



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: OCTOBER 19, 2017

Date: October 6, 2017
Case No.: **2014.1183CUA**
Project Address: **2444 LOMBARD STREET**
Zoning: NC-3 (Neighborhood Commercial, Moderate-Scale)
40-X Height and Bulk District
Block/Lot: 0936/014
Project Sponsor: Jon Heimdahl, JS Sullivan Development
2044 Fillmore St, 3rd Floor
San Francisco, CA 94115
Staff Contact: Christopher May – (415) 575-9087
christopher.may@sfgov.org
Recommendation: **Approval with Conditions**

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 project proposes the demolition of the existing one-story, approximately 9,517 square-foot retail building (currently occupied by “Wolf & Lion Pet Supplies”) and the construction of a 40-foot tall, four-story building with 41 dwelling units (15 one-bedrooms, 25 two-bedrooms and 1 three-bedroom) above four ground floor retail spaces totaling approximately 3,343 square feet within the NC-3 (Moderate-Scale Neighborhood Commercial) Zoning District and a 40-X Height and Bulk District. The one-bedroom units would range in size from approximately 481 square feet to approximately 757 square feet, the two-bedroom units would range in size from approximately 845 square feet to approximately 1,666 square feet, and the three-bedroom unit would measure approximately 2,171 square feet. Usable open space for the dwelling units would be provided on an approximately 4,806 square-foot shared rooftop deck and on approximately 3,337 square feet of qualifying private roof decks and 2nd floor terraces. Forty-one (41) vehicular parking spaces, accessed via Divisadero Street, would be located behind the four ground floor commercial spaces and residential lobby fronting Lombard Street. Two existing curb cuts on Lombard Street would be removed. Forty-one (41) Class 1 bicycle parking spaces would be provided in a secure, weather protected area on the ground floor level. Six (6) Class 2 bicycle parking spaces would be provided outside along the Lombard Street sidewalk.

SITE DESCRIPTION AND PRESENT USE

The project is located on the north side of Lombard Street, between Divisadero and Scott Streets, Block 0936, Lot 014. The property is located within the NC-3 (Neighborhood Commercial, Moderate Scale) Zoning District and the 40-X Height and Bulk District. The parcel measures approximately 22,032 square feet and is developed with a one-story retail building (currently occupied by “Wolf & Lion Pet Supplies”) of approximately 9,517 square feet in size and a surface parking lot accessory to the retail use. The subject

lot is irregularly-shaped with approximately 151 feet of frontage on Lombard Street and approximately 22.5 feet of frontage on Divisadero Street and a lot area of approximately 22,032 square feet.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The area surrounding the project site is mixed-use in character and is generally auto-oriented. The project is located on the portion of Lombard Street designated as US Highway 101, which connects vehicular traffic between the Golden Gate Bridge and the Interstate 80 freeway and is zoned NC-3 (Neighborhood Commercial, Moderate-Scale). The lot completely encompassed by the subject property, on the northeast corner of Lombard and Divisadero Streets, is currently occupied by a gas station (dba "Lombard 76"). Immediately to the east of the subject property is a three-story motel (dba "Super 8") which occupies its entire lot. Across Lombard Street and to the south there are several three-story buildings containing small-scale retail uses with two floors of residential uses above. Directly to the north of the subject property along the Divisadero Street frontage is a two-story single-family dwelling. Further to the north of the subject property there are several two-, three- and four-story buildings fronting Chestnut Street containing small-scale retail and restaurant uses with residential units above.

ENVIRONMENTAL REVIEW

On July 26, 2016, the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	September 29, 2017	September 29, 2017	20 days
Posted Notice	20 days	September 29, 2017	September 29, 2017	20 days
Mailed Notice	20 days	September 29, 2017	September 29, 2017	20 days

PUBLIC COMMENT/COMMUNITY OUTREACH

The proposal requires a Section 312 neighborhood notification, which was conducted in conjunction with the Conditional Use Authorization notification process. The applicant also conducted a pre-application meeting prior to submission on September 28, 2015. As of October 6, 2017, in advance of the Planning Commission hearing on October 19, 2017, the Department has received emails and phone inquiries from two nearby households – at 3234 and 3236 Divisadero Street – that raised concerns with potential privacy and shadowing impacts from the project.

ISSUES AND OTHER CONSIDERATIONS

- Dwelling Unit Density. The project proposes 41 dwelling units. Pursuant to Planning Code Section 712, the size of the subject property allows for a total of 37 dwelling units. Pursuant to Planning Code Section 304(d)(4), the project may provide up to one unit less than the Zoning District with the next highest density limit, which in this instance, would amount to 54 dwelling units.

- Development of Large Lots. The Project proposes the development of a 22,032 square foot lot. Planning Code Section 121.1 states that new construction or significant enlargement of existing buildings on lots in excess of 10,000 square feet in the NC-3 (Moderate Scale Neighborhood Commercial) District shall be permitted only as Conditional Uses.
- Rear Yard. The project proposes a rear yard area ranging from 0 feet to 25 feet, as well as two light courts, totaling approximately 5,678 square feet, which amounts to approximately 26% of the site. Planning Code Section 134 requires that the project provide a rear yard equal to 25 percent of the total lot depth at the lowest level containing a residential unit, and at each succeeding level or story of the building, but in no case less than 15 feet. Due to the subject property's irregular shape, the literal application of the rear yard requirement would result in a rear yard ranging from 15 feet to approximately 34 feet, and totaling approximately 6,311 square feet, or 29% of the lot area. The project is seeking to modify this requirement through the Planned Unit Development (PUD) process pursuant to Planning Code Section 304.
- Dwelling Unit Exposure. Three of the 41 dwelling units not facing onto either Lombard Street, Divisadero Street or two outer courts do not have adequate dwelling unit exposure pursuant to Planning Code Section 140. The project is seeking to modify this requirement through the Planned Unit Development (PUD) process pursuant to Planning Code Section 304.
- Street Frontage. The project proposes a garage door width of approximately 10 feet on the Divisadero Street frontage. Planning Code Section 145.1 states that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage shall be devoted to parking ingress or egress. The garage door would occupy approximately 44% of the 22.5-foot frontage. As such, the project is seeking to modify this requirement through the Planned Unit Development (PUD) process pursuant to Planning Code Section 304.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use Authorization pursuant to Planning Code 303, Section 121.1 for the development of a lot in excess of 10,000 square feet, and Section 304 to permit the creation of a Planned Unit Development (PUD) which would allow modifications to the dwelling unit density, rear yard, dwelling unit exposure, and street frontage requirements of the Planning Code to allow the demolition of the existing one-story commercial building and the construction of a 40-foot tall, four-story building with 41 dwelling units (15 one-bedrooms, 25 two-bedrooms and 1 three-bedroom) above four ground floor retail spaces totaling approximately 3,343 square feet within the NC-3 (Moderate-Scale Neighborhood Commercial) Zoning District and an 80-D Height and Bulk District.

BASIS FOR RECOMMENDATION

- The project will replace an underutilized site with 41 dwelling units, including six affordable dwelling units, and 47 bicycle parking spaces.

- Two curb cuts on the Lombard Street frontage would be removed, which will reduce potential pedestrian-vehicular conflicts and potentially increase the amount of publicly available on-street parking.
- The project will introduce new residents who will support existing businesses in the nearby Lombard Street commercial corridor.
- Although the existing commercial building on the subject property will be demolished, the project will provide approximately 3,433 square feet of ground floor commercial space for future retail uses.
- The removal of surface parking and introduction of a pedestrian-scale commercial space along Lombard Street will help activate an otherwise auto-centric public realm.
- Other than those requirements for which a modification is being sought, the project meets all applicable requirements of the Planning Code and proposes land uses that are overall in greater conformity with the Planning Code.
- The project represents the sensitive redevelopment of an underutilized site and is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION:	Approval with Conditions
------------------------	---------------------------------

Attachments:

Block Book Map

Sanborn Map

Zoning Map

Aerial Photographs

Site Photographs

Public Correspondence

Project Sponsor Submittal, including:

- TDM Plan
- Inclusionary Affordable Housing Program Affidavit
- Neighborhood Outreach Summary
- Reduced Plans

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"/> Block 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"/> Site Photos | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Public Correspondence | <input type="checkbox"/> RF Report |
| <input type="checkbox"/> Previously-Approved Plans | <input type="checkbox"/> Community Meeting Notice |
| | <input checked="" type="checkbox"/> Housing Documents |
| | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |

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

CM
Planner's Initials



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|--|--|
| <input type="checkbox"/> Affordable Housing (Sec. 415) | <input 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 type="checkbox"/> Transportation Sustainability Fee (Sec. 411A) |

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion

HEARING DATE: OCTOBER 19, 2017

Date: October 6, 2017
Case No.: **2014.1183CUA**
Project Address: **2444 LOMBARD STREET**
Zoning: NC-3 (Neighborhood Commercial, Moderate-Scale)
40-X Height and Bulk District
Block/Lot: 0936/014
Project Sponsor: Jon Heimdahl, JS Sullivan Development
2044 Fillmore St, 3rd Floor
San Francisco, CA 94115
Staff Contact: Christopher May – (415) 575-9087
christopher.may@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 121.1, 303 AND 304, TO DEVELOP A PLANNED UNIT DEVELOPMENT (PUD) FOR THE CONSTRUCTION OF A 4-STORY BUILDING WITH 41 DWELLING UNITS ABOVE APPROXIMATELY 3,343 SQUARE FEET OF GROUND FLOOR RETAIL SPACE AND 41 VEHICULAR PARKING SPACES WITHIN AN NC-3 (NEIGHBORHOOD COMMERCIAL, MODERATE-SCALE) ZONING DISTRICT AND THE 40-X HEIGHT AND BULK DISTRICT. THE PUD PROCESS WOULD ALLOW FOR A MODIFICATION TO THE REAR YARD, DWELLING UNIT EXPOSURE, AND STREET FRONTAGE REQUIREMENTS OF PLANNING CODE SECTIONS 134, 140 AND 145.1.

PREAMBLE

On April 3, 2015, Jon Heimdahl on behalf of JS Sullivan Development (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization, pursuant to Planning Code Sections 121.1, 303 and 304, to demolish an existing one-story, 9,517 square-foot retail building and develop a Planned Unit Development (PUD) for the construction of a 4-story building with 41 dwelling units above approximately 3,343 square feet of ground floor retail space and 41 vehicular parking spaces within an NC-3 (Neighborhood Commercial, Moderate Scale) Zoning District and the 40-X Height and Bulk District. The PUD process would allow for a modification

to the rear yard, dwelling unit exposure, and street frontage requirements of Planning Code Sections 134, 140 and 145.1.

On October 19, 2017, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.1183CUA.

On July 26, 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.

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. 2014.1183CUA, 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 north side of Lombard Street, between Divisadero and Scott Streets, Block 0936, Lot 014. The property is located within the NC-3 (Neighborhood Commercial, Moderate Scale) Zoning District and the 40-X Height and Bulk District. The parcel measures approximately 22,032 square feet and is developed with a one-story retail building (currently occupied by "Wolf & Lion Pet Supplies") of approximately 9,517 square feet in size and a surface parking lot accessory to the retail use. The subject lot is irregularly-shaped with approximately 151 feet of frontage on Lombard Street and approximately 22.5 feet of frontage on Divisadero Street and a lot area of approximately 22,032 square feet.
3. **Surrounding Properties and Neighborhood.** The area surrounding the project site is mixed-use in character and is generally auto-oriented. The project is located on the portion of Lombard Street designated as US Highway 101, which connects vehicular traffic between the Golden Gate Bridge and the Interstate 80 freeway and is zoned NC-3 (Neighborhood Commercial, Moderate-Scale). The lot completely encompassed by the subject property, on the northeast corner of Lombard and Divisadero Streets, is currently occupied by a gas station (dba "Lombard 76"). Immediately to the east of the subject property is a three-story motel (dba "Super 8") which occupies its entire lot. Across Lombard Street and to the south there are several three-story buildings containing small-scale retail uses with two floors of residential uses above. Directly to the north of the subject property along the Divisadero Street frontage is a two-

story single-family dwelling. Further to the north of the subject property there are several two-, three- and four-story buildings fronting Chestnut Street containing small-scale retail and restaurant uses with residential units above.

4. **Project Description.** The project proposes the demolition of the existing one-story, approximately 9,517 square-foot retail building (dba “Wolf & Lion Pet Supplies”) and the construction of a 40-foot tall, four-story building with 41 dwelling units (15 one-bedrooms and 26 two-bedrooms) above four ground floor retail spaces totaling approximately 3,343 square feet. The project proposes 41 vehicular parking spaces accessed via Divisadero Street, and 47 bicycle parking spaces. Usable open space for the dwelling units would be provided on an approximately 4,806 square-foot shared rooftop deck and on approximately 1,966 square feet of qualifying private roof decks and 2nd floor terraces.
5. **Public Comment.** As of October 6, 2017, in advance of the Planning Commission hearing on October 19, 2017, the Department has received emails and phone inquiries from two nearby households – at 3234 and 3236 Divisadero Street – that raised concerns with potential privacy and shadowing impacts from the project.
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. **Development of Large Lots.** Planning Code Section 121.1 states that in order to promote, protect, and maintain a scale of development which is appropriate to each district and compatible with adjacent buildings, new construction or significant enlargement of existing buildings on lots in excess of 10,000 square feet in the NC-3 (Neighborhood Commercial, Moderate-Scale) District shall be permitted only as conditional uses.

The Project proposes the development of a 22,032 square-foot lot and therefore requires Conditional Use Authorization. The additional required findings are listed below under Subsection 7.

- B. **Planned Unit Development.** Planning Code Section 304 states that for projects on lots in excess of half an acre, Planned Unit Developments may be developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole. Planned Unit Developments shall be permitted only as conditional uses and in cases of outstanding overall design, complementary to the design and values of the surrounding area, such projects may merit modifications of certain Planning Code provisions.

The Project proposes the development of a 0.51-acre lot and therefore requires Conditional Use Authorization. The additional required findings are listed below under Subsection 9.

- C. **Building Height.** Per Planning Code Section 260, the maximum height limit for the subject property is 40 feet.

The Project proposes a building height of 40 feet and is therefore compliant with this requirement.

- D. **Floor Area Ratio.** Planning Code Section 124 states that in the NC-3 Zoning District, the basic floor area ratio limit shall be 3.6 to 1.

The subject property is approximately 22,032 square feet in size. As such, the maximum permitted basic floor area ratio would allow for a total of 79,315 square feet of non-residential uses. The total proposed non-residential gross floor area approximately 3,343 square feet and therefore complies with this requirement.

- E. **Street Frontage in Neighborhood-Commercial Districts.** Section 145.1 of the Planning Code requires that, with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, space for active uses shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any facade facing a street at least 30 feet in width. The floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces. Frontages with active uses must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area. No more than one-third of the width or 20 feet, whichever is less, of any given street frontage shall be devoted to parking ingress or egress. Ground floor non-residential uses in Neighborhood Commercial districts with a height limit of 40 feet shall have a minimum floor-to-floor height of 10 feet.

The proposed building would front onto both Lombard Street and Divisadero Street and active uses are required along both frontages. Approximately 15 feet of the Lombard Street frontage is occupied by doors providing access to the electrical transformer room and approximately 4 feet is occupied by the secondary building ingress/egress corridor, both of which are exempted from the provisions of Planning Code Section 145.1. The remainder of the Lombard Street frontage is occupied by the residential entry and four commercial spaces ranging in depth from approximately 25 feet to 45 feet with a floor-to-floor ground floor ceiling height of approximately 10 feet. Approximately 62% of the ground floor along the Lombard Street frontage will be fenestrated with transparent windows.

On the Divisadero Street frontage, approximately 10 feet is occupied by a garage door providing access to the off-street parking garage. The remainder of the Divisadero Street frontage is occupied by the residential access to the two dwelling units fronting Divisadero Street. Since more than 1/3 of the 22.5-foot Divisadero Street frontage will be occupied by parking ingress and egress, the project is seeking a modification of Section 145(c)(2) of the Planning Code through the PUD process. The additional required findings are listed below under Subsection 9.

- F. **Rear Yard.** Planning Code Section 134 requires that the project provide a rear yard equal to 25 percent of the total lot depth at the lowest level containing a residential unit, and at each succeeding level or story of the building, but in no case less than 15 feet.

Due to the subject property's irregular shape, the literal application of the rear yard requirement would result in a rear yard ranging from 15 feet to approximately 34 feet, and totaling approximately 6,311 square feet, or 29% of the lot area. The project proposes a rear yard area ranging from 0 feet (being the north side of the four-story, 2-unit portion of the project fronting Divisadero Street) to 25 feet (abutting the rear yards of the adjacent properties fronting Chestnut Street), for a total of approximately 3,278 square feet. In addition to 25-foot rear yard, the project proposes two light courts on the east and west elevations totaling approximately 2,400 square feet, to serve as the required rear yard and to provide open space, and light and air into the centrally-located units and for adjacent properties. These areas total approximately 5,678 square feet, which amounts to approximately 26% of the site. In addition, the proposed 4,806 square-foot shared roof deck would also serve as a comparable amount of usable open space that would be more accessible to residents of the building. This modification is being sought pursuant to Planning Code Section 304. The additional required findings are listed below under Subsection 9.

- G. **Usable Open Space.** Planning Code Section 135 requires that the project provide a minimum of 80 square feet of open space per dwelling unit, if not publically accessible. Alternatively, common useable open space, at a rate of 100 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 area of an inner court may be credited as common usable open space if the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area, and if the height of the walls above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is such that no point on any such wall is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

The project proposes 41 dwelling units; therefore a total of 3,280 square feet of private open space is required. Seven of the dwelling units have access to qualifying private open space totaling approximately 3,337 square feet. The remaining 34 units have access to a common rooftop deck totaling approximately 4,806 square feet, for an amount equal to 141 square feet per dwelling unit, which complies with this requirement.

- H. **Dwelling Unit Density.** Planning Code Section 712 permits a maximum of 1 dwelling unit per 600 square foot lot area. Planning Code Section 304(d)(4) allows for an increase in dwelling unit density to less than the density that would be allowed for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property.

The subject property is approximately 22,032 square feet in size; therefore a maximum of 37 dwelling units would be permitted pursuant to Planning Code Section 712. The RM-3 Zoning District, which is the Zoning District with the next highest density limit, allows for a dwelling unit density of 1 unit per 400 square feet of lot area. Pursuant to Planning Code Section 304(d)(4), the project may provide up to 1 dwelling unit per 400 square feet of lot area, less one unit. In this instance, that would amount to 54 dwelling units. The project proposes 41 dwelling units, and is therefore below the maximum dwelling unit density pursuant to Planning Code Section 304(d)(4). The additional required findings are listed below under Subsection 9.

- I. **Dwelling Unit Exposure.** Planning Code Section 140 states that in each dwelling unit, the windows of at least one room of 120-square-foot minimum dimensions shall face directly onto a public street, public alley at least 20 feet in width, side yard at least 25 feet in width, a Code-complying rear yard, or an open area which is unobstructed and is no less than 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 in every horizontal dimension at each subsequent floor.

Fourteen (14) of the 41 proposed dwelling units face directly onto either Lombard Street or Divisadero Street. The remainder of the units obtain their exposure by facing onto the rear yard or one of the two exterior courts on the east and west elevations. Three of these units – Units 210, 211 and 212 – are located on the second floor and front onto open areas that do not increase five feet in every horizontal dimension at the fourth floor level. As such, a modification to dwelling unit exposure is being sought pursuant to Planning Code Section 304. The additional required findings are listed below under Subsection 9.

- J. **Off-Street Parking and Loading.** Section 151.1 of the Planning Code requires a minimum of one (1) off-street parking space per dwelling unit. No off-street parking spaces are required for retail sales and service uses with less than 5,000 square feet of occupied floor area. Planning Code Section 152 does not require any off-street loading spaces for non-residential uses with a gross floor area less than 10,000 square feet.

The project proposes forty-one (41) off-street parking spaces – one for each dwelling unit - including two handicap-accessible spaces, in the at-grade garage level behind the retail spaces, accessed from Divisadero Street. The project does not require nor propose any off-street loading spaces for the non-residential uses. The project therefore complies with these requirements.

- K. **Non-Residential Bicycle Parking.** Planning Code Section 155.2 requires the provision of at least one (1) Class 2 bicycle parking space for every 2,500 square feet of occupied floor area, but no less than two, for retail sales and services uses.

The Project would provide three (3) Class 2 bicycle parking spaces, which complies with the Planning Code requirements.

- L. **Residential Bicycle Parking.** Planning Code Section 155.2 requires the provision of at least one (1) Class 1 bicycle parking space per dwelling unit and one (1) Class 2 bicycle parking space per 20 dwelling units for residential uses.

The Project would provide a total of forty-one (41) Class 1 bicycle parking spaces in a bicycle storage area on the ground floor. Three (3) Class 2 bicycle parking spaces for guests of the residential uses would also be provided.

- M. **Neighborhood Notification.** Planning Code Section 312 requires notification to all owners and occupants within 150 feet of the subject property when new construction is proposed in the Neighborhood Commercial District.

The proposal is located in the NC-3 (Moderate Scale Neighborhood Commercial) Zoning District and proposes the construction of a four-story mixed-use building. This new construction requires Neighborhood Notification per Planning Code Section 312. Accordingly, notification was conducted in conjunction with the noticing for the Conditional Use Authorization. The applicant also conducted a pre-application meeting prior to submission on September 28, 2015.

- N. **Entertainment Commission Outreach.** Planning Code Section 314 requires that the Planning Department and Planning Commission consider the compatibility of uses when approving residential uses adjacent to or near existing permitted Places of Entertainment and shall take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development project takes into account the needs and interests of both the Places of Entertainment and the future residents of the new development.

The subject property is located within 300 feet of Reed & Greenough, which is considered an active place of entertainment. In accordance with the Entertainment Commission's approved "Guidelines for Entertainment Commission Review of Residential Development Proposals Under Administrative Code Chapter 116," Entertainment Commission staff determined that a hearing on this project was not required under Section 116.7(b) of the Administrative Code because the available evidence indicates that noise from the POE is not likely to create a significant disturbance for residents of the project. The Commission has adopted a set of standard "Recommended Noise Attenuation Conditions for Chapter 116 Projects," and asks that the Planning Commission adopt them along with the standard conditions, all of which are included as recommended conditions of approval in Exhibit A.

- O. **Transportation Sustainability Fee.** Planning Code Section 411A is applicable to any development project that results in the construction of more than twenty (20) new dwelling units.

The Project proposes the construction of forty-one (41) new dwelling units and is therefore subject to the Transportation Sustainability Fee. These fees must be paid prior to the issuance of the first construction document.

- P. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior to Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 16 points.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50% of the point target established in the TDM Program Standards, resulting in a required target of 8 points. As currently proposed, the Project will achieve 8 points through the following TDM measures:

- Unbundled Parking
- Parking Supply
- Bicycle Parking (Option B)
- On-Site Affordable Housing

- Q. **Inclusionary Affordable Housing.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on February 4, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 14.5% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that the project is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on July 31, 2017. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on February 4, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 14.5% of the total proposed dwelling units as affordable. Six (6) units (2 one-bedroom, and 4 two-bedroom) of the total 41 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

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

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

- S. **Child Care Fee.** Planning Code Section 414A requires payment of a child care impact fee for a project that results in one net new dwelling unit.

The Project proposes 41 new dwelling units and will be required to pay a fee for each net new gross square foot of residential development, which will be paid before the issuance of the first construction document.

7. **Development of Large Lots.** In addition to the criteria of Section 303(c) of the Planning Code, as it pertains to the development of large lots, the City Planning Commission shall consider the extent to which the following criteria are met:

- A. The mass and facade of the proposed structure are compatible with the existing scale of the district.

The scale of development along Lombard Street is mixed, with an eclectic, auto-oriented architectural character and many blocks featuring large building footprints with no prevailing style or dominant visual pattern. The project's proposed four-story massing and facade is compatible with the existing three- and four-story scale of the surrounding neighborhood commercial district.

- B. The facade of the proposed structure is compatible with design features of adjacent facades that contribute to the positive visual quality of the district.

The facade of the proposed structure is compatible with the surrounding development in that the project would demolish an existing one-story retail building with little street presence surrounded by surface parking, and replace it with a new four-story building with a strong street presence along both street frontages which will enhance the visual quality of the neighborhood commercial district.

8. **Conditional Use Authorization Findings.** 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 use and size of the proposed project is compatible with the immediate neighborhood. The existing 22,032 square-foot lot will be developed with a new building that will provide 41 new dwelling units, the majority of which are family-sized units, private and common usable open space, and 3,433 square feet of ground floor commercial space. The new building is similar in height and scale to the surrounding mixed-use buildings and is consistent with the density requirements of the NC-3 District. The project will complement the mix of goods and services currently available in the district and contribute to the economic vitality of the neighborhood by redeveloping an underutilized lot.

- 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 proposed size, shape and arrangement of the proposed building would not be detrimental to persons residing or working in the vicinity, as the building, in general, is consistent with the massing and height of other tall buildings found within the immediate vicinity and within the wider Marina neighborhood. The proposed project represents the appropriate redevelopment of a lot that is currently underutilized.

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

The project would provide forty-one (41) unbundled off-street parking spaces for the residential uses in an at-grade garage located behind the four ground floor commercial spaces. The Planning Code does not require parking or loading for the proposed 3,433 square feet of commercial uses. The project would eliminate both of the two existing curb cuts on Lombard Street currently providing access to the site, thereby reducing the potential for pedestrian and vehicular conflicts. Parking access would be located via the existing curb cut on the Divisadero Street frontage.

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

The project is not expected to cause any negative noise, glare, dust or odor impacts.

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

The project locates residential parking on the ground floor behind the residential lobby and commercial spaces fronting Lombard Street. The two outer courts on the east and west elevations would be landscaped and would be fully accessible from the residential corridor on the second floor. The vehicular access for the parking garage is accessed via Divisadero Street, which is a less travelled street, thus minimizing potential pedestrian and vehicular conflicts. The project proposes approximately 4,806 square feet of common open space on the rooftop deck and a total of approximately 3,337 square feet of private open space on rooftop decks and terraces. The project sponsor has completed the required Tree Planting and Protection Checklist and has identified that nine street trees are required by the project. The feasibility of planting the required number of street trees at the project will be determined by the Department of Public Works, Urban Forestry Division.

- 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. Where the project deviates from the standard provisions of the Planning Code, the project sponsor is requesting the necessary modifications as required by the Planning Code. The project 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 Neighborhood Commercial District.

The proposed project is consistent with the stated purposes of NC-3 District in that it proposes moderate-scale commercial uses on the ground floor that are compatible with other uses nearby, and residential uses on the floors above.

9. **Planned Unit Development.** Planning Code Section 304(d) establishes criteria and limitations for the authorization of Planned Unit Developments (PUDs) over and above those applicable to Conditional Uses in general and contained in Section 303(c) and elsewhere in the Code. In cases of outstanding overall design, projects may merit modification of certain Planning Code requirements. PUDs must also:

- A. Affirmatively promote applicable objectives and policies of the General Plan;

As is further explained in Subsection 10, the Project is, on balance, consistent with the objectives and policies of the General Plan.

- B. Provide off street parking adequate for the occupancy proposed.

The project proposes forty-one (41) off-street parking spaces one for each dwelling unit - in an at-grade garage located behind the four retail spaces fronting Lombard Street. No off-street parking spaces are required for the proposed retail uses.

- C. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by the Code.

The two outer courts would provide usable open space accessible on the second floor to the occupants of the building as well as a common rooftop deck. The total amount of usable open space provided would exceed the minimum amount required by the Planning Code.

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

The RM-3 Zoning District, which is the Zoning District with the next highest density limit, allows for a dwelling unit density of 1 unit per 400 square feet of lot area. As such, the project may provide up to 1 dwelling unit per 400 square feet of lot area, less one unit. In this instance, that would amount to 54 dwelling units. The project proposes 41 dwelling units, and is therefore below the maximum dwelling unit density pursuant to Planning Code Section 304(d)(4).

- E. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 (Neighborhood Commercial Cluster) Districts under the Code.

The subject property is located in the NC-3 Zoning district.

- F. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections.

The proposed building would not exceed any height limitations established by the Planning Code.

- G. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of the Planning Code.

The subject property is approximately 22,032 square feet in size. As such, the maximum permitted basic floor area ratio would allow for a total of 79,315 square feet. The total proposed non-residential gross floor area of the Project is 3,343 square feet and therefore complies with this requirement.

- H. In NC Districts, not violate the use limitations by story set forth in Article 7 of the Planning Code.

The project proposes retail uses that are permitted on the ground floor. Residential uses are permitted on the 2nd story and above pursuant to Article 7 of the Planning Code.

- I. In RTO and NCT Districts, include the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly-accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of block size, streets and alleys, and foster beneficial pedestrian and vehicular circulation.

The subject property is located in the NC-3 Zoning district.

- J. Provide street trees as per the requirements of Section 138.1 of the Code.

The project proposes streetscape improvements including nine (9) new street trees along the Lombard Street and Divisadero Street frontages, in accordance with the Better Streets Plan guidelines.

- K. Provide landscaping and permeable surfaces in any required setbacks in accordance with Section 132 (g) and (h).

The project will provide landscaping within front setback areas that are not occupied by pedestrian and vehicle entrances.

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

HOUSING

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.2:

Focus housing growth and infrastructure necessary to support growth according to community plans. Complete planning underway in key opportunity areas.

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 is located in a Moderate Scale Neighborhood-Commercial (NC-3) Zoning District, which has been identified as an area where existing and planned infrastructure can support residential and commercial growth. Future residents of the proposed building will be able to rely on public transit, walking and bicycling for the majority of their daily trips.

OBJECTIVE 4:

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

Policy 4.1:

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

The project will provide 25 two-bedroom units and 1 three-bedroom unit which would be suitable for families with children.

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.1:

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

Policy 12.2:

Consider the proximity of quality of life elements, such as open space, child care, and neighborhood services, when developing new housing units.

Policy 12.3:

Ensure new housing is sustainably supported by the City's public infrastructure systems.

The subject site is already adequately served by the City's water, and sewer systems, electricity and gas utilities, MUNI public transit, and receives solid waste and recycling collection.

OBJECTIVE 13:

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.3:

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

The proposed residential building would provide 47 bicycle parking spaces for its residents to encourage bicycling, and is located within walking distance to several public transit lines. Lombard Street is designated as a Key Walking Street as designated by the Planning Department's WalkFirst program.

NEIGHBORHOOD COMMERCE

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.2:

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The proposed project will provide approximately 3,433 square feet of retail space on the ground floor, which will contribute positively to the diversity of commercial uses and services found in the surrounding neighborhood.

OBJECTIVE 2:

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

Policy 2.1:

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

The Project will offer four ground floor spaces for new commercial activity and will enhance the diverse economic base of the City.

OBJECTIVE 6:

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1:

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

The project is proposing four separate commercial spaces that would enable the district to achieve optimal diversity in the types of goods and services available in the neighborhood.

Policy 6.2:

Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

An independent entrepreneur is sponsoring the proposal. The proposed use is a neighborhood serving use. No Formula Retail use is being proposed.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 2:

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1:

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

The project proposes to create higher-density housing within walking distance of MUNI lines 28, 30, 30X, 41, 43, 45 and 76X. The project would provide forty-one (41) off-street parking spaces, for a total of 1 space per dwelling unit, and will not provide any parking for the proposed commercial uses which will encourage transit usage amongst residents and patrons of the ground floor retail spaces.

OBJECTIVE 11:

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

Policy 11.3:

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

The project is located within a neighborhood well-served by public transportation and, with no customer parking proposed for the retail uses, patrons are expected to rely heavily on public transit, cycling or walking to get to and from the ground floor retail spaces.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

Provide secure bicycle parking in new governmental, commercial, and residential developments.

Policy 28.3:

Provide parking facilities which are safe, secure, and convenient.

The project will provide forty-one (41) Class 1 bicycle parking spaces within a secure, weather protected area within the building as well as six (6) Class 2 bicycle parking spaces along the Lombard Street frontage that will accommodate both employees and patrons of the building's retail uses as well as guests of the residential units above.

OBJECTIVE 34:

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.1:

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Policy 34.5:

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

A minimum of one off-street parking space is required (one for every dwelling unit) in the NC-3 Zoning District. The proposed commercial uses do not require nor propose any off-street parking or loading. As such, the project is consistent with the objectives of the General Plan for parking reduction for new buildings in residential and commercial areas well served by transit.

URBAN DESIGN

Objectives and Policies

OBJECTIVE 3:

MODERATION OF 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 3.6:

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

In order to respond to the surrounding context in terms of bulk and massing, the project proposes two outer courts along the east and west elevations, thus creating a break in the building mass and giving the appearance of two buildings. The exposed west side elevation facing the gas station on the northeast corner of Lombard Street and Divisadero Street will be treated with stucco and feature reveal joints to create visual interest until such time that the adjacent property redevelops.

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 subject site is located along the Lombard Street neighborhood commercial corridor. The project will introduce new residents who will visit and shop at the existing neighborhood retail and commercial establishments, thereby enhancing their businesses. Although the existing building currently occupied

by a retail use on the subject property will be demolished, the project will provide approximately 3,433 square feet of ground floor commercial space for future commercial uses.

- 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 would not displace any existing housing or negatively affect the existing neighborhood character. The project would improve the existing character of the neighborhood by redeveloping an underutilized lot with new residential and commercial uses that will add economic diversity to the neighborhood, including a mix of dwelling unit types on-site. The proposed ground floor retail spaces are consistent with the pedestrian-oriented uses in the immediate area.

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

There is currently no housing on the subject property, and therefore no affordable housing is proposed to be removed for this project. Moreover, the project would enhance the City's supply of affordable housing by providing six (6) on-site affordable dwelling units, in compliance with the Inclusionary Affordable Housing Program pursuant to Planning Code Section 415.

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

The project is well-served by public transit. With one off-street parking space per dwelling unit and no parking spaces for the ground floor retail uses, the project is not expected to generate much commuter traffic that would overburden local streets or affect neighborhood parking.

- 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. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

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

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

A shadow analysis was prepared and the project's shadow does not reach any parks or open spaces under the jurisdiction of the Department of Recreation and Parks. The project will have no negative impact on existing parks and 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. 2014.1183CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 6, 2017, 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 October 19, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: October 19, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to demolish an existing one-story, 9,517 square-foot retail building and develop a Planned Unit Development (PUD) for the construction of a 4-story building with 41 dwelling units above approximately 3,343 square feet of ground floor retail space and 41 vehicular parking spaces located at 2444 Lombard Street, Assessor's Block 0936, and Lot 014, pursuant to Planning Code Sections 121.1, 303 and 304 within an NC-3 (Neighborhood Commercial, Moderate Scale) Zoning District and the 40-X Height and Bulk District; in general conformance with plans, dated October 6, 2017, and stamped "EXHIBIT B" included in the docket for Case No. 2014.1183CUA and subject to conditions of approval reviewed and approved by the Commission on October 19, 2017 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 October 19, 2017 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

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

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

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

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

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

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

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

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

Performance

ENTERTAINMENT COMMISSION – NOISE ATTENUATION CONDITIONS

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:

6. **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.
7. **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.
8. **Design Considerations.**
 - a. 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.
 - b. 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.
9. **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.
10. **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.

Design

DESIGN – COMPLIANCE AT PLAN STAGE

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

12. **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 415-575-9087, www.sf-planning.org

13. **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 415-575-9087, www.sf-planning.org

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

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

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

Design

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

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

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

16. **Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415-701-4500, www.sfmta.org

17. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

Parking and Traffic

PARKING AND TRAFFIC

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

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

19. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 47 bicycle parking spaces (41 Class 1 spaces for the residential portion of the Project and 6 Class 1 or 2 spaces for the commercial portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA’s bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

20. **Parking Requirement.** Pursuant to Planning Code Section 151, the Project shall provide forty-one (41) independently accessible off-street parking spaces.

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

21. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

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

Provisions

PROVISIONS

22. **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

23. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

24. **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 415-575-9087, www.sf-planning.org

25. **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 415-575-9087, www.sf-planning.org

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

26. **Number of Required Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 14.5% of the proposed dwelling units as affordable to qualifying households. The Project contains 41 units; therefore, 6 affordable units are currently required. The Project Sponsor will fulfill this requirement by providing the 6 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

27. **Unit Mix.** The Project contains 15 one-bedrooms, 25 two-bedrooms, and 1 three-bedroom unit; therefore, the required affordable unit mix is two one-bedroom and four two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

Provisions

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

30. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

Provisions

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

Monitoring

MONITORING - AFTER ENTITLEMENT

32. **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

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

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

Operation

OPERATION

34. **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>

35. **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

36. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2014-1183ENV
Project Title: 2444 Lombard Street
Zoning: NC-3 Neighborhood Commercial, Moderate Scale Use District
40-X Height and Bulk District
Block/Lot: 0936/014
Lot Size: 22,036 square feet
Project Sponsor: JS Sullivan Development, LLC
Nick Cranmer – (415) 501-0931
Staff Contact: Heather Jones – (415) 575-6813
heather.jones@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 proposed project site—2444 Lombard Street—is an irregularly shaped lot located in the Marina neighborhood near the northeastern corner of Lombard and Divisadero Streets. The proposed project site is located on the block bounded by Chestnut Street to the north, Scott Street to the east, Lombard Street to the south, and Divisadero Street to the west. The site's main frontage is along Lombard Street with a narrow easement connecting the lot to Divisadero Street.

(Continued on next page)

EXEMPT STATUS:

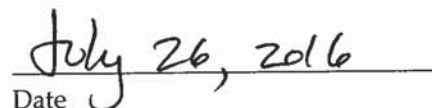
Categorical Exemption, Class 32 (California Environmental Quality Act [CEQA] Guidelines Section 15332).

(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 July 26, 2016

cc: Nick Cranmer, Project Sponsor
Chris May, Current Planner
Stephanie Cisneros, Preservation Planner
Supervisor Mark Farrell, District 2,
(via Clerk of the Board)

Kathryn Taylor
Greg Lindgren
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

The project sponsor proposes to demolish an existing 20-foot-high, 10,000-square-foot retail building, remove an existing surface parking lot, and construct a four-story, 40-foot-high mixed-use building with a mat slab foundation and an elevator penthouse extending to approximately 50 feet. The proposed development would include approximately 3,500 square feet of retail space on the ground floor and 41 dwelling units (approximately 39,000 square feet of residential uses) on the upper floors. A rooftop deck would provide approximately 6,910 square feet of common open space. Additionally, four of the units would have private decks.

The project would include 41 Class 1 bicycle parking spaces and 41 automobile parking spaces in a ground level garage. The entrance to the main residential lobby would be on Lombard Street. The project would remove two existing curb cuts on Lombard Street and restore approximately 51 feet of sidewalk along that frontage. Residents would access the townhouses via a second residential lobby on Divisadero Street. The driveway to the ground level garage would also be located on Divisadero Street. The project would replace an existing approximately 38-foot curb cut on Divisadero Street with a 10-foot curb cut. Construction of the project would require approximately 2,040 cubic yards of excavation to a depth of about 2.5 feet.

Project Approvals

The proposed project is subject to notification under Section 312 of the City and County of San Francisco (the City) *Planning Code* and would require the following approvals:

- **Conditional Use Authorizations.** The proposed project would require a Conditional Use Authorization from the Planning Commission pursuant to Section 304 of the Planning Code for a Planned Unit Development (PUD) on a lot greater than 0.5 acres. The PUD would provide exceptions to dwelling unit density, dwelling unit exposure, and rear-yard Planning Code requirements.

The proposed project would also require a Conditional Use Authorization from the Planning Commission pursuant to Section 121.1 of the Planning Code because the project sponsor proposes to construct a building on a lot larger than 10,000 square feet.

Approval Action: Approval of the Conditional Use Authorization by the Planning Commission under Sections 304 or 121.1 of the Planning Code would constitute 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.

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

The San Francisco General Plan articulates the objectives and policies that guide the City's decision making as it pertains to, among other issues, environmental protection, air quality, urban design, transportation, housing, and land use. Permits to construct, alter or demolish buildings may not be issued unless the project conforms to the *Planning Code*, or an exemption is granted pursuant to provisions of the *Planning Code*.

The proposed project is located within a Neighborhood Commercial Use District and a 40-X Height and Bulk District. NC-3 Districts offer a wide variety of goods and services to individuals beyond the immediate neighborhood and provide convenience goods and services to surrounding neighborhoods. The proposed residential and ground floor retail use would be consistent with allowable uses in NC-3 districts. As specified in Section 260 of the *Planning Code*, in 40-X height and bulk districts, height exceptions allow for additional features, such as a circulation penthouse, up to 10 feet above the allowed height and an elevator penthouse up to 16 feet above the allowed height. The proposed project includes an elevator penthouse that would be 50 feet in height, and is thus within the allowable height. While the NC-3 zoning designation only allows for one dwelling unit per 600 square feet of lot area, a Planned Unit Development (PUD) allows for an increase in density up to one less than the next densest residential zone, which in this case would be a Residential Mixed Use (RM-1) District. The RM-1 zoning designation allows for one dwelling unit per 400 square feet of lot area. Because the existing lot is approximately 22,000 square feet, the project would be allowed to develop up to 54 units with the PUD. The proposed project's 41 dwelling units are within the density allowed by the *Planning Code*.

For the reasons discussed above, the proposed project would be consistent with the San Francisco General Plan and applicable zoning designations.

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

The area of the project site is approximately 0.5 acres (22,032 square feet). The 0.5 acre-lot is currently occupied by a 28-space surface parking lot and an approximately 9,500-square-foot single-story pet store. The project site is located within a fully developed area of San Francisco. The lots adjacent to the project site are primarily two- to three-story developments with ground floor commercial uses and residential units on the upper stories. The neighborhood in the vicinity of the project site is developed with two- to four-story residential and commercial uses, including restaurants, a pharmacy, and a hotel. Therefore, the proposed project would be properly characterized as in-fill development of less than five acres, completely surrounded by urban uses.

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

The project site is within a developed urban area, presently occupied by a single-story pet supply store and paved surface parking lot. The existing landscaping consists of hedges in planters in front of the store and in the parking lot as well as 12 trees in landscaped areas of the parking lot, which range from saplings to mature trees. Birds, rodents, and insects commonly found in urbanized areas may nest or feed in the trees or hedges on the site; however, removal of the trees and hedges would not affect any

endangered, rare, or threatened species nor would it diminish habitat for endangered, rare, or threatened species. The removal of trees is discussed below in "Biological Resources."

- 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*¹ 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. Instead, a VMT and induced automobile travel impact analysis is provided.

The proposed project would include 41 dwelling units and ground-floor retail. According to the Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis, the existing average daily VMT per capita is 7.8 for the transportation analysis zone (TAZ) in which the project site is located—TAZ 369.² This is 55 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily VMT per capita is 7.6 for transportation analysis zone 369. This is 53 percent below the future 2040 regional average daily VMT per capita of 16.1. Existing average daily VMT per retail employee is 7.9 for transportation analysis zone 369. This is 47 percent below the existing regional average daily VMT per retail employee of 14.9. Future 2040 average daily VMT per retail employee is 7.2 for the transportation analysis zone 369. This is 51 percent below the future 2040 regional average daily work-related VMT per retail employee of 14.6. 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 and retail uses would not result in substantial additional VMT, and the proposed project would not result in a significant impact related to VMT.

The proposed project is not a transportation project. However, the proposed project would include the removal of curb cuts and restoration of approximately 80 feet of sidewalk along Lombard and Divisadero Streets. These features fit within the general types of projects identified in the CEQA Section 21099 – Modernization of Transportation Analysis Checklist as projects that would not substantially induce automobile travel.³ Therefore, impacts would be less-than-significant.

The number of trips generated by the proposed project was estimated based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review, October 2002 (Transportation Guidelines). As noted in the Project Description section above, the proposed project would include demolition of an existing retail use, removal of a 28-space parking lot that includes seven

¹ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

² San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*. June 29, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2014-1183ENV.

³ *Ibid.*

car share spaces, and construction of a new 41-unit residential building with 3,500 square feet of retail space. As described in the Transportation Guidelines, the Planning Department analyzes traffic conditions for the weekday PM peak period (between the hours of 4:00 PM and 6:00 PM), which typically represents the most congested conditions on the local transportation network. The proposed project's estimated daily and PM peak hour trips, categorized by mode of transportation, are shown in Table 1 below.

Table 1: Proposed Project Trip Generation⁴

<u>Mode of Transportation</u>	<u>Daily Trips</u>	<u>PM Peak Hour Trips</u>
Auto	488 person trips / 328 vehicle trips	57 person trips / 42 vehicle trips
Transit	167 person trips	25 person trips
Walking	244 person trips	31 person trips
Other (bicycle, taxi, etc.)	29 person trips	4 person trips
Total	928 person trips/ 328 vehicle trips	117 person trips/ 42 vehicle trips

As shown in Table 1, the proposed project is anticipated to generate 928 daily person trips, with 117 of these trips occurring during the PM peak hour. These trips would be distributed among different modes of transportation, including single-occupancy vehicles, carpools, transit, bicycling, and walking. The proposed project is estimated to generate 328 daily vehicle trips, 42 of which would occur during the PM peak hour. These vehicle trips are not anticipated to substantially affect traffic conditions or circulation in the project vicinity. Furthermore, the proposed project's trip generation does not account for existing vehicular traffic that the existing pet store generates. Based on trip generation rates in the Transportation Guidelines, the existing retail use generates an estimated 492 daily vehicle trips.⁵ Thus, accounting for the existing uses, the project would be expected to result in a net reduction of 164 daily vehicle trips.

The proposed project is anticipated to generate 167 daily transit trips, 25 of which would occur during the peak hour. Several San Francisco Municipal Transportation Agency (SFMTA) Muni bus lines stop within a half mile of the proposed project, including the 30, 30X, 28, 43, 76X, and 91. The existing transit network could accommodate the additional transit trips, and the project would not substantially affect transit in the project vicinity. Additionally, the proposed project would not create hazardous conditions for people walking or bicycling. The proposed project would therefore not result in a significant operational impact related to transportation.

While there would be construction-related traffic traveling to and from the project site throughout the anticipated 20-month construction period, construction-related impacts, generally, would not be considered significant due to their temporary and limited duration. Construction workers who drive to the project site would temporarily increase traffic volumes and demand for street parking, but the

⁴ San Francisco Planning Department Transportation Guidelines, *Transportation Calculations, 2444 Lombard Street*, June 28, 2016.

⁵ San Francisco Planning Department Transportation Guidelines, *Transportation Calculations, 2444 Lombard Street: Existing Uses*, July 20, 2016.

additional trips would not substantially affect traffic conditions. In addition, the project sponsor and construction contractor(s) would meet with SFMTA's Department of Parking and Traffic (DPT), Muni, the Fire Department, and other applicable City agencies to determine feasible traffic modifications to reduce traffic congestion and other potential traffic disruption and pedestrian circulation effects during construction of the project. Therefore, construction of the proposed project would not result in a significant impact on transportation.

Noise

Operations-related noise comes primarily from two sources: (1) increased vehicular traffic generated by project residents, employees, patrons, and service or delivery trucks requiring access to the project site; and (2) mechanical building noise. The existing ambient noise levels in the vicinity of the project site are below 75 decibels (DNL/Ldn dB).^{6,7} The ambient noise levels are dominated by vehicular and transit traffic and land use activities, such as commercial businesses and street maintenance.

An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (a 3 decibel increase).⁸ Not accounting for vehicular traffic generated by the existing retail use, it is estimated that the proposed project would add up to 328 daily vehicle trips to the project area, 42 of which would occur during the PM peak hour.⁹ These 328 daily vehicle trips would not result in a doubling in traffic in the project vicinity. Therefore, the proposed project would not result in a substantial increase in traffic-related operational noise in the vicinity of the project site.

The proposed project would include mechanical systems which would produce operational noise, such as elevators and heating and ventilation equipment. Operation of this equipment is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). According to Article 29 of the Police Code, mechanical equipment operating on residential property must not produce a noise level more than five dBA¹⁰ above the ambient noise level at the property boundary. The proposed project would be subject to and required to comply with the Noise Ordinance. Therefore, the proposed project would not result in a substantial increase in mechanical operational noise in the vicinity of the project site.

Construction activities, another potential source of noise, are also regulated by the San Francisco Noise Ordinance. The ordinance stipulates when it is permissible to engage in construction activities (7:00 AM - 8:00 PM), the type of equipment that can be used, and the conditions under which that equipment may be used. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source of the noise. Impact tools (e.g., jackhammers) must have both the intake and exhaust muffled to the satisfaction of the San Francisco

⁶ Shen Milsom & Wilke, *2444 Lombard Street Residential Development, San Francisco, CA Environmental Noise Report*, SW&W: 15099, May 15, 2015.

⁷ Day-Night Average Sound Level (DNL or Ldn) is a descriptor established by the U.S. Environmental Protection Agency to describe the average day-night level with a penalty applied to noise occurring during the nighttime hours (10 PM to 7 AM) to account for increased sensitivity to people during sleep hours.

⁸ A decibel is a unit of measurement describing the amplitude of sound.

⁹ As previously discussed, the estimated 328 vehicle trips associated with the project does not account for the estimated 492 daily vehicle trips that the existing pet store generates. When vehicle trips associated with the existing use are considered, the project could result in a net reduction in vehicle trips to the area.

¹⁰ A-weighted sound levels (dBA) is the method for measuring environmental noise to reflect that human hearing is less sensitive to low sound frequencies.

Department of Public Works (Public Works) or the San Francisco Department of Building Inspection (DBI). Construction-related noise would be temporary and intermittent, and the proposed project would be required to comply with the City's Noise Ordinance. Based on mandatory compliance with applicable state and municipal codes and the limited duration of construction activities, the proposed project would not result in a significant impact with respect to operational noise.

For the reasons discussed above, the proposed project would not result in a significant impact related to noise.

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 (NO₂), sulfur dioxide (SO₂) 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) has established thresholds of significance 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. To assist lead agencies, the BAAQMD, in its *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria. If a proposed project is below 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 with 41 dwelling units and approximately 3,500 square feet of commercial space would not exceed criteria air pollutant screening levels for operation or construction of mid-rise apartment developments and strip mall developments.¹¹

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 of short-term) adverse effects to human health, including carcinogenic effects. In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the "Air Pollutant Exposure Zone," were identified based on two health-protective criteria: (1) excess cancer risk from the contribution of emissions from all modeled sources greater than 100 per one million population, and/or (2) cumulative PM_{2.5}¹² concentrations greater than 10 micrograms per cubic meter. Land use 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. The project site is not within an Air Pollutant Exposure Zone and therefore would not result in a significant impact related to TACs.

The proposed project would require construction activities for an approximate 20-month construction period. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial amounts of air pollutants. Furthermore, the

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

¹² PM_{2.5} is fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less.

proposed project would be subject to, and required to comply with, California regulations limiting idling to no more than five minutes,¹³ which would further reduce nearby sensitive receptors' exposure to temporary and variable TAC emissions. TAC emissions during construction would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

Demolition of the existing 10,000-square-foot building, removal of the surface parking lot, excavation of approximately 2,040 cubic yards of soil to a depth of approximately 2.5 feet below grade for the foundation, and site grading may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The proposed project will be required to adhere to dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6. The proposed project is also required to prepare a Construction Dust Control Plan for review and approval by the San Francisco Department of Public Health (DPH). Therefore, construction of the project would not result in a significant impact related to air quality.

For the reasons described above, the project would not result in a significant impact related to air quality.

Water Quality

The proposed project would not generate wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. The project site is a developed lot covered approximately 95 percent by impervious surfaces. The proposed project would disturb an area of approximately 22,000 square feet, and would therefore be subject to the San Francisco Public Utilities Commission (SFPUC) Storm Water Management Ordinance.¹⁴ Given that the project site is almost entirely covered by impervious surfaces and is located in a neighborhood of San Francisco served by a combined sewer system, the Storm Water Management Ordinance would require the project to reduce the storm water runoff rate and volume by 25 percent from current conditions for two-year 24-hour storms.

To comply, the project would construct a combination of traditional and flow-through planters on the second-story podium. Project-related wastewater and storm water would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, the proposed project would not result in significant water quality impacts.

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

The project site is located in a dense urban area where all public services and facilities are currently available, and the proposed addition would be able to connect to the City's water and wastewater systems, and electrical and natural gas utility services. While the proposed project would increase demand on public services and utilities, that demand would not exceed the capacity provided for this area. Therefore, the proposed project is adequately served by all required utilities and public services.

¹³ California Code of Regulations, Title 13, Division 3, § 2485.

¹⁴ More information is available online at: <http://sfwater.org/index.aspx?page=1000>

DISCUSSION OF ENVIRONMENTAL ISSUES:

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

Guidelines Section 15300.2, subdivision (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, "Hazardous Materials," "Shadow," "Geology and Soils," or "Biological Materials" as discussed below.

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

Environmental Topics.**Hazardous Materials**

The proposed project would include the disturbance of approximately 2,040 cubic yards of soil on a property with potentially contaminated soil, and would therefore be subject to Article 22A of the San Francisco Health Code, also known as the Maher Ordinance. The Maher Ordinance is administered and overseen by the Department of Public Health (DPH). To comply with the Maher Ordinance, the project sponsor submitted a Maher Application¹⁵ to DPH and retained the services of a consultant—Innovative & Creative Environmental Services (ICES)—to conduct a Phase I Environmental Assessment (ESA).¹⁶ Phase I ESAs are used to determine the potential for site contamination and level of exposure risk associated with the project. The Phase I ESA for the subject property consisted of an examination of current conditions at the project site and properties within the immediate vicinity of the site, review of historical and present environmental activity on the site, review of regulatory records, interviews, and an analysis of all findings.

During the site reconnaissance, ICES did not observe evidence of past or present use or storage of hazardous materials that could potentially affect soil or groundwater on the project site. Additionally, ICES did not observe evidence of chemical releases at any of the adjacent properties. The report notes, however, that due to the age of the structure, obsolete construction materials¹⁷ may be present on the project site. The report recommends performing an asbestos and lead survey of the existing structure to identify any hazardous building materials.

¹⁵ Nick Cranmer, JS Sullivan Development, Project Sponsor. *Maher Program Application 60425*, received April 2, 2015.

¹⁶ Innovative & Creative Environmental Services (ICES). *Phase I Environmental Site Assessment (ICES 7822), 2444 Lombard Street, San Francisco, California*, August 26, 2014.

¹⁷ Obsolete construction materials include building materials and electrical and lighting equipment typically used in the construction of structures prior to 1980. These materials may include asbestos, lead, polychlorinated biphenyls (PCBs), and mercury.

Pursuant to Section 19827.5 of the California Health and Safety Code, the project sponsor must demonstrate compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants like asbestos prior to issuance of a demolition or alteration permit. In addition, Section 3427 of the Building Code (Asbestos Information and Notice) requires the project sponsor to place a notice on the project site at least three days prior to commencement and for the duration of any asbestos-related work. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with applicable noticing requirements. Section 3426 of the Building Code (Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures) regulates any work that could disturb or remove lead paint on a building constructed on or prior to December 31, 1978. These regulations and procedures, already established as a part of the permit review process, would ensure that the proposed project would not result in significant impacts with respect to asbestos and lead.

Regulatory records reveal that operations of the service station adjacent to the project site at 2498 Lombard Street have affected the underlying soil and groundwater at the project site. In the Phase I, ICES identified the potential for vapor intrusion. The Phase I recommends collecting soil and groundwater samples to assess the potential presence of metals, petroleum hydrocarbons, and volatile organic compounds (VOCs). If any VOCs are found, soil vapor samples should be collected to assess the potential for vapor intrusion at the site.

Pursuant to the Maher Ordinance, DPH will review the Phase I ESA and determine whether additional testing and analysis is warranted. Should additional analysis reveal the presence of contaminated soil or groundwater, DPH would require the project sponsor to submit a Site Mitigation Plan and remediate any contamination in accordance with Article 22A of the Health Code. Thus, the proposed project would not result in a significant hazard to the public or the environment through the release of hazardous materials.

Geology and Soils

The project site is located within a Seismic Hazard Zone (Liquefaction Hazard Zone likely underlain by artificial fill). Any new construction on the site is therefore subject to a mandatory Interdepartmental Project Review.¹⁸ The proposed project would be required to comply with the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation and structural design are considered as part of DBI's permit review process. DBI would review background information including geotechnical and structural engineering reports to ensure that the security and stability of adjoining properties and the subject property is maintained during and following construction.

A geotechnical report prepared for the project indicates that the project site is suitable for the proposed construction from a soil and foundation engineering standpoint.¹⁹ The geotechnical report recommends a mat foundation with ground improvement (drill displacement sand cement columns (DDC or soil-cement (SMX) columns to minimize the liquefaction potential of the soil beneath the mat.

¹⁸ More information available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=522>.

¹⁹ Rockridge Geotechnical; Geotechnical Investigation Proposed Residential Development 2444 Lombard Street, August 28, 2014.

For all of the above reasons, the project would not result in a significant impact related to seismic and geologic hazards.

Historic Architectural Resources

Under CEQA Section 21084.1, a property may be considered a historic resource if it is “listed in, or determined to be eligible for listing in, the California Register of Historical Resources” (CRHR). The CRHR stipulates that a property may be considered a historic resource if a historically significant (1) event, (2) person, or (3) architectural style is associated with the property, or (4) if there is potential to gather historically significant information from the site.

As stated above, the project site is occupied by a single-story wood-framed commercial building, currently operating as a pet store, and a surface parking lot. Building permit records indicate that George K. Raad of Continental Service Company designed the existing structure in 1970. The building, which originally housed a Bank of America branch office, does not appear to have been constructed in any discernible architectural style. The project sponsor retained Knapp Architects—a qualified historic resources consultant—to prepare a Historic Resources Evaluation (HRE) of the subject property.²⁰ The Planning Department reviewed the HRE and provided a determination in a Historic Resource Evaluation Response (HREER).²¹

The HRE found that the project site is not eligible to be listed in the CRHR under any of the four criteria and the HREER concurred. The subject property is not associated with any known historic events. As stated above the building originally housed a Bank of America branch office. The bank was one of many in San Francisco and is not of individual significance to the company. Therefore, the property is not eligible for listing due to historically significant events (Criterion 1). The owners of the property when the building was constructed do not warrant listing under Criterion 2. No persons important to local, state, or national history have been associated with the property, and therefore, the property is not eligible to be listed due to its association with historically significant persons (Criterion 2). The building is not a notable example of a type, period, or method of construction. The siting, massing, façade, and detailing are simple and functional. The building lacks architectural distinction and is therefore not eligible for listing due to architectural style (Criterion 3). The HREER concluded that the property was not eligible for listing due to any potential to gather historically significant information from the site. The property is not located in an identified historic district and the surrounding neighborhood does not represent a collection of historically or aesthetically related building types. For the reasons listed above, the HREER concludes that subject property is not a historic resource and the proposed project would not result in a significant impact to any historic resources.

Biological Resources:

The existing landscaping consists of hedges in planters in front of the store and 12 trees in landscaped areas in the parking lot, which range from saplings to mature trees. Prior to construction, the project sponsor would remove all of the trees and hedges on the project site outside of the nesting season

²⁰ Knapp Architects, *Historic Resource Evaluation, 2444 Lombard Street, San Francisco, CA*, April 2015.

²¹ San Francisco Planning Department, *Historic Resource Evaluation Response, 2444 Lombard Street, San Francisco*, Stephanie Cisneros, January 31, 2016.

(August 16 to January 31). The project sponsor must comply with the Urban Forestry Ordinance of the San Francisco Public Works Code (Article 16), which protects landmark trees throughout the city and significant trees within 10 feet of the public right of way. There are no landmark trees on the property; however, several trees along the Divisadero easement would qualify as significant trees. The Urban Forestry Ordinance defines "significant" trees as trees within 10 feet of the public right of way that also meet at least one of the following size requirements:²²

- 20 feet or greater in height,
- 15 feet or greater in canopy, or
- 12 inches or greater diameter trunk measured at 4.5 feet above grade.

Under the Urban Forestry Ordinance, the project sponsor would be required to get a permit to remove any trees on the site that meet this designation.

Although the project site is in an urbanized area, birds commonly found in urban areas may nest or feed in the trees on the site. The federal Migratory Bird Treaty Act prohibits the "taking"²³ of any migratory birds, their nests, eggs, and/or young. Additionally, the California Fish and Game Code prohibits the taking, possessing, or needless destruction of the nest or eggs of any bird, except as otherwise provided by code or regulation. The proposed project would result in the removal of 12 trees on the project site and construction noise at and around the site. To comply with state and federal laws, the project sponsor will conduct all tree removal activities between August 16 and January 31, which is outside of nesting season. Because the project will comply with state and federal regulations, there will be no substantial adverse effect on candidate, sensitive, or special-status species.

The proposed project would comply with local, state, and federal policies and ordinances that mandate the protection of biological resources, including tree preservation.

Public Notice and Comment. On November 12, 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. The Planning Department received comments from two people in response to the notice. One individual was a property owner who lived in another neighborhood and requested to have notices regarding the project sent to a different address.

The other individual expressed concerns regarding emergency egress for adjacent buildings. A business leasing a space that abuts the project site to the north currently uses a gate in the rear-yard of their property as a second means of emergency egress. The gate currently opens onto the 28-space surface parking lot. The project as designed would preclude use of this gate as an additional means of emergency egress, which could affect the allowable occupancy for the adjacent business if the business is unable to identify another means of emergency egress. The adjacent property would continue to be a leasable commercial space. This issue does not constitute an environmental impact under CEQA, and the

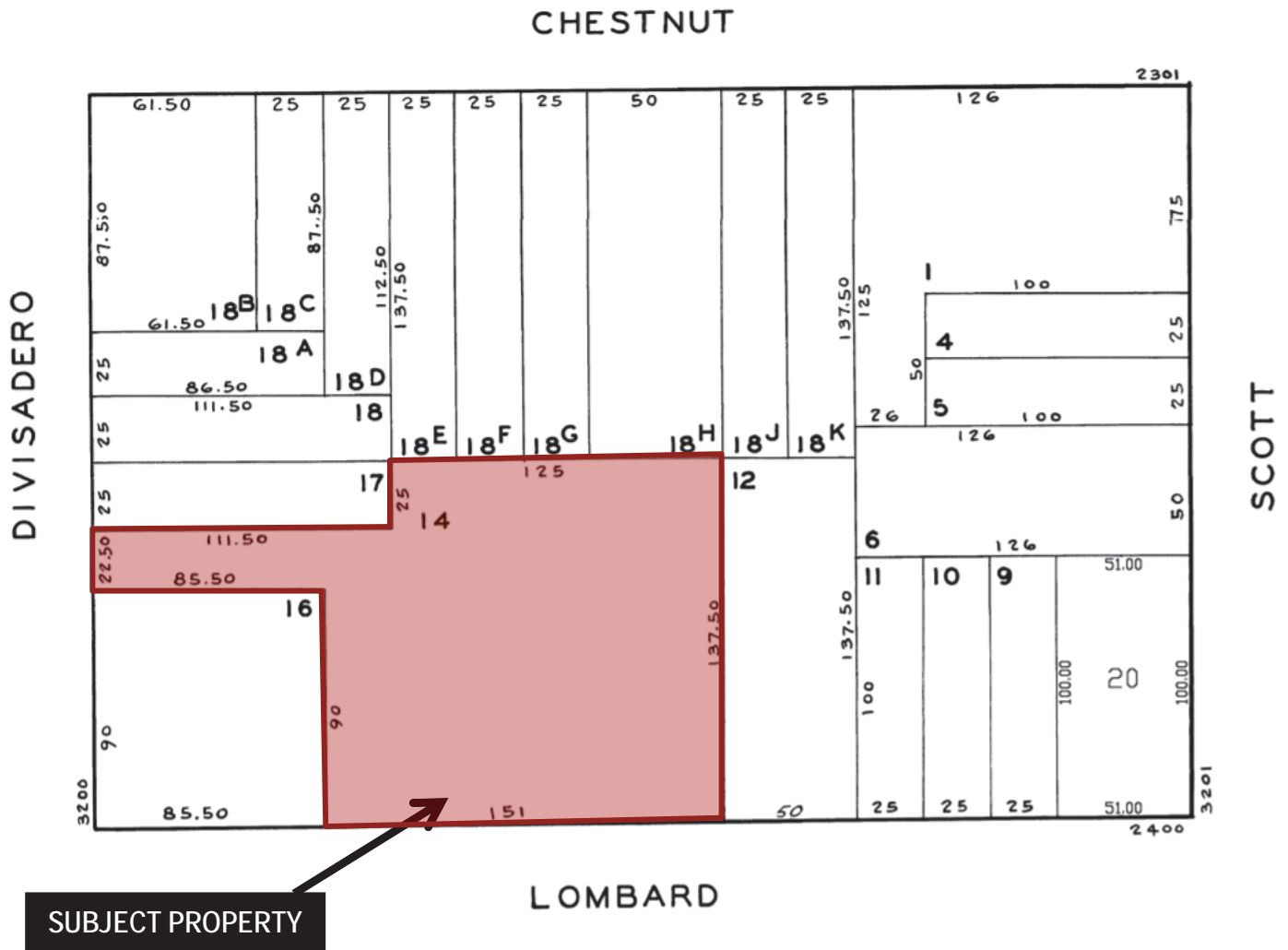
²² More information available online at: <http://sfpublicworks.org/services/significant-and-landmark-trees>

²³ According to the Code of Federal Regulations, Title 50, §10.12, to "take" means to pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to do any of the above mentioned actions. Birds protected by the MBTA are listed in the Code of Federal Regulations, Title 50, §10.13. Code of Federal Regulations, Title 50, §10.13 <http://www.gpo.gov/fdsys/granule/CFR-2000-title50-vol1/CFR-2000-title50-vol1-sec10-13/content-detail.html>

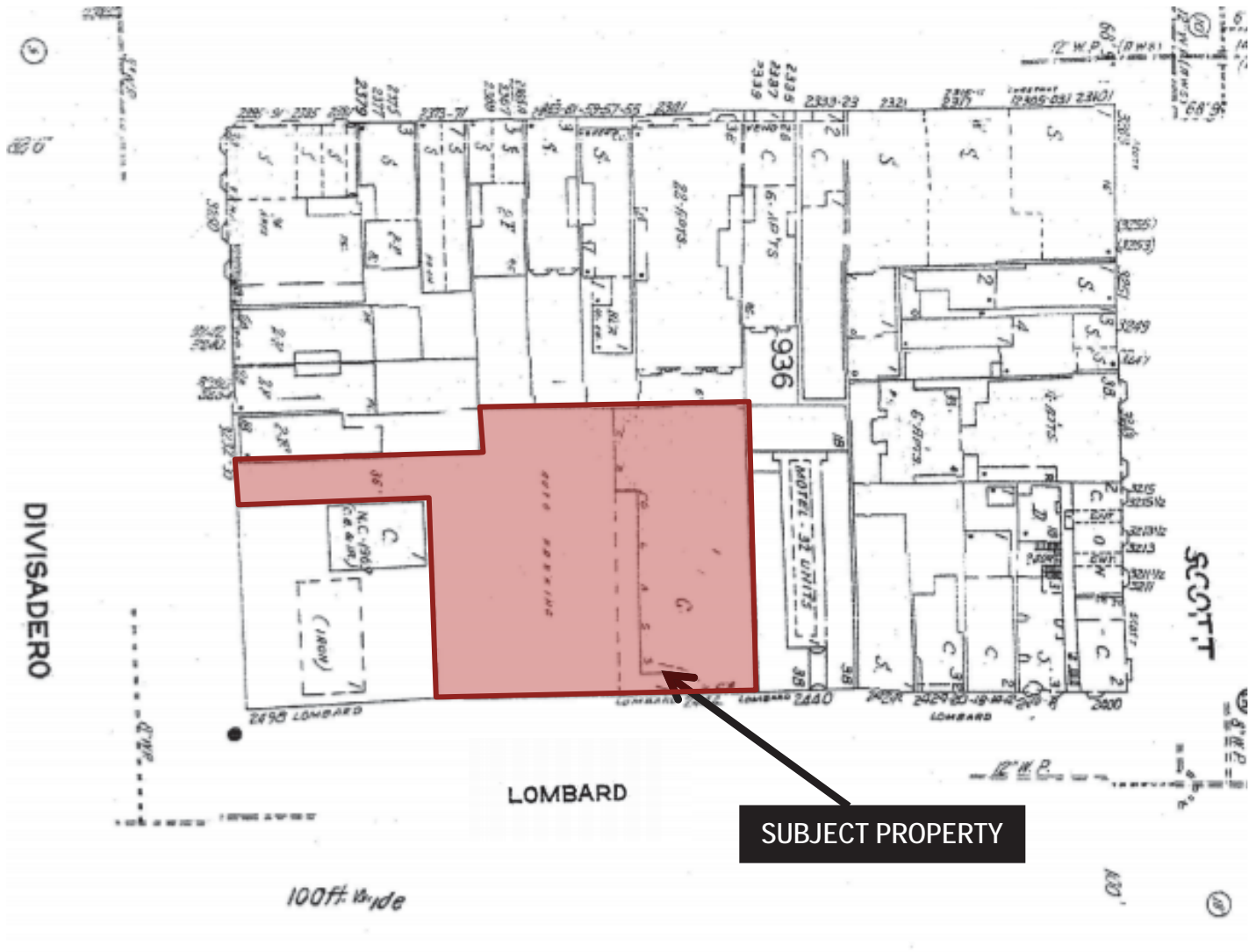
individual was referred to the San Francisco Fire Department for further information regarding allowable occupancy and emergency egress.

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.

Block Book Map



Sanborn Map*



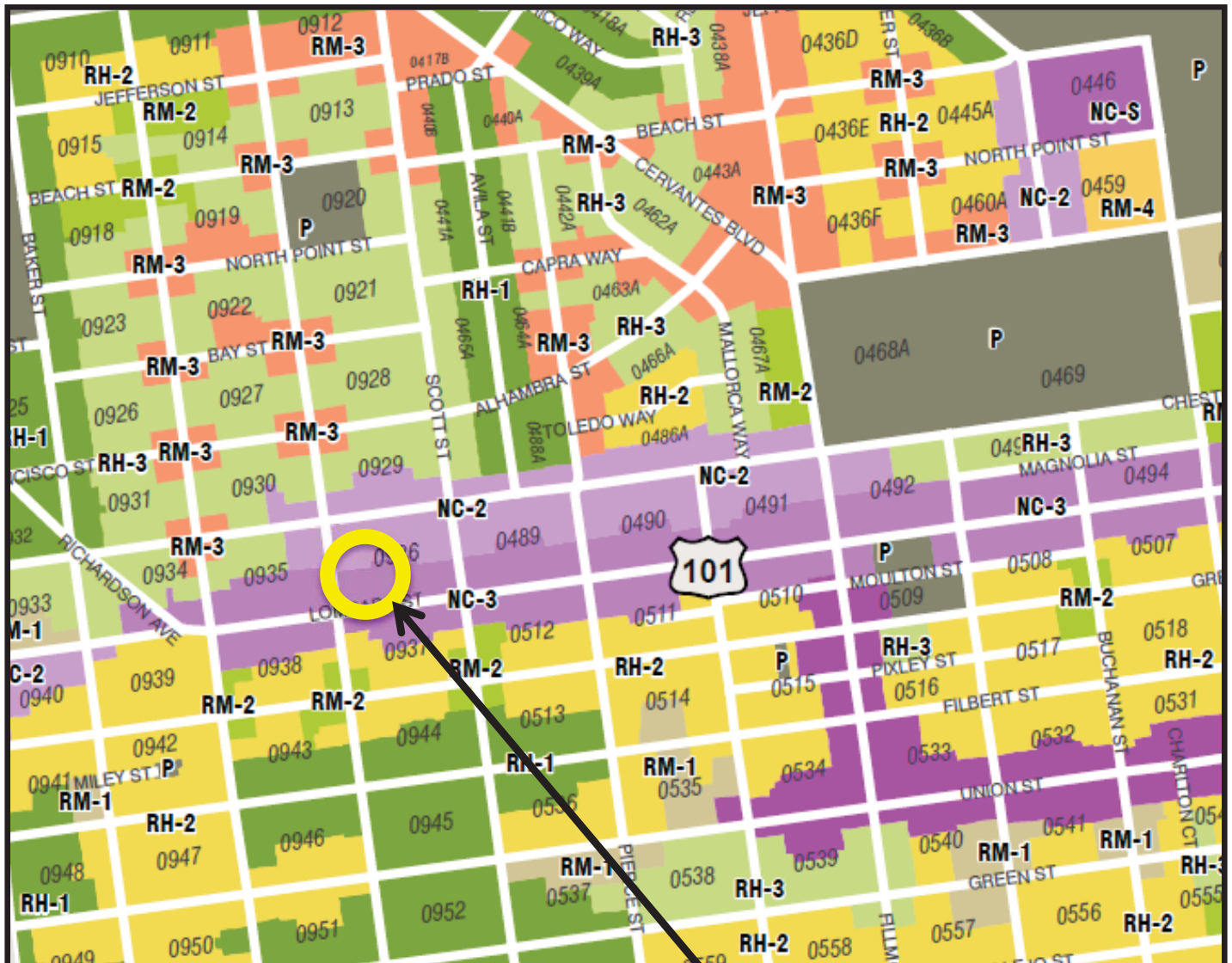
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014.1183CUA
2444 Lombard St
Block 0936 Lot 014

Zoning Map



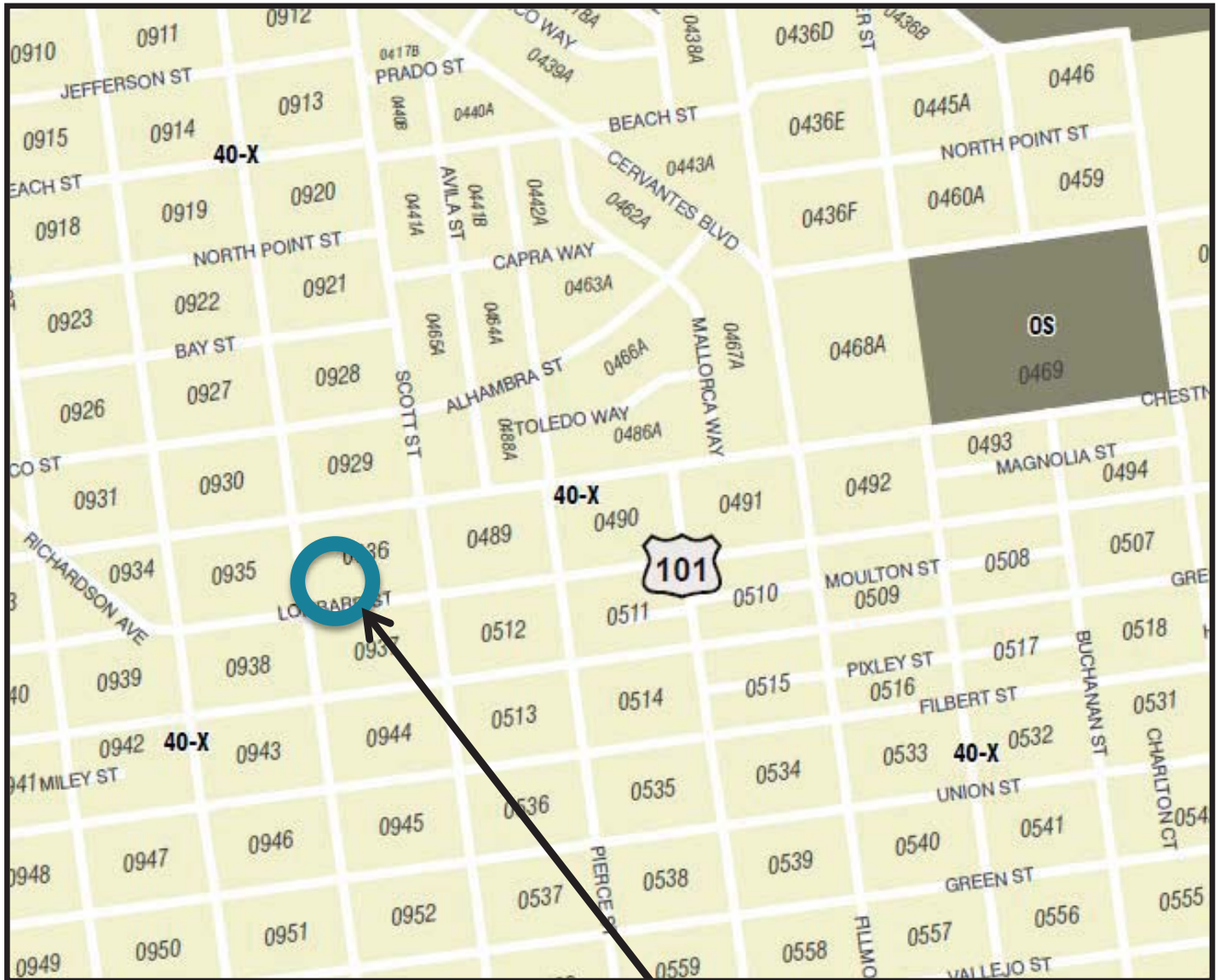
SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014.1183CUA
2444 Lombard St
Block 0936 Lot 014

Height & Bulk Map



SUBJECT PROPERTY

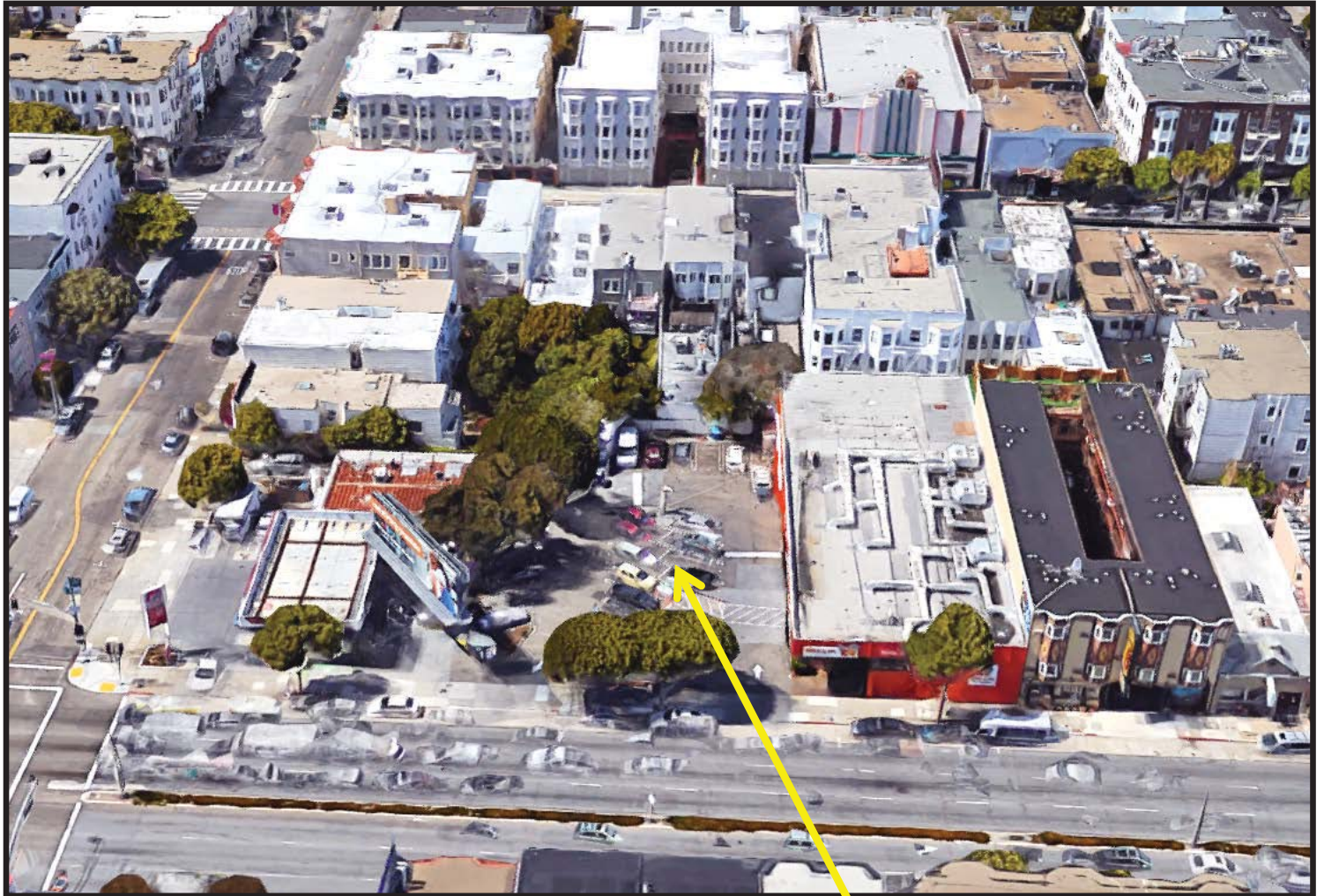
SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014.1183CUA
2444 Lombard St
Block 0936 Lot 014

Aerial Photo

(looking north)



SUBJECT PROPERTY

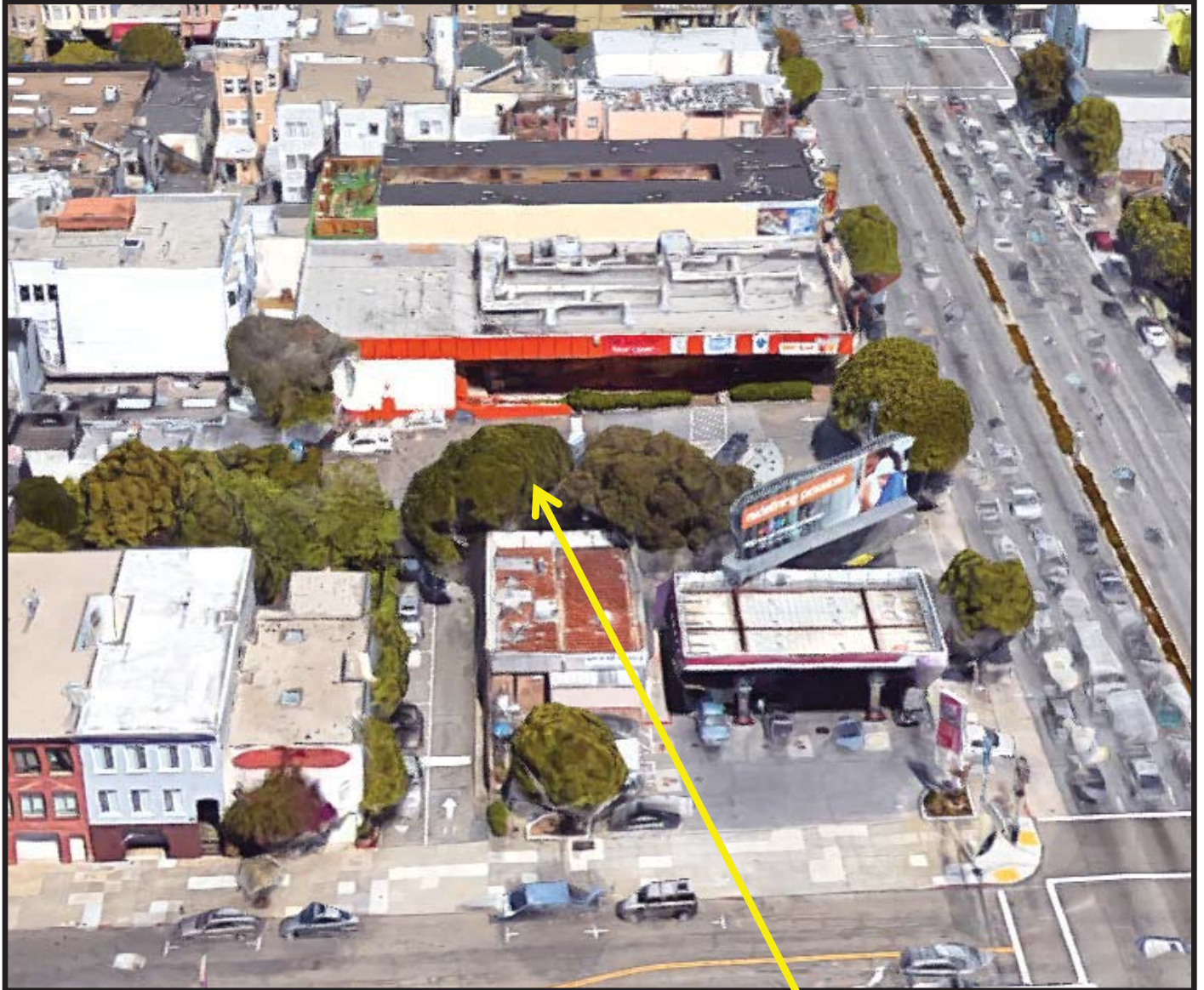
SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014.1183CUA
2444 Lombard St
Block 0936 Lot 014

Aerial Photo

(looking east)



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014.1183CUA
2444 Lombard St
Block 0936 Lot 014

Site Photo

(looking north)



SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014.1183CUA
2444 Lombard St
Block 0936 Lot 014

Site Photo

(looking east)



SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2014.1183CUA
2444 Lombard St
Block 0936 Lot 014

October 6, 2017

San Francisco Planning Department
1650 Mission St.
Suite 400
San Francisco, CA 94103

RE: 2444 Lombard Street
Case no: 2014.1183CUA

We are the residential owners of 3234 and 3236 Divisadero Street, a two unit TIC (soon to be converted to two condos) which are adjacent at the northern corner of the proposed project at 2444 Lombard. Due to the location of our properties, we are uniquely and substantially negatively impacted by this proposed project. In this letter, we propose several mitigations we urge the Planning Commission to adopt regarding this project.

First, we must point out that we had no knowledge of this project until approximately September 30, 2017, when a sign was posted on Divisadero noticing the October 19, 2017 Planning Commission hearing. When we separately purchased our TIC units in December 2016 and February 2017, this proposed project was not disclosed in selling materials, despite the owners of the redeveloped TICs having been notified of the proposed project. While this oversight (appropriate or not) is not in the jurisdiction of the Planning Department or Planning Commission, please be aware that we effectively had no opportunity to weigh in on this proposed project until now.

On October 4, 2017, we asked for a continuance of this matter (via an email to the Commission Secretary), which is on the October 19 Agenda. We reiterate this request so that we can further research the matter and pursue legal and/or administrative options. If a continuance is not granted for some reason, we will appear at the hearing and voice the recommendations we have so far.

At this time, we recommend the following:

1. A reduction in the square footage of the common roof space. In particular, we recommend eliminating the common roof space on the northern side of the roof. This would help reduce excess noise that would negatively impact our properties while still providing for open space in common roof areas for owners of the new units.
2. Elimination of Unit #314, currently planned in the northwest portion of the project. Unit #314 would top out at 40 feet in elevation, plus a roof deck. The adjacent two-story house (next to ours) is at less than 30 feet in elevation. Therefore, Unit #314 would tower over that house and ours and directly negatively impact our properties in terms of reduction in sunlight, reduction in privacy and excess noise.

3. Constructing an 8-foot high sound barrier on the north and east sides of the roof deck (both the common and private portions). This roof deck as currently planned would directly overlook our properties at an elevation of 40 feet, as compared to the approximately 30-foot elevation of our properties. A sound barrier would mitigate noise and loss of privacy from the roof decks. This sound barrier should be clear to avoid further loss of sunlight.
4. In addition, should Unit #314 remain against our recommendation, a similar barrier should be constructed on the north end of the roof deck for that unit.

Thank you for your consideration.

David Gamson/Carol Siegal
3236 Divisadero Street
(510) 414-0189/(510) 701-8906
davegamson@gmail.com
carolsiegal@comcast.net

Peter Browning
3234 Divisadero Street
(503) 998-6328
peterabrowning@gmail.com

cc: Christopher May, Planning Department

From: [David Gamson](#)
To: [May, Christopher \(CPC\)](#)
Cc: [Carol Siegal](#); [Peter Browning](#); [CTYPLN - COMMISSION SECRETARY](#)
Subject: Re: Condo proposal 2244 Lombard
Date: Wednesday, October 04, 2017 11:58:15 AM
Attachments: [image001.png](#)

Mr. Ionin:

I am writing on behalf of myself and Carol Siegal of 3236 Divisadero, and Peter Browning of 3234 Divisadero.

We request a continuance of the item on the Planning Commission's October 19, 2017 public hearing regarding the 2244 Lombard Street Condo proposal. We request a minimum of 30 days continuance for this item.

The reasons for this request are:

1. We are directly impacted by the proposed project, to be located less than 50 feet from our homes, with one portion directly adjacent to our property line.
2. Upon initial review of the proposed project information, we believe there would be significant negative impacts during construction resulting from noise, dirt and dust. After construction would be completed, we would face significant negative impacts of blocking of sunlight and loss of privacy, and the local area may experience excess noise and traffic congestion.
3. Regardless of what notice may have been sent out previously, we had no knowledge of this proposal until September 30, 2017 when a sign was placed on Divisadero Street near Lombard Street. While the previous owner (Innis LLC) is listed as having received notice, he denies ever receiving such notice. While the Gamson/Siegal household appears on some notice material, the information was sent to a previous address where we no longer receive mail. In any case, this proposal was not disclosed to any of us before purchasing the TIC units of 3234 and 3236 Divisadero earlier this year.
4. Due to the late notice, we need some time to put together a statement and/or protest concerning the project. This cannot be done by October 19. We are considering proposing specific mitigation efforts which could be implemented.

Please direct this request to the appropriate Planning Commission decision-maker(s) regarding this item.

Thank you. I can be reached at 510 414-0189.

On Tue, Oct 3, 2017 at 3:57 PM, May, Christopher (CPC)
<christopher.may@sfgov.org> wrote:

Hi David,

Thank you for your email outlining your concerns with the proposed project at [2444 Lombard Street](#). I have forwarded your email to the project sponsor, represented by Jon Heimdahl of JS Sullivan Developments, and have asked him to reach out to you to begin a dialogue with regards to the project.

As for your request to postpone the hearing by 30 days, only the Planning Commission can make that call, as the public notice has already taken place. I have cc'ed the Planning Commission Secretary (Jonas Ionin) on this response, and would advise you to direct any requests for continuance to him so that he can forward that request to the Planning Commissioners. I would strongly suggest you plan on attending the hearing, however, as the Commission may or may not heed this request, and may proceed with hearing the proposal as is.

Regards,

Christopher May, Planner



[1650 Mission Street, Suite 400](#)

[San Francisco, CA 94103](#)

Phone: [\(415\) 575-9087](tel:(415)575-9087)

Fax: [\(415\) 558-6409](tel:(415)558-6409)

christopher.may@sfgov.org

www.sfplanning.org

From: David Gamson [mailto:davegamson@gmail.com]

Sent: Tuesday, October 03, 2017 2:51 PM

To: May, Christopher (CPC); Carol Siegal; Peter Browning
Subject: Condo proposal 2244 Lombard

Mr. May: I am writing on behalf of myself and Carol Siegal of [3236 Divisadero](#), and Peter Browning of [3234 Divisadero](#). We request a continuation of the item on the Planning Commission's October 19, 2017 public hearing regarding the 2244 Lombard Street Condo proposal. We request a minimum of 30 days continuation for this item.

The reasons for this request -- some of which have been communicated to you previously by Ms. Siegal -- are:

1. We are directly impacted by the proposed project, to be located less than 50 feet from our homes, with one portion directly adjacent to our property line.
2. Upon initial review of the proposed project information, we believe there would be significant negative impacts during construction resulting from noise, dirt and dust. After construction would be completed, we would face significant negative impacts of blocking of sunlight and loss of privacy, and the local area may experience excess noise and traffic congestion.
2. Regardless of what notice may have been sent out previously, we had no knowledge of this proposal until September 30, 2017 when a sign was placed on Divisadero Street near Lombard Street. While the previous owner (Innis LLC) is listed as having received notice, he denies ever receiving such notice. While the Gamson/Siegal household appears on some notice material, the information was sent to a previous address where we no longer receive mail. In any case, this proposal was not disclosed to any of us before purchasing the TIC units of 3234 and [3236 Divisadero](#) earlier this year.
3. Due to the late notice, we need some time to put together a statement and/or protest concerning the project. This cannot be done by October 19. We are considering proposing specific mitigation efforts which could be implemented.
4. We also request that you wait to complete your report until we can complete our review and provide a statement and/or protest.

Please let us know if we should be communicating this request in a different way.

Thank you for your attention to this matter.

David Gamson

[510 414-0189](#)



TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN APPLICATION

Property Owner's Information

Name: 2444 Lombard Street, LLC

Address: 2044 Fillmore Street, 3rd Floor
San Francisco, CA 94115

Email Address:

Telephone: 415 530-2307

Applicant Information (if applicable)

Name: Jon Heimdahl

Same as above ☐

Company/Organization: JS Sullivan Development

Address: 2044 Fillmore Street, 3rd Floor
San Francisco, CA 94115

Email Address: j.heimdahl@js-sullivan.com

Telephone: 415-530-2307

Please Select Billing Contact:

☐ Owner

☒ Applicant

☐ Other (see below for details)

Name: Jon Heimdahl

Email: j.heimdahl@js-sullivan.com

Phone: 415-530-2307

Please Select Primary Project/TDM Contact:

☐ Owner

☒ Applicant

☐ Billing

☐ Other (see below for details)

Name: Jon Heimdahl

Email: j.heimdahl@js-sullivan.com

Phone: 415-530-2307

Property Information

Project Address: 2444 Lombard St

Block/Lot(s): 0936 / 014

Project Description:

Please provide a narrative project description that summarizes the project and its purpose. ☐ See Attachment

New construction of a 4 story building containing 41 residential units over 4 ground level commercial spaces. The residential condominium building is a covered multi-family dwelling with one elevator and all units adaptable.

LAND USE TABLES

If you are not sure of the eventual size of the project, provide the maximum estimates.

Gross Floor Area and Occupied Floor Area are defined in Planning Code Section 102.

Land Use Category A (Retail)	
Gross Floor Area (GFA)	22,032
Occupied Floor Area (OFA)	3,044
Number of Accessory Parking Spaces	0
Target Points	NA
Land Use Category B (Office)	
Gross Floor Area (GFA)	
Occupied Floor Area (OFA)	
Number of Accessory Parking Spaces	
Target Points	
Land Use Category C (Residential)	
Gross Floor Area (GFA)	48,293
Occupied Floor Area (OFA)	40,742
Number of Accessory Parking Spaces	41
Target Points	
Land Use Category D (Other)	
Gross Floor Area (GFA)	
Occupied Floor Area (OFA)	
Number of Accessory Parking Spaces	
Target Points	

TDM PLAN WORKSHEET

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
ACTIVE-1	Improve Walking Conditions: Option A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Improve Walking Conditions: Option B	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ACTIVE-2	Bicycle Parking: Option A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bicycle Parking: Option B; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bicycle Parking: Option C; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bicycle Parking: Option D	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ACTIVE-3	Showers and Lockers	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
ACTIVE-4	Bike Share Membership: Location A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Bike Share Membership: Location B	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ACTIVE-5A	Bicycle Repair Station	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ACTIVE-5B	Bicycle Maintenance Services	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ACTIVE-6	Fleet of Bicycles	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ACTIVE-7	Bicycle Valet Parking	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CSHARE-1	Car-share Parking and Membership: Option A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Car-share Parking and Membership: Option B; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Car-share Parking and Membership: Option C; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Car-share Parking and Membership: Option D; or	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Car-share Parking and Membership: Option E	5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DELIVERY-1	Delivery Supportive Amenities	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DELIVERY-2	Provide Delivery Services	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FAMILY-1	Family TDM Amenities: Option A; and/or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Family TDM Amenities: Option B	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FAMILY-2	On-site Childcare	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FAMILY-3	Family TDM Package	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
HOV-1	Contributions or Incentives for Sustainable Transportation: Option A; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Contributions or Incentives for Sustainable Transportation: Option B; or	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Contributions or Incentives for Sustainable Transportation: Option C; or	6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Contributions or Incentives for Sustainable Transportation: Option D	8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOV-2	Shuttle Bus Service: Option A; or	7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Shuttle Bus Service: Option B	14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

☒ = applicable to land use category.

☒ = applicable to land use category, see fact sheets for further details regarding project size and/or location.

☒ = applicable to land use category only if project includes some parking.

☒ = not applicable to land use category.

☐ = project sponsor can select these measures for land use category D, but will not receive points.

NOTE: Please tally the points on the next page.

NOTE: A project sponsor can only receive up to 14 points between HOV-2 and HOV-3.

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
HOV-3	Vanpool Program: Option A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Vanpool Program: Option B; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Vanpool Program: Option C; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Vanpool Program: Option D; or	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Vanpool Program: Option E; or	5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Vanpool Program: Option F; or	6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Vanpool Program: Option G	7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
INFO-1	Multimodal Wayfinding Signage	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
INFO-2	Real Time Transportation Information Displays	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
INFO-3	Tailored Transportation Marketing Services: Option A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Tailored Transportation Marketing Services: Option B; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Tailored Transportation Marketing Services: Option C; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Tailored Transportation Marketing Services: Option D	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LU-1	Healthy Food Retail in Underserved Area	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
LU-2	On-site Affordable Housing: Option A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	On-site Affordable Housing: Option B; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	On-site Affordable Housing: Option C; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	On-site Affordable Housing: Option D	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
PKG-1	Unbundle Parking: Location A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Unbundle Parking: Location B; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Unbundle Parking: Location C; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Unbundle Parking: Location D; or	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Unbundle Parking: Location E	5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PKG-2	Parking Pricing	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PKG-3	Parking Cash Out: Non-residential Tenants	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PKG-4	Parking Supply: Option A; or	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Parking Supply: Option B; or	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Parking Supply: Option C; or	3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Parking Supply: Option D; or	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parking Supply: Option E; or	5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parking Supply: Option F; or	6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parking Supply: Option G; or	7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parking Supply: Option H; or	8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parking Supply: Option I; or	9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parking Supply: Option J; or	10	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parking Supply: Option K	11	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

☒ = applicable to land use category.

☒ = applicable to land use category, see fact sheets for further details regarding project size and/or location.

☒ = applicable to land use category only if project includes some parking.

☒ = not applicable to land use category.

☐ = project sponsor can select these measures for land use category D, but will not receive points.

Land Use Category Totals

	A Retail	B Office	C Residential	D Other
Point Subtotal from Page 1:			2	
Point Subtotal from Page 2:			6	
Totals:			8	

APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a) The undersigned is the owner or authorized agent of the owner of this property.
- b) The information presented is true and correct to the best of my knowledge.
- c) The TDM Program Standards included multiple options to meet the target, and of those options, the owner has selected the TDM measures included in the TDM Plan application.
- d) Other information or applications may be required.


Signature

Jon Heindahl
Name (Printed)

Agent to Owner
Relationship to Project
(i.e. Owner, Architect, etc.)

415-530-2307
Phone

j.heindahl@js-sullivan.com
Email

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____



COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

Date: August 16, 2016

To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*

From: San Francisco Planning Department

Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new residential units rather than offer them as rental units. Projects may be eligible to provide rental affordable units if it demonstrates 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 necessary documentation to the Planning Department and Mayor's Office of Housing.

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. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

The Affidavit is divided into two sections. This first section is devoted to projects that are subject to Planning Code Section 415. The second section covers projects that are located in the Urban Mixed Use (UMU) Zoning District and certain projects within the Mission Neighborhood Commercial Transit District that are subject to Planning Code Section 419. Please use the applicable form and contact Planning staff with any questions.

On June 7, 2016, Proposition C was passed by San Francisco voters to modify Affordable Housing Requirements and trailing legislation was passed by the Board of Supervisors (Ord No. 76-16 and File No. 160255) to implement the increased requirements. Please be aware that the inclusionary requirements may differ for projects depending on when a complete Environmental Evaluation Application (EEA) was submitted with the Department. Please also note that there are different requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached tables to determine the applicable requirement.

For new projects with complete EEA's accepted after January 12, 2016, the Inclusionary Affordable Housing Program includes provisions to allow for mixed income levels. Generally speaking, if the required number of units constructed on-site is 25%, a minimum of 15% of the units must be affordable to low-income households and 10% of the units affordable to low- or moderate/middle-income households. The Average Median Income (AMI) for low income is 55% for rental and 80% for ownership. The AMI for moderate/middle income units is 100% for rental and 120% for ownership. Projects subject to grandfathering must provide the all of the inclusionary units at the low income AMI.

Summary of requirements. Please determine what percentage is applicable for your project based on the size of the project, the zoning of the property, and the date that a complete Environmental Evaluation Application (EEA) was submitted. Chart A applies throughout San Francisco whereas Chart B addresses UMU (Urban Mixed Use District) Zoning Districts.

If the project received its first discretionary approval prior to January 12, 2016, please use the EEA accepted before 1/1/13 column to determine the applicable percentage because projects that received a first discretionary approval prior to January 12, 2016 are not subject to the new requirements included in the trailing legislation associated with Proposition C (Ord. No. 76-16 and File No. 160255).

The Project contains:	The zoning of the property is:	Complete EEA was submitted on:
41 UNITS	NC-3	02/04/2015

CHART A: Inclusionary Requirements for San Francisco, excluding UMU Zoning Districts.

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16	After 1/12/16
Fee or Off-site					
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects at or below 120'	20.0%	25.0%	27.5%	30.0%	33.0%
25+ unit projects over 120' in height *	20.0%	33.0%	33.0%	33.0%	33.0%
On-site					
10-24 unit projects	12.0%	12.0%	12.0%	12.0%	12.0%
25+ unit projects	12.0%	13.0%	13.5%	14.5%	25.0%

* except buildings up to 130 feet in height located both within a special use district and within a height and bulk district that allows a maximum building height of 130 feet.

CHART B: Inclusionary Requirements for UMU Districts. Please note that the Middle Income Incentive Alternative regulated in Planning Code Section 419 was not changed by Code amendment (Ord. No. 76-16). Also, certain projects in the SOMA Youth and Family SUD rely upon UMU requirements as stipulated by the Planning Code.

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16	After 1/12/16
On-site UMU					
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%
Tier A 25+ unit projects	14.4%	15.4%	15.9%	16.4%	25.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	16.0%	17.0%	17.5%	18.0%	25.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	17.6%	18.6%	19.1%	19.6%	25.0%
Fee or Off-site UMU					
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	23.0%	28.0%	30.5%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	25.0%	30.0%	32.5%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	27.0%	32.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT					
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	40.0%	42.5%	45.0%	35.0%
Tier A 25+ unit > 30K	30.0%	35.0%	37.5%	40.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	45.0%	47.5%	50.0%	40.0%
Tier B 25+ unit > 30K	35.0%	40.0%	42.5%	45.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	50.0%	52.5%	55.0%	45.0%
Tier C 25+ unit > 30K	40.0%	45.0%	47.5%	50.0%	40.0%

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415 & 419



San Francisco
Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

07.31.2017

Date

I, Jon Heimdahl,
do hereby declare as follows:

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

2444 Lombard Street

Address

0936 / 014

Block / Lot

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

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

2014.1183CUA

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:

Christopher May

Planner Name

Is this project an UMU project within the Eastern Neighborhoods Plan Area?

☐ Yes ☒ No
(If yes, please indicate Affordable Housing Tier)

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

☐ This project is 100% affordable.
☐ This project is 100% student housing.

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

☐ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5).
☒ On-site Affordable Housing Alternative (Planning Code Sections 415.6).
☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7):
☐ Land Dedication

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.

☒ **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.¹ 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 Affordability Levels:

No. of Affordable Units:	% Affordable Units:	AMI Level:
6	14.5%	80%

No. of Affordable Units:	% Affordable Units:	AMI Level:

G 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.

H I am a duly authorized agent 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:

San Francisco

Location

07/31/2017

Date

Sign Here



Jon Heimdahl, Project Manager

Name (Print), Title

415.530.2307

Contact Phone Number

cc: Mayor's Office of Housing and
Community Development
Planning Department Case Docket

¹ California Civil Code Section 1954.50 and following.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS: 41	SRO / Group Housing:	Studios:	One-Bedroom Units: 18	Two-Bedroom Units: 22	Three (or more) Bedroom Units: 1
--------------------	----------------------	----------	--------------------------	--------------------------	-------------------------------------

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below. If using more than one AMI to satisfy the requirement, please submit a separate sheet for each AMI level.

☒ **On-site Affordable Housing Alternative** (Planning Code Section 415.6): calculated at % of the unit total.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS: 6	SRO / Group Housing:	Studios:	One-Bedroom Units: 3	Two-Bedroom Units: 3	Three (or more) Bedroom Units:
-------------------	----------------------	----------	-------------------------	-------------------------	--------------------------------

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

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) 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. for Off-Site Project (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 will 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 % of affordable housing requirement.

2. On-Site % of affordable housing requirement.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
--------------	----------------------	----------	--------------------	--------------------	--------------------------------

3. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) 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. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

2444 Lombard Street LLC

Company Name

Jon Heimdahl

Name (Print) of Contact Person

2044 Fillmore Street, 3rd Floor

San Francisco, CA 94115

Address

415-530-2307

City, State, Zip

j.heimdahl@js-sullivan.com

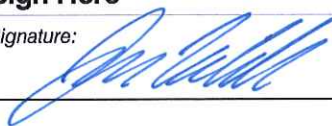
Phone / Fax

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.

Sign Here

Signature:



Name (Print), Title:

Jon Heimdahl, Project Manager

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (If Different)

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

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.

Sign Here

Signature:

Name (Print), Title:

2444 Lombard Street - Neighborhood Outreach and Support

The Project Sponsor has conducted extensive outreach to the community, and has received substantial support for the proposed project. Highlights of the neighborhood outreach and responses received from neighborhood organizations are set forth below:

Pre-Application Meeting: JS Sullivan held a pre-application community meeting on September 28, 2015 at the Planning Department. JS Sullivan mailed invitations to nearby residents, property owners and neighborhood organizations. City Planner Christopher May attended, in addition to three community members.

Marina/Cow Hollow

Neighbors & Merchants: JS Sullivan spoke with Patricia Vaughey on the phone in September 2015. She was generally supportive, however, expressed some opinions on the architecture. Multiple follow-up attempts to setup a community meeting were not returned, including an email and certified letter on March 18, 2016. We called and spoke with Patricia and spoke again on August 16, 2017. She was again generally supportive of the project but expressed some concerns about the architecture. We followed up with an email to set up a community meeting, our correspondence was not responded too.

Cow Hollow Association: JS Sullivan emailed three members of the Cow Hollow Association on March 18, 2016. Geoff Wood responded with questions related to the height of the building and number of stories; and that he was glad to see parking. JS Sullivan has made multiple attempts to setup a meeting, however, Cow Hollow Association has not responded further.

Entertainment Commission & Reed and Greenough:

JS Sullivan conducted outreach with Places of Entertainment within 300 feet of the project site, including Reed and Greenough on Scott Street. The owner—Paul Owens—is very supportive of the project. The Entertainment Commission has provided standard mitigation measures.

SF Housing Action Coalition: JS Sullivan presented the project to the San Francisco Housing Action Coalition on June 8, 2016.

2444 Lombard Street, San Francisco
41 New Residential Units

2444 Lombard Street, San Francisco

Index

01	Cover
02	Index
03	Project Information
04	Proposed Rendering
05	Proposed Rendering
06	Proposed Rendering
07	Proposed Rendering
08	Proposed Rendering
09	Site Plan
10	Floor Plans
11	Floor Plans
12	Floor Plans
13	Floor Plans
14	Floor Plans
15	Materials
16	Building Elevations
17	Building Elevations
18	Building Sections
19	Building Sections

PROJECT INFORMATION

■ UNITS	
- RESIDENTIAL	41 UNITS: 18 X 1 BEDROOMS, 22 X 2 BEDROOMS, 1 X 3 BEDROOM
- COMMERCIAL	4 RETAIL/COMMERCIAL (846 SF, 576 SF, 753 SF & 1,168 SF)
■ LOT AREA	22,032 SF
■ HEIGHT	4 STORIES, 40'-0" TALL (40'-0" HEIGHT LIMIT)
■ PARKING	
- AUTOMOBILE	39 PARKING STALLS + 2 ADA COMPLIANT STALLS = 41 TOTAL
- BICYCLE	41 CLASS 1, 6 CLASS 2
■ REAR YARD	5,698 SF (26% OF LOT AREA)
■ OPEN SPACE	
- COMMON	4,806 SF (ON ROOF DECK)
- PRIVATE	3,337 SF (PRIVATE BALCONIES & PRIVATE ROOF DECKS)
■ ACCESSIBILITY	FULLY ADAPTABLE
■ AFFORDABILITY	14.5% ∴ 6 UNITS ON-SITE
■ CONSTRUCTION TYPE	TYPE 5A OVER TYPE 1A

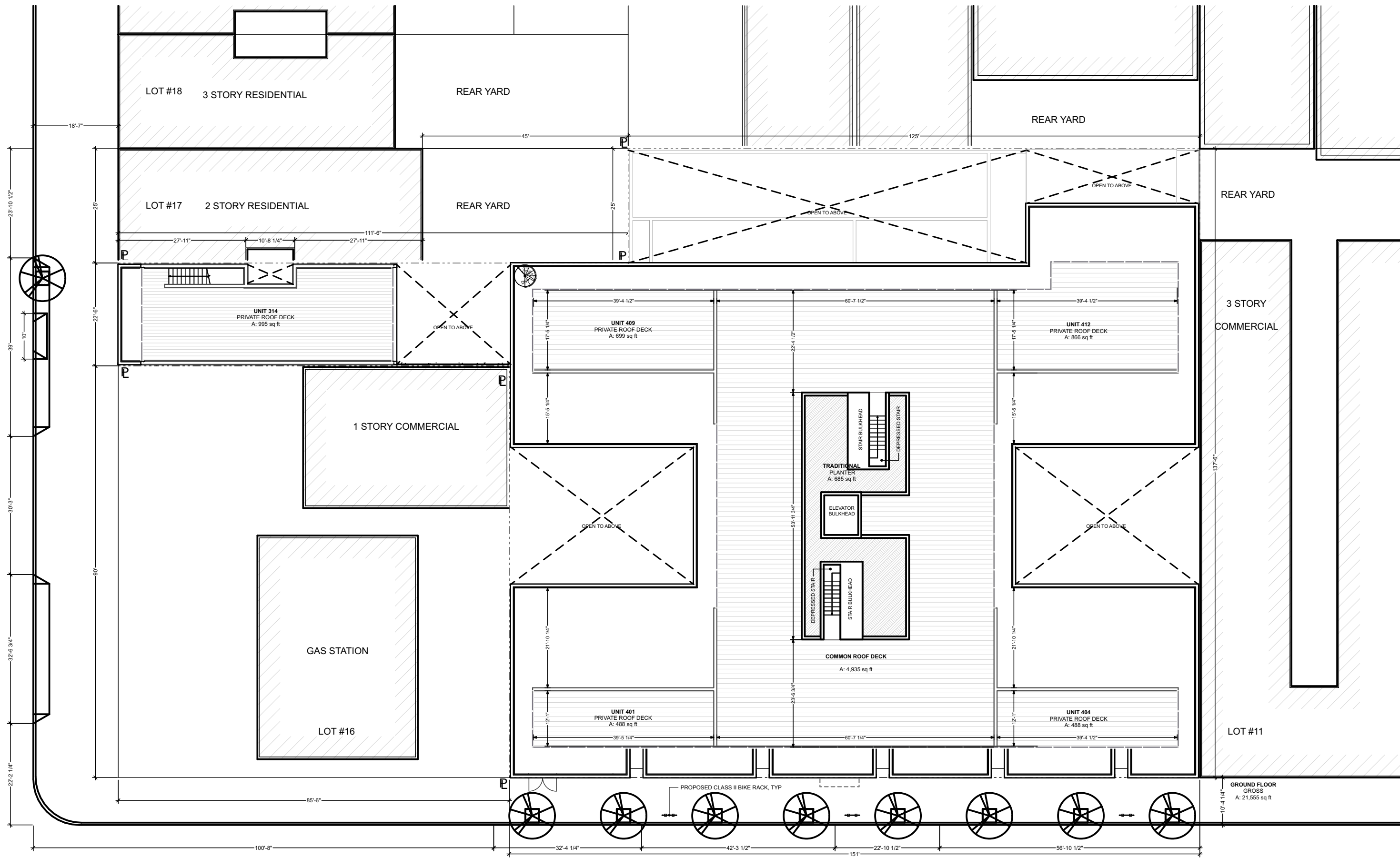




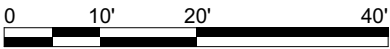








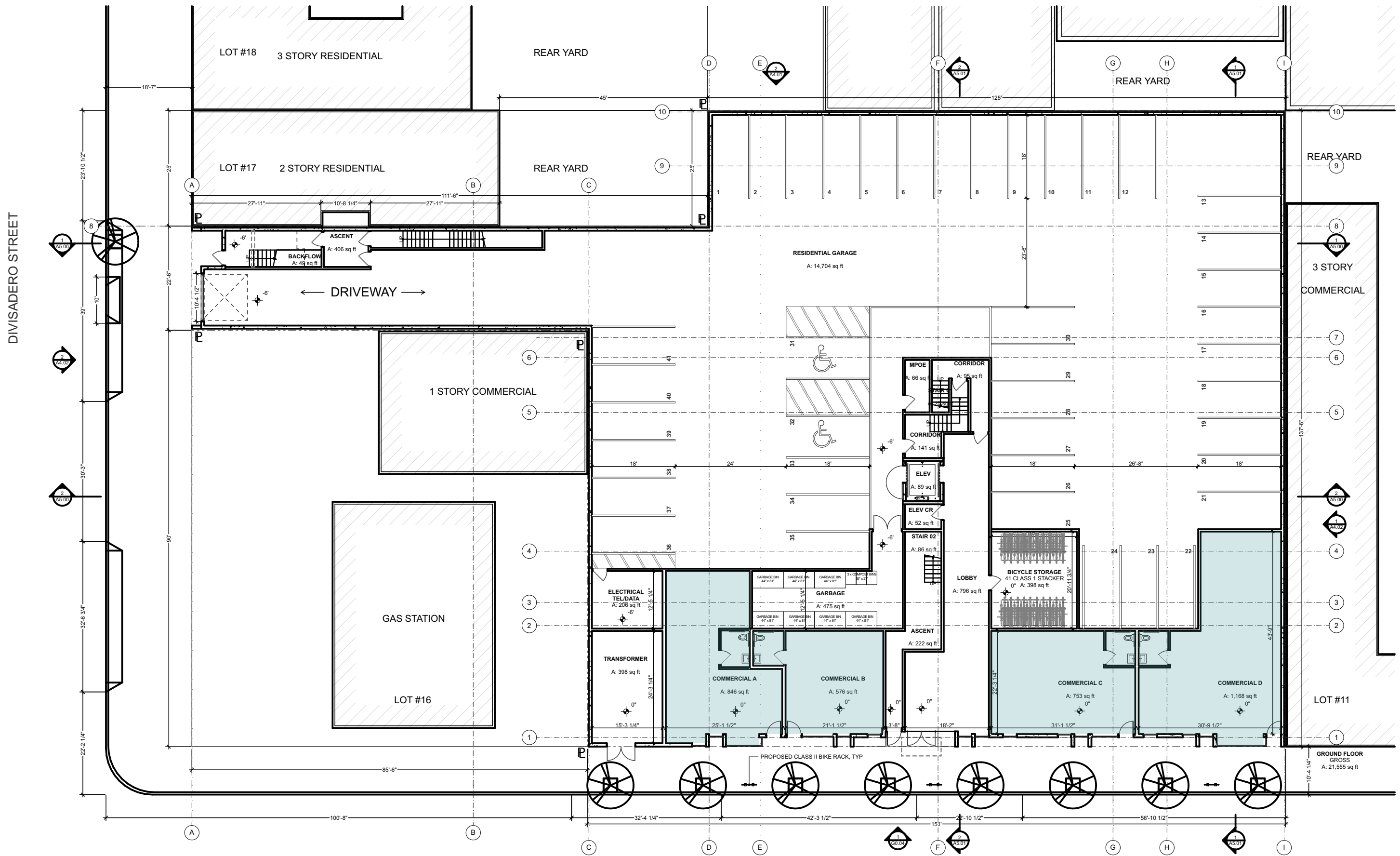
SITE PLAN PROPOSED



1" = 20'

1

COMMERCIAL SPACE



DIVISADERO STREET

LOMBARD STREET

1st FLOOR



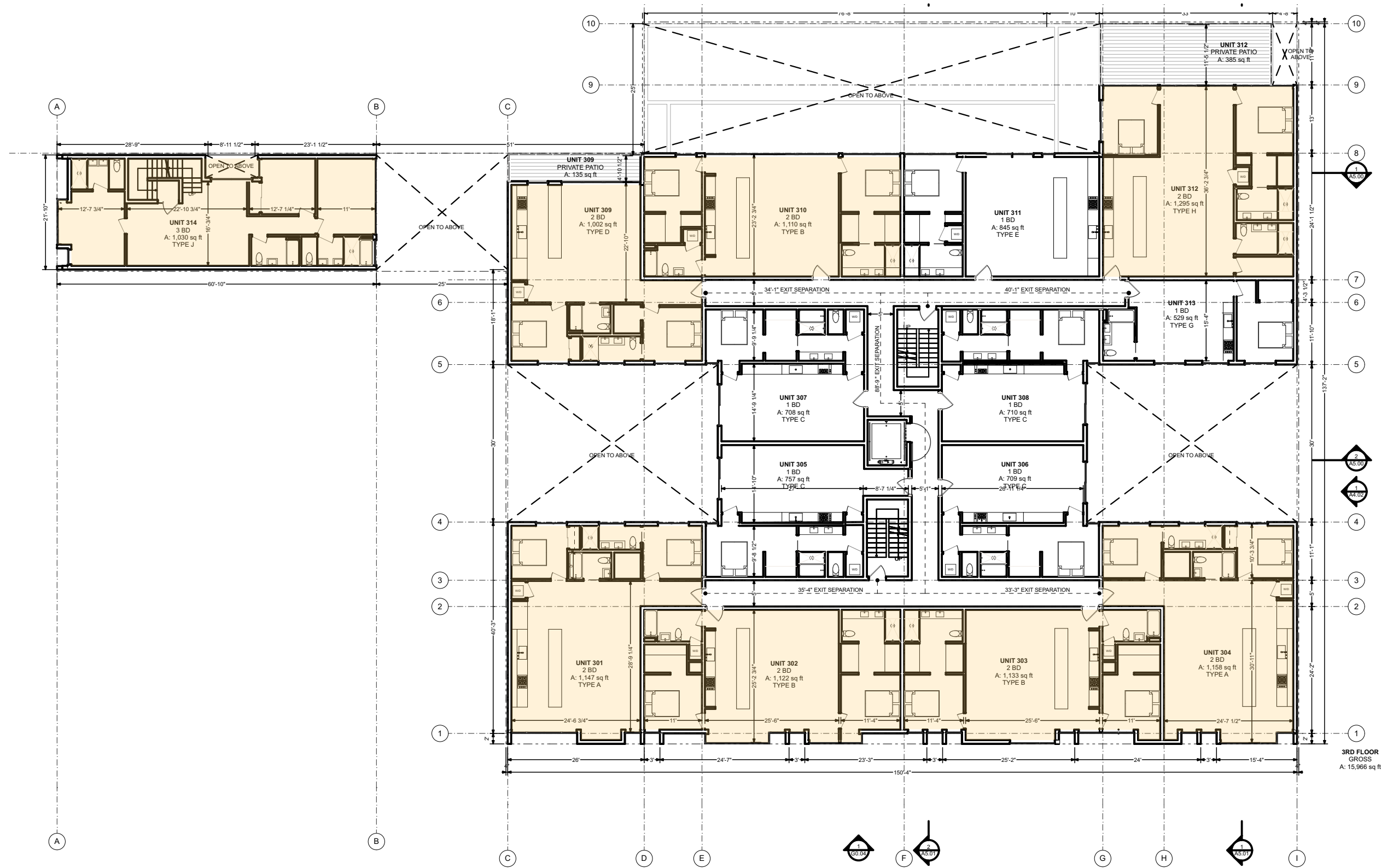
1" = 20'

1



$$1'' = 20'$$

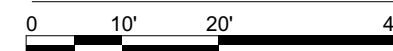
1

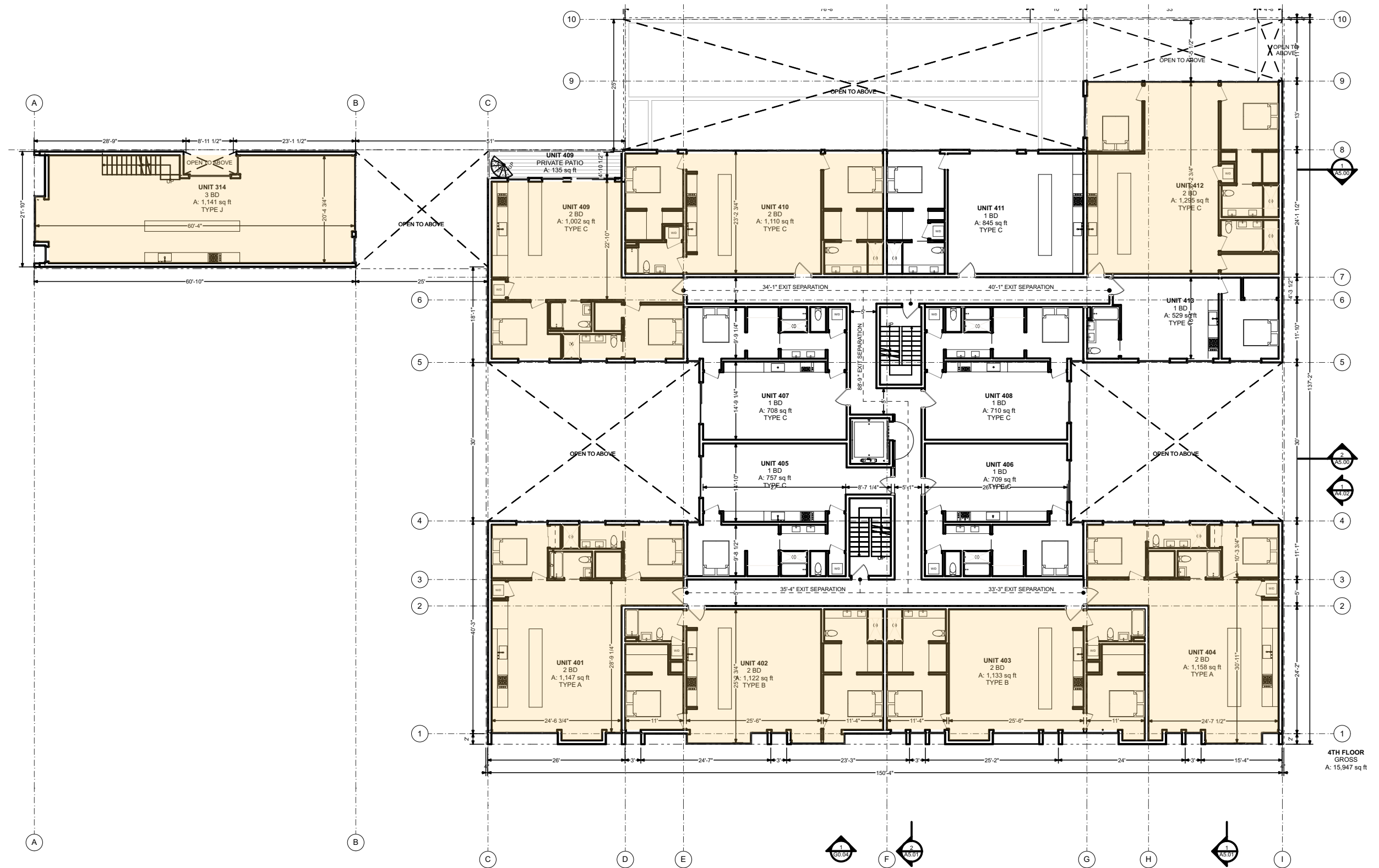


3rd FLOOR

1" = 20'

1

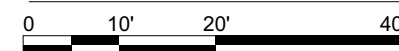


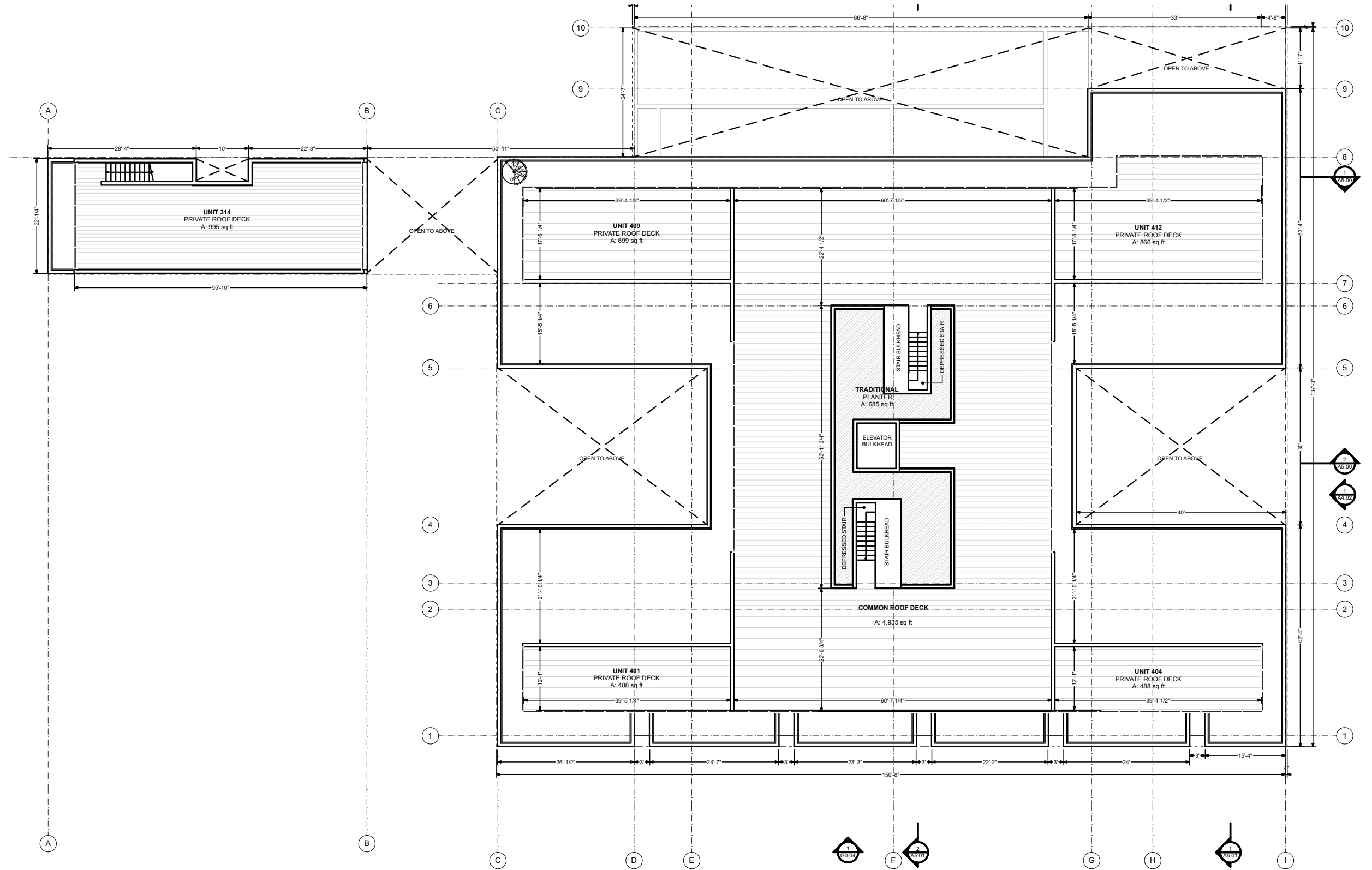


4th FLOOR

1" = 20'

1



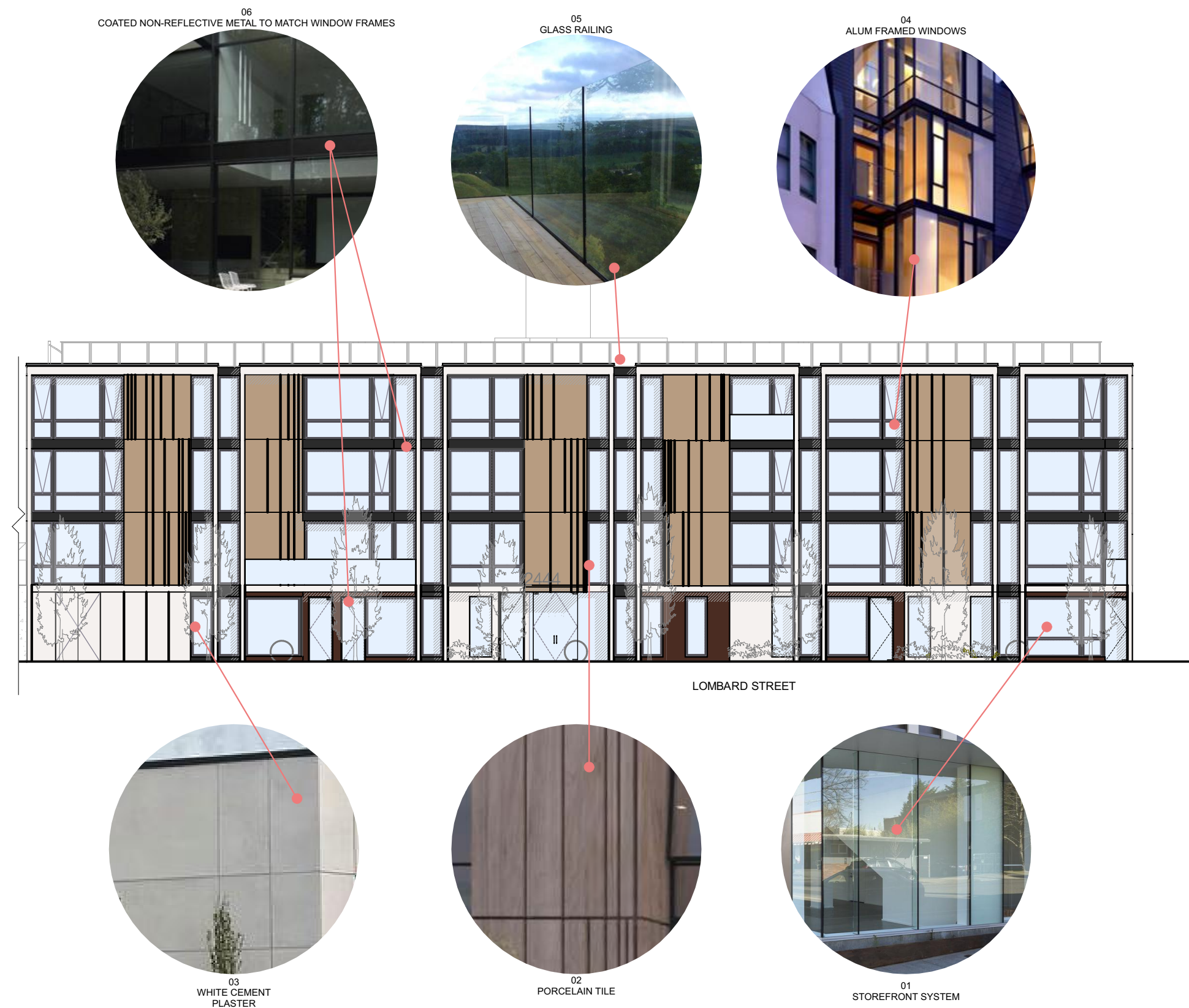


ROOF PLAN



1" = 20'

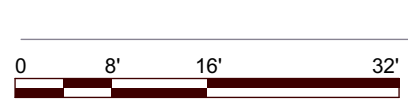
1



ID	DESCRIPTION
01	ALUMINUM STOREFRONT SYSTEM
02	LARGE FORMAT PORCELAIN TILE
03	WHITE CEMENT PLASTER
04	ANODIZED ALUM FRAMED WINDOWS & DOORS
05	42"H CLEAR TEMPERED FRAMELESS BIRD SAFE GLASS RAILING ON ALUM. SHOE
06	COATED NON-REFLECTIVE METAL

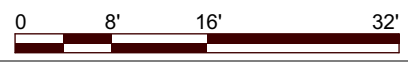
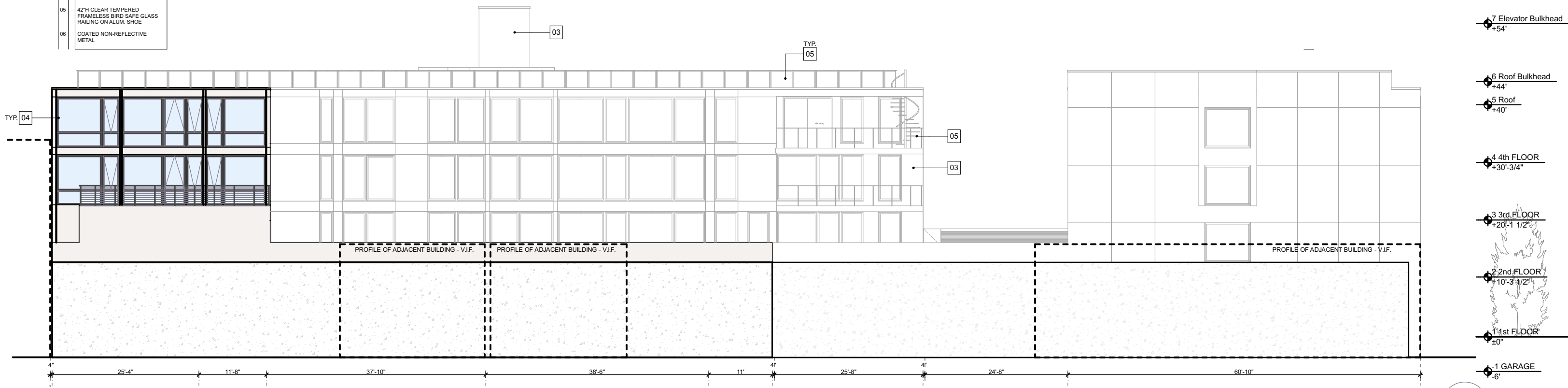


ID	DESCRIPTION
01	ALUMINUM STOREFRONT SYSTEM
02	LARGE FORMAT PORCELAIN TILE
03	WHITE CEMENT PLASTER
04	ANODIZED ALUM. FRAMED WINDOWS & DOORS
05	42" H CLEAR TEMPERED FRAMELESS BIRD SAFE GLASS RAILING ON ALUM. SHOE
06	COATED NON-REFLECTIVE METAL



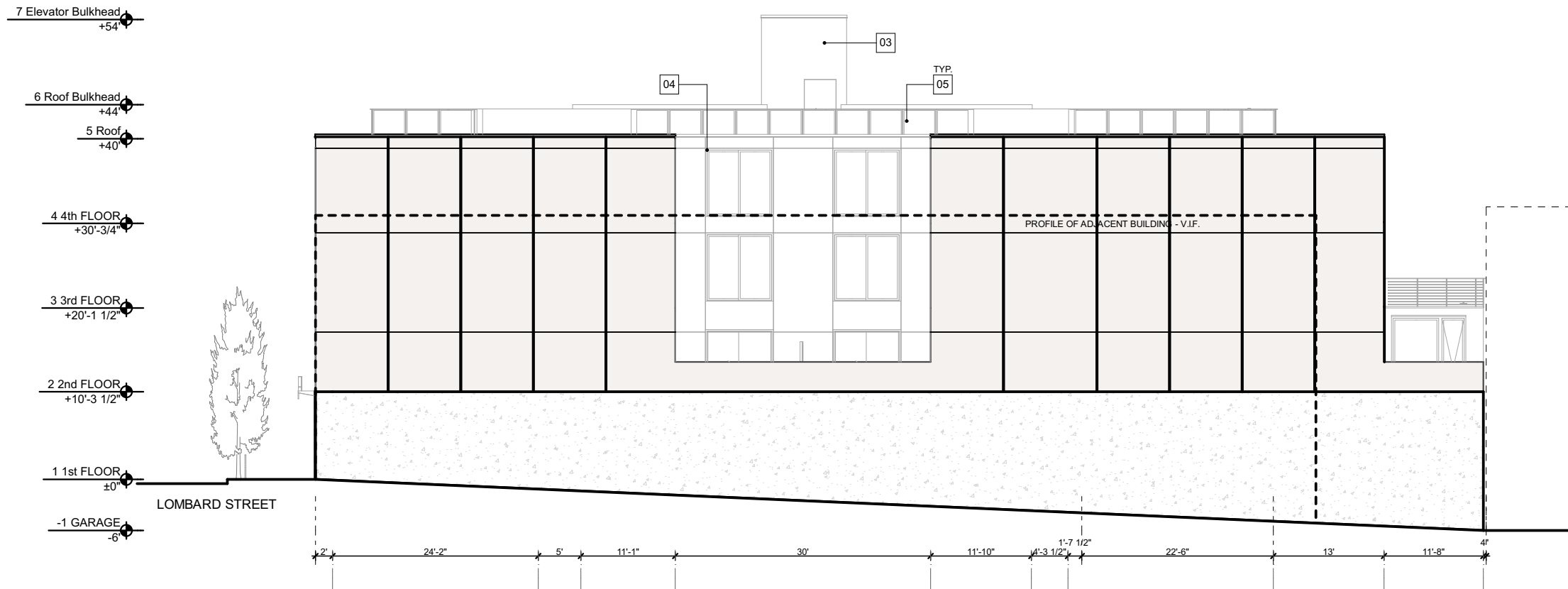
SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

00

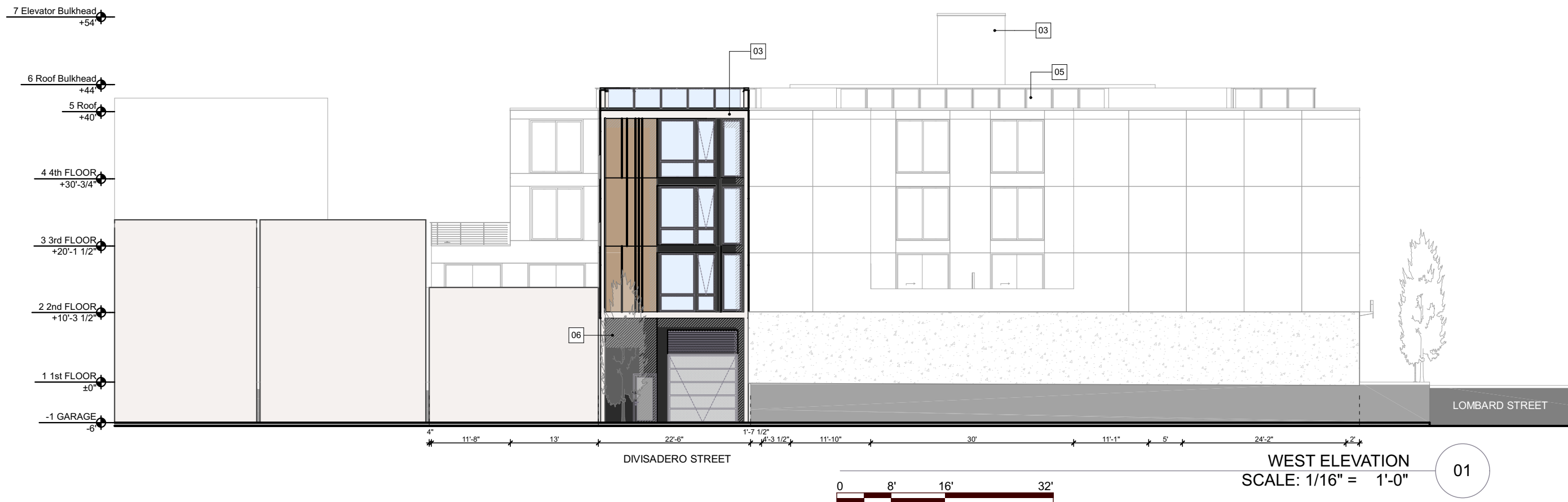


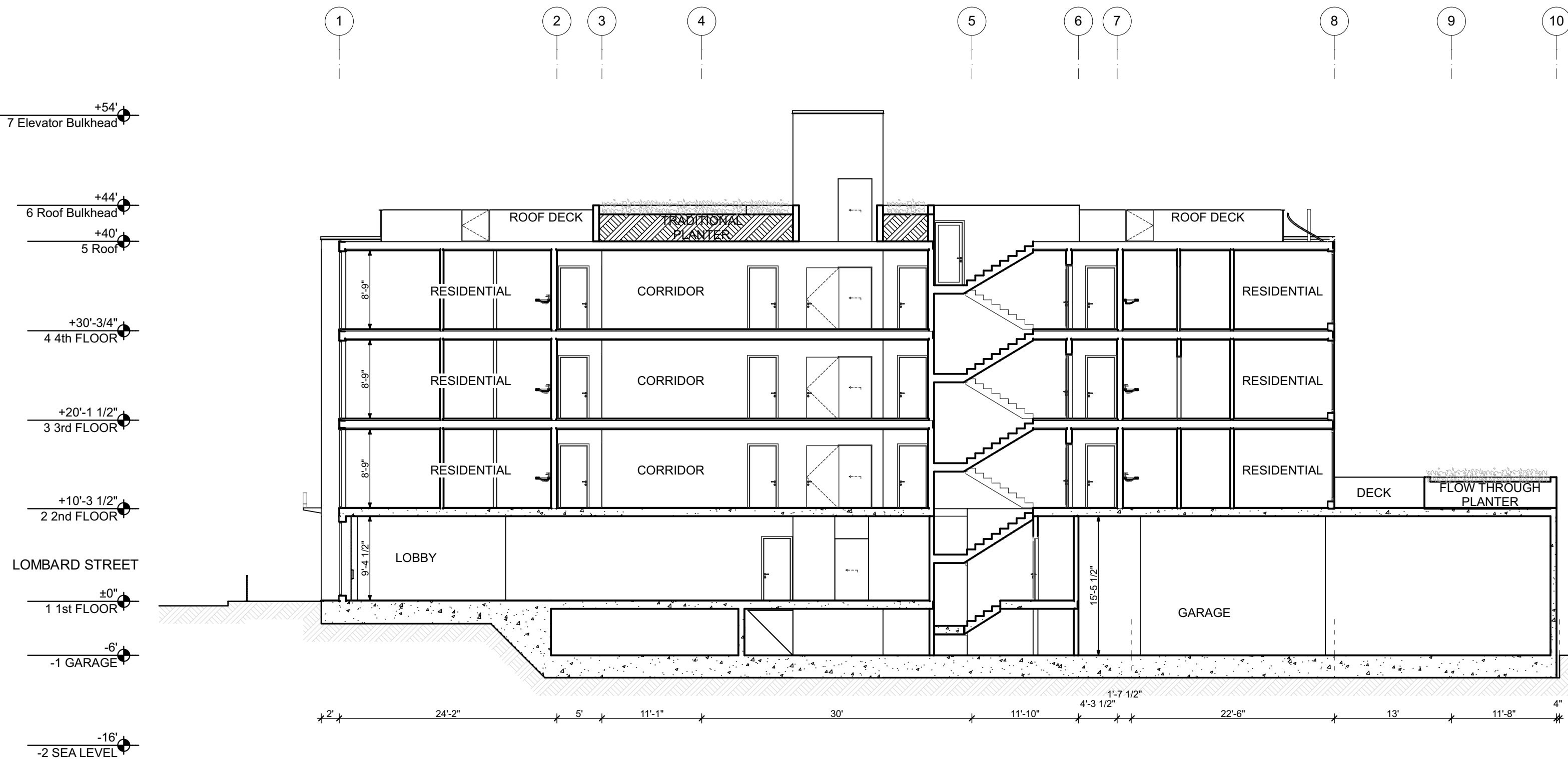
NORTH ELEVATION
SCALE: 1/16" = 1'-0"

01



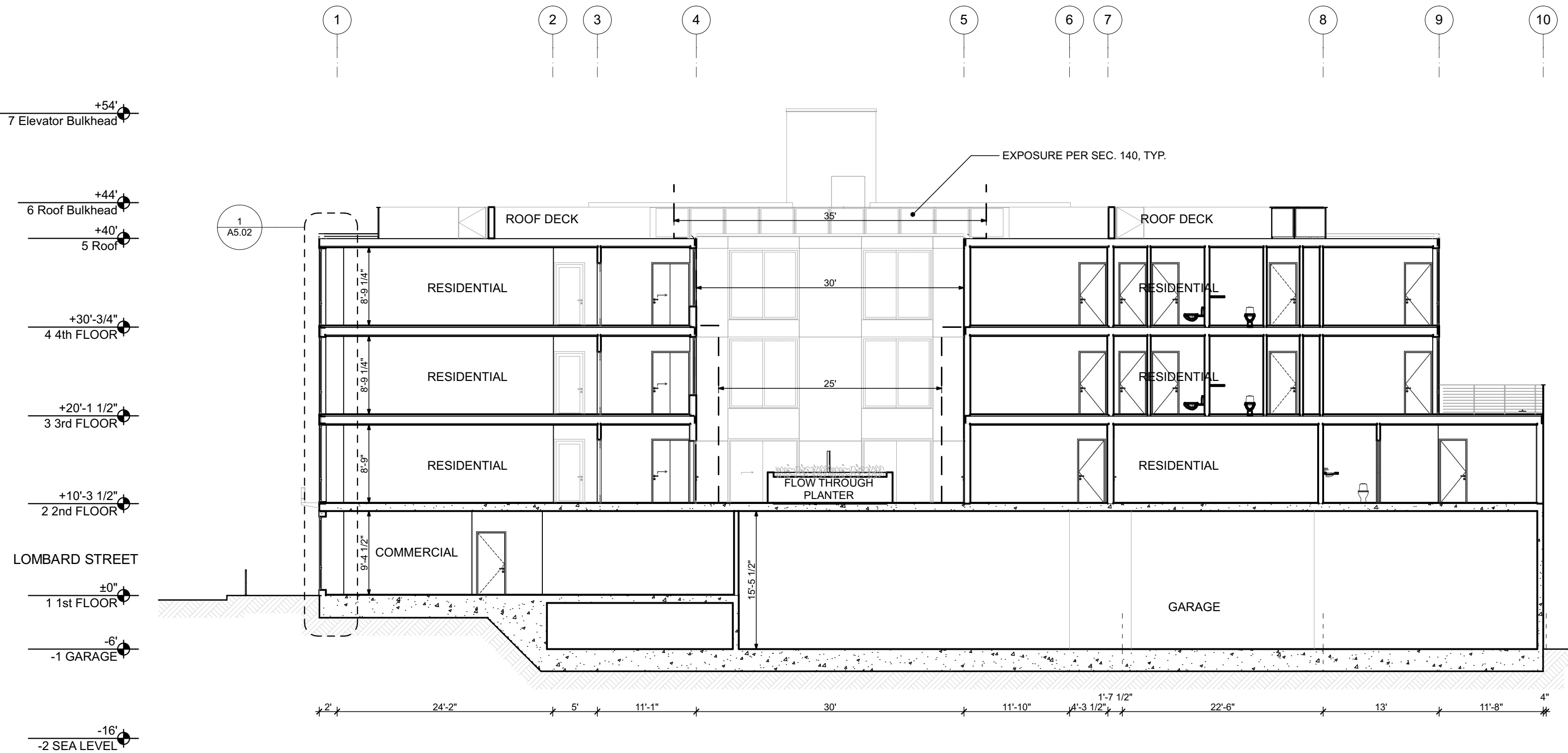
ID	DESCRIPTION
01	ALUMINUM STOREFRONT SYSTEM
02	LARGE FORMAT PORCELAIN TILE
03	WHITE CEMENT PLASTER
04	ANODIZED ALUM FRAMED WINDOWS & DOORS
05	42"H CLEAR TEMPERED FRAMELESS BIRD SAFE GLASS RAILING ON ALUM. SHOE
06	COATED NON-REFLECTIVE METAL





SECTION
3/32" = 1'-0"

1



SECTION 1
3/32" = 1'-0"