beyond the Golden Gate Avenue property line. As neither of these elements complies with Planning Code Section 136, the project is seeking an exception as a Planned Unit Development with findings discussed in Subsection 10.

- M. **Streetscape Plan.** Planning Code Section 138.1 requires that new developments on lots greater than one-half acre in total area or containing 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, submit a streetscape plan conforming to the Better Streets Plan.

The project includes new construction on a lot of 22,980 square feet with a total of 503 feet of frontage. Accordingly, the Project proposes a streetscape plan that includes street trees with planting in tree wells and tree grates, landscaping, bulb-outs, paving treatments and a raised crosswalk at Elm Street, and residential stoops. Further, the project will remove all four of the existing curb cuts, and establish an 18-foot wide single point of vehicular access from Golden Gate Avenue.

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

The subject lot is not located in close proximity to an Urban Bird Refuge and is not a location-related hazard. To comply with the Planning Code's bird-safe standards any glazed segments greater than 24 square feet will be treated with a UV reflective coating.

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

The Project organizes all of the 168 dwelling units to have exposure onto Van Ness Avenue, Elm Street, Golden Gate Avenue, or the code-complying third story open terrace facing Elm Street.

- P. **Street Frontage in RC and NC Districts.** Planning Code Section 145.1 requires that any new development in an RC or NC District must include the following: 1) No more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to and facing a street shall be devoted to parking and loading ingress or egress. 2) With the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, space for active uses shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on the floors above from any façade facing a street at least 30 feet in width. Residential uses are considered active uses at the ground floor if at least 50 percent of the linear residential street frontage at the ground level features walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk, and are consistent with the Ground Floor Residential Design Guidelines. 3) Ground floor ceiling heights for non-residential uses, of no less than 14 feet from floor-to-floor. 4) Street-facing ground-level spaces for non-residential uses that open directly onto the street and that are open to the public during business hours. And, 5) frontages with active uses that are not residential or PDR must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building.

The proposed building complies with all of the requirements noted above. The vehicular entrance is 18 feet wide, less than the maximum of 20 feet that is allowed. The ground floor has a floor to floor height of 14 feet and will be occupied by both commercial and residential active uses that include direct access to the street. Additionally, the non-residential street frontage features a transparent storefront allowing visibility into the building.

- Q. **Off-Street Parking Maximums and Minimums.** Planning Code Section 151.1 sets forth a maximum amount of off-street parking that a development may provide in an RC-4 Zoning District. For residential uses, one off-street parking space is permitted as of right for each two dwelling units. For restaurant/retail uses one off-street parking space is permitted for each 200 square feet of occupied floor area. However, Planning Code Section 151 sets forth a minimum amount of off-street parking that a development may provide in an NC-3 Zoning District. For residential uses, one off-street parking space is required for each dwelling unit. For retail sales and services, one off-street parking space is required for each 500 square feet of occupied floor area up to 20,000 sf where the occupied floor area exceeds 5,000 square feet, plus one for each 250 square feet of occupied floor area in excess of 20,000 sf.

The project proposes 133 dwelling units and approximately 4,132 square feet of occupied floor area dedicated to retail uses on the portion of the property within the RC-4 Zoning District. Per the controls noted above, the project is allowed a maximum of 87 off-street parking spaces on the RC-4 portion of the site. The project proposes 35 dwelling units and approximately 828 square feet of occupied floor area dedicated to retail uses on the portion of the property within the NC-3 Zoning District. Per the controls noted above, the project must provide a minimum of 35 off-street parking spaces on the entire site, or seek an exception as a Planned Unit Development. The proposal includes a total of 89 off-street parking spaces – 84 residential stacker spaces, 2 ADA residential spaces, 2 retail spaces and 1 ADA retail space. Approximately 73 off-street parking spaces are within the RC-4 portion of the site and 16 off-street parking spaces are within the NC-3 portion of the site.

- R. **Off-Street Loading.** Planning Code Section 152 requires one off-street loading space for new residential developments with an occupied floor area of 100,001 to 200,000 square feet.

The Project proposes a new residential development containing approximately 127,815 square feet of occupied floor area of residential uses and therefore, requires one off-street loading space. The project is providing one off-street loading space in the basement level parking garage.

- S. **Bicycle Parking.** Planning Code Section 155.1 requires Class 1 and Class 2 bicycle parking for all uses of a development site if the proposal includes addition or creation of new gross floor area or an increase in the capacity of off-street vehicle parking spaces for an existing building or lot. Accordingly, Class 1 bicycle parking is required as follows: one per every dwelling unit, for the first one hundred units, then one per every four units, and, one per every 7,500 square feet of occupied square feet of retail uses. Class 2 bicycle parking is required as follows: one per every 20 dwelling units and one per every 750 square feet of occupied floor area of retail uses.

The Project includes new construction of 168 dwelling units and approximately 4,960 square feet of occupied floor area dedicated to retail uses. Therefore, the Planning Code requires that the project provide 117 Class 1 bicycle parking spaces and 14 Class 2 bicycle parking spaces. The project will provide 169 Class 1 bicycle parking spaces and 14 Class 2 bicycle parking spaces at two locations on Golden Gate Avenue.

- T. **Car Share.** Planning Code Section 166 requires newly constructed building containing off-street parking for residential and non-residential uses to provide one car-share parking space for buildings containing between 50 and 200 dwelling units and to provide one car-share parking space for buildings containing 25 to 49 off-street parking spaces for non-residential uses.

The Project proposes new construction of a building that contains 168 dwelling units and 2 off-street parking spaces dedicated to non-residential uses. Planning Code Section 166 requires that the Project include a minimum of one off-street parking space dedicated to car-share parking. The Project includes four car-share parking spaces on the basement level.

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

The Project is providing off-street parking that is accessory to 168 dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units; therefore, the Project meets this requirement.

- V. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning

Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 10 points.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50% of the point target established in the TDM Program Standards, resulting in a required target of 10 points. As currently proposed, the Project will achieve its required 10 points through the following TDM measures:

- *Unbundled Parking*
- *Bicycle Parking (Option A)*
- *Bicycle Repair Station*
- *Car-share Parking (Option B)*
- *Multimodal Wayfinding Signage*
- *Real Time Transportation Displays*
- *On-Site Affordable Housing*

- W. **Shadow.** Planning Code Sections 147 and 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

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

- X. **Wind Currents at Ground Level.** Planning Code Section 24(c)(15) states that new buildings be shaped, or other wind baffling measures be adopted, so that the development will not cause year-round ground level wind currents to exceed, more than 10 percent of the time, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 miles per hour (mph) equivalent wind speed in areas of pedestrian use and 7 mph equivalent wind speed in public seating areas. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.

A wind assessment was prepared for the proposed 130-foot-tall development at 600 Van Ness Avenue and reviewed as part of the of the environmental evaluation application 2015-012729ENV. On pages 83-85 of the Preliminary Mitigated Negative Declaration, the analysis of wind currents determines that the project would increase the number of sensor locations that exceed the Planning Code's 11 mph comfort criterion from 58 under existing conditions to 60 under existing plus project conditions, and that these two additional sensor locations are located along the Van Ness Avenue frontage of the proposed project. However, the analysis also notes that the addition of the proposed project would reduce the total hours of hazardous wind speeds from 124 hours under existing conditions to 99 hours with the addition of the proposed project.

- Y. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on September 24, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 14.5% of the proposed dwelling units as affordable

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. The Project Sponsor submitted such Affidavit on February 19, 2018. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on September 24, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 14.5% of the total proposed dwelling units as affordable. 24 units (11 studios, 8 one-bedroom, 5 two-bedroom, and 0 three-bedroom) of the 168 total units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

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

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

- AA. **Child-Care and Transportation Sustainability Impact Fees.** Sections 411 and 414 authorize the imposition of certain development impact fees on new development projects to off-set impacts on child-care services and the transit system. Land use categories for all impact fees are defined in Section 401.

The Project Sponsor will comply with the requirements of this section prior to the issuance of the first construction document.

BB. **Signage.** Any proposed signage will be subject to the review and approval of the Planning Department.

7. Planning Code Section 253 – Height Above 50 Feet and Street Frontage Greater than 50 Feet in RC Districts. Planning Code Section 253 establishes criteria for the Planning Commission to consider when reviewing applications for projects where the building height exceeds 50 feet in an RC District and has more than 50 feet of street frontage on the front façade.

- a. In reviewing any such proposal for a building or structure exceeding 40 feet in height in a RH District, 50 feet in height in a RM or RC District, or 40 feet in a RM or RC District where the street frontage of the building is more than 50 feet the Planning Commission shall consider the expressed purposes of this Code, of the RH, RM, or RC Districts, and of the height and bulk districts, set forth in Sections 101, 209.1, 209.2, 209.3, and 251 hereof, as well as the criteria stated in Section 303(c) of this Code and the objectives, policies and principles of the General Plan, and may permit a height of such building or structure up to but not exceeding the height limit prescribed by the height and bulk district in which the property is located.

Per Planning Code Section 209.3 the expressed purpose of the RC (Residential-Commercial) Districts is "to recognize, protect, conserve, and enhance areas characterized by structures combining Residential uses with neighborhood-serving Commercial uses. The predominant Residential uses are preserved, while provision is made for supporting Commercial uses, usually in or below the ground story, that meet the frequent needs of nearby residents without generating excessive vehicular traffic." More specifically, RC-4 Districts are intended to provide for a mixture of high-density dwellings with supporting commercial uses. The Project proposes a building that is 130-feet tall and has 388 feet of frontage on Van Ness Avenue, and the portions of Elm Street and Golden Gate Avenue within the RC-4 Zoning District and 130-V Height and Bulk District. The height of the proposed structure complies with the 130 foot height limit and 'V' bulk.

- b. In reviewing a proposal for a building exceeding 50 feet in RM and RC districts, the Planning Commission may require that the permitted bulk and required setbacks of a building be arranged to maintain appropriate scale on and maximize sunlight to narrow streets (rights-of-way 40 feet in width or narrower) and alleys.

The proposed development has 134 feet of street frontage on Elm Street, for the portion of the project within the RC-4 District. Elm Street, which is 35 feet wide, is considered a narrow street because it is less than 40 feet wide. In an effort to provide relief to Elm Street, a 50-foot wide portion of the RC-4 Elm Street frontage is set back to reflect the narrow street height limits applicable in NC Districts as noted previously, which accommodates an unobstructed 45 degree angle solar plane. The remaining 84-feet of the Elm Street frontage is at the property line and establishes the massing of the building associated with the Van Ness Avenue street frontage. However, this massing is reduced by a 17.5-foot set back from Elm Street on the 6th Level, and a 47-foot setback from Elm Street on the 10th Level.

8. **Planning Code Section 253.2 – Height Above 50 Feet in the Van Ness SUD.** Planning Code Section 253.2 establishes criteria for the Planning Commission to consider when reviewing applications for projects where the building height exceeds 50 feet in the Van Ness Special Use District.

- a. The Planning Commission may require that the permitted bulk and required setbacks of a building be arranged to maintain appropriate scale on and maximize sunlight to narrow streets (rights-of-way 40 feet in width or narrower) and alleys.

As previously noted, the proposed building fronts onto Elm Street, which is 35 feet wide and therefore considered a narrow street because it has a width less than 40 feet. The project proposes an appropriate stepping of the building mass, which protects sunlight onto the narrow street while maintaining a prominent building form along Van Ness Avenue.

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

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

The Project will add 168 residential units to the subject property and 6,200 square feet of ground floor retail. The additional residential use, supporting neighborhood serving scaled retail, density of units, mixture of unit types, and overall scale of development is appropriate for the subject location and compatible with the neighborhood. Furthermore, the proposal makes use of an underdeveloped lot containing and contributes to the City's housing stock and while providing a mix of unit types. The project is both necessary and desirable.

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

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

As proposed, the development site will include a new 130-foot tall residential building containing 168 dwelling units. The scale of the new building is appropriate in size and shape as it is sculpted to reduce the massing against Elm Street and establish the building's main presence on Van Ness Avenue, with a strong secondary façade along Golden Gate Avenue.

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

The proposal includes up to 89 accessory off-street parking spaces, but could provide up to 122 spaces per the Planning Code. Additionally, the Project will include 4 car share spaces, 169 Class 1 bicycle parking spaces and one off-street freight loading space. The proposal will also reduce the number of vehicular ingress/egress points on the site from four to one. In conjunction with the nine Muni bus lines within .25-miles of the site and the forthcoming Van Ness BRT service, the site adequately provides for parking and loading while facilitating accessibility and traffic patterns for persons and vehicles.

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

The Project, which is predominantly residential in nature, will not emit any noxious odors or other offensive emissions. All window glazing will comply with the Planning Code and relevant design guidelines to eliminate or reduce glare. During construction, the Project Sponsor would take appropriate measures to minimize dust and noise as required by the Building Code any measures set forth in the Project's CEQA documentation.

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

The Project includes a streetscape plan that addresses landscaping, lighting and street furniture for all the subject property's street frontages. Particular attention is given to the treatment of ground floor residential entries on Elm Street, the retail frontage on Van Ness Avenue, and the lobby entry on Golden Gate Avenue. Additionally, the proposed open space areas are designed with decorative railings (at street level), various types of landscaping, and amenities that enable usability of the common areas. Entrance to the off-street parking and loading area is also minimized to 18-feet wide.

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

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

- 10. **Planning Code Section 304 - Planned Unit Development.** Planning Code Section 304 allows projects on sites larger than ½ acre to seek Conditional Use authorization from the Planning Commission and to seek exceptions from other provisions of the Code only to the extent specified in the authorization.

- a. The procedures for Planned Unit Developments (PUDs) are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole.

The proposed project is of a size and scale specifically anticipated by the provisions of Section 304. The existing lot, containing approximately 22,980 square feet (.53 acre), exceeds the size of one-

half acre (21,780 sf) that enables PUD consideration. Further, the project will replace a surface commercial parking lot with a 168 unit residential building, containing 6,200 gross square feet of ground floor retail space. Therefore, the project will provide benefits to future occupants, the neighborhood, and the City as a whole, by alleviating the City's housing shortage for numerous families and smaller households, generating more patrons for local businesses, and by adding to an assortment of existing neighborhood-serving retail uses.

- b. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain provisions contained elsewhere in this Code.

The project is seeking modifications to the Planning Code requirements for floor area ratio (FAR), rear yard, and obstructions projecting over the public right-of-way. The FAR, rear yard and obstruction modifications provide flexibility in design that enables greater massing along Van Ness Avenue, and a reduction in massing against the interior mid-block, Elm Street, and the Tenderloin Children's School. As the massing is focused towards the Van Ness and Golden Gate Avenue facades, the obstruction modifications serve to facilitate outstanding overall design. The cantilevered building sections provide an articulation in plane that references the overall stacked and contorted form, and the proposed awning adds cohesiveness between the upper volumes of the building, as well as between the street presence of the retail and residential uses.

Through this PUD authorization, the Commission approves the following modifications to otherwise applicable provisions of the Planning Code:

- i. Floor Area Premium for Corner Lot – relief from the prohibition on floor area premium for corner lots not allowed in the Van Ness Special Use District by Section 243(c)(1); provisions of floor area ratio requirements for the portion of the of the site located within the Van Ness Special Use District.

Planning Code Section 124(d) limits the basic Floor Area Ratio (FAR) of residential uses in the Van Ness Special Use District to 7:1 square feet of building area for every 1 square foot of lot area, or approximately 112,560 gsf of building area for the portion of the project site within the special use district. Planning Code Section 125(a) allows corner lots to increase the area of the lot, for the purposes of floor area computation, by 25 percent. However, in the Van Ness Special Use District, Section 246(c)(1) does not allow floor area premiums permitted under Section 125(a).

The project is seeking a PUD modification to permit a floor area premium under Section 125(a). It would allow an increase in gross floor area from 112,560 gsf to 140,700 gsf, increasing the permitted FAR from 7:1 to 8.75:1. The project proposes an FAR of 126,576, or 7.87:1, which is an increase of 14,016 gsf.

- ii. Rear Yard – relief from the provisions of rear yard requirements for the residential units as required in the RC District by Section 134(a)(1).

Planning Code Section 134(a)(1) requires that the project provide a rear yard depth equal to 25 percent of the total lot depth. The subject property has a rear yard requirement of 30 feet for the portion of the site proposed for development and would result in 5,745 square feet of open space, if provided. Per Planning Code Section 243(c)(6), projects may seek a modification from the rear yard requirements from the Zoning Administrator with consideration of the effect on the subject block's interior open space, the total amount of useable open space provided elsewhere on the lot and the access of light and air to abutting properties. Alternatively, projects qualifying as a PUD, may seek a modification from the Planning Commission.

The project provides a total of 12,587 square feet of code-complying open space, over twice the amount of open space provided by a code-complying rear yard. The proposed massing is also sensitively designed to consider its effect on the subject block's interior open space, as well as the access to light and air to abutting properties. The massing is concentrated towards the southwest portion of the site, along Van Ness and Golden Gate Avenues, and provides relief against the Elm Street frontage, where the majority of the structure is no taller than three stories and provides a solar access plane serving to reduce the shadows on the Tenderloin Children's School.

- iii. Obstructions over the Public Right-of-Way – relief from the obstructions allowed over the public right-of-way as required by Section 136(c).

The project includes the following two elements that do not fit within the list of permitted obstructions in Planning Code Section 136: (1) a perforated metal and glass awning above the ground floor retail frontage on the Van Ness and Golden Gate Avenue facades; and (2) one two-story and one three-story projection of the building mass cantilevered 3-feet beyond the Golden Gate Avenue property line.

Planning Code Section 136 and 136.1 permit awnings in residential districts so long as they do not exceed a height of 16 feet, that they do not project more than four feet from the face of the supporting building, and the distance from the top to the bottom of such awning does not exceed six feet. The project proposes an awning that extends the width of the entire Van Ness Avenue front façade at a height of 22 feet and then wraps around the Golden Gate Avenue façade where it drops to 12.5 feet at the residential lobby entrance. At the northwest corner of the building, the awning projects 3 feet from the face of the building wall, and then gradually extends up to 8 feet at the southwest corner of the building. As the awning wraps around to the Golden Gate Avenue frontage it projects 5 feet from the building wall.

Planning Code Section 136 provides maximum envelope requirement for bay windows that is 15 feet at the line establishing the required open area, and which is then reduced in proportion to the distance from that line by a means of 45 degree angles drawn inward from the ends of the 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area. This envelope may then be extended upwards to the height limit. The project is proposing alternative bay features. The most western bay will project three feet beyond the Golden Gate Avenue property line for a horizontal dimension of 69 feet, with a height of 21 feet, at the 6th and 7th levels. The most

eastern bay will also extend three feet beyond the Golden Gate Avenue property line for a horizontal dimension of 33.5 feet, with a height of 32 feet, at the 6th, 7th and 8th levels.

- c. Planning Code Section 304(d) sets forth criteria, which must be met before the Commission may authorize a Conditional Use for a Planned Unit Development. On balance, the Project generally complies with all applicable criteria:

- i. The development shall affirmatively promote applicable objectives and policies of the General Plan.

See "General Plan Compliance" findings discussed in Subsection 11.

- ii. The development shall provide off-street parking adequate for the occupancy proposed.

As proposed, the Project complies with the Planning Code's off-street parking requirements. The project proposes a total of 89 off-street parking spaces which satisfies the conflicting requirements of the NC-3 Zoning District, which requires a minimum amount of off-street parking, and the RC-4 Zoning District, which has no minimum requirement and instead limits the maximum amount of off-street parking spaces. Additionally, the proposal includes 169 bicycle parking spaces and is within .25 miles of nine Muni bus lines, including the forthcoming Van Ness BRT.

- iii. The development shall provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open space required by the Planning Code.

The project provides open space in excess of the area required by the Code via terraces at the 3rd, 8th and 10th levels of the building, in addition to a series of private porches and balconies overlooking Elm Street, Van Ness Avenue and the third level terrace.

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

The RC-4 District allows for a dwelling unit density of 1 unit per 200 square feet of lot area. The next level of density limit would allow for a density of 1 unit per 125 square feet of lot area. Thus, based on a lot area of 21,980 square feet, the maximum dwelling unit density that could be permitted at the project site without meeting or exceeding a density of 1 unit per 125 square feet of lot area is 175 units. The project proposes 168 dwelling units, 7 units less than permitted under the Code. However, Planning Code Section 243(c)(3) eliminates restrictions on density controls for properties within the Van Ness Special Use District.

- v. The development shall include commercial uses only to the extent that such uses are necessary to the serve residents of the immediate vicinity.

The project proposes 6,200 square feet of retail uses on the ground floor that will accommodate at least three neighborhood serving tenants.

- vi. The development shall under no circumstances be excepted from any height limit.

The project is within the 130-foot height limit. The project is proposed at a height of 130 feet as measured from Van Ness Avenue.

- vii. Provide street trees as required by the Code.

The project proposes the required number of street trees as prescribed by Code.

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

VAN NESS AVENUE AREA PLAN

Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING. CONTINUE EXISTING COMMERCIAL USES AND ADD A SIGNIFICANT INCREMENT OF NEW HOUSING.

Policy 1.1:

Encourage development of high density housing above a podium of commercial uses in new construction or substantial expansion of existing buildings.

Policy 1.3:

Allow residential densities to be established by building volume rather than lot size.

Policy 1.4:

Maximize the number of housing units.

Policy 1.5:

Employ various techniques to provide more affordable housing.

The project proposes new construction a 168-unit development of high-density housing while providing ground floor neighborhood-serving retail spaces. The 168 unit density is a function of building volume and height as there are no density limits in the Van Ness Special Use District. Based on the 130-foot height limit on the site and the desire to activate the pedestrian levels with active uses, 168 units ranging from

studios to 3-bedrooms was deemed the maximum density for this project. The maximum density is also accommodated by modifications to the Planning Code's requirements for FAR, rear yard, and obstructions. Compliance with the City's inclusionary housing requirement will be satisfied by 24 on-site units.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 4:

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

Policy 4.1:

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

Policy 4.5:

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

The Project provides 168 dwelling units which will include 78 studios (46.43 percent), 54 1-Bedroom units (32.14 percent) and 36 +2-Bedroom units (21.43 percent). The project will also provide 24 below market rate units which will reflect this bedroom mix. Collectively, these units accommodate a variety of household sizes and types, from a single person household to a family with two or more children and/or older generations.

OBJECTIVE 11:

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

Policy 11.1:

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

Policy 11.2:

Ensure implementation of accepted design standards in project approvals.

Policy 11.3:

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

Policy 11.6:

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

Policy 11.9:

Foster development that strengthens local culture sense of place and history.

The project proposes a mixed use building on an under-developed lot, formerly occupied by a formula retail restaurant (d.b.a. McDonald's) and a commercial off-street parking lot. The project is well-designed, as the architecture employs flexibility to accommodate sensitive neighbors and public spaces, while presenting a contemporary residential aesthetic. Further, by adding new residents to this area, the project promotes growth of the area's residential neighborhood character, as residential uses are not prominent in this area of the Van Ness and Polk Street corridors. Finally, by designing with sensitivity towards the neighboring school and improving the Elm Street streetscape, the project will help foster both a sense of community and place for the site's future residents and the local school children.

OBJECTIVE 13:

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1:

Support "smart" regional growth that locates new housing close to jobs and transit.

Policy 13.3:

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Policy 13.4:

Promote the highest feasible level of "green" development in both private and municipally-supported housing.

The Project site is well-served by transit, due to its location on Van Ness Avenue and near Polk Street. Nine MUNI bus lines are within .25-miles of the subject property, many of which provide service to the Van Ness or Civic Center MUNI Station. Also immediately available will be the Van Ness BRT line. With respect to regional transit the site is also accessible to BART and Golden Gate Transit lines. The Project furthers "smart" regional growth by providing off-street parking for 89 cars for 168 dwelling units and the sites commercial activities, 4 car share spaces and 169 bicycle parking spaces. Similar to its proximity to numerous transit line, the site is close to the numerous bicycle routes that the City has already created, particularly for bicycle travel N/S on Polk and Larkin, and E/W on Sutter and McAllister. These routes link up to other bicycle routes in the City to facilitate bicycle travel Downtown and South of Market.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

The Project will establish three new retail spaces that will provide new opportunities for business and residents within the City.

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

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

The project will establish three new neighborhood-serving retail uses that will contribute to future resident employment and ownership opportunities.

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

The existing units in the surrounding neighborhood would not be adversely affected. There are no existing dwelling units on the site. The Project proposes to add 168 new dwelling units to the City's housing stock.

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

The existing building to be demolished does not contain housing. The Project would enhance the City's supply of affordable housing by providing BMR units on-site.

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

The transportation study prepared for the Project concluded that the Project will not have any significant effect on the streets, neighborhood parking and MUNI services.

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

The Project will not displace any service or industrial establishment and is not a commercial office development. The Project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

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

- G. That landmarks and historic buildings be preserved.

A landmark or historic building does not occupy the Project site.

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

The Project proposes a building up to 130 feet in height. A shadow fan study was prepared by the Department and determined that the Project will not affect sunlight access to any public parks or open space.

13. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
14. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2015-012729CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 22, 2018, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 20196. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on May 24, 2018.



Jonas P. Ionin
Commission Secretary

AYES: Fong, Hillis, Johnson, Koppel, Melgar, and Moore

NAYS: None

ABSENT: Richards

ADOPTED: May 24, 2018

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to construct a 130-foot tall building of approximately 185,670 gross square feet containing 168 dwelling units and up to 103 off-street parking spaces pursuant to Planning Code Section(s) 253, 253.2, 303 and 304 within an RC-4 (Residential, Commercial, High-Density) Zoning District, and NC-3 (Moderate scale, Neighborhood Commercial) Zoning District, the Van Ness Special Use District, and the 130-V and 130-E Height and Bulk Districts.; in general conformance with plans, dated February 22, 2018, and stamped "EXHIBIT B" included in the docket for Case No. 2015-012729 and subject to conditions of approval reviewed and approved by the Commission on May 24, 2018 under Motion No 20196. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on May 24, 2018 under Motion No. 20196.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 20196 shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
6. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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

DESIGN

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

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

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

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

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

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

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

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

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

- a. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- b. On-site, in a driveway, underground;

- c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- d. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- g. On-site, in a ground floor façade (the least desirable location).

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

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

PARKING AND TRAFFIC

12. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

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

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

14. **Car Share.** Pursuant to Planning Code Section 166, no fewer than **one (1)** car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
15. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than **132** bicycle parking spaces (**117** Class 1 spaces and **8** Class 2 spaces for the residential portion of the project, and **7** Class 2 spaces for the commercial portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.
16. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

17. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
18. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org
19. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
20. **Child Care Fee - Residential.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.

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

21. **Affordable Units.** The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project shall comply with the requirements in place at the time of issuance of first construction document.

- a. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 14.5% of the proposed dwelling units as affordable to qualifying households. The Project contains 168 units; therefore, 24 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 24 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

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

- b. **Unit Mix.** The Project contains 78 studios, 54 one-bedroom, 35 two-bedroom, and 1 three-bedroom units; therefore, the required affordable unit mix is 11 studios, 8 one-bedroom, 5 two-bedroom, and 0 three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

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

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

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

- d. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (14.5%) of the each phase's total number of dwelling units as on-site affordable units.

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

- e. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.

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

- f. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

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

- i. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Planning Code and Procedures Manual.
- ii. If the units in the building are offered for rent, the affordable unit(s) shall be rented to qualifying households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average fifty-five (55) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

- iii. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.
- iv. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- v. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- vi. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415* to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.
- vii. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.
- viii. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.

MONITORING - AFTER ENTITLEMENT

22. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code

Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

23. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.

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

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

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

OPERATION

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

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

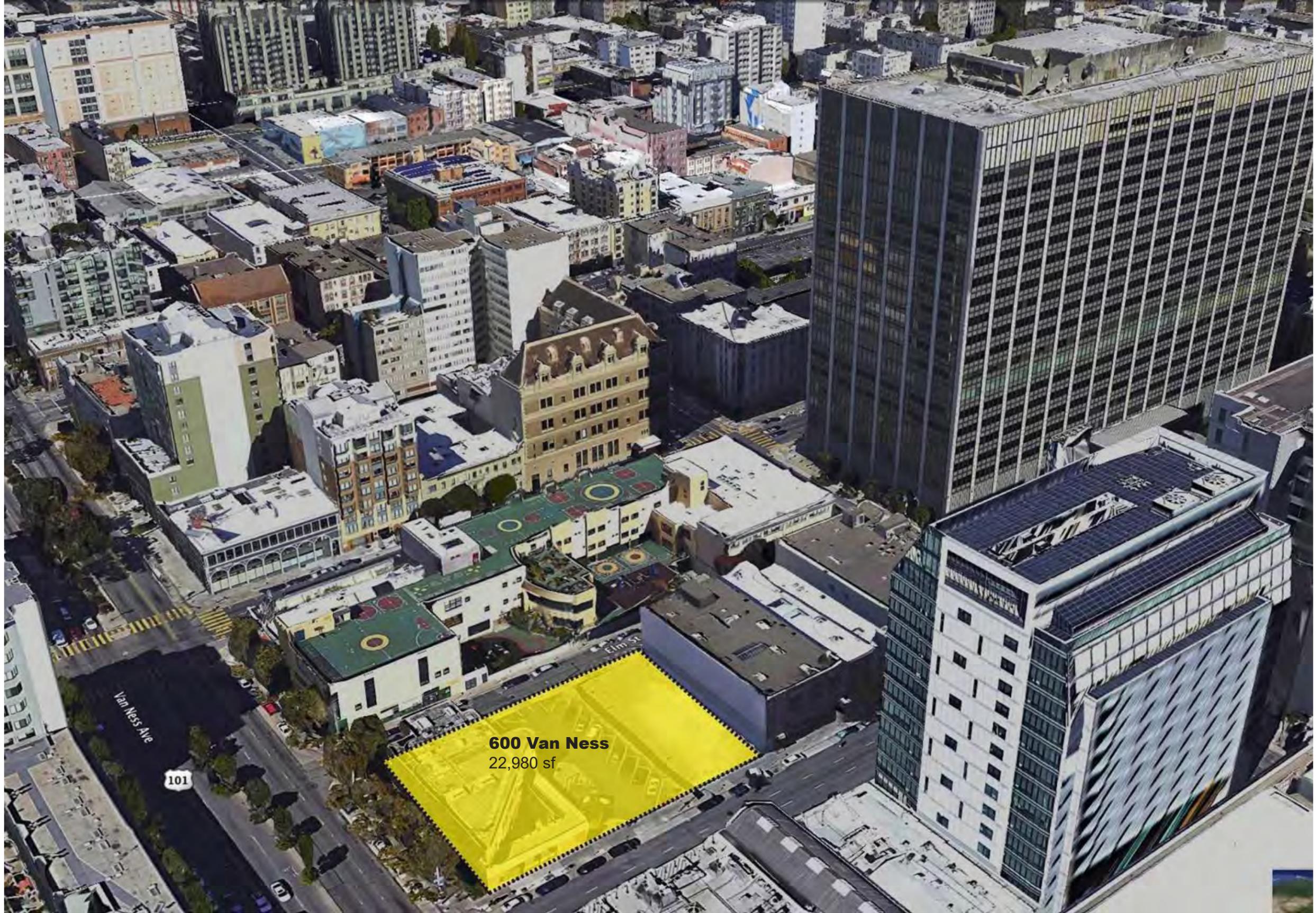
26. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the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

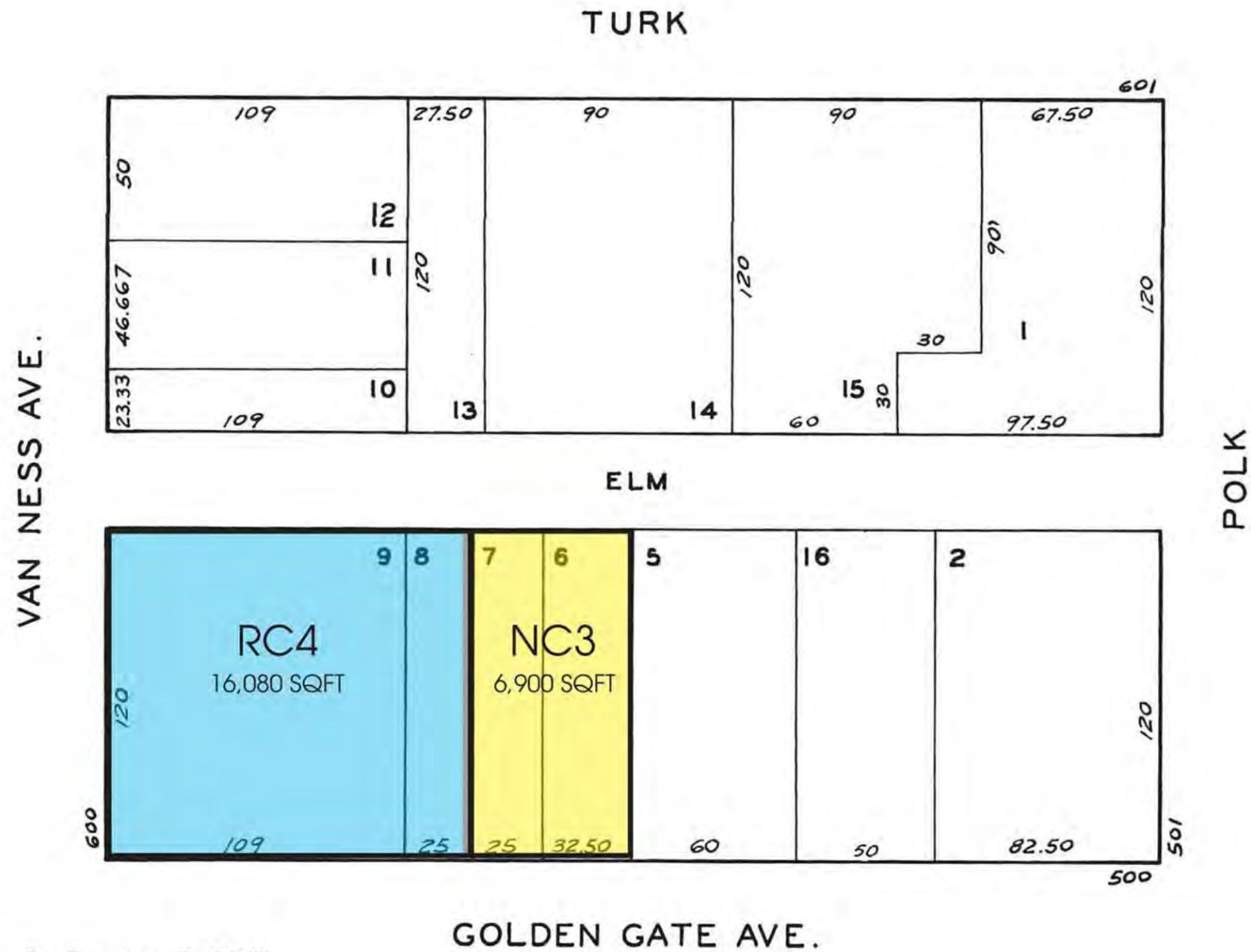
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

600 VAN NESS

PLANNING COMMISSION PACKET







Project Information:

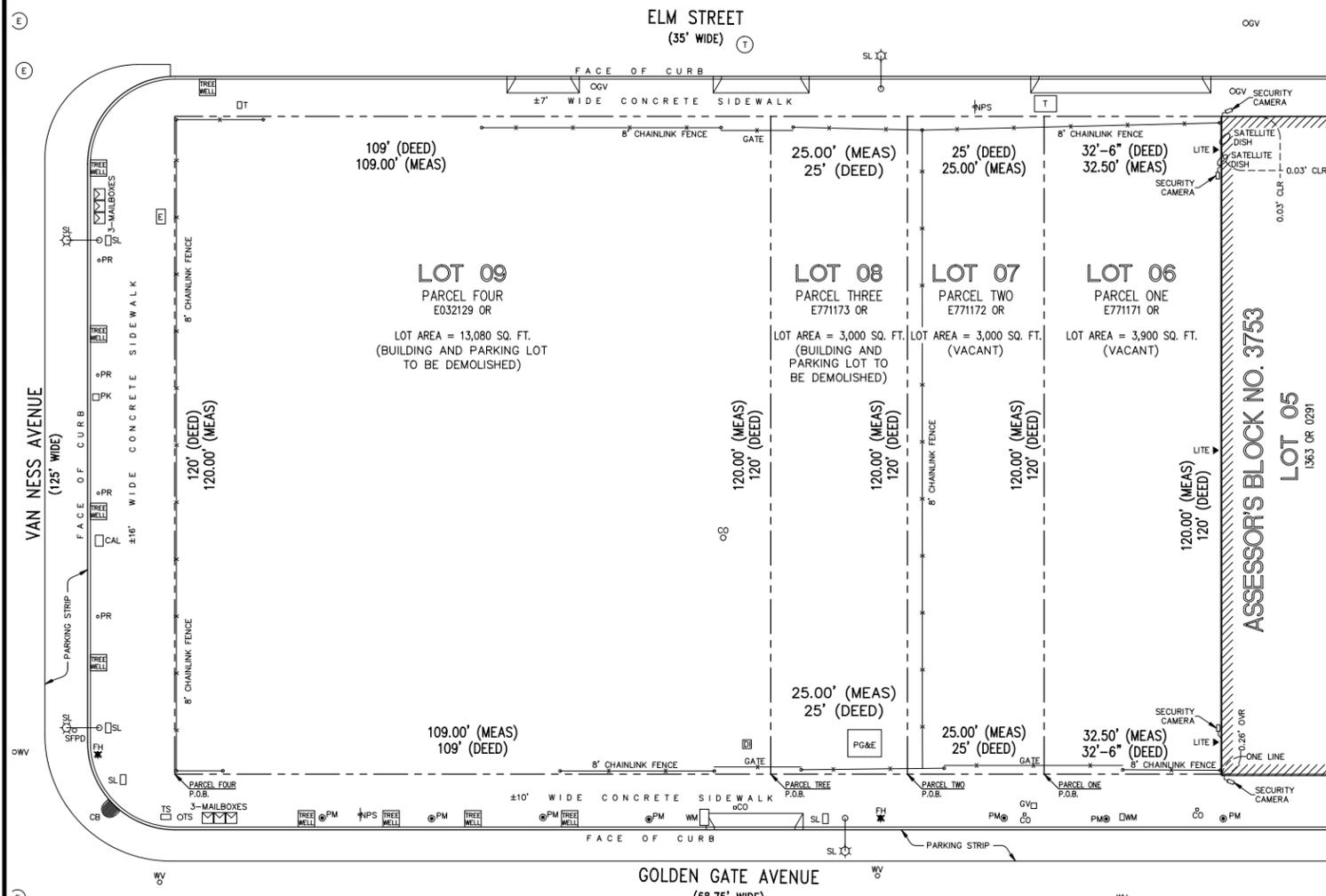
Property Address: 600 Van Ness Avenue San Francisco, CA 94102

Assessor's Block/Lot(s): 0763-009, 0763-008, 0763-007, 0763-006

Zoning Districts: RC\$ & NC3

Height and Bulk Districts: 130-V & 130-E





LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 PARCEL ONE:
 BEGINNING AT A POINT ON THE NORTHERLY LINE OF GOLDEN GATE AVENUE, DISTANT THEREON 159 FEET EASTERLY FROM THE EASTERLY LINE OF VAN NESS AVENUE; RUNNING THENCE EASTERLY ALONG SAID LINE OF GOLDEN GATE AVENUE 32 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE NORTHERLY 120 FEET TO THE SOUTHERLY LINE OF ELM STREET; THENCE AT A RIGHT ANGLE WESTERLY ALONG SAID LINE OF ELM STREET 32 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE SOUTHERLY 120 FEET TO THE POINT OF BEGINNING.
 BEING A PART OF WESTERLY ADDITION BLOCK NO. 64

PARCEL TWO:
 BEGINNING AT A POINT OF THE NORTHERLY LINE OF GOLDEN GATE AVENUE, DISTANT THEREON 134 FEET EASTERLY FROM THE EASTERLY LINE OF VAN NESS AVENUE; RUNNING THENCE EASTERLY ALONG THE NORTHERLY LINE OF GOLDEN GATE AVENUE 25 FEET; THENCE AT A RIGHT ANGLE NORTHERLY 120 FEET TO THE SOUTHERLY LINE OF ELM STREET; THENCE AT A RIGHT ANGLE WESTERLY ALONG SAID LINE OF ELM STREET 25 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY 120 FEET TO THE POINT OF BEGINNING.
 BEING A PART OF WESTERN ADDITION BLOCK NO. 64

PARCEL THREE:
 BEGONG AT A POINT ON THE NORTHERLY LINE OF GOLDEN GATE AVENUE, DISTANT THEREON 109 FEET EASTERLY FROM THE EASTERLY LINE OF VAN NESS AVENUE; RUNNING THENCE EASTERLY ALONG SAID LINE OF GOLDEN GATE AVENUE 25 FEET; THENCE AT A RIGHT ANGLE NORTHERLY 120 FEET TO THE SOUTHERLY LINE OF ELM STREET; THENCE AT A RIGHT ANGLE WESTERLY ALONG SAID LINE OF ELM STREET 25 FEET; AND THENCE AT A RIGHT ANGLE SOUTHERLY 120 FEET TO THE POINT OF BEGINNING.
 BEING A PART OF WESTERN ADDITION BLOCK NO. 64

PARCEL FOUR:
 BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHERLY LINE OF GOLDEN GATE AVENUE AND THE EASTERLY LINE OF VAN NESS AVENUE; RUNNING THENCE NORTHERLY ALONG SAID EASTERLY LINE OF VAN NESS AVENUE 120 FEET TO THE SOUTHERLY LINE OF ELM STREET; THENCE AT A RIGHT ANGLE EASTERLY ALONG SAID SOUTHERLY LINE OF ELM STREET 109 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY 120 FEET TO THE SAID NORTHERLY LINE OF GOLDEN GATE AVENUE; THENCE AT A RIGHT ANGLE WESTERLY ALONG SAID NORTHERLY LINE OF GOLDEN GATE AVENUE 109 FEET TO THE POINT OF BEGINNING.
 BEING A PORTION OF WESTERN ADDITION BLOCK NO. 64

APN: LOT 006 BLOCK 0763, PARCEL ONE
 LOT 007 BLOCK 0763, PARCEL TWO
 LOT 008 BLOCK 0763, PARCEL THREE
 LOT 009 BLOCK 0763, PARCEL FOUR

GENERAL NOTES:

- ALL ANGLE ARE 90° UNLESS OTHERWISE NOTED.
- DIMENSIONS ARE INDICATED IN FEET AND DECIMALS THEREOF, AND IN FEET AND INCHES.
- ALL TITLE INFORMATION HEREON WAS PREPARED SOLELY FOR AND IN CONFORMANCE WITH OUR CLIENTS OR HIS AGENT'S REQUIREMENTS AND TITLE INFORMATION SUPPLIED TO KCA ENGINEERS, INC. WE HEREBY DISCLAIM ANY AND ALL TITLE SEARCH RESPONSIBILITY ON THIS JOB.
- THIS MAP WAS PREPARED AS A PROFESSIONAL INSTRUMENT OF SERVICE AND IT REMAINS THE PROPERTY OF KCA ENGINEERS, INC.
- ANY INFORMATION ON THIS MAP AND ANY DOCUMENTS PREPARED BY KCA ENGINEERS IN RELATION THERETO SHALL NOT BE USED FOR ANY OTHER PURPOSE OTHER THAN IN CONNECTION WITH THE CURRENT TRANSACTION.
- IT SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ALL ISSUES REGARDING PROPERTY DISPUTES AND ENCROACHMENT OF IMPROVEMENTS.
- ONLY OBSERVED VISIBLE SIDEWALK FEATURES AREA SHOWN HEREON.
- ARCHITECTURAL DETAILING, COPING, LIGHTS, PIPES AND OTHER DETAILS NOT OBSERVED MAY EXTEND INTO THE STREET RIGHT-OF-WAY OR ONTO ADJACENT PROPERTY, OR MAY PROJECT ONTO THE SUBJECT PROPERTY.
- DETAILS NEAR PROPERTY LINES AREA NOT NECESSARILY SHOWN TO SCALE.
- NO BASEMENTS OR UNDERGROUND FACILITIES ARE INCLUDED ON THIS MAP.
- THERE IS CURRENTLY NO FLOOD HAZARD BOUNDARY MAP COVERING THIS PROPERTY.
- THERE IS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING ON THIS SITE.
- THERE IS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
- THERE IS NO OBSERVED EVIDENCE THAT THE SITE IS LOCATED IN A WETLANDS AREA.
- THERE IS NO OBSERVED EVIDENCE OF RECENT SIDEWALK CONSTRUCTION.
- THIS MAP WAS PREPARED IN ACCORDANCE WITH OUR PROPOSAL DATED JUNE 17, 2015. ONLY THOSE ITEMS NOTED IN THAT PROPOSAL HAVE BEEN ADDRESSED.

ZONING:

- WAITING FOR ZONING REPORT.

BASIS OF SURVEY:

- CITY OF SAN FRANCISCO MONUMENT MAP NO. 16 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
- ALTA AND SITE SURVEY OF A PORTION OF BLOCK NO. 763 DATED AUGUST 19, 1997 PREPARED BY MARTIN M. RON ASSOCIATED, AND REVISED ON SEPTEMBER 19, 1997.
- THIS MAP WAS PREPARED BASED ON AVAILABLE RECORDS AND OCCUPANCY AS DETERMINED BY A SURVEY OF LINES OF POSSESSION AS EVIDENCED BY THE LOCATION OF STRUCTURES AND SURVEY REFERENCE POINTS OF UNKNOWN ORIGIN.
- COMMITMENT FOR TITLE INSURANCE NO. LC0040500 PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED MAY 18, 2015, AND REVISED WITH SAME DATE.

EXCEPTIONS:

- THE FOLLOWING TITLE REPORT EXCEPTIONS AFFECT THE SUBJECT PROPERTY BUT ARE NOT PLOTTABLE AS THEY REFLECT TAXES AND ASSESSMENTS, SUPPLEMENTAL TAXES, SPECIAL TAXES, AND RIGHT OF PARTIES IN POSSESSION. (EXCEPTIONS 1 THROUGH 4 AND 16)
- THE FOLLOWING MATTERS AFFECT PARCEL ONE:
 - (EXCEPTION 5) DELETED
 - (EXCEPTION 5) DELETED
 - (EXCEPTION 6) DELETED
 - NOTICE-SEISMIC BUILDING HAZARD RECORDED JANUARY 03, 1995 AS BOOK/REEL G289, PAGE/IMAGE 642 AS INSTRUMENT NO. 95-737061 OF OFFICIAL RECORDS. (EXCEPTION 7) NOT PLOTTABLE
 - DIRECT'S ORDER OF ABATEMENT ORDER NO. 7707A DATED SEPTEMBER 27, 2001 RECORDED SEPTEMBER 27, 2001 AS BOOK/REEL H981, PAGE/IMAGE 0389 AS INSTRUMENT NO. 2001-029378 OF OFFICE RECORDS. (EXCEPTION 8) NOT PLOTTABLE
 - ORDER OF ABATEMENT-ORDER #9328-A RECORDED MAY 7, 2004 AS BOOK/REEL I633, PAGE/IMAGE 0385 AS INSTRUMENT NO. 2004-714271 OF OFFICIAL RECORDS. (EXCEPTION 9) NOT PLOTTABLE
- THE FOLLOWING MATTERS AFFECT PARCEL TWO:
 - (EXCEPTION 10) DELETED
 - NOTICE-SEISMIC BUILDING HAZARD RECORD JANUARY 03, 1995 AS BOOK/REEL G289, PAGE/IMAGE 0641 AS INSTRUMENT NO. 95-737060 OF OFFICIAL RECORDS. (EXCEPTION 11) NOT PLOTTABLE
 - DIRECTOR'S ORDER OF ABATEMENT ORDER NO. 7708-A RECORDED SEPTEMBER 27, 2001 AS BOOK/REEL H981, PAGE/IMAGE 0390 AS INSTRUMENT NO. 2001-029379 OF OFFICIAL RECORDS. (EXCEPTION 12) NOT PLOTTABLE
 - ORDER OF ABATEMENT ORDER NO. 9326-A RECORDED MAY 10, 2004 AS INSTRUMENT NO. 2004-714988 OF OFFICIAL RECORDS. (EXCEPTION 13) NOT PLOTTABLE
- THE FOLLOWING MATTERS AFFECT PARCEL FOUR:
 - ORDER OF ABATEMENT RECORDED DECEMBER 06, 1993 AS BOOK/REEL G19, PAGE/IMAGE 608 AS INSTRUMENT NO. 501424 OF OFFICIAL RECORDS. (EXCEPTION 14) NOT PLOTTABLE
 - (EXCEPTION 15) DELETED

ENGINEERS CERTIFICATE:

TO: GOLDEN GATE VAN NESS LLC; AND FIRST AMERICAN TITLE INSURANCE COMPANY,
 THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 4, 6, 8, 11(A), 13, 14 AND 16 FROM TABLE A THEREOF.
 THE FIELD WORK WAS COMPLETED ON JUNE 23, 2015

SIGNED: _____ DATE: _____
 KCA ENGINEERS, INC.
 PETER J. BEKEY
 R.C.E. NO. 14785
 EXPIRES: MARCH 31, 2017

ABBREVIATIONS:

BLDG	BUILDING
CAL	CALTRAIN STATION
CLR	CLEAR FROM PROPERTY LINE
CO	CLEANOUT
COR	CORNER
E	ELECTRIC
FH	FIRE HYDENT
GV	GAS VALVE
NPS	NO PARKING SIGN
OVR	OVER PROPERTY LINE
PK	PARKING KIOSK
PM	PARKING METER
POB	POINT OF BEGINNING
PR	PARKING ROD
SL	STREET LIGHT
T	TELEPHONE
TS	TRAFFIC SIGNAL
WM	WATER METER
WV	WATER VALVE



KCA ENGINEERS, INC.
 CONSULTING ENGINEERS • SURVEYORS • PLANNERS
 318 BRANNAN ST. • SAN FRANCISCO, CA 94107 • (415) 546-7111 • FAX: (415) 546-9472
 E-MAIL: info@kcaengineers.com

APPROVED:	CAD FILE	DES. JH	CHKD. YL	
	ALTA			
	LOCATION	CHKD. PUB	REV. PUB	
	PLOT DATE	DATE	JUNE 2015	
APPROVED:	DRAWING NO.	JOB NO.	6093	
		REVISIONS		
		NO.	DATE	DESCRIPTION

ALTA/ACSM LAND TITLE SURVEY
 600 VAN NESS AVENUE AND 550, 556 & 558 GOLDEN GATE AVENUE
 ASSESSOR'S BLOCK 0763 ~ LOT 006, 007, 008 AND 009
 SAN FRANCISCO CALIFORNIA

SCALE:
 HORIZ.: 1" = 10'
 VERT.: _____
 1 of 1

(based on Site Permit documents dated 12.15.17)

LOT 1	
BLOCKS 0763 , LOTS 8 & 9	SITE AREA: 16,080
ZONED RC-4	
130 V HEIGHT / BULK LIMIT	
FAR (FLOOR AREA RATIO)	7 112,560
FAR WITH 25% BONUS	Per Section 125 (a) 140,700

RESIDENTIAL												
FLOORS	FLOOR HEIGHT (feet)	NSA	PARKING / SERVICE	MEPS	BIKE PARKING	LOBBY / COMMON AREAS	OFFICE	RETAIL	CORE + CORRIDOR	# OF UNITS	TOTAL	FLOOR EFF.
ROOF									659	0.0	659	0.00%
13	9'8"	4,155		142					1,548	4.0	5,845	71.09%
12	9'8"	4,168		140					1,537	5.0	5,845	71.31%
11	9'8"	4,168		140					1,537	5.0	5,845	71.31%
10	9'8"	4,253		140					1,544	5.0	5,937	71.64%
9	10'0"	5,980		140					1,727	8.0	7,847	76.21%
8	9'8"	5,980		140					1,727	8.0	7,847	76.21%
7	10'0"	8,970		103					1,684	14.0	10,757	83.39%
6	10'0"	8,970		103					1,684	14.0	10,757	83.39%
5	10'0"	11,388		108					1,865	18.0	13,361	85.23%
4	9'8"	11,388		108					1,865	18.0	13,361	85.23%
3	9'8"	11,069		61		238			1,993	17.0	13,361	82.85%
2	9'6"	6,241		104		3,331			2,235	11.0	11,922	52.35%
GROUND	14'0"	3,969	0	529	356	2,268	1,041	5,165	2,001	6.0	15,329	25.89%
BASEMENT	13'6"	0	14,541	663					876		16,080	0
TOTAL AREA		90,699	14,541	2,621	356	5,837	1,041	5,165	24,482	133.0	144,753	

Area Exempt from FAR	Per Planning Section	MINUS										
PARKING / SERVICE	102.9 (b) (6)	14,541										14,541
BIKE PARKING	102.9 (a) (8)				356							356
BASEMENT MEP + MEP	102.9 (b) (1)			2,621								2,621
ELEV.PENTHOUSE	102.9 (b) (3)								659			659

SUBTOTAL												18,177
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TOTAL AREA (FAR)												126,576
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TOTAL LOT 1 FAR GFA = 126,576 VS. **140,700**

TOTAL UNITS (LOT 1) = 133.0

TOTAL UNITS (LOT 1 + LOT 2) = 168.0

LOT 2	
BLOCKS 0763 , LOTS 6 & 7	SITE AREA: 6,900
ZONED NC-3	Residential Density: 125 sf / Unit: 55.2
130 E HEIGHT / BULK LIMIT	
FAR (FLOOR AREA RATIO) - For Non-Residential	3.6 24,840

RESIDENTIAL												
FLOORS	FLOOR HEIGHT (feet)	NSA	PARKING	MEPS	BIKE PARKING	LOBBY / COMMON AREAS	TERRACE CLUB	RETAIL	MECH. / CORE + CORRIDOR	# OF UNITS	TOTAL	FLOOR EFF.
ROOF												
13	9'8"	0							0			
12	9'8"	0							0			
11	9'8"	0							0			
10	9'8"	0							0			
9	10'0"	0							0		0	
8	9'8"	2,095							262		2,357	88.88%
7	10'0"	3,585		26					524	7.0	4,135	86.70%
6	10'0"	3,585		26					524	7.0	4,135	86.70%
5	10'0"	3,357		27					481	5.0	3,865	86.86%
4	9'8"	3,357		27					481	5.0	3,865	86.86%
3	9'8"	3,247		27			520		577	5.0	4,371	74.29%
2	9'6"	3,604		27		1,707			1,096	4.0	6,434	56.01%
GROUND	14'0"	1,675		472	605				1,035	2.0	4,953	
BASEMENT	13'6"		3,232	3,258					312		6,802	
TOTAL AREA		24,505	3,232	3,890	605	1,707		1,035	5,423	35.0	40,917	

Area Exempt from FAR	Per Planning Section	MINUS										
PARKING	102.9 (b) (6)	3,232										3,232
BIKE PARKING	102.9 (a) (8)				605							605
BASEMENT MEP + MEP	102.9 (b) (1)			3,890								3,890
ELEV.PENTHOUSE	102.9 (b) (3)											0

SUBTOTAL												7,727
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TOTAL AREA (FAR)												33,190
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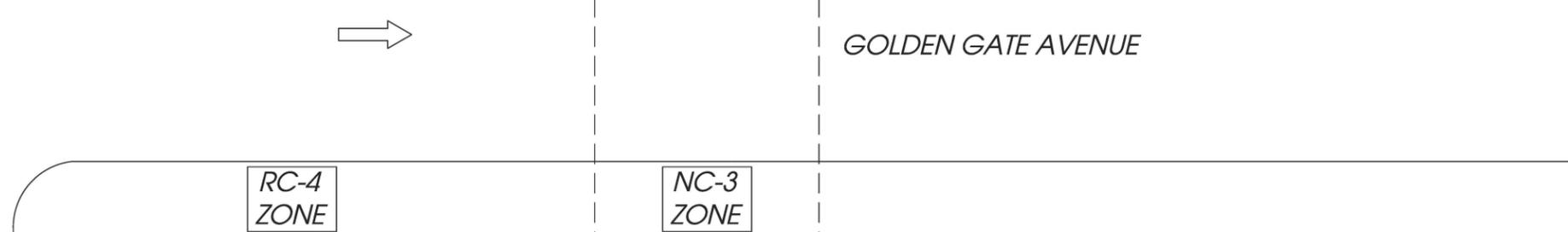
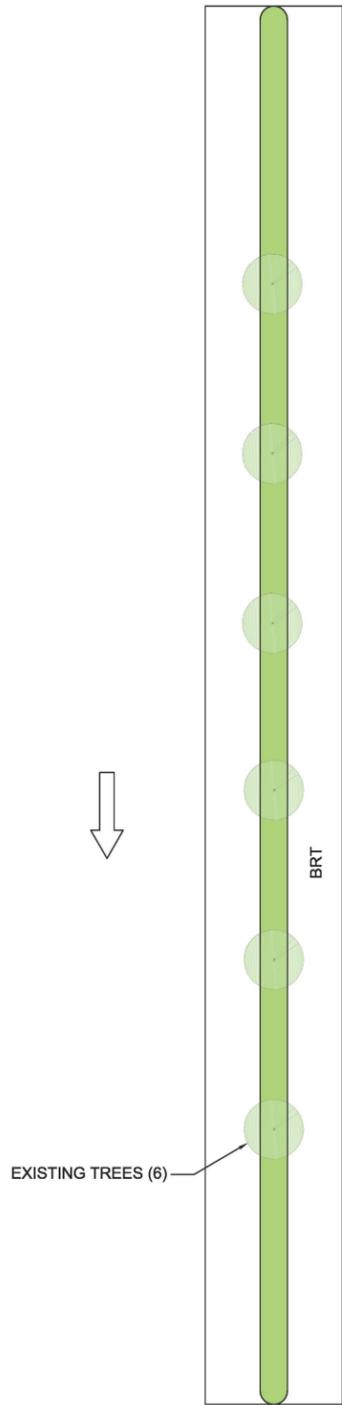
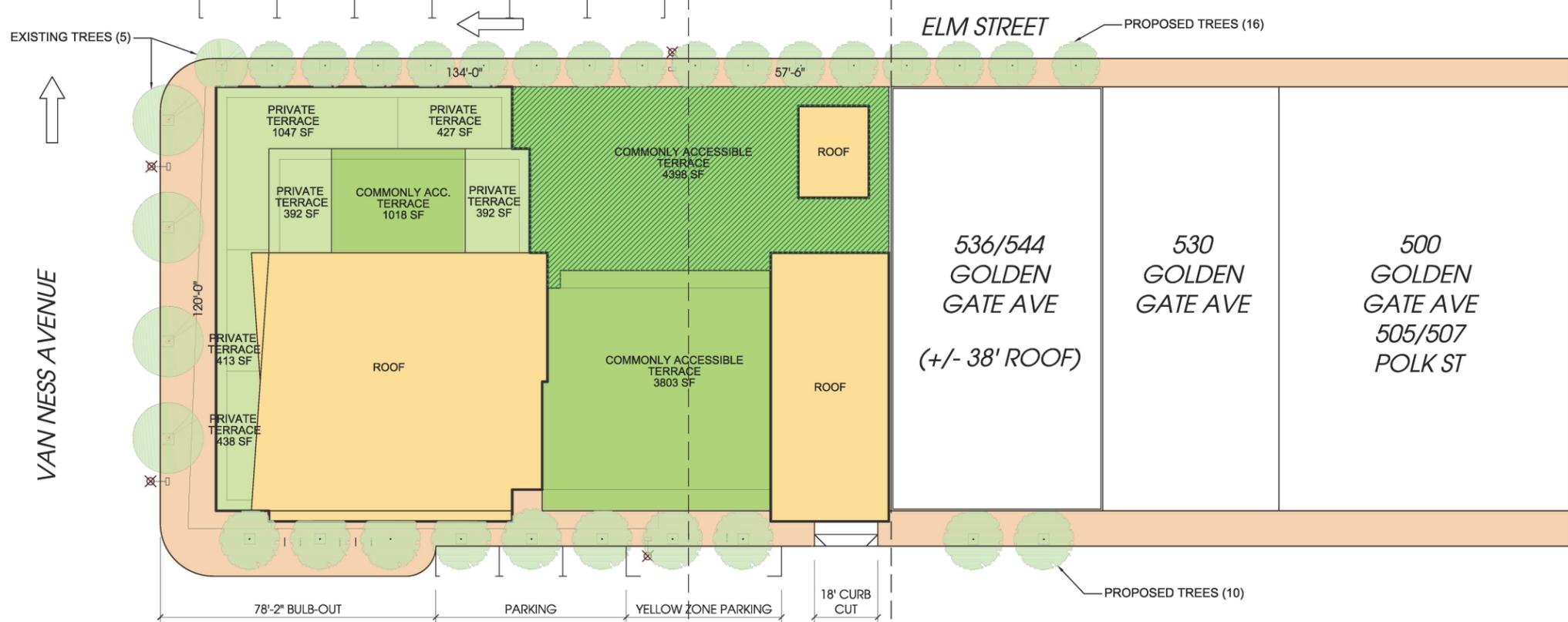
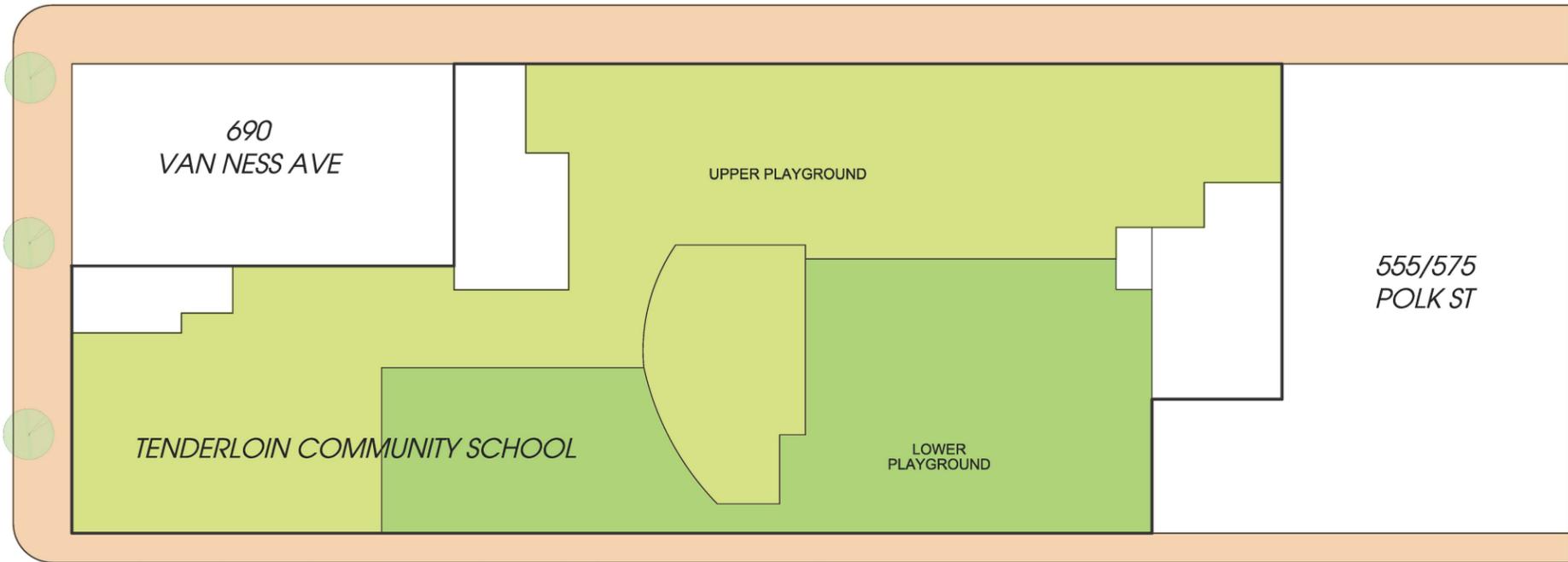
TOTAL UNITS (LOT 2) = 35.0

TOTAL	TOTAL NSA	TOTAL GFA
659	0	659
5,845	4,155	5,845
5,845	4,168	5,845
5,845	4,168	5,845
5,937	4,253	5,937
7,847	5,980	7,847
10,204	8,075	10,204
14,892	12,555	14,892
14,892	12,555	14,892
17,226	14,745	17,226
17,226	14,745	17,226
17,732	14,316	17,732
18,356	9,845	18,356
20,282	5,644	20,282
22,882	0	22,882
185,670	115,204	185,670

17,773	17,773
961	961
6,511	6,511
659	659

25,904	25,904
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159,766	159,766
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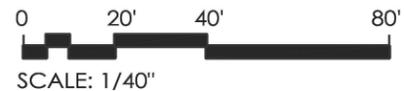


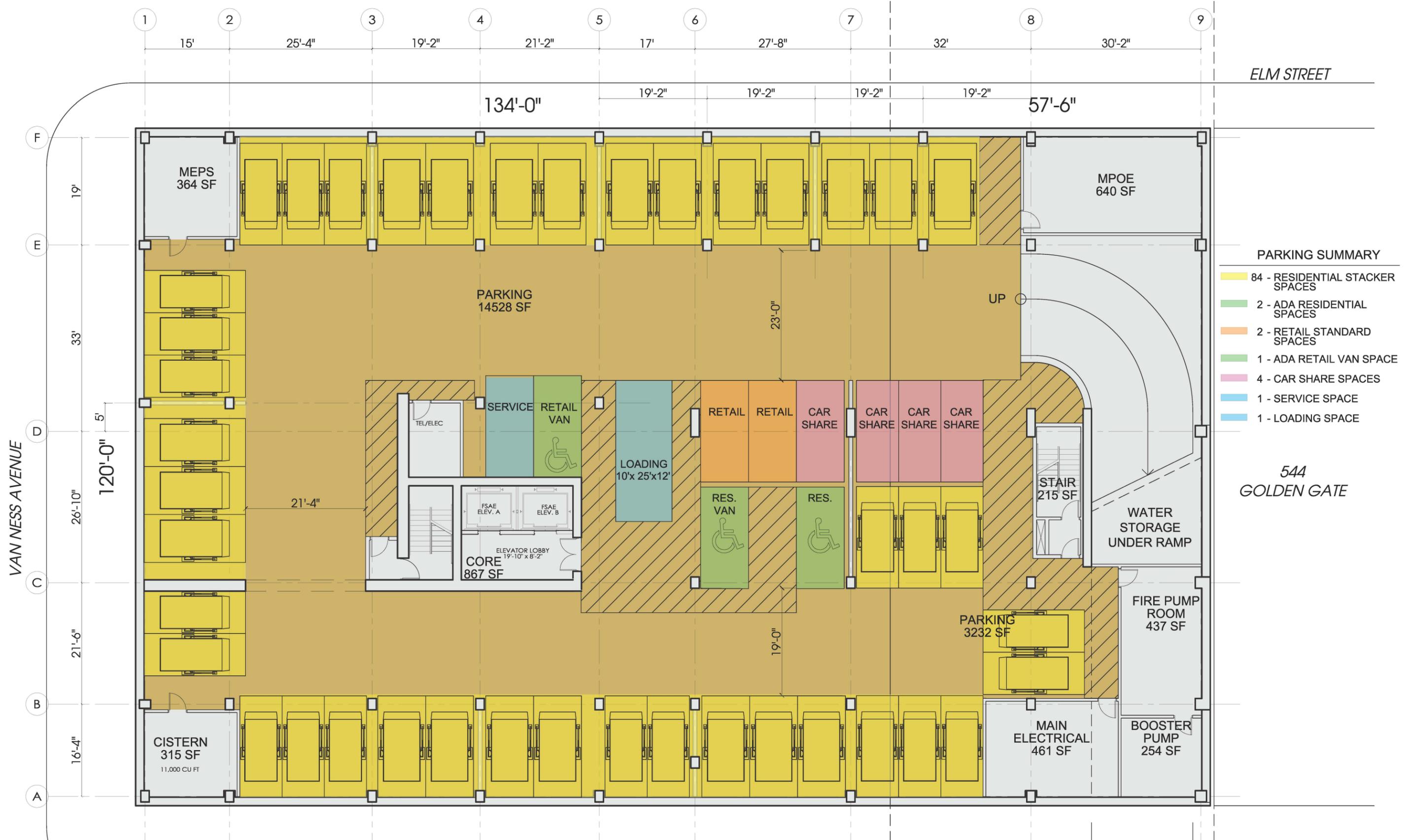
RC-4 ZONE NC-3 ZONE

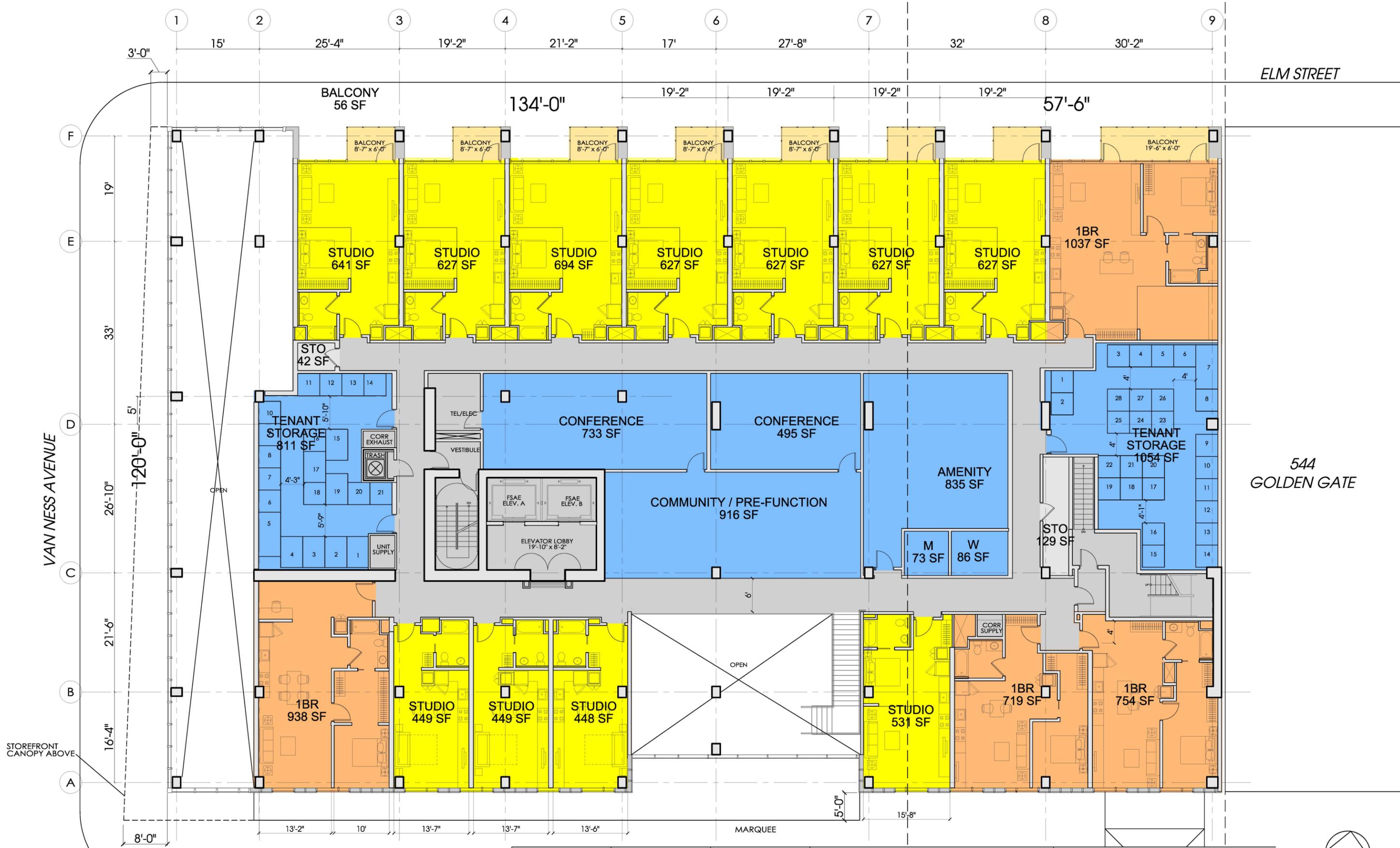
600 VAN NESS
GOLDEN GATE VAN NESS LLC

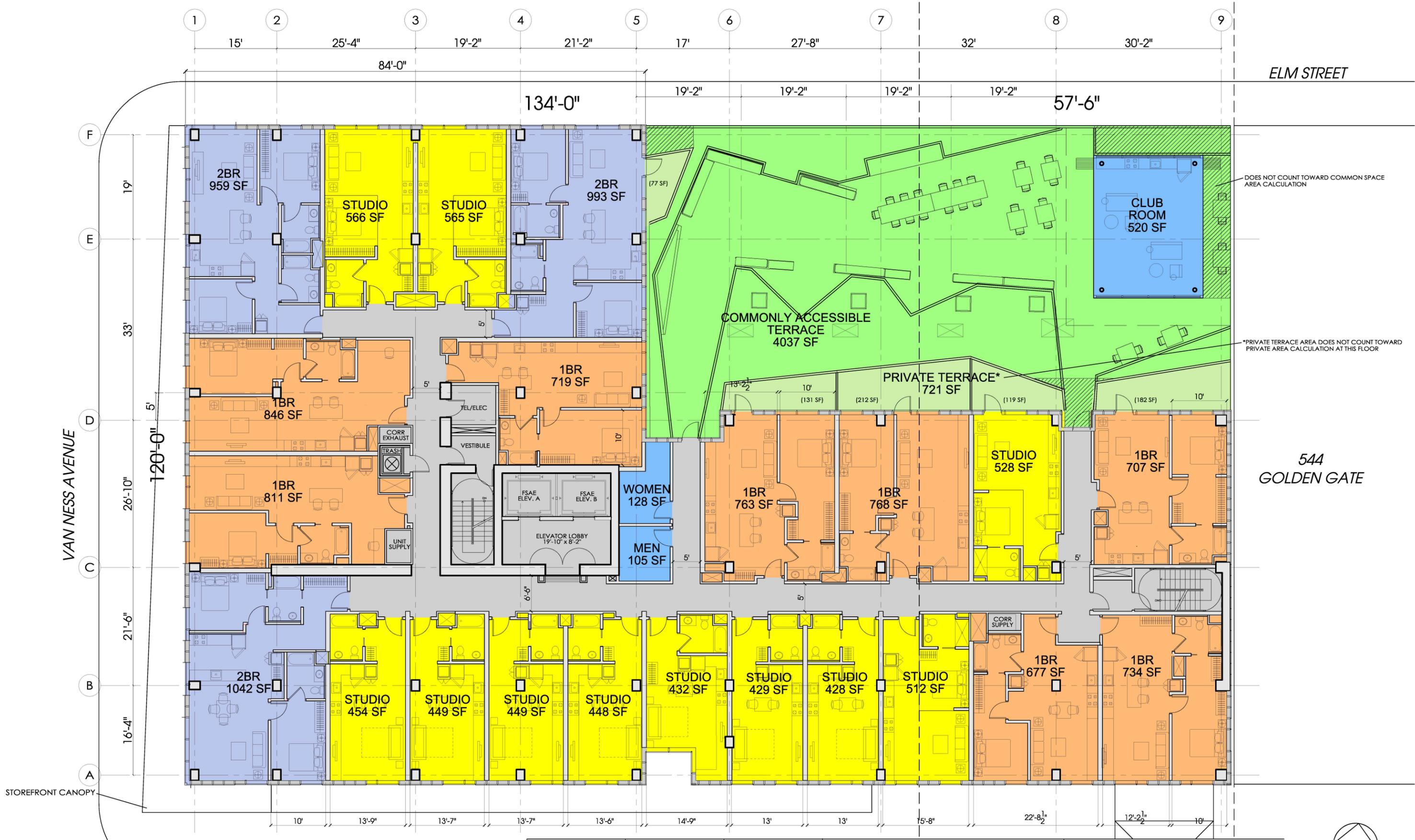
SITE PLAN

NOVEMBER 16, 2017









DOES NOT COUNT TOWARD COMMON SPACE AREA CALCULATION

*PRIVATE TERRACE AREA DOES NOT COUNT TOWARD PRIVATE AREA CALCULATION AT THIS FLOOR

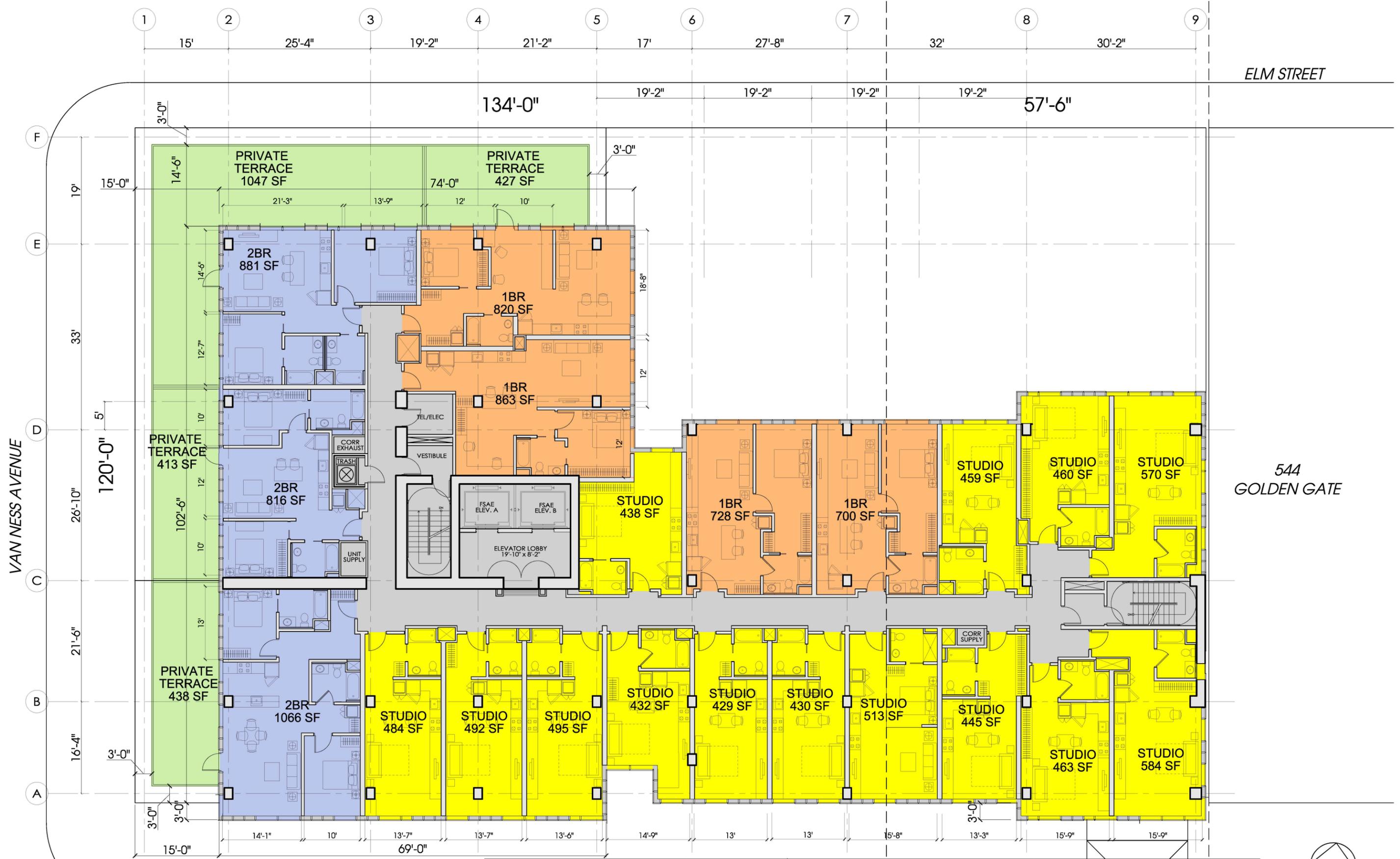
544 GOLDEN GATE

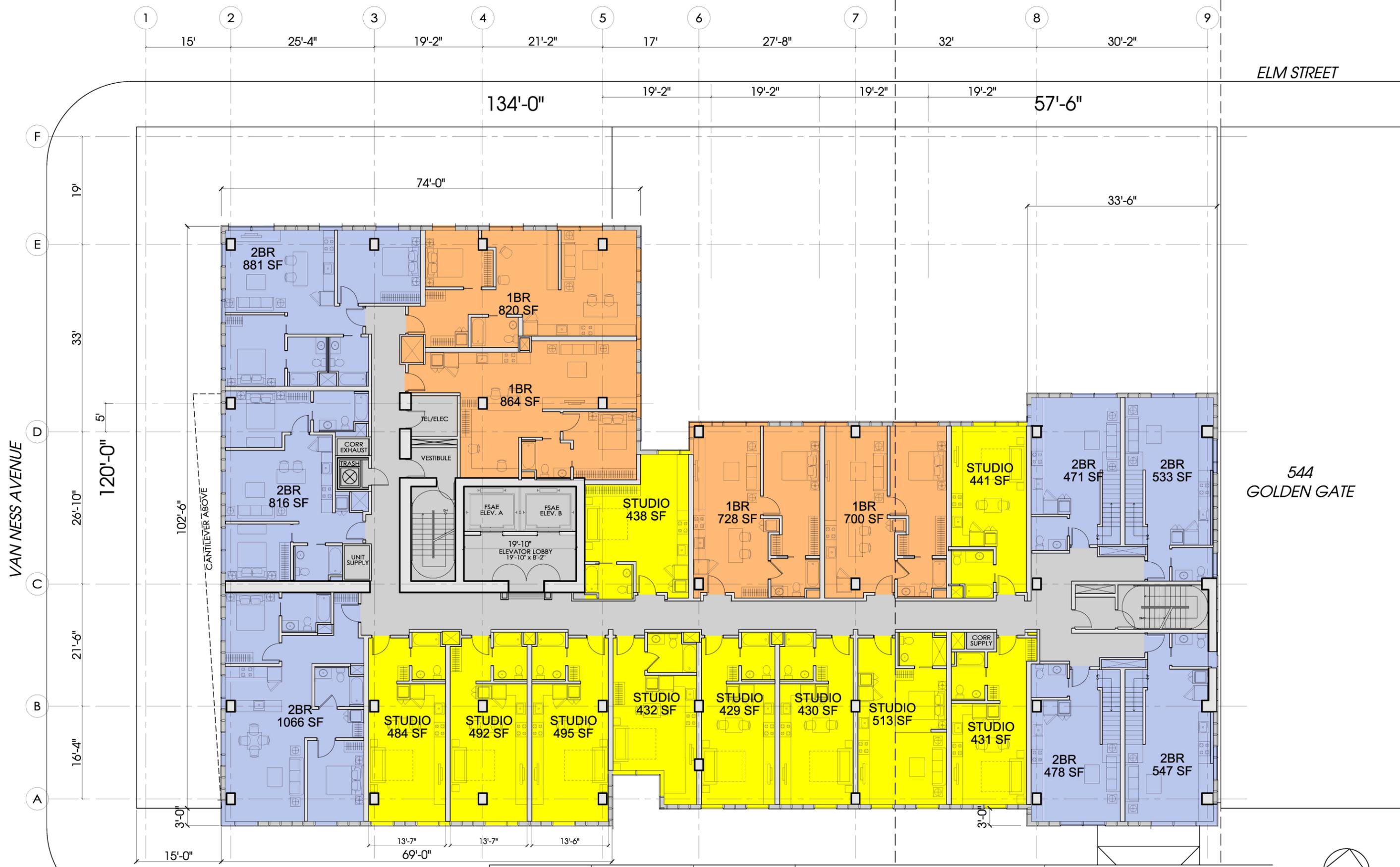
STOREFRONT CANOPY

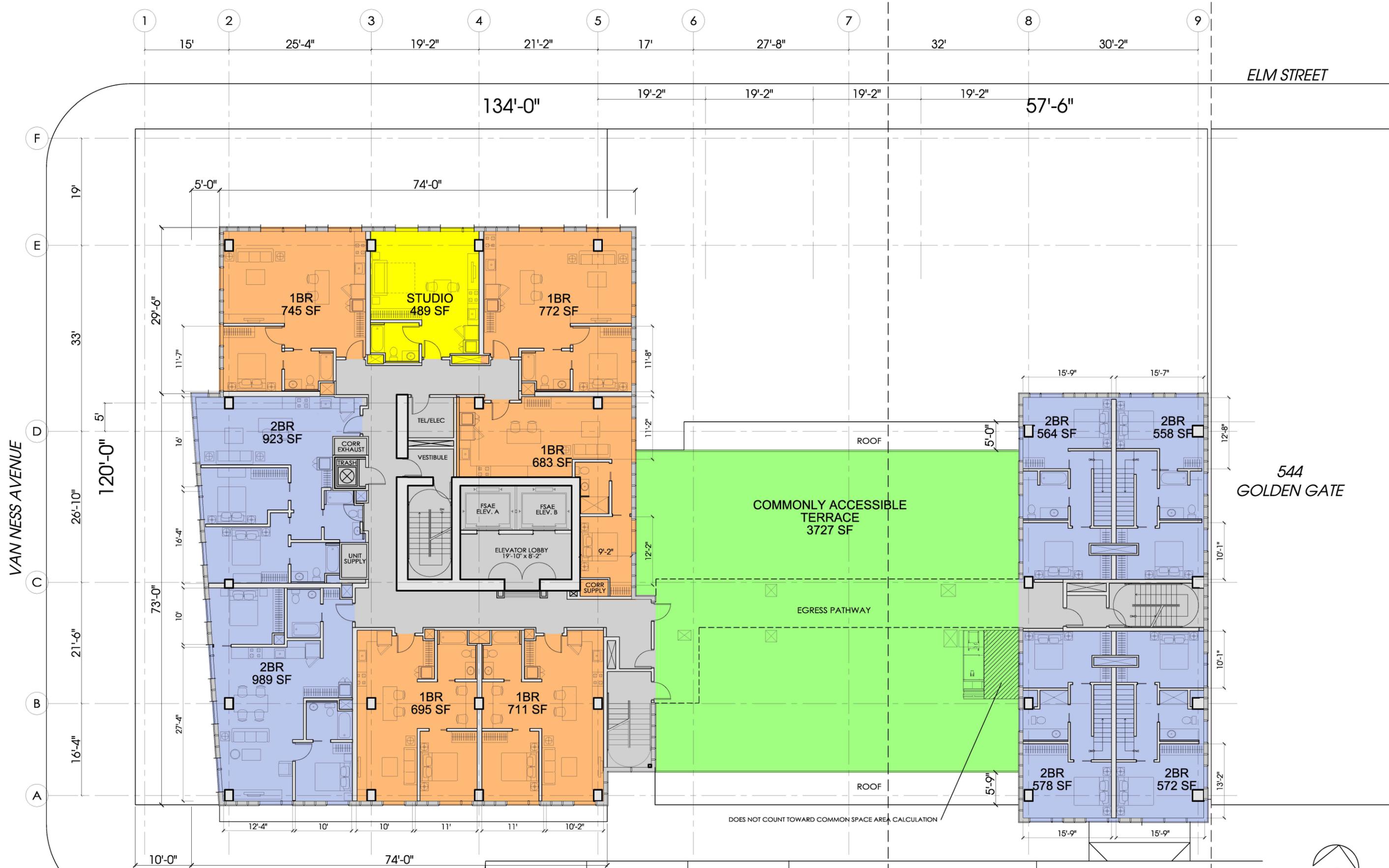


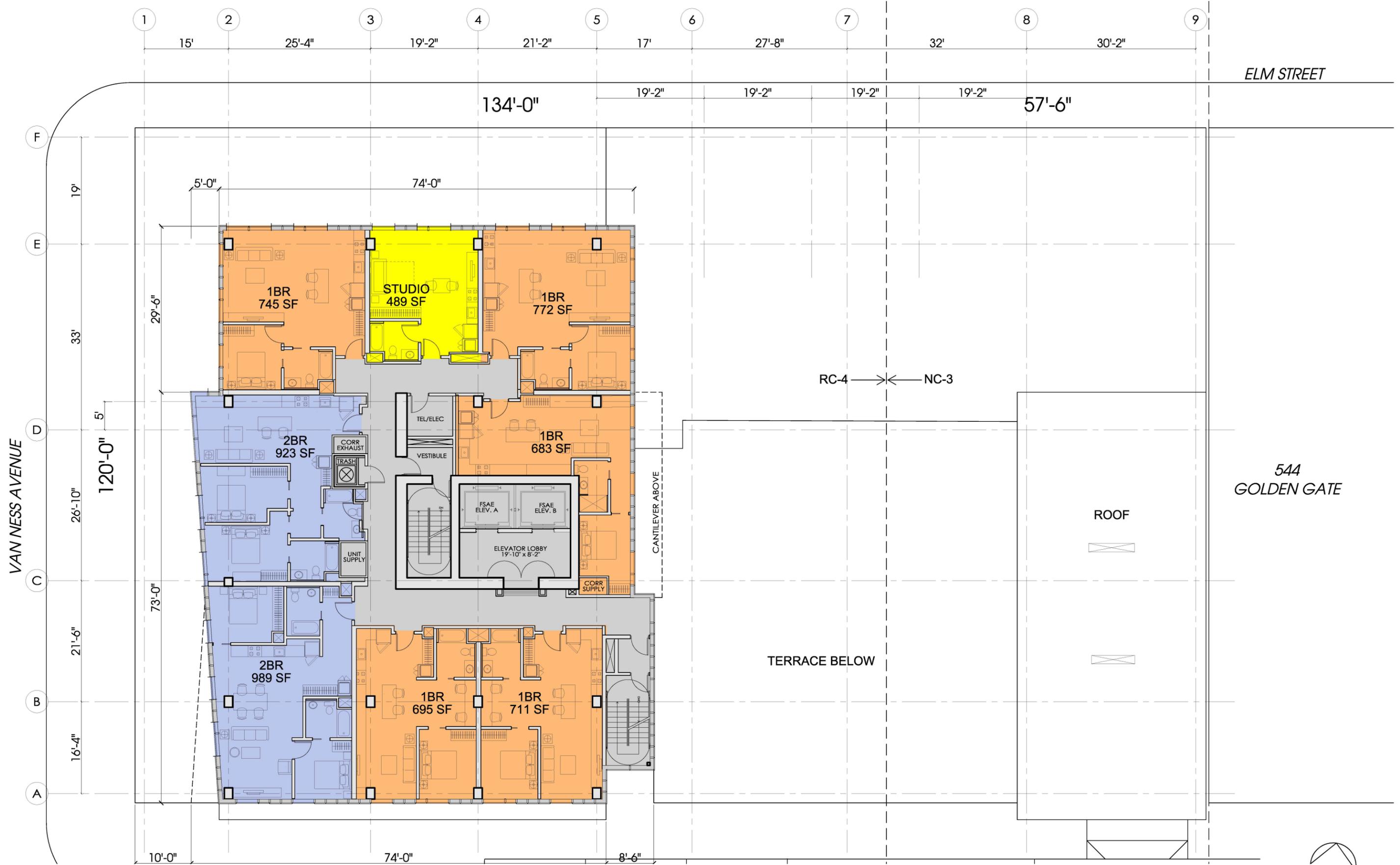


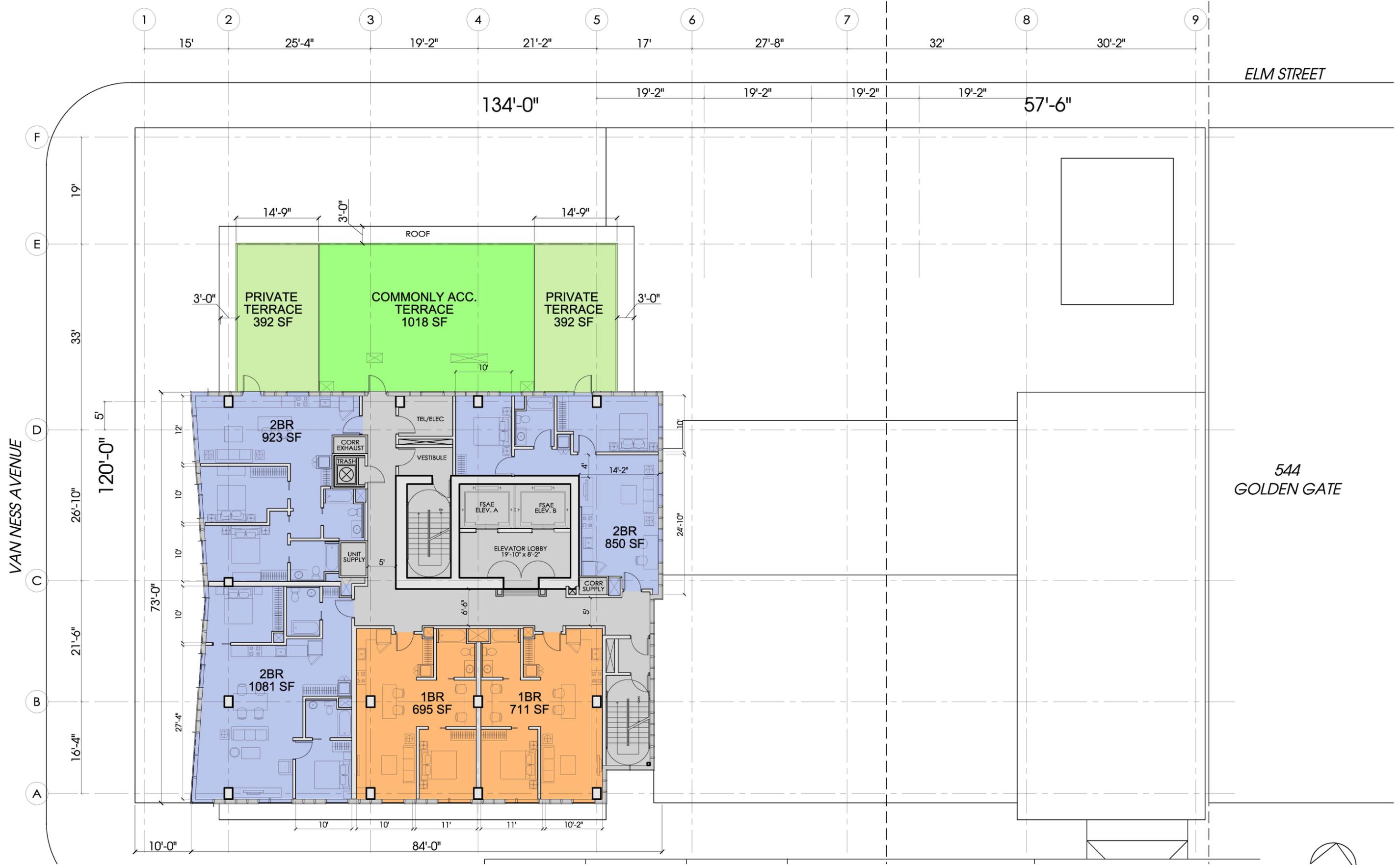


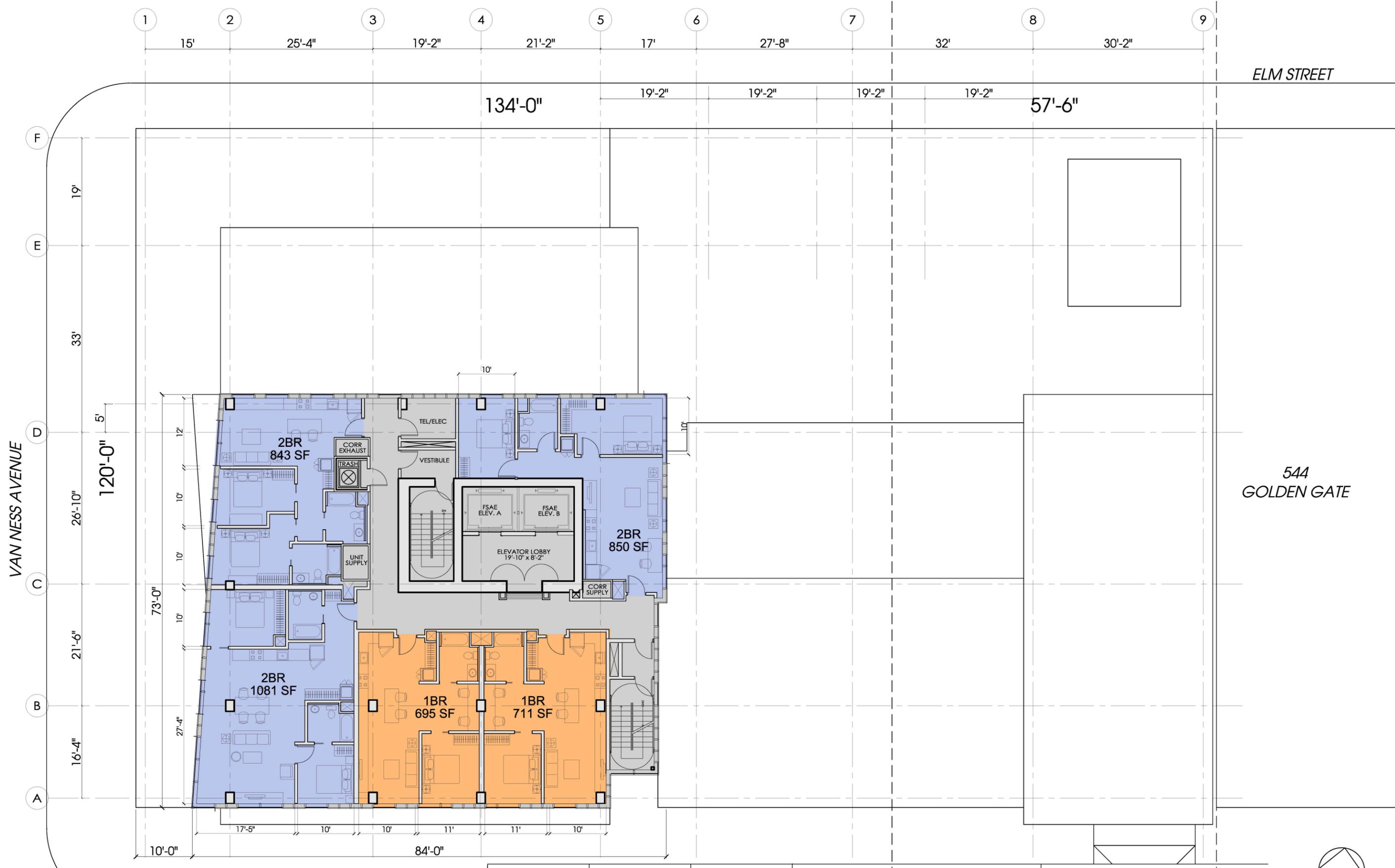












ELM STREET

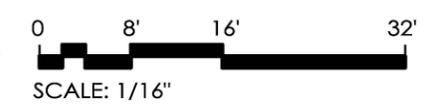
544 GOLDEN GATE

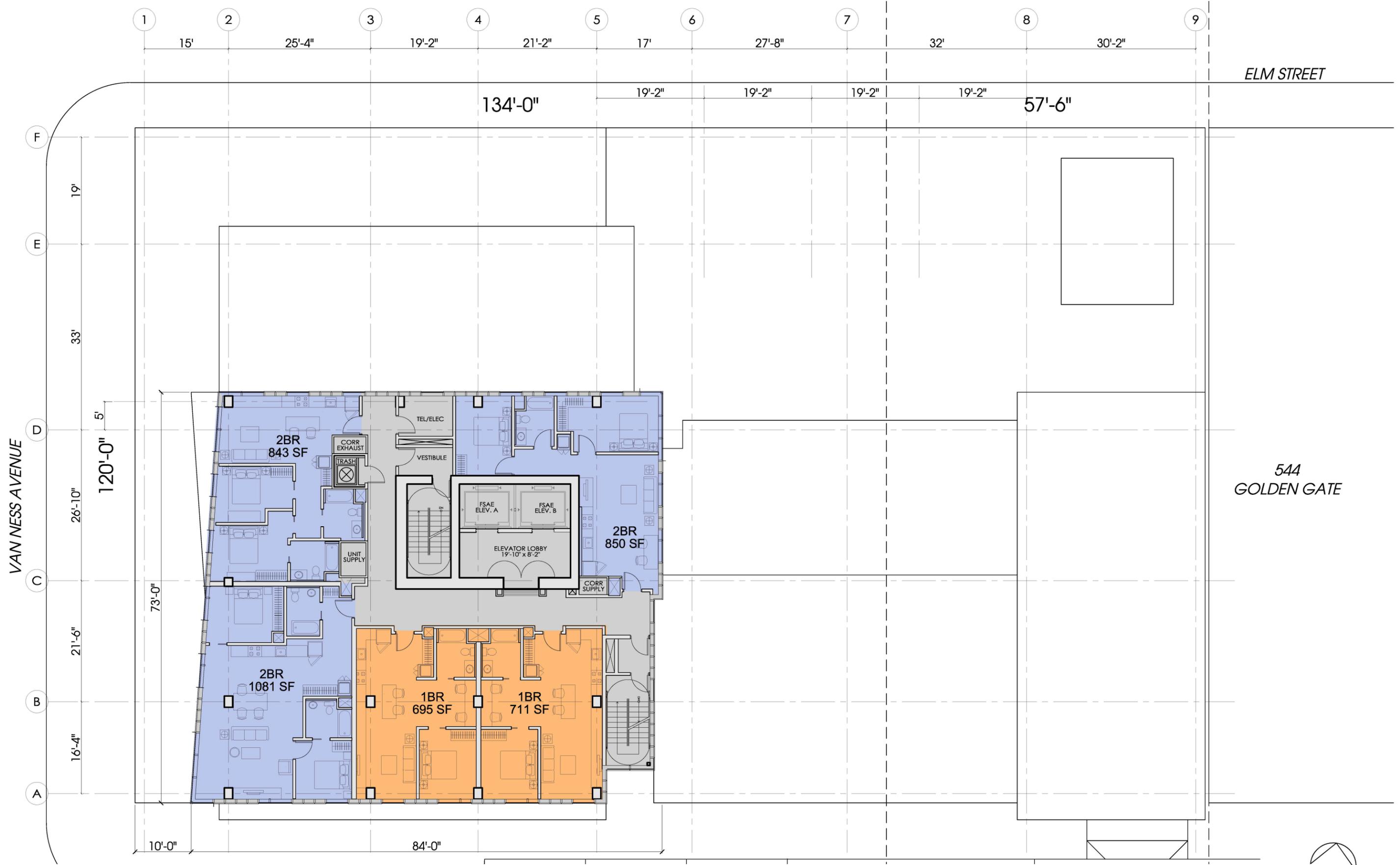
VAN NESS AVENUE

600 VAN NESS
GOLDEN GATE VAN NESS LLC

11TH LEVEL PLAN

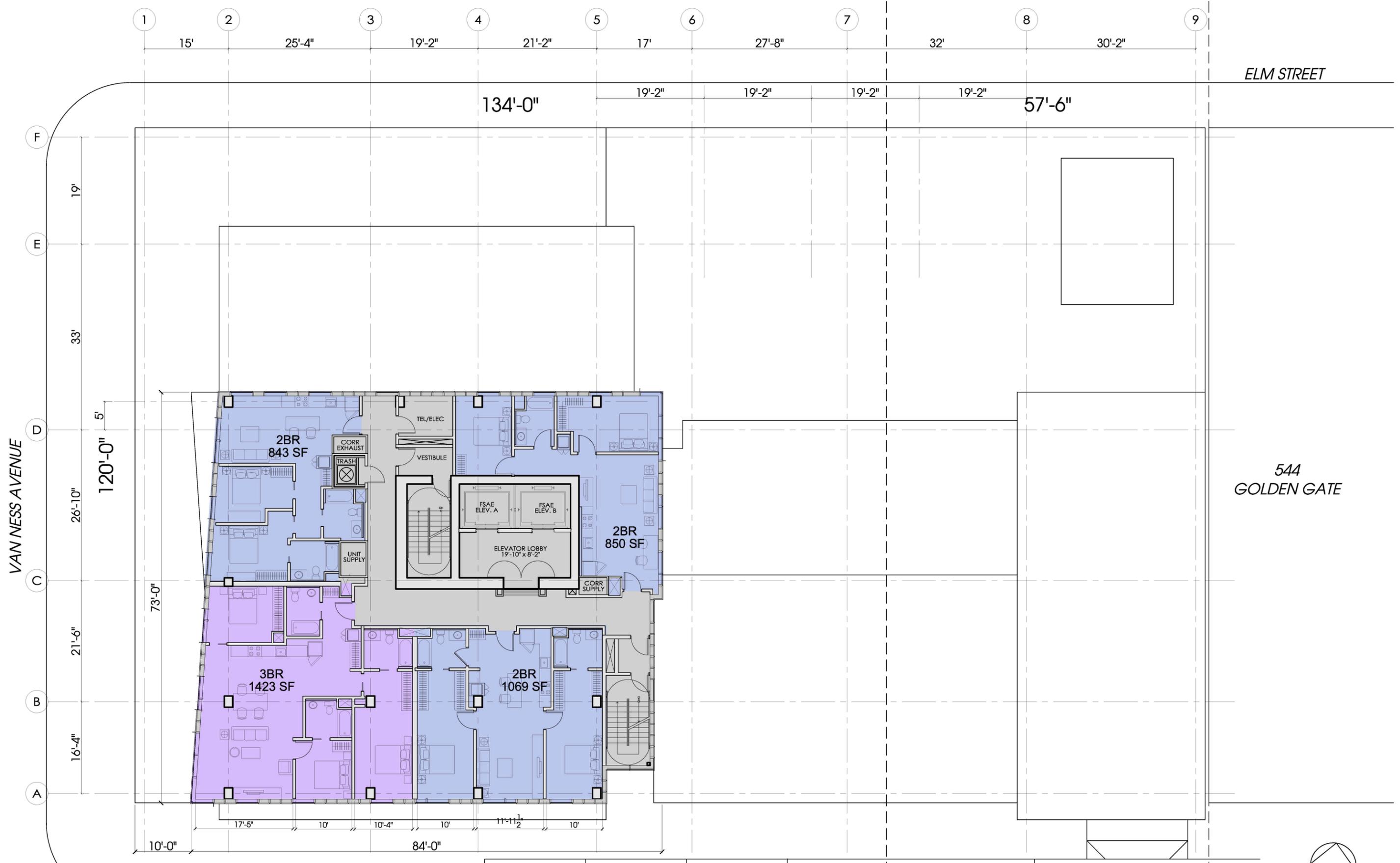
NOVEMBER 16, 2017





ELM STREET

544 GOLDEN GATE



ELM STREET

544 GOLDEN GATE

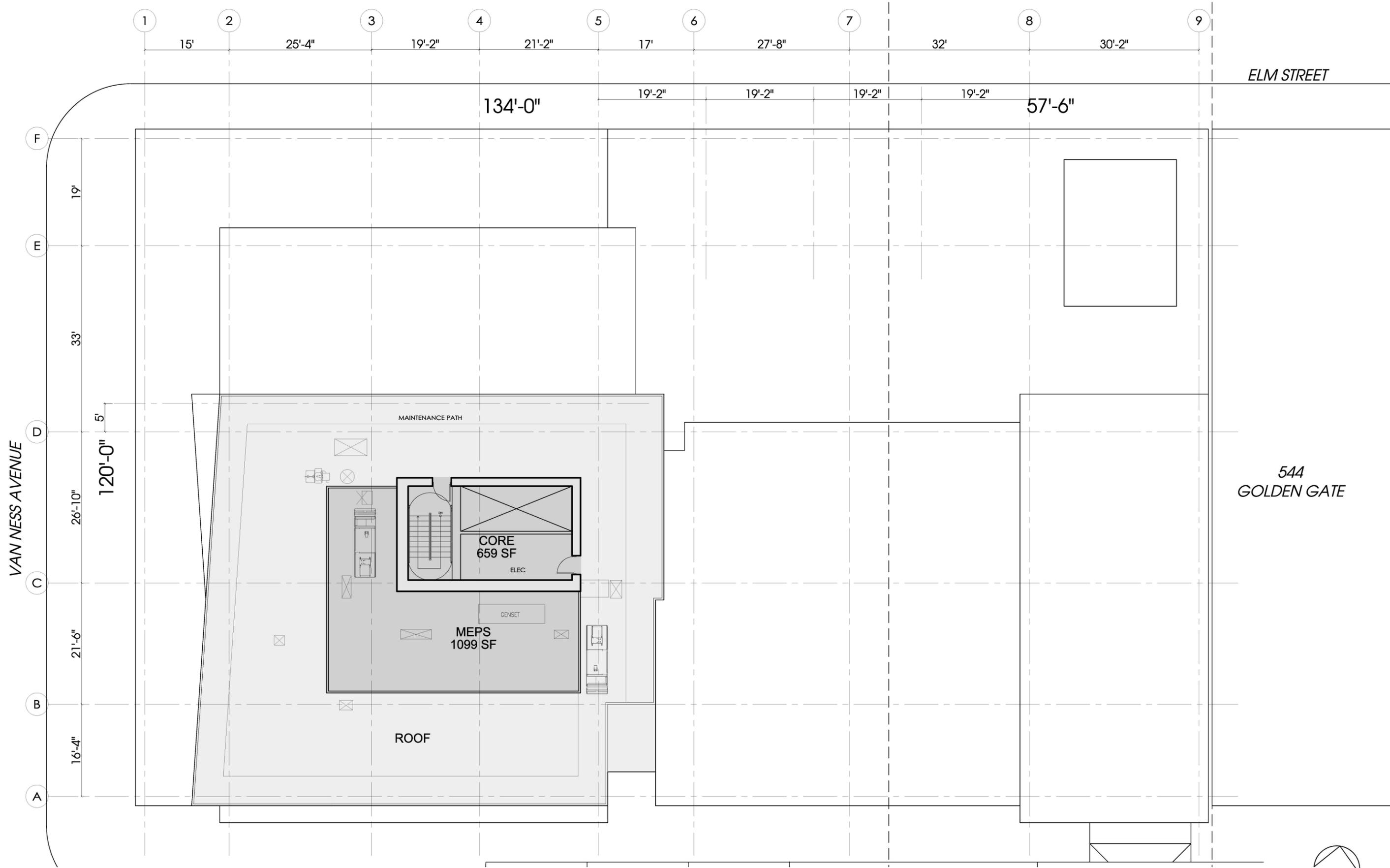
VAN NESS AVENUE

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GOLDEN GATE VAN NESS LLC

13TH LEVEL PLAN

NOVEMBER 16, 2017







Note: The Ground Level Transparency on the Golden Gate Facade is greater than 60%



Tenderloin
Community
School

Elm Street

Retail Storefront

Golden Gate Ave.

Note: The Ground Level Transparency on the Van
Ness Facade is greater than 60%



544 Golden Gate

Level 3 Club

Stoops

Van Ness Ave.



IWAMOTOSCOTT
ARCHITECTURE

600 VAN NESS
GOLDEN GATE VAN NESS LLC

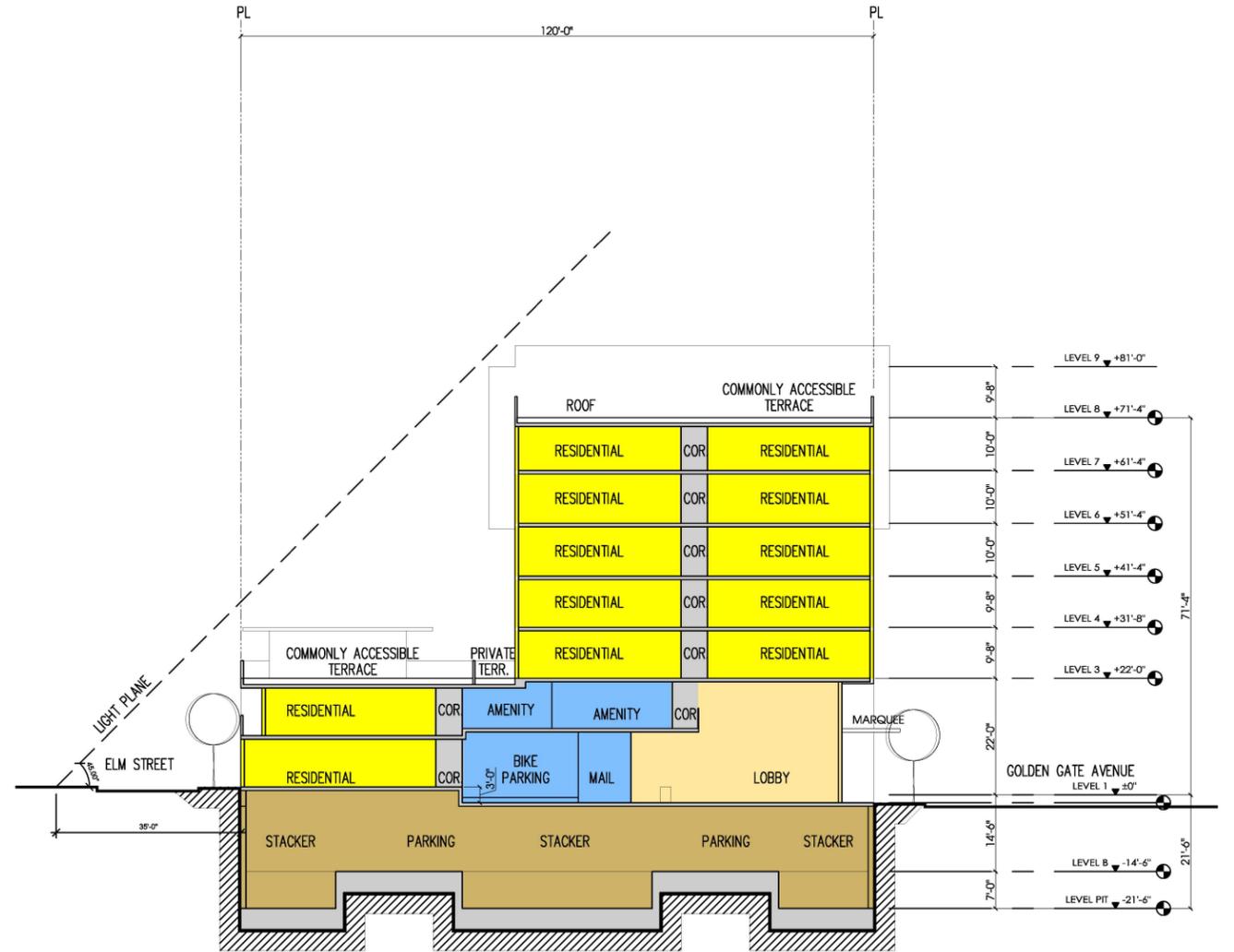
ELM STREET ELEVATION

February 22, 2018

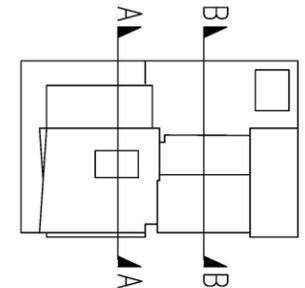


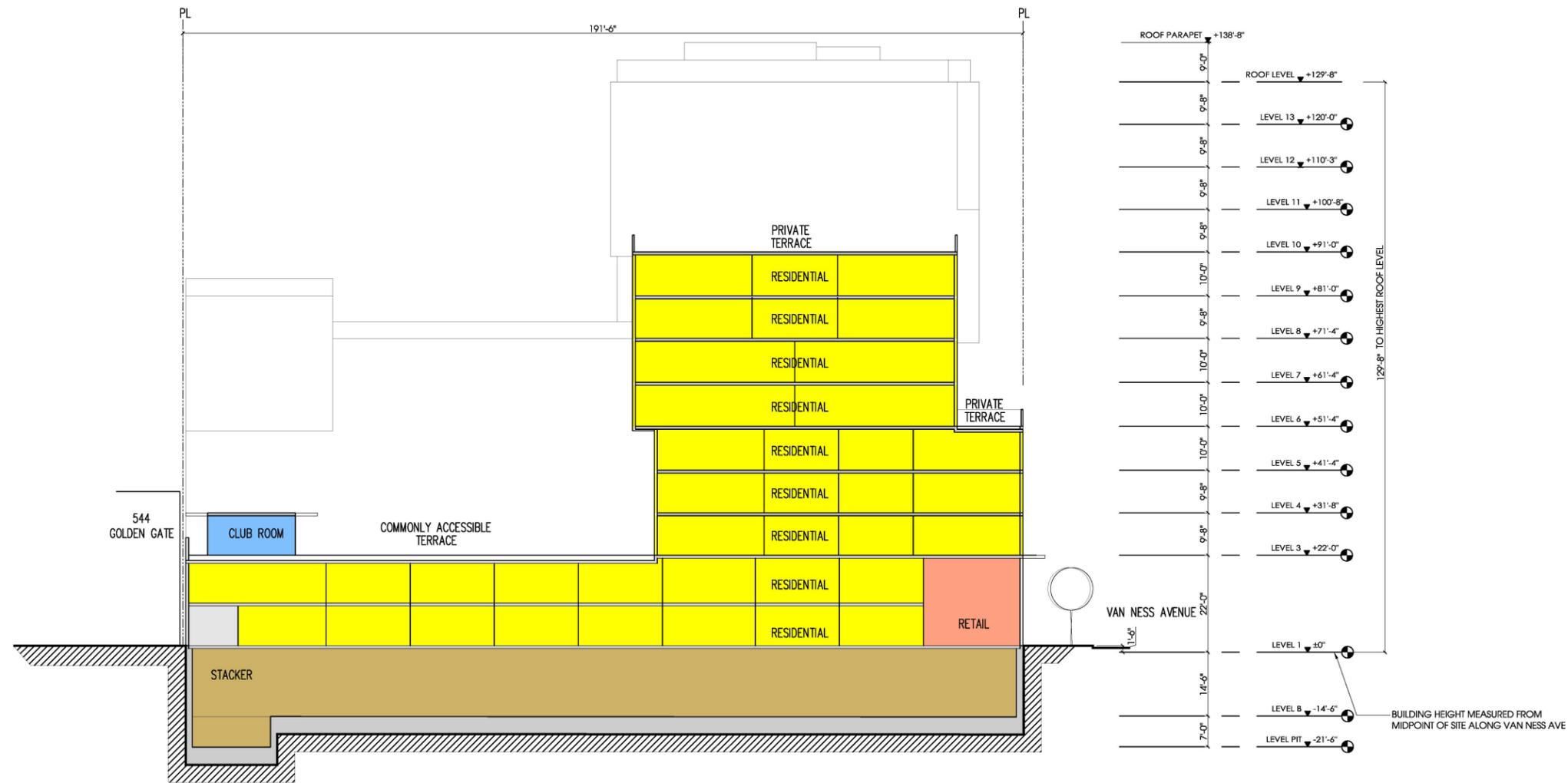


SECTION A-A

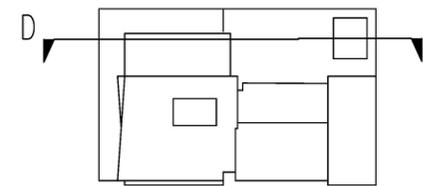


SECTION B-B





SECTION D-D





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600 VAN NESS
GOLDEN GATE VAN NESS LLC

ARCHITECTURAL FACADE CONCEPT

February 22, 2018



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ARCHITECTURE

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ARCHITECTURAL FACADE CONCEPT

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ARCHITECTURE

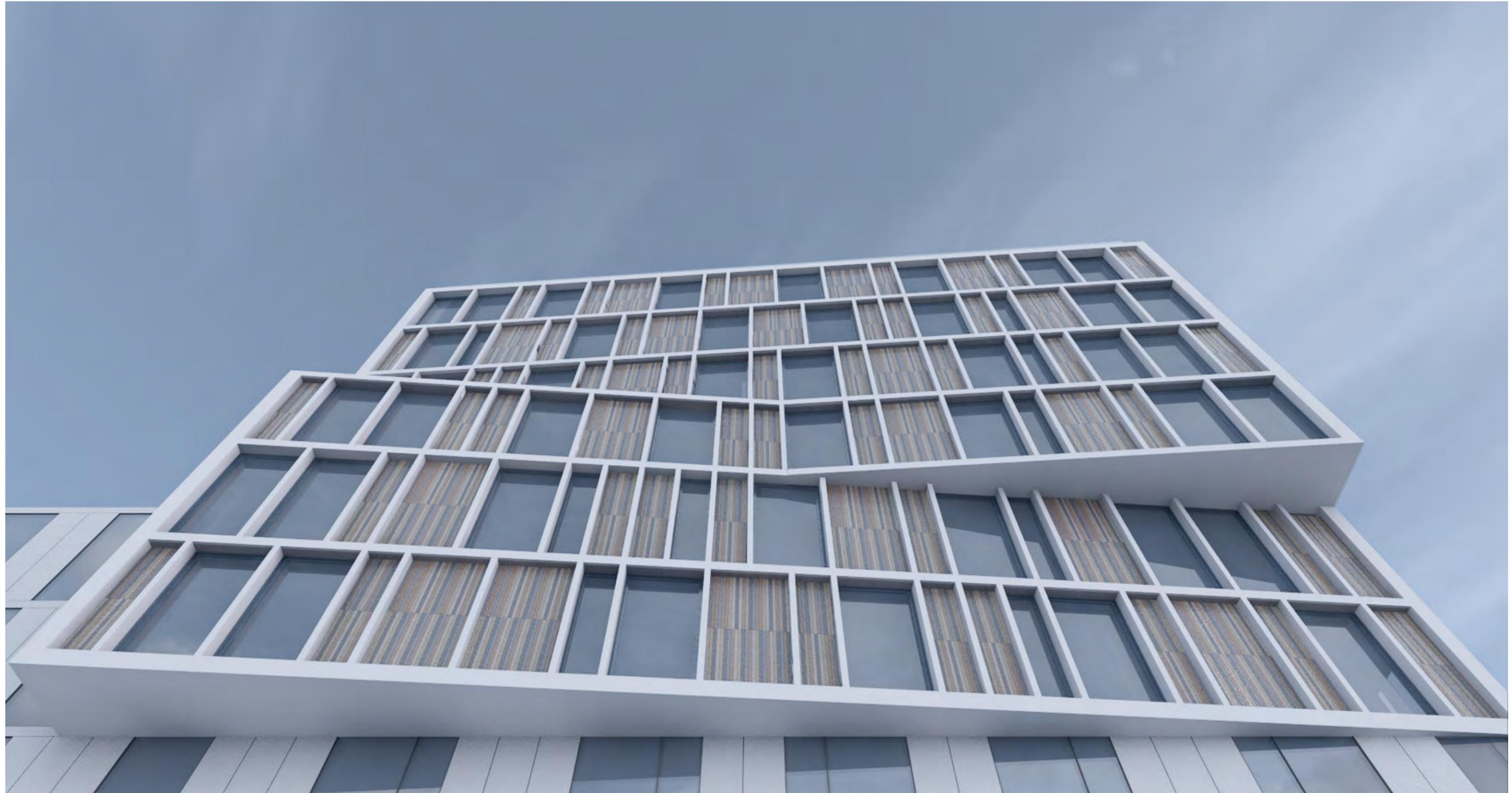
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GOLDEN GATE VAN NESS LLC

ARCHITECTURAL FACADE CONCEPT

February 22, 2018

PERSPECTIVE

LOOKING UP THE VAN NESS FACADE



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GOLDEN GATE VAN NESS LLC

ARCHITECTURAL FACADE CONCEPT

February 22, 2018



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ARCHITECTURAL FACADE CONCEPT

February 22, 2018

STREET VIEW

LOOKING INTO RESIDENTIAL LOBBY ON GOLDEN GATE



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ARCHITECTURAL FACADE CONCEPT

February 22, 2018

STREET VIEW

LOOKING AT CORNER OF VAN NESS AND GOLDEN GATE AVE



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GOLDEN GATE VAN NESS LLC

ARCHITECTURAL FACADE CONCEPT

February 22, 2018

STREET VIEW

ZOOMED INTO RETAIL STOREFRONT



STREET VIEW

LOOKING AT CORNER OF VAN NESS AND ELM STREET



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ARCHITECTURE

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GOLDEN GATE VAN NESS LLC

ARCHITECTURAL FACADE CONCEPT

February 22, 2018

STREET VIEW

LOOKING WEST ON ELM TOWARD VAN NESS

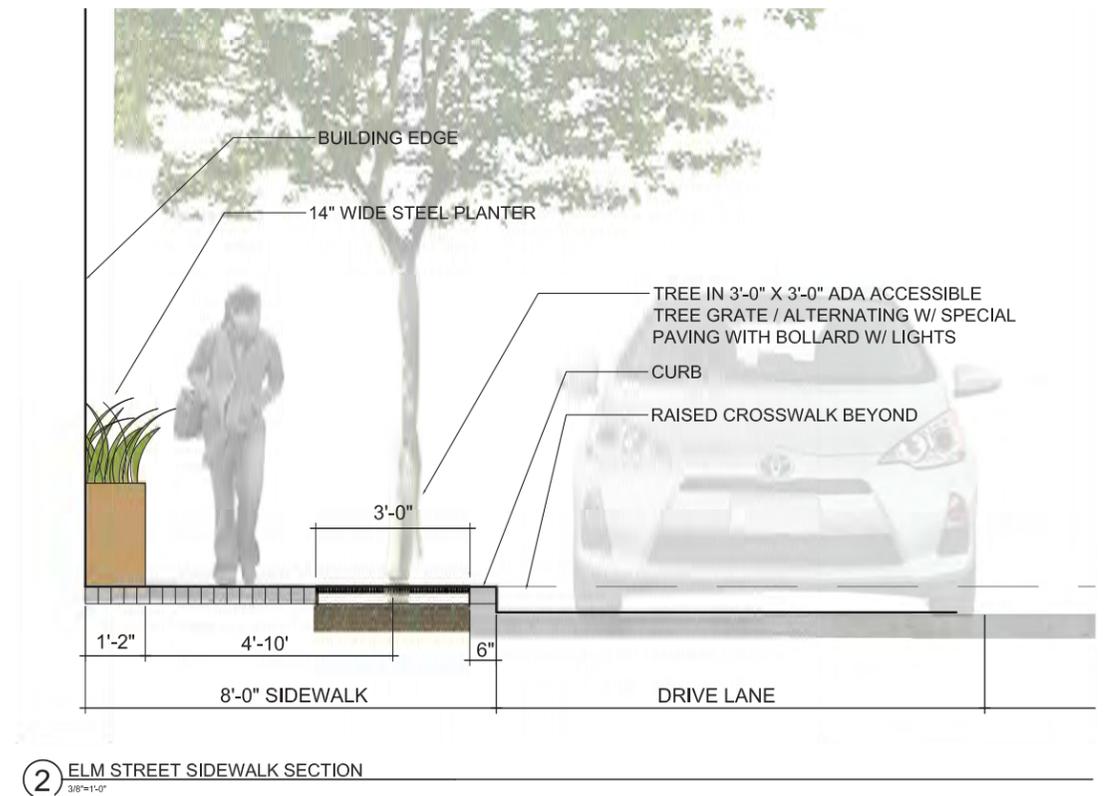
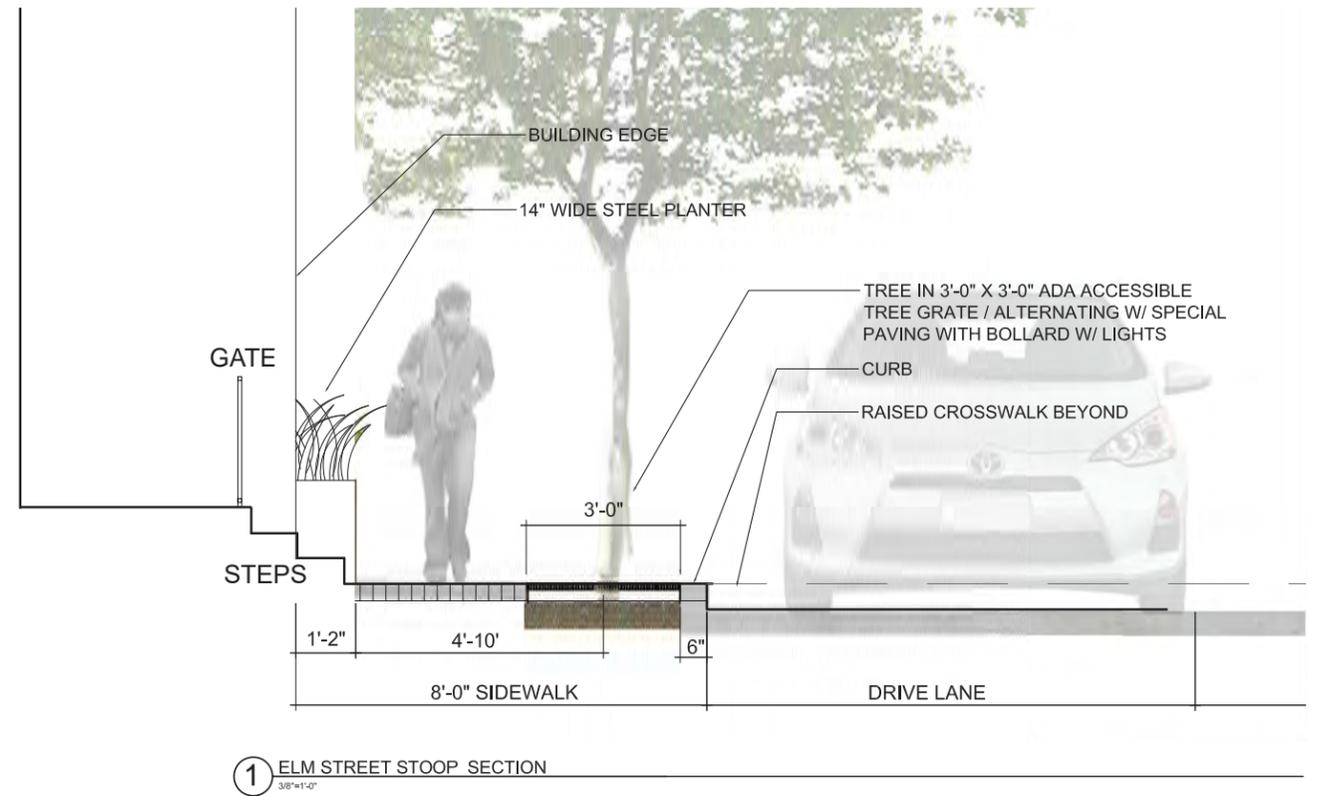


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ARCHITECTURE

600 VAN NESS
GOLDEN GATE VAN NESS LLC

ARCHITECTURAL FACADE CONCEPT

February 22, 2018





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ARCHITECTURE

600 VAN NESS
GOLDEN GATE VAN NESS LLC

3D VIEW - SOUTHWEST CORNER

February 22, 2018



IWAMOTOSCOTT
ARCHITECTURE

600 VAN NESS
GOLDEN GATE VAN NESS LLC

3D VIEW - NORTHWEST CORNER

February 22, 2018