



# SAN FRANCISCO PLANNING DEPARTMENT

## Executive Summary Conditional Use Authorization/Variance

HEARING DATE: APRIL 7, 2016

*Date:* March 31, 2016  
*Case No.:* **2014-000609CUA VAR**  
*Project Address:* **875 CALIFORNIA STREET/ 770 POWELL STREET**  
*Zoning:* RM-4 (Residential- Mixed, High Density)  
65-A Height and Bulk District  
Nob Hill Special Use District  
*Block/Lot:* 0256/016, 017  
*Project Sponsor:* Grosvenor Americas  
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### PROJECT DESCRIPTION

The applicant proposes to demolish the surface parking lot at 770 Powell and parking structure at 875 California, to merge the two lots and to construct a new seven-story, 65-foot tall building with 44 residential units and 48 underground parking spaces. The main pedestrian entry is from the northwest corner of the site. On-site bicycle parking is provided for 86 Class 1 spaces in a secure room at the Garden Level 2, with direct access through a door and ramp from Powell Street. Garage access for the Project would be provided by a single 10-foot curb cut on California Street at the same location as a current larger curb cut, with a car elevator providing access to the below-grade parking garage. In addition, the 46-foot wide curb cut currently used to access the parking structure and parking lot on California would be eliminated and replaced with code-compliant sidewalks. It is also anticipated that two on-street parking spaces may be added, which may also be used for deliveries and/or passenger loading during business hours, depending on SFMTA approval.

The Project design proposes to activate the street. The building footprint is generally U-shaped. At the northwestern corner of the site, the building mass is carved back from the property line to create an open court at the street. This space provides access to the main building lobby and is defined at the street by low walls capped with custom-designed fencing. Gates, continuing the custom-designed grille work, penetrate the wall with access points from Powell and from California Streets. The low wall follows the up-sloping grade to incorporate pedestrian seating elements which overlook the landscaped open space court. This building setback at the corner maintains the site line at this steep intersection and preserves the relationship with the historic cable car kiosk. In addition, there are three points of direct access to four residential units from the sidewalk, separate from the main lobby entrance, which will provide a strong connection between the public street-front and the private building entrances. Open space is provided throughout the project in the front courtyard, at terraces as the building mass is reduced at higher levels,

roof decks and at the rear yard. The U-shaped building form defines a consistent streetwall, resulting in a rear yard design located in the southeast corner of the proposed merged lots to take advantage of the steep topography and provide the most usable yard space.

A small palette of high-quality materials reflects the unique surroundings. As proposed, a granite base, with a custom faceted profile, supports a custom stucco cladding at the upper levels. Metal gates, balcony railings, and security features are designed with a design incorporated throughout the building façade. Bronze metal highlights planter boxes at lower levels, and defines the main lobby entry. Stone trim is applied at windows, canopies and some beltcourse levels.

## **SITE DESCRIPTION AND PRESENT USE**

The project is located on the southern side of California Street and the eastern side of Powell Street, Block 0256, Lots 016 and 017. The property is located within the RM-4 (Residential- Mixed, High Density) Zoning District with 65-A Height and Bulk district. The property includes two lots, at the corner of California and Powell Streets. The corner lot, with approximately 49 feet of frontage on California Street and 124 feet of frontage on Powell Street, is a surface parking lot. The other lot, with 68.5 feet of frontage on California Street, is developed with a two-story parking garage structure. Of this frontage, two curb cuts exist measuring a total of 60.5 feet.

## **SURROUNDING PROPERTIES AND NEIGHBORHOOD**

The project site is located at the intersection of California and Powell Streets. The Project site is located within the Chinatown neighborhood – adjacent to Nob Hill, and within the Nob Hill Special Use District. A mixture of hotels, residential uses in multi-family buildings and smaller flats, and private clubs define the immediate surroundings. In the adjacent block of California to the north and west, the California Club, the Fairmont, Intercontinental Mark Hopkins and Stanford Court Hotels are located. The surrounding properties are located within the RM-4 (Residential- Mixed, High Density) and RM-3 (Residential- Mixed, Medium Density) Districts, and approximately one block east on California the C-3-G (Downtown General) Zoning District begins.

These Districts are devoted almost exclusively to apartment buildings of high density, usually with smaller units, close to downtown. Buildings over 40 feet in height are very common, and other tall buildings may be accommodated in some instances. Despite the intensity of development, distinct building styles and moderation of facades are still to be sought in new development, as are open areas for the residents. Group housing is especially common in these districts, as well as supporting nonresidential uses.

## **ENVIRONMENTAL REVIEW**

On March 11, 2016 the Project was determined to be exempt from the California Environmental Quality Act (“CEQA”) as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project.

## HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	March 18, 2016	March 16, 2016	22 days
Posted Notice	20 days	March 18, 2016	March 18, 2016	20 days
Mailed Notice	10 days	March 28, 2016	March 18, 2016	20 days

The proposal requires a Section 311-neighborhood notification, which was conducted in conjunction with the conditional use authorization process.

## PUBLIC COMMENT/COMMUNITY OUTREACH

- The Department has received five letters in support of the project including from the Fairmont Hotel, the Masonic Memorial Temple, from a member of the California Club, the Board of Directors of the University Club of San Francisco, and from a member of the public. Additionally the Housing Action Coalition has endorsed the project, with the scorecard is submitted in the sponsor submittal. Additional support from attendees at a community meeting hosted by the sponsor on March 23, 2016 is included in the project sponsor submittal.

The project team has conducted Department required outreach. In addition, another open house was held in October 2015, at which the Team presented the updated Project and took questions and community input. The Project has also been presented to the Nob Hill Association on multiple occasions. In October 2015, the Team presented to the San Francisco Housing Action Coalition Endorsement Committee, which voted to endorse the Project. There have also been a series of individual meetings with neighborhood groups and interested parties, including the following: The Fairmont Hotel; The Masonic Auditorium; The Stanford Court Hotel; The Powell Place Hotel; 851 Residence Club (ownership and management); The University Club; The Mark Hopkins Hotel; Representatives from 750 Powell Street. In February 2016, letters were sent to approximately 45 residents and building owners immediately adjacent to the Project site to inform them of the Planning Commission hearing date and offer to meet to answer any questions. Currently, the Project Team is in the process of providing updated project plans to the Nob Hill Association, project neighbors, and other interested stakeholders, and has hosted the neighborhood at an informal meet and greet with Project Team on March 23 at the University Club.

## ISSUES AND OTHER CONSIDERATIONS

- The Entertainment Commission recommends noise attenuation conditions pursuant to Chapter 116 Residential Projects. These conditions are in the Draft Motion for the Planning Commission's consideration for inclusion.
- Building Height. The proposed height feet requires Conditional Use Authorization due to requirements for proposals in the RM-4 District for proposals exceeding 50 feet. As measured from California Street, the project reaches a maximum height of 65 feet. The scale of the building and density is appropriate for the RM-4 zoning district and is contextual with the surrounding

building scale, some exhibiting height taller than 40 feet and some taller than 65 feet, and building uses. Although the Project is requesting Conditional Use Authorization for a height of 65 feet, surrounding buildings exhibit heights taller than 40 feet and some taller than 65 feet. The Project is generally code-compliant and on balance, is consistent with the Objectives and Policies of the General Plan, including the Urban Design Element objectives to relate new construction to the height and character of existing development and to promote harmony in visual transition between new and old buildings.

- Curb Cut. The project requires Conditional Use Authorization for curb cuts on California Street. There are two curb cuts existing, 46 feet 8 inches and 13 feet 10 inches. The project proposes removing the larger curb cut. The Project would use the existing smaller curb cut for the garage entrance from California Street, reduced from 13 feet 10 inches to the Department standard 10 feet, thus continuing the general traffic pattern established at the site. The request is for continuation of a curb cut which meets Department standards. Adding a garage and curb cut at Powell Street would be difficult and potentially disruptive to traffic patterns due to the narrow vehicular right-of-way, dedicated cable car lane, and steep grade.
- Bulk. A Conditional Use Authorization is required for a project exceeding the maximum bulk plan dimensions. As proposed, the project exceeds only the maximum diagonal dimension at Levels 4-7. The Project is designed in a manner compatible with character and development of the surrounding district and includes a number of features that reduce the appearance of bulk. Utilization of bay window and top level setbacks create variation in the façade. A clipped, or recessed, corner at the northwest of the building site allow for a landscaped courtyard at the corner of Powell and California for additional reduction of the sense of bulk while enhancing the pedestrian experience of the block. It will also include stepped terraces/balconies, as well as setbacks along California and Powell Streets which minimizes the bulk on the upper floors.
- Rear Yard. The rear yard is provided at grade level and above. Due to the proposed irregular lot shape, in that two lots with varied lot depth are proposed for merger, the rear yard requirement ranges from 34 feet 4 inches to 31 feet of lot depth, as measured from the frontage of California Street. The rear yard is provided at the southeast portion of the proposed site, and ranges from 0 feet lot depth to 53 feet 6 inch lot depth, and requires a Variance to proceed. To create a code compliant yard, the building design would maintain a gap in the streetwall on Powell Street, which would not conform to the Department's urban design objectives, and create a shaded, canyon-like rear yard, which would not meet the intent of rear yard open space.
- Dwelling Unit Exposure. Four of the proposed 44 dwelling units require a Variance for exposure. At the two Garden Levels (Garden Level 2 and Garden Level), the dimensional open space requirements are not met for dwelling unit exposure. At the two Garden Levels there are four dwelling units (two units per level) which face onto this non-compliant open space. The Project meets the intent of the code to provide adequate exposure for these four dwelling units facing the rear as these units will have more than sufficient light and air from the large rear yard.

## REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization to allow continuation of one curb cut, reduced to 10 feet, on California Street, to allow height exceeding 50 feet in a 65 foot height district, and to allow exceptions for measuring bulk per Section 270, pursuant to sections

303, 155, 253 and 271 of the Planning Code. The project also seeks Variances from the Planning Code for rear yard and dwelling unit exposure, to be considered by the Zoning Administrator.

## BASIS FOR RECOMMENDATION

- The project would add 44 family-sized dwelling units to the City's housing stock.
- The project proposes developing a LEED Gold certified building at a site occupied with a parking garage and underutilized surface parking lot to create active, vibrant streetscapes.
- The project includes a mix of studio, one-bedroom, and two-bedroom and larger units to serve a diversity of household sizes and people with varied housing needs.
- The parking proposed is the principally permitted under the Planning Code. Class 1 bicycle parking is provided in excess of requirements in an on-site, secured location.
- The project is necessary and desirable, is compatible with the surrounding neighborhood and would not be detrimental to persons or adjacent properties in the vicinity.

<b>RECOMMENDATION:</b>	<b>Approval with Conditions</b>
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### Attachments:

Draft Motion

Block Book Map

Sanborn Map

Aerial & Context Photographs

*Class 32 Categorical Exemption, March 11, 2016*

Public Correspondence:

-Support Letters

Project Sponsor Submittal, including:

- Affidavit for Compliance: Inclusionary Housing Compliance

-Sponsor Letter, including Letters of Support

-Reduced Plans

-Renderings

Attachment Checklist

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary           | <input checked="" type="checkbox"/> Project sponsor submittal   |
| <input checked="" type="checkbox"/> Draft Motion                | Drawings: <u>Existing Conditions</u>  |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility  |
| <input checked="" type="checkbox"/> Zoning District Map         | Drawings: <u>Proposed Project</u>   |
| <input checked="" type="checkbox"/> Height & Bulk Map           | <input checked="" type="checkbox"/> Check for legibility  |
| <input checked="" type="checkbox"/> Parcel Map                  | 3-D Renderings (new construction or significant addition)   |
| <input checked="" type="checkbox"/> Sanborn Map                 | <input checked="" type="checkbox"/> Check for legibility  |
| <input checked="" type="checkbox"/> Aerial Photo                | <input type="checkbox"/> Wireless Telecommunications Materials  |
| <input checked="" type="checkbox"/> Context Photos              | <input type="checkbox"/> Health Dept. review of RF levels   |
| <input checked="" type="checkbox"/> Site Photos                 | <input type="checkbox"/> RF Report  |
|   | <input type="checkbox"/> Community Meeting Notice   |
|   | <input checked="" type="checkbox"/> Housing Documents   |
|   | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |
|   | <input type="checkbox"/> Draft Costa Hawkins Agreement  |

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

MWB  
Planner's Initials



# SAN FRANCISCO PLANNING DEPARTMENT

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*Subject to: (Select only if applicable)*

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413)  | <input type="checkbox"/> Child Care Requirement (Sec. 414)            |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412)             | <input checked="" type="checkbox"/> Other                             |

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## Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 303, 155, 253 AND 271 OF THE PLANNING CODE TO ALLOW CONTINUATION OF A CURB CUT ON CALIFORNIA STREET, TO ALLOW HEIGHT EXCEEDING 50 FEET IN A RM DISTRICT, AND TO EXCEED BULK LIMITATIONS PER CODE SECTION 270, WITH RESPECT TO A PROPOSAL TO DEMOLISH A PARKING GARAGE AND SURFACE PARKING LOT AND TO CONSTRUCT A SEVEN-STORY BUILDING WITH 44 RESIDENTIAL UNITS, 48 PARKING SPACES, 86 CLASS 1 AND 2 CLASS 2 BICYCLE PARKING SPACES, LOCATED ON A SITE PROPOSING TO MERGE TWO LOTS WITHIN THE RM-4 (RESIDENTIAL- MIXED, HIGH DENSITY) DISTRICT AND A 65-A HEIGHT AND BULK DISTRICT.

### PREAMBLE

On April 1, 2015, Jody Knight of Reuben, Junius, Rose, LLP, acting on behalf of Grosvenor Americas (hereinafter "Project Sponsor"), filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section(s) 303, 155, 253 and 271 to allow continuation of one existing curb cut on California Street, reduced to Department guidelines, to allow height exceeding 50 feet in a 65 foot height district, and to allow exceptions for measuring bulk per

Section 270, for a new seven-story, 65-foot tall, 44-unit residential project, proposing to merge two lots, located at 875 California and 770 Powell Street, Block 0256 and Lots 016 and 017, within the RM-4 (Residential- Mixed, High Density) District and a 65-A Height and Bulk District.

On April 1, 2015, the Project Sponsor applied for a Variance from the requirements of Section 134, to allow a rear yard ranging from 0 lot depth to 53 feet 6 inch lot depth, and from Section 140, to allow four dwelling units with non-code compliant exposure.

On April 1, 2015, Department staff received a request for review of a development exceeding 40 feet in height (Case No. 2014.000609SHD), pursuant to Section 295, analyzing the potential impacts of the development to properties under the jurisdiction of the Department of Recreation and Parks. Department staff prepared a shadow fan depicting the potential shadow cast by the development and concluded that the Project could potentially cast shadow on St. Mary's Square, Willie "Woo Woo" Wong Playground and Portsmouth Square Plaza. After reviewing and analyzing a secondary analysis submitted by the Project Sponsor, dated November 13, 2015, the Planning Department concluded that no new, net potential shadow will be cast upon any of these parks or POPOS located at the 555, 600 and 650 California Street buildings, because the project would not result in any new shadows (at no time throughout the year). Therefore, the Project would have no impact to properties subject to Section 295 or per CEQA.

On March 11, 2016 the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project.

On April 7, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.000609CUAVAR.

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

**MOVED**, that the Commission hereby authorizes the Conditional Use requested in Application No. 2014.000609CUAVAR, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

## **FINDINGS**

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located on the southern side of California Street and the eastern side of Powell Street, Block 0256, Lots 016 and 017. The property is located within the RM-4 (Residential- Mixed, High Density) Zoning District with 65-A Height and Bulk

district. The property includes two lots, at the corner of California and Powell Streets. The corner lot, with approximately 49 feet of frontage on California Street and 124 feet of frontage on Powell Street, is a surface parking lot. The other lot, with 68.5 feet of frontage on California Street, is developed with a two-story parking garage structure. Of this frontage, two curb cuts exist measuring 60.5 feet.

3. **Surrounding Properties and Neighborhood.** The project site is located at the intersection of California and Powell Streets. The Project site is located within the Chinatown neighborhood – adjacent to Nob Hill, and within the Nob Hill Special Use District. A mixture of hotels, residential uses in multi-family buildings and smaller flats, and private clubs define the immediate surroundings. In the adjacent block of California to the north and west, the California Club, the Fairmont, Intercontinental Mark Hopkins and Stanford Court Hotels are located. The surrounding properties are located within the RM-4 (Residential- Mixed, High Density) and RM-3 (Residential- Mixed, Medium Density) Districts, and approximately one block east on California the C-3-G (Downtown General) Zoning District begins.
4. **Project Description.** The applicant proposes to demolish the surface parking lot at 770 Powell and parking structure at 875 California, to merge the two lots and to construct a new seven-story, 65-foot tall building with 44 residential units and 48 underground parking spaces. The main pedestrian entry is from the northwest corner of the site. On-site bicycle parking is provided for 86 Class 1 spaces in a secure room at the Garden Level 2, with direct access through a door and ramp from Powell Street. Garage access for the Project would be provided by a single 10-foot curb cut on California Street at the same location as a current larger curb cut, with a car elevator providing access to the below-grade parking garage. In addition, the 46-foot wide curb cut currently used to access the parking structure and parking lot on California would be eliminated and replaced with code-compliant sidewalks. It is also anticipated that two on-street parking spaces may be added, which may also be used for deliveries and/or passenger loading during business hours, depending on SFMTA approval.

The Project design proposes to activate the street. The building footprint is generally U-shaped. At the northwestern corner of the site, the building mass is carved back from the property line to create an open court at the street. This space provides access to the main building lobby and is defined at the street by low walls capped with custom-designed fencing. Gates, continuing the custom-designed grille work, penetrate the wall with access points from Powell and from California Streets. The low wall follows the up-sloping grade to incorporate pedestrian seating elements which overlook the landscaped open space court. This building setback at the corner maintains the site line at this steep intersection and preserves the relationship with the historic cable car kiosk. In addition, there are three points of direct access to four residential units from the sidewalk, separate from the main lobby entrance, which will provide a strong connection between the public street-front and the private building entrances. Open space is provided throughout the project in the front courtyard, at terraces as the building mass is reduced at higher levels, roof decks and at the rear yard. The U-shaped building form defines a consistent streetwall, resulting in a rear yard design located in the southeast corner of the proposed merged lots to take advantage of the steep topography and provide the most usable yard space.

A small palette of high-quality materials reflects the unique surroundings. As proposed, a granite base, with a custom faceted profile, supports a custom stucco cladding at the upper levels. Metal gates, balcony railings, and security features are designed with a design incorporated throughout the building façade. Bronze metal highlights planter boxes at lower levels, and defines the main lobby entry. Stone trim is applied at windows, canopies and some beltcourse levels.

5. **Public Comment/Community Outreach.** The Department has received five letters in support of the project including from the Fairmont Hotel, the Masonic Memorial Temple, from a member of the California Club, the Board of Directors of the University Club of San Francisco, and from a member of the public. Additionally the Housing Action Coalition has endorsed the project, with the scorecard is submitted in the sponsor submittal. Additional support from attendees at a community meeting hosted by the sponsor on March 23, 2016 is included in the project sponsor submittal.

The project team has conducted Department required outreach. In addition, another open house was held in October 2015, at which the Team presented the updated Project and took questions and community input. The Project has also been presented to the Nob Hill Association on multiple occasions. In October 2015, the Team presented to the San Francisco Housing Action Coalition Endorsement Committee, which voted to endorse the Project. There have also been a series of individual meetings with neighborhood groups and interested parties, including the following: The Fairmont Hotel; The Masonic Auditorium; The Stanford Court Hotel; The Powell Place Hotel; 851 Residence Club (ownership and management); The University Club; The Mark Hopkins Hotel; Representatives from 750 Powell Street. In February 2016, letters were sent to approximately 45 residents and building owners immediately adjacent to the Project site to inform them of the Planning Commission hearing date and offer to meet to answer any questions. Currently, the Project Team is in the process of providing updated project plans to the Nob Hill Association, project neighbors, and other interested stakeholders, and has hosted the neighborhood at an informal meet and greet with Project Team on March 23 at the University Club.

6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
  - A. **Rear Yard.** Planning Code Section 134 states that the minimum rear yard depth shall be equal to 25% of the total depth of the lot on which the building is situated, but in no case less than 15 feet, at grade level and above.

*The rear yard is provided at grade level and above. Due to the proposed irregular lot shape, in that two lots with varied lot depth are proposed for merger, the rear yard requirement ranges from 34 feet 4 inches to 31 feet of lot depth, as measured from the frontage of California Street. The proposed rear yard ranges in measurement from 0 lot depth to 53 feet 6 inch lot depth. Portions of the rear yard are compliant; however, the entire rear yard is not code compliant. The proposed rear yard is located in the southeastern corner of the lot, measuring approximately 2,538 square feet, with additional open space provided at the front courtyard, roof decks and terraces. The design of the rear yard reflects the building's U-shaped footprint and ensures that the rear yard receives adequate light in this block with*

*steep topography. A code compliant rear yard would have provided approximately 3,887 square feet of rear yard open area.*

*To create a code compliant yard, the building design would maintain a gap in the streetwall on Powell Street, which would not conform to the Department's urban design objectives, and create a shaded, canyon-like rear yard, which would not meet the intent of rear yard open space. The project proposes 5,900 square feet private open space at roof decks and terraces which satisfies the private open space needs for 13 dwelling units. In addition, the communal roof terrace provides 730 square feet of open space and the front courtyard provides 805 square feet common open space. Additional common open space which does not meet the technical dimensional requirements of the Planning Code includes the rear yard (approximately 2,538 square feet) and a common open space outside a sunroom off the garden (165 square feet). The sponsor has requested a Variance from the Planning Code. This will be heard concurrently by the Zoning Administrator at the Planning Commission hearing for the Conditional Use Authorization.*

- B. **Open Space.** Planning Code Section 135 requires that the project provide a minimum of 36 square feet of open space per dwelling unit, if not publically accessible. Further, any private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court. Alternatively, common useable open space, at a rate of 48 square feet per dwelling unit, shall be at least 15 feet in every horizontal dimension and shall be a minimum of 300 square feet.

*The required private open space is 1,584 square feet and required common open space is 2,112 square feet for the project. Thirteen of the dwelling units are proposed with private balconies and decks, equaling 5,900 square feet, meeting the minimum dimensional requirements. Therefore, 1,488 square feet of common open space is required for the remaining dwelling units. This requirement is met through the communal roof terrace which provides 730 square feet of open space and the front courtyard which provides 805 square feet common open space. Therefore the project complies with the Code. Additional common open space which does not meet the technical dimensional requirements of the Planning Code includes the 2,538 square-foot common portion of the rear yard and a common open space outside a sunroom off the garden (165 square feet).*

- C. **Bay Windows.** Per Section 136(c)(2), bay window projections over public right-of-way are permitted with a maximum projection of 3 feet over sidewalk with minimum 7½ feet headroom. A maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area. The glass areas of each bay window, and the open portions of each balcony, shall be not less than 50 percent of the sum of the areas. The minimum horizontal separation between bay windows is 2 feet.

*The bay windows project 3 feet over the public sidewalk with at least 7½ feet of vertical headroom. The maximum length of the bay establishing the open area measures approximately 11 feet 2 inches and reduces in proportion to approximately 6 feet 9 inches. More than 50% of each vertical face of the bay is expressed with clear glazed, steel sash windows. Horizontal separation between bay windows varies, but is at least greater than 10 feet in all cases. Therefore, the project complies with this Section of Code.*

- D. **Dwelling Unit Exposure.** Section 140 requires that each dwelling unit shall face directly a public street, public alley at least 20 feet in width, side yard at least 25 feet in width, or rear code-compliant rear yard; or open area/court with minimum horizontal dimension of 25 feet in every horizontal dimension for the floor at which the Dwelling Unit in question is located and the floor immediately above it, with an increase of five feet at every subsequent floor.

*A majority of the dwelling units are designed to face directly onto a public street or a code compliant open space. Due to the U-shape of the building and a central circulation core, each level exhibits units which face onto the rear yard. At the two Garden Levels (Garden Level 2 and Garden Level), the dimensional open space requirements are not met for dwelling unit exposure. At the two Garden Levels there are four dwelling units (two units per level) which face onto this non-compliant open space. The Project meets the intent of the code to provide adequate exposure for dwelling units facing the rear as these units will have more than sufficient light and air from the large rear yard. At levels Lobby through 7, the dimensional requirements for an open space are met, therefore those dwelling units which face only onto the rear yard are compliant. The sponsor has requested a Variance from the Planning Code for the non-compliant units. This Variance will be heard concurrently by the Zoning Administrator at the Planning Commission hearing for the Conditional Use Authorization.*

- E. **Nob Hill Special Use District.** Planning Code Section 238 states that special uses must undergo additional review within this established area with a unique combination of uses and a special identity. These uses require Conditional Use authorization: hotel, incidental commercial, private community facility, eating and drinking uses. The SUD places additional limitations on signage for principally permitted uses or eating and drinking uses.

*The project does not include any of the above components, therefore no additional analysis or findings are required. If signage is proposed, additional restrictions as noted in 238(e) shall be applied.*

- F. **Residential Off-Street Parking.** Planning Section 151 of the Planning Code requires off-street parking for every dwelling unit. The maximum parking permitted as accessory is 1.5 spaces where one space is required.

*The project proposes 48 off-street parking spaces. Forty-four spaces are required; four additional spaces are permitted. The 48 parking spaces are permitted and compliant. Vehicle stackers are being employed for reduction in square footage required for parking.*

- G. **Curb Cuts.** Per Section 155(r), curb cuts along the entire length of California Street require Conditional Use Authorization.

*The project proposes continuation of one of the two existing curb cuts on California Street. The curb cuts measure approximately 46 feet 8 inches and 13 feet 10 inches. For this project, the 13 feet 10 inch curb would be reduced to a 10 feet wide curb cut on California Street, and the larger curb cut would be removed with the curb improved to City standards. It is also anticipated that two on-street parking spaces will be added, which may also be used for deliveries and/or passenger loading during business hours, depending on San Francisco Municipal Transportation Agency approval. See #7 for findings and more analysis.*

- H. **Bicycle Parking.** Planning Section 155.1-155.2 of the Planning Code requires bicycle parking spaces for residential and non-residential uses. One Class 1 bicycle parking space is required for each dwelling unit. Additionally, Class 2 bicycle parking spaces are required for every 20 dwelling units.

*The project proposes 44 dwelling units, and 44 Class 1 bicycle parking spaces are required. Located in an on-site bicycle storage room at Garden Level 2 is space for up to 86 bicycles. Access to the secure room is from an entrance and ramp corridor from Powell Street. The bike parking room is located one level above the off-street parking garage, which is only accessible via elevator. Additionally, two Class 2 spaces are required and are proposed on the Powell Street right of way. Therefore, the project is compliant.*

- I. **Car Share.** Section 166 of the Planning Code requires one car share space for 50 – 200 dwellings.

*The project proposes 44 dwelling units, therefore no car share space is required nor are any on-site car share spaces proposed.*

- J. **Density.** Per Section 209.2, up to one unit per 200 square feet of lot area is permitted.

*Once the two lots are merged, the lot area would measure approximately 15,548 square feet. The permitted density would be 78 dwelling units. The project proposes 44 dwelling units, mostly family-sized units. Of the proposed units, two are studio units, seven are one-bedroom units, 30 are two-bedroom units and five are three-bedroom units.*

- K. **Height.** The subject property is located within the RM-4 Zoning District. Pursuant to Section 253, height exceeding 50 feet within a RM district requires Conditional Use Authorization to proceed.

*The project proposes a height of 65 feet as measured from California Street, with permitted exemptions extending above, such as elevator and stair penthouses per Section 260(b). Per Section 253, height exceeding 50 feet requires Conditional Use Authorization and analysis and findings are discussed further in #7 and #8.*

- L. **Bulk.** The subject property is located within the 65-A Height and Bulk district. Pursuant to Section 270, projects within “-A” Bulk District have defined bulk dimensions starting at

height of 40 feet and greater, with requirements in plan as follows: the maximum length is 110 feet and the maximum diagonal dimension is 125 feet.

*The project proposes a maximum plan length of 97 feet, and this maximum is measured along the Powell Street elevation. Maximum diagonal dimension exceeds 125 feet at levels 4 – 7. Per Section 271, bulk exceedance of plan dimensions in Section 270 requires Conditional Use Authorization and analysis and findings are discussed further in #7 and #9.*

- M. Street Frontage in RH, RTO, RTO-M and RM Districts.** Section 144 of the Planning Code requires that within RM districts. Except as otherwise provided herein, in the case of every dwelling in such districts no more than one-third of the width of the ground story along the front lot line, or along a street side lot line, or along a building wall that is set back from any such lot line, shall be devoted to entrances to off-street parking, except that in no event shall a lot be limited by this requirement to a single such entrance of less than ten feet in width. In addition, no entrance to off-street parking on any lot shall be wider than 20 feet, and where two or more separate entrances are provided there shall be a minimum separation between such entrances of six feet. In the case of every dwelling in such districts, no less than one-third of the width of the ground story along the front lot line, along a street side lot line, and along a building wall that is set back from any such lot line, shall be devoted to windows, entrances for dwelling units, landscaping, and other architectural features that provide visual relief and interest for the street frontage.

*The project provides one entry for egress and ingress dedicated to off-street parking. The width of the access to off-street parking is approximately the same as the width of the curb cut, which is 10 feet. The multi-unit building offers several maisonette units with direct access from the street and a main lobby at the corner, therefore, the ground story is defined by several raised entrances, windows, metal grill-work, landscaping and granite cladding at the base. At the corner of California and Powell Streets, the building corner is carved away to create a defined and open main entry for the building. Due to the steep topography of the site, this offset offers an opportunity to incorporate a pedestrian seating wall into a functional retaining wall with a well-landscaped corner. Additionally, this building clipping/offset provides some line of site relief for drivers and pedestrians at a busy intersection of two streets both exhibiting vehicular traffic and cable car lines. Although California Street is at a gentle slope heading towards downtown, at this intersection Powell Street is quite steep.*

- N. Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide.

*The Project Sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary*

*Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development at a rate equivalent to an off-site requirement of 20%. The project sponsor has not selected an alternative to payment of the Fee. The EE application was submitted on December 12, 2014.*

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

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

*The massing and height of the proposed building is compatible with the scale of the surrounding properties. The Stanford Court Hotel is on the Southwest corner of the intersection, the Fairmont Hotel is on the Northwest corner of the intersection and the University Club is on the Northeast corner of the intersection, all large buildings. Other surrounding buildings, of similar scale to the proposal, are primarily multi-family residential uses.*

*The curb cut for garage entry on California is necessary and desirable. Currently, there are two curb-cuts into the existing off-street parking facilities at the Site. The Project would use an existing curb cut for the garage entrance, reduced from 13 feet 10 inches to 10 feet. Assuming that the no left-turn restriction on California Street would continue with the Project, all vehicles entering and exiting the Project's garage would be via eastbound California Street (right-turn in/right-turn out). Given that the southbound left-turn movement at the adjacent California Street/Powell Street intersection is prohibited, all vehicles would access the Project site from eastbound California Street or northbound Powell Street. To minimize the potential for conflicts between entering and exiting vehicles, an access control system will be implemented. This traffic pattern is appropriate for the area, and is a continuation of the current general traffic pattern of the Site – although the number of parking spaces will be reduced and shifted from short-term parking to long-term resident parking. In contrast, relocating the driveway to Powell would result in circulation disruptions because eastbound traffic entering the building would need to shift from California Street to Bush Street two blocks to the south.*

*Adding a garage entrance to Powell Street, which is steep and narrow, would be difficult and potentially disruptive to traffic patterns. The cable car lanes on Powell have red paint and are separated by bollards to ensure that drivers do not use the lanes. As a result, the vehicular right-of-way on Powell is very narrow, at only about 10 feet wide. With this width, it would be difficult for vehicles to stay within the travel lane while turning into and out of the driveway, which could result in conflicts with cable cars. Even if the turn is possible, it would likely require a larger curb cut on Powell Street than the 10-foot curb cut proposed for California. Finally, the presence of the mature street trees could impair sight distances on Powell Street. While there are street trees on California, the street parking provides a buffer that allows cars to pull out beyond the trees to get a better sight line.*

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

that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

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

*The existing asphalt parking lot, enclosed with fencing, and parking structure are proposed for demolition. This is an under-utilized use for two parcels zoned residential-mixed, high density, located approximately ¼ -mile from the downtown Financial District. The proposed massing is compatible with the neighborhood, fills in the streetwall with active use, and is designed with architectural details to provide visual relief and interest. The Project incorporates setbacks at the side property line at Powell Street, and the side property line at California at a lightwell, and at the rear yard, often introducing terraces for open space. The Project proposes additional open space including landscaping and an entry court on the corner of California and Powell Streets.*

*The garage entrance on California Street will not be detrimental to the neighborhood, as it would continue the existing traffic pattern of the Site, while significantly reducing the number of parking spaces and in and out car traffic. A garage entrance on California Street is less disruptive for the neighborhood than would be a garage entrance on Powell Street, which has only two 10-foot-wide lanes for car traffic and a dedicated cable car lane, thus not easily accommodating an entrance.*

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

*Currently, the site consists of over 80 parking spaces available in the structure and on the surface lot. The Project would remove this parking use and would overall result in fewer vehicle trips compared to the existing condition. Access to off-street parking is proposed through one ingress and egress lane from a curb cut on California Street. The parking is located underground, therefore screening is only required at the garage entry and is proposed as a gate with architectural features to match that of the gate and railing pattern at the building. The project reduces the amount and size of existing curb cuts on California Street. Specifically, the sponsor proposes to remove a curb cut measuring approximately 48 feet, and proposes to reduce the size of one existing curb cut from approximately 13 feet to 10 feet. Additionally, the site is less than ¼-mile from the Financial District, two cable car lines run adjacent to the site, and one block from several bus lines. The Site is within easy walking distance from the financial district and is well-served by public transportation. The cable car line runs next to the site, which is also one block from the 1, 31, and 38, 8, 30, 45 bus lines, and a half mile from the Powell Street Bart and MUNI station, giving residents access to jobs inside and outside of San Francisco. Locating new housing along transit-served areas supports the City's transit first policy and discourages car dependency.*

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

*The proposed use is residential that would not emit noxious or offensive emissions such as noise, glare, dust and odor. City regulations are in place for managing construction-related noise and dust.*

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

*Landscaping and open space are prominent features of the project. The Project provides a strong street-level presence which would activate the corner and create a transition between the public realm and private residential entry. At the northwestern corner of the site, the proposed building mass is carved back from the property line to create open space at the street. This space is defined at the street by low walls capped with ornamental fencing, with access points from Powell and from California Streets, to the private entry area leading to the main building lobby. Due to topography, the low wall follows the up-sloping grade to incorporate pedestrian seating walls overlooking the landscaped interior court. In addition, three points of direct access to six residential are provided from the sidewalk. The parking is located underground, therefore screening is only required at the garage entry and is proposed as a gate with architectural features to match that of the gate and railing pattern at the building.*

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

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

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

*Residential buildings within this District reflect a mixture of scale and of density and building form, suitable for a variety of households. As proposed, the 65-foot multi-family building is a compatible development within the RM-4 Zoning District, proposing a range of unit types.*

- 8. **Planning Code Section 253** establishes criteria for the Planning Commission to consider when reviewing applications for projects within the RM or RC Districts when height exceeds 50 feet and street frontage is 50 feet or greater, through the Conditional Use process. On balance, the project complies with said criteria in that:

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

*The Project is generally code-compliant and on balance, is consistent with the Objectives and Policies of the General Plan, including the Urban Design Element objectives to relate new construction to the height and character of existing development and to promote harmony in visual transition between new and old buildings. In addition, the Project adds open space at the northwest corner of the site to benefit the public, as well as adds open space for the dwelling units in exceedance of requirements. No new shadow will be cast by the Project on parks or open spaces. This underutilized site is zoned for higher density residential within the prescribed bulk and height limits, and is located within ¼-mile of the Financial District, at the intersection of two cable car lines, within a block of several Muni bus lines, and half mile from the Powell Street Bart and MUNI station.*

*The scale of the building and density is appropriate for the RM-4 zoning district and is contextual with the surrounding building scale and building uses. Although the Project is requesting Conditional Use Authorization for a height of 65 feet, surrounding buildings exhibit heights taller than 40 feet and some taller than 65 feet. Vertical façade articulation in the Project includes bay windows, some metal balcony elements and metal planter boxes, with additional articulation by recessed windows, all typical of San Francisco neighborhoods. The stucco clad exterior walls are supported by a strong granite base, also typical of San Francisco neighborhoods.*

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

*A narrow street, Joice Street, is located one parcel to the east along California Street. A shadow analysis prepared by PreVision, dated November 13, 2015, indicated that at no time throughout the year would the Project cast new shadow on Joice Street. Therefore, the proposed project massing is arranged in an appropriate scale such as to not reduce sunlight on this alley.*

9. **Planning Code Section 271** establishes criteria for the Planning Commission to consider when reviewing applications for projects exceeding the maximum bulk plan dimensions as outlined in Section 270, through the Conditional Use process. On balance, the project complies with said criteria in that:

- a. Achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the Master Plan.

*The Project includes a number of features that reduce the appearance of bulk. Utilization of bay window and top level setbacks create variation in the façade. A clipped corner at the northwest of the building site allow for a landscaped courtyard at the corner of Powell and California for additional reduction of the sense of bulk while enhancing the pedestrian experience of the block. It will also include stepped terraces/balconies, as well as setbacks along California and Powell Streets which minimizes the bulk on the upper floors and contributes to the perception of a minimized and refined massing, particularly from street views.*

*By stepping the building's massing, the Project is compatible with the adjacent building's range of heights. Because the neighboring building on Powell Street is smaller in scale than on California Street, the massing on Powell Street steps and shifts more to reduce impact on light and privacy.*

- b. Development of a building or structure with widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building or structure make necessary such a deviation.

*Deviation from the bulk requirements permits the Project to offer as many dwelling units as possible in an area in which new construction is limited by lack of available lots. The Project as proposed also provides common and private open space to residents, as well as a streetscape improvements and connections between the public and private realms. The incorporation of pedestrian seating wall at the intersection of the property line wall at the California and Powell is a unique public benefit.*

In acting on any application for Conditional Use to permit bulk limits to be exceeded under this Section, Planning Commission shall consider the following criteria:

- c. The appearance of bulk in the building, structure or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass:
  - (A) Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass;
  - (B) Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements;
  - (C) Differences in materials, colors or scales of the facades that produce separate major elements;
  - (D) Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted;

*The Project's scale and character reference the surrounding buildings. The Project incorporates several measures intended to reduce the appearance of mass to ensure compatibility with the immediate vicinity. Significantly, the building is proposed to be set back from the corner of California Street and Powell Street, which limits the sense of the mass of the building from the street as well as preserving the site line and relationship with the historic cable car kiosk. Vertically, the building is broken up by use of bay windows and balconies, which divides the mass into distinct elements. Horizontally, the stucco-clad building is defined and supported by a strong granite base. Although the building does not provide a corresponding reduction of other portions below the maximum bulk permitted, the bulk of the building is more compatible with the architecture of the area than would be a project complying with bulk limitations.*

- d. In every case the building, structure or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors:

- (A) A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits;
- (B) Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character;
- (C) Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and
- (D) Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

*The silhouette is harmonious with existing building patterns in the area, which includes many buildings with extant bulk notably large hotels and nearby apartment buildings constructed before bulk requirements. The height is similar to adjacent neighbors and compatible with the neighborhood context. In addition, as the height decreases down the hill on Powell Street, the proposed massing also steps to provide relief. The Project enhances the pedestrian environment with an active street frontage detailed with architectural features, carved away at the corner for visual relief at the intersection of Powell Street at the end of a steep grade increase with California Street. In addition, a pedestrian seating wall has been incorporated into the low property line wall, overlooking the proposed landscaped court. In addition, the six Maisonette units will provide a strong connection between the public street-front and the private building entrances. The Project will provide a far superior pedestrian environment than the current parking garage and parking lot which are unattractive and contain large curb cuts which create a risk of conflicts between cars and pedestrians.*

*A small palette of high-quality materials reflects the unique surroundings. As proposed, a granite base, with a custom faceted profile, supports a custom stucco cladding at the upper levels. Metal gates, balcony railings, and security features are designed with a design incorporated throughout the building façade. Bronze metal highlights planter boxes at lower levels, and defines the main lobby entry. Stone trim is applied at windows, canopies and some beltcourse levels.*

- e. While the above factors must be present to a considerable degree for any bulk limit to be exceeded, these factors must be present to a greater degree where both the maximum length and the maximum diagonal dimension are to be exceeded than where only one maximum dimension is to be exceeded.

*Only the maximum diagonal dimension is exceeded in the Project. The Project is designed in a manner compatible with character and development of the surrounding district.*

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

## HOUSING ELEMENT

### OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

**Policy 1.8:**

Promote mixed-use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

**Policy 1.10:**

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

*The Project appropriately locates 44 dwelling units in an area near downtown that is highly accessible by public transportation, walking and bicycling, and zoned for high density residential uses. The Project will contribute to the City's affordable housing supply by payment of the affordable housing fee.*

**OBJECTIVE 11**

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

**Policy 11.1:**

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

**Policy 11.2:**

Ensure implementation of accepted design standards in project approvals.

**Policy 11.3:**

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

**Policy 11.5:**

Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.

**Policy 11.6:**

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

*The proposed project will add compatible housing, per Department design standards, to lots that are currently underutilized parking structure or surface parking areas. The proposed residential development is compatible with the existing neighborhood character, which is largely high density residential. The Project proposes a strong street-presence, with an inviting landscaped recessed corner at California and Powell Streets and six units to be accessed directly from the public right of way. The Project will also have prominent windows on the street-front, eliminating blank and blind walls and will add landscaping to contribute to the pedestrian experience of the block.*

**OBJECTIVE 13**

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

**Policy 13.1:**

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

**Policy 13.3:**

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

*The Project is targeting LEED Gold certification. The site is ¼-mile from downtown, a major job center in the San Francisco Bay Area. This distance is a walkable distance for a daily commute. The site is also located at the corner of two MUNI cable car lines – California and Powell/Hyde –and one block from the 1, 31, and 38, 8, 30, 45 bus lines, and a half mile from the Powell Street Bart and MUNI station.*

## URBAN DESIGN ELEMENT

### OBJECTIVE 1

EMPHASIZE THE CHARACTERISTIC PATTERN WHICH GIVES THE CITY AND ITS NEIGHBORHOODS AN IMAGE, SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

#### Policy 1.2:

Protect and reinforce the existing street pattern, especially as it is related to topography.

#### Policy 1.3:

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

*The Project will enhance the neighborhood by reinforcing the urban nature of the street pattern. The Project's design echoes the scale and design features of surrounding buildings. The Project will replace an existing surface parking lot and parking garage with a more desirable residential use that will provide a more unified street frontage.*

### OBJECTIVE 3

MODERATION OF A MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

#### Policy 3.1:

Promote harmony in the visual relationships and transitions between new and older buildings.

#### Policy 3.5:

Relate the height of buildings to important attributes of the City pattern and to the height and character of existing development..

#### Policy 3.6:

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

*The Project's size, scale and design are compatible with the surrounding neighborhood and create a harmonious visual transition between the Project and older buildings. There are many tall buildings in the area, making a 65 foot high building entirely compatible. The bulk of the building is also compatible with the area. In addition the Project is pulled back from the street-front at the corner of California Street and Powell Street and will not overwhelm or dominate the corner, created a landscaped open space.*

### OBJECTIVE 4

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

#### Policy 4.12:

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

**Policy 4.13:**

Improve pedestrian areas by providing human scale and interest.

*The Project improves the safety of the neighborhood by designing active uses into the building at ground level, specifically through the connections between the private and public realms of direct residential entries, windows and the courtyard and landscaped corner. The Project will dramatically improve the pedestrian experience of the corner, offering courtyard plantings, window boxes on a largely transparent fence, and a seating wall adjacent to the cable car kiosk.*

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

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

*The Site does not currently contain retail. Therefore, neighborhood-serving retail uses will not be eliminated. Local businesses will be served by additional residents in the area.*

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

*The Project promotes housing in the neighborhood by adding 44 housing units where there is currently only an underutilized parking structure and lot. It will also preserve neighborhood character by providing a design that is compatible with existing structures in the area and proposes streetscape improvements and landscaped open space at the corner of Powell and California.*

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

*No housing is removed for this Project. Forty-four new dwelling units are proposed for the site. The sponsor has selected to satisfy the Inclusionary Affordable Housing requirement through payment of the in-lieu fee.*

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

*The site is located approximately ¼-mile from downtown. Additionally, the site is located adjacent to the California and the Powell/Hyde MUNI cable car lines. The Project is expected to improve traffic in the area. The Project will replace the current 80 short-term parking spaces in the surface lot with 48 long-term parking spaces that will be accessed much less frequently than the current spaces used by daily parkers. The Project will also eliminate a 40-foot curb cut on California Street and substitute the current curb cut for the parking garage with a 10-foot curb cut for garage access. Residents are expected to make the majority of daily commutes by foot, bicycle or public transportation. In contrast, the current users of the parking garage and lot are short-term or daily customers who create significantly more conflicts with other vehicles, the cable car, pedestrians and bicyclists.*

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

*The Project will not displace any service or industry establishment. Ownership of industrial or service sector businesses will not be affected by this project.*

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

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

- G. That landmarks and historic buildings be preserved.

*A landmark or historic building does not occupy the Project site. Through the CEQA process, the Planning Department determined the property was not an historic resource.*

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

*The Project does not impact parks and open space. A shadow Analysis confirmed that there would be no new shadow cast by the Project on parks or open spaces.*

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

## DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2014-000609CUAVAR** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated March 28, 2016, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 7, 2016.

Jonas P. Ionin  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 7, 2016

## EXHIBIT A

### AUTHORIZATION

This authorization is for a conditional use to allow continuation of one existing curb cut, reduced to Department guidelines, on California Street, to allow height exceeding 50 feet in a 65 foot height district, and to allow exceptions for measuring bulk per Section 270, located at 875 California & 770 Powell Street, Block 0256 and Lots 016, 017, pursuant to Planning Code Sections 303, 155, 253, and 271 within the RM-4 District and a 65-A Height and Bulk District; in general conformance with plans, dated March 28, 2016, and stamped "EXHIBIT B" included in the docket for Case No. 2014-000609CUAVAR and subject to conditions of approval reviewed and approved by the Commission on April 7, 2016, under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### RECORDATION OF CONDITIONS OF APPROVAL

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

### PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

### SEVERABILITY

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

### CHANGES AND MODIFICATIONS

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

## Conditions of Approval, Compliance, Monitoring, and Reporting

### PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

3. **Diligent pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

6. **Additional Project Authorization.** The Project Sponsor must be granted a Variance under Section 305 for non-compliant rear yard and for units that do not meet exposure requirements per Section 134 and 140 of the Planning Code, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.  
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## DESIGN – COMPLIANCE AT PLAN STAGE

7. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review, including submittal of samples upon request, and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.  
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*
8. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.  
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*
9. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:
- On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
  - On-site, in a driveway, underground;
  - On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
  - Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
  - Public right-of-way, underground; and based on Better Streets Plan guidelines;
  - Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
  - On-site, in a ground floor façade (the least desirable location).

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

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

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

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

## PARKING AND TRAFFIC

11. **Parking Requirement.** Pursuant to Planning Code Section 151, the Project shall provide **44 (forty-four)** independently accessible off-street parking spaces.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

12. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.2, the Project shall provide no fewer than **44** Class 1 bicycle parking spaces.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

13. **Bicycle Parking.** The Project shall provide no fewer than **2** Class 2 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.2.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## AFFORDABLE UNITS

14. **Requirement.** Pursuant to Planning Code 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is twenty percent (20%).

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

15. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures

Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development's websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent.

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

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

## PROVISIONS

16. **Transportation Sustainability Fee.** The project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

17. **Child Care Fee - Residential.** The project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

18. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

19. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code.

*For information about compliance, contact the First Source Hiring Manager at 415-581-2335, [www.onestopSF.org](http://www.onestopSF.org)*

## MONITORING – AFTER ENTITLEMENT

20. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## OPERATION

22. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

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

23. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison

shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

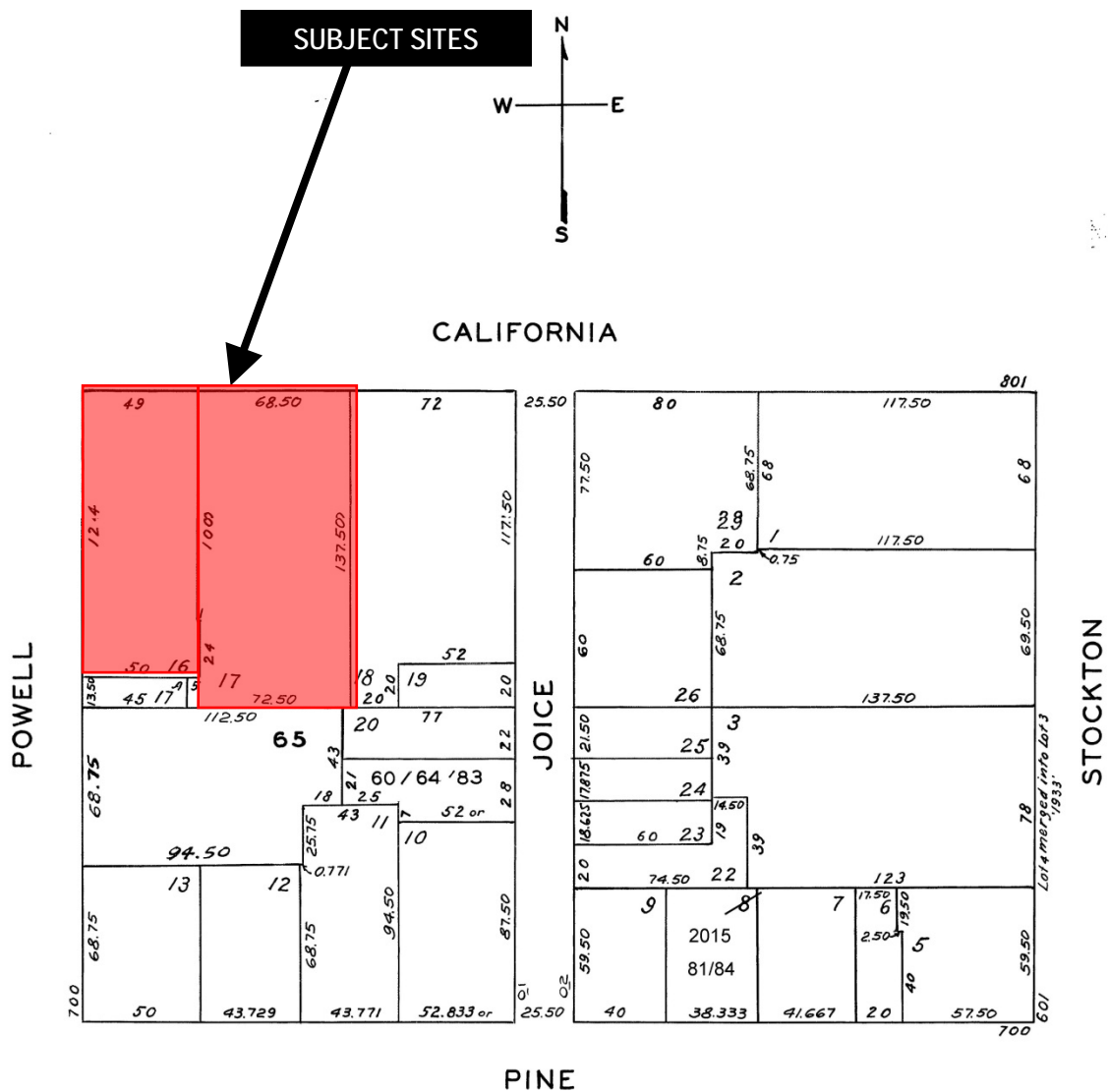
24. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>*

## ENTERTAINMENT COMMISSION-RECOMMENDED NOISE ATTENUATION CONDITIONS FOR CHAPTER 116 RESIDENTIAL PROJECTS.

**Chapter 116 Residential Projects.** The Project Sponsor shall comply with the “Recommended Noise Attenuation Conditions for Chapter 116 Residential Projects,” which were recommended by the Entertainment Commission on August 25, 2015. These conditions state:

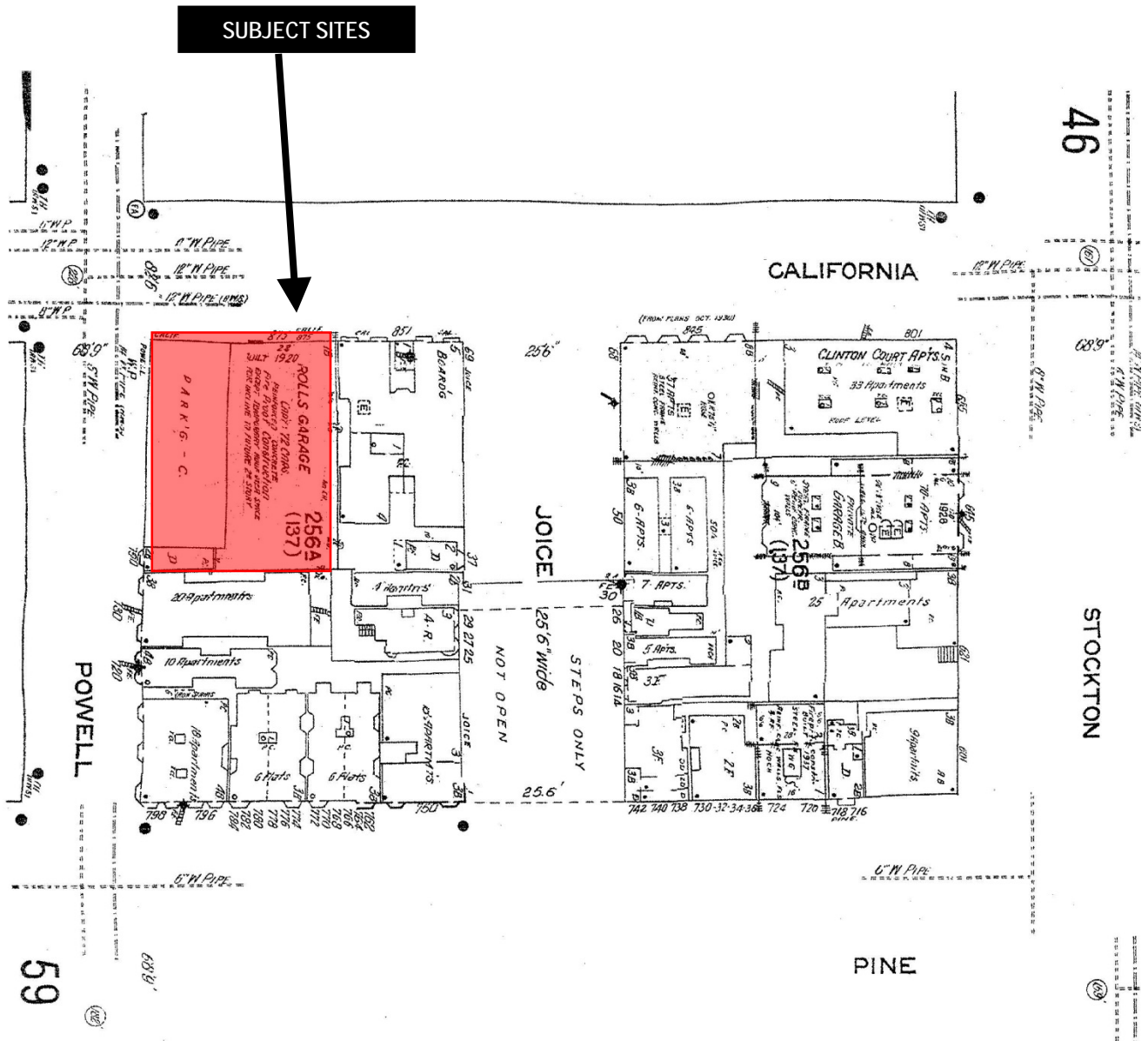
- Community Outreach: Project Sponsor shall include in its community outreach process any businesses located within 300 feet of the proposed project that operate between the hours of 9PM-5AM. Notice shall be made in person, written or electronic form.
- Sound Study: Project sponsor shall conduct an acoustical sound study, which shall include sound readings taken when performances are taking place at the proximate Places of Entertainment, as well as when patrons arrive and leave these locations at closing time. Readings should be taken at locations that most accurately capture sound from the Place of Entertainment to best of their ability. Any recommendation(s) in the sound study regarding window glaze ratings and soundproofing materials including but not limited to walls, doors, roofing, etc. shall be given highest consideration by the project sponsor when designing and building the project.
- Design Considerations:
  - (1) During design phase, project sponsor shall consider the entrance and egress location and paths of travel at the Place(s) of Entertainment in designing the location of (a) any entrance/egress for the residential building and (b) any parking garage in the building.
  - (2) In designing doors, windows, and other openings for the residential building, project sponsor should consider the POE’s operations and noise during all hours of the day and night.
- Construction Impacts: Project sponsor shall communicate with adjacent or nearby Place(s) of Entertainment as to the construction schedule, daytime and nighttime, and consider how this schedule and any storage of construction materials may impact the POE operations.
- Communication: Project Sponsor shall make a cell phone number available to Place(s) of Entertainment management during all phases of development through construction. In addition, a line of communication should be created to ongoing building management throughout the occupation phase and beyond.

# Parcel Map



Conditional Use Authorization Request  
 Case Number 2014-000609CUAVAR  
 875 California/770 Powell Streets

# Sanborn Map\*

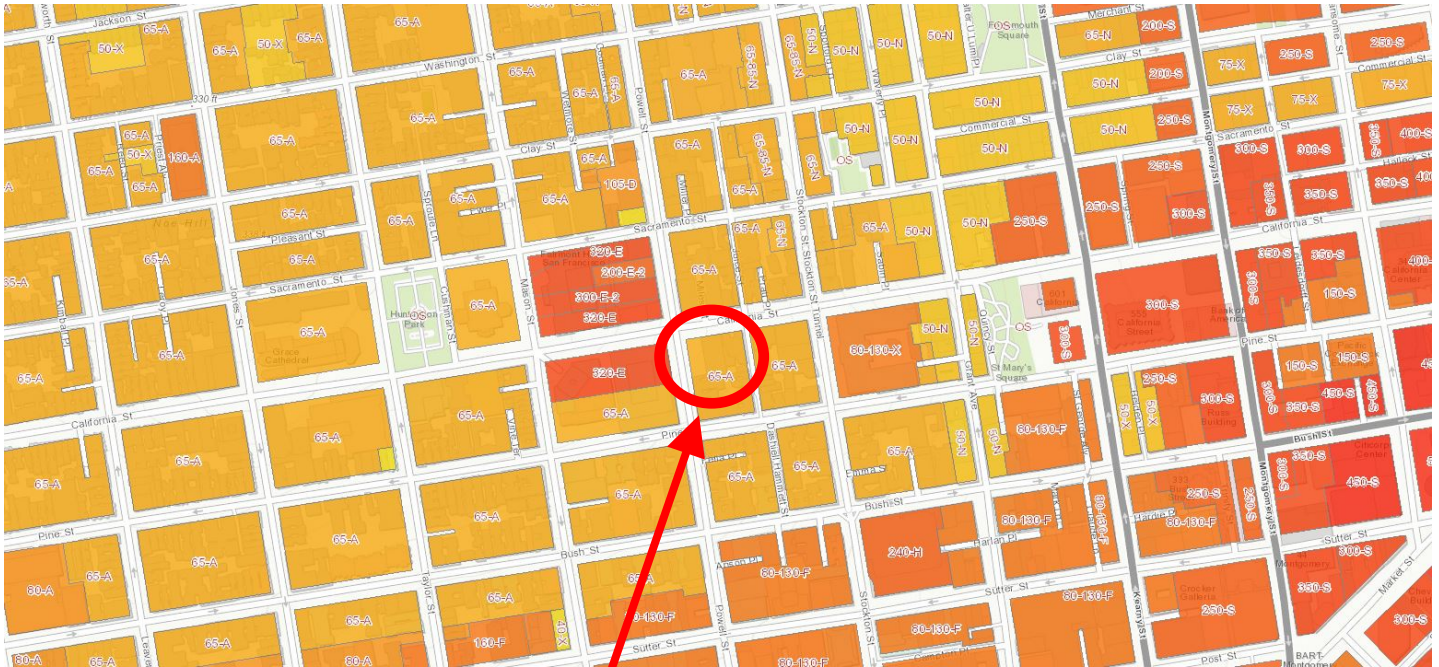


\*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Conditional Use Authorization Request  
Case Number 2014-000609CUAVAR  
875 California/770 Powell Streets

# Height & Bulk Map

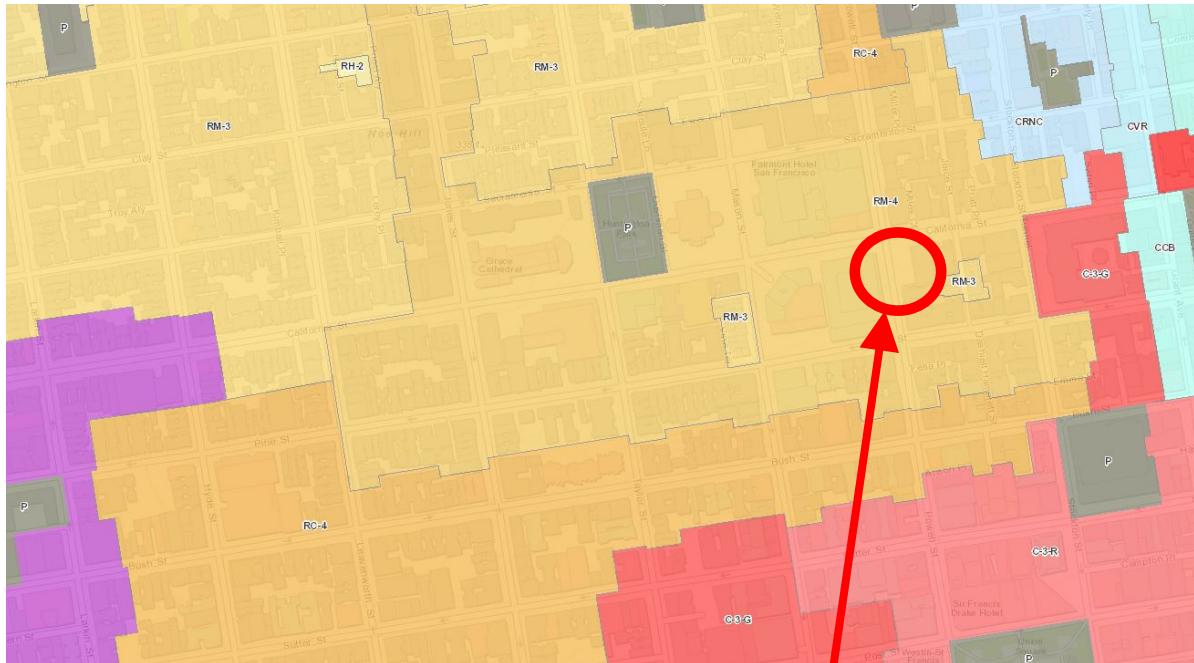


SUBJECT SITES



Conditional Use Authorization Request  
Case Number 2014-000609CUAVAR  
875 California/770 Powell Streets

# Zoning Map



SUBJECT SITES



Conditional Use Authorization Request  
Case Number 2014-000609CUAVAR  
875 California/770 Powell Streets

# Aerial Photo

SUBJECT SITES



Conditional Use Authorization Request  
Case Number 2014-000609 CUAVAR  
875 California/770 Powell Streets

# Context Photo



SUBJECT SITES

Conditional Use Authorization Request  
Case Number 2014-000609CUAVAR  
875 California/770 Powell Streets

# Context Photo

SUBJECT SITES



Conditional Use Authorization Request  
Case Number 2014-000609 CUAVAR  
875 California/770 Powell Streets

# Site Photo



Conditional Use Authorization Request  
Case Number 2014-000609CUAVAR  
875 California/770 Powell Streets



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Exemption from Environmental Review

*Case No.:* 2014-000609 ENV  
*Project Address:* 875 California Street/770 Powell Street  
*Zoning:* RM-4 (Residential, Mixed District, High Density)  
65-A Height and Bulk District  
*Block/Lot:* 0256/016 & 0256/017  
*Lot Size:* 15,548 square feet (0.36-acres)  
*Project Sponsor:* Jody Knight of Reuben, Junius & Rose for Grosvenor Americas  
415-567-9000  
*Staff Contact:* Lana Russell-Hurd (415) 575-9047,  
[Lana.Russell@sfgov.org](mailto:Lana.Russell@sfgov.org)

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### PROJECT DESCRIPTION:

The approximately 15,548 square-foot (sf) project site is located on the southeast corner of the intersection of California and Powell streets on the edge of the Chinatown neighborhood, near the Nob Hill neighborhood, on a block bounded by Joice Street to the east, Powell Street to the west, California Street to the north, and Pine Street to the south. The project site is currently occupied by a two-story building constructed in 1919 and adjacent 20-space surface parking lot. The 18,762 sf building is being utilized for commercial parking with approximately 72 parking spaces, for a total of 92 parking spaces on the project site.

(Continued on next page)

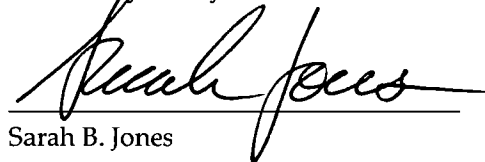
### EXEMPT STATUS:

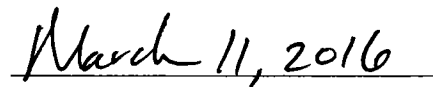
Categorical Exemption, Class 32 (California Environmental Quality Act (CEQA) Guidelines Section 15332) and General Rule Exclusion (State CEQA Guidelines, Section 15061(b)(3)).

(Continued on next page)

### DETERMINATION:

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

  
Sarah B. Jones  
Environmental Review Officer

  
Date

cc: Jody Knight, Reuben, Junius & Rose  
Amelia Staveley, Grosvenor Americas  
Marcelle Boudreaux, Current Planner  
Lily Yegazu, Preservation Planner

Chinatown, Nob Hill and Citywide Distribution Lists  
Virna Byrd, M.D.F  
Supervisor Aaron Peskin, District 3 (via Clerk of the Board)

**PROJECT DESCRIPTION (continued):**

The proposed project would demolish the existing building and surface parking lot and construct a 7-story, approximately 99,820 gross square foot residential building, 65 feet in height. The proposed project would include 44 residential units. Maximum building height is 65 feet, with permitted exception such as elevator and stair penthouse extending no taller than 16 feet beyond the roof line. The project includes an approximately 15,300 square foot below-grade parking garage with 48 vehicle spaces accessed using a car elevator from a relocated ten-foot-wide curb cut on California Street. An additional existing curb cut on California Street would be removed. A total of 88 bicycle parking spaces would be provided; 86 Class I<sup>1</sup> bicycle spaces accessed via Powell Street at the Garden Two Level and two Class II<sup>2</sup> spaces along Powell Street.

The proposed project would include approximately 9,953 square feet of open space in the form of private decks and common open space. The project would also include an entry courtyard area on the corner of California and Powell Streets. New streetscape features along both California and Powell Streets are proposed within sidewalk areas, including the required Class II bicycle parking spaces located on Powell Street and the required street trees located on California and Powell Streets. Additional pedestrian amenities include a seating wall facing the sidewalk, which is incorporated into a retaining wall at the area of the entry courtyard.

Construction of the proposed project is expected to last 19 months. Construction of the proposed project would require excavation to a depth of 40 feet below ground surface at the deepest point of the sloped site and the removal of about 16,994 cubic yards of soil.

**Project Setting.** The project site is located within a Residential-Mixed High Density Zoning District, a mixed-use urban area with a mixture of neighboring land uses including, residential uses, hotels, retail, and restaurants

The California Street Cable Car and Powell Street Cable Cars run directly adjacent to the project site on California Street and Powell Streets. The California Street Cable Car stops at the intersection of Powell and California Streets directly west of the project site heading to Embarcadero and stops one block to the west of the project site at California and Mason Street heading to Van Ness Boulevard. The Powell/ Hyde Cable Car and Powell/Mason Cable Car stop at the intersection of California and Powell streets directly northwest of the project site heading to Powell and Market Streets and stop one block to the south of the project site at the intersection of Powell and Pine Streets heading toward Fisherman's Wharf. A Cable Car kiosk, which includes a signal, is located adjacent to the project site at the southeast corner of the California and Powell Street intersection.

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<sup>1</sup> Class I Bicycle Parking Spaces are secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees. San Francisco Planning Code Section 155.1.

<sup>2</sup> Class II Bicycle Parking Spaces are racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use. San Francisco Planning Code Section 155.1.

**Project Approvals**

The proposed project would require the following approvals:

- **Conditional Use Authorization** (*Planning Commission*)
- **Variance Authorization** (*Zoning Administrator*)
- **Lot Merger** (*San Francisco Public Works*)
- **Demolition Permit** (*Planning Department and Department of Building Inspection (DBI)*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

The proposed project is subject to a Conditional Use Authorization for height greater than 50 (Planning Code Section 253(a)), and for exceedance of bulk limits (Planning Code Section 271(b)). The proposed project would also require a variance from the Zoning Administrator for a rear yard modification (Planning Code Section 134(a)(1)) and for dwelling unit exposure (Planning Code Section 140(a)).

**Approval Action:** The Conditional Use Authorization 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 (continued):**

CEQA Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects that meet the following conditions. As discussed below, the proposed project satisfies the terms of the Class 32 exemption and CEQA State Guidelines Section 15061(b)(3) establishes the general rule that CEQA applies only to projects that have the potential to cause a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. As discussed below, the proposed project would not result in a significant impact on the environment.

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

The San Francisco General Plan establishes objectives and policies to guide land use decisions related to the physical development of San Francisco and is composed of ten elements, each of which addresses a particular topic that applies citywide: air quality; arts; commerce and industry; community facilities; community safety; environmental protection; housing; recreation and open space; transportation; and urban design. The Plan provides general policies to guide land use decisions, and contains some policies that relate to physical environmental issues. The project site is located in an RM-4 (Residential, Mixed District, High Density) District and a 65-A Height and Bulk District. Pursuant to Planning Code Section 209.2, the proposed residential use is principally permitted in an RM-4 District. The proposed building and rooftop mechanical equipment complies with the 65-foot height limit, and requires an exception to the Bulk Limits under Section 271. It also requires approval to permit construction of a building exceeding 50 feet in height in an RM District pursuant to Planning Code Sections 253. If these

and the Dwelling Unit Exposure and Rear Yard Exceptions are granted by the Zoning Administrator, 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 project site, which is 15,548 square feet or 0.36 acres, is located on the southeast corner of California and Powell Streets in San Francisco's Chinatown/Nob Hill neighborhoods. Existing development on the project site consists of a commercial parking lot and parking garage. Surrounding properties include multi-unit residential buildings, some with ground floor retail including boutiques, cafes, restaurants, Powell Place, Stanford Court and Fairmont Hotels, and the historic University Club. San Francisco Municipal Transportation Agency (SFMTA) cable car lines run on both California and Powell Streets adjacent to the project site. The proposed project, therefore, would be properly characterized as infill 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 an existing commercial parking lot and parking garage, with no landscaping or groundcover. Thus, the project site has no value 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*<sup>3</sup> to use the Vehicle Miles Traveled (VMT) metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: 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. The topic of automobile delay, nonetheless, may be considered by decision-makers, independent of the environmental review process, as part of their decision to approve, modify, or disapprove the proposed project. Instead, a VMT and induced automobile travel impact analysis is provided within.

The existing average daily household VMT per capita is 2.4 for the transportation analysis zone the project site is located in, 761. This is 86% below the existing regional average daily household VMT per capita of 17.2. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential uses would not result in substantial additional VMT and impacts would be less-than-significant. Furthermore, the project site

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<sup>3</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).

meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential uses would not cause substantial additional VMT.<sup>4</sup>

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 an existing curb cut, relocating a curb cut and pedestrian and bicycle amenities, such as seating and Class II bicycle parking. These features fit within the general types of projects identified above that would not substantially induce automobile travel.<sup>5</sup> Therefore, impacts would be less-than-significant

#### Traffic

Based on the residential trip generation rates in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and Census Residential Mode Split data for Census Tract 119.02, the proposed new seven-story building would generate 418 daily person-trips, of which 72 would be expected to occur during the PM peak-hour. These 72 PM peak-hour person-trips would be distributed among various modes of transportation, including 15 auto trips (14 vehicle trips applying the Census Tract vehicle occupancy rate), 14 transit trips, 42 walking trips, and 1 other (including by bicycle, taxi and motorcycle) trip.

The project site is currently being utilized for parking within a commercial building and surface parking lot, with a total of 92 parking spaces. The proposed project would remove this parking and would overall result in fewer vehicle trips compared to the existing condition. Vehicle trips associated with the proposed project would travel through the intersections surrounding the project block. The 14 PM peak-hour vehicle trips represent a small portion of the overall number of PM peak-hour vehicle trips that pass through surrounding intersections. For context, the intersection of Powell and California Streets currently has an estimated total volume of 1,358 PM peak-hour vehicle trips, 448 vehicles in the north-south directions and 910 in the east-west directions.<sup>6</sup> The 14 new PM peak-hour vehicle trips is a small incremental increase in traffic that would not result in a significant traffic impact at the project level, and would not result in a cumulatively considerable contribution to traffic effects resulting from present and reasonably foreseeable projects in the project vicinity. Therefore, there would be no significant impacts on traffic in the project area as a result of the proposed project.

#### Transit

The project site is located in an area well-served by transit. Fifteen Muni bus routes and three cable car routes, including the 1 California, 1AX/1BX California A/B Express, 2 Clement, 3 Jackson, 8 Bayshore, 8AX/BX Bayshore A/B Express, 30 Stockton, 31AX/31BX Balboa A/B Express, 38 Geary, 38AX/BX Geary A/B Express, 45 Union-Stockton, 91 Owl, and as mentioned above, adjacent California and Powell Street Cable Cars are located within ½ mile of the project site. The project site is located ½ mile from the Powell

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<sup>4</sup> San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 875 California/ 770 Powell Street, March 8, 2016. 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 2014-000609.

<sup>5</sup> San Francisco Planning Department. Trip Generation Calculations. December 9, 2015.

<sup>6</sup> LCW Consulting. *Traffic Counts for California Street/Powell Street intersection, 950 Mason Street project TIS*, March 2009.

Street Muni and Bay Area Rapid Transit (BART) station on Market Street. The proposed project would generate 14 PM peak-hour transit trips. Existing transit facilities would be able to accommodate added ridership associated with the proposed project. Therefore, no significant impacts to transit would occur as a result of the proposed project.

#### Pedestrians

The project site is adjacent to a sidewalk on California Street and Powell Street. Both of these streets are part of the City's Vision Zero High Injury Network. The proposed project would generate 56 PM peak-hour walk trips (that is, 42 PM peak-hour walk-trips and 14 PM peak-hour transit trips, which include walk trips). The proposed project would provide vehicular access to the new garage through a relocated and smaller, ten foot curb cut on California Street. The project would also remove another curb cut on California Street. Although the proposed project would add traffic to this curb cut, it would be less than the existing use along California Street as commercial parking lots. Therefore, the project would not result in an increased amount of potentially hazardous conditions between pedestrians and vehicles entering and exiting the project site. The proposed project would also improve pedestrian conditions by providing open space and a seating wall in front of the proposed building at the ground level and through the addition of streetscape elements along both Powell Street and California Street. The increase in daily pedestrian person-trips generated by the proposed project would not substantially overcrowd sidewalks in the project vicinity or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Therefore, no significant impacts related to pedestrians would occur.

#### Bicycles

Neither California Street nor Powell Street are designated bicycle routes. Seven bicycle routes (#11, #16, #17, #36, #75, #310, and #545) are located within a ¼ mile of the project site. The nearest route is along Stockton Street to the east of the project site. The proposed project would provide a total of 88 bicycle parking spaces. Eighty-six Class I bicycle parking spaces would be provided at Garden Two Level with access from Powell Street and two Class II bicycle parking spaces would be provided on Powell Street. The proposed project would generate 1 PM peak-hour other trips, including bicycle trips. The minimal increase of bicycle trips generated by the proposed project would be accommodated by the existing bicycle network and the proposed project would not create potentially hazardous conditions for bicyclists; therefore, no significant impacts related to bicyclists would occur.

#### Construction Traffic

Construction of the proposed project is expected to occur over the course of a 19-month period. Construction staging would occur primarily on the project site and is not expected to close any travel lanes on California or Powell Streets; any necessary closures would be temporary. 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, and North Bay and from locations within the City. Due to the slower movement and larger turning radii of trucks, there would be a temporary reduction in the capacities of local streets. The addition of worker-related vehicle or transit trips would not substantially affect these roadways or local streets near the project site. Construction workers who drive to the site would cause a temporary increase in traffic volume and demand for on-street parking. Overall construction activities would result in a small incremental increase in traffic (worker vehicles and equipment) and only slightly reduce the availability of on-street parking during working hours. The

project would be required to coordinate with SFMTA Muni Operations due to the adjacent California Street and Powell Street Cable Car lines and kiosk. Construction related travel and parking lanes and sidewalk closures are subject to review and approval by the Transportation Advisory Staff Committee (TASC) an interdepartmental committee, including the Police, Public Works, Planning, and Fire Departments and SFMTA Muni Operations. TASC would review and address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction activities in the area, including, but not limited to, any potential conflicts with the Cable Car lines prior to insurance of an encroachment permit. Therefore, there would be no significant construction-related traffic impacts.

### 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.<sup>8</sup> Therefore, the proposed project would not have any significant impacts related to parking.

### Noise

In San Francisco, noise is regulated by a number of state and local ordinances. Title 24 of the California Code of Regulations (Title 24) establishes uniform noise insulation standards for multi-unit residential projects. This state regulation requires meeting an interior standard of 45 dBA DNL in any habitable room.<sup>9, 10</sup> Noise is also regulated by the San Francisco Noise Ordinance (Noise Ordinance), which is codified as Article 29 of the San Francisco Police Code.

### *Construction Noise*

Although some increase in noise would be associated with the construction phase of the project, such occurrences would be limited to certain hours of day and would be temporary and intermittent in nature. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). Section 2907 of the Police Code requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 decibels (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. Construction equipment would generate noise that could be considered an annoyance by occupants of nearby properties, but construction noise would fluctuate depending on the construction phase, equipment type, duration of use, and distance between the source and the listener. Section 2908 of the Police Code prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Compliance with Sections 2907 and 2908 of the Noise Ordinance would minimize noise from construction activities.

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<sup>9</sup> 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-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

<sup>9</sup> 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-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

<sup>10</sup> DNL is the average equivalent sound level during a 24-hour day, obtained after the addition of 10 dB to sound levels during nighttime hours (from 10:00 p.m. until 7:00 a.m.).

For these reasons, construction of the proposed project would not result in significant noise impacts.

### ***Operational Noise***

Ambient noise levels in the vicinity of the project site are typical of neighborhoods in San Francisco, which are dominated by vehicular traffic, including Muni vehicles, trucks, cars, emergency vehicles, and land use activities, such as commercial businesses. Estimated traffic noise levels for the project site are estimated to be on average below 70 decibels (Ldn, or weighted day-night levels). Traffic along California Street may exceed this level, up to an estimated 70 decibels Ldn. Due to these levels, a noise analysis was not required for the project development. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels. As described above, the proposed project with an estimated 14 PM peak-hour vehicle trips would not double traffic volumes.

The project would be required to achieve interior noise levels of 45 dBA DNL to comply with Title 24 of the California Code of Regulations. The proposed project would be required to use window and exterior door assemblies with specific sound transmission class (STC) ratings, as determined the Department of Building Inspection (DBI). During review of the building permit, DBI would review project plans for compliance with applicable noise standards.

As discussed above, there are residential uses on the adjacent properties to the west, north, and east. The proposed project would include some rooftop mechanical equipment, such as heating and ventilation systems, that could produce operational noise and potentially disturb adjacent and nearby sensitive receptors. Compliance with Section 2909 of the Noise Ordinance would minimize noise from building operations. Section 2909 of the Noise Ordinance establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the source must not cause a noise level more than 5 dBA in excess of ambient noise levels; for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient noise levels; for noise on public property, including streets, the limit is 10 dBA in excess of ambient noise levels. In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night (from 10:00 p.m. until 7:00 a.m.) and 55 dBA during the day and evening hours (from 7:00 a.m. until 10:00 p.m.). The operation of this mechanical equipment is subject to the provisions of Section 2909 of the Noise Ordinance. Compliance with Section 2909 of the Noise Ordinance would minimize noise from building operations.

Compliance with applicable standards and with the City's General Plan would ensure that the proposed project would result in no significant noise impacts.

### **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<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>) 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 their *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 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 not exceed criteria air pollutant screening levels for operation or construction due to the relatively limited scale of development.<sup>11</sup>

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 Required 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 not include a new operational source of air pollution. Specifically the proposed project would not include a backup emergency generator. The proposed project would require construction activities for the approximate 19-month construction phase. 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,<sup>12</sup> 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.

### ***Fugitive Dust***

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

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<sup>11</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1.

<sup>12</sup> California Code of Regulations, Title 13, Division 3, § 2485. This regulation applies to on-road heavy duty vehicles and not off-road equipment.

In response to this issue, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and avoid orders to stop work by the Department of Building Inspection (DBI).

The Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from the DBI. The Director of the DBI may waive this requirement for activities on sites less than one-half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director of the DBI. The proposed project site is less than one-half acre in size, so submittal of a Dust Control Plan is not required; however, implementation of dust control measures pursuant to the Construction Dust Control Ordinance is required. Compliance with the regulations and procedures set forth in the Construction Dust Control Ordinance would ensure that potential air quality impacts related to construction dust would be less than significant.

For all the above reasons, the proposed project would not result in significant air quality impacts.

#### Water Quality

Implementation of the proposed project would involve the disturbance of more than 5,000 square feet of ground surface. For this reason, the proposed project is subject to the requirements of the San Francisco Stormwater Management Ordinance. The project sponsor is required to develop and implement a Stormwater Control Plan that complies with the Stormwater Design Guidelines and would maintain or reduce the volume and rate of stormwater runoff discharged from the project site.

The proposed project would not generate wastewater or stormwater discharges that 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 stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System Permit for the Southeast Treatment Plant prior to discharge into San Francisco Bay. In addition, the project sponsor is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sediment from entering the City's combined stormwater/sewer system. 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 public services and facilities are available. The proposed project would be connected with existing drinking water, electric, gas, waste, and wastewater services. The project would receive police and fire protection services. Prior to receiving a building permit, the project would be reviewed by the City to ensure compliance with City and State fire and building code regulations concerning building standards and fire protection. The proposed project would not result in a substantial increase in intensity of use or demand for utilities or public services that would necessitate any expansion of public utilities or public service facilities. Therefore, the proposed project would not result in significant utilities and public services impacts.

## 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.

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 traffic, 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, including those discussed below.

CEQA Guidelines Section 15300.2, subdivision (e), provides that a categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. Although the project site is one of the sites included on such a list, for the reasons discussed below under "Hazardous Materials," there is no possibility that the proposed project would have a significant effect on the environment related to this circumstance.

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.<sup>13</sup>

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<sup>13</sup> San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 875 California/ 770 Powell Street, March 8, 2016.

**Hazardous Materials.**

The project site is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater.<sup>14</sup> The project site is located in an area that may have received debris from the 1906 earthquake and fire as fill material. The project site is listed on the Cortese list, related to the removal of underground storage tank (UST) and leaking underground storage tank (LUST), specifically four USTs that were removed beneath the California Street sidewalk adjacent to the project site. Additionally, the proposed project would require excavation to a depth of 40 feet below ground surface at the deepest point of the sloped site and would change the use of the site by adding new sensitive receptors (residential uses) on the project site. For these reasons, the proposed project is subject to San Francisco Health Code Article 22A (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 and submit this information for review to DPH. The project sponsor prepared a Phase I Environmental Site Assessment (ESA) and submitted a Maher application to DPH for further review of the soil and groundwater conditions underlying the project site.<sup>15</sup> The findings of the Phase I ESA are discussed below.

The project site is currently occupied by a surface parking lot on the west side and commercial building utilized for commercial parking (on the east side of the project site). Prior uses include residential buildings on both portions of the site, followed by the construction of the current parking garage building on the east side of the site in 1920, and the leveling of the residential building and conversion to a surface parking lot in the early 1970's.

Four underground storage tanks (USTs) below the California Street sidewalk adjacent to the site were removed in 1990. One year following the tank removals (1991), soil samples from borings were taken. The results indicated that in these samples most of the maximum concentration levels for both total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) such as benzene were detected at a depth of 35 feet or deeper. Some maximum concentration levels of total petroleum hydrocarbons as gasoline (TPHg) were encountered at 15 feet near the sidewalk and deeper. DPH granted case closure related to the UST removal in 1997.

Twelve exploratory borings were taken at the project site (770 Powell Street) in 2008 at depths of 0.5 to 4.5 feet deep. Elevated lead and soluble lead concentrations were detected in several of the soil borings, some in excess of State disposal levels. Other metal concentrations were found to be within normal concentrations (for background soil levels). Based on this information, the Phase I report found that some of the underlying fill material on the project site may contain elevated concentrations of petroleum hydrocarbons (from the former USTs) and heavy metals (related to the potential for 1906 earthquake debris fill).

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<sup>14</sup> San Francisco Planning Department, *Expanded Maher Area Map*, March 2015. Available online at [http://www.sf-planning.org/ftp/files/publications\\_reports/library\\_of\\_cartography/Maher%20Map.pdf](http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf), accessed July 2015.

<sup>15</sup> Langan Treadwell Rollo, *Phase I Environmental Site Assessment, 770 Powell Street/875 California Street, San Francisco, California*, July 2015.

Therefore, the project would be required to develop a soil management and health and safety plan related to soil excavation, as required under local and state regulations. Although removal and related remediation has occurred related to this former UST, some residual petroleum hydrocarbons may remain, particularly in the immediate area of the former UST location. The project applicant is enrolled in the Maher program and would be required to remediate potential soil contamination in accordance with Article 22A of the Health Code. Therefore, the proposed project would not result in any significant impacts involving hazardous materials.

**Historic Architectural Resources.**

The proposed project includes the demolition of an existing structure constructed more than 45 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) prehistory that make it eligible for listing in the California Register of Historical Resources, or if it is considered a contributor to a potential historic district.

Due to the age of the building a Historical Resource Evaluation (HRE) was prepared and reviewed by City Historic Preservation Staff.<sup>16,17</sup> The building on the project site is not located within an established historic district. The property is located within close proximity of two National Register Historic Districts (Lower Nob Hill Apartment Hotel and Chinatown Historic District) and is located opposite of the Fairmont Hotel Landmark (Landmark #185) building located on the northwest corner of the California Street and Powell Street. The HRE and Planning Department Preservation Staff found that the building at 875 California Street is not individually eligible for the California Register related (1) events, (2) persons, or (3) architecture. Specifically, although the property has remained a garage since its original construction, it does not demonstrate important associations with significant themes of development in the area where it is located or the context of public auto garages of the early twentieth century in San Francisco. The building is not associated with any persons significant in local, state or national history. The property is designed by the O'Brien Brothers, but does not contain significant related architectural elements (found in other O'Brien structures such as 1641 Jackson or 840 Sutter).

Therefore, the building located on the project site was found to not be a historic resource for purposes of CEQA. Furthermore, the project site is not located within a historic district. Therefore, the proposed project would not have any significant impacts related to historic resources.

**Shadow.**

In 1984, San Francisco voters approved an initiative known as "Proposition K, The Sunlight Ordinance," which was codified as Planning Code Section 295 in 1985. Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code Section 295.

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<sup>16</sup> JRP Historical Consulting, LLC. Historic Resource Evaluation Report for 875 California Street/770 Powell Street, May 2015.

<sup>17</sup> Lily Yegazu, Preservation Team Review Form for 875 California Street/770 Powell Street, December 2015.

Planning Code Section 295 requires a shadow analysis for any building over 40 feet in height. The proposed project would result in construction of a building 65 feet in height. In addition to Section 295 properties (which include St. Mary's Square, Willie "Woo" Wong Playground, and Portsmouth Square Plaza), for CEQA purposes the shadow analysis also examined potential shadow resulting from the proposed project on privately-owned, public open space (POPOS); specifically those located at the 555, 600 and 650 California Street buildings.<sup>18</sup>

The shadow analysis determined that the proposed building would not result in any new shadows (at no time throughout the year) falling on the Section 295 properties, nor on the POPOS located at the 555, 600 and 650 California Street buildings.

While shadow on other private properties in the vicinity of the project site may be a concern to nearby neighbors, it is not considered a significant impact under CEQA. Similarly, the proposed project would shade portions of streets, sidewalks, and private properties in the project vicinity at various times of the day throughout the year. Shadows on streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Therefore, the proposed project would not have any significant impacts related to shadow.

**Public Notice and Comment.** On June 8, 2015, 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. No specific comments or concerns were received from the community. One member of the community requested to be sent the environmental document and all notices for this project, but did not have any specific comments.

**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. Furthermore, CEQA State Guidelines Section 15061(b)(3) provides an exemption from environmental review where it can be seen with certainty that the proposed project would not have a significant effect on the environment. As noted above, there is no possibility that the proposed project would have significant environmental impacts. For this reason, the proposed project is appropriately exempt from environmental review under the General Rule Exclusion (CEQA Guidelines 15061(b)(3)).

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<sup>18</sup> Prevision Design, Shadow Analysis for the Proposed 875 California Street Development, November 2015.

*California Masonic Memorial Temple*  
A CALIFORNIA CORPORATION

March 23, 2016

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong,

On behalf of the California Masonic Memorial Temple at 1111 California Street, please accept this letter of support for Grosvenor Americas' project at 875 California and 770 Powell Streets on Nob Hill.

The southeast corner at the intersection of California and Powell Streets – currently occupied by a parking garage and structure - has long been underutilized and does not add to the appeal of the neighborhood in its current state. The proposed housing is undoubtedly an improved use of the land compared with the existing mark on one of our most impressive corridors. The Grosvenor's project team has demonstrated a clear appreciation for the importance of this undertaking and we are confident their proposal will enhance Nob Hill by providing a better experience for neighbors, businesses and visitors.

Grosvenor has included the Masonic in every step of the process. I have met and spoken with the project sponsor on several occasions to offer input, suggest new neighborhood contacts, and provide feedback. I have been impressed by their attitude and willingness to hear – and respond to – possible concerns from the neighborhood.

I have reviewed Grosvenor's proposal and I am confident housing in this location will better the neighborhood and will be a positive contribution to our cityscape. I support this project and urge the Planning Commission to approve it.

Sincerely,



Allan L. Casalou  
Executive Vice President  
California Masonic Memorial Temple

Copy: Planning Commissioners: Jonas Ionin, Marcelle Boudreaux, Dennis Richards, Cindy Wu,  
Christine Johnson, Michael Antonini, Kathryn Moore, Rich Hillis

March 24th, 2016

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong,

I am a member of the University Club (across the street from the project site) and have been following the Grosvenor Americas' project at 875 California and 770 Powell Streets in Nob Hill since it was introduced in early 2015. Please accept this letter stating my strong support for the project's approval.

Nob Hill has long awaited a replacement for the parking garage and structure currently occupying the southeast corner at the intersection of California and Powell Streets. This parcel has long been underutilized and remains an eyesore marring an otherwise picturesque corner. The proposed housing is a more appropriate land use compared with the existing blemish, and Grosvenor's design and commitment to quality will result in a building widely supported in the neighborhood. I appreciate the project team's understanding of the importance of this undertaking and we are confident Grosvenor's proposal will enhance Nob Hill and provide a better experience for all.

I am confident housing in this location will better the neighborhood and will be a positive contribution to Nob Hill. I support this project and urge the Planning Commission to approve it.

Sincerely,

A handwritten signature in black ink that reads "Justin Jones". The signature is written in a cursive, flowing style with a horizontal line underneath the name.

Justin Jones  
1605 Castro St. #6  
San Francisco, CA 94114

President  
Robert F. Kennedy Democratic Club  
(for identification purposes only)

cc: Jonas Ionin  
Marcelle Boudreaux  
Dennis Richards

Cindy Wu  
Christine Johnson  
Michael Antonini  
Kathryn Moore  
Rich Hillis

# Fairmont

HOTELS & RESORTS

March 9, 2016

THOMAS A. KLEIN  
*Regional Vice President & General Manager  
California Region*

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong,

On behalf of The Fairmont San Francisco I am writing to express our support for Grosvenor Americas' proposed condominium project at 875 California and 770 Powell Streets in Nob Hill.

The planned location - at the southeast corner at the intersection of California and Powell Streets - is kitty corner to our establishment, which makes the project's success vital to the Fairmont. This crossroads is a special place in San Francisco and we are confident the building will enhance it, providing a better experience for neighbors, businesses and tourists alike. The proposed housing is clearly a higher and better use of the land than the existing under-utilized parking lot: an eyesore interrupting one of our most iconic vistas.

From the outset, Grosvenor has enthusiastically included the community in the planning process. The project sponsor has contacted me multiple times throughout the planning process as well as meeting me on two separate occasions to solicit feedback and to provide updates about the project. We have been impressed by their attitude and willingness to hear - and respond to - possible concerns from the neighborhood.

After multiple opportunities to hear from Grosvenor and review its proposal, I am confident the project will benefit the neighborhood and will be a positive contribution to our cityscape. We support this project and urge the Planning Commission to approve it.

Sincerely,



Tom Klein

Regional Vice President and General Manager

cc: Jonas Ionin

Marcelle Boudreaux

Dennis Richards

Cindy Wu

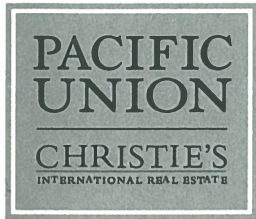
Christine Johnson

Michael Antonini

Kathryn Moore

Rich Hillis





March 28, 2016

Planning Commission  
San Francisco Planning Department  
1650 Mission Street #400  
San Francisco, CA 94103

Dear Commissioner;

As a real estate professional, I know how difficult your role is, and also what a tremendous contribution you make to the City of San Francisco.

As a neighbor and former Nob Hill resident, I have been interested and actively involved in Nob Hill improvements for many years, including the Huntington Park improvement, and the new Trader Joe's. Projects such as these revitalize and strengthen our city's neighborhoods

I have been following Grosvenor Americas' project at 875 California since 2015 after working with them on another project in the neighborhood, and am writing to voice my unequivocal support for the project.

Grosvenor Americas is a conscientious developer with a commitment to quality. Robert A.M. Stern is undoubtedly one of the best architects in the country. Their project will enhance Nob Hill, while adding to the much needed housing supply in San Francisco. They continue to include the neighborhood in every step of the process.

I respectfully urge you to support and approve the project at 875 California.  
Sincerely,

A handwritten signature in blue ink, appearing to read "Jack D. Ryder". The signature is stylized with large, overlapping loops and a long horizontal stroke extending to the right.

Jack D. Ryder

Cc: Rodney Fong  
Jonas Ionin  
Marcelle Boudreaux



**The University Club of San Francisco**

March 25, 2016

President Rodney Fong, SF Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong:

On behalf of the Board of Directors of The University of Club San Francisco I am writing to express our support for Grosvenor Americas' proposed condominium project at 875 California and 770 Powell Streets in Nob Hill.

The University Club has a distinguished history in Nob Hill. Many of our members are residents, employees and business owners in our storied neighborhood. Our proximity to the proposed site – directly across California Street – means the University Club's future is intertwined with Grosvenor's, and we commend Grosvenor's recognition that their project will be part of what shapes Nob Hill for many years to come. Grosvenor made a commitment to robust public outreach, transparency, and a willingness to embrace ideas from the community and has honored that commitment throughout the planning process.

Grosvenor's proposal will be a marked improvement over the current parking lot and structure – both of which are underutilized. The planned 44 homes will bring new residents to our local clubs, restaurants and hotels and pedestrians to our sidewalks – activity and vibrancy that have been stymied by this disappointing corner. The proposal calls for town home entrances along both California and Powell Streets and a lush garden at the front corner that Grosvenor further enhanced after neighborhood discussions. The improvements to the streetscape will make Nob Hill more welcoming and appealing for all comers.

After three public meetings and many individual conversations, the University Club is confident the project will benefit not just our membership but the whole neighborhood. We support this project and urge the Planning Commission to approve it expeditiously.

Sincerely,

Jonas Svallin

President, Board of Directors, The University Club of San Francisco

cc: Jonas Ionin  
Marcelle Boudreaux  
Dennis Richards  
Cindy Wu  
Christine Johnson  
Michael Antonini  
Kathryn Moore  
Rich Hillis

**800 Powell Street, San Francisco, CA 94108**  
**415.781.0900**



**SAN FRANCISCO  
PLANNING  
DEPARTMENT**

# **AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program**

Date: January 11, 2013

Planning Department  
1650 Mission Street  
Suite 400  
San Francisco, CA  
94103-9425

To: Applicants subject to Planning Code Section 415: Inclusionary  
Affordable Housing Program

From: San Francisco Planning Department

Re: Compliance with the Inclusionary Affordable Housing Program

T: 415.558.6378

F: 415.558.6409

All projects that involve ten or more new dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Section 415 of the Planning Code. Every project subject to Section 415 must pay an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20% of the total number of units proposed (or the applicable percentage if subject to different area plan controls or requirements).

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an alternative to the Affordable Housing Fee must provide the necessary documentation to the Planning Department and the Mayor's Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program's requirements through an alternative.

Before the Planning Department and/or Planning Commission can act on the project, this *Affidavit for Compliance with the Inclusionary Affordable Housing Program* must be completed.

<sup>1</sup> California Civil Code Section 1954.50 et seq.

# Affidavit for Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415

Date \_\_\_\_\_

I, Steve O'Connell, do hereby declare as follows:

a. The subject property is located at (address and block/lot):

875 California Street/770 Powell Street 0256/016,017  
Address Block / Lot

b. The proposed project at the above address is subject to the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq.

The Planning Case Number and/or Building Permit Number is:

2014-000609 \_\_\_\_\_  
Planning Case Number Building Permit Number

This project requires the following approval:

- ☒ Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)  
☐ This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Marcelle Boudreaux  
Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- ☐ Yes (if yes, please indicate Tier) \_\_\_\_\_  
☒ No

This project is exempt from the Inclusionary Affordable Housing Program because:

- ☐ This project is 100% affordable.

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

- ☒ Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).  
☐ On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).

d. If the project will comply with the Inclusionary Affordable Housing Program through an On-site or Off-site Affordable Housing Alternative, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.

- ☐ **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- ☐ **Rental.** Exemption from Costa Hawkins Rental Housing Act.<sup>2</sup> The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
- ☐ Direct financial contribution from a public entity.
- ☐ Development or density bonus or other public form of assistance.
- ☐ Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

e. The Project Sponsor acknowledges that failure to sell the affordable units as ownership units or to eliminate the on-site or off-site affordable ownership-only units at any time will require the Project Sponsor to:

- (1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;
- (2) Record a new Notice of Special Restrictions; and
- (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

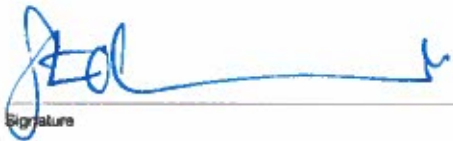
f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

g. I am a duly authorized officer or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.  
Executed on this day in:

Location

Date



Name (Print), Title

415-720-0708

Contact Phone Number

cc: Mayor's Office of Housing  
Planning Department Case Docket  
Historic File, if applicable  
Assessor's Office, if applicable

## Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
44		2	7	30	5

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below:

- ☐ On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at 12% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

- ☐ Off-site Affordable Housing Alternative (Planning Code Section 415.7): calculated at 20% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

- ☐ Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:  
Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee 100 % of affordable housing requirement.

2. On-Site \_\_\_\_\_ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

3. Off-Site \_\_\_\_\_ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address				
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)	Motion No. (if applicable)			Number of Market-Rate Units in the Off-site Project	

Affidavit for Compliance with the Inclusionary Affordable Housing Program

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name <b>Grosvenor Americas</b>	Company Name
Print Name of Contact Person <b>Steve O'Connell</b>	Print Name of Contact Person
Address <b>One California Street, Suite 2500</b>	Address
City, State, Zip <b>San Francisco, CA 94111</b>	City, State, Zip
Phone, Fax <b>(415) 268-4045</b>	Phone, Fax
Email <b>steve.oconnell@grosvenor.com</b>	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
 Signature	 Signature
 Name (Print), Title	 Name (Print), Title

# REUBEN, JUNIUS & ROSE, LLP

March 28, 2016

## Sent By Email

President Rodney Fong and Commissioners  
San Francisco Planning Commission  
1650 Mission Street, 4<sup>th</sup> Floor  
San Francisco, CA 94107

**Re: 875 California Street/770 Powell Street**  
**Planning Case No.: 2014-000609**  
**Hearing Date: April 7, 2016**  
**Our File: 7849.03**

Dear President Fong and Commissioners,

This office represents Grosvenor USA Limited (“Grosvenor” or “Project Sponsor”), a developer with a 340 year history of delivering refined buildings in special urban locations. Grosvenor proposes to build a 65-foot tall building with 44 dwelling units and 48 underground parking spaces (fewer than the 66 permitted by Code) (the “Project”) on an underutilized site at 875 California Street and 770 Powell Street (the “Site”) that currently contains a surface parking lot and two-story parking garage. The Site is adjacent to the Stanford Court Hotel on the Southwest corner of the intersection, the Fairmont Hotel on the Northwest corner of the intersection and the University Club on the Northeast corner of the intersection.

The Project will contribute a significant number of family-sized units to the City, with two studios, seven one-bedrooms, 30 two-bedrooms, and five three-bedroom units. Car parking will be accessed by a car elevator. The lower level will also contain bike parking for 86 Class One spaces and ample tenant storage. There will be two Class Two bike parking spaces on the Powell Street frontage.

The Project would contain generous open-space, including a 2,538 square-foot rear courtyard, a 805 square-foot landscaped entry courtyard with a seating wall at the corner of California Street and Powell Street, a common 730 square-foot roof deck, and 13 units with one or more private open spaces, including terraces and roof decks. The Project will also include a 610 square-foot sunroom that opens onto a 165 square-foot sunroom terrace.

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin  
Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben<sup>1</sup> | Tuija I. Catalano | Thomas Tunny  
David Silverman | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Stephanie L. Haughey  
Chloe V. Angelis | Louis J. Sarmiento | Jared Eigerman<sup>2,3</sup> | John McNerney III<sup>2</sup>

1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

One Bush Street, Suite 600  
San Francisco, CA 94104

tel: 415-567-9000  
fax: 415-399-9480

[www.reubenlaw.com](http://www.reubenlaw.com)

The Project will activate the California and Powell street fronts. In addition to the landscaped entry courtyard, four units will have entrances directly onto California or Powell (Maisonette units). Planters flanking the Maisonette entries and set into window openings one floor above street level, as well as added street trees, will enhance the pedestrian experience.

The design of the Project is inspired by the surrounding historic buildings and the neighborhood at large. The building maintains a strong street front presence along California Street and Powell Street like many other buildings in the neighborhood. Bay windows and a plaster and stone exterior are key components of the design and are characteristic of Nob Hill and San Francisco. In addition, the setback façade at the corner evokes the Mark Hopkins Hotel one block away. The base of the building will be clad in granite with a custom faceted profile. The building will also include custom designed grilles, gates and an entry canopy – all with a level of refinement and quality on par with buildings in the neighborhood. The Project is targeting LEED Gold status.

**A. Project Benefits**

The benefits of the Project include the following:

1. **The Project's design respects Nob Hill's neighborhood character.** Designed by RAMSA, the architect for many world-class buildings, the Project responds directly to Nob Hill's existing context, and respects the historic features of surrounding buildings.
2. **The Project will benefit the community.** The Project offers a number of benefits to the surrounding community. It will replace an underutilized site that currently has a surface parking lot and two-story parking garage with an attractive residential building in an area highly accessible by public transportation, bicycle or on foot. It will add 44 units to the City's housing stock, including 35 family-sized two- or three-bedroom units.
3. **The Project has widespread support.** Grosvenor's community outreach has and will continue to be extensive. The Project has widespread support from adjacent owners, neighborhood groups, and citywide organizations, including the Nob Hill Association. It has received support letters from the Housing Action Coalition, the Fairmont Hotel, the Masonic Auditorium, and the University Club, as well as from individual neighbors, with additional letters expected before hearing. Grosvenor will continue to engage with community stakeholders after entitlement, during the construction process, and beyond.

**B. Approvals Sought**

The Project requires conditional use authorization to permit construction of a building exceeding 50 feet in height in an RM District pursuant to Planning Code Section 253, to exceed bulk limits under Section 270, and for approval of a garage entry on California Street as required by Section 155. It also requires a variance for a non-code-compliant rear yard and for four garden level units that do not meet exposure requirements.

**i. Height**

The height of the Project is necessary and desirable because it will allow an underutilized lot to be used for much-needed housing, and maximize the residential use of the Site. The Project Sponsor has carefully designed the Project, including the Project height of 65-feet, to ensure it is compatible with the scale and character of the surrounding area, including the Stanford Court Hotel, the Fairmont Hotel and the University Club. Building up to the 65 foot limit permitted by Code allows the Project to provide a signature property at an important intersection and maximize the dwelling units contributed to the City's housing stock

**ii. Bulk**

The bulk of the Project as proposed is compatible with the other buildings in the area, including the nearby hotels and many of the residential buildings, and would contribute a continuity of design to the neighborhood. The design also allows the Project to include a large rooftop area that will provide generous open and sunny common and private areas for residents. In contrast, strict adherence to the Code required bulk limits would result in an inferior "tiered" design and loss of dwelling units.

The proposed design, with a façade broken up into distinct elements by bay windows and balconies, will result in a superior design that is consistent with the intent of the bulk limits. The Project includes a number of features that reduce the appearance of bulk, including variation in the façade, and a landscaped courtyard at the corner of Powell and California, that minimize the sense of bulk of the building and enhance the pedestrian experience of the block. It will also include stepped terraces/balconies, as well as setbacks along California and Powell Streets which minimize the bulk on the upper floors and contribute to the perception of a refined massing, particularly from street views. Because the neighboring building on Powell Street is smaller in scale than on California Street, the massing on Powell Street steps and shifts more to blend with its smaller neighbors.

**iii. Garage Entrance on California Street**

There are currently two curb-cuts at the Site: a 46 foot 8 inch wide driveway that provides access to both the 770 Powell Street and 875 California Street parking facilities, and a 13 foot 10 inch wide driveway that provides secondary access to the 875 California Street

parking garage. The Project will eliminate the 46-foot wide driveway and replace it with regular sidewalk space. It is anticipated that two on-street parking spaces will be added, which may also be used for deliveries and/or passenger loading during business hours, depending on San Francisco Municipal Transportation Agency approval. Garage access for the Project would be provided by a single 10-foot curb cut on California Street at the same location as the current 13 foot curb cut, with a car elevator providing access to the below-grade parking garage.

The Project will replace the 80 parking spaces currently on the Site with 48 parking spaces. Residents are expected to commute primarily on foot, by bicycle or on public transportation. In contrast, the current customers of the parking garage and lot are short-term or daily customers who create significantly more conflicts with other vehicles, the cable car, pedestrians and bicyclists.

Vehicular access to the Project would be from California Street. In the westbound direction, California Street has two vehicular travel lanes and one cable car lane. In the eastbound direction, California Street has one regular vehicular travel lane and one shared-lane for vehicles and cable cars. Due to the presence of the cable car tracks, vehicles are not permitted to turn left into or out of the existing Project Site driveways.

Assuming the no left-turn restriction continues, all vehicles entering and exiting the Project's garage would be via eastbound California Street. An access control system will be implemented to minimize the potential for conflicts between entering and exiting vehicles. This traffic pattern is a continuation of the current general traffic pattern of the Site and is appropriate for the area. In contrast, adding a garage entrance to Powell Street, which is steep and narrow, would be difficult and disruptive to traffic patterns, with traffic from the west shifted from California to Bush in order to access the Site. Because of the narrow lanes of traffic, it would be very difficult to turn into a garage on Powell without driving into the cable car lane, and even if possible would likely require a curb cut of larger than 10 feet. Therefore, a garage entrance on California is not only appropriate, but necessary.

#### **iv. Rear Yard**

RM-4 Zoning requires a minimum rear yard depth equal to 25 percent of the total depth of the lot, but in no case less than 15 feet, provided at grade level and above.

Here, instead of a Code-compliant rear yard, the Project proposes a large 2,930 square-foot corner garden space better suited to the Site than a Code-compliant rear yard, as well as several other areas of common open space providing a better alternative for residents than what is dictated by the Code, including an 805 square-foot entry courtyard and 730 square-foot rooftop terrace. The Project also contains numerous other private open spaces and a large sunroom and sunroom terrace.

The Site is extraordinary because of its extremely steep slope. In addition, the Project is on a corner lot that does not lend itself to a traditional rear yard, which would create a canyon opening onto Powell Street. Instead, the Project proposes a terraced garden that is protected from the California and Powell street fronts. The garden provides nearly the open space that would be provided by a Code-compliant rear yard. In addition, the Project is in an area that does not have a clear midblock rear yard pattern, with many buildings with little or no rear yard. Therefore the Project provides much more open space than surrounding buildings, and the rear-yard should be approved as proposed.

**v. Exposure**

The Department has determined the four units that are below-grade and do not face onto a street do not meet the exposure requirement (units B18, B7, A1 and B2). While these units do not face a Code-compliant rear yard, they face the large terraced corner garden. In addition, units B18 and B7 have large terraces of 146 and 246 square-feet. Therefore, the Project meets the intent of the code to provide adequate exposure for all dwelling units as all units will have more than sufficient light and air.

**C. Community Outreach and Neighborhood Support**

On March 3, 2015, owners and occupants within a 300-foot radius and community groups on the Planning Department's roster for the Chinatown and Nob Hill neighborhoods were invited to a pre-application community meeting. Another open house was held in October 2015, at which the Project team presented the updated Project and took questions and community input. The Project has also presented to the Nob Hill Association on multiple occasions. In October 2015, the Project team presented to the San Francisco Housing Action Coalition Endorsement Committee, which voted to endorse the Project.

There have been a series of individual meetings with neighborhood groups and interested parties, including the following:

- The Fairmont Hotel
- The Masonic Auditorium
- The Stanford Court Hotel
- The Powell Place Hotel
- 851 Residence Club (ownership and management)
- The University Club
- The Mark Hopkins Hotel
- Representatives from 750 Powell Street

In February 2016, letters were sent to approximately 45 residents and building owners immediately adjacent to the Project Site to inform them of the Planning Commission hearing date and offer to meet to answer any questions. The Project team also provided updated Project plans to the Nob Hill Association, project neighbors, and other interested stakeholders, and invited the neighborhood to an informal meet and greet with the Project team on March 23, 2016 at the University Club.

The Project has received overwhelming community support, and the Project team will continue to work with the neighborhood through permitting and construction to insure compatibility with the residential nature of the area. The Project has received the endorsement of the Nob Hill Association, with a formal letter to be submitted shortly. Attached are support letters that include the Housing Action Coalition Endorsement and Report Card (**Exhibit A**), and support letters from the Fairmont (**Exhibit B**), the California Masonic Auditorium (**Exhibit C**), the Board of Directors of the University Club (**Exhibit D**), University Club Member Justin Jones (**Exhibit E**), and neighbors Jack Ryder (**Exhibit F**) and Shelly Kline (**Exhibit G**). Also attached is a Supporter Petition signed by 13 neighbors who attended the March 23<sup>rd</sup> community meeting (**Exhibit H**). Grosvenor's outreach and community engagement is ongoing, and we will provide a further update about supporters at the April 7, 2016 hearing.

**D. Conclusion**

The Project proposes to transform an unattractive and underutilized space amidst large historic buildings and add 44 units (including 35 family-sized units) to the City's housing stock. The carefully designed Project echoes the design features of surrounding historic buildings. It also provides an attractive and inviting landscaped corner garden with seating wall, large windows and balconies, and four Maisonette units that provide a direct connection to the street, adding to the character and walkability of the neighborhood. The Project enjoys overwhelming support in the neighborhood, and we request your support.

We look forward to presenting this Project to you on April 7, 2016. Please contact me if you have any questions.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**



Jody Knight

One Bush Street, Suite 600  
San Francisco, CA 94104

tel: 415-567-9000  
fax: 415-399-9480

[www.reubenlaw.com](http://www.reubenlaw.com)

cc: Dennis Richards, Commission Vice-President  
Michael J. Antonini, Commissioner  
Rich Hillis, Commissioner  
Christine D. Johnson, Commissioner  
Kathrin Moore, Commissioner  
Cindy Wu, Commissioner  
Marcelle Boudreaux, Project Planner

**Exhibit List**

Exhibit A – Housing Coalition Endorsement and Report Card

Exhibit B – Fairmont Letter of Support

Exhibit C – California Masonic Auditorium Letter of Support

Exhibit D – Board of Directors of the University Club Letter of Support

Exhibit E – University Club Member Justin Jones Letter of Support

Exhibit F – Jack Ryder Letter of Support

Exhibit G – Shelly Kline Letter of Support

Exhibit H – Supporter Petition

## **EXHIBIT A**



## San Francisco Housing Action Coalition (SFHAC) Project Report Card

**Address:** 875 California Street

**Project Sponsor:** Grosvenor

**Date of SFHAC Review:** October 21, 2015

**Grading Scale:**

1 = Fails to meet project review guideline criteria

2 = Meets some project review guideline criteria

3 = Meets basic project review guideline criteria

4 = Exceeds basic project review guideline criteria

5 = Goes far beyond of what is required

**Criteria for SFHAC Endorsement:**

1. The project must have been presented to the SFHAC Project Review Committee;
2. The project must score a minimum of 3/5 on any given guideline.

<i>Guideline</i>	<i>Comments</i>	<i>Grade</i>
<b>Land Use</b>	The project will replace a surface parking lot and one-story parking garage with 44 homes and one level of subterranean parking for 48 cars.	5
<b>Density</b>	The site suffers from outdated zoning that does not favor density. However, this project does maximize density within the existing height limit.	5
<b>Affordability</b>	The project sponsor will pay an <i>in-lieu</i> fee of over three million dollars to the Mayor's Office of Housing that would finance their affordable housing.	3
<b>Parking and Alternative Transportation</b>	We would like the project to reduce its parking count from 48 to 44 spaces. We strongly support the high biking parking ratio and plan to dedicate on-street parking to car share.	4
<b>Preservation</b>	There are no structures of significant cultural or historic merit on or near the site that would be impacted by the proposed project.	N/A
<b>Urban Design</b>	We would prefer a more iconic building, but the zoning makes that a challenge. We'd like the site's corner to become more of a public amenity. We appreciate the thoughtful open space.	4
<b>Environmental Features</b>	The project sponsor will pursue LEED Gold for the building. We encourage them to pursue other measures that further green the building, especially water conservation.	4
<b>Community Input</b>	The project sponsor has met with the Nob Hill Neighborhood Association three times and held numerous one-one-meetings with local residents.	5
<b>Additional Comments</b>	Our members appreciate the thorough presentation from the project team.	N/A
<b>Final Comments</b>	The SF Housing Action Coalition endorses the proposed project at 875 California Street.	4.3/5

*Please see attached letter for further explanation.*



95 Brady Street  
San Francisco, CA 94103  
415 541 9001  
info@sfhac.org  
www.sfhac.org

Mr. Steve O'Connell  
Grosvenor  
1 California Street, Suite 2500  
San Francisco, CA 94111

December 8 2015

**Ref: 875 California Street – Residential Development**

Dear Mr. O'Connell,

Thank you for bringing your proposed project for 875 California Street to the San Francisco Housing Action Coalition's (SFHAC) Project Review Committee on October 21, 2015. Upon thorough review and discussion, we have decided to endorse the project. We believe it has merit and will contribute to our mission of increasing the supply of well-designed, well-located housing at all levels of affordability in San Francisco. Please review our letter, which explains how your project meets our guidelines, as well as areas suggested for improvement. Please also see our report card, which grades your project according to each guideline. We have attached a copy of our guidelines for your reference.

**Project Description:** The project proposes the construction of 44 new for-sale homes with one level of below-grade parking for 48 cars.

**Land Use:** The site is currently occupied by a surface parking lot and one-story parking garage. Housing is a significantly better use. Our members agree that this a landmark location, considering it's at a very prominent intersection where Powell and California Streets meet.

**Density:** The site suffers from outdated zoning that does not favor density. Although your project maximizes density within the height limit, we believe this is an excellent opportunity to build a taller building that stands out more. Unfortunately, we understand that the City's planning code and political hurdles would make that very difficult or time-consuming to achieve.

**Affordability:** Your project would pay the *in-lieu* fee, which equates to about three million dollars that would go to the Mayor's Office of Housing (MOH) and be used to fund other affordable housing projects in the City.

**Parking and Alternative Transportation:** Because this area is still governed by outdated zoning codes, your project has minimum parking requirements of one space per unit. We still would prefer that you reduce your parking count from the current amount of 48 spaces to 44. We believe that many current developments overestimate the need for car parking and encourage your team emphasize other transportation modes.

We strongly support your decision to provide 110 bike parking spaces, a ratio of over two spaces per bedroom. You also stated you intend to allocate on-street parking to car share, which would

Mr. Steve O'Connell  
December 8, 2015  
Page Two

give residents alternative transportation options. We encourage you to work with SFMTA on developing a program.

**Preservation:** There are no objects of significant cultural or historic merit on or near the site that would be affected by the proposed project.

**Urban Design:** Because the location is so unique, our members thought it demands a more iconic building. Many of our members noted your plan blends in too well with the neighborhood. As mentioned, we believe more height would be appropriate.

We appreciate the rich details in your design, which reduce the boxy-ness of the building. Some of our members strongly supported your use of cement plaster. However, we recognize there may be other materials to consider.

Our members would prefer that the entrance at the corner be more publicly accessible, to encourage active uses for residents or tourists in the neighborhood. The project's open space is very well conceived and programmed. We especially appreciate the maisonette entrances.

**Environmental Features:** We commend you for pursuing LEED Gold for the building. We encourage you to continue pursuing options that further improve your project's sustainability, such as water conservation.

**Community Input:** Your team has held two community meetings with the Nob Hill Neighborhood Association and numerous individual meetings with folks in the neighborhood. At the time of your presentation to us, you stated you were going to make a third presentation to NHNA that night. We feel you have thoroughly engaged the nearby residents and thoughtfully responded to their feedback.

Thank you for presenting your plans for 875 California Street to our Project Review Committee. We are pleased to endorse the project. Please keep us abreast of any changes and let us know how we may be of assistance.

Sincerely,



Tim Colen  
Executive Director

## **SFHAC Project Review Guidelines**

**Land Use:** Housing should be an appropriate use of the site given the context of the adjacent properties and the surrounding neighborhood and should enhance neighborhood livability.

**Density:** The project should take full advantage of the maximum unit density and/or building envelope, allowable under the zoning rules.

**Affordability:** The need for affordable housing, including middle income (120-150 of Area Median Income) housing, is a critical problem and SFHAC gives special support to projects that propose creative ways to expand or improve unit affordability beyond the legally mandated requirements.

**Parking and Alternative Transportation:** SFHAC expects the projects it endorses to include creative strategies to reduce the need for parking, such as ample bicycle storage, provision of space for car-share vehicles on-site or nearby, un-bundling parking cost from residential unit cost, and measures to incentivize transit use. Proximity to transit should result in less need for parking.

In districts with an as-of-right maximum and discretionary approval up to an absolute maximum, SFHAC will support parking exceeding the as-of-right maximum only to the extent the Code criteria for doing so are clearly met. In districts where the minimum parking requirement is one parking space per residential unit (1:1), the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of that amount.

**Preservation:** If there are structures of significant historic or cultural merit on the site, their retention and/or incorporation into the project consistent with historic preservation standards is encouraged. If such structures are to be demolished, there should be compelling reasons for doing so.

**Urban Design:** The project should promote principles of good urban design: Where appropriate, contextual design that is compatible with the adjacent streetscape and existing neighborhood character while at the same time utilizing allowable unit density: pleasant and functional private and/or common open space; pedestrian, bicycle and transit friendly site planning; and design treatments that protect and enhance the pedestrian realm, with curb cuts minimized and active ground floor uses provided.

Projects with a substantial number of multiple bedroom units should consider including features that will make the project friendly to families with children.

Mr. Steve O'Connell  
December 8, 2015  
Page Four

**Environmental Features:** SFHAC is particularly supportive of projects that employ substantial and/or innovative measures that will enhance their sustainability and reduce their carbon footprint.

**Community Input:** Projects for which the developer has made a good faith effort to communicate to the community and to address legitimate neighborhood concerns, without sacrificing SFHAC's objectives, will receive more SFHAC support.

## **EXHIBIT B**

# Fairmont

HOTELS & RESORTS

March 9, 2016

THOMAS A. KLEIN  
*Regional Vice President & General Manager  
California Region*

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong,

On behalf of The Fairmont San Francisco I am writing to express our support for Grosvenor Americas' proposed condominium project at 875 California and 770 Powell Streets in Nob Hill.

The planned location - at the southeast corner at the intersection of California and Powell Streets - is kitty corner to our establishment, which makes the project's success vital to the Fairmont. This crossroads is a special place in San Francisco and we are confident the building will enhance it, providing a better experience for neighbors, businesses and tourists alike. The proposed housing is clearly a higher and better use of the land than the existing under-utilized parking lot: an eyesore interrupting one of our most iconic vistas.

From the outset, Grosvenor has enthusiastically included the community in the planning process. The project sponsor has contacted me multiple times throughout the planning process as well as meeting me on two separate occasions to solicit feedback and to provide updates about the project. We have been impressed by their attitude and willingness to hear - and respond to - possible concerns from the neighborhood.

After multiple opportunities to hear from Grosvenor and review its proposal, I am confident the project will benefit the neighborhood and will be a positive contribution to our cityscape. We support this project and urge the Planning Commission to approve it.

Sincerely,



Tom Klein

Regional Vice President and General Manager

cc: Jonas Ionin

Marcelle Boudreaux

Dennis Richards

Cindy Wu

Christine Johnson

Michael Antonini

Kathryn Moore

Rich Hillis



## **EXHIBIT C**

*California Masonic Memorial Temple*  
A CALIFORNIA CORPORATION

March 23, 2016

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong,

On behalf of the California Masonic Memorial Temple at 1111 California Street, please accept this letter of support for Grosvenor Americas' project at 875 California and 770 Powell Streets on Nob Hill.

The southeast corner at the intersection of California and Powell Streets – currently occupied by a parking garage and structure - has long been underutilized and does not add to the appeal of the neighborhood in its current state. The proposed housing is undoubtedly an improved use of the land compared with the existing mark on one of our most impressive corridors. The Grosvenor's project team has demonstrated a clear appreciation for the importance of this undertaking and we are confident their proposal will enhance Nob Hill by providing a better experience for neighbors, businesses and visitors.

Grosvenor has included the Masonic in every step of the process. I have met and spoken with the project sponsor on several occasions to offer input, suggest new neighborhood contacts, and provide feedback. I have been impressed by their attitude and willingness to hear – and respond to – possible concerns from the neighborhood.

I have reviewed Grosvenor's proposal and I am confident housing in this location will better the neighborhood and will be a positive contribution to our cityscape. I support this project and urge the Planning Commission to approve it.

Sincerely,



Allan L. Casalou  
Executive Vice President  
California Masonic Memorial Temple

Copy: Planning Commissioners: Jonas Ionin, Marcelle Boudreaux, Dennis Richards, Cindy Wu,  
Christine Johnson, Michael Antonini, Kathryn Moore, Rich Hillis

## **EXHIBIT D**



**The University Club of San Francisco**

March 25, 2016

President Rodney Fong, SF Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong:

On behalf of the Board of Directors of The University of Club San Francisco I am writing to express our support for Grosvenor Americas' proposed condominium project at 875 California and 770 Powell Streets in Nob Hill.

The University Club has a distinguished history in Nob Hill. Many of our members are residents, employees and business owners in our storied neighborhood. Our proximity to the proposed site – directly across California Street – means the University Club's future is intertwined with Grosvenor's, and we commend Grosvenor's recognition that their project will be part of what shapes Nob Hill for many years to come. Grosvenor made a commitment to robust public outreach, transparency, and a willingness to embrace ideas from the community and has honored that commitment throughout the planning process.

Grosvenor's proposal will be a marked improvement over the current parking lot and structure – both of which are underutilized. The planned 44 homes will bring new residents to our local clubs, restaurants and hotels and pedestrians to our sidewalks – activity and vibrancy that have been stymied by this disappointing corner. The proposal calls for town home entrances along both California and Powell Streets and a lush garden at the front corner that Grosvenor further enhanced after neighborhood discussions. The improvements to the streetscape will make Nob Hill more welcoming and appealing for all comers.

After three public meetings and many individual conversations, the University Club is confident the project will benefit not just our membership but the whole neighborhood. We support this project and urge the Planning Commission to approve it expeditiously.

Sincerely,

Jonas Svallin

President, Board of Directors, The University Club of San Francisco

cc: Jonas Ionin  
Marcelle Boudreaux  
Dennis Richards  
Cindy Wu  
Christine Johnson  
Michael Antonini  
Kathryn Moore  
Rich Hillis

**800 Powell Street, San Francisco, CA 94108**  
**415.781.0900**

## **EXHIBIT E**

March 24th, 2016

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear President Fong,

I am a member of the University Club (across the street from the project site) and have been following the Grosvenor Americas' project at 875 California and 770 Powell Streets in Nob Hill since it was introduced in early 2015. Please accept this letter stating my strong support for the project's approval.

Nob Hill has long awaited a replacement for the parking garage and structure currently occupying the southeast corner at the intersection of California and Powell Streets. This parcel has long been underutilized and remains an eyesore marring an otherwise picturesque corner. The proposed housing is a more appropriate land use compared with the existing blemish, and Grosvenor's design and commitment to quality will result in a building widely supported in the neighborhood. I appreciate the project team's understanding of the importance of this undertaking and we are confident Grosvenor's proposal will enhance Nob Hill and provide a better experience for all.

I am confident housing in this location will better the neighborhood and will be a positive contribution to Nob Hill. I support this project and urge the Planning Commission to approve it.

Sincerely,

A handwritten signature in black ink that reads "Justin Jones". The signature is fluid and cursive, with the first name "Justin" and last name "Jones" clearly legible.

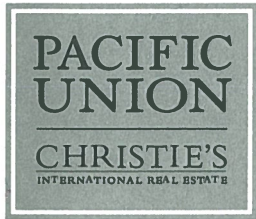
Justin Jones  
1605 Castro St. #6  
San Francisco, CA 94114

President  
Robert F. Kennedy Democratic Club  
(for identification purposes only)

cc: Jonas Ionin  
Marcelle Boudreaux  
Dennis Richards

Cindy Wu  
Christine Johnson  
Michael Antonini  
Kathryn Moore  
Rich Hillis

## **EXHIBIT F**



March 28, 2016

Planning Commission  
San Francisco Planning Department  
1650 Mission Street #400  
San Francisco, CA 94103

Dear Commissioner;

As a real estate professional, I know how difficult your role is, and also what a tremendous contribution you make to the City of San Francisco.

As a neighbor and former Nob Hill resident, I have been interested and actively involved in Nob Hill improvements for many years, including the Huntington Park improvement, and the new Trader Joe's. Projects such as these revitalize and strengthen our city's neighborhoods

I have been following Grosvenor Americas' project at 875 California since 2015 after working with them on another project in the neighborhood, and am writing to voice my unequivocal support for the project.

Grosvenor Americas is a conscientious developer with a commitment to quality. Robert A.M. Stern is undoubtedly one of the best architects in the country. Their project will enhance Nob Hill, while adding to the much needed housing supply in San Francisco. They continue to include the neighborhood in every step of the process.

I respectfully urge you to support and approve the project at 875 California.  
Sincerely,

A handwritten signature in blue ink, appearing to read "Jack D. Ryder". The signature is fluid and stylized, with a large loop at the beginning and a long, sweeping tail.

Cc: Rodney Fong  
Jonas Ionin  
Marcelle Boudreaux

## **EXHIBIT G**

President Rodney Fong  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: 875 California and 770 Powell Streets

Dear Mr. Fong,

I am writing to express my complete support for the proposed Grosvenor proposed residences at 875 California. The handsome residences will improve both the look and the pedestrian flow, allowing our neighbors a brief resting spot at this very busy corner. (My husband and I live at 1170 Sacramento Street, just a half block away from the Fairmont Hotel and a block and a half away from the proposed Grosvenor.)

The present parking lot on that corner of Powell and California does not serve the neighborhood well. With the new proposed residences, 2 corners of the intersection are cable car stops; there is one cafe with outdoor seating; and now there can be a pleasant corner to rest temporarily or meet someone. It becomes more of a neighborhood.

We have lived on Nob Hill for 2 years. The Nob Hill Association is a neighborhood treasure, lighting the Huntington Park at Christmastime; having neighborhood meetings to talk over issues; taking the reins to beautify the neighborhood; trying to bring neighbors together. The Grosvenor residents could add to this group of neighbors working together. I truly think the newly proposed building would be a benefit to San Francisco.

Yours Sincerely,

Shelly Kline

## **EXHIBIT H**







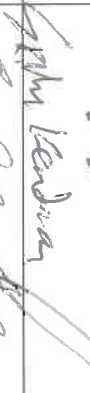


GROSVENOR

## 875 California Planning Commission Supporter Petition

April 7, 2016

Dear President Fong and members of the San Francisco Planning Commission,

As residents of San Francisco and Nob Hill, the undersigned support Grosvenor Americas' proposed project at 875 California and 770 Powell Streets. The project will improve Nob Hill for residents, businesses, and tourists, and will complete one of San Francisco's most iconic corners.

Name	Signature	Address	Email
Michael Hodgkinson		1490 Clay St.	mike.hodgkinson2@gmail.com
Jack Ryder		1149 Van Ness Ave.	jack.rydere.com
Elissa Buie		850 Powell #303	elissa@YeBuie.com
DAVE YESKE		850 Powell, #303	DAVE@YEIBU.com
STEVE KENDRICK		580 CALIF. ST. 5TH FLOOR SAN FRANCISCO, CA 94104	skendrick@msn.com
Michael Gebman		707 Stockton, #605	mgebman@gmail.com
Ava Li		"	"



## GROSVENOR

# 875 California Planning Commission Supporter Petition

April 7, 2016

Dear President Fong and members of the San Francisco Planning Commission,

As residents of San Francisco and Nob Hill, the undersigned support Grosvenor Americas' proposed project at 875 California and 770 Powell Streets. The project will improve Nob Hill for residents, businesses, and tourists, and will complete one of San Francisco's most iconic corners.







Name	Signature	Address	Email
Finkle & Kune		1170 SACRAMENTO 3-C	franko.kune@invest.com
Shelly L. Kune		1170 SACRAMENTO 3-C	Shelly@kuneinvest.com
Christine Lopez		1100 Sacramento St	christinelopez07@gmail.com
the Strickly		1100 Sacramento St.	A917@aol.com
Joe Graham		850 Powell St 708	
Sarena Fitzop		1000 Market St #102	Sarena@fitzoproperty.com

Exhibit B

j

j

875 CALIFORNIA STREET  
SAN FRANCISCO, CA

---

MARCH 28, 2016



**RAMSA**  
ROBERT A.M. STERN ARCHITECTS

  
**GROSVENOR**

**BDE**  
ARCHITECTURE

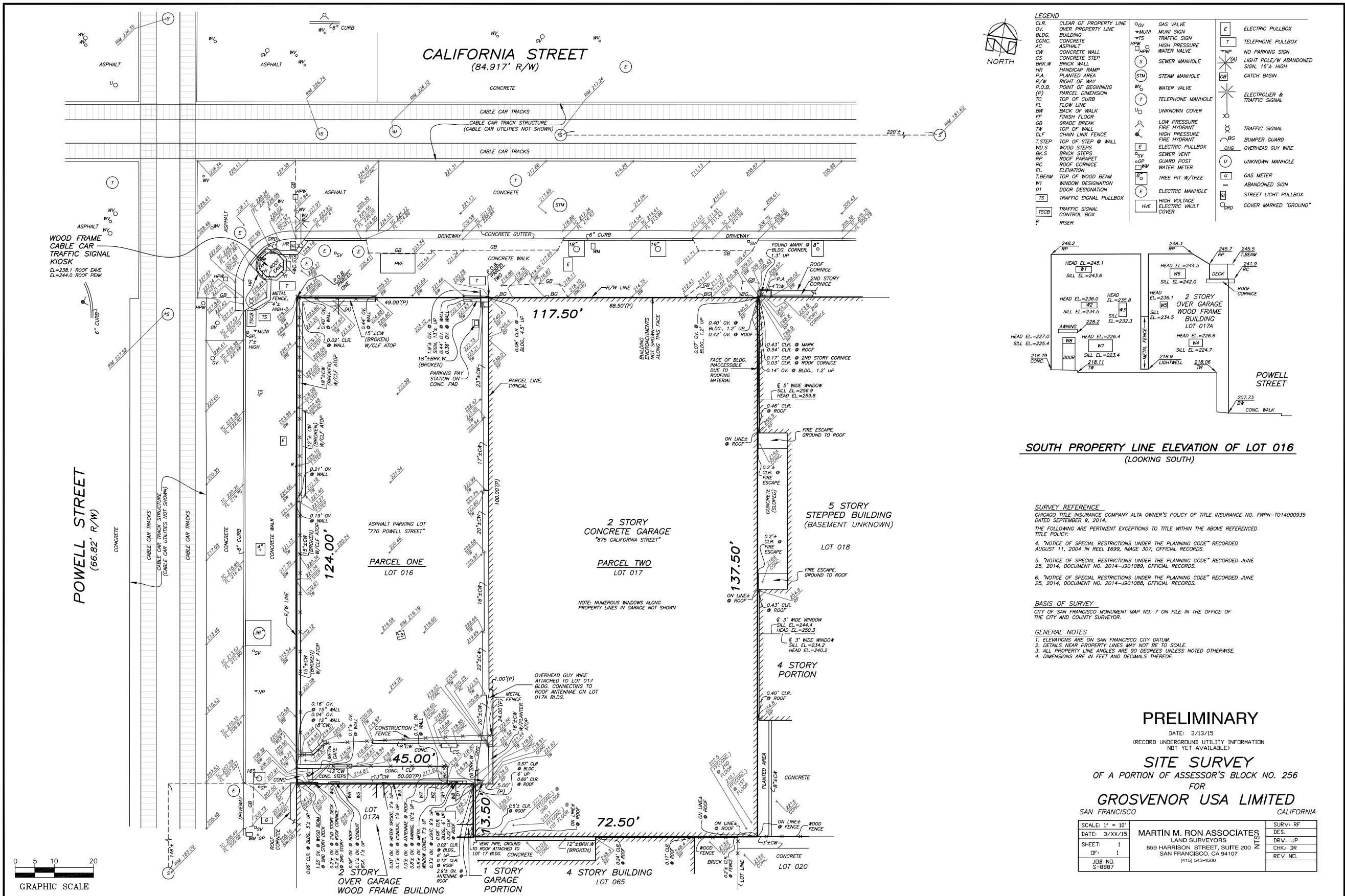


**DEVELOPER:**  
GROSVENOR AMERICAS  
ONE CALIFORNIA STREET, SUITE 2500  
SAN FRANCISCO, CA 94111  
P: 415.434.0175  
CONTACT:  
STEVE O'CONNELL  
AMELIA STAVELEY

**DESIGN ARCHITECT:**  
ROBERT A.M. STERN ARCHITECTS, LLP  
460 WEST 34TH STREET  
NEW YORK, NY 10001  
P: 212.967.5100  
CONTACT:  
DAN LOBITZ  
GRAHAM WYATT  
GAYLIN BOWIE  
SUSAN SON

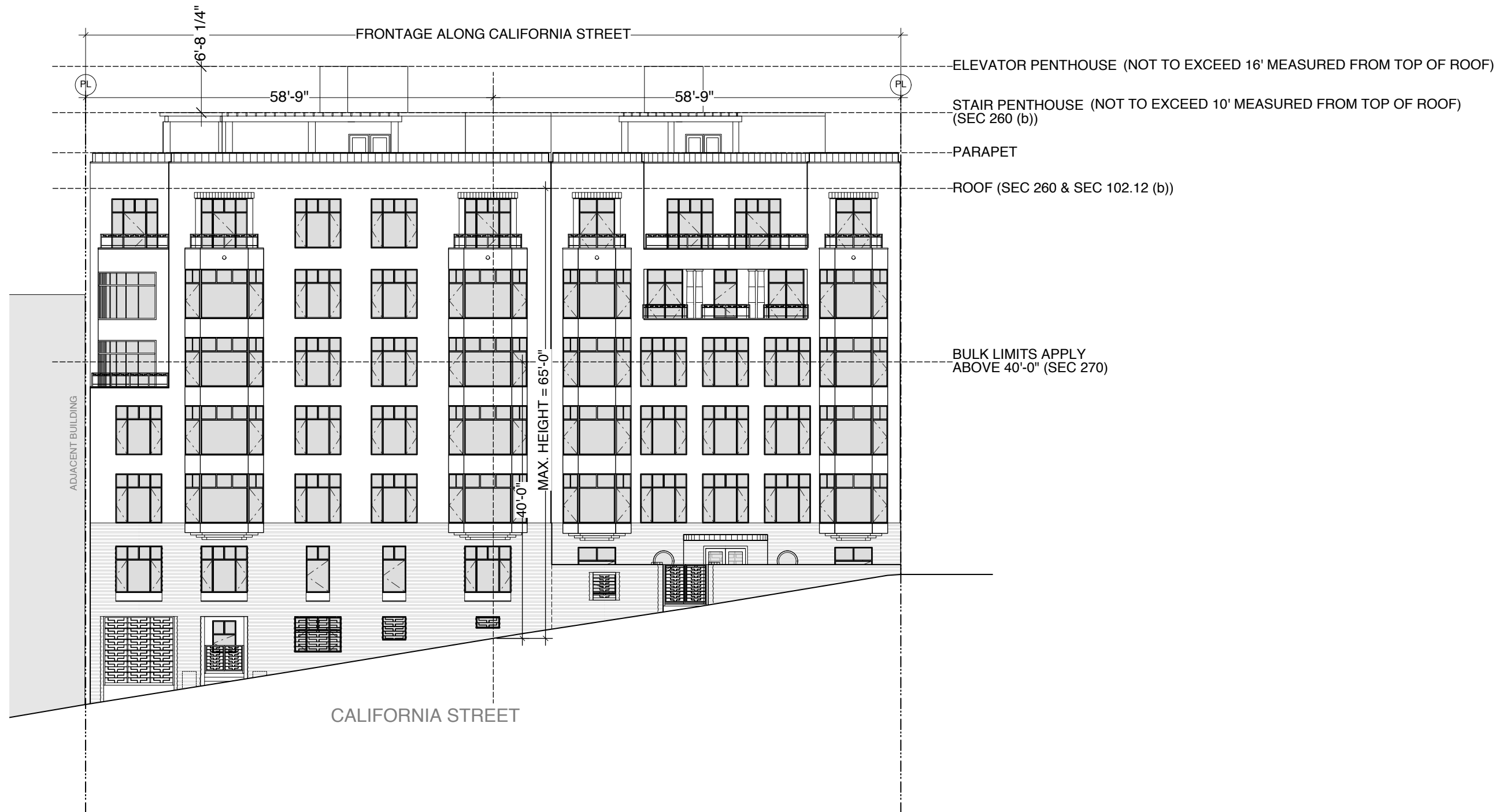
**EXECUTIVE ARCHITECT:**  
BDE ARCHITECTURE, INC.  
950 HOWARD STREET  
SAN FRANCISCO, CA 94103  
P: 415.677.0966  
CONTACT:  
JON ENNIS  
BRENNIA WILLIAMS

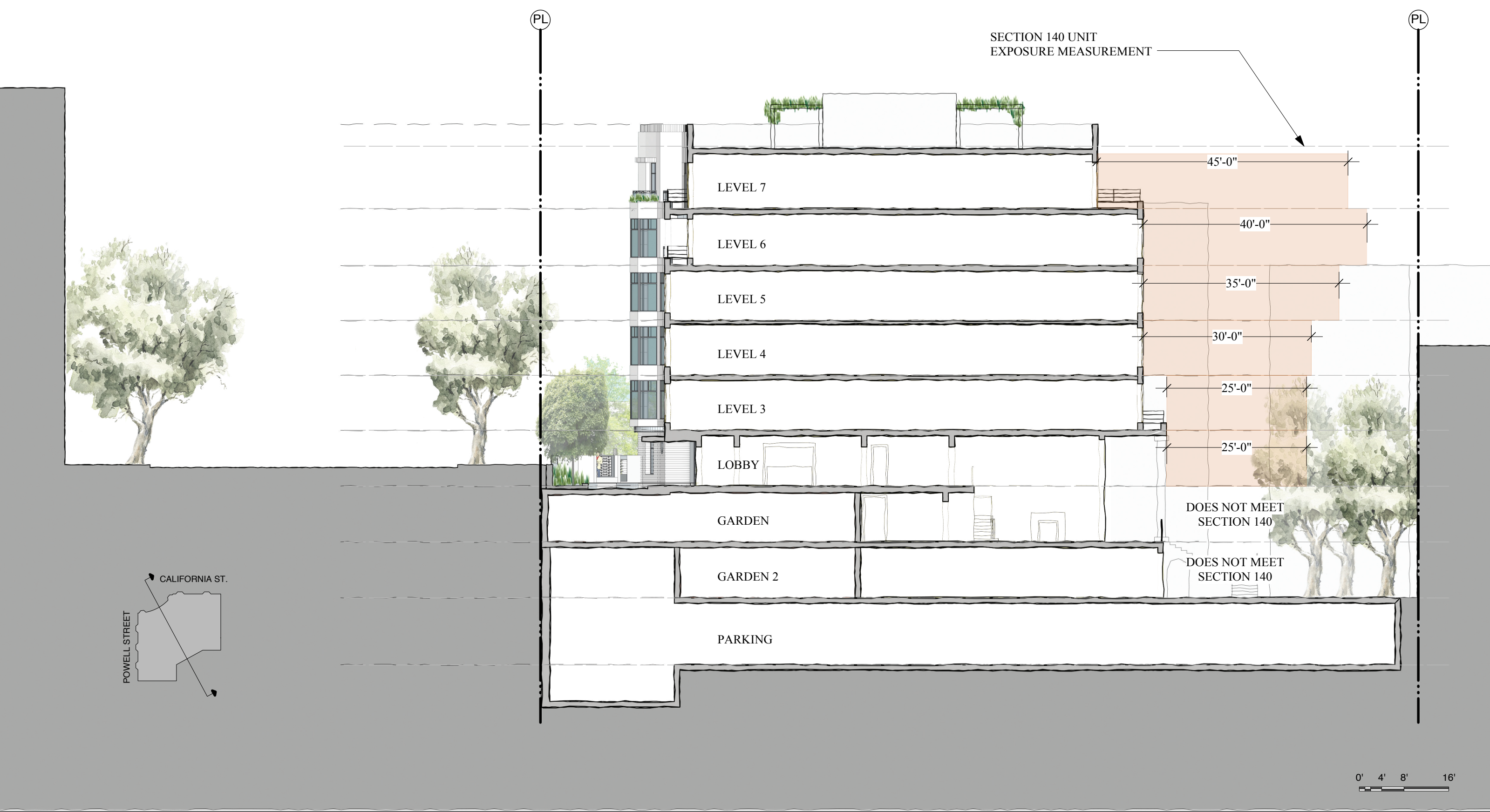
ADDRESS:	875 CALIFORNIA STREET, 770 POWELL STREET	
BLOCK/LOT:	0256/017, 0256/16	
LOT AREA:	9,448 SF, 6100 SF	
NEIGHBORHOOD:	NOB HILL	
ZONING DISTRICT:	RM-4	
	<u>REQUIRED</u>	<u>PROPOSED</u>
USES PERMITTED: (206.2, 231, 238)	RESIDENTIAL, HOTEL, LIMITED COMMERCIAL (CONDITIONAL)	RESIDENTIAL
DENSITY (209.1):	1DU/200 SF SITE AREA MIN	1DU/353 SF SITE AREA
HEIGHT (260):	65'-0" TABLE 260 DOES NOT APPLY	65'-0" AS MEASURED FROM CALIFORNIA
BULK (270):	BULK LIMITS APPLY ABOVE 40': MAX PLAN LENGTH = 110' MAX DIAGONAL = 125'	PROJECT IS SEEKING AN EXCEPTION TO SECTION 270
FRONT YARD (132):	AVG OF ADJACENT PARCELS = ZERO LOT LINE	ZERO LOT LINE
REAR YARD (134):	25% LOT DEPTH	18.8 %, 2930 SF
STREET FRONTAGE (144):	MAXIMUM 20-FT FOR PARKING ENTRANCES	PARKING ENTRANCE = 10'
OPEN SPACE (135):	36 SF/UNIT IF PRIVATE = 1,584 SF 48 SF/UNIT IF COMMON = 2,112 SF	5900 SF PRIVATE 1535 SF COMMON
UNIT EXPOSURE (140):	UNIT TO FACE A COMPLIANT OPEN AREA	PROJECT IS SEEKING AN EXCEPTION TO SECTION 140 FOR 2 UNITS (C2 & C6)
PARKING (150):	MINIMUM IS 1 CAR PER UNIT MAXIMUM IS 1.5 CAR PER UNIT	1.09 CARS PER UNIT TOTAL = 48 SPACES
OFF-STREET LOADING (152):	NONE FOR 0-100,000 SF	NONE
CAR SHARE (166):	NONE FOR 0-50 UNITS	NONE
BIKE PARKING (155):	1:1 UP TO 100 UNITS = 44 BIKE SPACES	86 CLASS ONE BIKE SPACES 2 CLASS TWO BIKE SPACES



UNIT AREAS																
	TYPE	VARIATION	AREA (NET SF)*	AREA (PAINT SF)*	GARAGE	GARDEN LEVEL 2	GARDEN LEVEL 1	LOBBY LEVEL	FLR 3	FLR 4	FLR 5	FLR 6	FLR 7	UNIT TOTAL	AREA BY TYPE- NET SF	UNIT BY TYPE
STUDIO	ST1		914		-	-	1	-	-	-	-	-	-	1	914	2
	ST2		723				1							1	723	
ONE BEDROOM UNITS	A1		877		-		1							1	877	7
	A2		NOT USED		-									0	0	
	A3		819					1						1	819	
	A4		691		-				1	1				2	1382	
		A4.1	672		-			1						1	672	
	A5		828		-			1						1	828	
	A6 (ST3)		563		-						1			1	563	
TWO BEDROOM UNITS	B1		1000		-		1							1	1000	30
	B2		1464		-		1							1	1464	
		B2.1	1324		-			1						1	1324	
	B3		1448						1					1	1448	
		B3.1	1448							1				1	1448	
	B4		1430		-				1	1				2	2860	
		B4.1	1416		-			1						1	1416	
	B5		1338					1	1					2	2676	
		B5.1	1338							1				1	1338	
	B6		1108					1						1	1108	
	B7		1946			1								1	0	
	B8		1303							1				1	1303	
		B8.1	1299								1			1	1299	
	B9		1472							1	1	1		3	4416	
	B10		1424							1	1			3	4272	
	B11		1340		-							1		1	1340	
	B12		1223									1		1	1223	
	B13		1291									1		1	1291	
	B14		1342		-							1		1	1342	
B15		1584										1	1	1584		
B16		1604										1	1	1604		
B17		1482										1	1	1482		
B18		1367				1							1	1367		
B19		1549									1		1	1549		
THREE BEDROOM UNITS	C2		1958		-							1		1	1958	5
	C3		NOT USED		-									0	0	
	C4		1910										1	1	1910	
	C5		2095										1	1	2095	
	C6		1949										1	1	1949	
	C7		1671									1		1	1671	
		TOTAL AREA (NET)					3313	4978	7505	9124	9102	8655	6408	7436		
	TOTAL UNITS				0	2	5	7	7	7	7	5	4			44

GROSS BUILDING AREAS													
		GARAGE	GARDEN LEVEL 2	GARDEN LEVEL 1	LOBBY LEVEL	FLR 3	FLR 4	FLR 5	FLR 6	FLR 7		AREA BY TYPE- GROSS SF	
RESIDENTIAL LOBBY MAILROOM/ PACKAGE ROOM TENANT STORAGE SUNROOM (COMMON) MISC. ULTILITY/ MEP BIKE STORAGE AMENITY SPACE COMMON RESTROOM			3527	5424	8293	9896	9896	9425	9082	8130		63673	
					434							434	
					232							232	
			1319	3019								4338	
				544								544	
			1478	101								1579	
			929									929	
												0	
				472									
TOTAL GROSS FLOOR AREA		15262	10040	12130	10275	11069	11069	10592	10205	9177		99819	

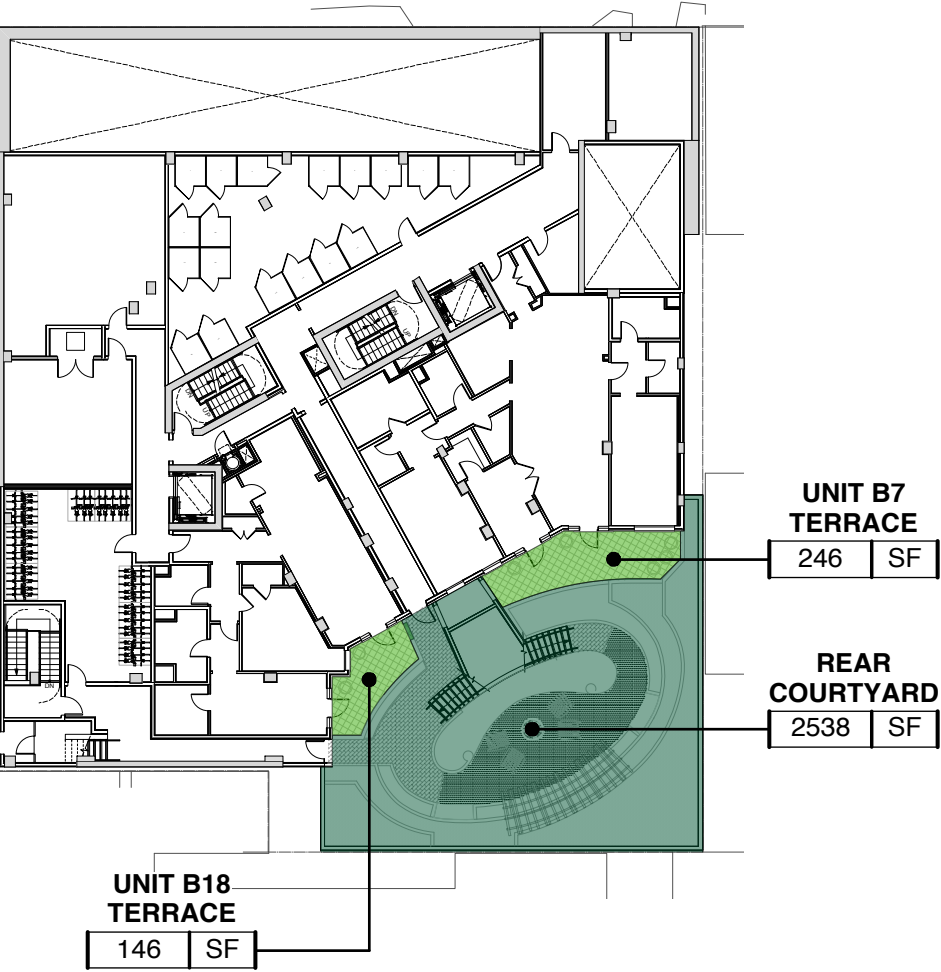




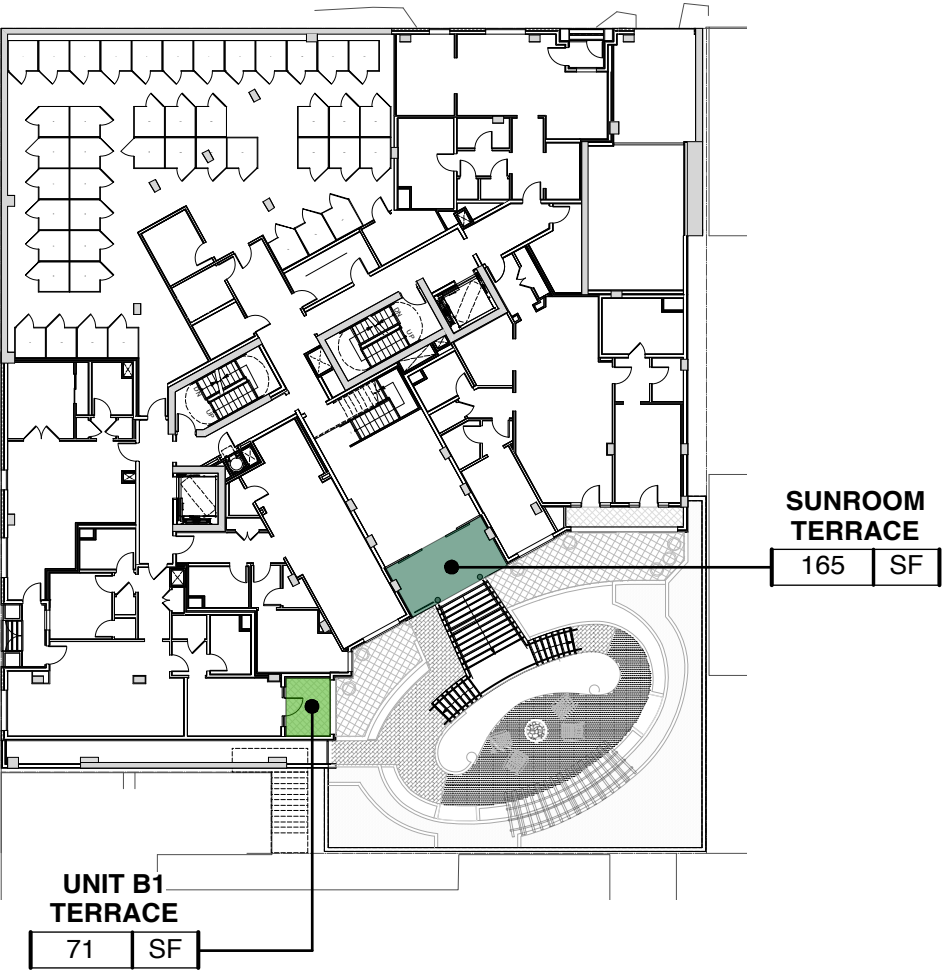
FLOOR	COMPLIANT PRIVATE OPEN SPACE (SF)	COMPLIANT COMMON OPEN SPACE (SF)	NONCOMPLIANT OPEN SPACE (SF)
GARDEN 2	392	-	2538
GARDEN 1	71	-	165
LOBBY	185	805	-
3RD	185	-	-
4TH	185	-	-
7TH	728	-	-
ROOF	4154	730	-
TOTAL	5900	1535	2703

COMPLIANT PRIVATE OPEN SPACE

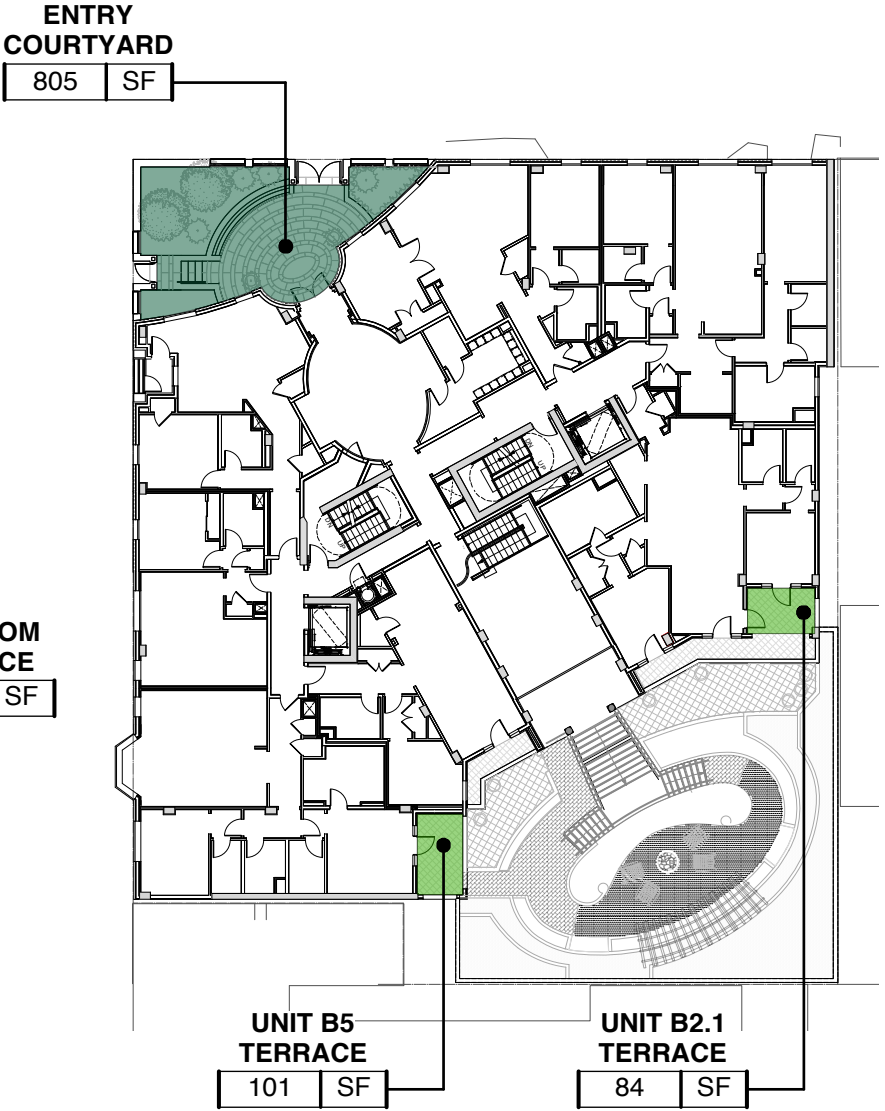
COMPLIANT COMMON OPEN SPACE



GARDEN LEVEL 2



GARDEN LEVEL 1

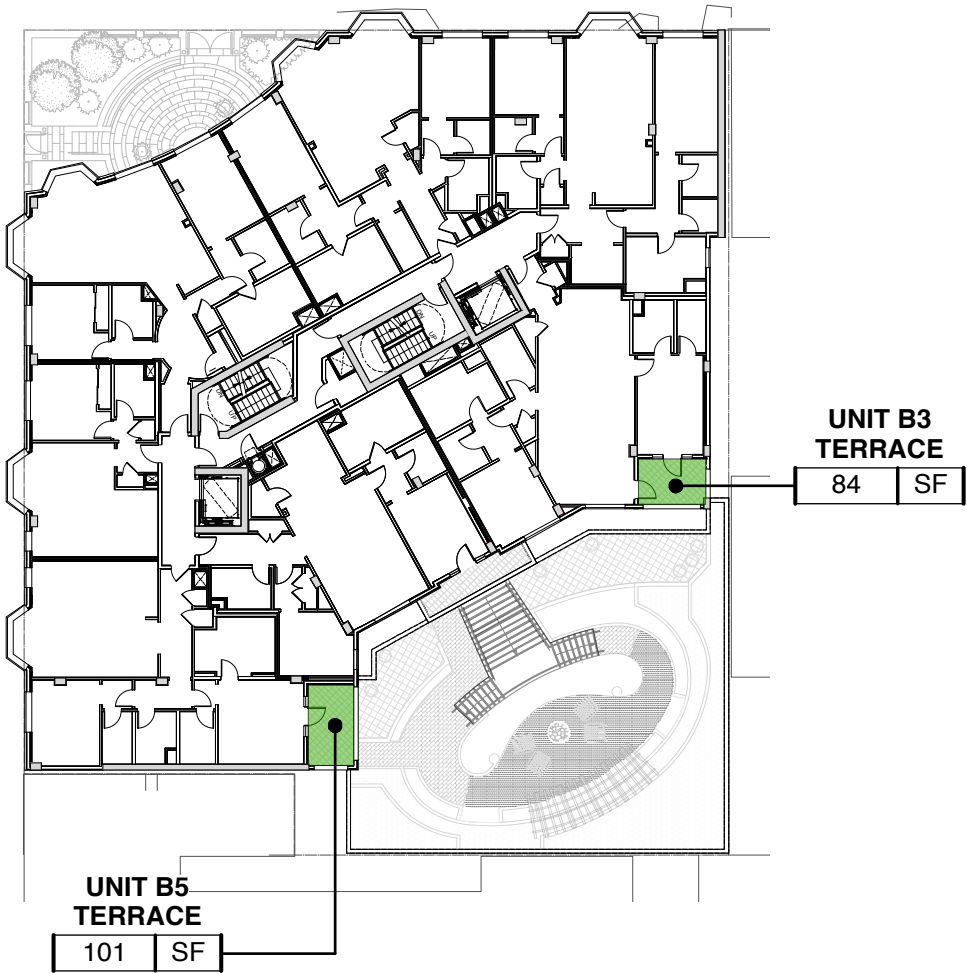


LOBBY LEVEL

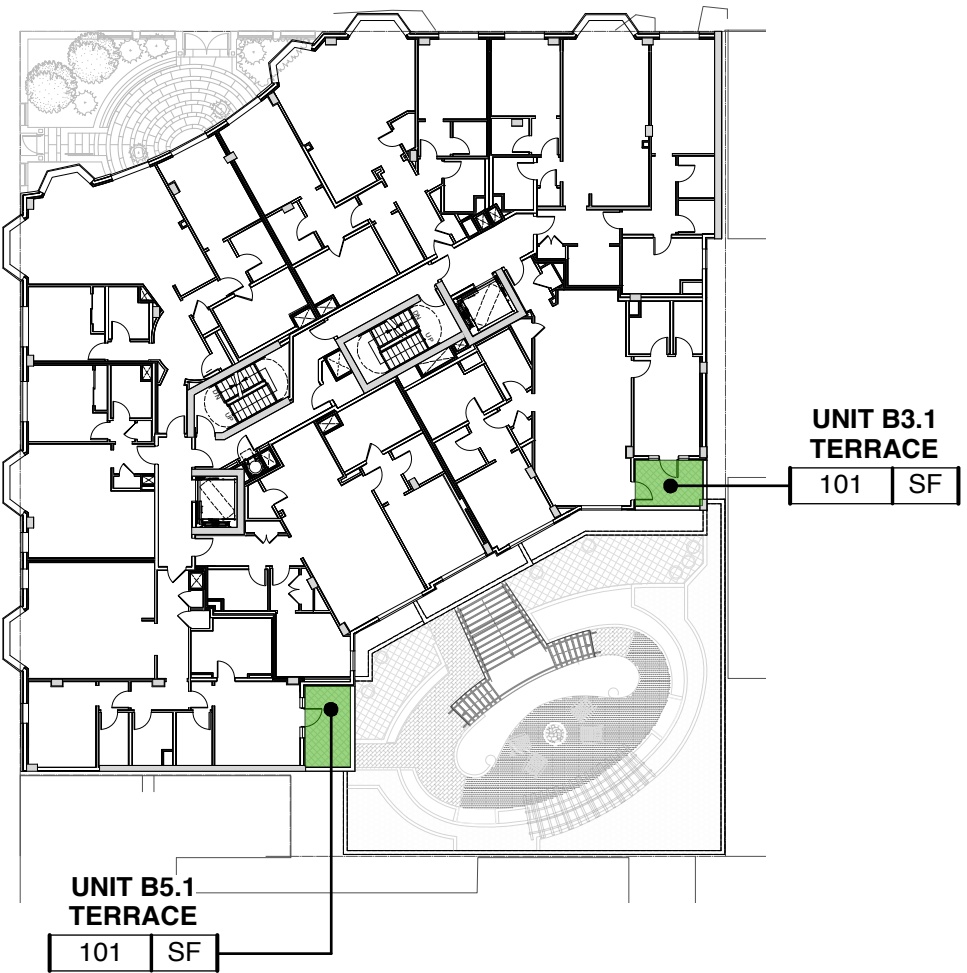
FLOOR	COMPLIANT PRIVATE OPEN SPACE (SF)	COMPLIANT COMMON OPEN SPACE (SF)	NONCOMPLIANT OPEN SPACE (SF)
GARDEN 2	392	-	2538
GARDEN 1	71	-	165
LOBBY	185	805	-
3RD	185	-	-
4TH	185	-	-
7TH	728	-	-
ROOF	4154	730	-
TOTAL	5900	1535	2703

COMPLIANT PRIVATE OPEN SPACE

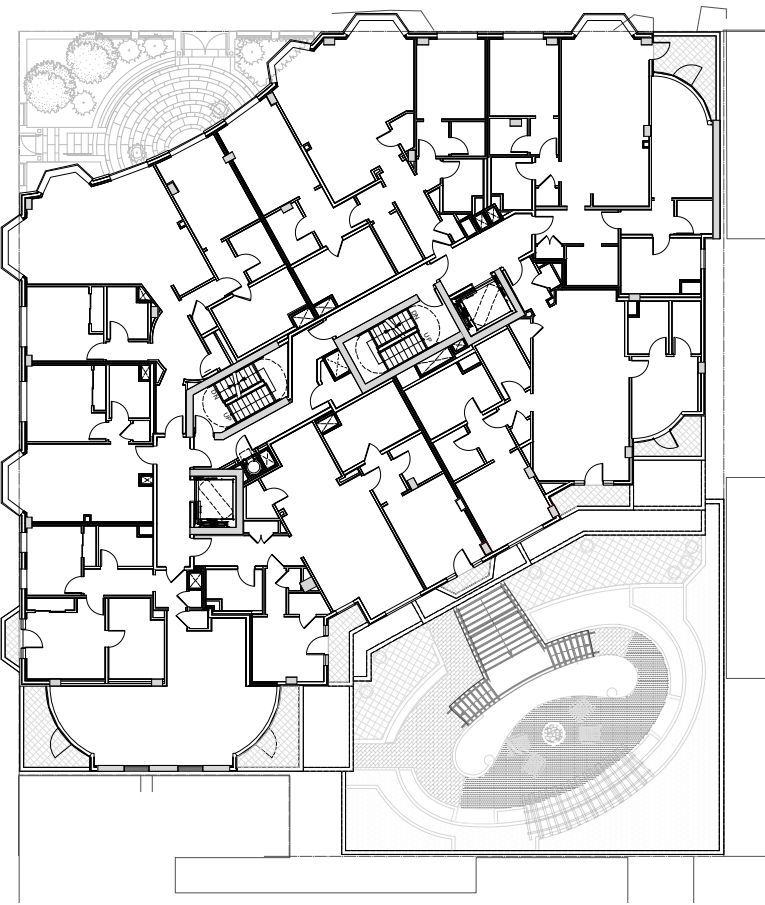
COMPLIANT COMMON OPEN SPACE



LEVEL 3



LEVEL 4

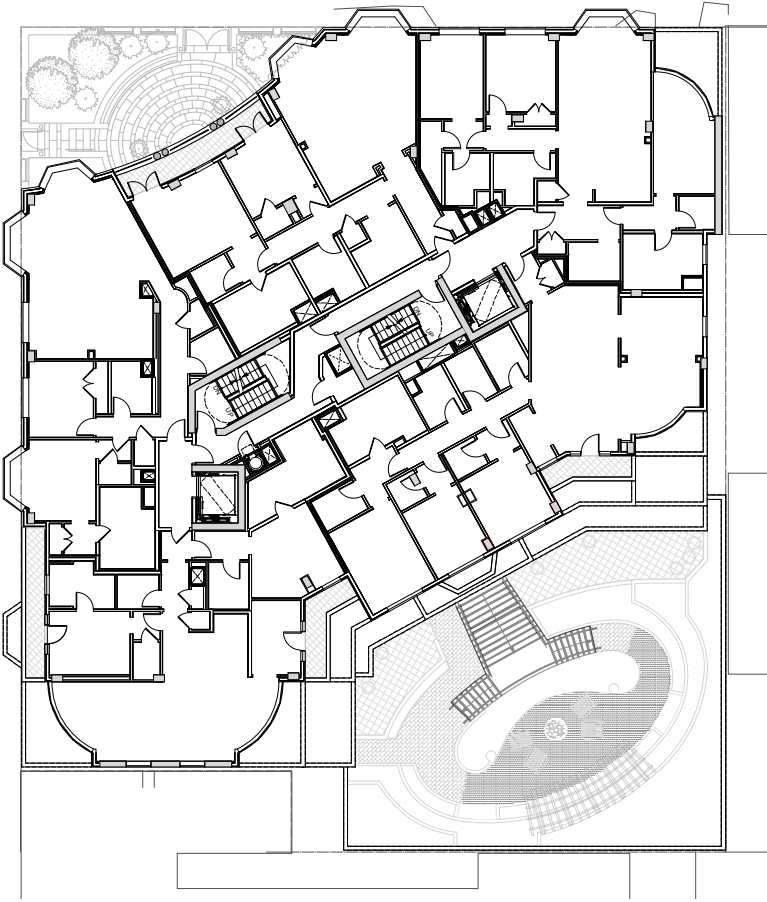


LEVEL 5 - NO COMPLIANT OPEN SPACE

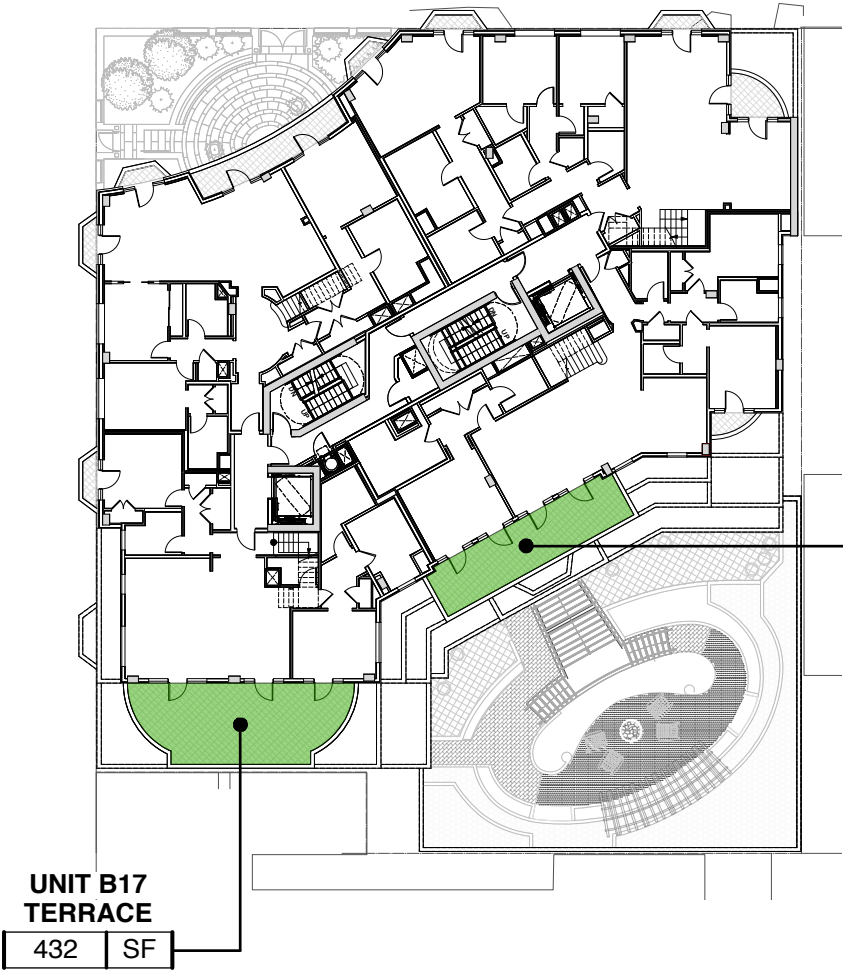
FLOOR	COMPLIANT PRIVATE OPEN SPACE (SF)	COMPLIANT COMMON OPEN SPACE (SF)	NONCOMPLIANT OPEN SPACE (SF)
GARDEN 2	392	-	2538
GARDEN 1	71	-	165
LOBBY	185	805	-
3RD	185	-	-
4TH	185	-	-
7TH	728	-	-
ROOF	4154	730	-
TOTAL	5900	1535	2703

COMPLIANT PRIVATE OPEN SPACE

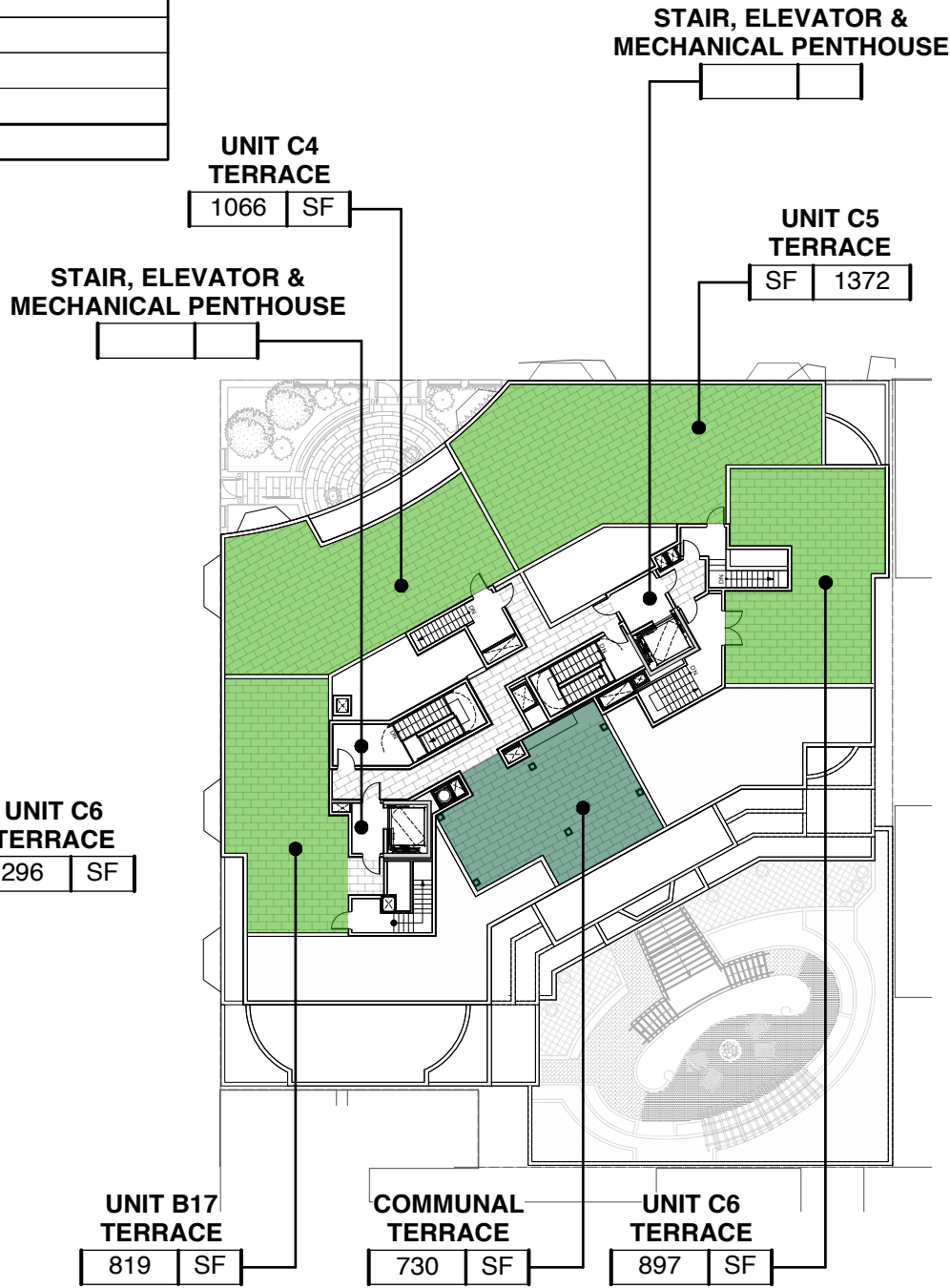
COMPLIANT COMMON OPEN SPACE



LEVEL 6 - NO COMPLIANT OPEN SPACE



LEVEL 7



ROOF LEVEL



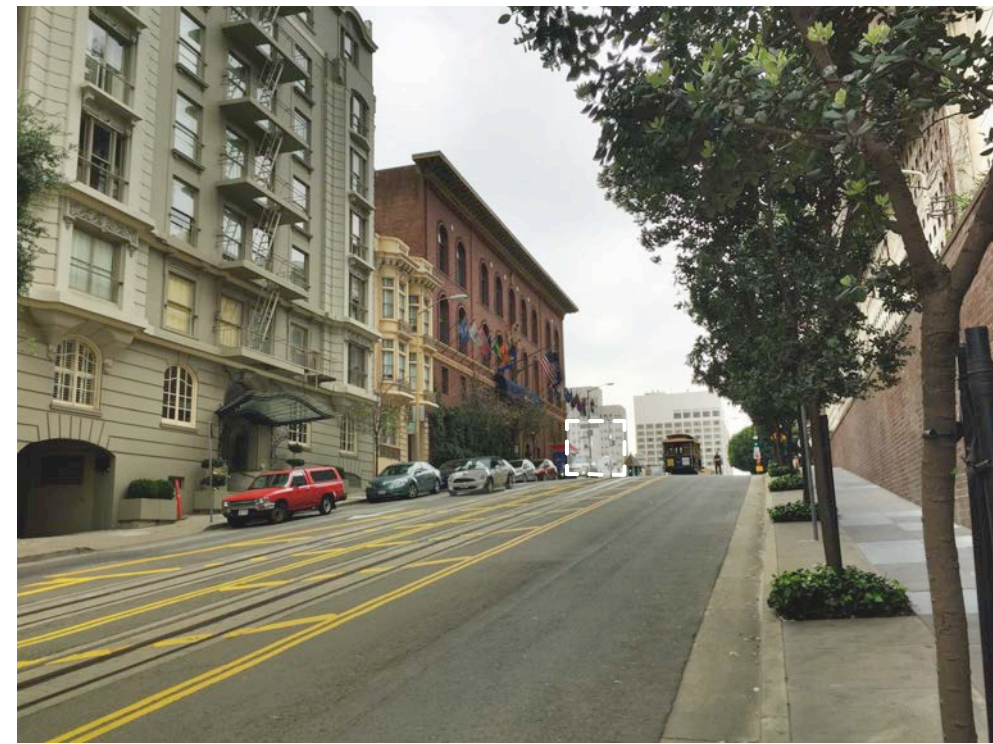


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LOOKING EAST ON CALIFORNIA STREET



LOOKING SOUTH ON POWELL STREET



LOOKING AT CALIFORNIA STREET ELEVATION



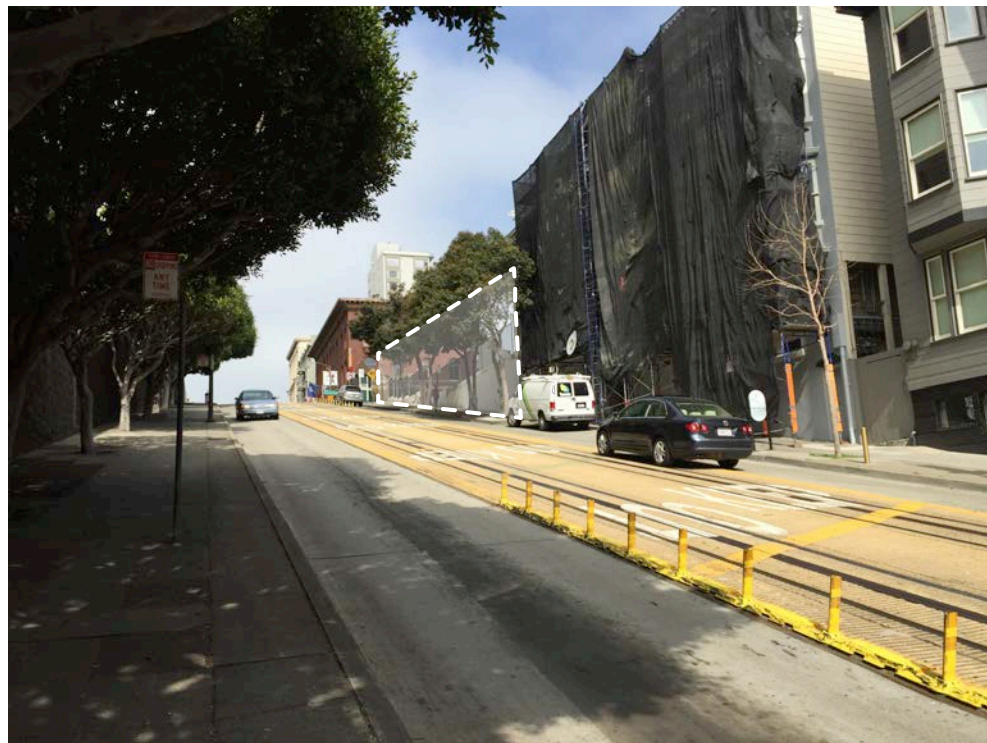
LOOKING WEST ON CALIFORNIA STREET



LOOKING WEST ON CALIFORNIA STREET



LOOKING SOUTH ON POWELL STREET



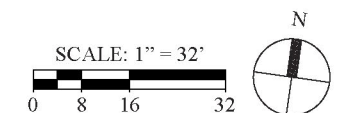
LOOKING NORTH ON POWELL STREET



LOOKING EAST ON CALIFORNIA STREET

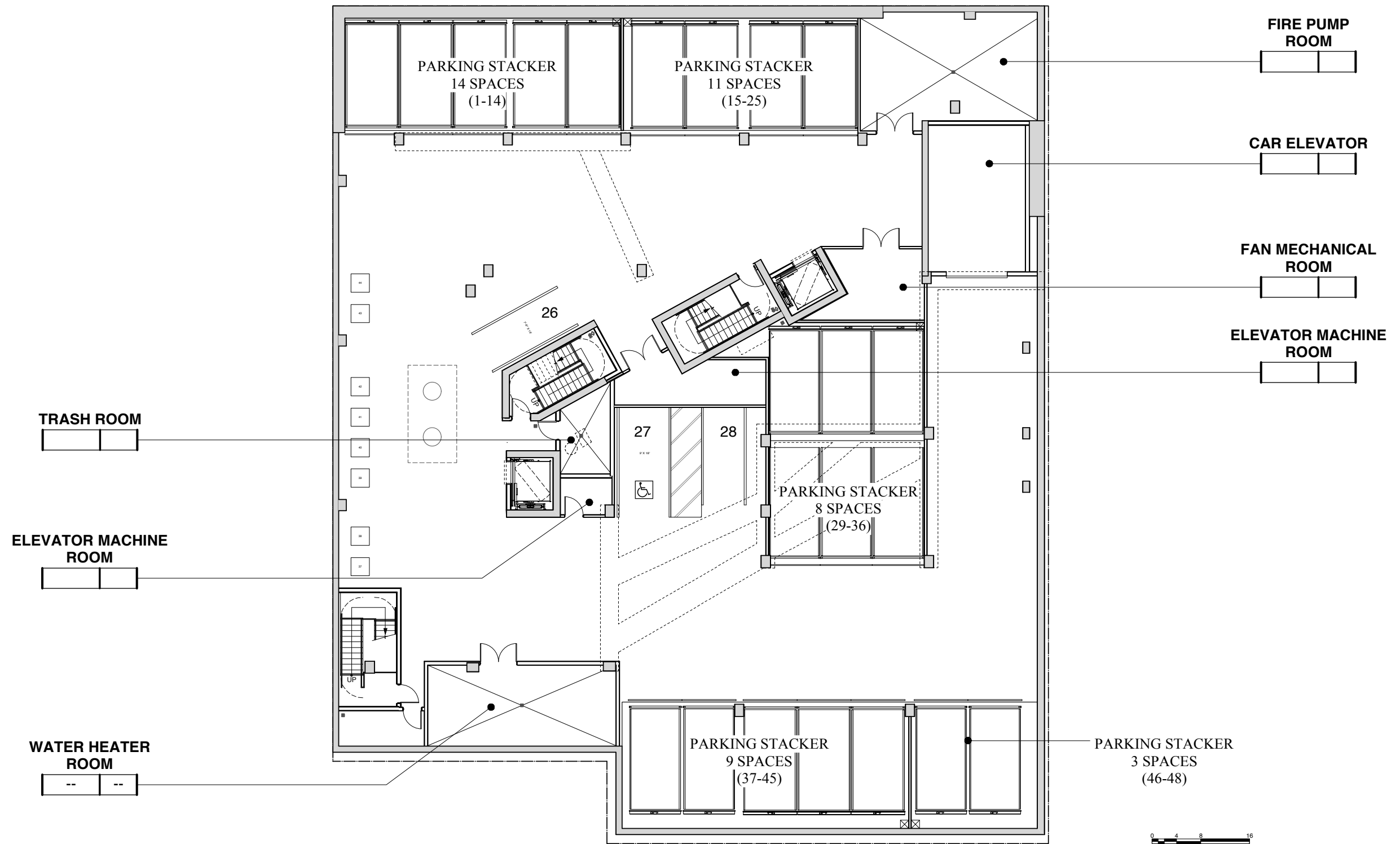


- CIRCULATION
- AMENITIES
- APARTMENT UNIT ONE
- APARTMENT UNIT TWO
- APARTMENT UNIT THREE
- SERVICE
- PARKING

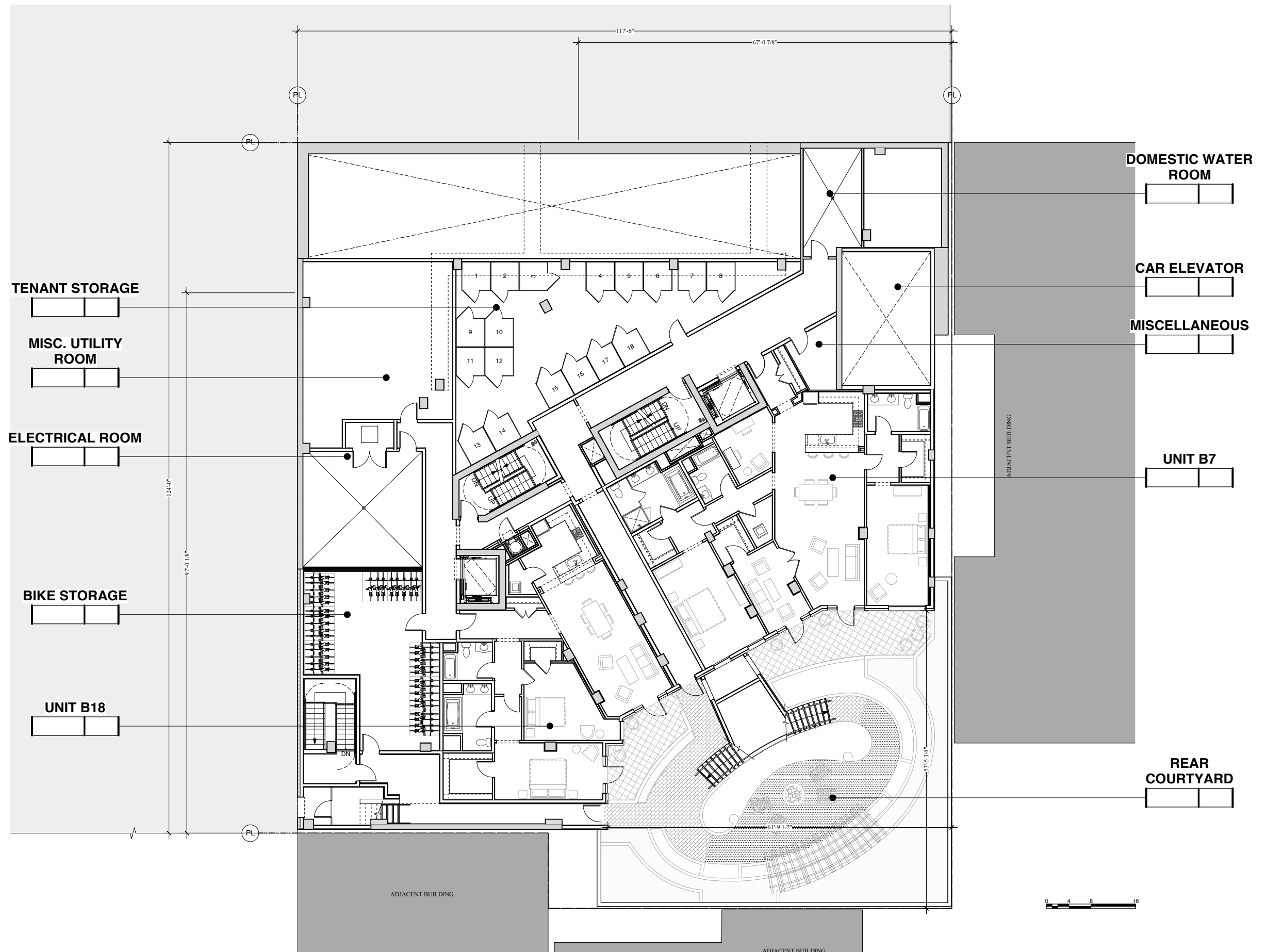




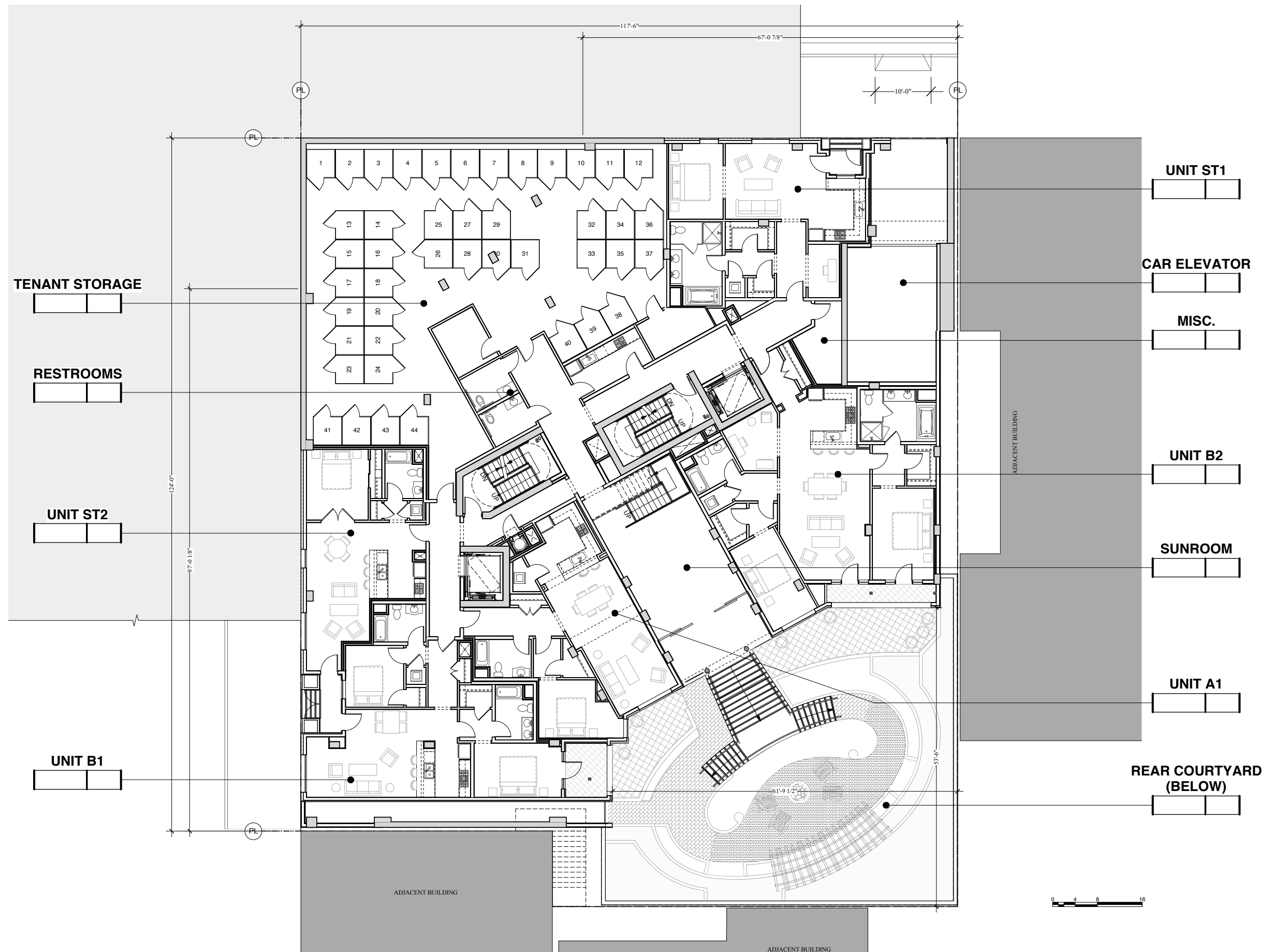




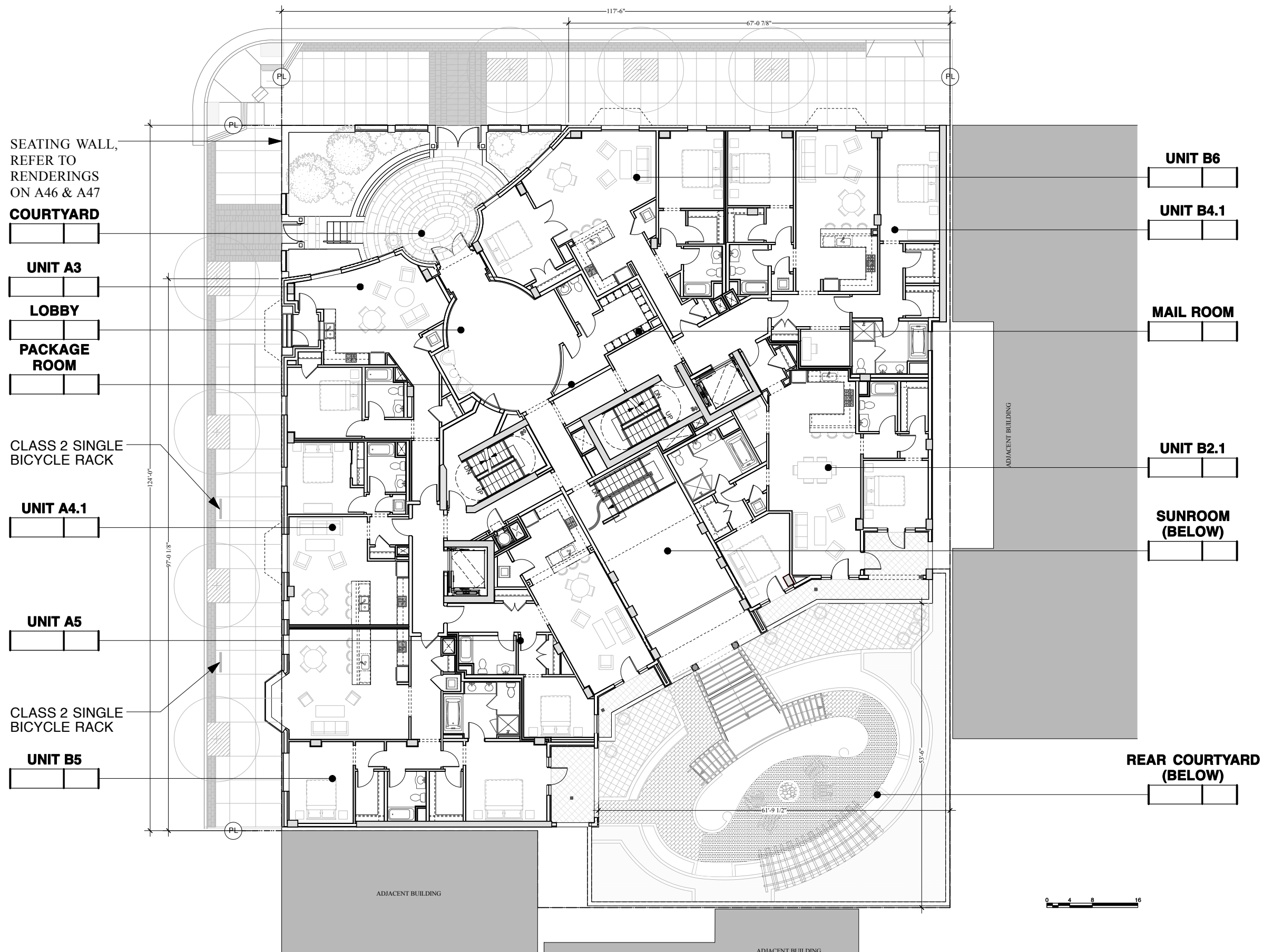
**PARKING LEVEL FLOOR PLAN | PROJECT ELEV: -32'-0" (+191'-2") A17**



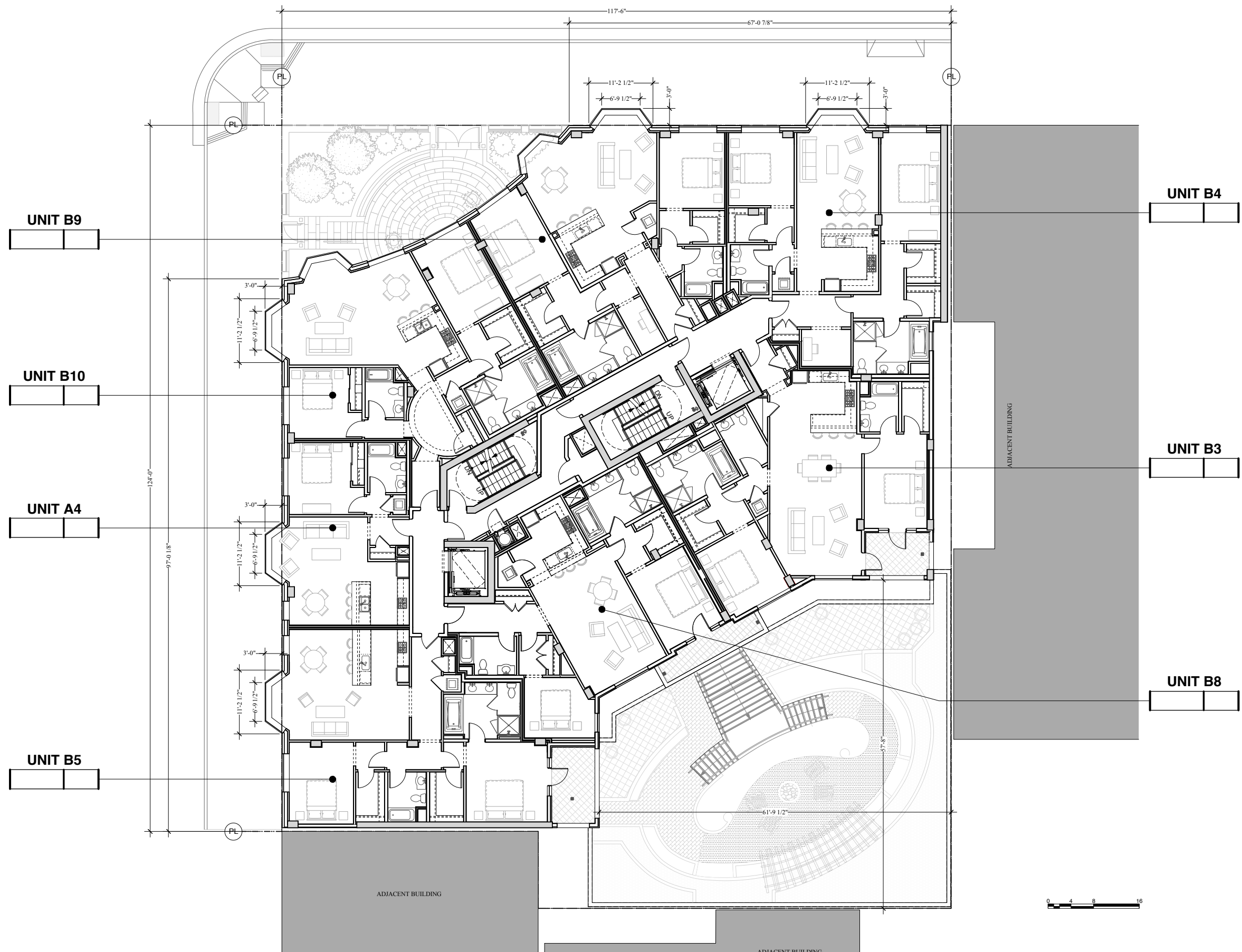
**GARDEN LEVEL 2 FLOOR PLAN | PROJECT ELEV: -20'-0" (+203'-2") A18**



**GARDEN LEVEL 1 FLOOR PLAN | PROJECT ELEV: -10'-0" (+213'-2") A19**



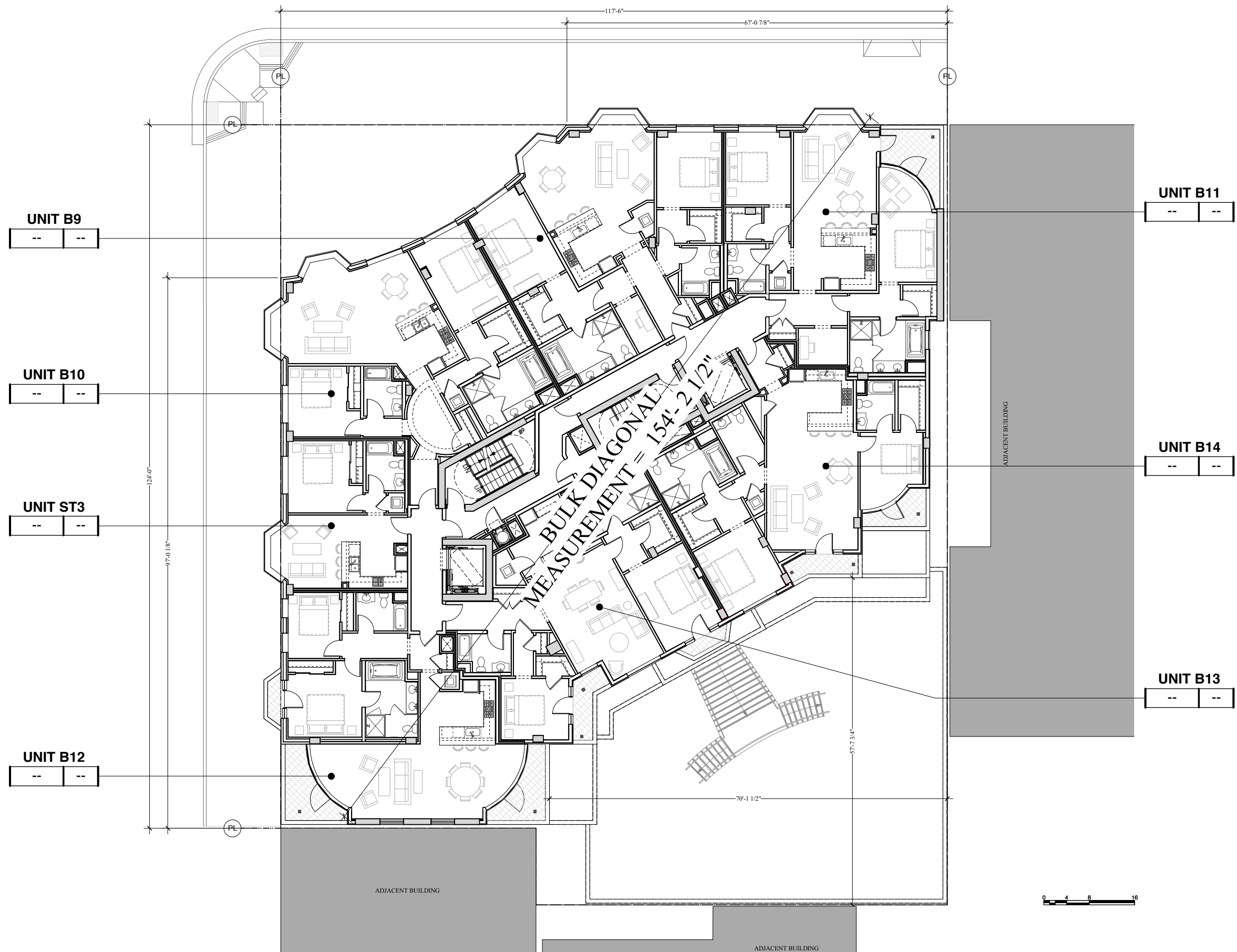
**LOBBY FLOOR PLAN | PROJECT ELEV: 0'-0" (+223'-2") A20**



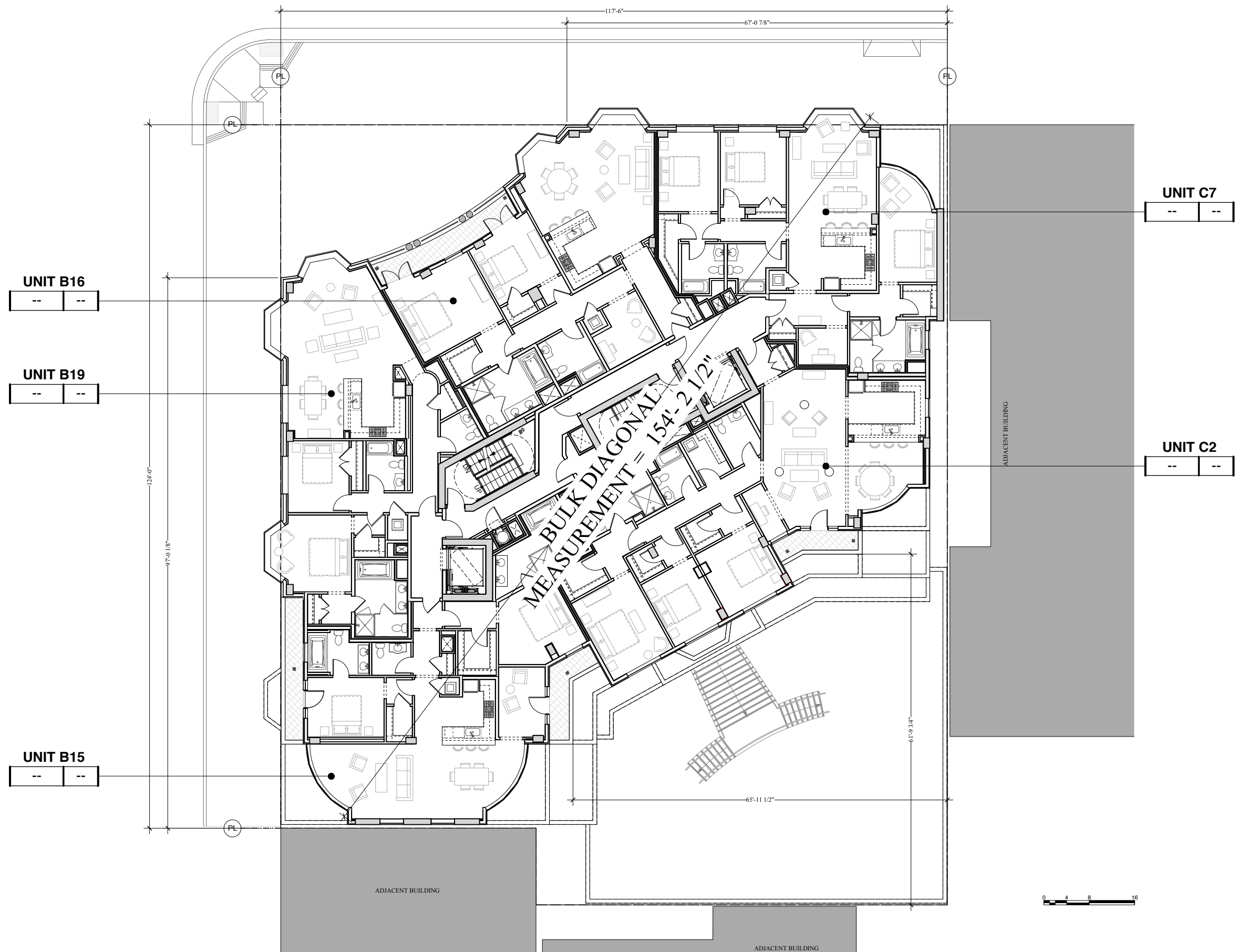
**LEVEL 3 FLOOR PLAN | PROJECT ELEV: +10'-0" (+233'-2") A21**



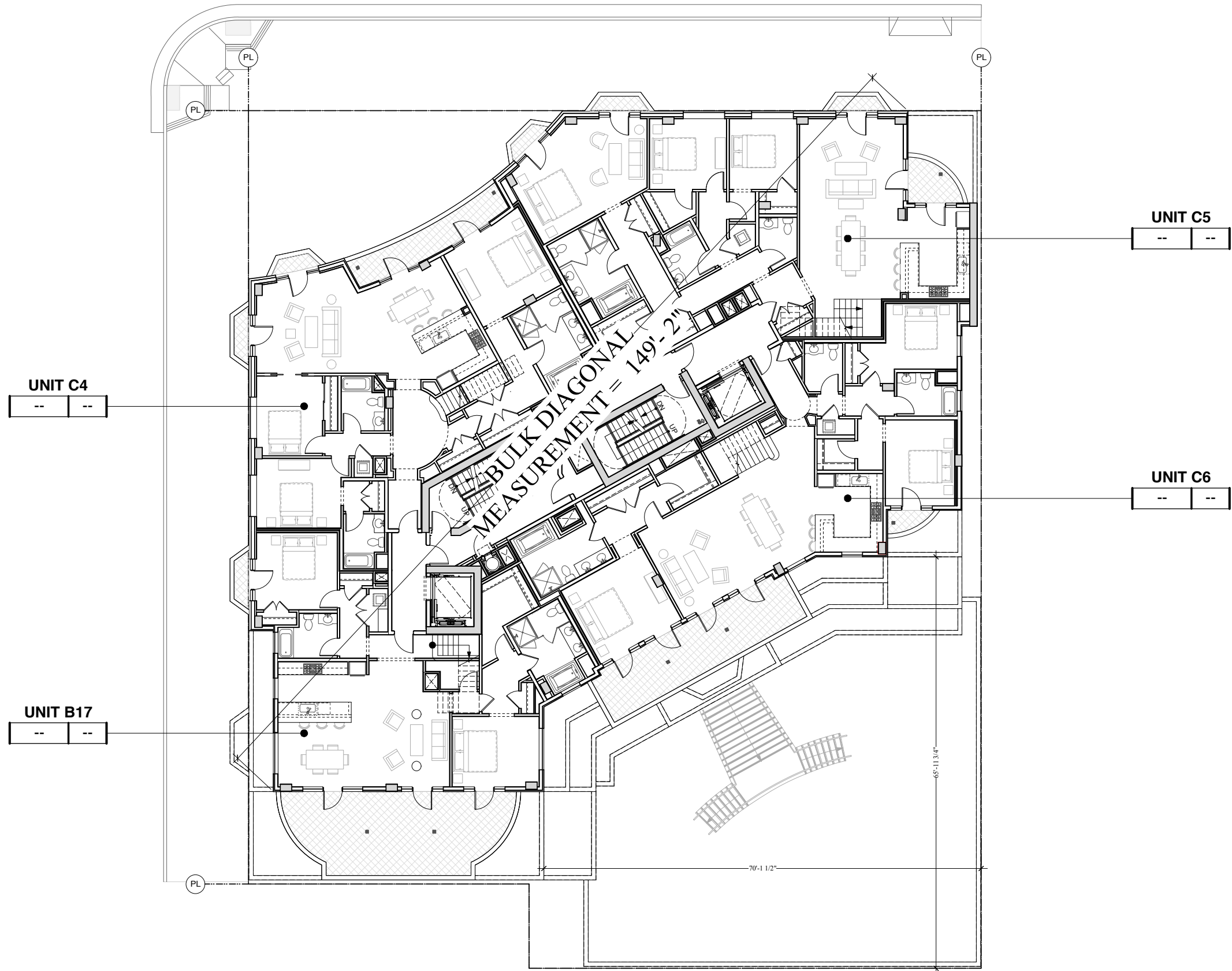
**LEVEL 4 FLOOR PLAN | PROJECT ELEV: +19'-10" (+243'-0") A22**



**LEVEL 5 FLOOR PLAN | PROJECT ELEV: +29'-8" (+252'-10") A23**



**LEVEL 6 FLOOR PLAN | PROJECT ELEV: +39'-6" (+262'-8") A24**



**LEVEL 7 FLOOR PLAN | PROJECT ELEV: +49'-8" (+272'-10") A25**

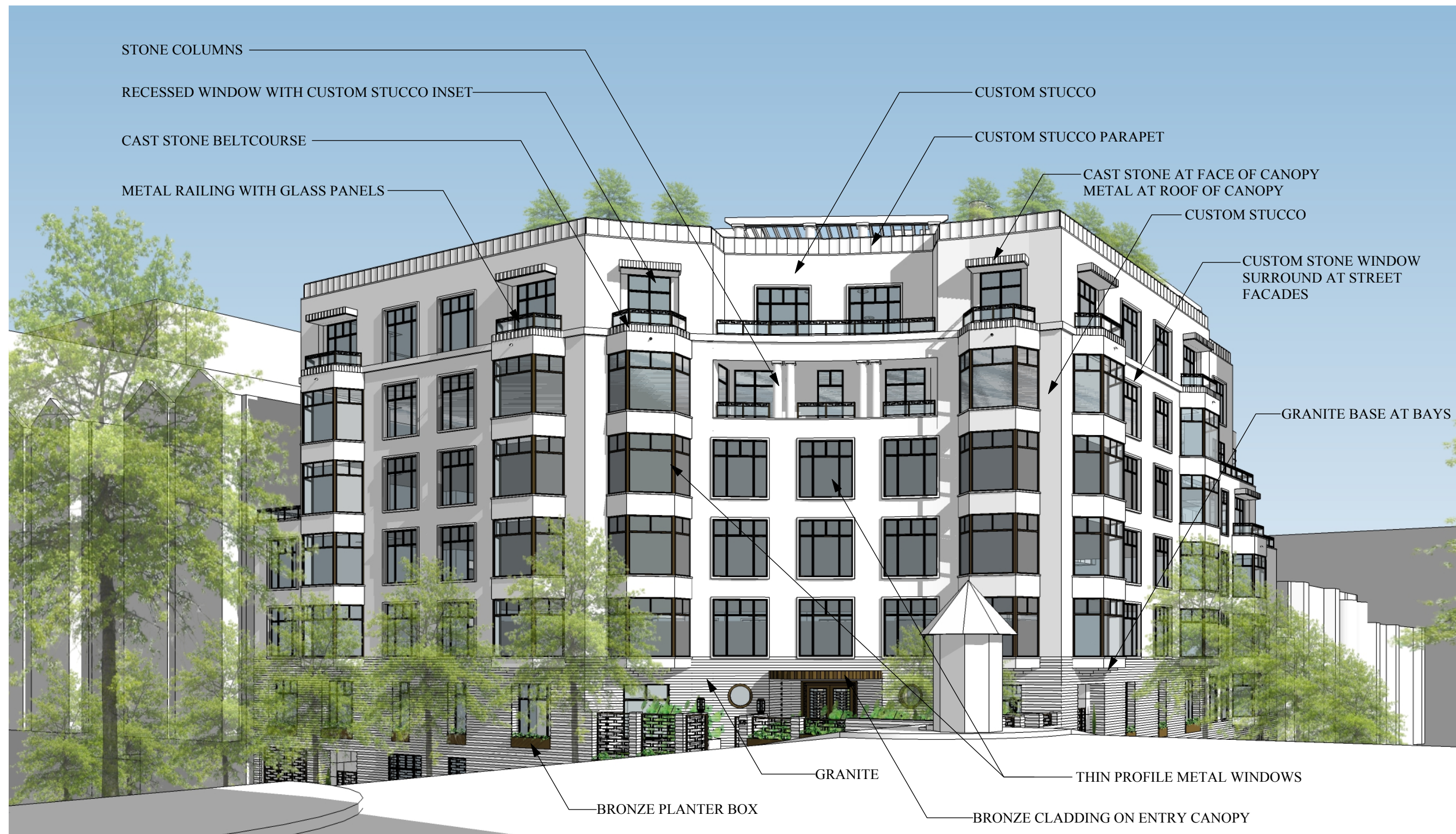


## ROOF PLAN | PROJECT ELEV: +65'-0" (+288'-2") A26



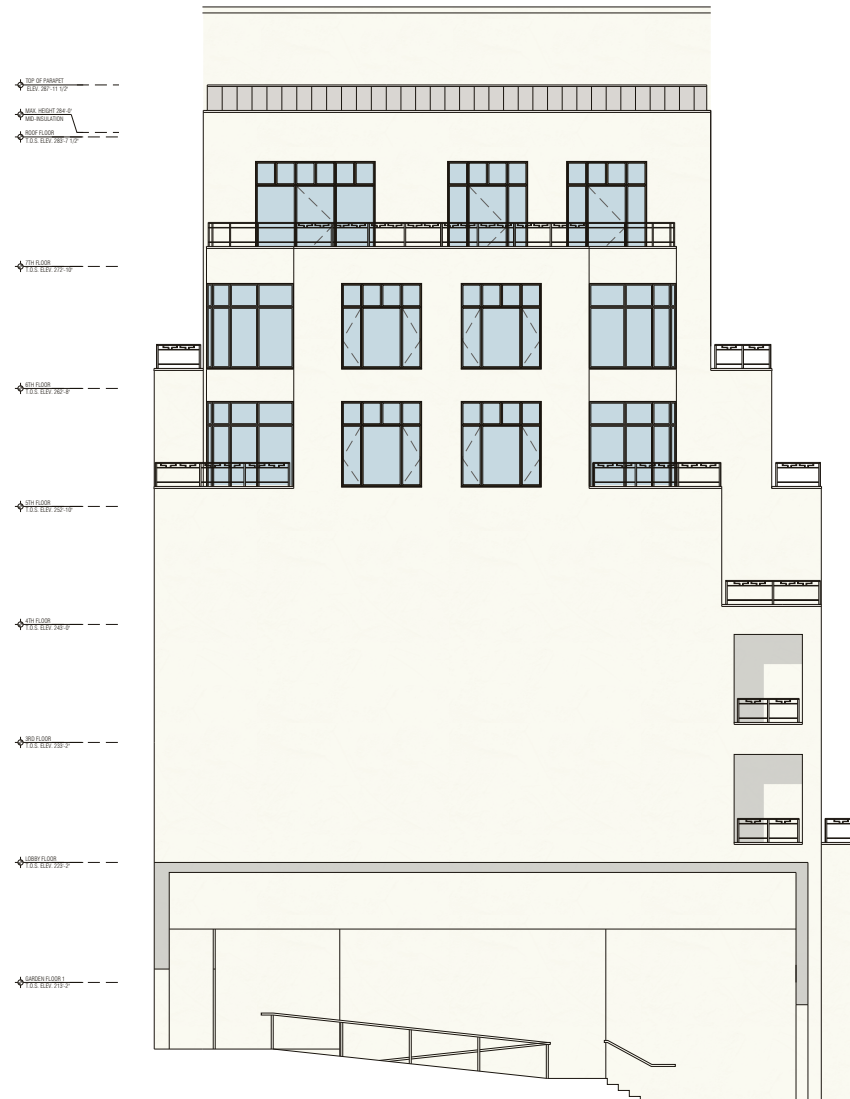
SCALE: 1" = 20'

0 5 10 20

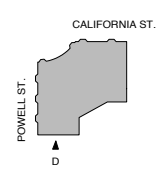


PARAPET DETAIL  
PLAN

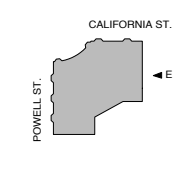




D

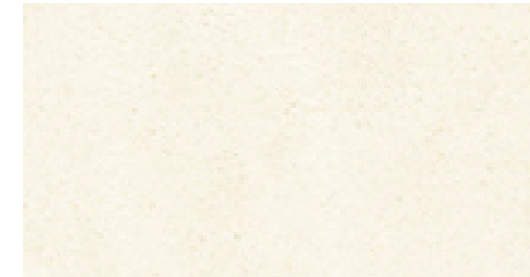


E



SCALE: 1" = 20'

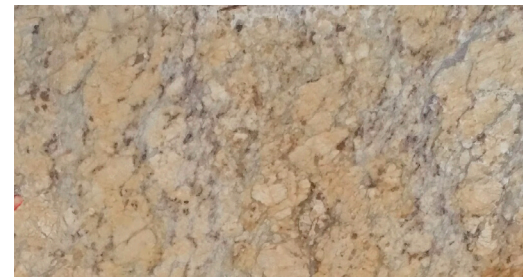
0 5 10 20



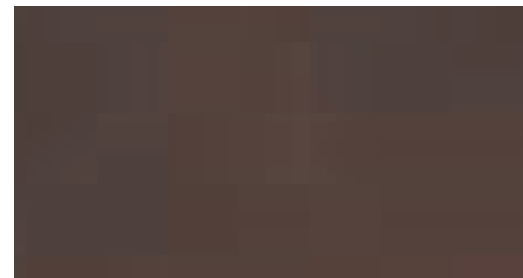
**CUSTOM STUCCO:**  
BUILDING EXTERIOR, PARAPET



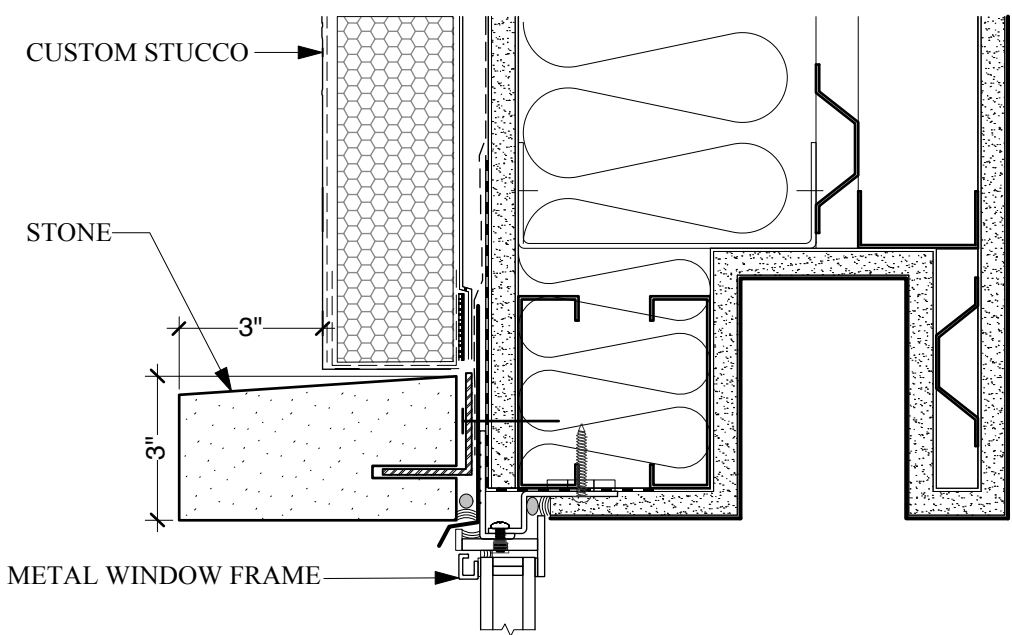
**CAST STONE: TRAVERTINE-LIKE**  
BELT COURSE, TRIM AT BAYS, COLUMNS, WINDOW  
SURROUND TRIM, SILLS, BAY CANOPY FASCIA



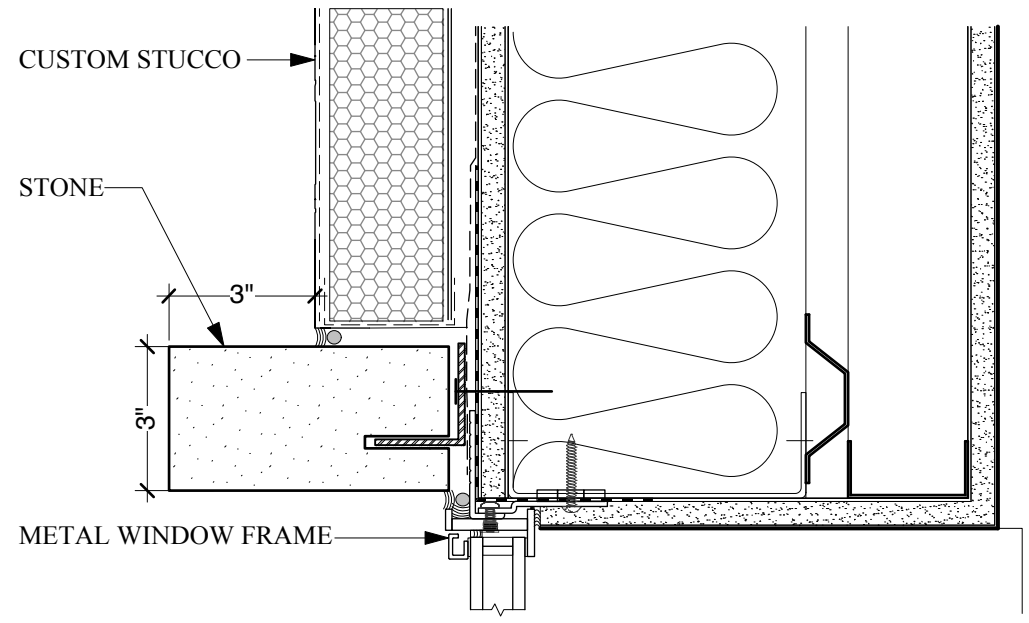
**STONE: GRANITE**  
FACETED CLADDING ON BUILDING BASE AND CORNER  
GARDEN WALLS



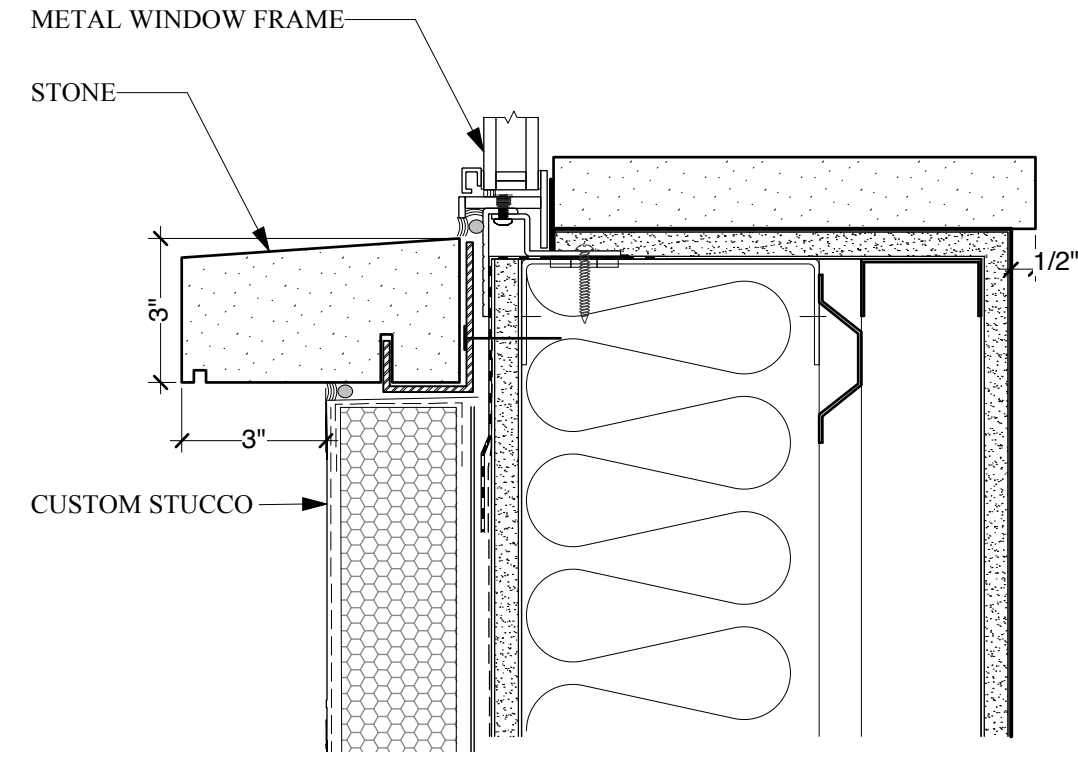
**BRONZE (METAL FINISHED TO MATCH ANTIQUE  
BRONZE COLOR/FINISH):**  
ENTRY CANOPY, RAILINGS, ENTRY DOOR, WINDOW  
GRILLES, MAISONETTE GATES, PLANTER BOXES,  
EXTERIOR DECORATIVE LIGHTING FIXTURES



**HEAD**

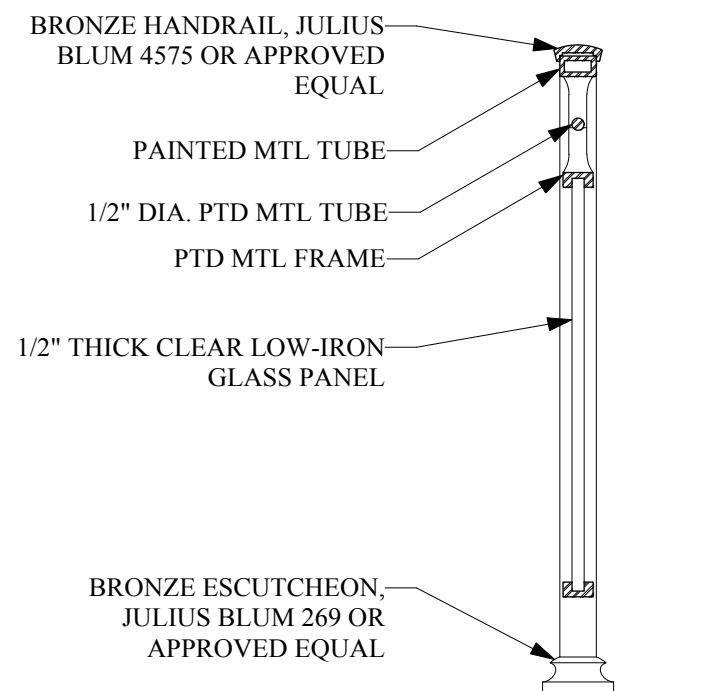


**JAMB**

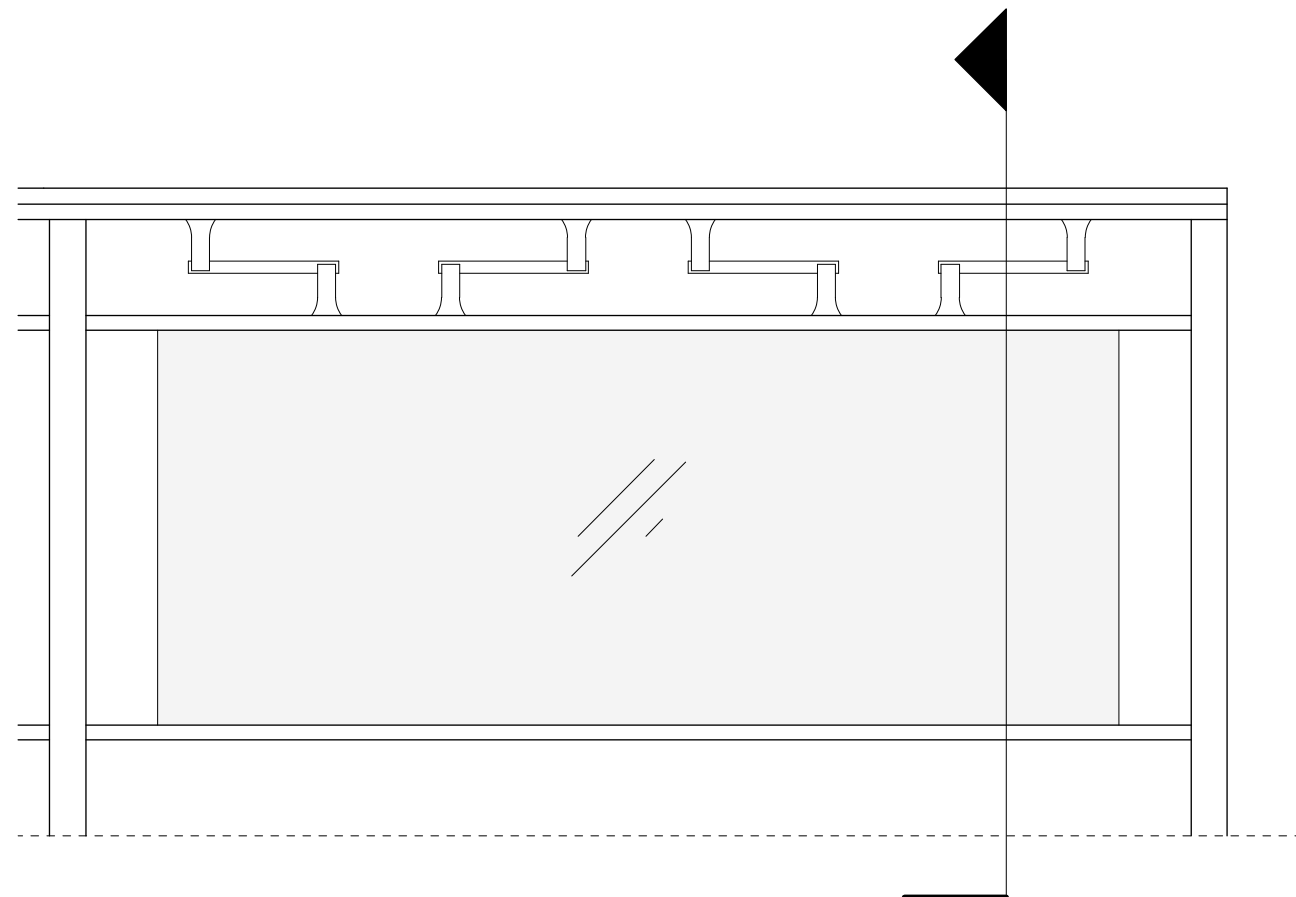


**SILL**

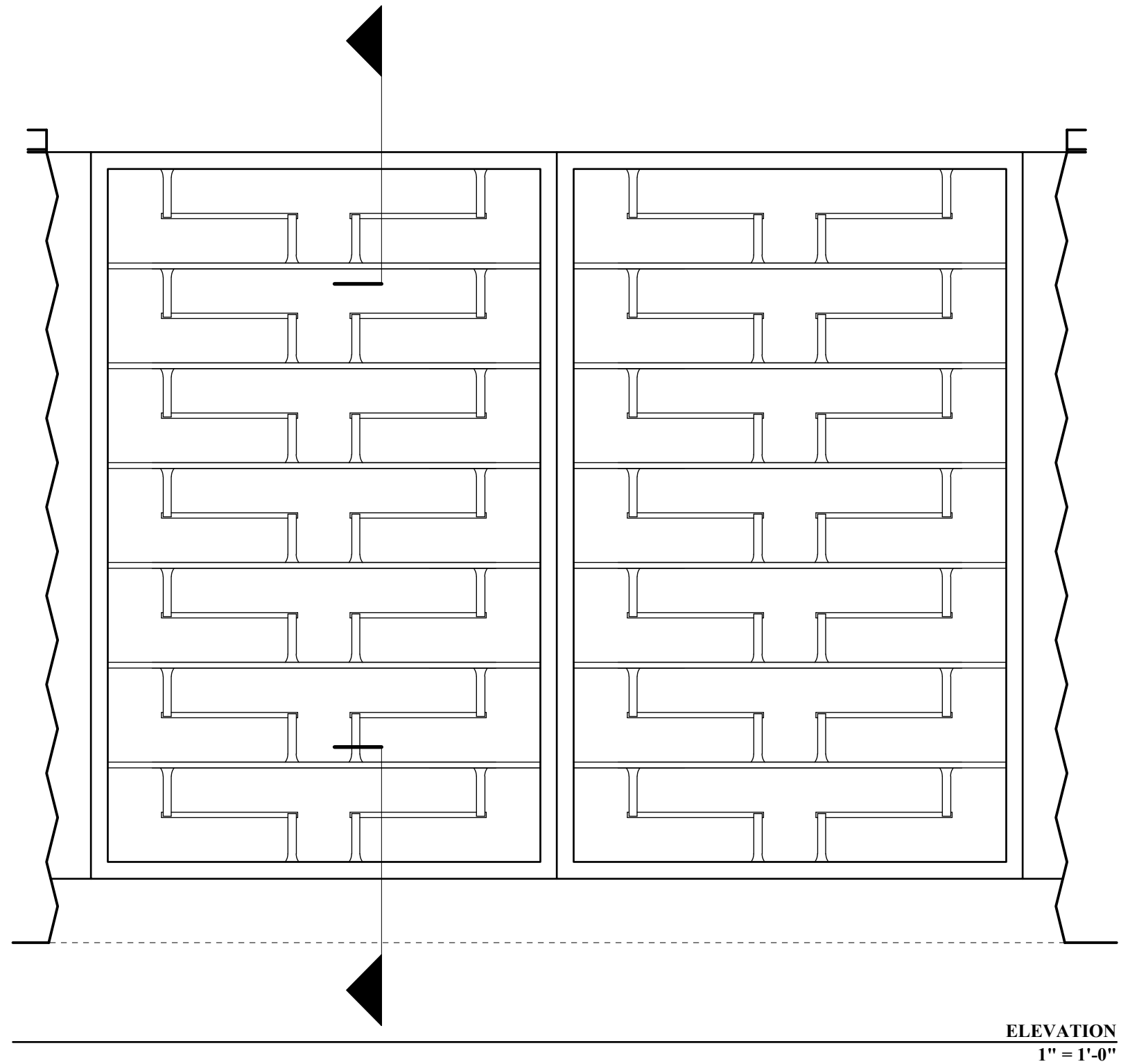
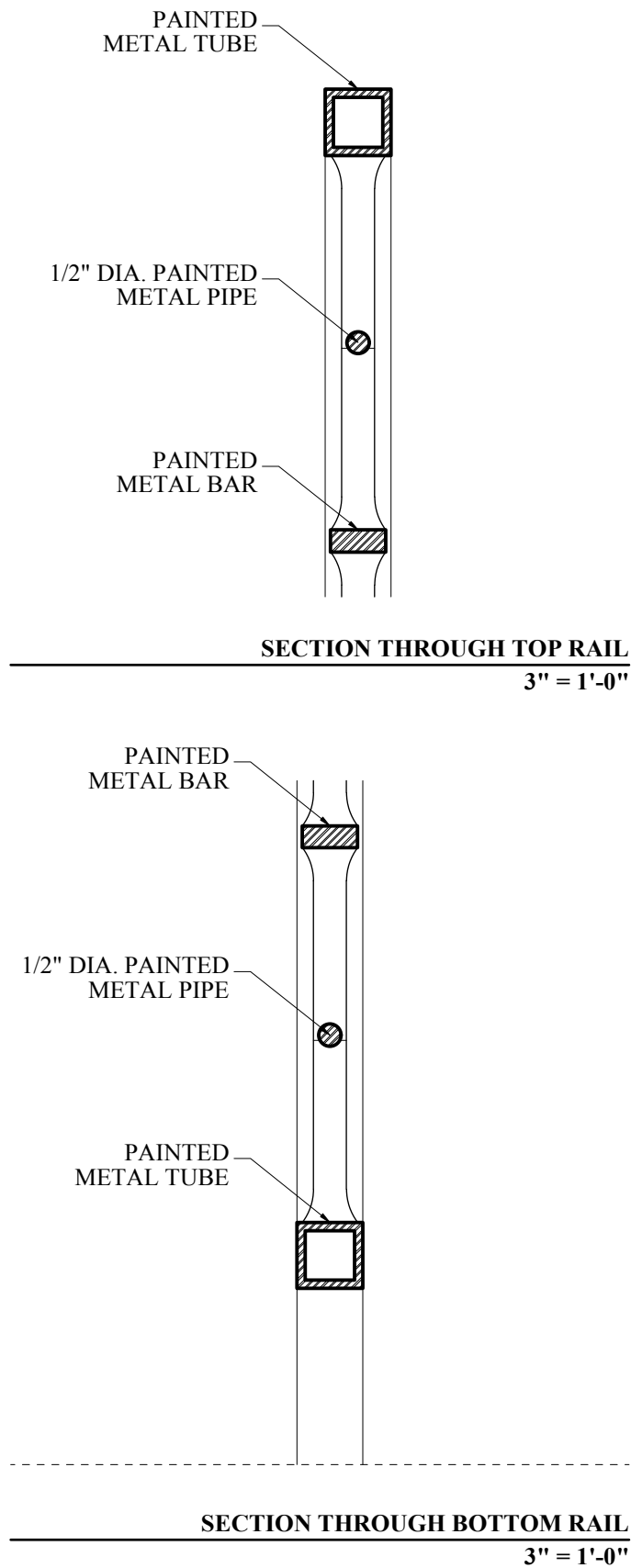
**METAL WINDOW DETAILS WITH STONE TRIM A32**



**SECTION**  
1 1/2" = 1'-0"



**ELEVATION**  
1 1/2" = 1'-0"

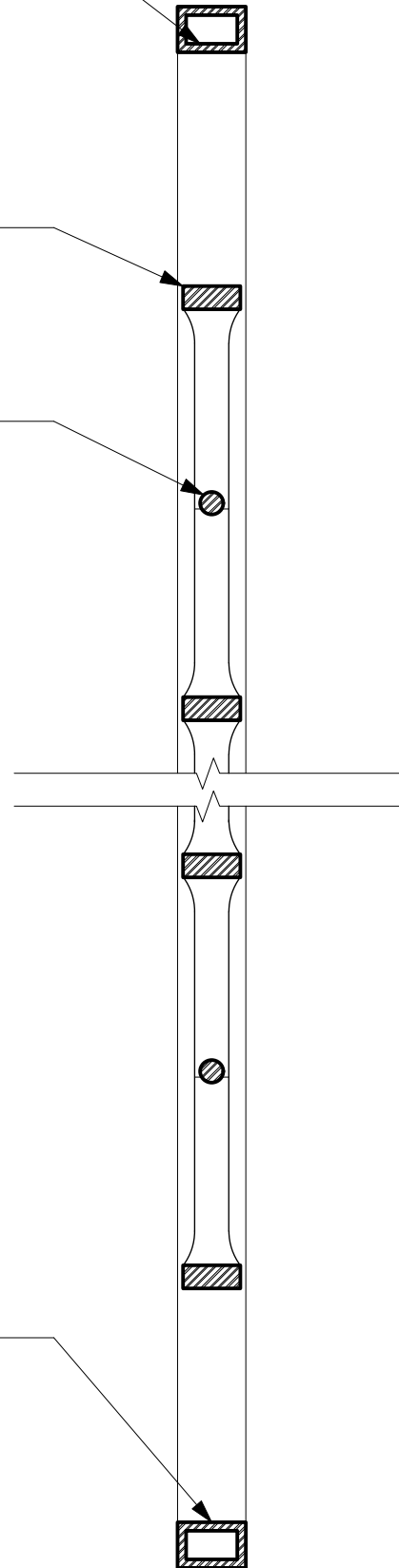


HOT DIP GALV. PTD  
OR POWDER COATED  
METAL TUBE

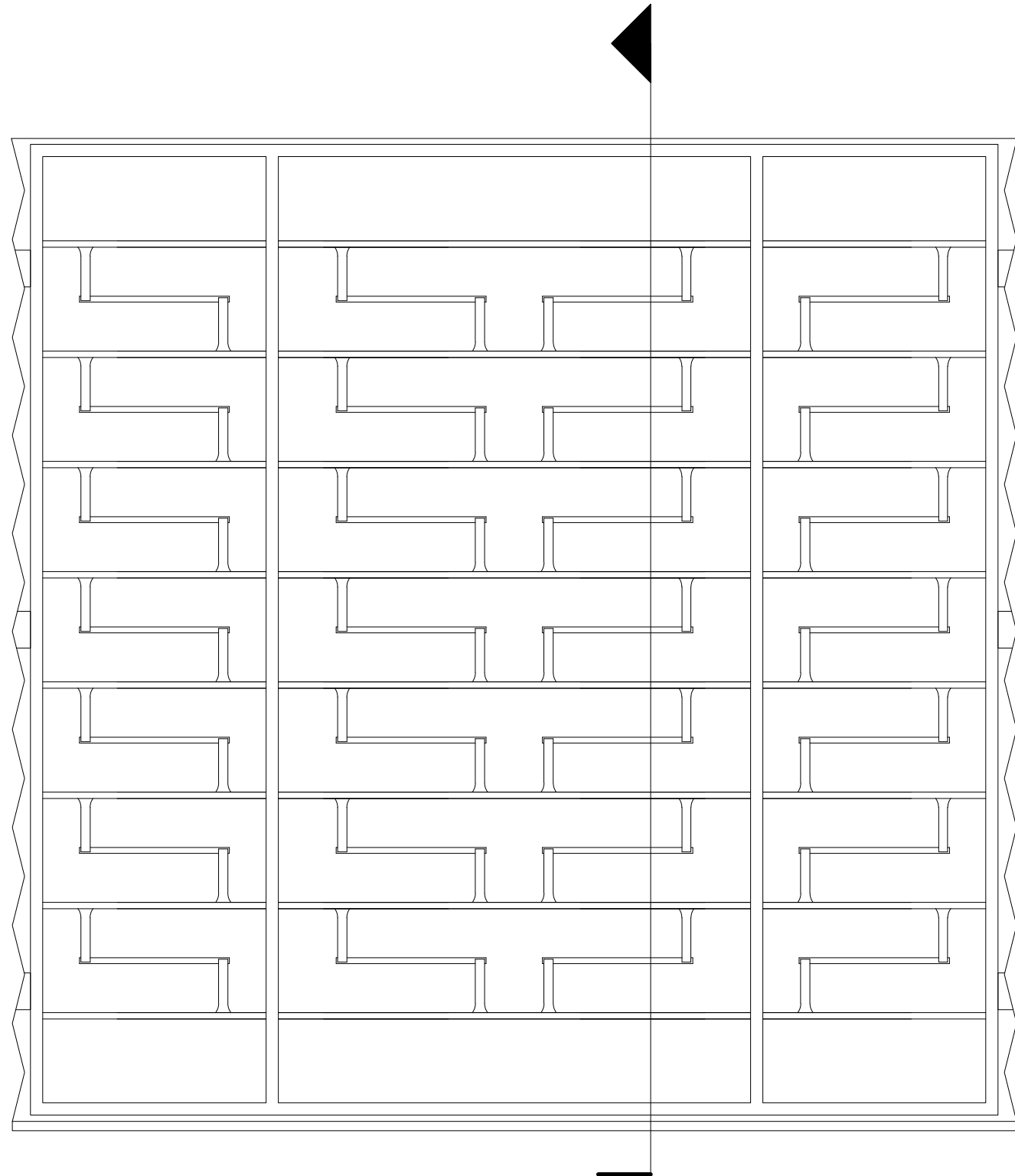
HOT DIP GALV. PTD  
OR POWDER COATED  
METAL BAR

1/2" DIAMETER HOT  
DIP GALV. PTD OR  
POWDER COATED  
METAL PIPE

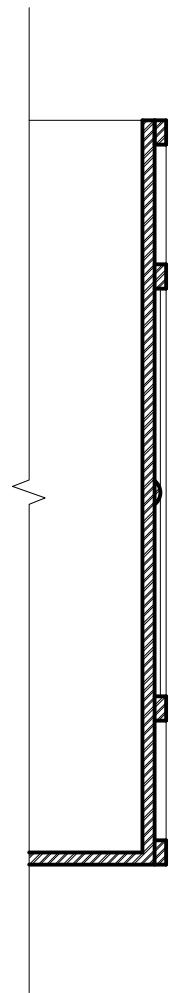
HOT DIP GALV. PTD OR  
POWDER COATED  
METAL TUBE



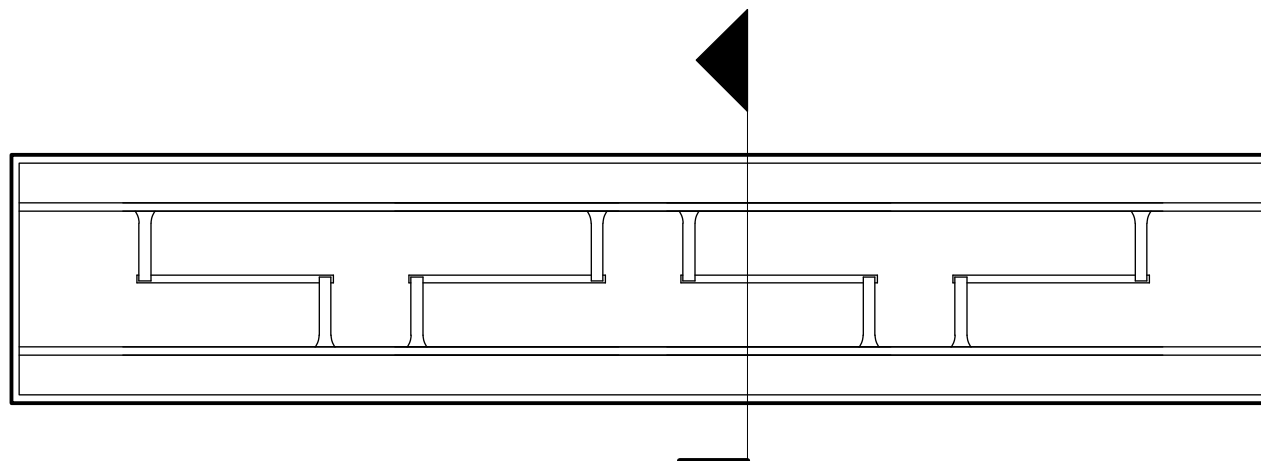
SECTION  
3" = 1'-0"



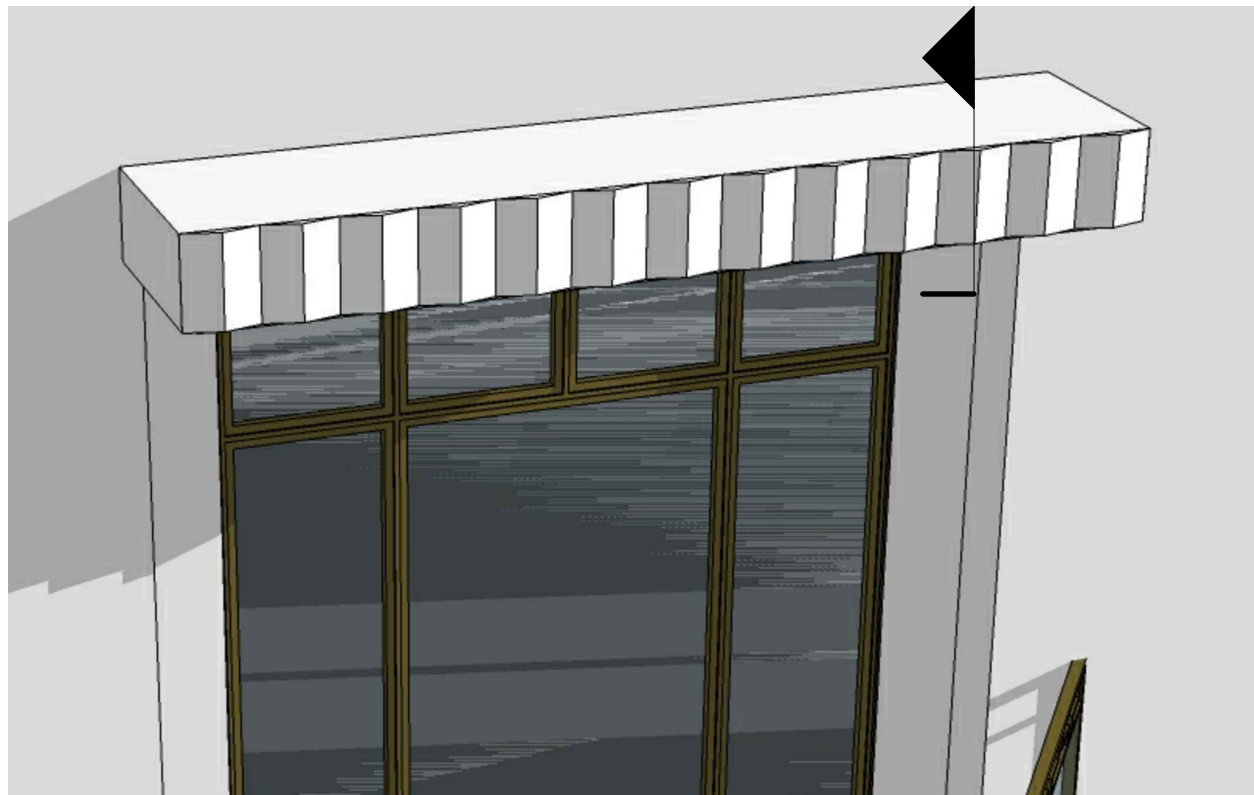
ELEVATION  
1" = 1'-0"



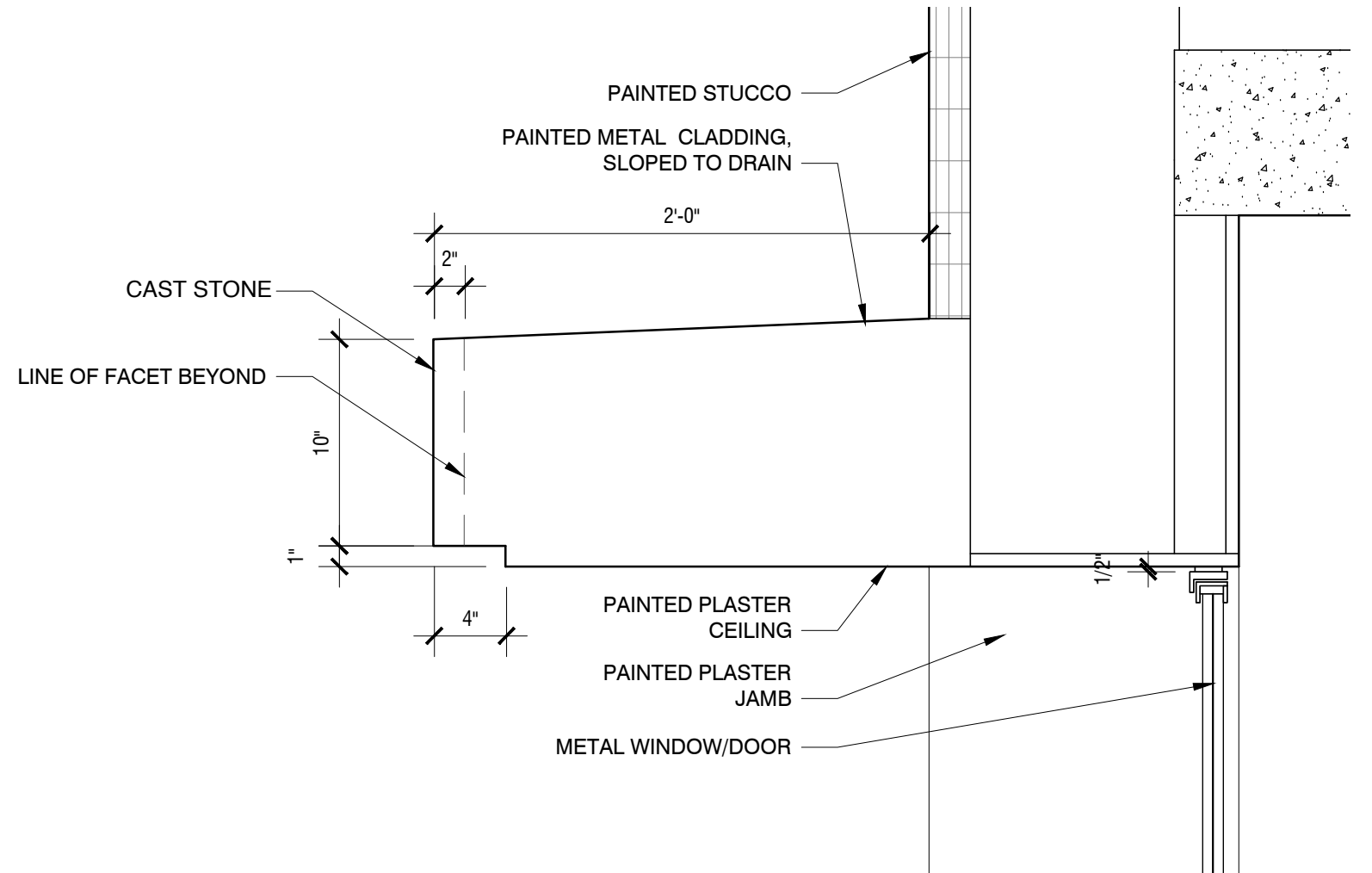
**SECTION**  
3" = 1'-0"



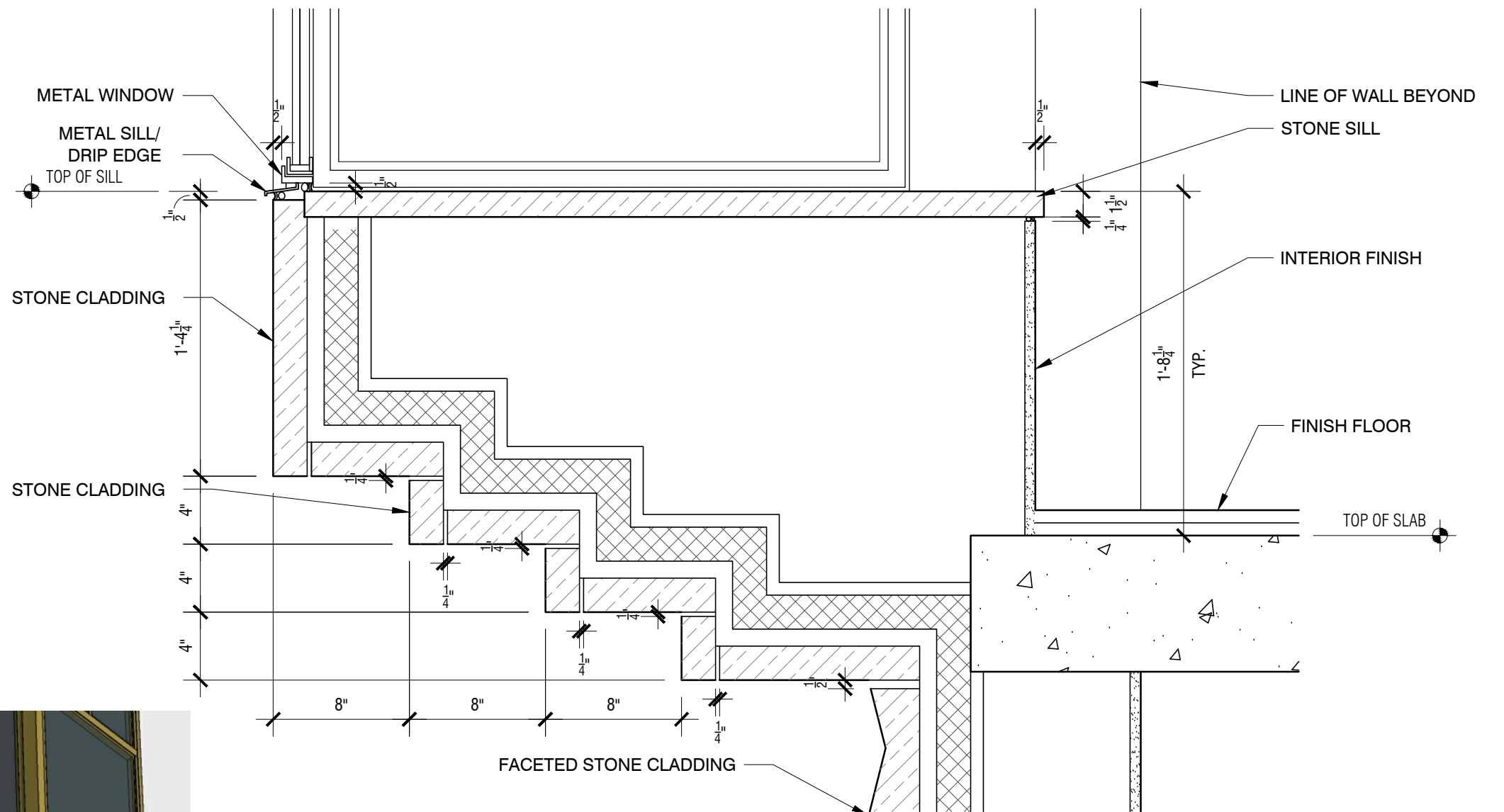
**ELEVATION**  
1" = 1'-0"



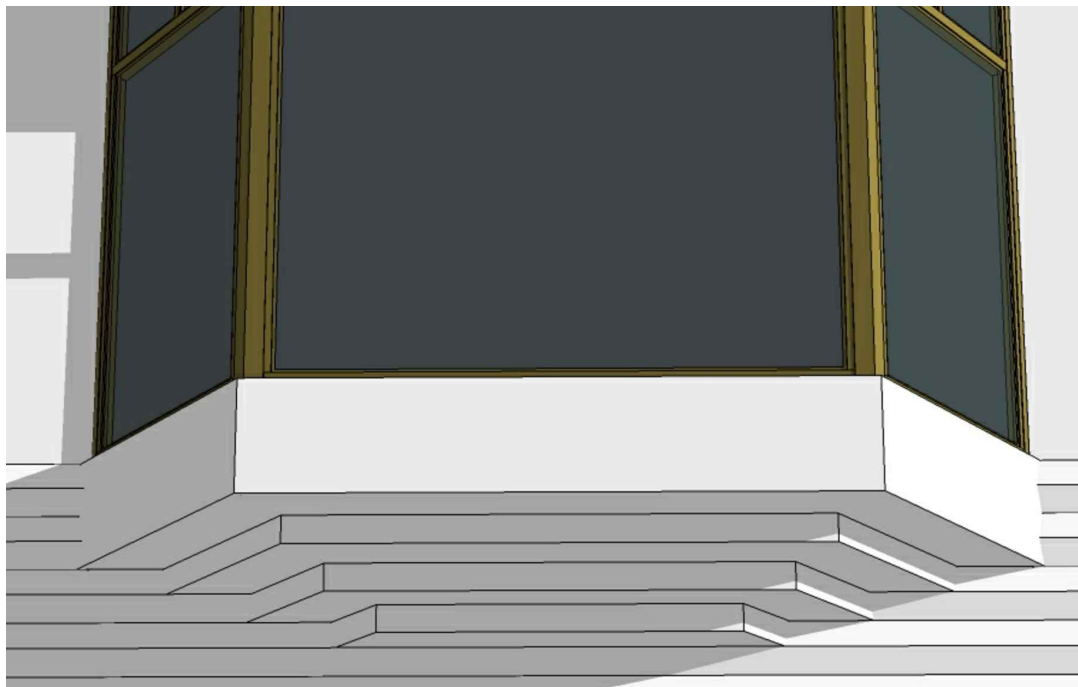
PERSPECTIVE



SECTION DETAIL  
1 1/2" = 1'-0"

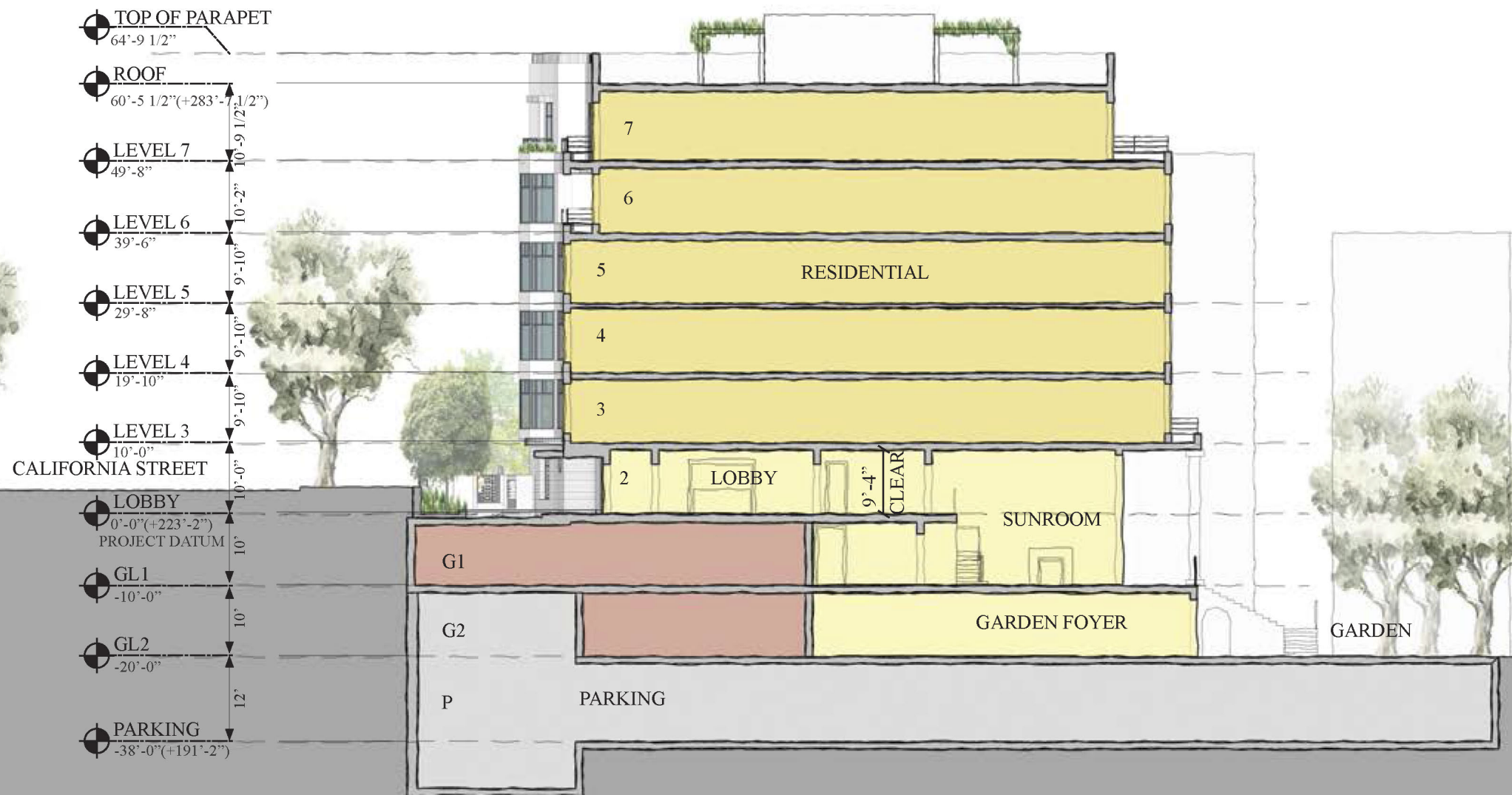


**SECTION DETAIL**  
1 1/2" = 1'-0"



**PERSPECTIVE**

## STONE BASE AT BAY - DETAILS A38

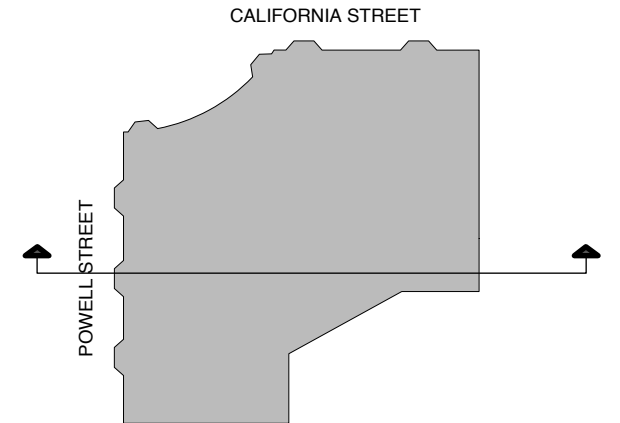
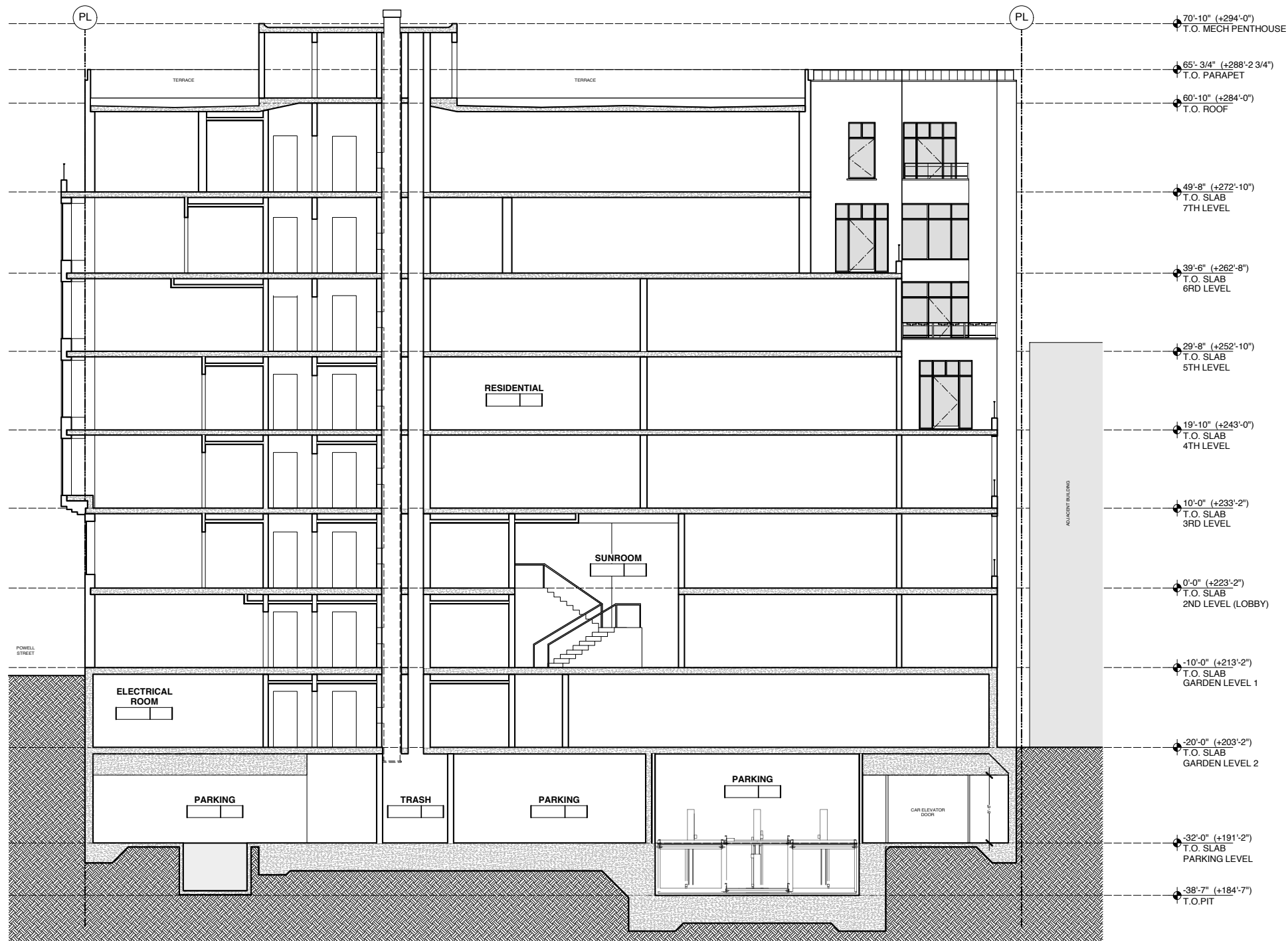


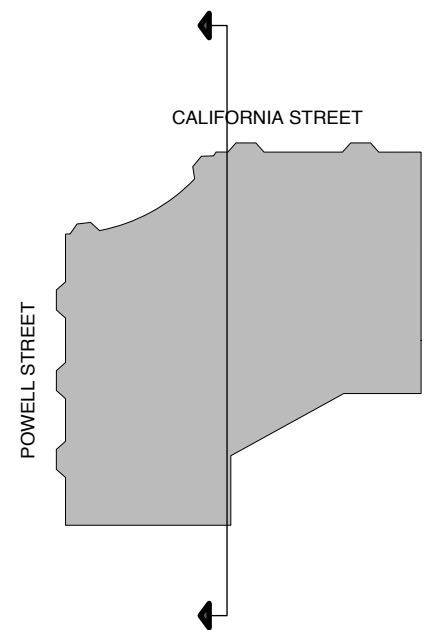
- CIRCULATION
- AMENITIES
- APARTMENT UNIT ONE
- APARTMENT UNIT TWO
- APARTMENT UNIT THREE
- SERVICE
- PARKING

SCALE: 1" = 20'

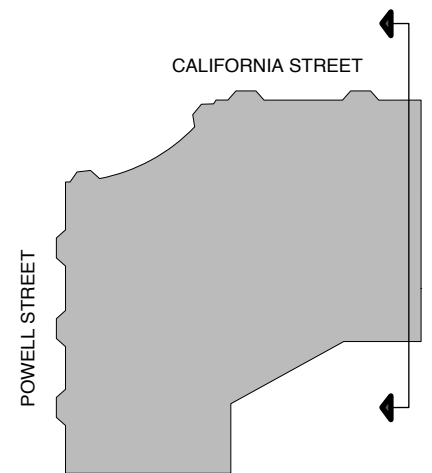
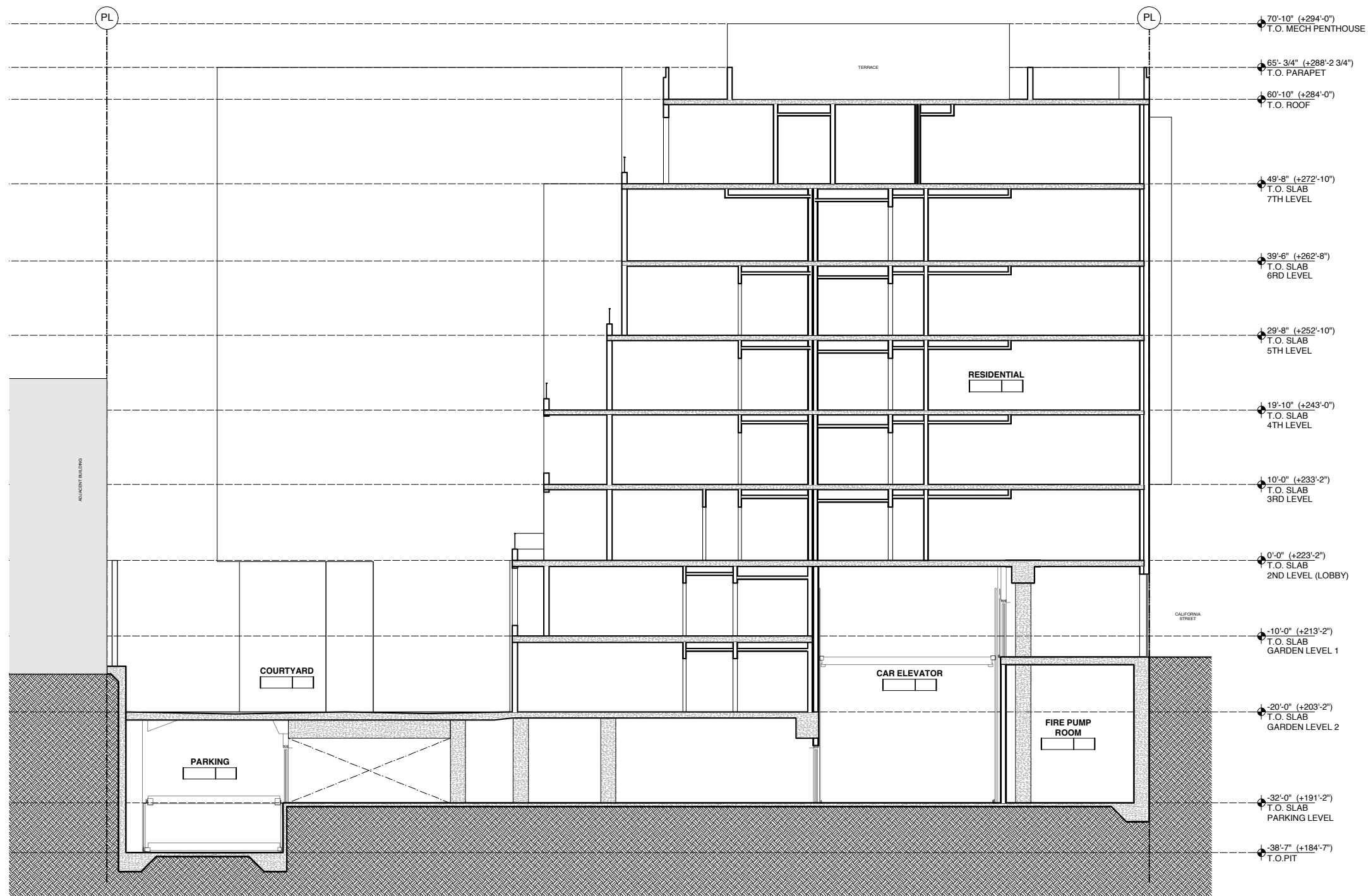
0 5 10 20

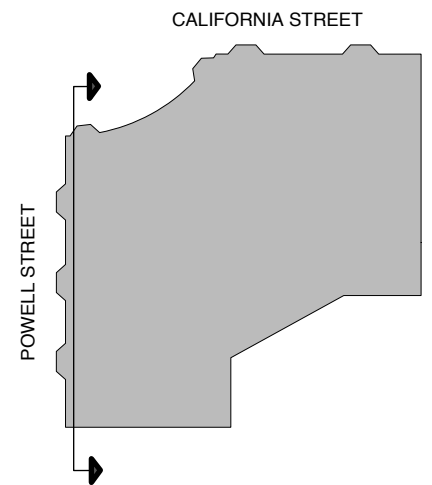
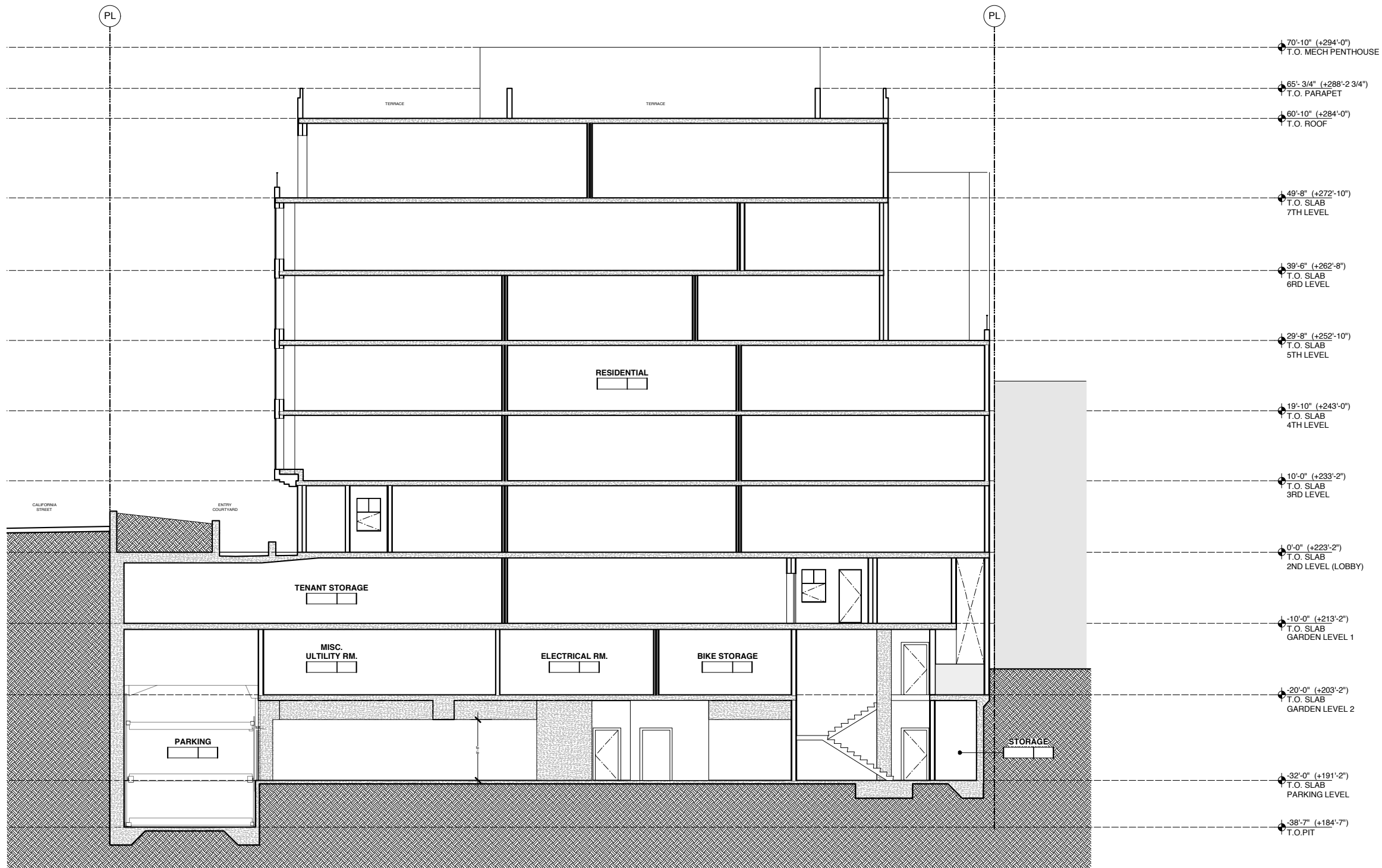
## BUILDING SECTION - ENTRY COURTYARD TO REAR COURTYARD A39

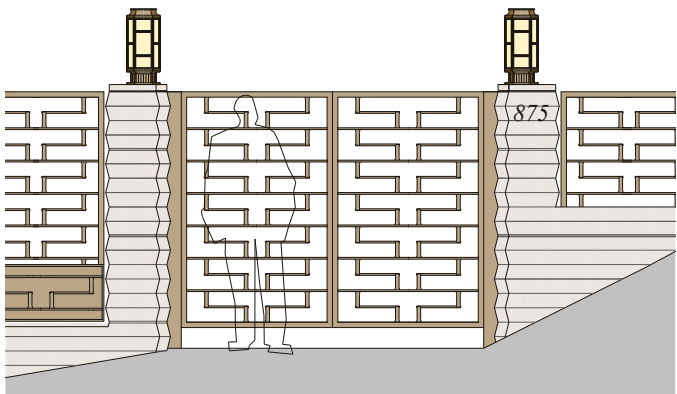




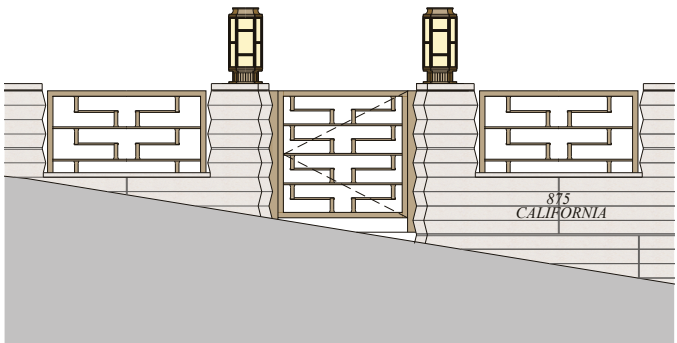
## BUILDING SECTION A41







CALIFORNIA STREET ENTRY GATE



POWELL STREET ENTRY GATE



CALIFORNIA STREET VIEW OF CORNER GARDEN



TOP VIEW OF CORNER GARDEN



POWELL STREET VIEW OF CORNER GARDEN



FENCE HEIGHT DIAGRAMS A45



**PERSPECTIVE A46**

**RAMSA BDE**  
ROBERT A.M. STERN ARCHITECTS ARCHITECTURE

**875 CALIFORNIA STREET**

SAN FRANCISCO, CA

MARCH 28, 2016

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**PERSPECTIVE A47**

**RAMSA** **BDE**  
ROBERT A.M. STERN ARCHITECTS **ARCHITECTURE**

**875 CALIFORNIA STREET**

SAN FRANCISCO, CA

MARCH 28, 2016

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