BOARD OF SUPERVISORS
SAN FRANCISCO
2018 DEC -7 AM 10: 41
BY

December 7, 2018
Clerk of the Board
San Francisco Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102-4689

VIA HAND DELIVERY

Re: Appeal of CEQA Categorical Exemption Determination for 3637-3657 Sacramento Street
Case No: 2007.1347E

Dear President Cohen and Honorable Members of the Board of Supervisors:

I am a resident who lives adjacent to the proposed project at 3637-3657 Sacramento Street, and I am writing on behalf of the California-Locust Neighbors' Association as well as other various business owners, property owners, and residents who live and work in the area.

Pursuant to San Francisco Administrative Code Section 31.16, we hereby appeal the September 20, 2018 Categorical Exemption determination. A copy of the determination is attached as **Exhibit A**. The proposed project plans are attached at **Exhibit B**.

This appeal is supported by a large number of community organizations and hundreds of neighbors. There were 244 letters of opposition provided to the Planning Commission on November 8, 2018.

The project received a Categorical Exemption ("CatEx") under California Environmental Quality Act (CEQA) Guidelines Section 15332, a "Class 32 exemption." However, the project is not rightly subject to a CatEx under Guidelines Section 15332. In line with CEQA Guidelines, the Planning Commission Resolution Number 14952 states that that all classes of exemption are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.

Severe Cumulative Impact from Multiple Construction Projects

Section *15300.2(b) of CEQA reads: "Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant."*

The SF Planning Department failed to do any analyses on the cumulative impacts of the proposed project in consideration of the other large development projects occurring on adjacent blocks. The staff report states that, "[t]here are no cumulative projects in the vicinity that could combine with the proposed project to result in significant cumulative effects on the environment. Therefore, there is no possibility of a significant cumulative effect on the environment due to the proposed project."

These statements are incorrect, and we strongly disagree.

There is, in fact, an extraordinarily high possibility of cumulative impacts from projects in the vicinity as proposed project is currently sandwiched between two large proposed developments.

On the immediately adjacent block to the west, there is the proposed redevelopment of the California Pacific Medical Center (CMPC) campus at 3700 California Street. The Planning Department sent out a Notice of Preparation of an Environmental Impact Report (EIR) on September 19, 2018. See **Figure 1**.

One block to the east, there is the proposed mixed-use redevelopment of the University of California, San Francisco (UCSF) Laurel Heights campus located at 3333 California Street. The Planning Department sent out a Notice of Preparation of an EIR and Notice of Public Scoping Meeting on September 20, 2017. Subsequently, a Notice of Public Hearing and Availability of a Draft EIR was sent on November 8, 2018. According to the EIR, the construction of this project is anticipated to last between 7 and 15 years. See **Figure 1**.

These are <u>known</u> projects. Therefore, the Planning Department should have analyzed the cumulative effects of these adjacent projects along with the proposed project at 3637-3657 Sacramento Street. Additionally, all three projects are of the same type and in the same vicinity.

Although the CPMC project at 3700 California Street will have an EIR and the UCSF project at 3333 California Street already has an EIR, the project at 3637-3657 Sacramento Street will only add to the overall cumulative and synergistic impacts to the adjacent residents since it is located in the middle of the two larger projects. What will the impacts be on the residents who live near 3637-3657 Sacramento Street if all three projects are constructed simultaneously?

On page 6 of Exhibit A, the CatEx mentions that "... construction workers who drive to the site would cause a temporary increase in traffic volume and demand for on-street parking. Construction would be a small incremental increase in traffic and would not be considered a substantial traffic demand for parking. Construction would lessen the availability of on-street parking during working hours." There is no discussion about the fact that all three projects will likely occur simultaneously.

Given that the Planning Department is currently circulating notices for all three projects, there is a likely scenario in which all three projects could occur simultaneously or overlap to create cumulative construction transportation impacts. The Planning Department acknowledges that the CPMC and UCSF projects will be concurrent: "Construction of the proposed 3700 California Street project is anticipated to run concurrently with construction of 3333 California Street and would commence around the same time."

We recognize that there are many projects going on around the city. However, because of the likely possibility for all three projects to occur simultaneously, and more specifically because the location of 3637-3657 Sacramento Street is sandwiched between these two

projects, the contribution to cumulative construction impacts for residents near the 3637-3657 Sacramento Street project would be significant. Residents who live near the project will not only be doubly affected by 3700 California Street but will be triply impacted by 3333 California Street.

As can be seen in **Figure 1**, the 3637 Sacramento Street project falls centrally within the impact zones of all three projects.

There has not been any analysis performed, so we do not know the extent of the potential impacts and which appropriate mitigation measures could be implemented, if any. Rescinding the CatEx would allow such analyses to be done.

Air Quality

CatEx mentions that the proposed project "... would not exceed criteria air pollutant screening levels for operation or construction." and lit references the Bay Area Air Quality Management District's (BAAQMD) CEQA Air Quality Guidelines 2011.

The CatEx missed two required factors in the air pollutant screening criteria which are demolition of 3 buildings and that the project involves over 10,000 cubic yards of excavation. It appears that CatEx ignored any construction-related screening criteria because the project is not located within an Air Pollutant Exposure Zone. However, Section 3.5 of the BAAQMD CEQA Air Quality Guidelines discuss the screening criteria for construction-related impacts. This project involves both heavy demolition and deep excavation. The screening criteria for a "less than significant impact" cannot be used because the construction-related impacts involves demolition (3.5.1.3.a) and extensive material transport (*e.g.*, greater than 10,000 cubic yards of soil) requiring a considerable amount of haul truck activity (3.5.1.3.e).

This project involves 22,500 cubic yards of soil excavation (18,000 cubic yards plus 25% swell factor for excavation). It additionally involves about 5,000 cubic yards of construction debris off haul.

Since this is a project that exceeds the screening criteria, a detailed air quality assessment – such as an air quality technical report – should have been performed.

Additionally, both the 3700 California Street (CPMC) and the 3333 California Street (UCSF) projects are of sufficient size and extremely close in proximity to the proposed project (300 and 750 feet, respectively) that additional studies be performed to evaluate the cumulative construction impacts. This project should not be "rubber stamped" as a CatEx without the proper analysis.

Asbestos and Lead

The CatEx makes no mention that the Phase I Environment Site Assessment recommended asbestos/lead survey.

On page 13 of the Phase I Environmental Site Assessment by ICES, the report mentioned that "... based on the age of the existing structures located at the site, ICES recommends conducting an asbestos/lead survey prior to demolition or renovation of the buildings." An asbestos-containing building materials survey was recommended prior to demolition activities so that affected materials, if present, can be properly managed.

Based on the building age, hazardous building materials (*e.g.*, asbestos, lead-based paint) could escape into the environment and pose health concerns for the adjacent neighbors, who are worried about the health and safety of the young children who play in the backyards adjacent to the project. In addition to simply referring to the Dust Control Ordinance, there should be some discussion on how the asbestos and lead will be mitigated.

Noise

Operational Noise
There are residents directly adjacent to the north, south, east and west of the project site. Unlike other projects of this size and close proximity to residents, no analysis was conducted to document the existing ambient noise levels in the project vicinity. The proposed project would include mechanical equipment (*e.g.*, heating and ventilation systems) that could produce operational noise and disturb adjacent and nearby sensitive receptors. The CatEx simply transfers the responsibility from the planning department onto other departments via the San Francisco Police Code without any basis or analysis conducted.

Construction Noise at Night
Because a high potential for encountering groundwater was documented in the 2009 and 2018 geotechnical reports, the report requires that the groundwater (in combination with rainwater) will need to be pumped out during the excavation to avoid potential engineering problems. Because of this, there it is a likelihood that the pumps will need to run during the night and on weekends. The residents are sensitive receptors and located directly adjacent on all sides of the proposed deep excavation pit. A pump (which is not an impact tool) and the ongoing noise from the pump has the potential to exceed levels set forth by the San Francisco Police Code, and mitigation measures should be discussed and provided.

Cumulative Construction Noise
The potential for cumulative noise increases associated with construction of the proposed project would result if there are other projects located in the project vicinity under construction simultaneously or that could substantially extend the duration of construction noise received at any nearby sensitive receptors (*i.e.*, residents).

This project is located between two extremely large projects that will be occurring at the same time (all three projects will be occurring at the same time). Construction noise from the 3700 California Street (CPMC) project would be expected to be audible due to the close

distance. Construction noise from the 3333 California Street (UCSF) project would also be expected to be audible due to the close distance.

The proposed project and the co-occurring projects listed above will all include major construction elements such as excavation and demolition of existing structures and/or new building construction that require the use of heavy equipment.

Construction Noise - Substantial Temporary Increase in Noise Levels to Adjacent Residents
On other projects, the Planning Department considers a persistent construction-related increase of 10 (decibels) dB or more over ambient levels to be a substantial increase. This is discussed in the EIR for the 3333 California Street (UCSF) project *(4.D.29).*

This project would include demolition, excavation, and placement of foundations for structures; fabrication of structures; and exterior and interior work. Demolition and construction activities would require the use of heavy trucks, excavators, material loaders, cranes, and other mobile and stationary construction equipment.

Demolition of the garage and two medical office buildings would likely require the use of heavy trucks, excavators, material loaders, and other mobile and stationary construction equipment. The deep excavation would require use of excavators, crawler tractors with rippers, and loaders. The loudest equipment that will be used during project construction is an excavator equipped with a hoe ram, which would be required for rock fragmentation during the excavation of the pit. In addition to onsite construction activities, trucks hauling materials to and from the project site will also result in increased levels of offsite noise.

The San Francisco noise ordinance does not identify noise limits for impact construction equipment. However, other adjacent projects (such as 3333 California Street) have evaluated equipment noise levels that were based on U.S. Federal Highway Administration and Federal Transit Administration construction equipment noise data that accounted for average or typical use (*i.e.*, not continual peak use). Excavation on the 3333 California Street (UCSF) project (noted in *EIR, Table 4.D.13*) is projected to increase existing noise levels by up to 17 decibels. The residential receptors evaluated in the EIR were at a distance of approximately 85 feet and separated by a street. The EIR notes that this noise increase is **significant and unavoidable**, and there are detailed noise mitigation measures for these residents.

In comparison, the adjacent residents and businesses are 0 feet (zero lot line) away from the 3637-3657 Sacramento Street project. Both geotechnical reports conducted in 2009 by Harold, Lewis, and Associates and also the memorandum prepared by Murray Engineers, Inc. in 2018 reaffirms that Franciscan bedrock is present at the site. Because of the fact that the same hard rock as UCSF may be encountered, it would require similar type of construction equipment used during the excavation such as hoe-rams or dozers equipped with rippers, which was the basis for the significant and unavoidable noise determination at UCSF.

This project has the same type of excavation or deeper (and the same type of construction equipment is expected) than what is proposed at 3333 California Street (UCSF), but there are no mitigation measures. As demonstrated above, the noise to adjacent neighbors would be **significant and unavoidable.** The CatEX simply ignores noise impacts to adjacent residents without any backup data or analysis whatsoever.

Cumulative Construction Traffic and Emissions

Construction of the 3700 California Street (CPMC) project and 3333 California Street (UCSF) project would occur over multiple years and would overlap with the proposed project's construction activities. Therefore, haul truck traffic from construction of the 3700 California Street (CPMC) and 3333 California Street (UCSF) projects are anticipated to overlap with the demolition, excavation, shoring and foundation installation, and exterior/interior finishing components of construction for the 3637-3657 Sacramento Street project. Most likely, all traffic would travel along California Street, and assuming that the combined truck volume from all three projects will triple, cumulative truck traffic emissions and noise will increase and be significantly noticeable.

Hydrology and Water Quality/Groundwater

The preliminary geotechnical investigation conducted in 2009 by Harold, Lewis, and Associates clearly discusses the presence of groundwater discovered through exploratory borings. It is important to note that the proposed garage would be below the natural groundwater table. The memorandum prepared by Murray Engineers, Inc. in 2018 reaffirms this and added that a retaining wall drainage system and a basement mat foundation drainage system would be necessary to mitigate the buildup of water pressure. The report notes that this would be done by installing subdrain perforated pipe below the basement.

The CatEx fails to make any mention of the groundwater from this permanent collection system, which ultimately would be tied into the city's combined sewer area. Since the groundwater characteristics at the site are not known, there are two scenarios. Scenario A: The groundwater could be contaminated and would be discharged into the city's sewage system. Scenario B: The groundwater could be clean and therefore, by discharging a continuous stream of clean groundwater into the city's sewage system, the impact would be unnecessarily loading the SFPUC's wastewater treatment plant for no reason. Discharge of relatively clean groundwater to sanitary sewer systems would take up treatment capacity that is better dedicated to the treatment of domestic sewage and industrial wastes.

Since the Murray Engineers, Inc. report prepared in 2018 reaffirms that encountering groundwater is likely, construction activities could substantially deplete groundwater supplies and substantially interfere with groundwater recharge. Also, since a permanent perforated pipe subdrain would be needed, this would have a significant impact on the loss of groundwater to the Lobos Groundwater Basin. This could have a potential cumulative effect on groundwater recharge in the Lobos Groundwater Basin and could directly and/or

indirectly result in the loss of groundwater volume and recharge areas. Additionally, the removal of groundwater has the potential impact for settlement and subsidence.

Vibration

Construction of the proposed project would expose structures to excessive groundborne vibration levels. The CatEx fails to make any mention of vibration. The preliminary geotechnical investigation conducted in 2009 by Harold, Lewis, and Associates clearly indicates that vibration will occur due to the deep excavation activities.

There are no mitigation measures discussed such as requiring a detailed vibration assessment and monitoring plan to ensure that construction activities and equipment are selected and designed to ensure that groundborne vibration levels at the Patrick Richards Salon, Sociale Restaurant, Yoko's Flowers, and other adjacent neighbors do not exceed levels protective of the structural integrity of their buildings. For an excavation of this depth and size, there should be a mitigation requirement to retain the services of a qualified structural engineer or vibration consultant to prepare a pre-construction building assessment and vibration monitoring plan of the adjacent buildings.

Such a requirement would give adjacent neighbors some assurance that there will be a required vibration monitoring plan in place. For example, should the measured vibration levels at the adjacent buildings during excavation exceed specified levels at any time, or if damage to adjacent buildings is observed, construction personnel shall immediately cease excavation and implement vibration control measures such as adjustment of excavation methods to reduce vibration of soil or use of equipment that generates lower levels of vibration. Examples of equipment that may generate lower levels of vibration may include smaller sized back-hoes or vibratory rollers.

There are detailed vibration mitigation measures in place for the San Francisco Fire Credit Union as part of the environmental report for the 3333 California Street (UCSF) project. This project has similar type of demolition and deep excavation as the proposed Walnut Building described in the 3333 California Street project.

Additionally, the 3637-3657 Sacramento Street Project is not on a corner lot; this project is boarded by adjacent neighbors on all sides. Therefore, this project will be even more impactful to the adjacent neighbors and businesses, and yet there are no mitigation measures. It is unfair that are mitigation measures in place for the SF Fire Credit Union while the Walnut Building is being constructed at 3333 California Street (UCSF), but no mitigation measures in place for the adjacent neighbors and businesses of 3637-3657 Sacramento Street project.

Historic Cumulative Impact

The garage at 3657 Sacramento Street was constructed in 1920 and represents one of the historic garages of San Francisco that was built between the Great Earthquake of 1906 and the Great Depression of 1929. Roughly half of the 300 garages listed in the 1928 city

directory still stand. Built during the first golden age of the automobile, these garages in San Francisco provide valuable insights into the meaning of America's emerging car culture.

The garage is also one of the dwindling projects left in existence that brought together the pairing of Henry C. Smith as architect and Joseph A. Pasqualetti (American Concrete) as builder, both of whom could be considered masters of their time. Both of these individuals are mentioned in Mark Kessler's 2013 book, *The Early Public Garages of San Francisco: An Architectural and Cultural Study, 1906–1929.*

A historical evaluation of the garage at 3657 Sacramento Street was prepared in 2007 and 2008. However, these studies were done over 10 years ago, and before the findings presented in the aforementioned book was published.

Taken together with past and possible demolitions of historic architectural resources of this type, the project could contribute to a significant cumulative impact on the ability of such resources to convey their collective significance as survivors of a once sizable collection of automotive-related services during this time.

Conclusion

The 3637-3657 Sacramento Street project is not rightly subject to a CatEx under Guidelines Section 15332 because the project lacked the proper analysis and will likely have the potential of significant unmitigated environmental impacts that have not been evaluated by the city. Furthermore, the CatEx is fatally defective because it states that "... [t]here are no cumulative projects in the **vicinity** [*emphasis added*] that could combine with the proposed," which is false and blatantly ignores the other projects in the neighborhood.

Appellants reserve the right to submit additional written and oral comments, bases, and evidence in support of this appeal to the city up to and including the final hearing on this appeal and any and all subsequent permitting proceedings or approvals for the Project. Appellants request that this letter and exhibits be placed in and incorporated into the administrative record for Case No. 2007.1347E.

Appellants respectfully request that the Board of Supervisors revoke the CatEx determination and require further environmental review pursuant to CEQA. If the CatEx determination is upheld, appellants are prepared to file suit to enforce their and the public's rights.

Sincerely yours,

Brandon Ponce
California-Locust Neighbors' Association

REGISTERED PROFESSIONAL ENGINEER
BRANDON PONCE
No. C 67131
EXP. 9-30-20
CIVIL
STATE OF CALIFORNIA

cc: Lisa Gibson, Environmental Review Officer (via email)

This CatEx appeal is also submitted by:

Jennifer Kopczynski Jennifer Kopczynski

ALEXANDER W. THOMPSON

Marcia E Herman Marcia E. Herman

Susan Foslien SUSAN FOSLIEN

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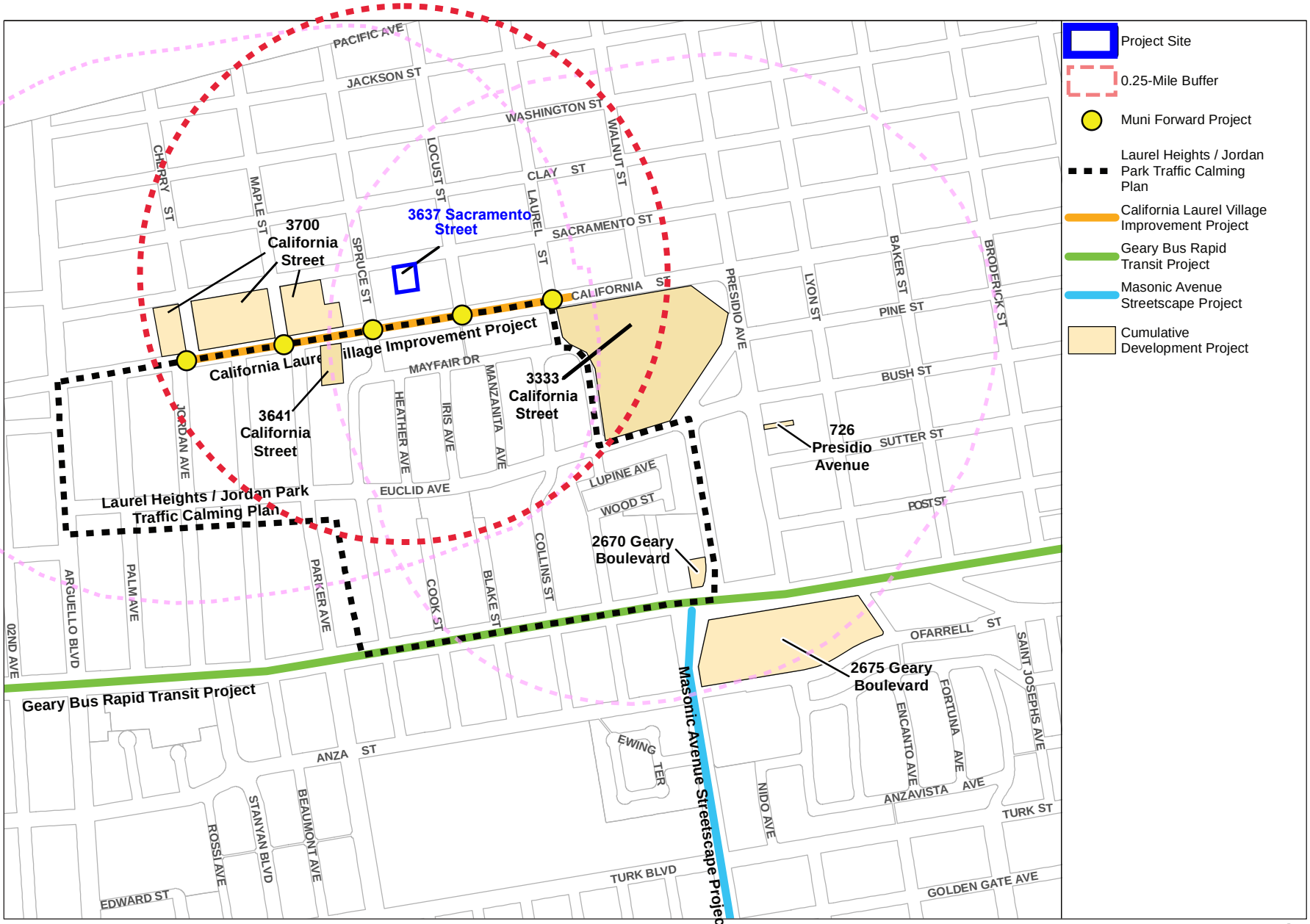
Figure 1



Source: SWCA (2017), City and County of San Francisco

3637 Sacramento Street Mixed-Use Project

Figure 1

Exhibit A

SAN FRANCISCO
PLANNING DEPARTMENT

BOARD OF SUPERVISORS
SAN FRANCISCO
2018 DEC -7 AM 10: 41
BY

Certificate of Determination
Exemption from Environmental Review

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Case No.:	**2007.1347E**
Project Title:	**3637-3657 Sacramento Street**
Zoning:	Sacramento Street Neighborhood Commercial District (NCD) 40-X Height and Bulk District
Block/Lot:	1018/012 and 020
Lot Size:	14,580 square feet
Project Sponsor:	Gary Gee, Gary Gee Architects, Inc. (415) 602-8610
Staff Contact:	Lana Wong — (415) 575-9047 lana.wong@sfgov.org

PROJECT DESCRIPTION:

The project site is located on the south side of Sacramento Street on the block surrounded by Sacramento, Spruce, Locust, and California Streets in the Presidio Heights neighborhood. The site is comprised of two lots. Lot 012, located at 3657 Sacramento Street, contains a single-story, 12,250-square-foot, 75-space parking garage that was constructed in 1920. Lot 020, contains two structures: 3637 Sacramento Street, a two-story, occupied medical office building with three surface parking spaces that was constructed in 1966, and 3641 Sacramento Street, an occupied three-story office building constructed in 1974. Within the existing medical office building 16 offices are present, 13 are currently occupied and three are vacant. The project proposes to demolish the existing buildings and construct a 40-foot-tall, four-story building with a 9-foot-tall elevator penthouse and 4-foot-tall parapet. The building would contain approximately 6,500 square feet of retail on the first floor, 10,000 square feet of medical office use on the second floor, and 18 dwelling units (17,100 square feet) on the third and fourth floors. The project proposes 64 parking spaces on three below-grade levels consisting of 45 short-term public parking spaces on the first and second levels (13 retail spaces and 32 medical spaces), 18 residential parking spaces on the third level, and one car share parking space.

(Continued on next page)

EXEMPT STATUS:

Categorical Exemption, Class 32 (California Environmental Quality Act [CEQA] Guidelines section 15332)

DETERMINATION:

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

for

Lisa M. Gibson
Environmental Review Officer

September 20, 2018
Date

cc: Gary Gee, Project Sponsor
Mary Woods, Current Planner
Supervisor Catherine Stefani, District 2
Allison Vanderslice, Principal Preservation Planner
Historic Preservation Distribution List
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

The garage would also provide 21 *class 1* bicycle parking spaces and family amenity lockers. The project would provide 14 *class 2* bicycle parking spaces on Sacramento Street. The residential lobby and commercial entrances would be accessible via Sacramento Street. Staircases and elevators in the parking garage would also provide entrances to the building. The project would remove three existing curb cuts along Sacramento Street and the parking garage would be accessed from a new approximately 21 foot wide curb cut on Sacramento Street. There are three existing trees on the property that would be removed. The project would plant four new trees and planters. The project proposes approximately 2,800 square feet of open space, including 2,390 square feet of common open space at the ground floor and 400 square feet of private open space. The project includes approximately 3,300 square feet of solar panels on the roof.

The project would require 18,000 cubic yards of excavation with approximately up to 43 feet of soil disturbance. Construction is anticipated to last up to 20 months. During construction the project may include sidewalk, parking, and travel lanes closures along Sacramento Street. The building would be a four-story wood-frame and reinforced concrete structure over three levels of below-grade garage parking. Underpinning and temporary shoring will be required during the proposed excavation operations and construction of the garage level retaining walls. The commercial, office, and residential levels would be supported by either structural wood floors or post-tensioned concrete slabs.

Project Setting. The project site is bounded on the east and west by two- and three-story wood-frame mixed-use buildings that share the common property lines. The project site is located within the Sacramento Street corridor, a mixed-use urban area with a mixture of two- to three-story buildings with residential units and offices above ground-floor commercial/retail. Neighboring uses include retail, restaurants, offices, and residential uses. The topography at the project site and project area slopes gently downward to the south and upward to the east.

Project Approvals

The proposed project would require the following approvals:

- **Conditional Use Authorization** (Planning Commission)
- **Demolition Permit** (Department of Building Inspection)
- **Building Permit** (Department of Building Inspection)

The proposed project would require Conditional Use Authorization for development lot size (Planning Code section 121.1), for exceeding the non-residential use size limit of 2,500 square feet (section 121.2) for both the commercial and medical uses on the first and second floors, and for a public parking garage for short-term parking (section 102).

Approval Action. The Conditional Use approval from the Planning Commission is the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

EXEMPT STATUS:

CEQA State Guidelines section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects that meet five specific conditions. As discussed below, the proposed project satisfies the terms of the Class 32 exemption.

a) The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.

The *San Francisco General Plan,* which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project is consistent with applicable general plan designations and policies. The site is located within the Sacramento Street NCD Zoning District. The proposed project would construct an approximately 6,500 square feet of retail on the first floor, 10,000 square feet of medical office use on the second floor, and 18 dwelling units (17,100 square feet) on the third and fourth floors. The project proposes 64 parking spaces on three below-grade levels including; 45 short-term parking spaces on the first and second levels (3 retail spaces and 32 medical spaces),18 residential parking spaces on the third level, and one car share parking space. These uses are permitted or conditionally authorized within the Sacramento Street NCD. The project site is located in the 40-X Height and Bulk District, where the maximum allowed height of a building is 40 feet. The proposed building would conform to this zoning, with a height of 40 feet (not including the 4-foot-tall parapet and 9-foot-tall elevator penthouse, which are exempt per Planning Code Section 260). Thus, the proposed project would be consistent with applicable zoning designations.

b) The development occurs within city limits on a site of less than five acres surrounded by urban uses.

The 14,580 square-foot (0.33-acre) project site is located within a developed area of San Francisco. The project site is currently developed and contains a single-story-over-basement, 12,250-square-foot, 75-space parking garage, a two-story, semi-occupied medical office building with three surface parking spaces, and an occupied three-story office building. The surrounding uses are mixed residential, retail, offices, and restaurants. The proposed project, therefore, would be properly characterized as in-fill development of less than five acres, completely surrounded by urban uses.

c) The project site has no habitat for endangered, rare, or threatened species.

The project site is within a developed urban area and occupied by three existing structures, with minimal landscaping, including three existing trees, and groundcover. Thus, the project site has no value as habitat for rare, threatened, or endangered species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Transportation

On March 3, 2016, in anticipation of the future certification of revised CEQA Guidelines pursuant to Senate Bill 743, the San Francisco Planning Commission adopted State Office of Planning and Research's recommendation in the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA to use the Vehicle Miles Traveled (VMT) metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). The VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking, and bicycling. Accordingly, this categorical exemption does not contain a separate discussion of automobile delay (i.e., traffic) impacts. Instead, a VMT and induced automobile travel impact analysis is provided.

VMT and Induced Vehicle Travel

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City, expressed geographically through transportation analysis zones (TAZs), have lower VMT ratios than other areas of the City. The Planning Department has prepared a Geographic Information System database (the Transportation Information map) with current and projected 2040 per capita VMT figures for all TAZs in the City, in addition to regional daily average figures.[1]

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*[2] ("Proposed Transportation Impact Guidelines") recommend screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, or Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ in the City that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio (FAR) of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the

[1] San Francisco Planning Department, *Transportation Information Map*, accessed November 1, 2016 at: http://sftransportationmap.org.

[2] Governor's Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, January 20, 2016, accessed November 1, 2016 at: https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_-Proposal_January_20_2016.pdf.

Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

The existing average daily household VMT per capita is 7.7 for the transportation analysis zone the project site is located in 718. This is 55 percent below the existing regional average daily household VMT per capita of 17.2. Future 2040 average daily household VMT per capita is 7.2 for the transportation analysis zone 718. This is 51 percent below the future 2040 regional average daily VMT per capita of 14.6. The existing average daily VMT per retail employee is 8.4 for the transportation analysis zone the project site is located in 718. This is 44 percent below the existing regional average daily VMT per capita of 14.9. Future 2040 average daily VMT per retail employee is 7.9 for the transportation analysis zone 718. This is 38 percent below the future 2040 regional average daily VMT per capita of 12.7. The existing average daily VMT per office employee is 10.2 for the transportation analysis zone the project site is located in 718. This is 47 percent below the existing regional average daily VMT per capita of 19.1. Future 2040 average daily VMT per office employee is 9.5 for the transportation analysis zone 718. This is 41 percent below the future 2040 regional average daily VMT per capita of 16.2.

Given that the proposed project reduces the amount of parking compared to existing conditions, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's mixed uses would not cause substantial additional VMT[3] and that the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project would not result in substantial additional VMT and impacts would be less-than-significant.

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. These features include removing two existing curb cuts, creating a new curb cut, and bicycle amenities, such as bicycle parking. These features fit within the general types of projects identified above that would not substantially induce automobile travel. Therefore, impacts would be less-than-significant.

Trip Generation

Based on the trip generation rates in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), the proposed new four-story mixed-use building would generate[4] an additional 1,329 daily person-trips of which 132 would be expected to occur during the p.m. peak-hour. These p.m. peak-hour person-trips would be distributed among various modes of transportation, including 84 automobile trips (55 vehicle-trips), 17 transit trips, 27 walking trips, and 5 other trips.

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[3] San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 3637-3657 Sacramento Street*, April 11, 2018. This document (and all other documents cited in this report, unless otherwise noted) is available for review at the San Francisco Planning Department 1650 Mission Street, Suite 400, San Francisco, CA as part of Case File 2007.1347E.

[4] San Francisco Planning Department. *Trip Generation Calculations*. April 6, 2018

Transit

The project site is located within a quarter mile of several local transit lines including Muni lines 1-California, 1AX-California A Express, 1BX-California B Express,2-Clement, ,3-Jackson, 33-Ashbury-18th . The proposed project would generate approximately 17 weekday p.m. peak hour transit trips. Transit trips associated with the proposed project would not result in substantial capacity related impacts. Therefore, the proposed project's impact on Muni transit capacity would be less than significant and the project would not result in any significant transit impacts.

Construction

Construction of the proposed project is expected to occur over the course of a 20-month period. During that time, it is anticipated that the majority of the construction-related truck traffic would use I-80, I-280, and U.S. 101 to access the project site from the East Bay, South Bay, North Bay and from locations within the City. The addition of worker-related vehicle or transit trips would not substantially affect transportation conditions. Construction workers who drive to the site would cause a temporary increase in traffic volume and demand for on-street parking. Construction would be a small incremental increase in traffic and would not be considered a substantial traffic demand for parking. Construction would lessen the availability of on-street parking during working hours.

During construction the project may include sidewalk, parking, and travel lanes closures along Sacramento Streets. Construction activities in San Francisco that have the potential to affect the transportation network are subject to the San Francisco Municipal Transportation Agency's *Regulations for Working in San Francisco Streets*, also known as the "blue book," as well as the public works code and public works department orders.[5] The blue book is a manual for City agencies (public works, SFMTA, public utilities commission, the port, etc.), utility crews, private contractors, and others doing work in San Francisco's public rights-of-way, and it establishes rules for working safely and in a manner that will cause the least possible interference with people walking, bicycling, taking transit and/or transit operations, as well as people driving. Therefore, there would not be a significant construction impact on transportation in the project area as a result of the proposed project.

Parking

Public Resources Code (PRC) section 21099(d)(1), effective January 1, 2014, provides that, "parking...impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The project satisfies the conditions provided in the applicable PRC section.[6] Therefore, the proposed

[5] San Francisco Municipal Transportation Agency, *City and County of San Francisco Regulations for Working in San Francisco Streets, 8th Edition*, January 2012, accessed June 12, 2018 at: https://www.sfmta.com/sites/default/files/reports-and-documents/2017/10/blue_book_8th_edition_pdf.pdf.

[6] San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 –Modernization of Transportation Analysis, 3637-3657 Sacramento Street*, April 1, 2018.

project would not have any significant impacts related to parking, and the following discussion of parking is provided for informational purposes only.

Section 151 of the *Planning Code* generally requires one off-street parking space be provided for each dwelling unit within the Sacramento Street NCD. One off-street parking space is required for each 500 square feet of occupied floor area up to 20,000 for retail space. One off-street parking space is required for each 300 square feet of occupied floor area for medical/dental office space. The proposed project would include 18 residential units and 64 parking spaces for both residential and non-residential uses; thus, the proposed project would comply with the *Planning Code*'s off-street parking requirement. The parking demand generated by the proposed project has been estimated in accordance with the *Transportation Impact Analysis Guidelines* at 80 parking spaces, which tends to overestimate parking demand because it assumes a free, unconstrained supply of parking[7]. Therefore, the proposed project would have an estimated parking deficit of 16 spaces, which is not considered substantial.

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

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

Noise

An approximate doubling of traffic volumes in the project area would be necessary to produce an increase in ambient noise levels noticeable to most people. The proposed project would not cause a

[7] San Francisco Planning Department. *Memorandum California Environmental Quality Act: Vehicle Miles Traveled, Parking, For-Hire Vehicles, and Alternatives*. February 23, 2017

doubling in traffic volumes and therefore would not result in a substantial increase in the ambient noise level in the project vicinity.

Noise is regulated by the San Francisco Noise Ordinance (Noise Ordinance), which is codified in Article 29 of the San Francisco Police Code. Article 29 establishes property line and other limits for fixed noise sources and also regulates construction noise. Under section 2909(b), fixed noise sources (e.g. mechanical equipment) from commercial properties are limited to 8 dBA[8] above ambient levels and section 2909(d) also establishes that such noise not exceed an interior daytime (7 a.m. to 10 p.m.) noise limit of 55 dBA or nighttime noise limit (10 p.m. to 7 a.m.) of 45 dBA at the nearest residential receptor. The requirements of the Noise Ordinance are designed to prevent sleep disturbance, protect public health, and prevent the acoustical environment from progressive deterioration.

During project construction, all diesel and gasoline-powered engines would be equipped with noise-arresting mufflers. Delivery truck trips and construction equipment would generate noise that that may be considered an annoyance by occupants of nearby properties. Construction noise is also regulated by the Noise Ordinance. Section 2907 of the Police Code requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 A-weighted dBA at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Police Code prohibits construction work between 8:00 p.m. and 7:00 a.m. if the construction noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Construction noise impacts related to the project would be temporary and intermittent in nature.

The proposed project includes the addition of new residences, commercial activities, and the construction of private open spaces, which would generate some additional noise that may be considered an annoyance by occupants of nearby properties. Section 2909 of the Police Code regulates residential and commercial property noise limits. Residential noise is limited to no more than five dBA above the ambient noise level. Commercial noise is limited to no more than eight dBA above the local ambient noise level at any point outside of the property plane. Therefore, no significant noise impacts would occur.

Air Quality

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD) in its CEQA Air Quality Guidelines (May 2011), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in

[8] The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid-and high-frequent sound. This measurement adjustment is called "a" weighting, and the data are reported in A-weighted decibel (dBA). A -10dB (decibel) increase in noise level is generally perceived to be twice as loud.

a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project would construct approximately 18 dwelling unit, 10,000 square feet of medical office use, and 6,500 square feet of retail, which would not exceed criteria air pollutant screening levels for operation or construction.[9]

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of TACs and their human health effects, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Requirements for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The proposed project is not within an Air Pollutant Exposure Zone. Therefore, the proposed project would not result in a significant impact with respect to siting new sensitive receptors in areas with substantial levels of air pollution. The proposed project would require construction activities for approximately 20 months. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,[10] which would further reduce nearby sensitive receptors' exposure to temporary and variable TAC emissions. Therefore, construction period TAC emissions would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution. In conclusion, the proposed project would not result in significant air quality impacts.

Water Quality

The proposed project would involve 5,000 square feet or more of ground surface disturbance; thus the project would require a Stormwater Control Plan. The project resides in a combined sewer area and has been determined to trigger compliance with the Stormwater Design Guidelines (SDG). As

[9] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1. Criteria air pollutant screening sizes for a low rise apartment is 451 dwelling units for operation and 240 dwelling units for construction. For medical office it is 117,000 square feet for operational and 277,000 square feet for construction. For a free–standing discount store it is 76,000 square feet for operational and 277,000 square feet for construction. Free-standing discount store was use as this is the most similar use to commercial.

[10] California Code of Regulations, Title 13, Division 3, § 2485 (on-road) and § 2449(d)(2) (off-road).

per the requirements of the SDG, the project must achieve LEED Sustainable Sites (SS) c6.1, "Stormwater Design: Quantity Control." Therefore this project must implement a stormwater management approach that reduces existing stormwater runoff flow rate and volume by 25 percent for a two-year 24-hour design storm. The project would minimize disruption of natural hydrology by implementing Low Impact Design approaches such as reduced impervious cover, reuse of stormwater, or increased infiltration.

The project would not result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, the proposed project would not result in significant water quality impacts.

e) The site can be adequately served by all required utilities and public services.

The project site is located in a dense urban area where all required utilities and public services are available. The proposed project would be connected to existing water, electric, gas, and wastewater services. Prior to receiving a building permit, the project would be reviewed by the Department of Building Inspection, the San Francisco Fire Department, the San Francisco Public Utilities Commission, and Public Works to ensure compliance with city and state regulations concerning building standards, fire protection, sewer connections, and hydrology. Therefore, the proposed project would be adequately served by all required utilities and public services.

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

Guidelines Section 15300.2, subdivision (a), provides that a categorical exemption shall not be used where the proposed project may have an impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. As discussed below under "Hazardous Materials," there is no possibility of a significant effect on the environment due to hazardous or critical concerns.

CEQA Guidelines section 15300.2, subdivision (b), provides that a categorical exemption shall not be used where the cumulative impact of successive projects of the same type in the same place, over time, is significant. There are no cumulative projects in the vicinity that could combine with the proposed project to result in significant cumulative effects on the environment. Therefore, there is no possibility of a significant cumulative effect on the environment due to the proposed project.

CEQA Guidelines section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As discussed above, the proposed project would not have a significant effect on transportation, noise, air quality and water quality. In addition, the proposed project

would not have a significant effect on the environment due to unusual circumstances for other environmental topics, discussed below.

CEQA Guidelines Section 15300.2, subdivision (f), provides that a categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. For the reasons discussed below under "Historic Architectural Resources," there is no possibility that the proposed project would have a significant effect on a historic resource.

Aesthetics. Public Resources Code (PRC) section 21099(d)(1), effective January 1, 2014, provides that, "aesthetics...impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The project satisfies the conditions provided in the applicable PRC section.[11] The following discussion of aesthetics is provided for informational purposes only.

The visual character of the project site and its vicinity is urban and mixed, with a variety of residential and commercial land uses ranging from single-story to three-story structures. The proposed building would be slightly taller than the existing surrounding buildings, but would conform to the City's 40-X Height and Bulk District. The proposed project would intensify and change the use of the site, but would not change or be inconsistent with the mixed-use visual character of surrounding development. The proposed project would not degrade or obstruct scenic views from public areas viewable by a substantial number of people.

Construction of the project would require the use of construction equipment, dumpsters, lighting, fencing, and construction vehicles. This is typical of projects under construction throughout San Francisco. The proposed project would include interior lights which would be visible through the building windows from nearby areas, including adjacent buildings and public streets; however, it would be typical of other residential and nonresidential structures in the area. Exterior lighting of the proposed project would illuminate the building's pedestrian and vehicular access points at street level, consistent with nearby buildings and street lighting fixtures. The proposed building would include glass components, but it would be typical of other residential and commercial structures in the area.

Biological Resources. The City's Urban Forestry Ordinance, Public Works Code section 801, et seq, requires a permit from the Department of Public Works (DPW) to remove any protected trees. Protected trees include landmark trees, significant trees, or street trees located on the site and adjacent public property. The project site does not have any existing significant trees located on or adjacent to it. The project would remove three existing trees and plant four new trees in accordance with the tree planting and protection requirements under Public Works. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

Shadow. Planning Code section 295 requires a shadow analysis for any building over 40 feet in height. The proposed building is 40 feet in height, as measured in accordance with the Planning Code. Therefore,

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[11] San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 –Modernization of Transportation Analysis, 3637-3657 Sacramento Street*, April 11, 2018.

this project does not require a shadow analysis. Furthermore, a shadow fan analysis was prepared by the Planning Department per the request of the project sponsor. This analysis determined that the proposed project would not cast a new shadow on public spaces under the Recreation and Park Department or other public open space.[12] While shadow on private property may be a concern to nearby neighbors, it is not considered under CEQA. Therefore, no significant environmental impacts involving shadow would be associated with the proposed project.

Historic Architectural Resources. The proposed project includes the demolition of three existing structures, two of which were constructed more than 50 years ago. A property may be considered a historic resource if it meets any of the criteria related to (1) events, (2) persons, (3) architecture, or (4) information potential that make it eligible for listing in the California Register of Historical Resources, or if it is considered a contributor to an eligible historic district.

A consultant-prepared *historic resource evaluation report*[13] for the parking garage located on 3657 Sacramento Street found that the garage, constructed in 1920, does not qualify for individual listing on the California Register under any of the four criteria for significance nor is it eligible as a contributor to a historic district. In response to the evaluation for 3657 Sacramento Street, Planning Department staff prepared a *historic resource evaluation response*[14] which concurred with the consultant finding that the garage was not eligible as an individual resource for events, persons, architecture, and information potential or as a contributor to a historic district. Therefore, the property was found to not be an historic resource as defined by CEQA.

An additional consultant-prepared *historic resource evaluation report*[15] was prepared for the existing two-story medical office building located on 3637 Sacramento. The three-story office building located on the same parcel, with the address 3741 Sacramento Street, was not evaluated as it was constructed in 1974 and does not meet the age requirements for eligibility as a historic resource. The report found that the medical office building, constructed in 1966, is not eligible for inclusion on the California Register as an individual resource or as a contributor to an eligible historic district. In response to the evaluation for 3637 Sacramento Street, Planning Department staff prepared a *preservation team review form*[16], and found that overall the medical office building does not appear associated with any significant event or persons, nor is the building a good example of a type, period, or method of construction. The building also does not relate to a potential historic district. Therefore, the property was found to not be an historic resource as defined by CEQA.

The project site is not located adjacent to any known historic resources.

For the above reasons, the proposed project would not result in a significant impact on a historic resource.

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[12] San Francisco Planning Department, *Shadow Fan for 3637-3657 Sacramento Street*, April 6, 2018.
[13] Kelley and Verplanck Historical Resources Consulting, *Historic Resource Evaluation Report 3657 Sacramento Street, San Francisco, California*, September, 2007.
[14] San Francisco Planning Department, *Historic Resource Evaluation Response 3637-3657 Sacramento Street, San Francisco, California*, July 18, 2008.
[15] KDI Land Use Planning, *Historic Resource Evaluation 3637 Sacramento Street Project*, November 27, 2013.
[16] San Francisco Planning Department, *Preservation Team Review Form 3637 Sacramento Street*, January 13, 2014.

Geology, Soils, and Hydrology. A *preliminary geotechnical investigation*[17] was conducted for the proposed project. Soil data was obtained from studies on nearby lots in the surrounding neighborhood to evaluate the general suitability of the site for the proposed construction, to determine the probable subsurface conditions at the site, and to provide general soil and foundation engineering design criteria.

The geotechnical investigation concludes that the site is suitable for the proposed construction, provided that a final foundation investigation is preformed to develop the detailed geotechnical engineering recommendations required for the final design and construction of the proposed mixed-use commercial-residential building. Earthwork operations at the site could consist of excavation 35 feet or more in depth for the three levels of below-grade parking.

A *memorandum*[18] was prepared by Murray Engineers Inc. The memorandum concludes that the proposed development appears feasible and the geotechnical conclusions are generally appropriate in the preliminary geotechnical investigation; however, updated seismic design criteria was provided that must be incorporated into the building design in accordance with current building code requirements, as well as limited modifications to the preliminary recommendations.

Excavation would extend below existing adjacent buildings to the west and east and below the sidewalks along Sacramento Street and adjoining rear yard areas to the south. The investigation and memorandum recommended a mat foundation as well as underpinning and temporary shoring during the proposed excavation operations and construction of the garage-level retaining walls. This sort of construction activity is not unusual for building construction in San Francisco.

The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Geologic and seismic hazards are considered as part of the Department of Building Inspection (DBI) review process. Background information provided to DBI would provide for the security and stability of the subject building and adjoining properties during construction. Potential damage to structures from geologic hazards on the project site would be addressed through the DBI review of the building permit application pursuant to DBI implementation of the Building Code. In light of the above, no environmental concerns involving geologic and seismic hazards would be associated with the proposed project.

Hazardous Materials. The building at 3657 Sacramento Street was previously used as an automotive repair facility and laundry and is suspected of contamination of hazardous materials. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the San Francisco Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase I environmental site assessment* (ESA) that meets the requirements of Health Code section 22.A.6.

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[17] Harold Lewis & Associates Geotechnical Consultants, *Preliminary Geotechnical Investigation, Proposed Mixed-Use Building at 3637 Sacramento Street, San Francisco, California,* July 15, 2009.

[18] Murray Engineers Inc., *Memorandum, New Engineer-of-Record Preliminary Geotechnical Feasibility Review & Update, New Mixed-Use Building 3637-3657 Sacramento Street, San Francisco, California,* June 6, 2018.

The *phase I ESA*[19] for the project site found that two gasoline underground storage tanks were removed from the site on August 12, 1994 and that soil samples were collected at the time a case closure was issued by DPH in November 1994. The *phase I ESA* recommended that further investigation be conducted to assess the potential presences of contaminants associated with activities formerly occurring at the site. Accordingly, soil sampling and analysis was conducted as part of a *phase II ESA*[20]. Soil samples detected concentrations of TPH and metals, which were within the range or did not exceed standard levels typical of San Francisco Bay Area soils. The *phase II ESA* did not recommend any further investigation of the project site. The DPH Site Assessment and Mitigation Program (DPH SAM) reviewed the site and subsurface investigations and found that no further action is required for this project site under the Voluntary Remedial Action Program.[21]

The project would demolish three existing buildings. Dust associated with the demolition and construction activities is subject to the Dust Control Ordinance. The intent of the Ordinance is to reduce the quantity of dust generated during site preparations, demolition, and construction work to project the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The project is not located in an area where there is a known presence of serpentine soils. Furthermore, the memorandum prepared by Murray Engineers Inc. concludes that the likelihood of encountering serpentine bedrock at the proposed project site is low. Therefore, no exposure to serpentine is expected. For the above reasons, no significant impacts involving hazardous materials would be associated with the proposed project.

Public Notice and Comment. On November 5, 2012, and January 29, 2018, the Planning Department mailed a "Notification of Project Receiving Environmental Review" to community organizations, tenants of the affected property and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. The following concerns were expressed by members of the public:

- The visual relationship or transition of the proposed project with the neighborhood
- Height and scale of the proposed building
- Scenic impacts
- Loss of neighbor's views
- Unsightliness of dumpsters during construction.
- Loss of light and glare during the project operation
- Light pollution from project construction and operation
- Poor air quality during excavation and construction
- Damage to existing trees on the site and to adjacent properties due to excavation and construction
- Subsidence, underpinning, and structural damage to nearby buildings during construction
- Asbestos and lead exposure during construction
- Release of hazardous materials due to previous medical and auto repair uses on the site
- Potential presence of serpentine

[19] ICES, *Phase I Environmental Site Assessment 3637, 3641, and 3657 Sacramento Street San Francisco, California*, December 31, 2012.
[20] Ninyo & Moore, *Phase II Environmental Site Assessment 3657 Sacramento Street San Francisco, California*, March 25, 2013.
[21] City and County of San Francisco Department of Public Health, *No Further Action Needed Letter 3637- 3657Sacramento Street San Francisco December* 10, 2013.

- Historic status of the existing buildings
- Consistency of the project with Planning Code requirements for height and bulk, lot size, streetscape and pedestrian improvements, and floor area
- Unknown use of proposed commercial space
- Noise pollution and vibration during construction
- Noise from residential uses, commercial uses, and common open spaces
- Displacement of current medical use with commercial use
- Loss of jobs
- Increased population density
- Shadow effects on nearby properties
- Increased traffic during project construction and operation
- Loss of street parking during project construction and operation
- Groundwater contamination from excavation
- Water drainage issues
- Cumulative impact of multiple construction projects in the neighborhood
- Effect on real estate values
- Affordability of the proposed housing
- Liability for damage to private property and public infrastructure
- Loss of privacy

The certificate addresses those concerns that relate to physical environmental effects. Those concerns that do not relate to physical environmental effects are outside the scope of CEQA and are not addressed in this certificate. Comments that relate to economic, social, financial, and legal concerns may be considered by City decision-makers during their deliberations on whether to approve, modify, or disapprove the proposed project.

Conclusion. The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.

Exhibit B

3637 Sacramento Street

Mixed-Use Condominium Project

San Francisco • California

GARY GEE AIA

GARY GEE ARCHITECTS, INC.
98 Brady Street, #8
San Francisco, CA 94103
Tel 415/863-8881
Fax 415/863-8879

Project No.
07-018

Date
March 17, 2017

Revision
July 31, 2018
Additional Information
Requested by Planning

Revision
September 24, 2018
Additional Information
Requested by Planning

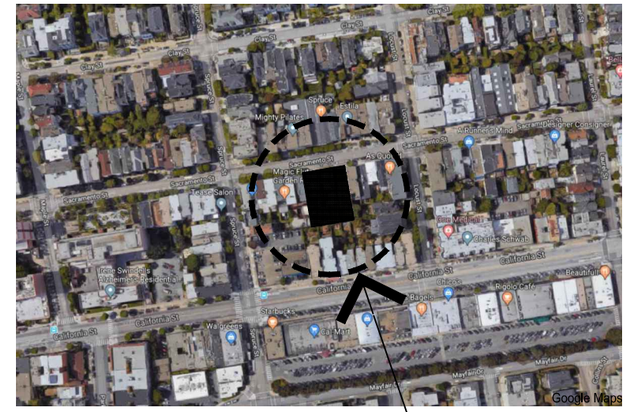
EXHIBIT B

Cover Sheet

A0.0

3637 SACRAMENTO STREET - STREET VIEW

LOCATION MAP



PROJECT SITE

N

PROJECT DESCRIPTION

PROPOSED DEMOLITION OF EXISTING BUILDINGS.

PROPOSED NEW CONSTRUCTION OF FOUR-STORY MIXED-USE DEVELOPMENT WITH GROUND FLOOR AND SECOND FLOOR COMMERCIAL USE AND 18 RESIDENTIAL CONDOMINIUM UNITS ON THIRD AND FOURTH FLOORS, ALL OVER A THREE LEVEL BASEMENT PARKING GARAGE.

PROJECT INFORMATION

ADDRESS:	3637 - 3657 SACRAMENTO STREET SAN FRANCISCO, CA 94118
BLOCK / LOT:	1018 / 12 & 20
LOT AREA:	14,585.34 SQ. FT.
ZONING:	SACRAMENTO NCD
HEIGHT/ BULK:	40-X PROPOSED 40'-0"
SETBACKS:	FRONT: NONE REAR: 25% REAR YARD AT GRADE
F.A.R.:	1.8 TO 1 PROPOSED 1.13 FOR COMMERCIAL GROSS FLOOR AREA

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3637 Sacramento Street

Mixed-Use Condominium Project

San Francisco • California

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Project No.
07-018

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March 17, 2017

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Revision
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Additional Information
Requested by Planning/EE

Revision
July 31, 2018
Additional Information
Requested by Planning

Revision
September 24, 2018
Additional Information
Requested by Planning

Project Information

Scale: None

A0.1

OPEN SPACE, 18 RESIDENTIAL UNITS:

REQUIRED: 100 SQ.FT. PER UNIT IF PRIVATE USABLE OPEN SPACE OR
100 SQ.FT. x 1.33 PER UNIT IF COMMON USABLE OPEN SPACE

COMMON OPEN SPACE:
18 UNITS X 133 SQ.FT. = 2,394 SQ.FT. REQUIRED

PROVIDED: COMMON OPEN SPACE AT REAR YARD = 2,734 SQ.FT.
PRIVATE DECK AT UNIT 401 = 53 SQ.FT.

OFF-STREET AUTOMOBILE PARKING:

	ACCESSIBLE	STANDARD	COMPACT	CAR-SHARE***	TOTAL
PARKING LEVEL P1	1	10	9	1***	20***
PARKING LEVEL P2	1	13	8	0	22
PARKING LEVEL P3	1	18	2	0	21
TOTAL PARKING PROVIDED	3	41	19	1***	63***

IN / OUT PAID SHORT-TERM PARKING PROVIDED ON PARKING LEVELS P1, P2 AND P3:	45 SPACES
RESIDENTIAL PARKING PROVIDED ON PARKING LEVEL P3:	18 SPACES
TOTAL PARKING PROVIDED:	63 SPACES

BICYCLE PARKING:

	CLASS 1	CLASS 2	TOTAL
SIDEWALK	0	7 RACKS	14
PARKING LEVEL P1 LOCKABLE ENCLOSURE	3 LOCKERS	0	3
PARKING LEVEL P3 LOCKABLE ENCLOSURE	18 RACKS	0	18
TOTAL BICYCLE PARKING PROVIDED	21	14	35

NOTE: EACH CLASS 2 BICYCLE RACK ACCOMMODATES 2 BICYCLES.

COMMERCIAL BICYCLE PARKING PROVIDED ON SIDEWALK AND PARKING LEVEL P1:	16 SPACES
RESIDENTIAL BICYCLE PARKING PROVIDED ON SIDEWALK AND PARKING LEVEL P3:	19 SPACES
TOTAL BICYCLE PARKING PROVIDED:	35 SPACES

* OCCUPIED FLOOR AREA IS DEFINED PER PLANNING CODE SECTION 102.9 AS GROSS FLOOR AREA MINUS NON-ACCESSORY PARKING, DRIVEWAY AND MANUEVERING AREAS, EXTERIOR WALLS, MECHANICAL EQUIPMENT, APPURTANCES AND AREAS NECESSARY TO THE OPERATION OR MAINTENANCE OF THE BUILDING, TENANT STORAGE SPACE.

** PLANNING CODE SECTION 102.9 DEFINITION EXCLUDES FROM GROSS FLOOR AREA CALCULATIONS: BASEMENT SPACE USED FOR STORAGE OR SERVICES NECESSARY TO THE OPERATION OR MAINTENANCE OF THE BUILDING; PARKING IN BASEMENT; BICYCLE PARKING; ROOF LEVEL STAIR, ELEVATOR AND MECHANICAL PENTHOUSES.

*** CAR-SHARE SPACE NOT INCLUDED IN TOTAL PARKING SPACE COUNT; SERVICE VEHICLE LOADING NOT INCLUDED IN TOTAL PARKING SPACE COUNT

BUILDING AREA CALCULATIONS (Per Planning):

AREA TABULATION BY FLOOR / USE	OCCUPIED AREA *	GROSS FLOOR AREA BY USE **	GROSS FLOOR AREA BY FLOOR **
BASEMENT PARKING LEVEL P3			2,758 SQ.FT.
RESIDENTIAL STORAGE, LOBBY, CIRCULATION		2,758 SQ.FT.	
BASEMENT PARKING LEVEL P2			1,715 SQ.FT.
LOBBY, CIRCULATION		1,715 SQ.FT.	
BASEMENT PARKING LEVEL P1			1,985 SQ.FT.
LOBBY, CIRCULATION		1,985 SQ.FT.	
GROUND LEVEL			7,880 SQ.FT.
RETAIL USE	6,321 SQ.FT.	6,555 SQ.FT.	
LOBBY, CIRCULATION		1,325 SQ.FT.	
SECOND LEVEL			10,533 SQ.FT.
MEDICAL / DENTAL USE	9,574 SQ.FT.	9,976 SQ.FT.	
CIRCULATION		557 SQ.FT.	
THIRD LEVEL			10,183 SQ.FT.
9 RESIDENTIAL CONDOMINIUMS (3 - 1 BRs & 6 - 2 BRs)	7,977 SQ.FT.	8,596 SQ.FT.	
CIRCULATION		1,587 SQ.FT.	
FOURTH LEVEL			10,092 SQ.FT.
9 RESIDENTIAL CONDOMINIUMS (3 - 1 BRs & 6 - 2 BRs)	7,934 SQ.FT.	8,564 SQ.FT.	
CIRCULATION		1,528 SQ.FT.	
ROOF			77 SQ.FT.
ROOF PENTHOUSE CORRIDOR		77 SQ.FT.	
TOTAL OCCUPIED FLOOR AREA *	31,806 SQ.FT.*		
TOTAL GROSS FLOOR AREA **		45,223 SQ.FT.**	45,223 SQ.FT.**

**AREAS NOT INCLUDED IN GROSS FLOOR AREA CALCULATIONS:

BASEMENT PARKING GARAGE	33,180 SQ.FT.	* OCCUPIED AREA
BICYCLE PARKING	436 SQ.FT.	* OCCUPIED AREA
BUILDING SERVICES	5,104 SQ.FT.	

PROJECT SUMMARY TABLE	EXISTING USES	EXISTING USES TO BE RETAINED	NET NEW CONSTRUCTION	PROJECT TOTALS
PROJECT FEATURES				
DWELLING UNITS			18	18
HOTEL ROOMS				
PARKING SPACES	78		-15	63
LOADING SPACES				
NUMBER OF BUILDINGS	3		-2	1
HEIGHT OF BUILDING(S)	33'		7'	40'
NUMBER OF STORIES	2 + BASEMENT		2 + BASEMENT	4 + BASEMENT
BICYCLE SPACES			35	35
GROSS SQUARE FOOTAGE (GSF)				
RESIDENTIAL			17,162 SQ.FT.	17,162 SQ.FT.
RETAIL			6,555 SQ.FT.	6,555 SQ.FT.
MEDICAL / DENTAL	13,138 SQ.FT.		-3,162 SQ.FT.	9,976 SQ.FT.
OFFICE				
INDUSTRIAL / PDR				
PARKING	6,125 SQ.FT.		-6,125 SQ.FT.	0 SQ.FT.
OTHER: COMMON AREA			11,530 SQ.FT.	11,530 SQ.FT.
TOTAL 1	19,263 SQ.FT.		25,960 SQ.FT.	45,223 SQ.FT.
AREAS NOT INCLUDED IN GROSS SQUARE FOOTAGE TOTALS				
PARKING, IN BASEMENT	6,125 SQ.FT.		27,055 SQ.FT.	33,180 SQ.FT.
OTHER: BICYCLE PARKING			436 SQ.FT.	436 SQ.FT.
OTHER: BUILDING SERVICES			5,104 SQ.FT.	5,104 SQ.FT.
TOTAL 2	6,125 SQ.FT.		32,595 SQ.FT.	38,720 SQ.FT.
GRAND TOTAL (TOTAL 1 + TOTAL 2)	25,388 SQ.FT.		58,555 SQ.FT.	83,943 SQ.FT.

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Planning Information

Scale: None

A0.2a

PLANNING CODE ANALYSIS TABLE

CODE SECTION	ZONING CATEGORY	REQUIRED / ALLOWED	PROVIDED / PROPOSED	COMMENTS
SFPC MAP ZN03	ZONING MAP	SACRAMENTO STREET NCD	RESIDENTIAL AND COMMERCIAL USE	
SFPC 724	PERMITTED USE	PERMITTED RESIDENTIAL, COMMERCIAL USES	RESIDENTIAL AND COMMERCIAL USE; ACESSORY PARKING; COMMON USABLE OPEN SPACE (RESIDENTIAL)	
SFPC 724	HEIGHT AND BULK LIMIT	40 - X	40'-0" MAXIMUM HEIGHT TO ROOF, MEASURED FROM CENTERLINE OF PROPERTY	
SFPC 724; 121.1(b)	LOT SIZE	LOT AREA 5,000 SQ.FT. AND GREATER REQUIRES CONDITIONAL USE AUTHORIZATION	14,585.34 SQ.FT. LOT AREA	CONDITIONAL USE APPLICATION SUBMITTED PER SFPC 303(c) & 121.1(b)
SFPC 724; 121.2(a)	USE SIZE (NON-RESIDENTIAL)	PERMITTED UP TO 2,499 SQ.FT. GROSS FLOOR AREA FOR EACH INDIVIDUAL USE; CONDITIONAL USE REQUIRED 2,500 SQ.FT. AND ABOVE (SECTION 121.2 (a)) RETAIL: PERMITTED ON GROUND LEVEL, BUT EXCEEDS PERMITTED GROSS FLOOR AREA	GROUND LEVEL RETAIL: 6,555 SQ.FT. GROSS	CONDITIONAL USE APPLICATION SUBMITTED PER SFPC 303(c) & 121.2(a)
		MEDICAL / DENTAL SERVICE: PERMITTED ON SECOND LEVEL AND ABOVE	SECOND LEVEL MEDICAL / DENTAL: 9,976 SQ.FT. GROSS	
SFPC 724	F.A.R.	1.8 TO 1 1.8 X 14,585.34 SQ.FT. = 26,253.612 SQ.FT. ALLOWABLE GROSS FLOOR AREA	RESIDENTIAL: F.A.R. DOES NOT APPLY TO RESIDENTIAL COMMERCIAL: 16,531 SQ.FT. / 14,585.34 SQ.FT. = 1.13 F.A.R.	
SFPC 724	DWELLING UNIT DENSITY	1 DWELLING UNIT PER 800 SQ.FT. OF LOT AREA 14,585.34 SQ.FT. LOT AREA / 800 SQ.FT. = 18 UNITS ALLOWED	18 DWELLING UNITS PROVIDED	
SFPC 724	USABLE OPEN SPACE	PER UNIT, 100 SQ.FT. IF PRIVATE OR 133 SQ.FT. IF COMMON USABLE OPEN SPACE 18 UNITS X 133 SQ.FT. = 2,394 SQ.FT. COMMON USABLE OPEN SPACE REQUIRED	2,734 SQ.FT. COMMON USABLE OPEN SPACE PROVIDED AT REAR YARD. 53 SQ.FT. PRIVATE OPEN SPACE PROVIDED AT UNIT 401.	
SFPC 724; 134; 136(c)	REAR YARD	LOT COVERAGE: MINIMUM REAR YARD DEPTH AT 25% LOT DEPTH (SECTION 134(a)(1)): LOT DEPTH = 132.594' 25% LOT DEPTH = 33'-2"	33'-2" REAR YARD DEPTH (25% LOT DEPTH)	
		REAR YARD REQUIRED AT GRADE LEVEL AND ABOVE. MAY MODIFY REQUIREMENTS BY SUBMITTING VARIANCE APPLICATION FOR A REAR YARD MODIFICATION IN NC DISTRICTS (SECTION 134(e)) AS ALLOWED PER SECTION 136(c)(26): UNDERGROUND PARKING GARAGE, IF TOP SURFACE IS DEVELOPED AS USABLE OPEN SPACE, PROVIDED IT DOES NOT OCCUPY ANY AREA WITHIN REAR 15' OF LOT DEPTH.	REAR YARD PROVIDED AT GRADE LEVEL AND ABOVE. TOP SURFACE OF UNDERGROUND PARKING GARAGE IS DEVELOPED AS USABLE OPEN SPACE. UNDERGROUND PARKING GARAGE LEVEL IS WITHIN 15' OF REAR PROPERTY LINE.	VARIANCE APPLICATION SUBMITTED TO REQUEST REAR YARD MODIFICATION FOR SECTION 136(c)(26) AS ALLOWED UNDER SECTION 134(e)(1)
		REAR YARD REQUIRED AT GRADE LEVEL AND ABOVE IN NC DISTRICTS (SECTION 134(e)) AS ALLOWED PER SECTION 136(c)(24)(A): DECKS, AT OR BELOW THE ADJACENT FIRST FLOOR OF OCCUPANCY, IF DEVELOPED AS USABLE OPEN SPACE AND IF A DOWNSLOPE OF 15% OR LESS, SHALL NOT EXCEED A HEIGHT OF 3' ABOVE GRADE AT ANY POINT IN THE REQUIRED OPEN AREA	USABLE OPEN SPACE IS AT GRADE.	
		PER SECTION 136(c)(15), RAILINGS NO MORE THAN 3'-6" IN HEIGHT ABOVE ANY PERMITTED DECK OR ABOVE THE SURFACE OF ANY OTHER PERMITTED STRUCTURE IN THE REQUIRED OPEN AREA	REAR YARD PERIMETER WALL ON DOWNSLOPING LOT IS 3'-6" IN HEIGHT WHERE A RETAINING WALL IS REQUIRED AT HIGHER EXISTING ADJACENT REAR YARDS.	
SFPC 139	BIRD-SAFE BUILDINGS	LOCATION-RELATED HAZARDS: BUILDINGS WITHIN 300' OF AN URBAN BIRD REFUGE.	NOT APPLICABLE; BUILDING IS NOT WITHIN 300' OF AN URBAN BIRD REFUGE.	
		FEATURE-RELATED HAZARDS: INCLUDE FREE-STANDING GLASS WALLS, WIND BARRIERS, SKYWALKS, BALCONIES, AND GREENHOUSES ON ROOFTOPS THAT HAVE UNBROKEN GLAZED SEGMENTS 24 SQ.FT. AND LARGER IN SIZE.	BALCONY GUARDRAILS SHALL COMPLY WITH BIRD-SAFE GLAZING STANDARDS.	

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Planning Department Notes

Scale: None

A0.2b

PLANNING CODE ANALYSIS TABLE (Continued)

CODE SECTION	ZONING CATEGORY	REQUIRED / ALLOWED	PROVIDED / PROPOSED	COMMENTS
SFPC 724; 151.1	OFF-STREET PARKING (RESIDENTIAL)	1 SPACE PER DWELLING UNIT 18 UNITS = 18 SPACES MINIMUM REQUIRED	18 SPACES PROVIDED ON PARKING LEVEL P3	
SFPC 724; 151.1	OFF-STREET PARKING (COMMERCIAL)	OTHER RETAIL: 1 SPACE / 500 SQ.FT. OF OCCUPIED FLOOR AREA UP TO 20,000 SQ.FT. WHERE OCCUPIED FLOOR AREA EXCEEDS 5,000 SQ.FT. (TABLE 151) GROUND LEVEL RETAIL = 6,321 SQ.FT. OCCUPIED 6,321 SQ.FT. / 500 SQ.FT. = 13 SPACES MINIMUM REQUIRED MEDICAL OR DENTAL: 1 SPACE / 300 SQ.FT. OF OCCUPIED FLOOR AREA WHERE OCCUPIED FLOOR AREA EXCEEDS 5,000 SQ.FT. (TABLE 151) SECOND LEVEL MEDICAL / DENTAL = 9,574 SQ.FT. OCCUPIED 9,574 SQ.FT. / 300 SQ.FT. = 32 SPACES MINIMUM REQUIRED	GROUND LEVEL RETAIL: 13 SPACES (REQUIRED) PROVIDED ON PARKING LEVEL P1 SECOND LEVEL MEDICAL / DENTAL: 32 SPACES PROVIDED ON PARKING LEVELS P1, P2 & P3 45 SPACES PROVIDED ON PARKING LEVELS P1, P2 AND P3 TO BE OPERATED AS IN / OUT PAID SHORT-TERM PARKING, PUBLIC PARKING GARAGE (AS DEFINED UNDER SF PLANNING CODE SECTION 102)	
SFPC 102; 303(t)	PARKING GARAGE, PUBLIC	AS DEFINED BY SF PLANNING CODE SECTION 102, A RETAIL AUTOMOTIVE USE THAT PROVIDES TEMPORARY PARKING ACCOMMODATIONS FOR AUTOMOBILES, TRUCKS, VANS, BICYCLES, OR MOTORCYCLES IN A GARAGE OPEN TO THE GENERAL PUBLIC, WITHOUT PARKING OF RECREATIONAL VEHICLES, MOBILE HOMES, BOATS, OR OTHER VEHICLES, OR STORAGE OF VEHICLES, GOODS, OR EQUIPMENT. PROVISIONS REGULATING AUTOMOBILE PARKING ARE SET FORTH IN SECTIONS 155, 156, 303(t) OR (u) AND OTHER PROVISIONS OF ARTICLE 1.5 OF THE SF PLANNING CODE.	PROPOSED FOR IN / OUT PAID SHORT-TERM RETAIL AND MEDICAL / DENTAL PARKING ON PARKING LEVELS P1, P2 & P3 1 CAR-SHARE PARKING SPACE PROVIDED ON PARKING LEVEL P1	CONDITIONAL USE APPLICATION SUBMITTED PER SFPC 303(c) & 303(t)
SFPC 166	CAR-SHARING	RESIDENTIAL: NONE REQUIRED FOR 0 - 49 UNITS COMMERCIAL: 1 CAR-SHARE PARKING SPACE REQUIRED FOR 25 - 49 SPACES FOR NON-RESIDENTIAL USES	NONE PROVIDED 1 CAR-SHARE PARKING SPACE PROVIDED ON PARKING LEVEL P1	
SFPC 724; 150	OFF-STREET FREIGHT LOADING	RESIDENTIAL: 0 OFF-STREET FREIGHT LOADING SPACES REQUIRED WHERE GROSS FLOOR AREA IS 0 - 100,000 SQ.FT. (TABLE 152) THIRD & FOURTH LEVEL RESIDENTIAL = 15,911 SQ.FT. OCCUPIED; NONE REQUIRED RETAIL: 0 OFF-STREET FREIGHT LOADING SPACES REQUIRED WHERE GROSS FLOOR AREA IS 0 - 10,000 SQ.FT. (TABLE 152) GROUND LEVEL RETAIL = 6,321 SQ.FT. OCCUPIED; NONE REQUIRED MEDICAL / DENTAL: 0 OFF-STREET FREIGHT LOADING SPACES REQUIRED WHERE GROSS FLOOR AREA IS 0 - 100,000 SQ.FT. (TABLE 152) SECOND LEVEL MEDICAL / DENTAL = 9,574 SQ.FT. OCCUPIED; NONE REQUIRED	NONE PROVIDED	
SFPC 155.2	BICYCLE PARKING (COMMERCIAL), CLASS 1	GROUND LEVEL RETAIL: 1 SPACE / 7,500 SQ.FT. OCCUPIED FLOOR AREA 6,321 SQ.FT. / 7,500 SQ.FT. = 1 SPACE REQUIRED SECOND LEVEL MEDICAL / DENTAL: 1 SPACE / 5,000 SQ.FT. OCCUPIED FLOOR AREA 9,574 SQ.FT. / 5,000 SQ.FT. = 2 SPACES REQUIRED PRIVATE PARKING GARAGE: NONE REQUIRED	1 SPACE + 2 SPACES + 0 SPACES = 3 SPACES REQUIRED 3 CLASS 1 BICYCLE LOCKERS PROVIDED ON PARKING LEVEL P1	
	BICYCLE PARKING (COMMERCIAL), CLASS 2	GROUND LEVEL RETAIL: MINIMUM 2 SPACES; 1 SPACE FOR EVERY 2,500 SQ.FT. OCCUPIED FLOOR AREA 6,321 SQ.FT. / 2,500 SQ.FT. = 3 SPACES REQUIRED SECOND LEVEL MEDICAL / DENTAL: 1 SPACE FOR EVERY 15,000 SQ.FT. OCCUPIED FLOOR AREA, BUT NO LESS THAN 4 SPACES 9,574 SQ.FT. / 15,000 SQ.FT. = 1 SPACE; MIN. 4 SPACES REQUIRED PRIVATE PARKING GARAGE: 1 SPACE FOR EVERY 20 CAR SPACES, BUT NO LESS THAN 6 SPACES 47 SPACES / 20 = 2 SPACES; MIN. 6 SPACES REQUIRED	3 SPACES + 4 SPACES + 6 SPACES = 13 SPACES REQUIRED 13 CLASS 2 SPACES PROVIDED AT 7 SIDEWALK RACKS	
SFPC 155.2	BICYCLE PARKING (RESIDENTIAL), CLASS 1	1 SPACE FOR EVERY DWELLING UNIT 18 UNITS = 18 SPACES REQUIRED	18 SPACES PROVIDED IN LOCKABLE ENCLOSURE ON PARKING LEVEL P3	
	BICYCLE PARKING (RESIDENTIAL), CLASS 2	1 SPACE PER 20 UNITS 18 UNITS = 1 SPACE REQUIRED	1 SPACE PROVIDED AT 1 SIDEWALK RACK	

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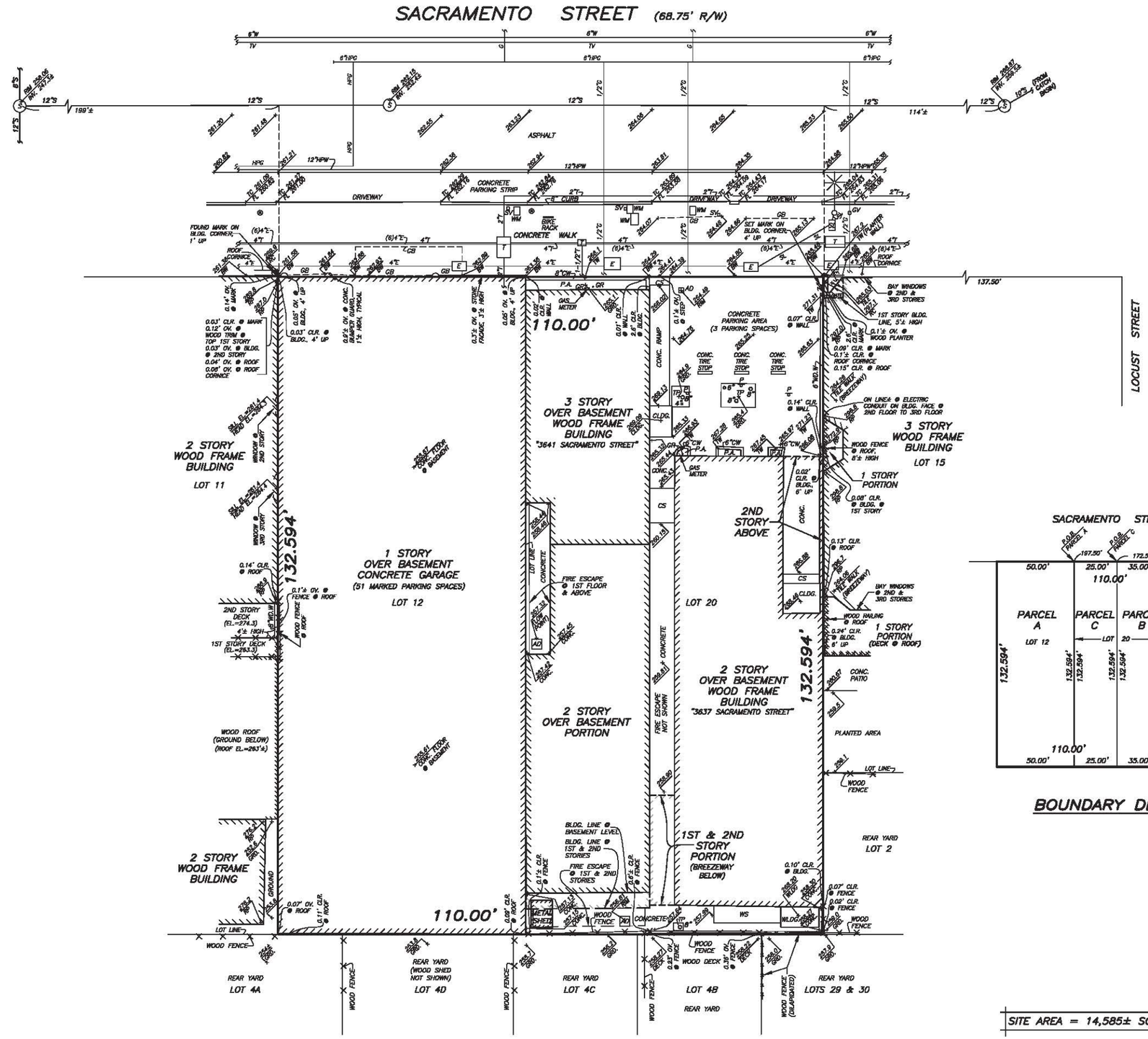


LEGEND

CLR.	CLEAR OF PROPERTY LINE	SL	STREET LIGHT PULLBOX
OV.	OVER PROPERTY LINE	GV	GAS VALVE
R/W	RIGHT OF WAY		ELECTROLIER
BLDG.	BUILDING		
CONC.	CONCRETE		
GRD.	GROUND		
TC	TOP OF CURB		
FL	FLOW LINE		PARKING METER
INV.	INVERT	GR.	GAS RISER
BW	BACK OF WALK		TREE
GB	GRADE BREAK	P	PARKING SIGN
TW	TOP OF WALL	AD	AREA DRAIN
RP	ROOF PARAPET		
RC	ROOF CORNICE	E	ELECTRIC LINE
P.A.	PLANTED AREA	G	GAS LINE
CW	CONCRETE WALL	HPG	HIGH PRESSURE GAS LINE
CS	CONCRETE STAIRS	S	SEWER LINE
CLDG.	CONCRETE LANDING	SL	STREET LIGHT LINE
WLDG.	WOOD LANDING	T	TELEPHONE LINE
BSMT.	BASEMENT	TV	TELEVISION LINE
EL.	ELEVATION	W	WATER LINE
P.O.B.	POINT OF BEGINNING	HPW	HIGH PRESSURE WATER LINE
S	SEWER MANHOLE		
T	TELEPHONE PULLBOX		
SV	SEWER VENT		
WM	WATER METER		
E	ELECTRIC PULLBOX		

SURVEY REFERENCE

FIDELITY NATIONAL TITLE INSURANCE COMPANY POLICY NO. CAFNT0938-0938-0003-0000534835-FNTIC-2007-05 DATED JUNE 28, 2007.

THE FOLLOWING IS AN EXCEPTION TO TITLE WITHIN THE ABOVE REFERENCED TITLE POLICY:

"NOTICE OF SPECIAL RESTRICTIONS UNDER THE CITY PLANNING CODE" RECORDED APRIL 24, 1968, IN BOOK 331, PAGE 460, OFFICIAL RECORDS.

BASIS OF SURVEY

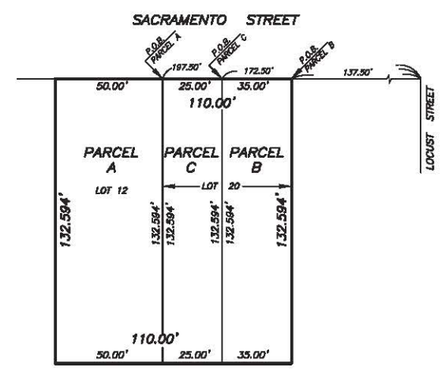
CITY OF SAN FRANCISCO MONUMENT MAP NO. 49 ON FILE IN THE OFFICE OF THE CITY ENGINEER.

GENERAL NOTES

1. ELEVATIONS ARE ON SAN FRANCISCO CITY DATUM.
2. DETAILS NEAR PROPERTY LINES ARE NOT TO SCALE.
3. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
4. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

UTILITY NOTE

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY. DUE TO THE PROLIFERATION OF TELECOMMUNICATION COMPANIES, NOT ALL UNDERGROUND RECORDS ARE AVAILABLE. THEREFORE, THERE MAY BE TELECOMMUNICATION LINES NOT SHOWN HEREON.



BOUNDARY DETAIL

NO SCALE

SITE AREA = 14,585± SQ.FT.

SITE SURVEY

OF A PORTION OF ASSESSOR'S BLOCK NO. 1018

FOR

LITKE PROPERTIES, INC.

SAN FRANCISCO CALIFORNIA

SCALE: 1" = 10'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 659 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	SURV: DD
DATE: 9/26/07		DES.
SHEET: 1		DRW: JP
OF: 1		CHK: BR
JOB NO. S-6785		REV NO.

EXISTING BLOCK DIAGRAM

SCALE: 1/32" = 1'-0"

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Existing Block Diagram

Scale: 1/32" = 1'-0"

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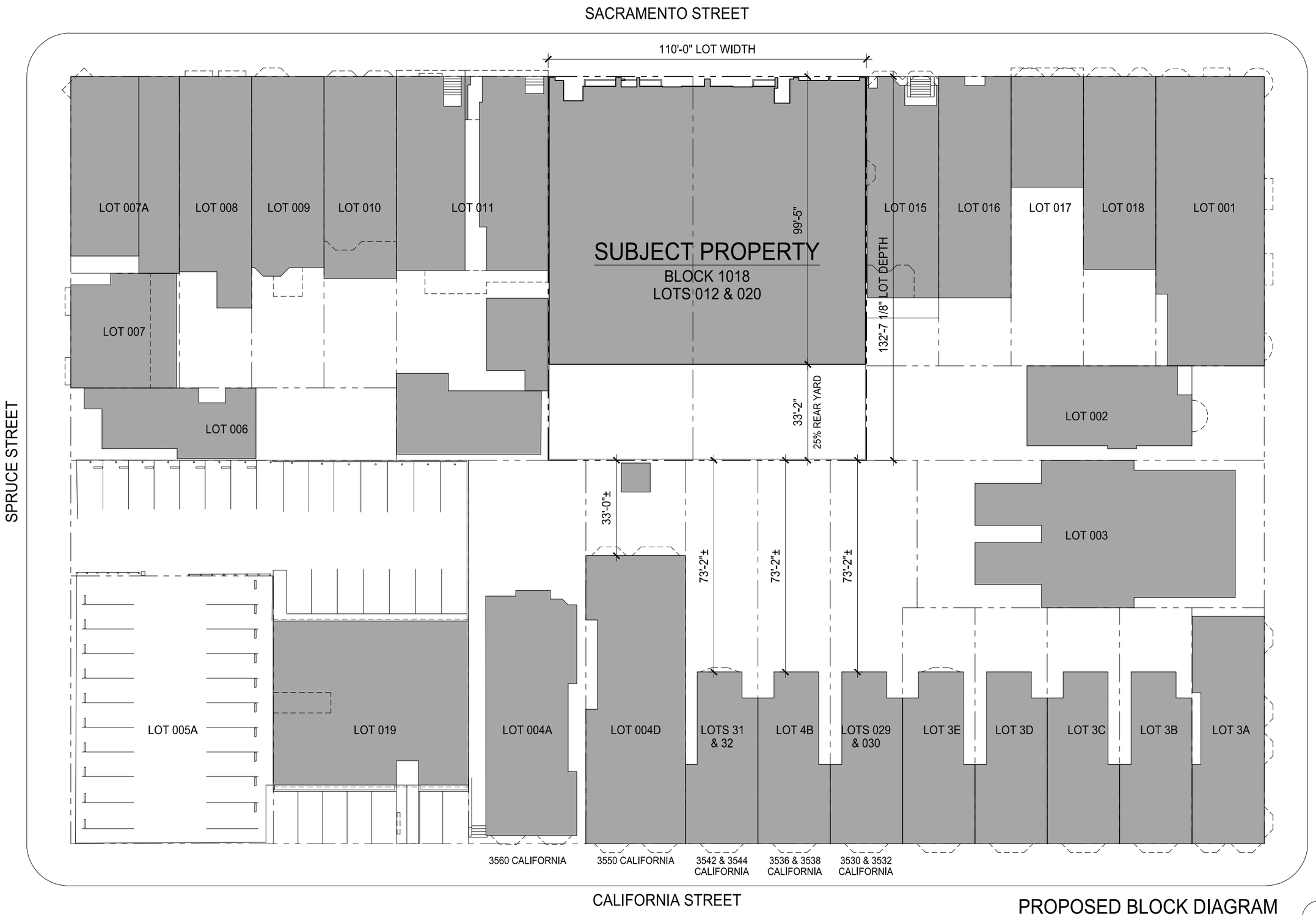

PROPOSED BLOCK DIAGRAM

SCALE: 1/32" = 1'-0"

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Proposed Block Diagram

Scale: 1/32" = 1'-0"

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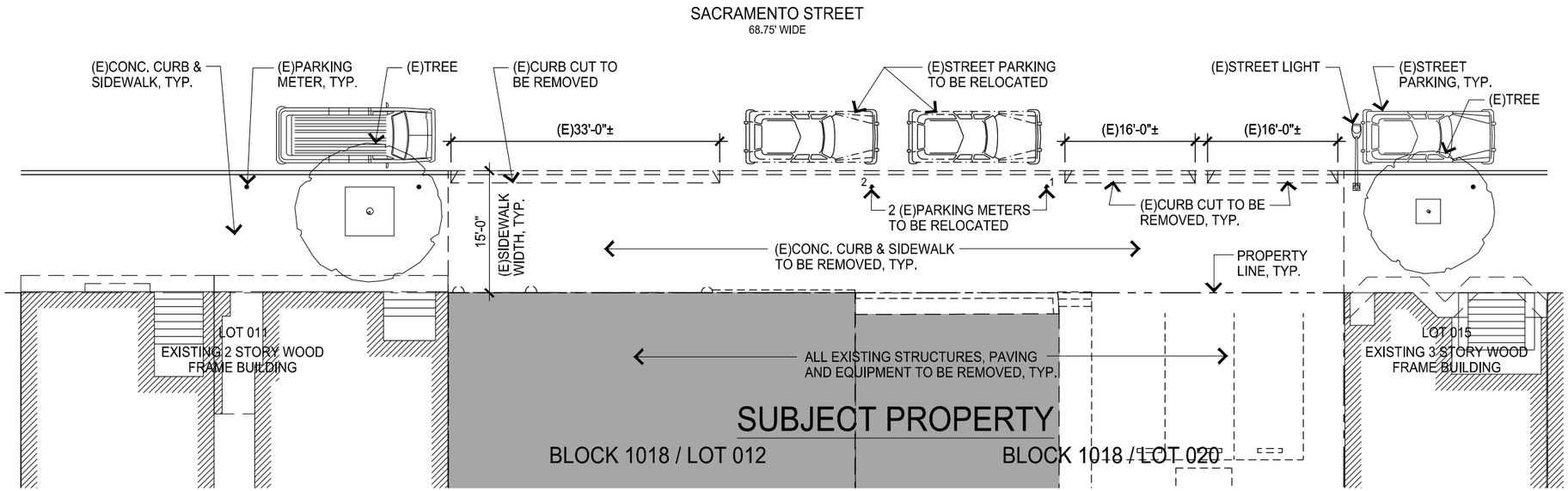
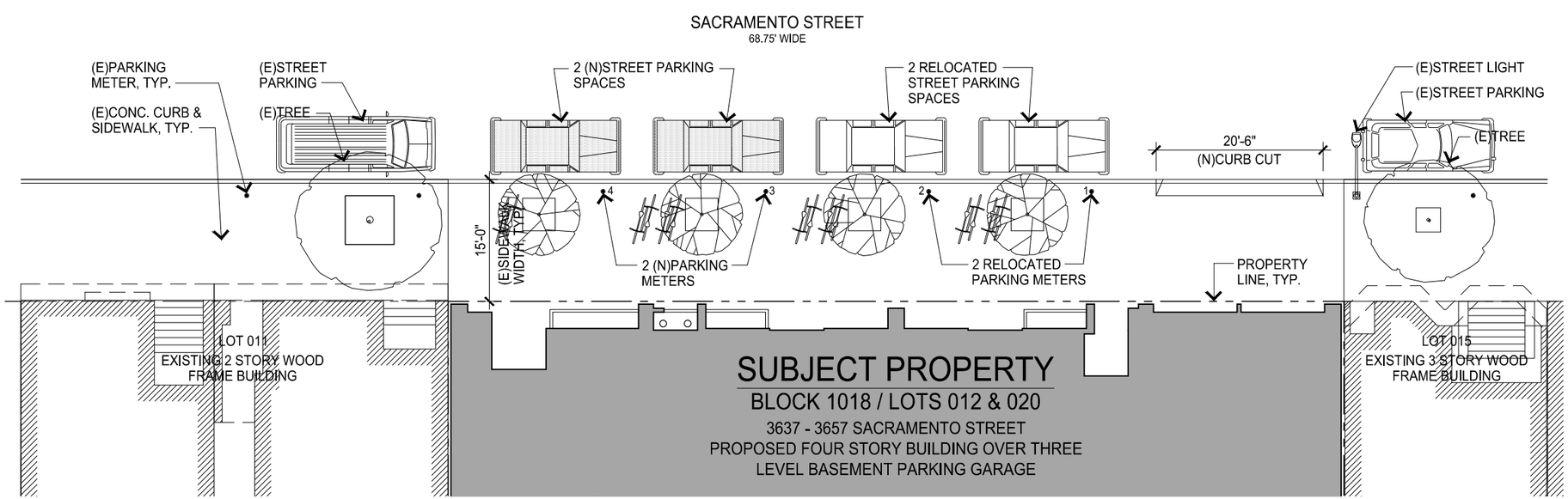


EXISTING STREET PARKING PLAN

SCALE: 1/16" = 1'-0"



PROPOSED STREET PARKING PLAN

SCALE: 1/16" = 1'-0"

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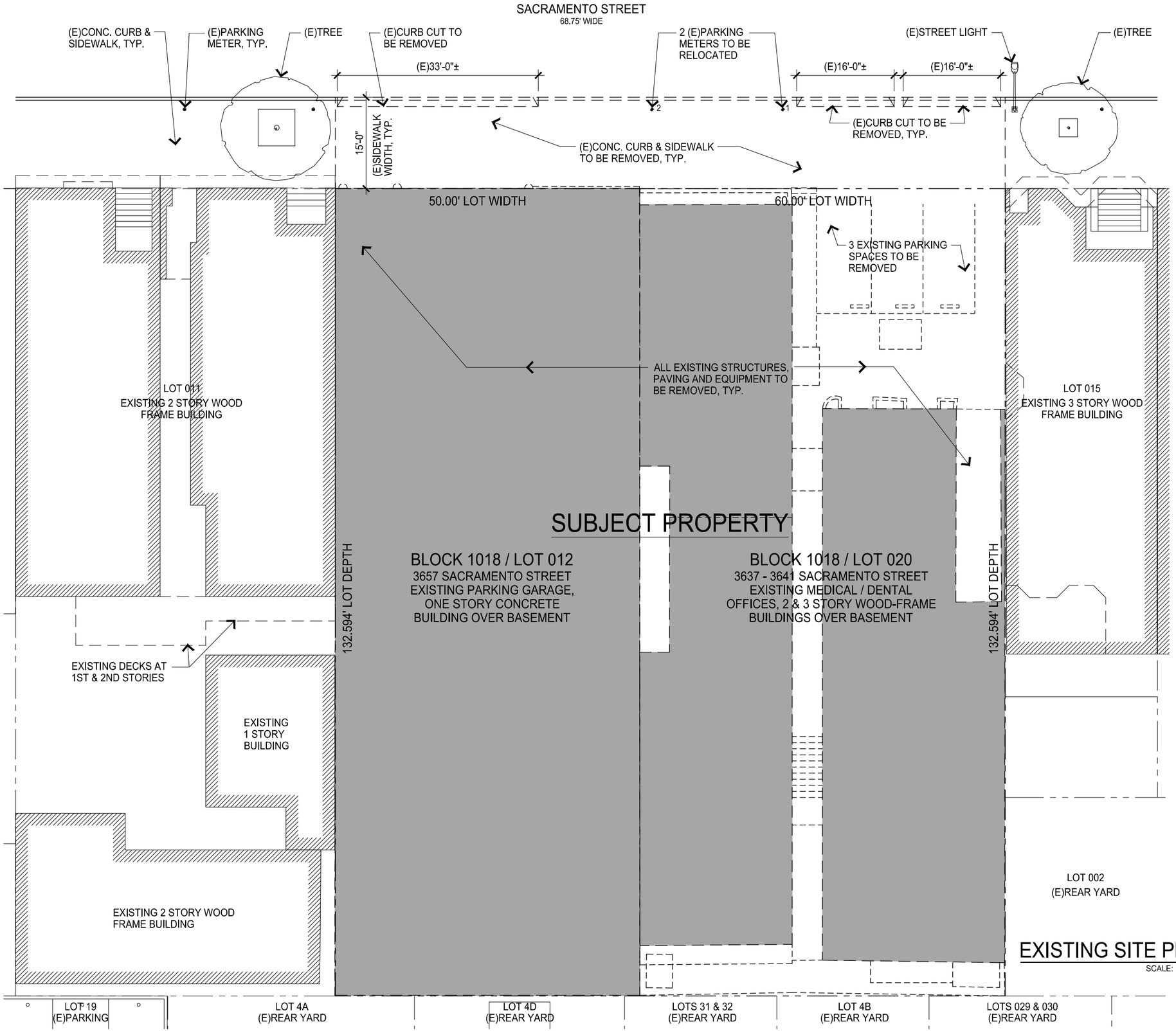
Street Parking Diagrams

Scale: 1/16" = 1'-0"

A0.2f



EXISTING SITE PLAN

SCALE: 1/16" = 1'-0"

3637 Sacramento Street

Mixed-Use Condominium Project

San Francisco • California

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Project No.
07-018

Date
March 17, 2017

Revision
April 28, 2017
Additional Information
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Revision
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Additional Information
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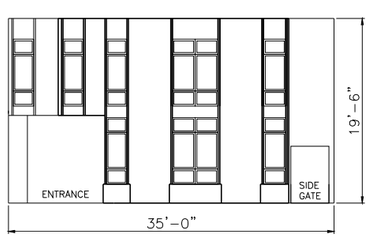
Revision
July 31, 2018
Additional Information
Requested by Planning

Revision
September 24, 2018
Additional Information
Requested by Planning

Existing Site Plan

Scale: 1/16" = 1'-0"

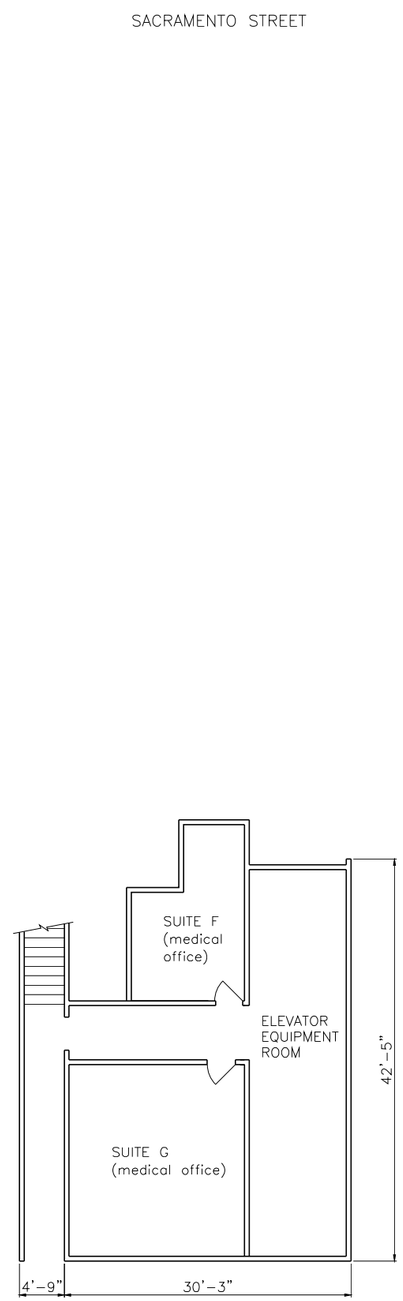
A1.1



SACRAMENTO STREET FACADE

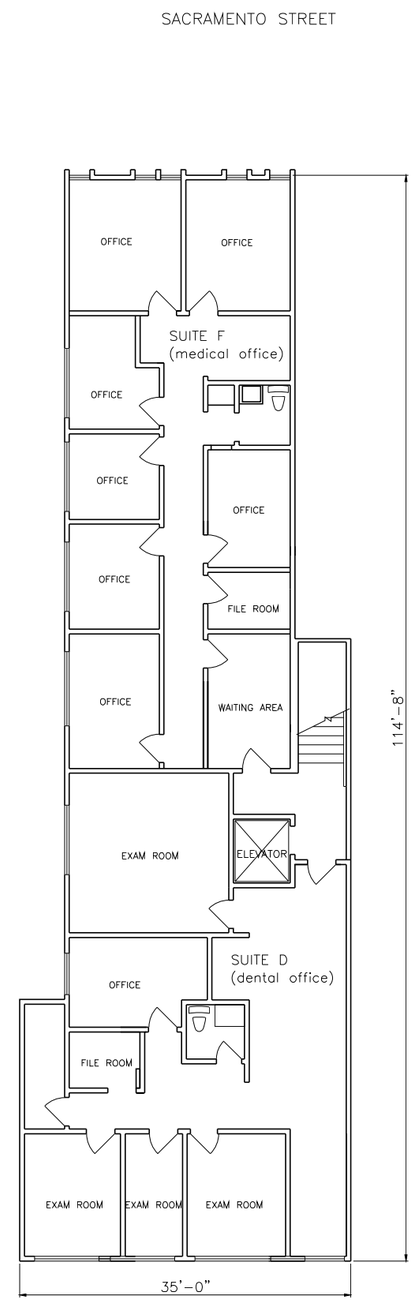
AS-BUILT ELEVATION

SCALE: 1/16" = 1'-0"



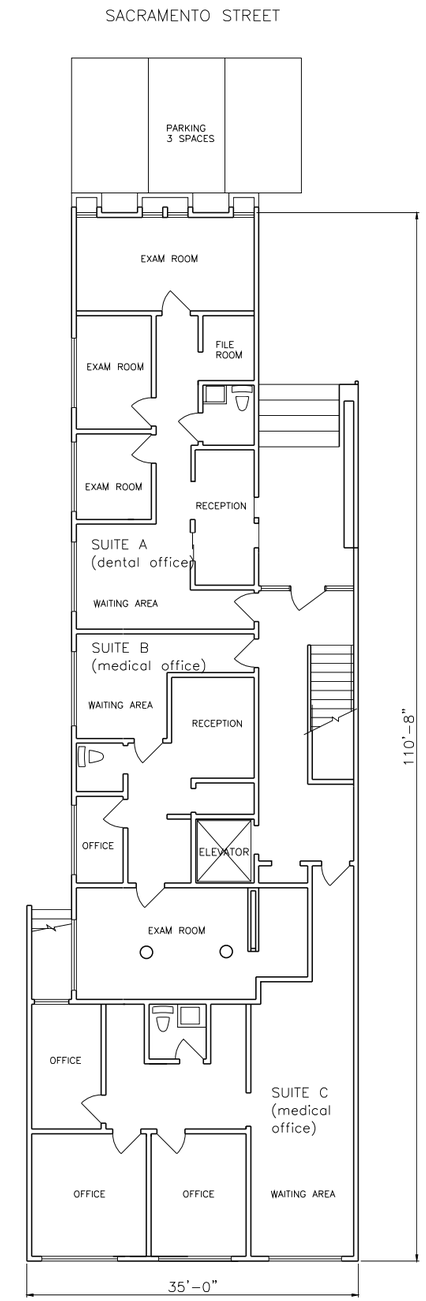
BASEMENT FLOOR
560 GSF

BASEMENT



SECOND FLOOR
2,686 GSF

SECOND



GROUND FLOOR
2,277 GSF

GROUND

AS-BUILT FLOOR PLANS

SCALE: 1/16" = 1'-0"

N

3637 Sacramento Street

Mixed-Use Condominium Project

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September 24, 2018
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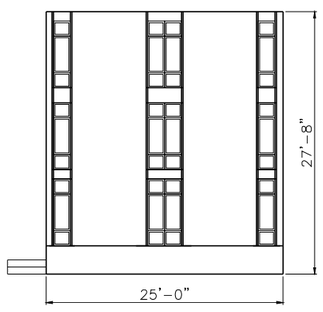
As-Built Drawings: 3637 Sacramento

Scale: 1/16" = 1'-0"

EX1.0

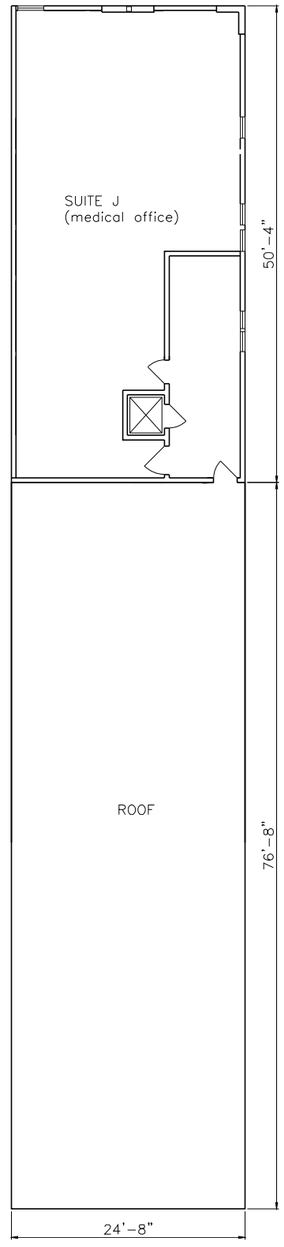
SACRAMENTO STREET



SACRAMENTO STREET FACADE

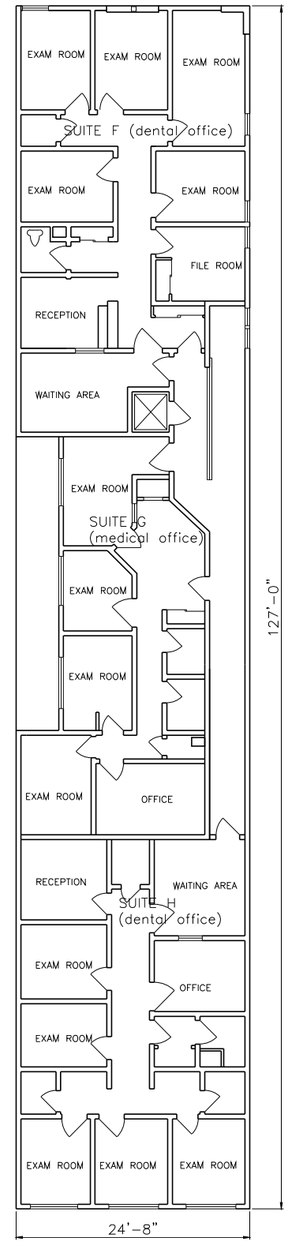
AS-BUILT ELEVATION

SCALE: 1/16" = 1'-0"



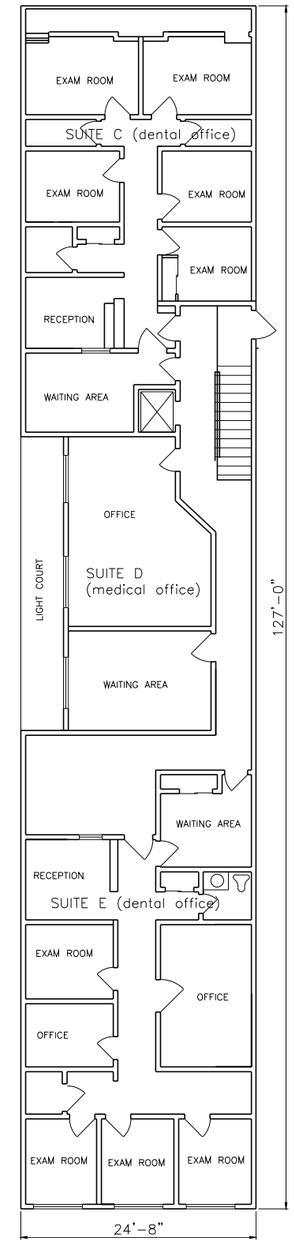
THIRD FLOOR
1,047 GSF

THIRD



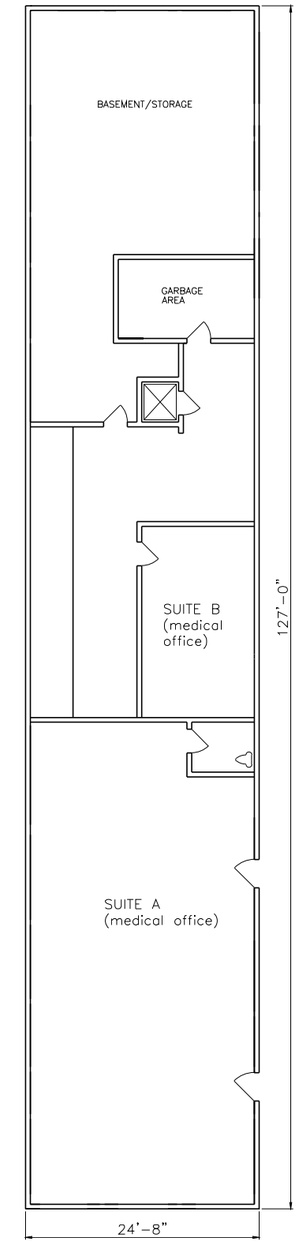
SECOND FLOOR
2,601 GSF

SECOND



FIRST FLOOR
2,581 GSF

GROUND



BASEMENT FLOOR
1,386 GSF

BASEMENT

AS-BUILT FLOOR PLANS

SCALE: 1/16" = 1'-0"

3637 Sacramento Street

Mixed-Use Condominium Project

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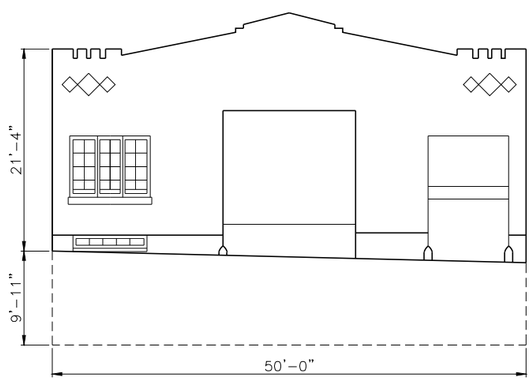
Requested by Planning

As-Built Drawings: 3641 Sacramento

Scale: 1/16" = 1'-0"

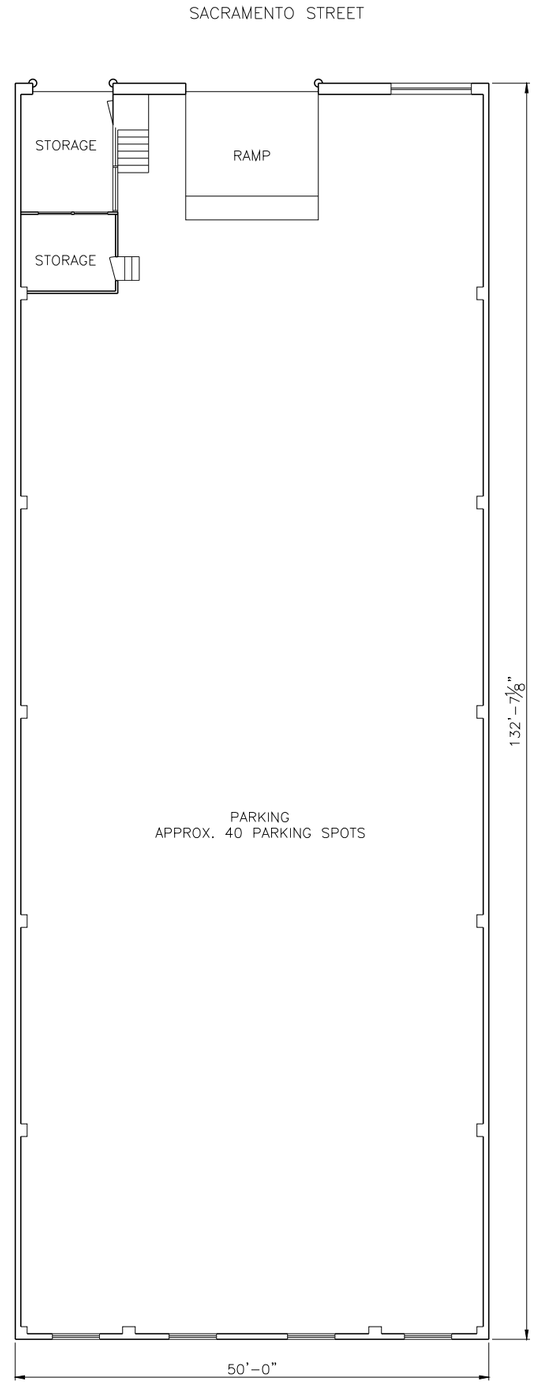
EX2.0



SACRAMENTO STREET FACADE

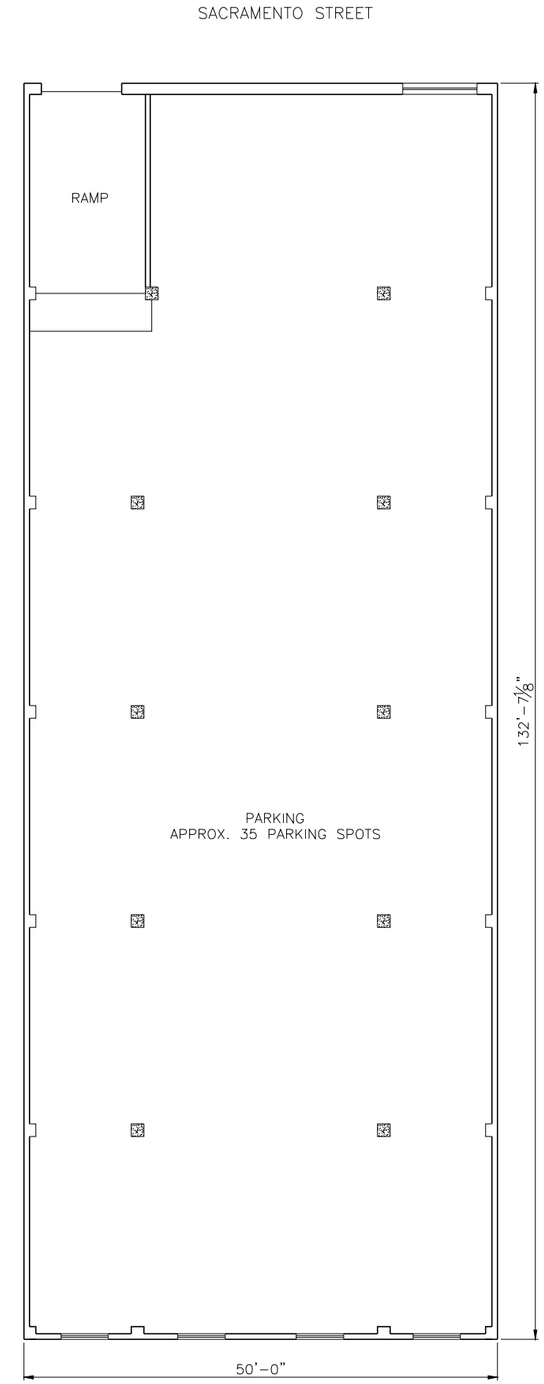
AS-BUILT ELEVATION

SCALE: 1/16" = 1'-0"



UPPER LEVEL
6,125 SQ.FT.

GROUND



LOWER LEVEL
6,125 SQ.FT.

BASEMENT

AS-BUILT FLOOR PLANS

SCALE: 1/16" = 1'-0"

N

3637 Sacramento Street

Mixed-Use Condominium Project

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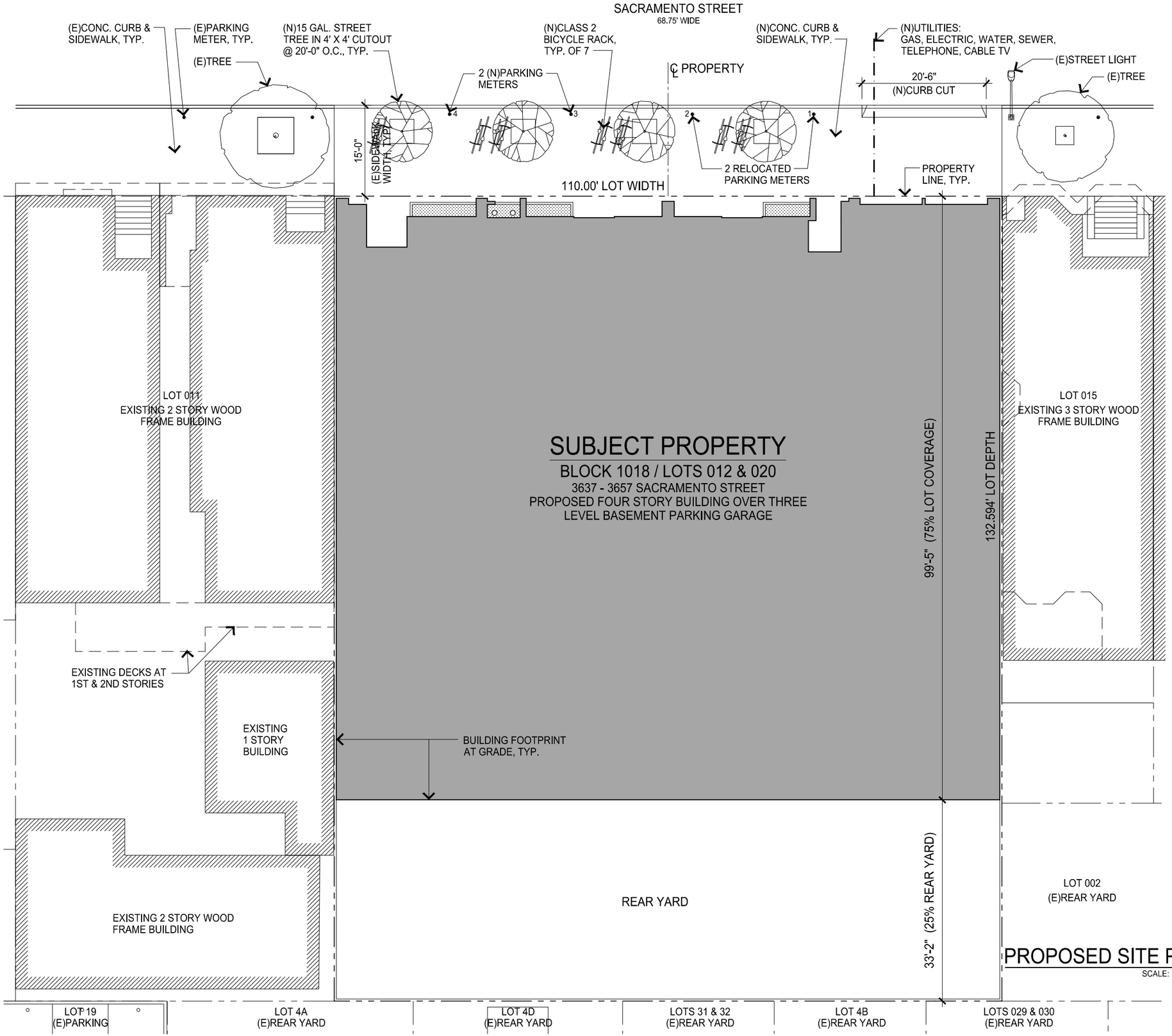
As-Built Drawings: 3657 Sacramento

Scale: 1/16" = 1'-0"

EX3.0



PROPOSED SITE PLAN

SCALE: 1/16" = 1'-0"

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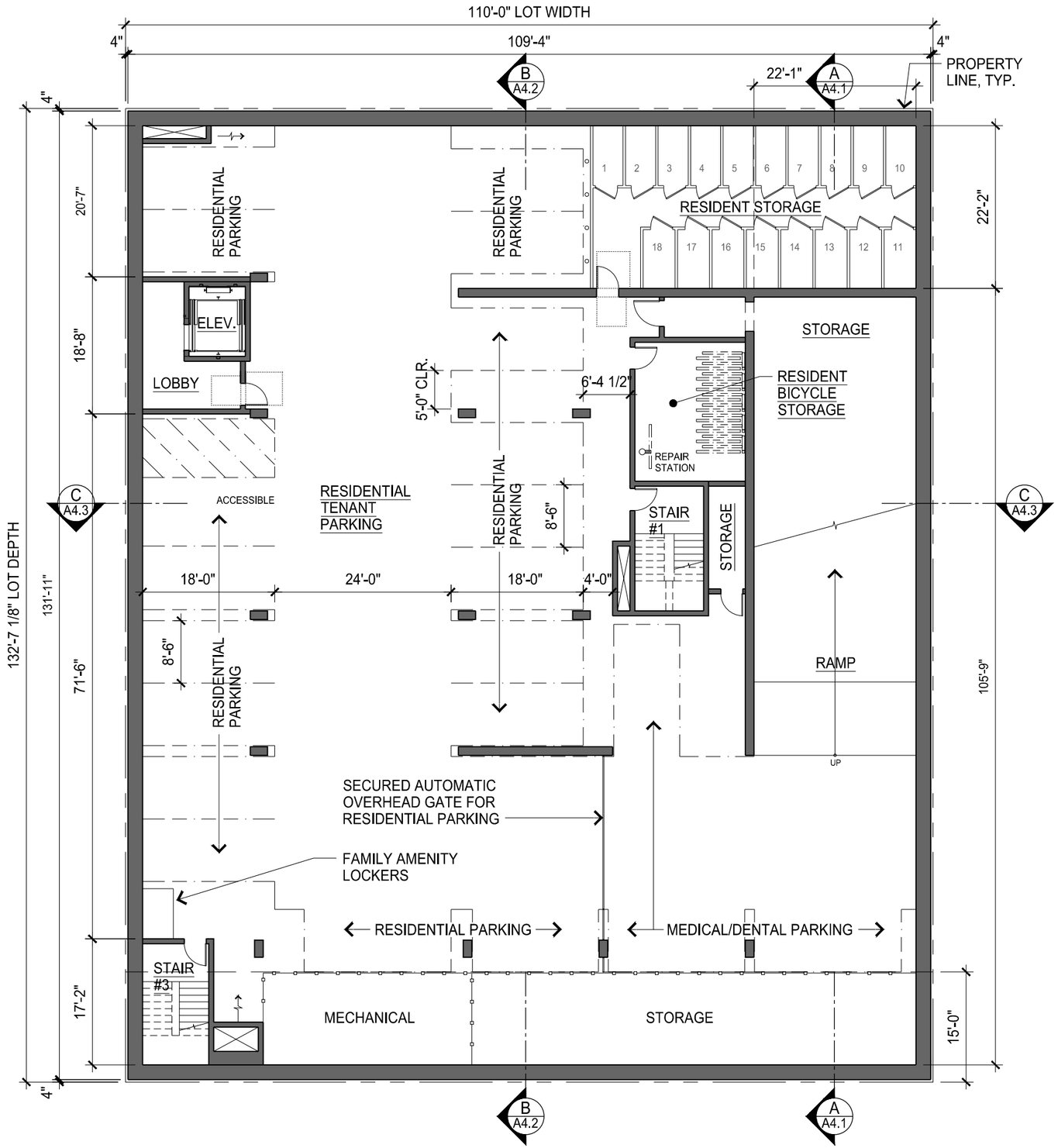
Site Plan

Scale: 1/16" = 1'-0"

A1.2



PROPOSED BASEMENT PARKING LEVEL P3 FLOOR PLAN

SCALE: 1/16" = 1'-0"

N

PARKING LEVEL P3

OFF-STREET AUTOMOBILE PARKING, RESIDENTIAL AND MEDICAL / DENTAL:

	ACCESSIBLE	STANDARD	COMPACT	TOTAL
PARKING LEVEL P3	1	18	2	21

	REQUIRED	ACCESSORY	TOTAL
RESIDENTIAL	18	0	18
MEDICAL / DENTAL	3	0	3
TOTAL	21	0	21

BICYCLE PARKING, RESIDENTIAL:

	CLASS 1	CLASS 2	TOTAL
PARKING LEVEL P3 LOCKABLE ENCLOSURE	18	0	18

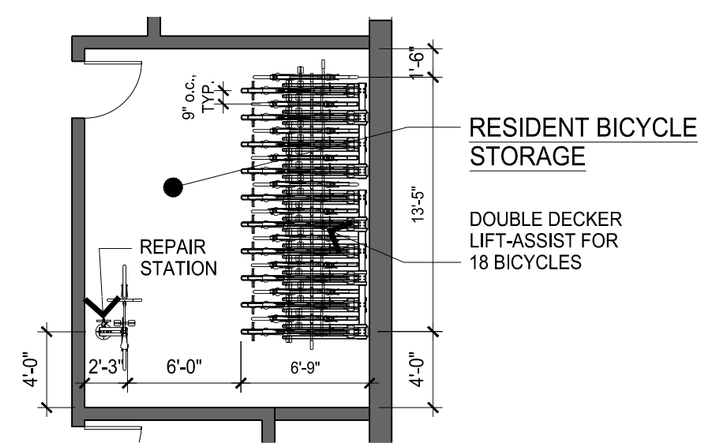
GROSS FLOOR AREA PER PLANNING CODE DEFINITION:

RESIDENTIAL STORAGE, LOBBY, STAIRS, CORRIDORS, WALLS, ETC. 2,758 SQ.FT.

FLOOR AREA NOT INCLUDED IN CALCULATIONS:

AUTOMOBILE PARKING 9,953 SQ.FT. * OCCUPIED AREA
BICYCLE PARKING 316 SQ.FT. * OCCUPIED AREA
BUILDING SERVICES 1,358 SQ.FT.

*REFER TO SHEET A0.2a FOR DEFINITION OF OCCUPIED FLOOR AREA
**REFER TO SHEET A0.2a FOR DEFINITION OF GROSS FLOOR AREA



ENLARGED FLOOR PLAN: RESIDENT BICYCLE STORAGE

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

N

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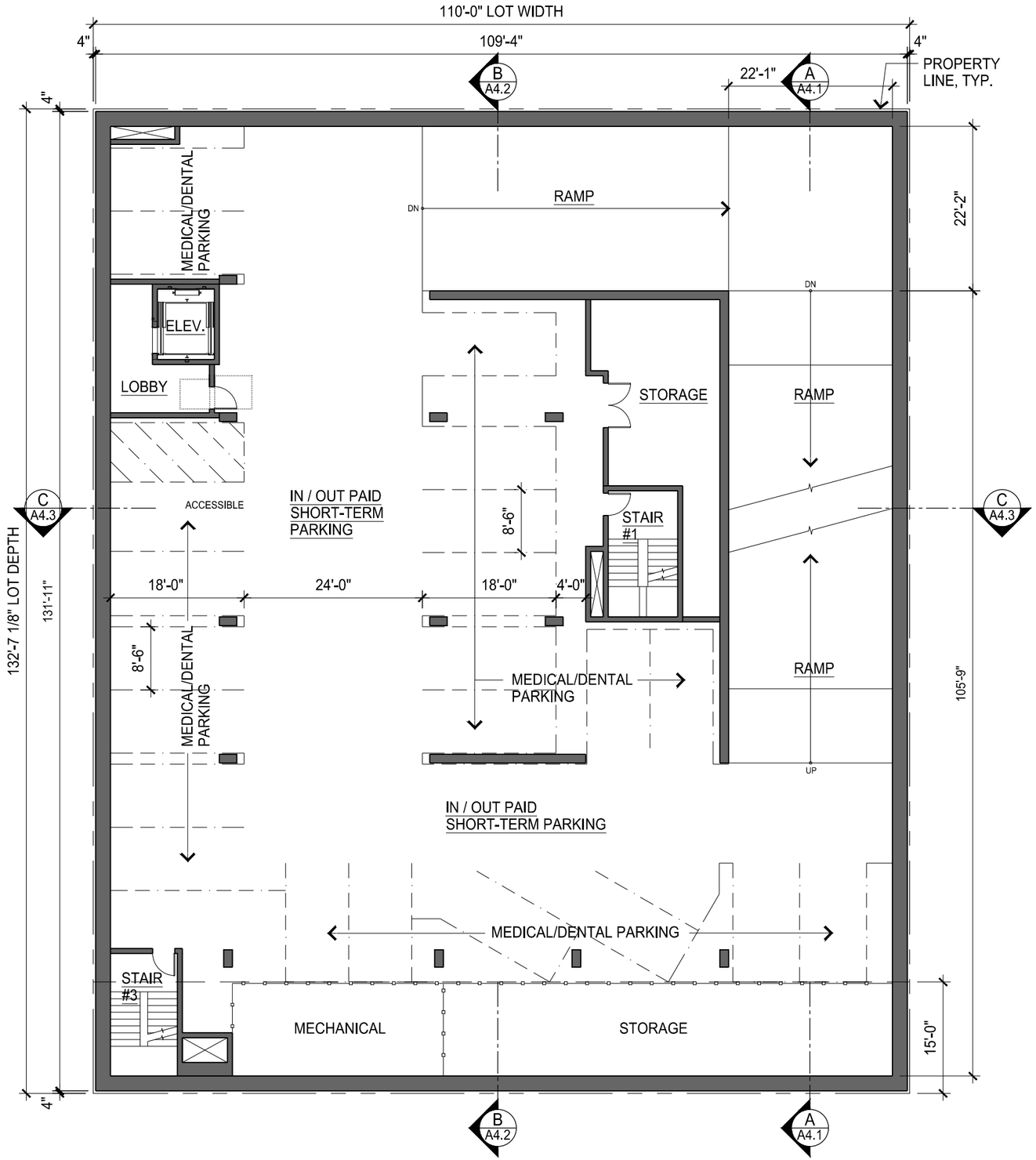
Revision July 31, 2018 Additional Information Requested by Planning

Revision September 24, 2018 Additional Information Requested by Planning

Basement Parking Level P3 Floor Plan

Scale: As noted

A2.1



PROPOSED BASEMENT PARKING LEVEL P2 FLOOR PLAN

SCALE: 1/16" = 1'-0"

N

PARKING LEVEL P2

OFF-STREET AUTOMOBILE PARKING, COMMERCIAL:

	ACCESSIBLE	STANDARD	COMPACT	TOTAL
PARKING LEVEL P2	1	13	8	22

	REQUIRED	ACCESSORY	TOTAL
MEDICAL / DENTAL	22	0	22

GROSS FLOOR AREA PER PLANNING CODE DEFINITION:

LOBBY, STAIRS, CORRIDORS, WALLS, ETC. 1,715 SQ.FT.

FLOOR AREA NOT INCLUDED IN CALCULATIONS:

AUTOMOBILE PARKING 10,988 SQ.FT. * OCCUPIED AREA

BUILDING SERVICES 1,649 SQ.FT.

*REFER TO SHEET A0.2a FOR DEFINITION OF OCCUPIED FLOOR AREA

**REFER TO SHEET A0.2a FOR DEFINITION OF GROSS FLOOR AREA

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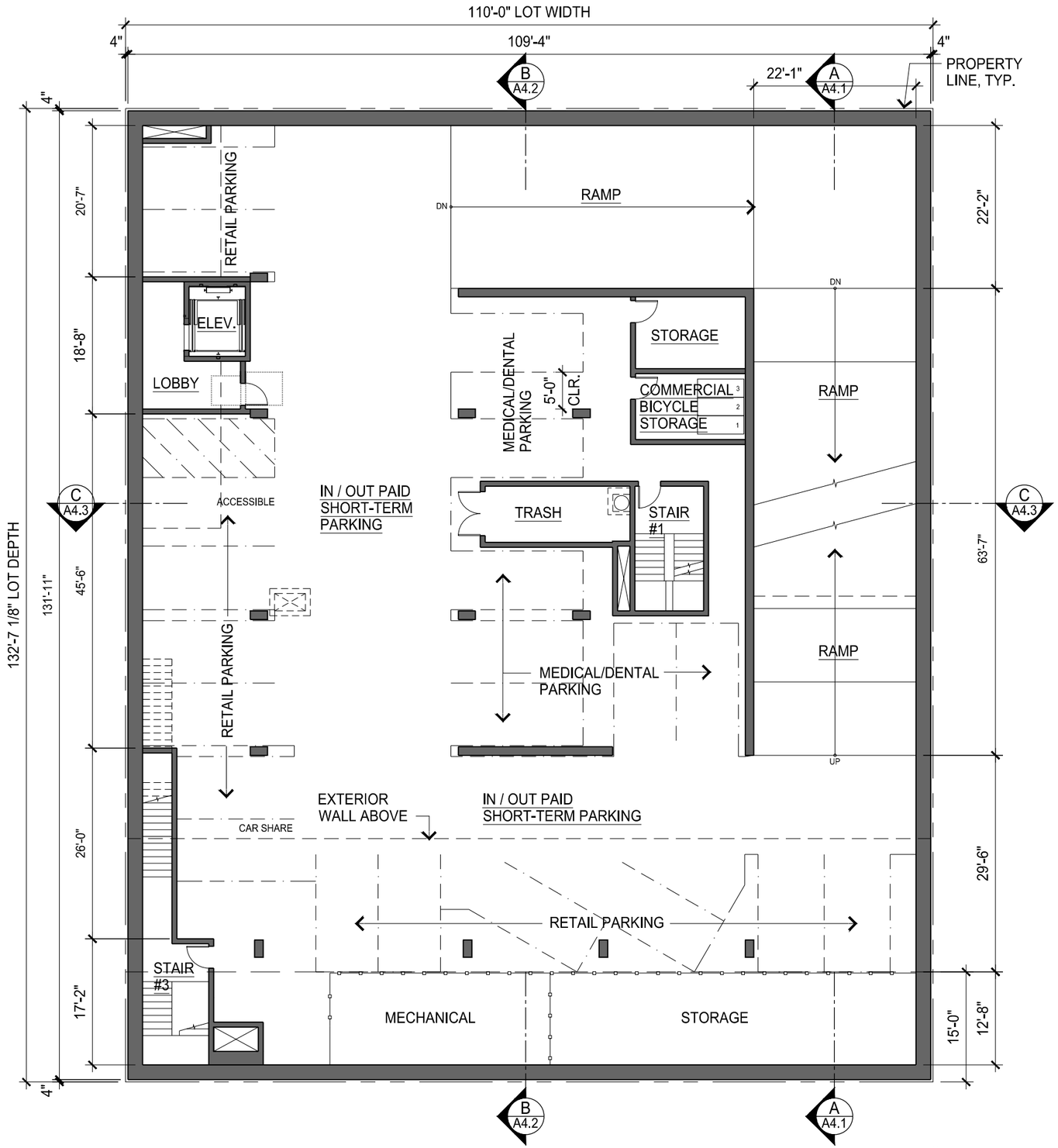
Basement Parking Level P2 Floor Plan

Scale: 1/16" = 1'-0"

A2.2



PROPOSED BASEMENT PARKING LEVEL P1 FLOOR PLAN

SCALE: 1/16" = 1'-0"

N

PARKING LEVEL P1

OFF-STREET AUTOMOBILE PARKING, COMMERCIAL:

	ACCESSIBLE	STANDARD	COMPACT	TOTAL
PARKING LEVEL P1	1	10	9	20

CAR-SHARE PARKING (Per Table 166) REQUIRED FOR NON-RESIDENTIAL USES:
1 SPACE REQUIRED (1 SPACE / 25-49 PARKING SPACES)
1 SPACE PROVIDED, LOCATED ON PARKING LEVEL P1
(NOT INCLUDED IN THE TOTAL COMMERCIAL PARKING SPACE COUNT)

	REQUIRED	ACCESSORY	TOTAL
RETAIL	13	0	13
MEDICAL / DENTAL	7	0	7
TOTAL	20	0	20

BICYCLE PARKING, COMMERCIAL:

	CLASS 1	CLASS 2	TOTAL
PARKING LEVEL P1 LOCKABLE ENCLOSURE	3 LOCKERS	0	3

GROSS FLOOR AREA PER PLANNING CODE DEFINITION:
LOBBY, STAIRS, CORRIDORS, WALLS, ETC. 1,985 SQ.FT.

FLOOR AREA NOT INCLUDED IN CALCULATIONS:
AUTOMOBILE PARKING 10,734 SQ.FT. * OCCUPIED AREA
BICYCLE PARKING 120 SQ.FT. * OCCUPIED AREA
BUILDING SERVICES 1,499 SQ.FT.

*REFER TO SHEET A0.2a FOR DEFINITION OF OCCUPIED FLOOR AREA
**REFER TO SHEET A0.2a FOR DEFINITION OF GROSS FLOOR AREA

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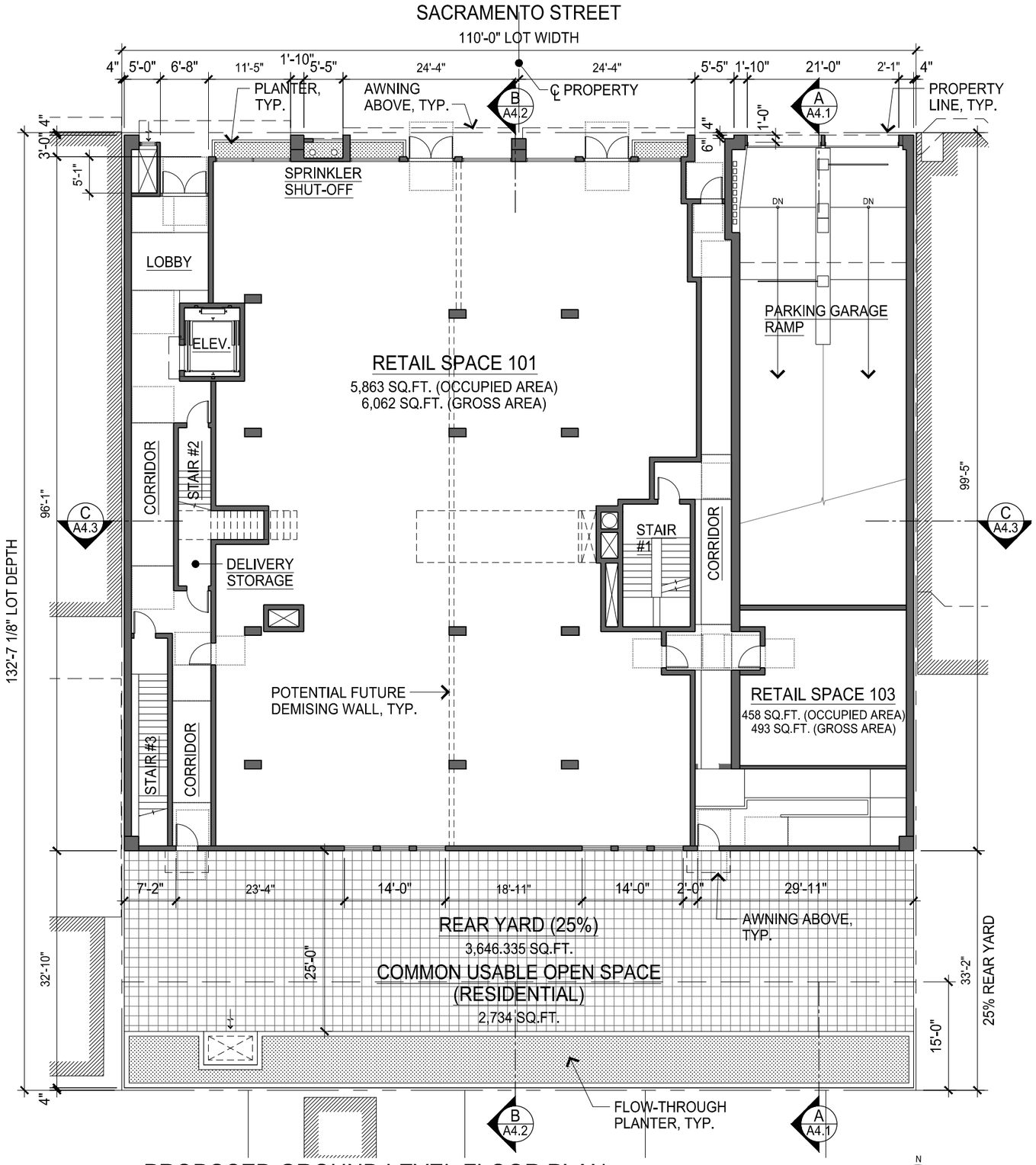
Basement Parking Level P1 Floor Plan

Scale: 1/16" = 1'-0"

A2.3



PROPOSED GROUND LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

GROUND FLOOR LEVEL

GROSS FLOOR AREA PER PLANNING CODE DEFINITION:

RETAIL M USE	6,555 SQ.FT.
LOBBY, STAIRS, CORRIDORS, WALLS, ETC.	1,325 SQ.FT.
TOTAL GROSS FLOOR AREA	7,880 SQ.FT. **

FLOOR AREA NOT INCLUDED IN CALCULATIONS:

AUTOMOBILE DRIVE RAMP	1,505 SQ.FT. * OCCUPIED AREA

*REFER TO SHEET A0.2a FOR DEFINITION OF OCCUPIED FLOOR AREA
**REFER TO SHEET A0.2a FOR DEFINITION OF GROSS FLOOR AREA

RESIDENTIAL COMMON OPEN SPACE AT REAR YARD:
REQUIREMENTS FOR 18 RESIDENTIAL UNITS:
100 SQ.FT. x 1.33 PER UNIT FOR COMMON USABLE OPEN SPACE
18 UNITS x 100 SQ.FT. x 1.33 = 2,394 SQ.FT. REQUIRED

PROVIDED: 2,734 SQ.FT.

3637 Sacramento Street

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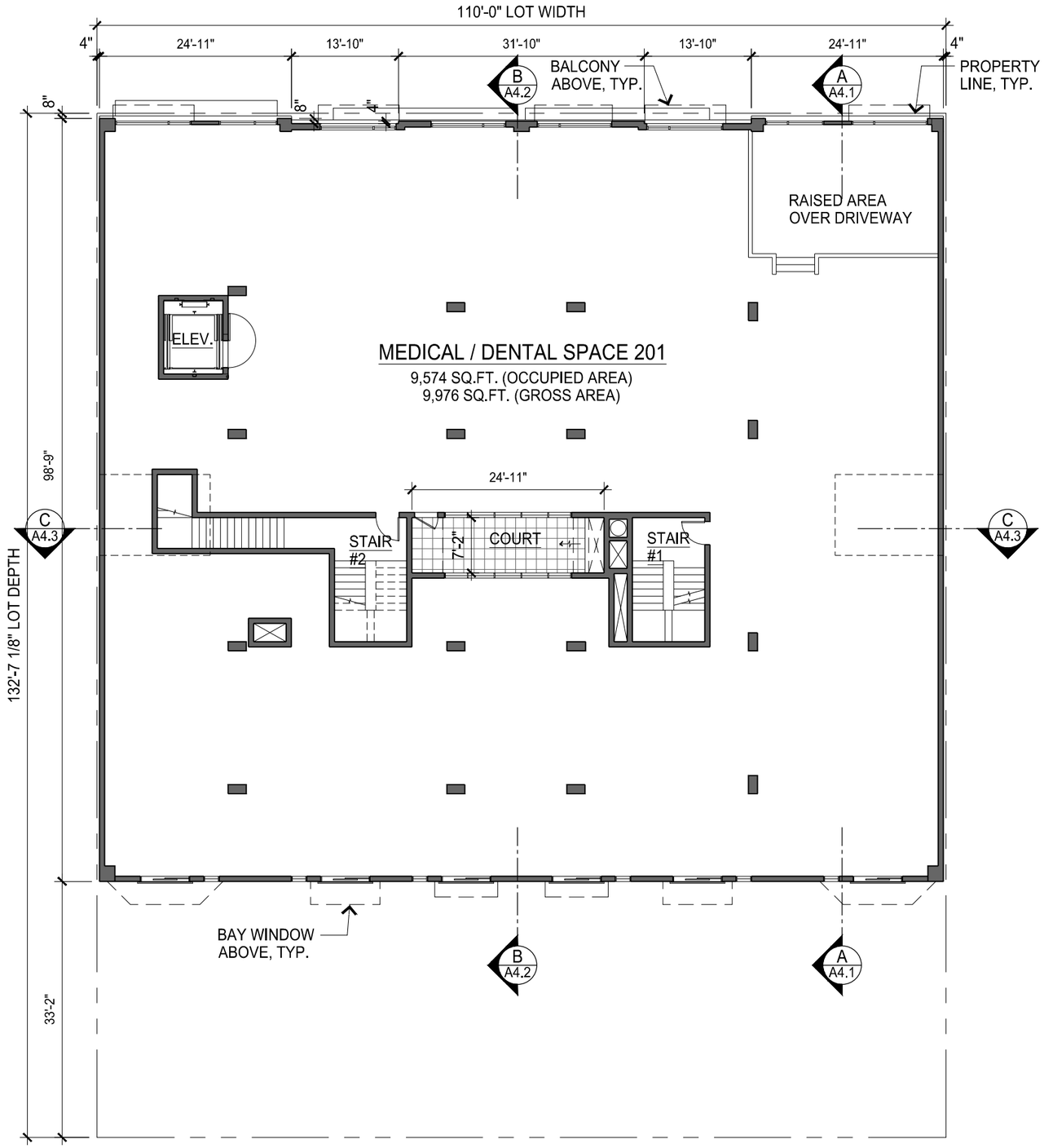
Revision
July 12, 2018
Revisions per Owner

Revision
September 24, 2018
Additional Information
Requested by Planning

Ground Level Floor Plan

Scale: 1/16" = 1'-0"

A2.4



PROPOSED SECOND LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

N

SECOND FLOOR LEVEL

GROSS FLOOR AREA PER PLANNING CODE DEFINITION:

MEDICAL / DENTAL USE	9,976 SQ.FT.
STAIRS, CORRIDORS, WALLS, ETC.	557 SQ.FT.
TOTAL GROSS FLOOR AREA	10,533 SQ.FT.

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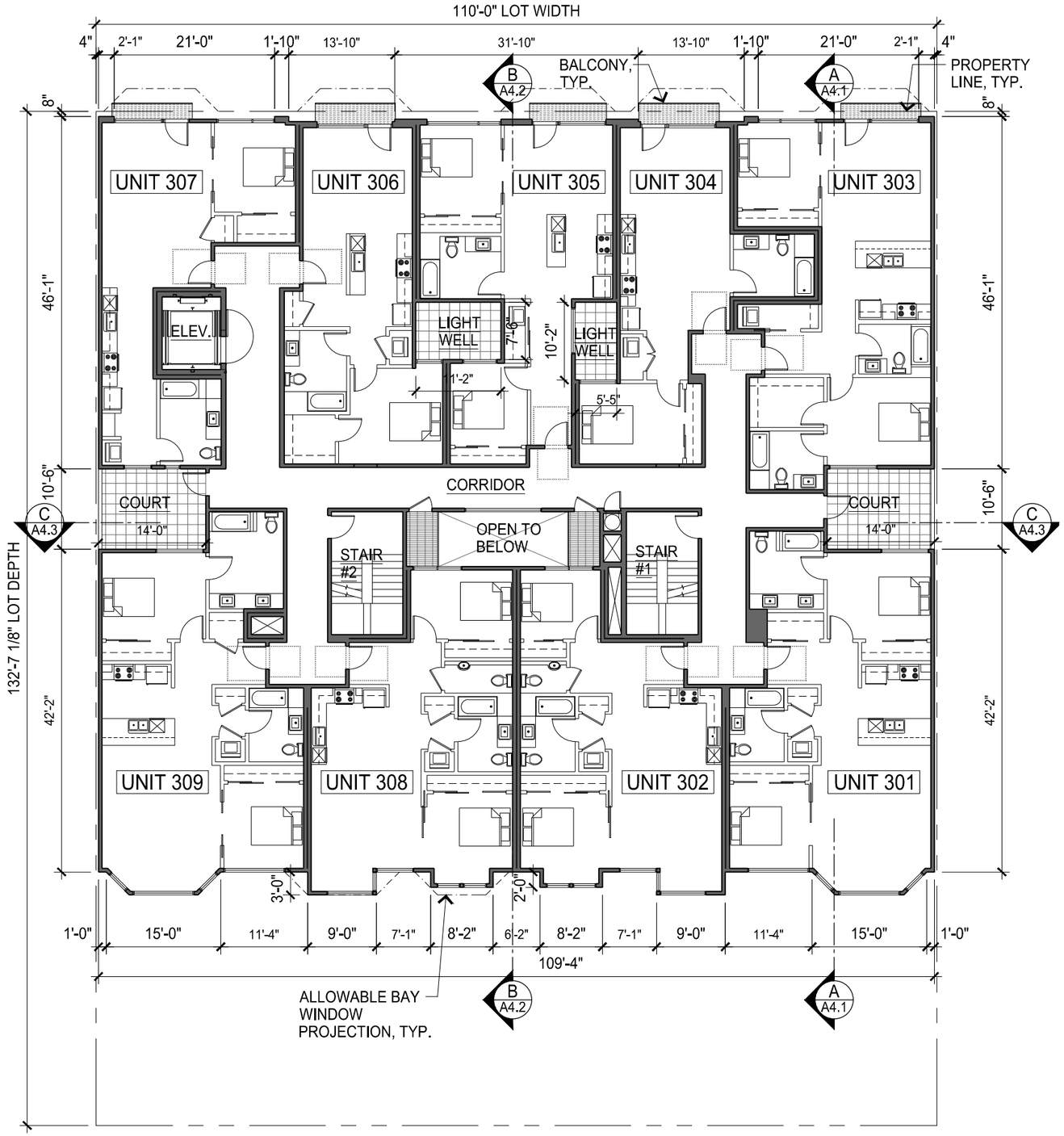
Second Level Floor Plan

Scale: 1/16" = 1'-0"

A2.5



PROPOSED THIRD LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

N

THIRD FLOOR LEVEL

THIRD LEVEL UNIT TABULATION:

	BEDROOMS / BATHROOMS	OCCUPIED AREA	GROSS AREA
UNIT 301	2 BR / 2 BA	1,075 SQ.FT.	1,139 SQ.FT.
UNIT 302	2 BR / 1.5 BA	887 SQ.FT.	955 SQ.FT.
UNIT 303	2 BR / 2 BA	1,005 SQ.FT.	1,085 SQ.FT.
UNIT 304	1 BR / 1 BA	701 SQ.FT.	770 SQ.FT.
UNIT 305	2 BR / 1 BA	841 SQ.FT.	916 SQ.FT.
UNIT 306	1 BR / 1 BA	736 SQ.FT.	786 SQ.FT.
UNIT 307	1 BR / 1 BA	732 SQ.FT.	806 SQ.FT.
UNIT 308	2 BR / 1.5 BA	915 SQ.FT.	982 SQ.FT.
UNIT 309	2 BR / 2 BA	1,086 SQ.FT.	1,157 SQ.FT.
TOTAL		7,977 SQ.FT.	8,596 SQ.FT.

GROSS FLOOR AREA PER PLANNING CODE DEFINITION:

9 RESIDENTIAL UNITS (3 - 1 BRs & 6 - 2 BRs)	8,596 SQ.FT.
STAIRS, CORRIDORS, WALLS, ETC.	1,587 SQ.FT.
TOTAL GROSS AREA	10,183 SQ.FT.

ALLOWED PROJECTIONS:

PER PLANNING CODE SECTION 136(c)(2), BAY WINDOWS AND BALCONIES ARE ALLOWED TO PROJECT THREE FEET (3'-0) OVER STREETS IF SIDEWALK WIDTH IS GREATER THAN NINE FEET (9'-0"). THE MAXIMUM LENGTH OF PROJECTION IS FIFTEEN FEET (15'-0") AT LINE ESTABLISHING REQUIRED OPEN AREA AND REDUCED IN PROPORTION TO 9'-0" BY MEANS OF 45° ANGLES AT A DISTANCE OF 3'-0" FROM THE LINE ESTABLISHING THE REQUIRED OPEN AREA.

PER PLANNING CODE SECTION 136(c)(3)(D), THE AGGREGATE LENGTH OF ALL BAY WINDOWS AND BALCONIES PROJECTING INTO THE REQUIRED OPEN AREA SHALL BE NO MORE THAN 2/3 THE BUILDABLE WIDTH OF THE LOT ALONG A REAR BUILDING WALL.

BUILDABLE WIDTH ALONG REAR WALL:	109'-4"
2/3 BUILDABLE WIDTH:	72'-11"
AGGREGATE LENGTH OF BAY WINDOWS AND BALCONIES:	64'-4"

64'-4" = 58.8% OF 109'-4" (BUILDABLE WIDTH ALONG REAR WALL) AND IS LESS THAN 2/3 (66.6%) OF BUILDABLE WIDTH.

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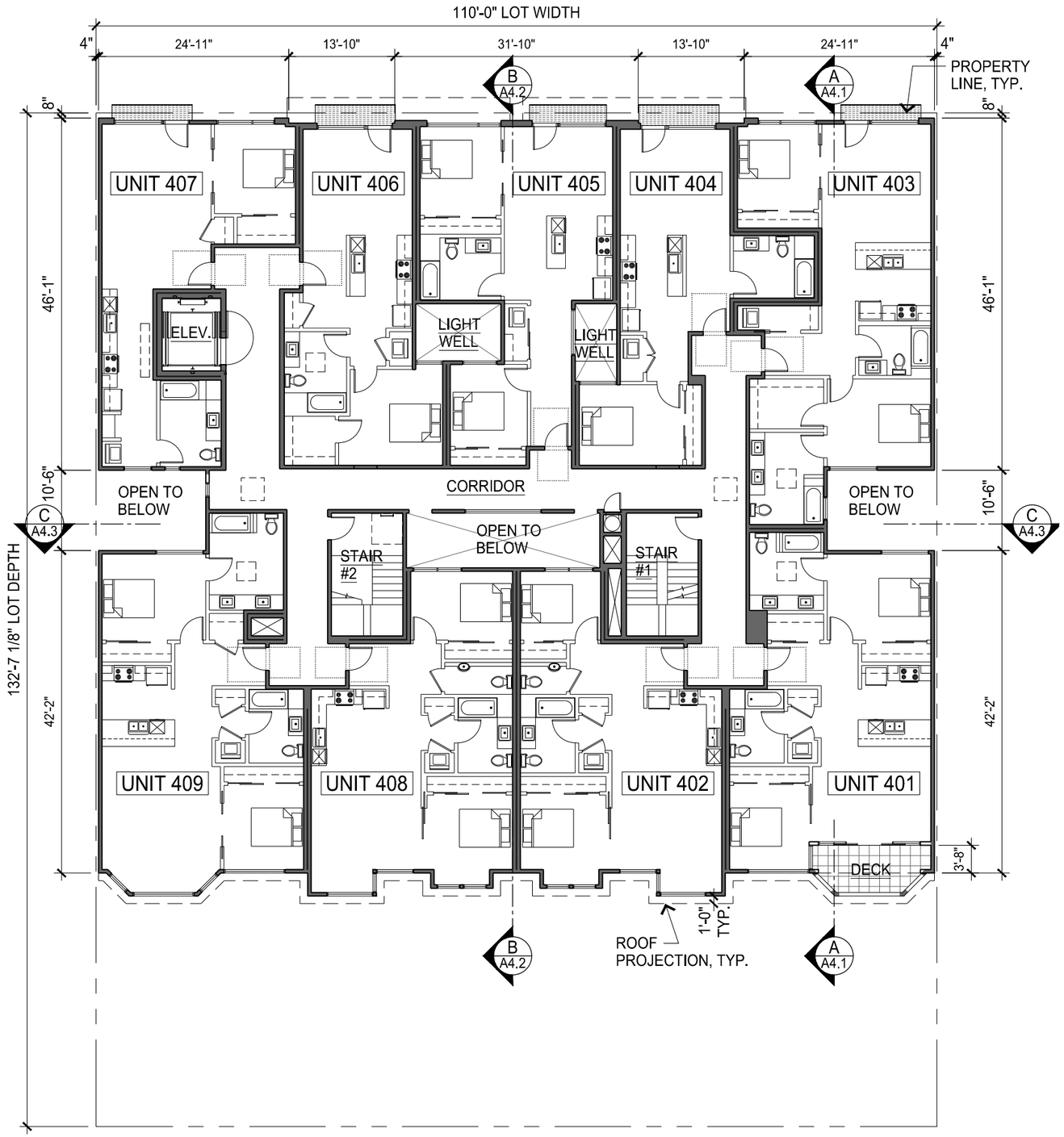
Third Level Floor Plan

Scale: 1/16" = 1'-0"

A2.6



PROPOSED FOURTH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

N

FOURTH FLOOR LEVEL

FOURTH LEVEL UNIT TABULATION:

	BEDROOMS / BATHROOMS	OCCUPIED AREA	GROSS AREA
UNIT 401	2 BR / 2 BA	982 SQ.FT.	1,051 SQ.FT.
UNIT 402	2 BR / 1.5 BA	887 SQ.FT.	955 SQ.FT.
UNIT 403	2 BR / 2 BA	1,054 SQ.FT.	1,141 SQ.FT.
UNIT 404	1 BR / 1 BA	701 SQ.FT.	770 SQ.FT.
UNIT 405	2 BR / 1 BA	841 SQ.FT.	916 SQ.FT.
UNIT 406	1 BR / 1 BA	736 SQ.FT.	786 SQ.FT.
UNIT 407	1 BR / 1 BA	731 SQ.FT.	806 SQ.FT.
UNIT 408	2 BR / 1.5 BA	915 SQ.FT.	982 SQ.FT.
UNIT 409	2 BR / 2 BA	1,086 SQ.FT.	1,157 SQ.FT.
TOTAL		7,934 SQ.FT.	8,564 SQ.FT.

GROSS FLOOR AREA PER PLANNING CODE DEFINITION:

9 RESIDENTIAL UNITS (3 - 1 BRs & 6 - 2 BRs)	8,564 SQ.FT.
STAIRS, CORRIDORS, WALLS, ETC.	1,528 SQ.FT.
TOTAL GROSS AREA	10,092 SQ.FT.

3637 Sacramento Street

Mixed-Use Condominium Project

San Francisco • California

GARY GEE AIA

GARY GEE ARCHITECTS, INC.
98 Brady Street, #8
San Francisco, CA 94103
Tel 415/863-8881
Fax 415/863-8879

Project No.
07-018

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Revision
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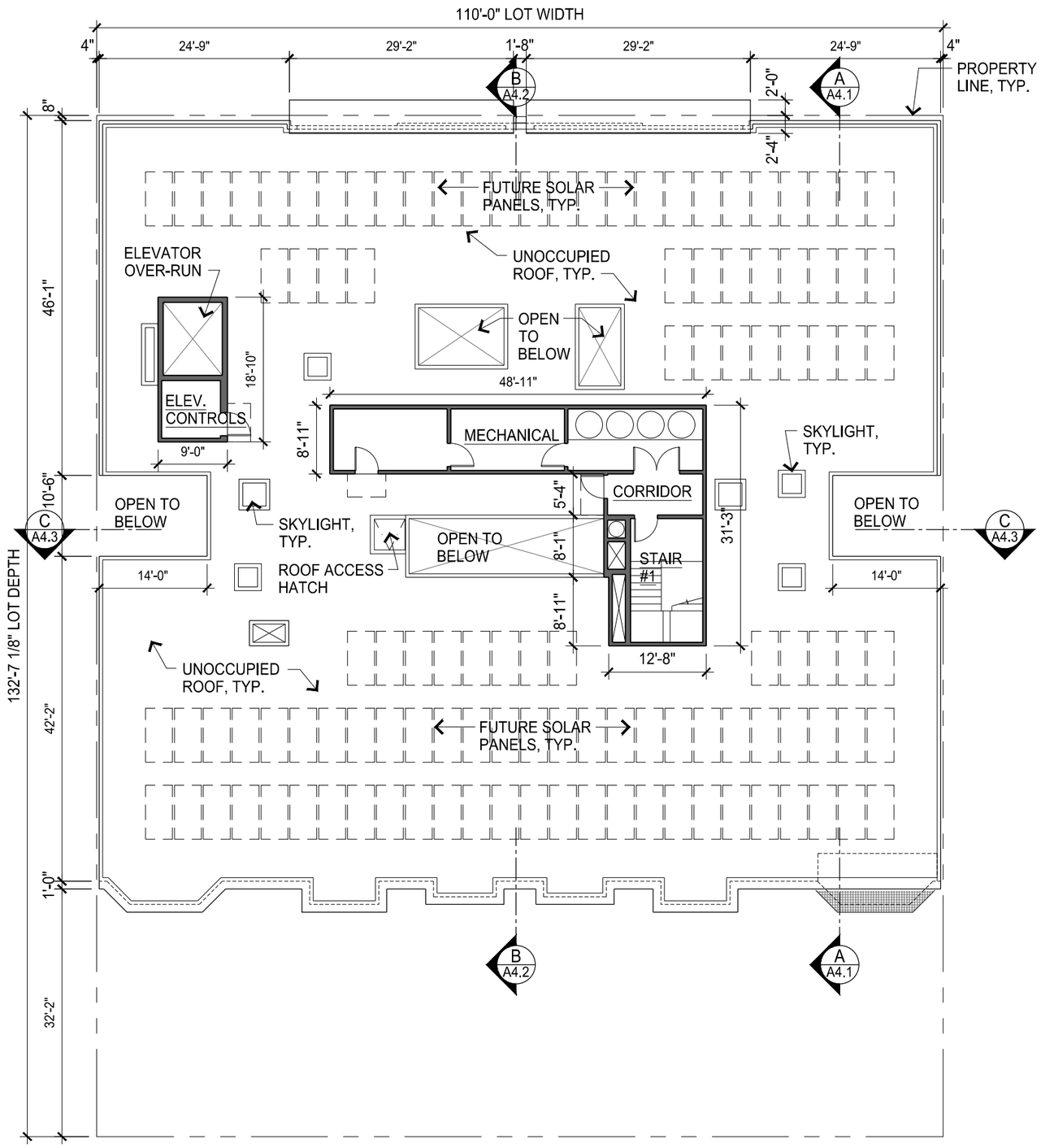
Fourth Level Floor Plan

Scale: 1/16" = 1'-0"

A2.7



PROPOSED ROOF LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

N

ROOF LEVEL

GROSS FLOOR AREA PER PLANNING CODE DEFINITION:

ROOF PENTHOUSE CORRIDOR	77 SQ.FT.
TOTAL GROSS AREA	77 SQ.FT.

FLOOR AREA NOT INCLUDED IN CALCULATIONS:

STAIRS	163 SQ.FT.
BUILDING SERVICES	598 SQ.FT.

ROOFTOP PROJECTIONS:

PER SECTION 260.(b)(1), THE SUM OF THE HORIZONTAL AREAS OF ALL ROOFTOP PROJECTIONS SHALL NOT EXCEED 20% OF THE HORIZONTAL AREA OF THE ROOF ABOVE WHICH THEY ARE SITUATED.

TOTAL ROOF AREA	10,953 SQ.FT.
20% OF TOTAL ROOF AREA	2,190 SQ.FT.

ROOFTOP PROJECTIONS:

ELEVATOR PENTHOUSE	169 SQ.FT.
STAIR #1 PENTHOUSE	175 SQ.FT.
CORRIDOR	77 SQ.FT.
MECHANICAL PENTHOUSE	436 SQ.FT.
MECHANICAL SHAFTS	62 SQ.FT.
SKYLIGHTS	237 SQ.FT.
ROOF ACCESS HATCH	23 SQ.FT.
MECHANICAL EQUIPMENT	-- SQ.FT.
TOTAL AREA OF ROOFTOP PROJECTIONS	1,179 SQ.FT.

1,179 SQ.FT. = 10.8% OF 10,953 SQ.FT. (TOTAL ROOF AREA) AND IS LESS THAN 2,190 SQ.FT. (20% OF TOTAL ROOF AREA)

SOLAR PANELS: 3,314 SQ.FT.

3,314 SQ.FT. = 30.3% OF 10,953 SQ.FT. (TOTAL ROOF AREA) AND IS MORE THAN 3,286 SQ.FT. (30%) OF TOTAL ROOF AREA.

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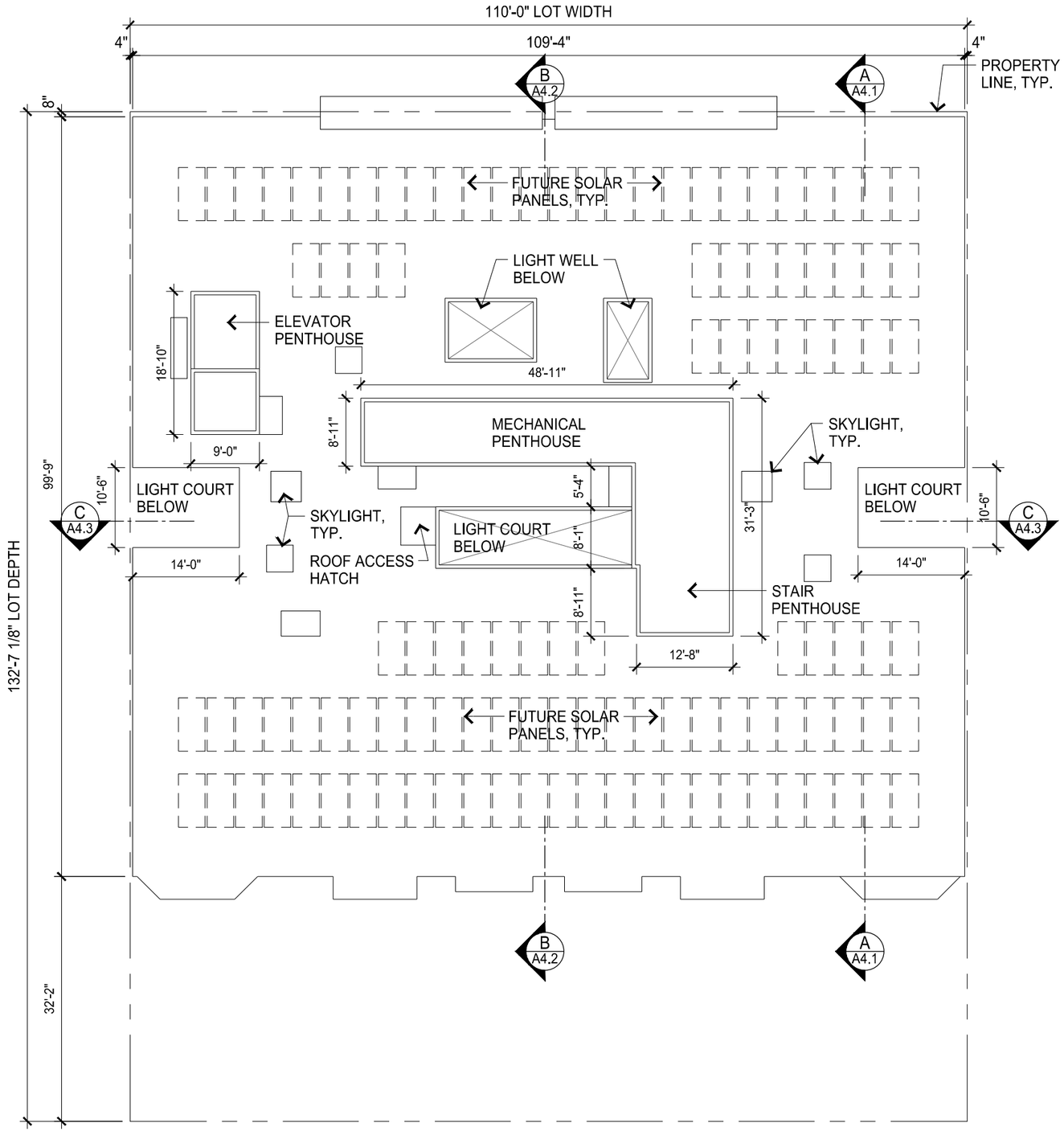
Roof Level Floor Plan

Scale: 1/16" = 1'-0"

A2.8



PROPOSED PENTHOUSE ROOF PLAN

SCALE: 1/16" = 1'-0"

N

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Penthouse Roof Plan

Scale: 1/16" = 1'-0"

A2.9

PROPOSED SACRAMENTO STREET VIEW

3637 SACRAMENTO STREET UPPER FLOOR FACADE DESIGN CONCEPTS

UPPER FLOOR LEVELS TWO THROUGH FOUR:

- FACADE DIVIDED VERTICALLY INTO 24' TO 25' MODULES
- VERTICAL CEMENT PLASTER AND BRICK PILASTERS DEFINE THREE MAJOR FACADE PLANES
- PROJECTING BALCONIES, WINDOW BANDS, METAL BAND SEPARATING GROUND FLOOR AND PARAPET DEFINES HORIZONTAL BUILDING PLANES

3637 Sacramento Street

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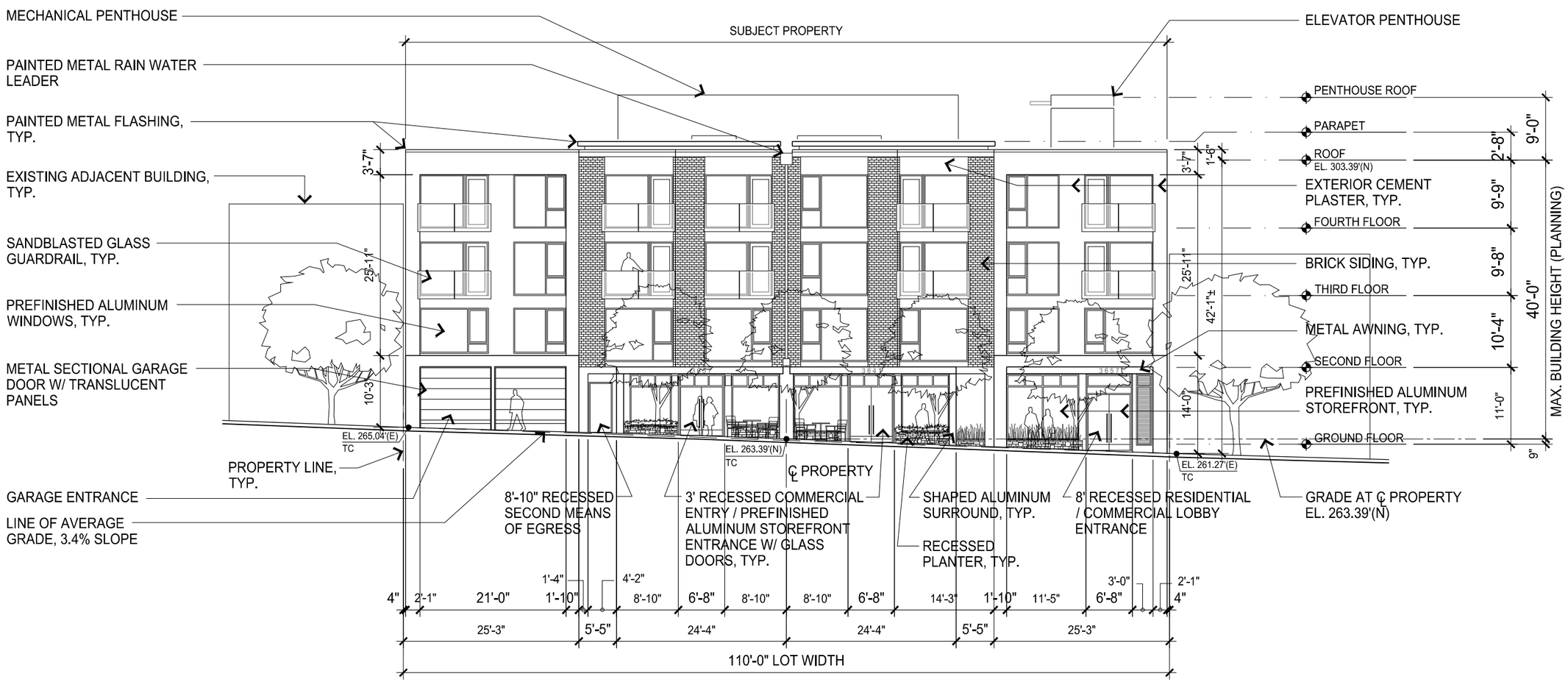
Proposed Sacramento Street View Rendering

R1



NOTE:
GLASS GUARDRAILS SHALL COMPLY WITH BIRD-SAFE GLAZING STANDARDS, TYP.

PROPOSED NORTH ELEVATION (SACRAMENTO STREET)

SCALE: 1/16" = 1'-0"

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Exterior Elevation

Scale: 1/16" = 1'-0"

A3.1

PROPOSED SACRAMENTO STREET COMMERCIAL STOREFRONT VIEW

3637 SACRAMENTO STREET GROUND FLOOR DESIGN CONCEPTS

COMMERCIAL STOREFRONTS AND RESIDENTIAL LOBBY ORIENTED FOR PEDESTRIAN SCALE:

- STOREFRONTS IN 24' TO 25' WIDE MODULES WITH SMALLER WINDOWS AND PLANTERS
- HORIZONTAL BAND SEPARATES GROUND FLOOR LEVEL COMMERCIAL FROM RESIDENTIAL FLOORS
- VERTICAL PILASTERS DIVIDE COMMERCIAL SPACES AND RESIDENTIAL LOBBY INTO SMALLER STOREFRONT MODULES

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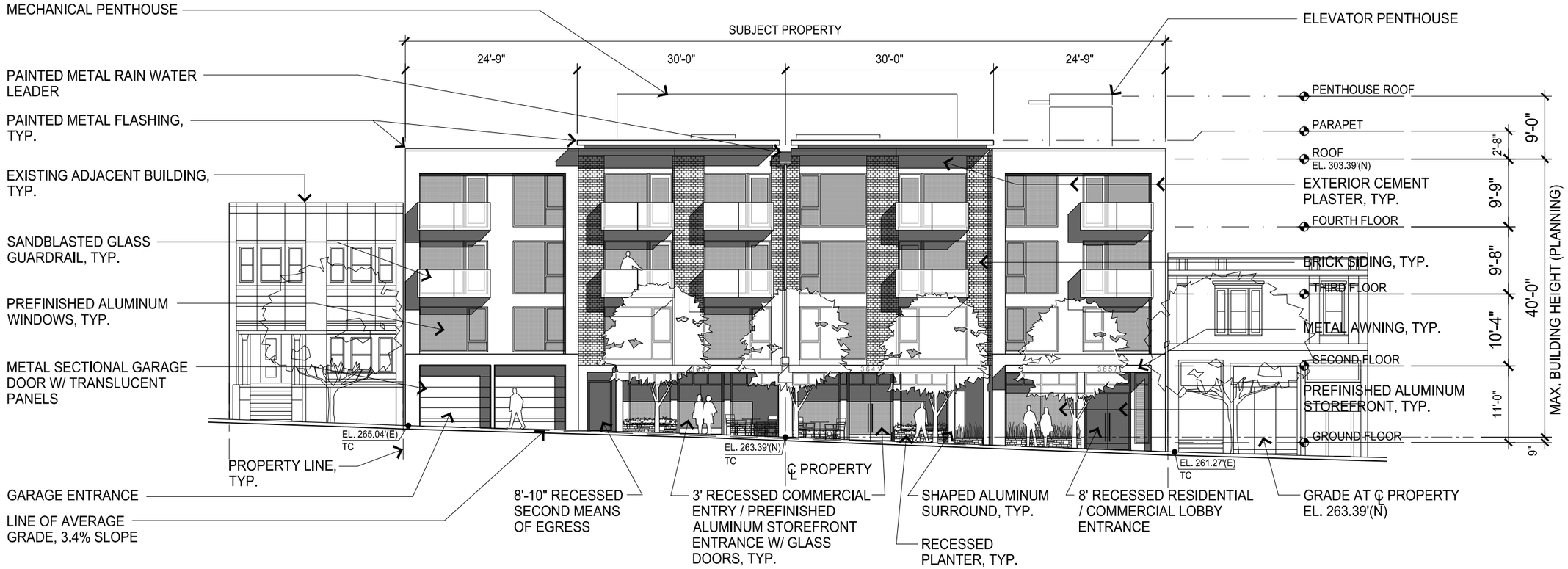
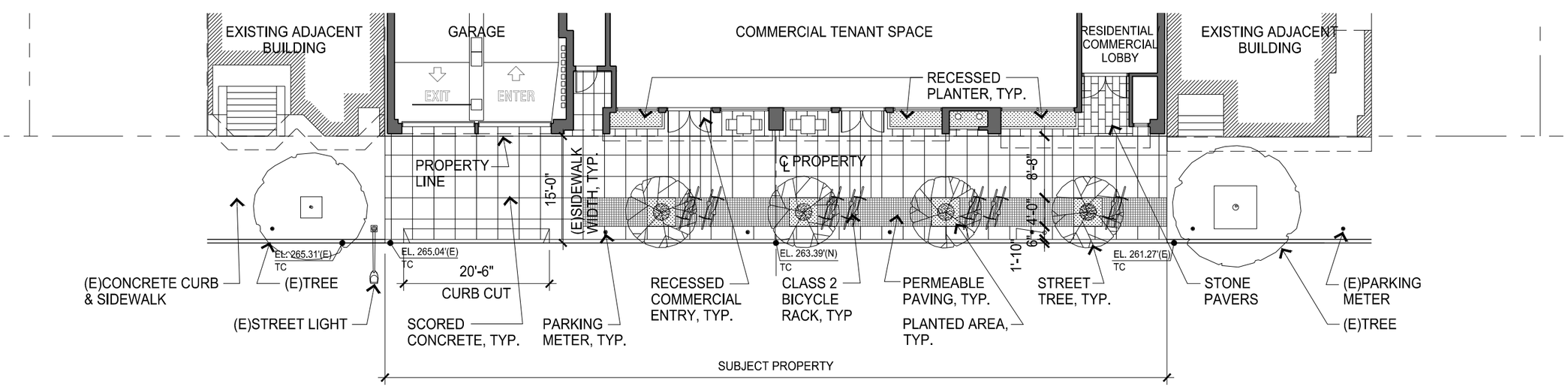
Proposed Commercial Storefront View Rendering

R2



PROPOSED NORTH ELEVATION (SACRAMENTO STREET)

SCALE: 1/16" = 1'-0"



SACRAMENTO STREET

PROPOSED GROUND LEVEL PLAN - SACRAMENTO STREET FRONTAGE

SCALE: 1/16" = 1'-0"

N

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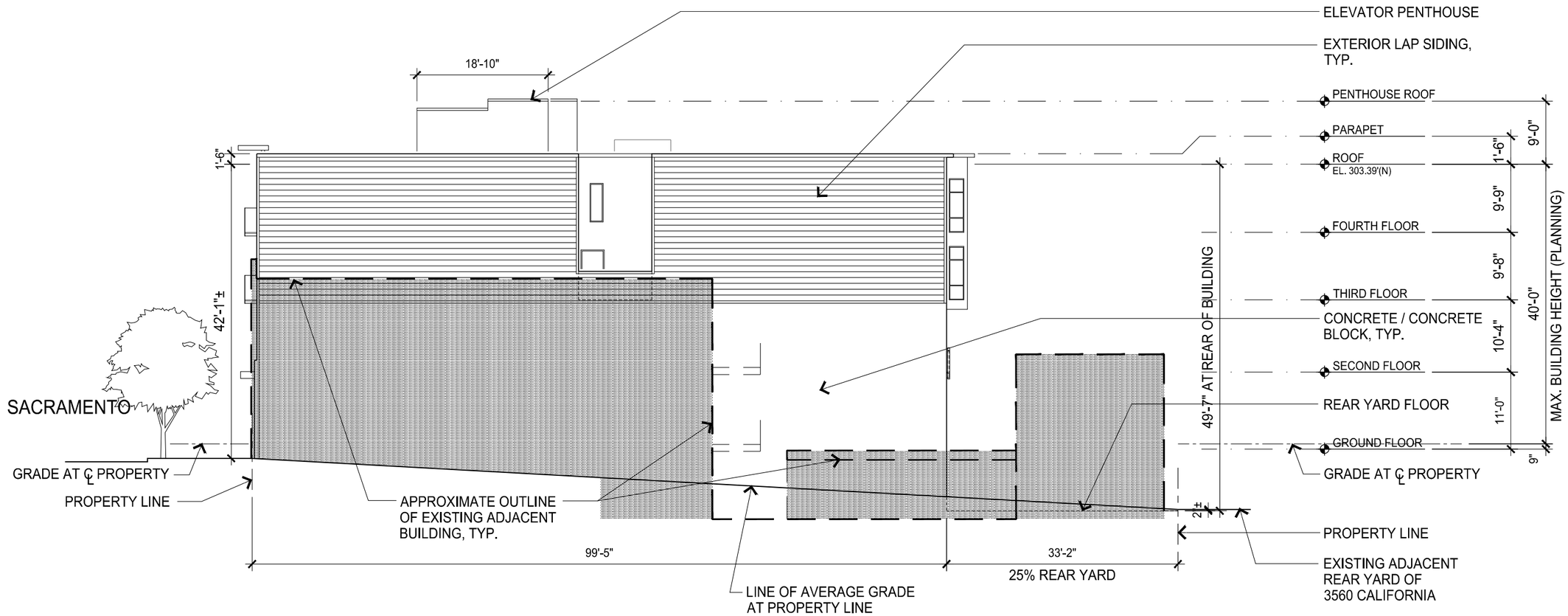
Elevation Study

Scale: 1/16" = 1'-0"

A3.1d



PROPOSED WEST ELEVATION

SCALE: 1/16" = 1'-0"

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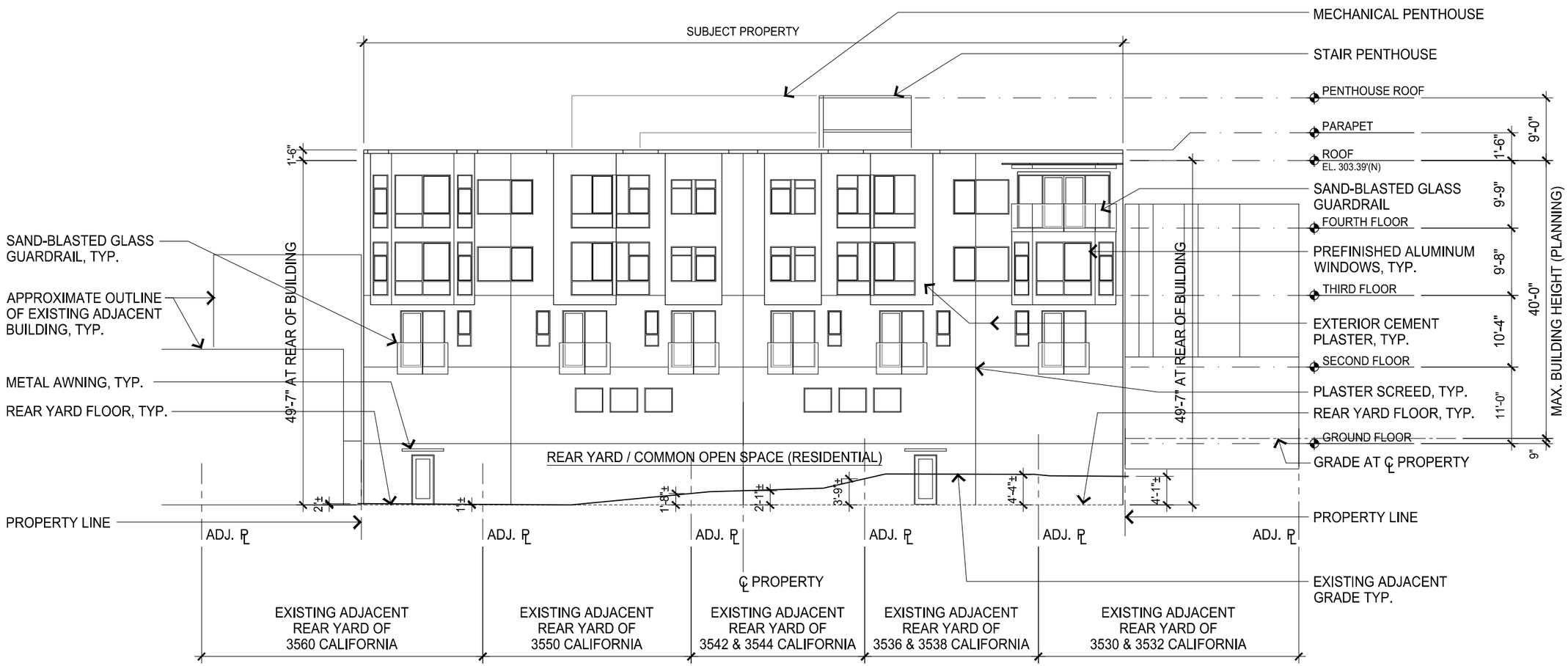
Exterior Elevation

Scale: 1/16" = 1'-0"

A3.2



NOTE:
GLASS GUARDRAILS SHALL COMPLY WITH BIRD-SAFE GLAZING STANDARDS, TYP.

PROPOSED SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

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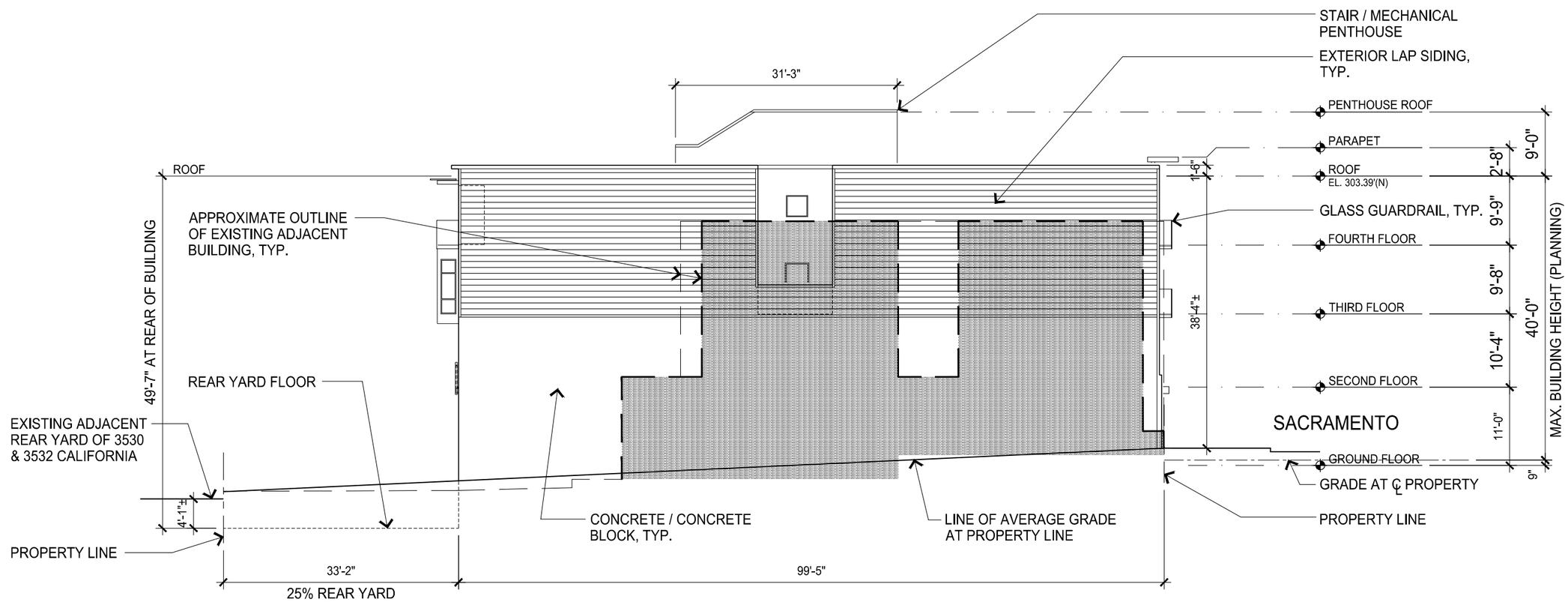
Exterior Elevation

Scale: 1/16" = 1'-0"

A3.3



PROPOSED EAST ELEVATION

SCALE: 1/16" = 1'-0"

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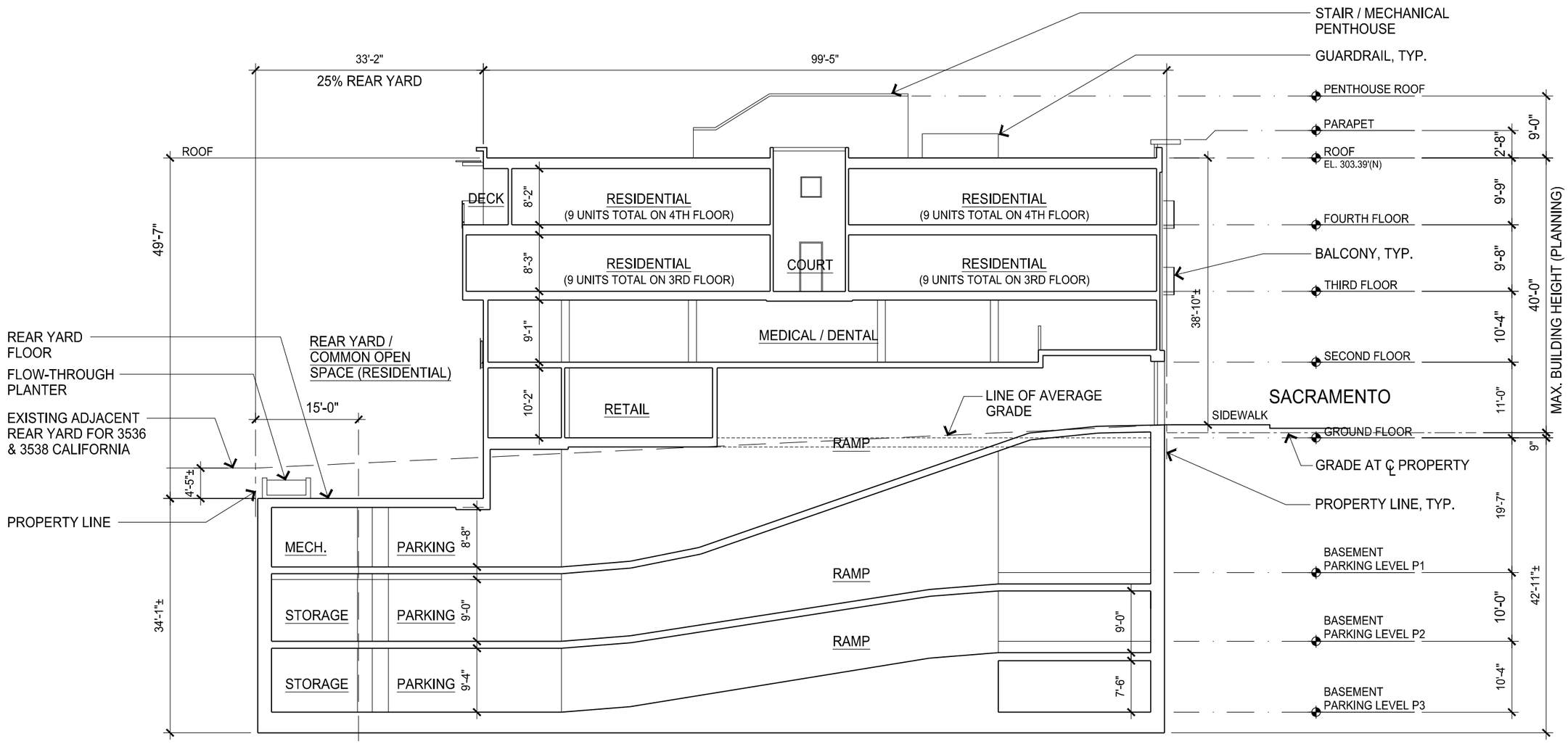
Exterior Elevation

Scale: 1/16" = 1'-0"

A3.4



PROPOSED BUILDING SECTION A - at AUTO RAMP

SCALE: 1/16" = 1'-0"

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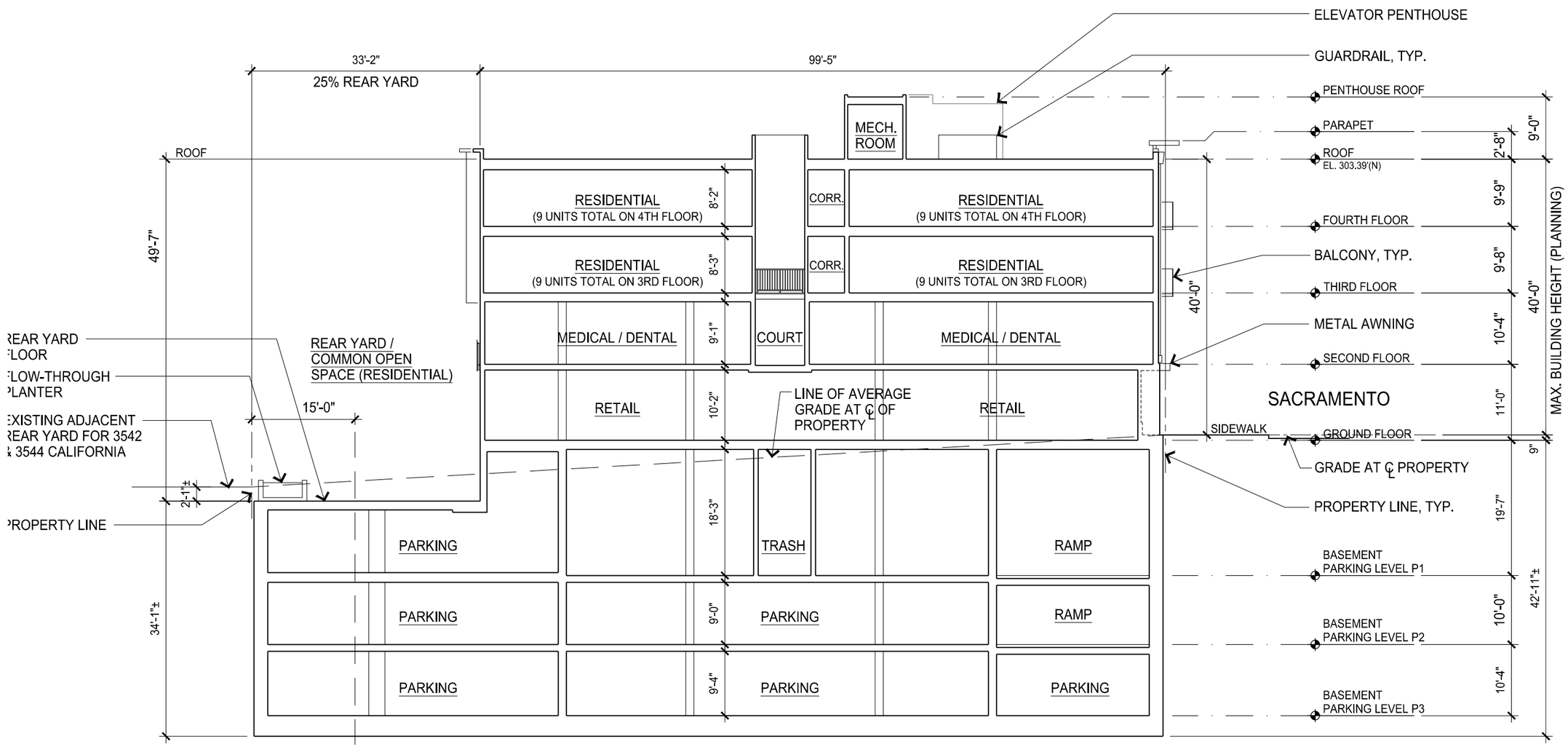
Building Section

Scale: 1/16" = 1'-0"

A4.1



PROPOSED BUILDING SECTION B - at CENTERLINE OF LOT

SCALE: 1/16" = 1'-0"

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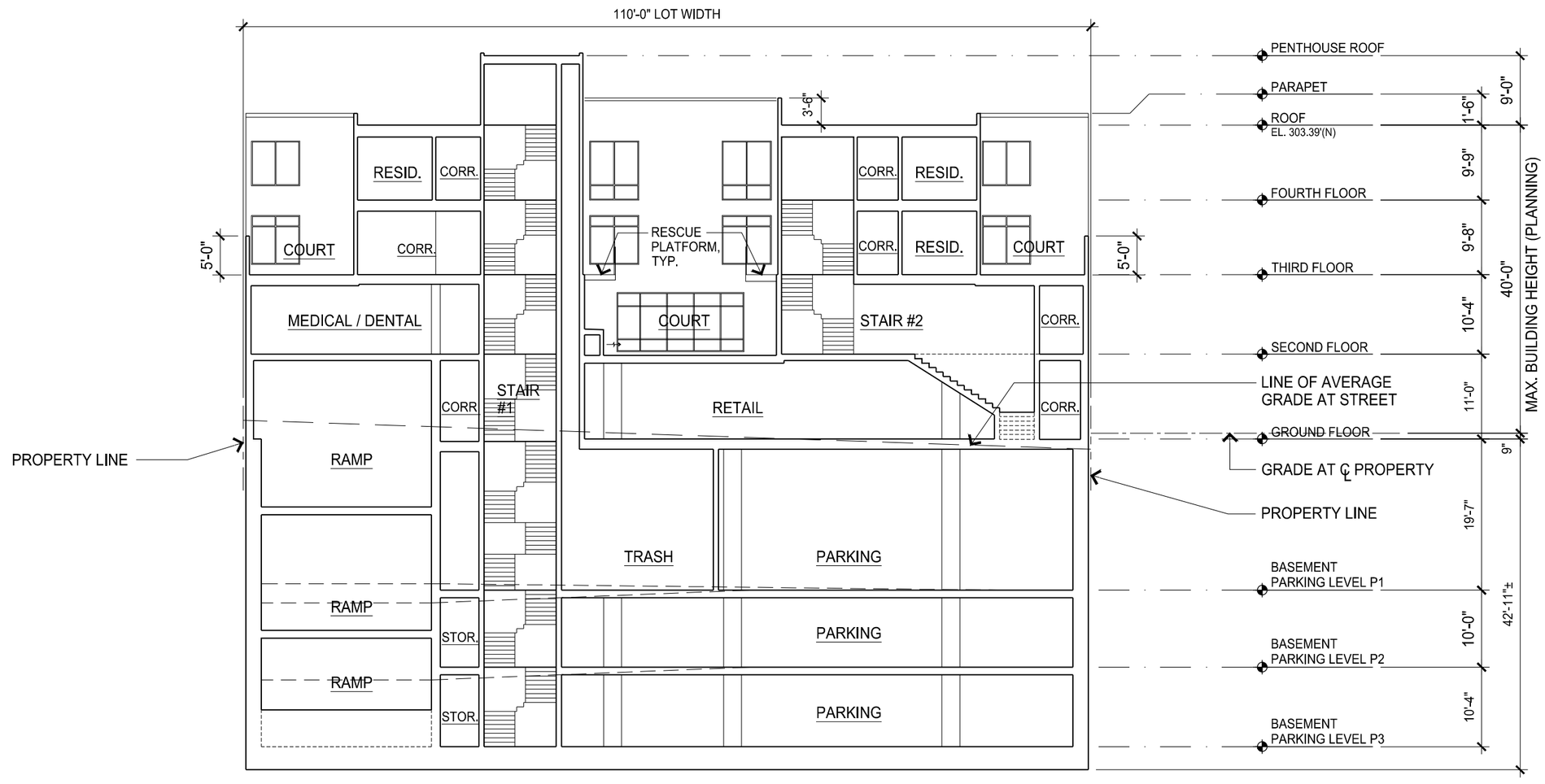
Building Section

Scale: 1/16" = 1'-0"

A4.2



PROPOSED BUILDING SECTION C - CROSS SECTION

SCALE: 1/16" = 1'-0"

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Building Section

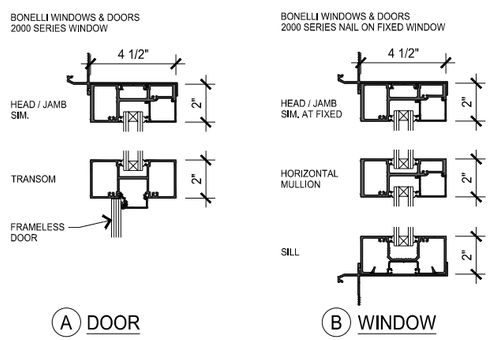
Scale: 1/16" = 1'-0"

A4.3

METAL SECTIONAL GARAGE DOOR WITH TRANSLUCENT PANELS, TYP.

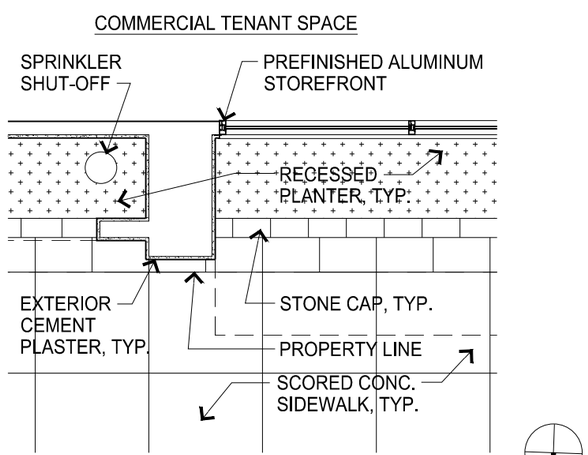
5 GARAGE DOOR CONCEPTUAL IMAGE

NO SCALE



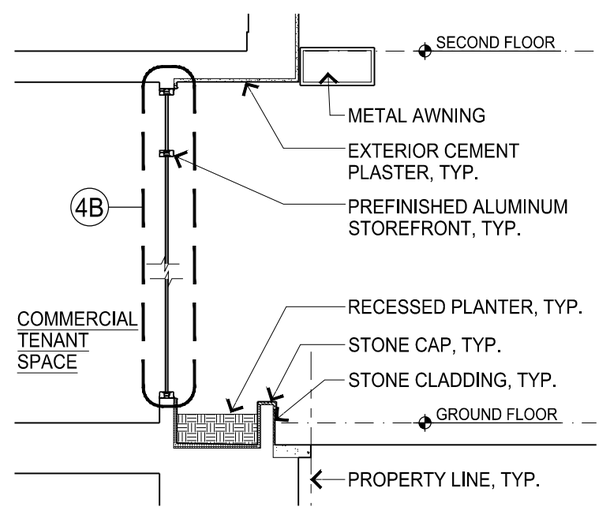
4 STOREFRONT PROFILES

NO SCALE



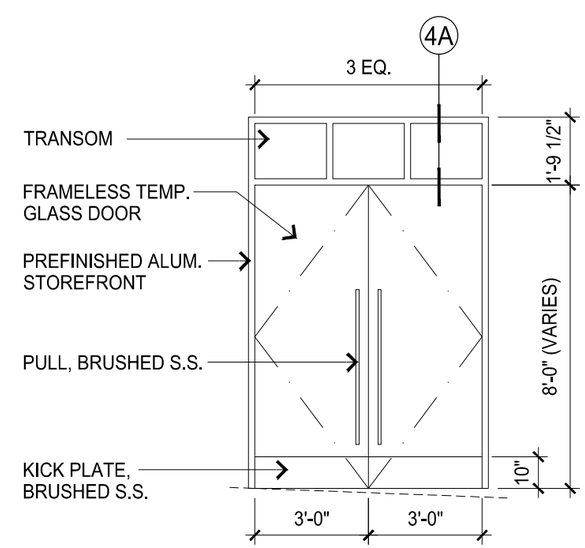
3 STOREFRONT JAMB

SCALE: 1/4" = 1'-0"



2 STOREFRONT AT PLANTER

SCALE: 1/4" = 1'-0"



1 ENTRY DOOR ELEVATION

SCALE: 1/4" = 1'-0"

KEY ELEVATION: SACRAMENTO STREET FACADE

SCALE: 1/16" = 1'-0"

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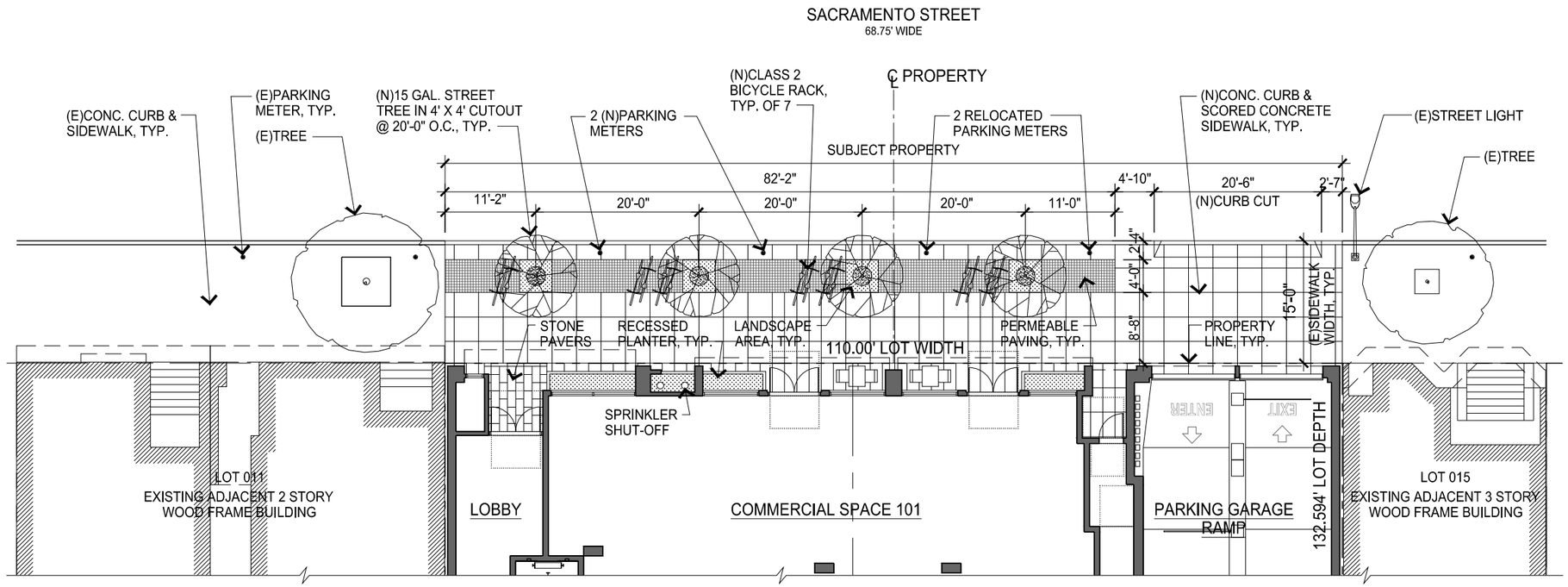
Architectural Profiles

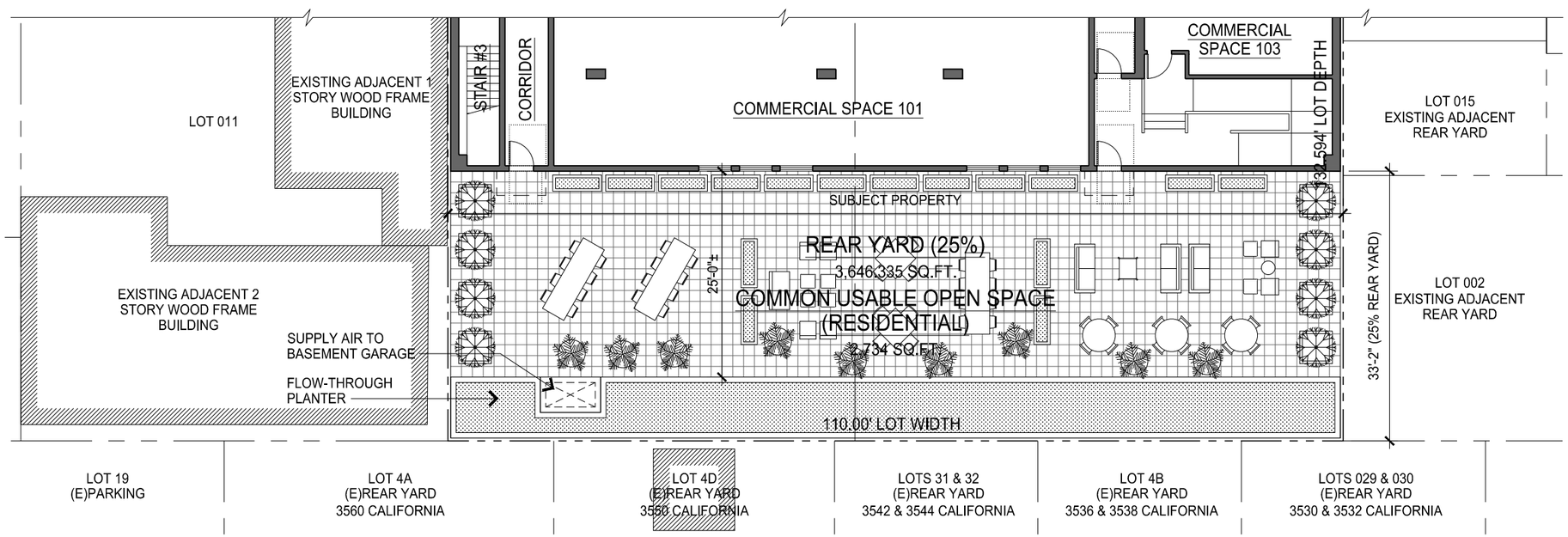
Scale: As noted

A9.1



PROPOSED GROUND LEVEL LANDSCAPE PLAN

SCALE: 1/16" = 1'-0"



PROPOSED REAR YARD / COMMON OPEN SPACE LANDSCAPE PLAN

SCALE: 1/16" = 1'-0"

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Conceptual Landscape Plan

Scale: 1/16" = 1'-0"

L0.1

ENGMANN OPTIONS INC
340 PINE ST STE 501
SAN FRANCISCO, CA 94104-3237

BANK OF THE WEST
90-78/1211

0460

CHECK ARMOR FRAUD PROTECTION

12/05/2018

PAY TO THE ORDER OF SAN FRANCISCO PLANNING DEPARTMENT $ **617.00

Six hundred seventeen and 00/100********** DOLLARS

SAN FRANCISCO PLANNING DEPARTMENT
1650 Mission Street, # 400
San Francisco, CA 94103

MEMO
EIR Appeal for 3637-3657 Sacramento Street

AUTHORIZED SIGNATURE

Photo Safe Deposit®
Details on Back.

ENGMANN OPTIONS INC 0460

12/05/2018 **SAN FRANCISCO PLANNING DEPARTMENT**

Date	Type	Reference	Original Amount	Balance Due	Payment
12/05/2018	Bill		617.00	617.00	617.00
		Check Amount			617.00

BOARD OF SUPERVISORS
SAN FRANCISCO
2018 DEC -7 AM 10: 41
BY

1001 Cash on hand:B EIR Appeal for 3637-3657 Sacramento Street 617.00

San Francisco Planning

BOARD OF SUPERVISORS
SAN FRANCISCO
2018 DEC -7 AM 10: 41
BY

BOARD OF SUPERVISORS APPEAL FEE WAIVER
FOR NEIGHBORHOOD ORGANIZATIONS

APPLICATION

Appellant's Information

Name: Brandon Ponce

Address: 3550 California St., Apt. 9, San Francisco, CA 94118

Email Address: brandonponce@yahoo.com

Telephone: 415-407-2775

Neighborhood Group Organization Information

Name of Organization: California-Locust Block Neighbor's Group Association

Address: 3550 California St., Apt. 9, San Francisco, CA 94118

Email Address: brandonponce@yahoo.com

Telephone: 415-407-2775

Property Information

Project Address: 3637-3657 Sacramento Street

Project Application (PRJ) Record No: 2007.1347.E

Building Permit No:

Date of Decision (if any): 11-8-18

Required Criteria for Granting Waiver

All must be satisfied; please attach supporting materials.

REQUIRED CRITERIA	YES	NO
The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.	✓	
The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.	✓	
The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters.	✓	
The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.	✓	

For Department Use Only

Application received by Planning Department:

By: _____ Date: _____

Submission Checklist:

☐ APPELLANT AUTHORIZATION ☐ CURRENT ORGANIZATION REGISTRATION ☐ MINIMUM ORGANIZATION AGE

☐ PROJECT IMPACT ON ORGANIZATION

☐ **WAIVER APPROVED** ☐ **WAIVER DENIED**