

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

RECORDING REQUESTED BY:)

And When Recorded Mail To:)

Name: 1145 Polk, LLC)

Address: 1452 Broadway)

City: San Francisco)

State: California)

CONFORMED COPY of document recorded
07/12/2018, 2018K638317
on _____ with document no _____
This document has not been compared with the original
SAN FRANCISCO ASSESSOR-RECORDER

Space Above this Line For Recorder's Use

I (We) 1145 Polk, LLC the
owner(s) of that certain real property situated in the City and County of San Francisco, State of
California more particularly described as follows:

(PLEASE ATTACH THE LEGAL DESCRIPTION AS ON DEED) SEE EXHIBIT B
BEING ASSESSOR'S BLOCK: 0691; LOT: 001,
COMMONLY KNOWN AS: 1145 POLK STREET;

hereby give notice that there are special restrictions on the use of said property under the San Francisco Planning Code.

Pursuant to Planning Code Section 169 and the TDM Program Standards (as amended on February 17, 2017), the Development Project authorized by **Building Permit No. 201511203273 (Case No. 2014-001674)** shall be subject to the following:

- (1) Prior to the issuance of a first certificate of occupancy, the property owner shall facilitate a site inspection by Planning Department staff to confirm that all approved physical improvement measures in the Development Project's TDM Plan have been implemented and/or installed. The property owner shall also provide documentation that all approved programmatic measures in the Development Project's TDM Plan will be implemented. The process and standards for determining compliance shall be specified in the Planning Commission's TDM Program Standards.
- (2) Throughout the life of the Development Project, the property owner, and all successors, shall:

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

- a. Maintain a TDM coordinator, as defined in the TDM Program Standards, who shall coordinate with the City on the Development Project's compliance with its approved TDM Plan.
- b. Allow City staff access to relevant portions of the property to conduct site visits, surveys, inspection of physical improvements, and/or other empirical data collection, and facilitate in-person, phone, and/or e-mail or web-based interviews with residents, tenants, employees, and/or visitors. City staff shall provide advance notice of any request for access and shall use all reasonable efforts to protect personal privacy during visits and in the use of any data collected during this process.
- c. Submit periodic compliance reports to the Planning Department, as required by the TDM Program Standards.

(3) The following constitutes the TDM Plan for this Development Project:

| TDM Measures | Points |
|--|-----------|
| PKG-4: Unbundle Parking – Option E | 5 |
| PKG-4: Parking Supply – Option D | 4 |
| ACTIVE-2: Bicycle Parking – Option A | 1 |
| CSHARE-1: Car-Share Parking – Option A | 1 |
| Required Target Points | 7 |
| Points Achieved | 11 |

(4) Details for each TDM measure included in the plan above are attached as Exhibit A of this notice.

The use of said property contrary to these special restrictions shall constitute a violation of the Planning Code, and no release, modification or elimination of these restrictions shall be valid unless notice thereof is recorded on the Land Records by the Zoning Administrator of the City and County of San Francisco.

Dated: 07.11.18 at San Francisco, California.


(Owner's Signature) 1145 Polk, LLC

(Agent's Signature)

This signature(s) must be acknowledged by a notary public before recordation; add Notary Public Certification and Official Notarial Seal.

CALIFORNIA ALL PURPOSE ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not to the truthfulness, accuracy, or validity of that document.

State of California }
County of San Francisco } SS.
}

On 07/11/2018 before me, K. Kramer, Notary Public
DATE NAME AND TITLE

personally appeared Thomas Hunt
NAME(S) OF SIGNER(S)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature on the instrument the person(s), or the entity upon behalf of which the person acted, executed the instrument.

I certify under Penalty of Perjury under the laws of the State of California that the foregoing paragraph is true and correct

WITNESS my hand and official seal.



Place Notary Seal Above

Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signers Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

- ☐ Individual(s)
- ☐ Corporate Officer - Title(s) _____
- ☐ Partner - _____ Limited _____ General
- ☐ Attorney in Fact
- ☐ Trustee
- ☐ Guardian or Conservator
- ☐ Other: _____

RIGHT THUMBPRINT OF
SIGNER (IF REQUIRED)

Signer(s) is/are Representing: 1145 Polk, LLC

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

EXHIBIT A – TDM MEASURE DETAILS

PARKING MANAGEMENT



This category of measures is focused on discouraging trips made by private vehicles (particularly single occupancy vehicles) by controlling the supply of Accessory Parking spaces. This may be accomplished in one of two ways. First, the parking supply may be controlled by reducing the total number of Accessory Parking associated with a Development Project. Second, the terms of the availability of these Accessory Parking spaces may further control the supply of parking by: unbundling the cost of a parking space from the cost of

housing and/or not providing free parking as a benefit of employment without offering the opportunity to accept a financial incentive rather than a parking space. Further, the limitation on the "parking package" offered (i.e. no parking rates offered past one day maximums) creates a setting where parking is not a "sunk cost" on a weekly or monthly basis. Functionally, this creates the opportunity for an individual to weigh the cost of parking against the cost of taking a sustainable transportation mode on a daily basis.

MENU OF OPTIONS

| CATEGORY | MEASURE | POINTS |
|----------|---|----------------|
| PKG-1 | Unbundle Parking: Location A; or | ● 1 |
| | Unbundle Parking: Location B; or | ●● 2 |
| | Unbundle Parking: Location C; or | ●●● 3 |
| | Unbundle Parking: Location D; or | ●●●● 4 |
| | Unbundle Parking: Location E | ●●●●● 5 |
| PKG-2 | Short Term Daily Parking Provision | ●● 2 |
| PKG-3 | Parking Cash Out: Non-residential Tenants | ●● 2 |
| PKG-4 | Parking Supply: Option A; or | ● 1 |
| | Parking Supply: Option B; or | ●● 2 |
| | Parking Supply: Option C; or | ●●● 3 |
| | Parking Supply: Option D; or | ●●●● 4 |
| | Parking Supply: Option E; or | ●●●●● 5 |
| | Parking Supply: Option F; or | ●●●●●● 6 |
| | Parking Supply: Option G; or | ●●●●●●● 7 |
| | Parking Supply: Option H; or | ●●●●●●●● 8 |
| | Parking Supply: Option I; or | ●●●●●●●●● 9 |
| | Parking Supply: Option J; or | ●●●●●●●●●● 10 |
| | Parking Supply: Option K | ●●●●●●●●●●● 11 |

One point may be equal to a 1% reduction in VMT.



Unbundle Parking

TDM MEASURE:

All Accessory Parking spaces shall be leased or sold separately from the rental or purchase fees for use for the Life of the Development Project, so that residents or tenants have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

| LOCATION A | POINTS: |
|---|----------|
| One point if the residential neighborhood parking rate is greater than 0.95 or non-residential neighborhood parking rate is greater than 1.4 OR; | 1 |
| LOCATION B | POINTS: |
| Two points if the residential neighborhood parking rate is greater than 0.80 and less than or equal to 0.95 or non-residential neighborhood parking rate greater than 1.0 and less than or equal to 1.4 OR; | 2 |
| LOCATION C | POINTS: |
| Three points if the residential neighborhood parking rate is greater than 0.65 and less than or equal to 0.80 or non-residential neighborhood parking rate is greater than 0.6 and less than or equal to 1.0 OR; | 3 |

APPLICABILITY:

This measure is applicable to Development Projects in any land use category but only if the Development Project includes Accessory Parking

POINTS:

1-5 ○○○○○

Unbundle Parking

PKG-1

| | |
|--|---|
| LOCATION D | POINTS: 4 Four points if residential neighborhood parking rate is greater than 0.50 and less than or equal to 0.65 or non-residential neighborhood parking rate is greater than 0.2 and less than or equal to 0.6 OR; |
| LOCATION E | POINTS: 5 Five points if the residential neighborhood parking rate is less than or equal to 0.50 or non-residential neighborhood parking rate is less than or equal to 0.2. |
| DEVELOPMENT REVIEW: | The measure must be included in the Development Project's TDM Plan. City staff will review the Development Project proposal and assign points based on the project site location. |
| PRE-OCCUPANCY MONITORING AND REPORTING: | N/A. |
| ONGOING MONITORING AND REPORTING: | <p>The property owner shall provide documentation demonstrating separate payment (or commercial availability) for each parking space. City staff shall verify that the cost of parking is not included in property rents or sale prices.</p> <p>Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.</p> |
| RELEVANT MUNICIPAL CODE(S): | San Francisco Planning Code Section 167. |



Parking Supply

TDM MEASURE:

The Development Project shall provide off-street private vehicular parking (Accessory Parking) in an amount no greater than the off-street parking rate for the neighborhood (neighborhood parking rate), based on the transportation analysis zone for the project site. For non-residential uses (land use categories A, B, and D), the neighborhood parking rate is shown in the non-residential neighborhood parking rate map and spreadsheet. For residential uses (land use category C), the neighborhood parking rate is shown in the residential neighborhood parking rate map and spreadsheet. The neighborhood parking rates may be updated over time to reflect refined estimates, but shall not be higher than the rates established at the time of TDM Ordinance adoption. The property owner shall be subject to the neighborhood parking rates established at the time of project approval.

| | |
|---|----------------|
| OPTION A | POINTS: |
| One point for providing less than or equal to 100 percent and greater than 90 percent of the neighborhood parking rate; OR | 1 |
| OPTION B | POINTS: |
| Two points for providing less than or equal to 90 percent and greater than 80 percent of the neighborhood parking rate; OR | 2 |
| OPTION C | POINTS: |
| Three points for providing less than or equal to 80 percent and greater than 70 percent of the neighborhood parking rate; OR | 3 |

| | |
|---|--|
| APPLICABILITY: This measure is applicable to Development Projects in any land use category. | POINTS: 1-11 ○○○○○○○○○○○○ |
|---|--|

Parking Supply Management

PKG-4

| | |
|--|-----------|
| OPTION D | POINTS: |
| Four points for providing less than or equal to 70 percent and greater than 60 percent of the neighborhood parking rate; OR | 4 |
| OPTION E | POINTS: |
| Five point for providing less than or equal to 60 percent and greater than 50 percent of the neighborhood parking rate; OR | 5 |
| OPTION F | POINTS: |
| Six points for providing less than or equal to 50 percent and greater than 40 percent of the neighborhood parking rate; OR | 6 |
| OPTION G | POINTS: |
| Seven points for providing less than or equal to 40 percent and greater than 30 percent of the neighborhood parking rate; OR | 7 |
| OPTION H | POINTS: |
| Eight points for providing less than or equal to 30 percent and greater than 20 percent of the neighborhood parking rate; OR | 8 |
| OPTION I | POINTS: |
| Nine points for providing less than or equal to 20 percent and greater than 10 percent of the neighborhood parking rate; OR | 9 |
| OPTION J | POINTS: |
| Ten points for providing less than or equal to 10 percent of the neighborhood parking rate but at least one parking space; OR | 10 |
| OPTION K | POINTS: |
| Eleven points for providing no parking. | 11 |

**DEVELOPMENT
REVIEW:**

The property owner shall submit plans showing the proposed number of parking spaces and the spatial layout of the parking, including means of ingress/egress. In the project description, the property owner shall describe any planned components that may increase the capacity of the parking facility (e.g., by providing valet parking or installing mechanical parking systems). City staff will compare the amount of proposed parking to the parking rate in that neighborhood to confirm the Development Project's point allocation under this measure. City staff will also review the parking facilities to confirm that use of the facility would not create hazards for persons using other modes of transportation.

**PRE-OCCUPANCY
MONITORING AND
REPORTING:**

The TDM coordinator shall facilitate a site inspection by Planning Department staff to verify that the project meets the standards specified in the project approvals, and that the configuration of the vehicular parking (including ingress/egress) does not create hazards.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

**ONGOING
MONITORING AND
REPORTING:**

The property owner shall submit photographs of the parking facilities. City Staff shall verify that the project continues to meet the standards specified in the Development Project's approvals, and that the configuration of the vehicular parking (including ingress/egress) does not create hazards.. City staff will perform one site visit every three years to verify that the project continues to meet the standards specified in the project approvals.

**RELEVANT
MUNICIPAL
CODE(S):**

San Francisco Planning Code Sections 150, 151, 151.1, and 161.

ACTIVE TRANSPORTATION



This category of measures encourages active modes of transportation, including trips made by walking or cycling. The measures within this category include amenities to make travel by active modes safer and more convenient including streetscape elements, a fleet of bicycles, bicycle parking (including valet parking at large events), showers and clothes lockers, bicycle repair stations or services, and/or subsidized bike share memberships.

Encouraging trips by active modes may also encourage trips by transit, first because every transit trip has a walk trip associated with it, and second because walking and bicycling provide a "last mile" solution to connect major transit stations to final destinations.

Lastly, contributions to bike share memberships provide access to and incentives for the use of a network of bicycles for last-mile, short trip, or multi-destination trips. It also can help relieve crowding on particularly congested transit lines.

MENU OF OPTIONS

| CATEGORY | MEASURE | POINTS |
|-----------|--|--------|
| ACTIVE-1 | Improve Walking Conditions: Option A; or | ● 1 |
| | Improve Walking Conditions: Option B | ● 1 |
| ACTIVE-2 | Bicycle Parking: Option A; or | ● 1 |
| | Bicycle Parking: Option B; or | ●● 2 |
| | Bicycle Parking: Option C; or | ●●● 3 |
| | Bicycle Parking: Option D | ●●●● 4 |
| ACTIVE-3 | Showers and Lockers | ● 1 |
| ACTIVE-4 | Bike Share Membership: Location A; or | ● 1 |
| | Bike Share Membership: Location B | ●● 2 |
| ACTIVE-5A | Bicycle Repair Station | ● 1 |
| ACTIVE-5B | Bicycle Maintenance Services | ● 1 |
| ACTIVE-6 | Fleet of Bicycles | ● 1 |
| ACTIVE-7 | Bicycle Valet Parking | ● 1 |

One point may be equal to a 1% reduction in VMT.



Bicycle Parking

TDM MEASURE:

The property owner may choose ONE of the following options to provide Class 1 and/or Class 2 Bicycle Parking spaces as defined by the Planning Code:

OPTION A

POINTS:

1

Residential: Class 1 and 2 bicycle parking spaces as required by the Planning Code.

Office: Class 1 and 2 bicycle parking spaces as required by the Planning Code.

Retail: Class 1 and 2 bicycle parking spaces as required by the Planning Code.

OPTION B

POINTS:

2

Residential: One Class 1 Bicycle Parking space for each Dwelling Unit, and two Class 2 Bicycle Parking spaces for every 20 Dwelling Units.

Office: One Class 1 Bicycle Parking space for every 2,500 square feet of Occupied Floor Area, and two Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

Retail: One Class 1 Bicycle Parking space for every 3,750 square feet of Occupied Floor Area, and one Class 2 Bicycle Parking space for every 750 square feet of Occupied Floor Area; or five percent of the maximum number of visitors which the project is designed to accommodate, whichever is less.

APPLICABILITY:

This measure is required for some projects under Planning Code Section 155.2, and is applicable to Development Projects in any land use category.

POINTS:

1-4 ○○○○

OPTION C'**POINTS:****3**

Residential: One and a half Class 1 Bicycle Parking spaces for each Dwelling Unit, and three Class 2 Bicycle Parking spaces for every 20 Dwelling Units.

Office: One Class 1 Bicycle Parking space for every 1,667 square feet of Occupied Floor Area, and three Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

Retail: One Class 1 Bicycle Parking space for every 2,500 square feet of Occupied Floor Area, and two Class 2 Bicycle Parking spaces for every 750 square feet of Occupied Floor Area or 10 percent of the maximum number of visitors which the project is designed to accommodate, whichever is less.

OPTION D'**POINTS:****4**

Residential: For each Dwelling Unit, one and half Class 1 Bicycle Parking spaces or one Class 1 Bicycle Parking space for each bedroom, whichever is greater, and four Class 2 Bicycle Parking spaces for every 20 Dwelling Units.

Office: One Class 1 Bicycle Parking space for every 1,250 square feet of Occupied Floor Area, and four Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

Retail: One Class 1 Bicycle Parking space for every 1,875 square feet of Occupied Floor Area, and three Class 2 Bicycle Parking spaces for every 750 square feet of Occupied Floor Area or 20 percent of the maximum number of visitors which the project is designed to accommodate, whichever is less.

**DEVELOPMENT
REVIEW:**

The property owner shall submit plans that identify the amount, type (Class 1 or Class 2), and location of bicycle parking. City staff shall review the plans to ensure that the bicycle parking spaces provided meet the standards and minimums identified in the Planning Code, Zoning Administrator Bulletin No. 9, and/or those specified in this measure. City staff shall assign points based on the level of implementation. Class 1 Bicycle Parking spaces provided in excess of Planning Code requirements may vary from Planning Code standards as to location and spacing, provided that the intent of the standards regarding convenience and security is preserved.

**PRE-OCCUPANCY
MONITORING AND
REPORTING:**

The TDM coordinator shall facilitate a site inspection by Planning Department staff to verify that the bicycle parking meets the standards specified in the project approvals.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

**ONGOING
MONITORING AND
REPORTING:**

The property owner shall provide photographs of the bicycle parking. City staff shall verify that the standards specified in the project approvals are met. City staff will perform one site visit every three years to verify that the project continues to meet the standards specified in the project approvals.

**RELEVANT
MUNICIPAL
CODE(S):**

San Francisco Planning Code Sections 155.1, 155.2, 155.3 and 430.

NOTES:

- 1 At least five percent of all Class 1 Bicycle Parking spaces provided in excess of Planning Code requirements shall be designed to accommodate cargo bicycles. The number of Class 2 Bicycle Parking spaces in excess of Planning Code requirements may be reduced by up to 50 percent provided all Class 2 spaces provided are free to patrons of the project; located in one or more on-site facilities; easily accessible; monitored; protected from inclement weather; and designed and operated to reasonably allow patrons the ability to retrieve their bicycle.

CAR-SHARE



Availability of car-share vehicles reduces the need for individual vehicle ownership, which, in turn, reduces the number of Vehicle Miles Traveled by individuals. Car-share provides vehicles for those trips that are not convenient to make by transit, walking, or bicycling, such as large shopping trips. Subsidizing car-share

membership creates a higher demand for car-share vehicles and may reduce the barrier for individuals to try car-share services. As a result, the membership options within this category are paired with provision of a higher number of car-share spaces.

MENU OF OPTIONS

| CATEGORY | MEASURE | POINTS |
|----------|--|---------|
| CSHARE-1 | Car-Share Parking and Membership: Option A; or | ● 1 |
| | Car-Share Parking and Membership: Option B; or | ●● 2 |
| | Car-Share Parking and Membership: Option C; or | ●●● 3 |
| | Car-Share Parking and Membership: Option D; or | ●●●● 4 |
| | Car-Share Parking and Membership: Option E | ●●●●● 5 |

One point may be equal to a 1% reduction in VMT.

Car-Share

CSHARE-1

for the project. The property owner may choose ONE of the following five options:

OPTION A

POINTS:

1

Residential: Car-share parking spaces as required by the Planning Code.

Office: Car-share parking spaces as required by the Planning Code.

Retail: Car-share parking spaces as required by the Planning Code.

OPTION B

POINTS:

2

Residential: One car-share parking space for every 80 Dwelling Units, with a minimum of two car-share parking spaces.

Office: One car-share parking space for each 20,000 square feet of Occupied Floor Area, with a minimum of two car-share parking spaces.

Retail: Two car-share parking spaces for each 20,000 square feet of Occupied Floor Area, with a minimum of four car-share parking spaces.

OPTION C

POINTS:

3

Residential: One car-share membership for each Dwelling Unit, and car-share parking spaces as required by the Planning Code.

Office: One car-share membership for each employee, and car-share parking spaces as required by the Planning Code.

Retail: One car-share membership for each employee, and car-share parking spaces as required by the Planning Code.

OPTION D

POINTS:

4

Residential: One car-share membership for each Dwelling Unit, and one car-share parking space for every 80 Dwelling Units, with a minimum of two car-share parking spaces.

Office: One car-share membership for each employee, and one car-share parking space for each 20,000 square feet of Occupied Floor Area, with a minimum of two car-share parking spaces.

Retail: One car-share membership for each employee, and two car-share parking spaces for each 20,000 square feet of Occupied Floor Area, with a minimum of four car-share parking spaces.

OPTION E

POINTS:

5

Residential: One car-share membership for each Dwelling Unit, and one car-share parking space for every 40 provided Dwelling Units, with a minimum of three car-share parking spaces.

Office: One car-share membership for each employee, and one car-share parking space for every 10,000 square feet of Occupied Floor Area, with a minimum of three car-share parking spaces.

Retail: One car-share membership for each employee, and two car-share parking spaces for every 10,000 square feet of Occupied Floor Area, with a minimum of three car-share parking spaces.

**DEVELOPMENT
REVIEW:**

The property owner shall select an option and submit plans that identify the car-share parking spaces. The measure must be included in the Development Project's TDM Plan. City staff will assign points based on the level of implementation.

**PRE-OCCUPANCY
MONITORING AND
REPORTING:**

The TDM coordinator shall facilitate a site inspection by Planning Department staff to verify that the car-share parking meets the standards specified in the Planning Code and the project approvals.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

**ONGOING
MONITORING AND
REPORTING:**

The property owner shall submit invoices or receipts with any sensitive billing information redacted and document the total number of employees and/or occupied Dwelling Units and the number of memberships purchased within the last year². City staff shall verify that the standards and minimums identified in the Planning Code and those specified in the project approvals are met³. Verification of car-share operations associated with any car-share vehicles that are provided by the property owner shall include documentation of vehicle ownership or lease, insurance, and demonstration of reservation system and availability to all tenants and/or residents, and invoices or receipts demonstrating charges to users (with sensitive billing information redacted).

**RELEVANT
MUNICIPAL
CODE(S):**

San Francisco Planning Code Sections 151.1 and 166.

NOTES:

- 1 Although the property owner may opt to provide an annual membership to all employees, the requirement is one membership per full time employee.
- 2 Full compliance means that the property owner offers one membership per employee and/or Dwelling Unit regardless of whether or not the memberships are accepted.
- 3 If a property owner offers the off-street car-share spaces in an amount exceeding Code requirements to a certified car-share organization for two consecutive ongoing reporting periods and no certified car-share organization agrees to use the spaces, the property owner must either provide its own fleet of car-share vehicles and operate them per Code requirements or file a TDM Plan Update Application to revise the TDM Plan with new measures from the Standards at the time of TDM Plan Update application to ensure that the target is achieved.

For Option D and E, for all car-share spaces that are provided, above and beyond the Planning Code requirements, up to 15 percent of the car-share parking spaces and memberships may be substituted with spaces and memberships for another shared vehicle type. Other shared vehicle types include: scooters, motorized bicycles and/or other motorized vehicles. Shared vehicles must meet the operational standards outlined in Section 166 of the Planning Code. The maximum number of car-share spaces for any Development Project is 50 spaces.

EXHIBIT B

Order Number: **3802-5709305**
Page Number: 8

LEGAL DESCRIPTION

Real property in the City of San Francisco, County of San Francisco, State of California, described as follows:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF SUTTER STREET AND THE WESTERLY LINE OF POLK STREET; RUNNING THENCE WESTERLY ALONG SAID LINE OF SUTTER STREET 68 FEET 9 INCHES; THENCE AT A RIGHT ANGLE SOUTHERLY 120 FEET; THENCE AT A RIGHT ANGLE EASTERLY 68 FEET 9 INCHES TO THE WESTERLY LINE OF POLK STREET; AND THENCE AT A RIGHT ANGLE NORTHERLY ALONG SAID LINE OF POLK STREET 120 FEET TO THE POINT OF COMMENCEMENT.

BEING PORTION OF WESTERN ADDITION BLOCK NO. 5

APN: LOT: 001, BLOCK: 0691