

25 October 2018

Received at CPC Hearing 11/8/18
D. Winslow

The Planning Commission,
City and County of San Francisco.

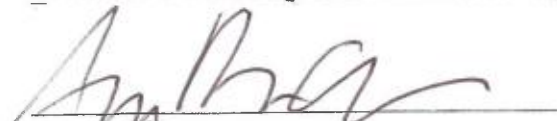
Re: Application No. 2018.0524.0036 (DBI), 269 Avila St.

We are homeowners and residents of Avila Street, and we hereby request that you deny the above application to add a **THIRD** dwelling unit to a non-conforming 2-unit building on our RH-1 zoned street for the following reasons:

1. a third unit would intensify the use of a non-complying structure, contrary to Planning Code sec. 181(c)(4) which prohibits the intensification of use of such a structure;
2. a third unit would result in the change of use of a non-conforming structure, in that this would constitute a change from a single family (with a subsidiary unit attached) residential dwelling within an RH-1 residential district into a 3-unit rental apartment house; this is contrary to Planning Code sec. 182(a);
3. a third unit would open the door to speculators to acquire these RH-1 single family residential dwellings on our street for conversion into commercially marketed 3-unit apartment houses, thus endangering the affordability of the present occupants to be able to continue to live in them;
4. the addition of a third unit is not within the contemplation or intent of the legislation which allows for the addition of a **SECOND** unit as subsidiary or secondary to what is effectively a single family home in an RH-1 district;
5. the introduction of 3-unit apartment houses on our street will result in a change in the existing housing and neighborhood character to the detriment of the neighborhood, contrary to the mandate of the City's General Plan.

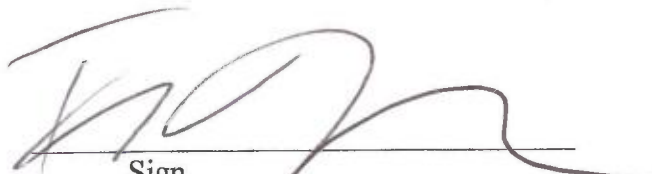
For these reasons, we respectfully request that you deny the developer's application for addition of this third unit.

We thank you for your consideration.

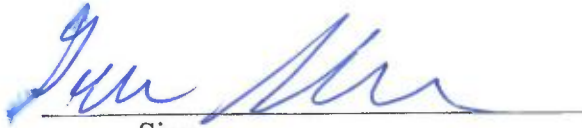

Sign

Aimee Rosewall-Godley
Print Name

265 Avila Street
Print Address


Sign

Tim Rosewall-Godley
Print Name
265 Avila St.
Print Address


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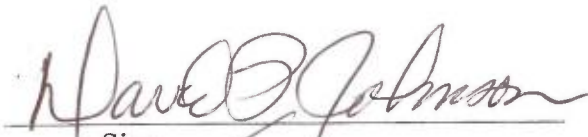
Gavin Milner
Print Name

260 Avila St.
Print Address


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WINSTON ASHMEADE
Print Name

275 Avila St
Print Address


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DAVID JOHNSON
Print Name

275 Avila St
Print Address


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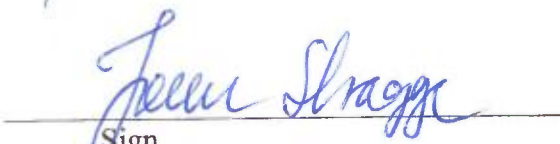
278 Avila St.
Print Name

HU YOK MING
Print Address


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GAIL HOMBIC
Print Name

237 AVILA ST.
Print Address


Sign

JORUN SHRAGGE
Print Name

219 AVILA STREET
Print Address

Anna F. Que,
Sign senior urban planner
@ AECOM

215 ~~Avila St.~~ Anna Davis
Print Name

215 Avila St
Print Address

Leslie Murphy

Sign

David Roseman

Sign

Lisa Bellm

Sign

Henry Fultz

Sign

Gloria Alioto

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Rose Ballant

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Tom Harman

Sign

Mike Prump

Sign

[Signature]

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Leslie Murphy

Print Name

146 Avila St
SF CA 94123

Print Address

David Roseman

Print Name

130 Avila Street, SF

Print Address

Lisa Bellm

Print Name

62 Avila St.

Print Address

57 Avila St

Print Name

Henry Fultz

Print Address

Gloria Alioto 56 Avila St.

Print Name

56 Avila St.

Print Address

44 Orinda St

Print Name

38 Avila St.

Print Address

T Harman

Print Name

115 Avila St

Print Address

[Signature]

Print Name

15 Avila St

Print Address

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Ad 0-22

Michelle Mutsaers
Sign

MICHELLE HARTSHORN
Print Name

290 AVILA ST. SFC A94123
Print Address

Nanaye Michael
Sign

MICHAELIAN
Print Name

284 AVILA
Print Address

Kelly A. Woodruff
Sign

Kelly Woodruff
Print Name

260 Avila St
Print Address

Kate
Sign

268 Avila Street S
Print Name

254 Avila STREET
Print Address

Michael
Sign

Michael Gammone
Print Name

Kathy Maionchi
Print Address

Kathy Maionchi
Sign

250 Avila St
Print Name

Michael
Sign

242 Avila St
Print Address

MIKE WACE
Print Name

ETB
Sign

180 Avila St.
Print Address

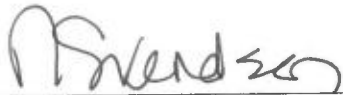
Eric Brougham
Print Name

152 Avila St
Print Address

Robin Yano
Sign

Robin Yano
Print Name

Address



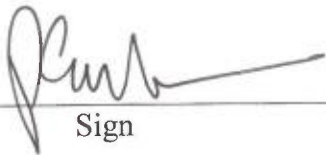
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Nancy Svendsen

Print Name

169 Avila St. 94123

Print Address



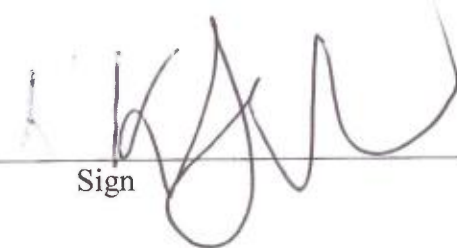
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Peter Svendsen

Print Name

169 Avila, SF 94123

Print Address



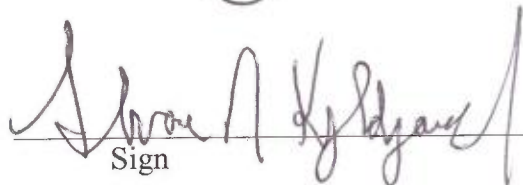
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Kipp Kyeldgaard
~~125 Avila St SF 94123~~

Print Name

175 Avila St. SF 94123

Print Address



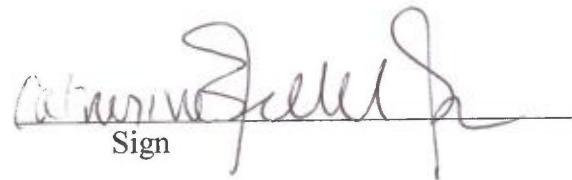
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Alicia Kyeldgaard

Print Name

175 Avila St SF 94123

Print Address



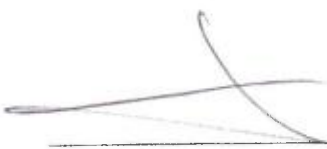
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Catherine Belle McBride

Print Name

130 Avila St SF Ca 94123

Print Address



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John Ryan McBride

Print Name

130 Avila St SF, CA 94123

Print Address



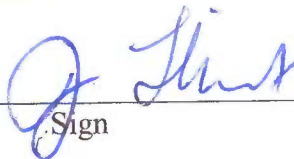
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JULIA BROWN

Print Name

115 AVILA ST SF 94123

Print Address



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Jennifer Flint

Print Name

50 Avila St SF CA 94123

Print Address



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Mike Brown

Print Name

115 Avila St. SF CA 94123
Address

Nina Delmon
Sign

NINA P. DELMON
Print Name

163 Avila. SF 94123
Print Address

Jennifer Dett - Robb
Sign

Jennifer Dett - Robb
Print Name

147 Avila St. SF, 94123
Print Address

Alan Robb
Sign

Alan Robb
Print Name

147 Avila St. SF, 94123
Print Address

Harmon Shragge
Sign

Harmon Shragge
Print Name

219 Avila SF 94123
Print Address

David Towers
Sign

David Towers
Print Name

287 Avila SF 94123
Print Address

Valerie Towers
Sign

Valerie Towers
Print Name

287 AVILA ST. SF 94123
Print Address

A. Iriartborde
Sign

ANNA IRIARTBORDE
Print Name

225 AVILA ST. 94123 S.F.
Print Address

36 Prado St
Sign

36 Prado St 94123
Print Name

Print Address

Sign

Print Name

Adrian

Petition to Planning Commission re: Applic. # 2018.0524.0036 (DBI), 269 Avila St.

Laura Ferguson
Sign

Laura Ferguson
Print Name

127 Avila St. SF 94123
Print Address

Kevin Ferguson
Sign

KEVIN FERGUSON
Print Name

127 AVILA ST, SF
Print Address

Robbie Ferguson
Sign

Robbie Ferguson
Print Name

127 Avila St SF 94123
Print Address

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Address

[Signature]
4/2/12

Jennifer Iles
236 Avila St.
S.F CA 94123
Douglas F Iles
236 Avila St
S.F CA 94123

Sign

Print Name

224 Avila St. SFC 94123
Print Address

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224 Avila St. SFC 94123
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200 Cervantes 94123
Print Address

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200 Cervantes 94123
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141 Avila St 94123
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141 Avila St 94123
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Print Name

Address

Received at CPC Hearing 11/8/18
N. Foster

EXHIBIT F:
PUBLIC CORRESPONDENCE

11/01/18
N. Foster

PUBLIC CORRESPONDENCE: SUPPORT

From: gloriart8003@sbcglobal.net
To: [Foster, Nicholas \(CPC\)](#)
Subject: 1600 Jackson hearing November 8
Date: Friday, November 02, 2018 10:23:30 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Nicholas Foster,

I live at 1650 Jackson and request that the Planning Department approve this project!

Gloria Allen

Sent from my iPad

From: [Robert Bluhm](#)
To: [Secretary, Commissions \(CPC\)](#); [richhillissf@gmail.com](#); [Melgar, Myrna \(CPC\)](#); [planning@rodneyfong.com](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Johnson, Millicent \(CPC\)](#); [Foster, Nicholas \(CPC\)](#)
Subject: 1600 Jackson St Whole Foods proposal
Date: Tuesday, November 06, 2018 1:13:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Re: 2016-000378CUA

Dear Planning Commissioners,

I'm writing once again to relay my strongest support for the WF365 application, especially in light of the recent changes to the proposal.

The provision of 8 housing units, in particular with inclusion of two-bedroom units, seems to me very positive and shows a serious, good faith effort to respond to the Commission's direction over the past several months.

I live on Russian Hill about 6-7 blocks northeast of the proposed grocery. The community through multiple surveys has indicated a clear desire for this grocery store, and the long lines at neighboring TJs and the Whole Foods on Franklin St reinforce a strong demand.

The WF365 store would be the single most beneficial action in years to boost foot traffic and make Polk St a really vibrant neighborhood business district.

Thank you again for your patience and perseverance in considering this.

Robert Bluhm
[74 Macondray Ln](#)

Sent from my iPhone

From: Trattatt
To: commissions.secretary@sf.gov.org
Cc: richhillisSF@gmail.com; Melgar, Myrna (CPC); planning@rodneyfong.com; Johnson, Millicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC); Peskin, Aaron (BOS)
Subject: 1600 Jackson Street Whole Foods 365 CUP
Date: Tuesday, November 06, 2018 11:00:28 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

1650 Jackson Homeowners Association
1650 Jackson Street
San Francisco, CA 94109

Case No. 2016-000378CUA
1600 Jackson Street

Dear Commissioners:

We at 1650 Jackson Street, a condominium building adjacent to 1600 Jackson Street consisting of 68 residential units and two retail units, support the proposed Whole Foods 365 project with residential units on Jackson and Polk streets. A poll of our residents voted overwhelmingly in favor of this project. We are very pleased that Whole Foods 365 and Village Properties have not given up on our neighborhood and have worked diligently with the Planning Commission to come up with a solution that everyone could be satisfied.

We would like to remind the commissioners that our neighborhood turned down a proposal for a ban on formula retail and we have no objection to a store such as Whole Foods 365 being a part of our neighborhood. We already have numerous vacant retail sites on Polk Street between Broadway and California Streets and believe that this project would greatly boost all retail on Polk Street and would bring much needed foot traffic to the neighborhood in addition to supplying us with an affordable grocery store within walking distance of our neighbors. Having a full-service grocery would complement the offerings of the small retail businesses in the neighborhood such as Cheese Plus, Bel Campo Meats, and The Jug Shop, which are not on everyone's budget nor are they appropriate for everyday shopping.

We would also like to reiterate the fact that the building at 1600 Jackson is a viable one and a perfect spot for this project. We believe it is wasteful to destroy a building such as this and goes against all that San Francisco stands for. Our neighborhood has increased in density and will continue to do so for the foreseeable future. We need to keep up with the requirements of a growing neighborhood with a full service grocery and anchor store such as Whole Foods 365. This store will also improve walkability for our neighborhood and will work along with the Transit First requirements of San Francisco.

Finally, we object to the many forces outside of our neighborhood who are vehemently opposed to this project. We believe the neighbors should carry weight in their own neighborhood. We also object to the stance of the MPNA who has taken no poll in the neighborhood to verify their stance.

Please listen to the voices of the people who actually live in this neighborhood and approve this project so that we can finally see some progress on this issue.

Thank you.

Best regards,
Frank Burkatzky, President
Dick Wayman, Vice President
Lindsey Kotterman, Secretary
Bob Kamm, Treasurer
Karen Dold, Member-At-Large

From: [Trattatt](#)
To: commissions.secretary@sf.gov.org
Cc: RichHillis@SF@gmail.com; [Melgar, Myrna \(CPC\)](#); planning@rodneyfong.com; [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Rahaim, John \(CPC\)](#); [Foster, Nicholas \(CPC\)](#); [Peskin, Aaron \(BOS\)](#)
Subject: 1600 Jackson Street, Case No. 2016-000378CUAVAR
Date: Tuesday, November 06, 2018 10:12:47 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

October 6, 2018

FROM:
Karen and David Dold
1650 Jackson Street
Units 503 and 504
San Francisco, CA 94109

Case No. 2016-000378CUAVAR
1600 Jackson Street

Dear Planning Commissioners:

We are owners of two units at 1650 Jackson Street, directly adjacent to the property at 1600 Jackson Street. We have lived at this address since 1991 and are directly adjacent to 1600 Jackson Street. We would like to add our support to the mixed use project being proposed at 1600 Jackson Street for a Whole Foods 365 store and residential rental units. **We believe that this compromise with our neighborhood is a good one and we applaud both Whole Foods and Village Properties for sticking with our neighborhood and supporting our desires as well as the desires of the Planning Commission. The property in question has been vacant for about three years. This is a viable building suitable for this project without much alteration and this is the most sustainable option for this property.**

During the last few years, our neighborhood has come together, along with the Russian Hill Neighborhood Association, **(and despite the Middle Polk Neighborhood Association which has not listened to the desires of the neighborhood, has not taken a vote, and has not performed due diligence by neighborhood outreach to verify their view like The Russian Hill Association has)** to work with Whole Foods and the developer to have our needs met. We

believe that both the Whole Foods 365 team and the developer have continued to meet our demands and have been open to discussions and meetings. We have all put in a great deal of time and energy on this project and feel that we should be listened to. We thoroughly object to the many non-residents who have voiced their opinions against this project - including some of our local merchants and the Merchant Association. It is our feeling that the opinions of those who live here should be given weight as to what our neighborhood needs. We support our merchants and they should in turn support us.

We would hope that the Planning Commissions would put aside their own prejudices which were very obvious two hearings ago and look at all of the correspondence written in favor these last couple of years of this project. We would also like to remind the Commission that this neighborhood did not vote for a ban on formula retail and that a Whole Foods 365 would be welcomed here.

During the last few years, our neighborhood density has increased overwhelmingly. There are many other large scale projects which will be coming up in the next few years. One is already being proposed across the street from us at 1641 Jackson which is now on the market for sale. We have had large multi-unit residential projects built recently on Pacific and Washington Streets in this neighborhood. We will definitely need a full-service, walkable grocery store in which to shop which is not a small, expensive specialty store such as The Cheese Shop, Bel Campo Meats, or The Jug Shop. These are not full-service stores where one could shop every day.

Right now, there are numerous vacant retail spots on Polk St. between Broadway and California St. We believe having a Whole Foods 365 store on Polk would boost business for everyone. The addition of an anchor store such as Whole Foods 365 would be a welcome addition to our neighborhood and would most assuredly boost foot traffic on Polk Street to help Polk get back on track. Formula retail has certainly not adversely affected Chestnut Street which is a lively, viable street. Polk Street certainly deserves more than another coffee retail spot, nail salon, gym or massage establishment. We can guarantee that this would be a successful spot in the neighborhood.

In closing, I would like to remind you that one of the commissioners complained about not liking the Whole Foods any longer on California Street because the lines were too long and it was not as friendly. We believe the lines are too long and the store crowded because the neighborhood has grown and that we need another full-service store.

Please vote to approve this project. The life and health of our neighborhood depends on it.

Sincerely,
Karen and David Dold
1650 Street Units 503 and 504
San Francisco, CA 94109

Reply Reply All Forward

From: [Secretary, Commissions \(CPC\)](#)
To: [Foster, Nicholas \(CPC\)](#)
Cc: [Feliciano, Josephine \(CPC\)](#)
Subject: FW: 1600 Jackson Street 2016-000378CUA
Date: Wednesday, November 07, 2018 9:19:36 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department; City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309; Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Judith P. Roddy [<mailto:jproddy11@gmail.com>]
Sent: Wednesday, November 07, 2018 5:17 AM
To: Peskin, Aaron (BOS); Rahaim, John (CPC); Rich Hillis; Melgar, Myrna (CPC); planning@rodneyfong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Secretary, Commissions (CPC)
Subject: Re: 1600 Jackson Street 2016-000378CUA

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning,

On the eve of yet another hearing for the proposed Whole Foods Market 365 at 1600 Jackson Street, I am left wondering what else I can do to show my support for the project.

Does this email matter? I do not know. Will my having spoken at prior hearings matter? I do not know. Did the fact that I had to work and could not attend the October hearing matter? I do not know. Will my being at the hearing tomorrow matter? I do not know.

And yet, in light of how I feel about how our country is faring right now, to sit back and do nothing does not seem like the right thing to do.

Below is my email dated October 2 that I would ask you to skim. I will not bore you with my two or three preceding emails.

So, at the risk of taking your time unnecessarily, all I can do is repeat:

- I love my neighborhood.
- My neighborhood has problems: Empty storefronts, lack of vitality, lack of anchor destinations to attract foot traffic.
- My neighborhood is dense, and its density requires services.
- We do not have a full-service grocery store in our neighborhood. We have

smaller shops that are great for special occasions but that I find unaffordable for routine shopping.

- I wish the local merchants so in opposition of Whole Foods Market 365 had embraced Whole Foods Market 365 as an opportunity rather than as a threat.
- I wish the Planning Commission would continue to listen to those of us who actually live in the neighborhood.
- The MPNA does not speak for me.
- I admire Whole Foods Market 365 and Village Properties for continuing to believe in the viability of their vision that was first presented to the neighborhood in 2015.
- I thank you for your time.

I do not know what else I can say, except I hope you think of what is best for OUR neighborhood and that you think of us who live in and love our neighborhood and approve the Whole Foods Market 365 at 1600 Jackson Street as it is presented tomorrow.

Thank you.

Judi
Judith Roddy
1591 Jackson Street
No. 11
San Francisco, CA 94109

On Tue, Oct 2, 2018 at 9:16 AM Judith P. Roddy <jproddy11@gmail.com> wrote:

October 2, 2018

Supervisor Peskin, Commissioners and Mr. Rahaim,

My name is Judith Roddy, I am 64 years old and I have owned a condominium at 1591 Jackson Street at the corner of Jackson Street and Polk Street since 2000. Repeating what I wrote you in April, 2018, if (and that's a big if) I can afford to, I hope to retire and live the rest of my life at 1591 Jackson Street.

Here are three things that struck me at the April 26, 2018 hearing:

- My neighbors and I are passionate about our neighborhood;
- Many people and organizations from outside our neighborhood who had probably never visited our neighborhood showed up and spoke in opposition of Whole Foods Market 365;
- There was an emotional, frustrated outburst when Whole Foods Market 365 was not given the green light: Frustrated because those of us who live in the neighborhood are merely trying to work with you to get what we feel our neighborhood needs and we felt our needs were not being understood.

Or, maybe the Commission DID understand. Quoting (more or less, as I recall) Commission President Rich Hillis: "If I walked around the neighborhood and asked 100 neighbors if they wanted the Whole Foods Market 365 at the corner of Polk and Jackson Streets, 99 of them would say YES."

As the April 26 hearing started to wind up, members of the Whole Foods Market 365 and Village Properties teams were asked by the Commission to incorporate housing in their project.

Did my neighbors and I think Whole Foods and Village Properties would put one more penny or one more minute into their project? Absolutely not!

Kudos to Whole Foods and Village Properties for NOT abandoning our neighborhood, for coming up with a plan that meets the Commission's request for housing and for maintaining a plan to bring a badly-needed, full-service grocery store to our neighborhood.

Please vote to approve Whole Foods' and Village Properties' proposal for their viable mixed-use alternative for the site. The life and health of our neighborhood depends on it.

More months have passed and the former Lombardi Sports building is still vacant. Polk Street is still lined with vacant storefronts.

Does the neighborhood need more small shops and boutique convenience stores? In my opinion, no. As I write this, I have heard of at least two mixed-use projects in the pipeline in the immediate vicinity that will unlikely result in housing above small commercial parcels on the ground floors. Does the City need more housing? Probably, although I am concerned that no matter how much housing is built, the evidence I see every day in the neighborhood in which I work (SOMA – Mission Street between 7th Street and 8th Street) supports San Francisco is suffering from a medical crisis – not merely a housing crisis.

I am becoming involved with the newly-formed Discover Polk Community Benefit District and recently attended a meeting where a neighborhood business owner said, "What our neighborhood needs is more foot traffic."

Indeed, our neighborhood needs open, vibrant and well-kept storefronts that provide goods and services to its neighbors and that attract people.

The addition of Whole Foods Market 365 is a welcome addition to our neighborhood and would most assuredly boost foot traffic on Polk Street to help Polk Street get back on track. Neighborhoods are not neighborhoods without businesses to support its residents.

When I got to the head of the line at Trader Joe's (at California Street and Hyde Street) last night at 6:20 PM, the young lady behind the counter, perhaps having dealt with a lot of cranky customers, smiled sheepishly and asked me how long I was in line. Having timed my experience just for the fun of it and because I found it incredible that the line was so very long, I confidently replied, "14 minutes and 27 seconds." On countless occasions I have experienced similar long lines at Whole Foods at California Street and Franklin Street. I believe these long lines demonstrate a need for the Whole Foods Market 365 in my neighborhood that will not only attract foot traffic to our neighborhood but will also serve my neighbors and my Russian Hill neighbors.

I understand why neighborhood businesses such as Cheese Plus, The Jug Shop and Belcampo Meat Co. are concerned about Whole Foods Market 365 taking away their

business. I understand their fear as more and more of us are buying items online. Foot traffic will help them! (Personal story: I am ADDICTED to the Brown Butter Cookie Company's Brown Butter Sea Salt cookies. 12 cookies on its website: \$13. 12 cookies at Cheese Plus: \$14. What did I do Sunday afternoon? I marched to Cheese Plus and bought a box for \$14. What is the likelihood of Whole Foods Market 365 having these cookies on its shelves: None. (Please do not ask me how many cookies I ate!)

I have written the following to you before: It is my understanding the Middle Polk Neighborhood Association (an organization that says it represents our neighborhood which confuses me because I am a member and I have never been asked my opinion about Whole Foods Market 365) would prefer housing with small, ground floor retail units. I do not understand this because of the many vacant commercial spaces on Polk Street and surrounding streets. Why demolish a perfectly good building to add housing and small retail when Whole Foods is ready to step in, pretty much guarantee an ongoing business for many, many years and solve a neighborhood need? Although I understand the need for housing in San Francisco, 1600 Polk Street is an existing building that has been in place for decades, is not displacing residential units or well-established local businesses and, architecturally, is appropriately scaled for the neighborhood and Polk Street. I find it illogical to add to the neighborhood's population density by adding housing when the population's basic service needs are not already met.

Having attended both prior hearings, I am disappointed I cannot be at Thursday's hearing because I must be at work; however, I will be with you in spirit and in support of Whole Foods Market 365 and Village Properties.

Thank you for your time and for all you do for San Francisco.

Judith Roddy
1591 Jackson Street, No. 11
San Francisco, CA 94109
415.819.4360

By email to:

Supervisor Aaron Peskin (by email to Aaron.Peskin@sfgov.org)
John Rahaim, Director of Planning (by email to John.Rahaim@sfgov.org)
Rich Hillis, President, Planning Commission (by email to richhillissf@gmail.com)
Myrna Melgar, Vice President, Planning Commission (by email to myrna.melgar@sfgov.org)
Rodney Fong, Commissioner (by email to planning@rodneymelgar.com)
Millicent A. Johnson, Commissioner (by email to millicent.johnson@sfgov.org)
Joel Koppel, Commissioner (by email to joel.koppel@sfgov.org)
Kathrin Moore, Commissioner (by email to kathrin.moore@sfgov.org)
Dennis Richards, Commissioner (by email to dennis.richards@sfgov.org)
Commissions.Secretary@sfgov.org

From: Secretary, Commissions (CPC)
To: Richards, Dennis (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC); planning@rodnevfong.com; Rich Hillis
Cc: Foster, Nicholas (CPC); Feliciano, Josephine (CPC)
Subject: FW: Whole Foods hearing--November 8th
Date: Thursday, November 08, 2018 10:18:58 AM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Paula Bruin [mailto:paulabruin@sbcglobal.net]
Sent: Thursday, November 08, 2018 10:12 AM
To: Secretary, Commissions (CPC)
Subject: Whole Foods hearing--November 8th

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To all the commissioners:

I fully support the use of the former Lombardi's building for a full-service grocery (Whole Foods Market). I believe the Polk Street corridor has too many empty buildings and is presently in a very shabby condition. I am a resident/owner at 1650 Jackson St.

Paula Bruin

RichHillsSF@gmail.com
myrna.melgar@sfgov.org
planningrodnevfong.com
milicent.johnson@sfgov.org
joel.koppel@sfgov.org
kathrin.moore@sfgov.org
dennis.richards@sfgov.org
John.Rahaim@sfgov.com
Nicolas.Foster@sfgov.org
Aaron.Peskin@sfgov.org

From: Secretary, Commissions (CPC)
To: Richards, Dennis (CPC); Johnson, Millicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC); planning@rodneyfong.com; Rich Hillis (CPC); Feliciano, Josephine (CPC); Foster, Nicholas (CPC)
Cc: planning@rodneyfong.com; Rich Hillis (CPC); Feliciano, Josephine (CPC); Foster, Nicholas (CPC)
Subject: FW: YES on Whole Foods 365 at Polk and Jackson
Date: Tuesday, November 06, 2018 1:41:05 PM

*Jonas P. Ionin,
Director of Commission Affairs*

Planning Department|City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309|Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Sloat Van Winkle [<mailto:sloatvw@gmail.com>]
Sent: Tuesday, November 06, 2018 12:20 PM
To: Secretary, Commissions (CPC)
Subject: YES on Whole Foods 365 at Polk and Jackson

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi

I'm a resident of the neighborhood and live 2 blocks away from the too-long empty Lombardi Sports Store. We very much need a grocery akin the the proposed 365, much more than yet another bland expensive condominium building.

I feel that the opposing view is unrealistic to suggest that value-priced housing can be constructed at that location and at this time of our real estate cycle. It is a detriment to the neighborhood for this large building to sit vacant for another long period of posturing. Please approve the 365.

Thank you

Frederick Sloat Van Winkle
1426 Jackson St

From: Alexis Coddington
To: Secretary, Commissions (CPC)
Cc: "Commission President Rich Hillis"; Melgar, Myrna (CPC); "Commissioner Fong"; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC)
Subject: I support the Whole Foods 365
Date: Monday, November 05, 2018 12:25:28 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The neighborhood needs a store where we can walk to and park when needed. Please do your job and vote yes to allow Whole Foods 365 to proceed.

Alexis Coddington
1101 Green Street
SF, CA 94109

From: [Michael Scheu](#)
To: [michaelscheu](#)
Subject: in support of the WF project at 1600 Jackson Street
Date: Tuesday, November 06, 2018 11:32:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern,

I am writing **in support** of the pending Whole Foods 365 project at 1600 Jackson Street. This store will fill a void in the neighborhood and actually draw more foot traffic to the area, potentially boosting the revenues of local merchants.

I have attended presentations by Whole Foods, held at the proposed site last year, and was impressed with their vision and willingness to work with and in support of our local merchants.

The current abandoned building is an eyesore and a magnet for homeless. It has been vacant for several years, and is in need of attention. We are eager for action.

Thank you for your consideration,

Mike Scheu
1426 Jackson Street, SF CA

From: [Carla Schlemminger](#)
To: [Secretary, Commissions \(CPC\)](#)
Cc: [Secretary, Commissions \(CPC\)](#); [Commission President Rich Hillis](#); [Melgar, Myrna \(CPC\)](#); [Commissioner Fong](#); [Johnson, Milicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Richards, Dennis \(CPC\)](#); [Rahaim, John \(CPC\)](#); [Foster, Nicholas \(CPC\)](#)
Subject: Please vote for the Whole Foods 365 store on Polk
Date: Tuesday, November 06, 2018 2:59:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

Please vote YES to approve the proposed Whole Foods 365 store on 1600 Jackson at Polk Street in the old Lombardi's space.

The quality of the produce, store concept, and price point are all appealing. I often walk to Polk from Pacific Heights and this would be another positive reason to go there. I don't see it competing with other local stores on the block, or even the current WF store on Franklin which is super crowded.

Last, this is a great tenant for that large, long-vacated space!

Thank you,
Carla Schlemminger
SF native

Sent from my iPad

From: AMY SHERMAN
To: Foster, Nicholas (CPC)
Subject: Support for the conditional use application of Amazon/Whole Foods at 1600 Jackson
Date: Tuesday, November 06, 2018 5:39:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Nicholas Foster,

I live on Russian Hill at Larkin and Green. Since the closing of Big Apple grocery store I have relied more heavily on delivery services because there is NO full service grocery store that I can walk to and carry my groceries home from. Big Apple was just 2 block away from the proposed Whole Foods 365. Our neighborhood is densely populated and needs a real grocery store. The other stores in the neighborhood are not anywhere near adequate, I shop at them so I know this to be true.

I understand the need for housing, but those demanding it and those in opposition to Whole Foods 365 don't live in this neighborhood and aren't impacted by the lack of a grocery store the way I am. I will continue to shop at the other local stores, but I also believe that 365 will complement their selection.

Right now we have 4 coffee shops in 3 blocks—Saint Frank, Peet's, Starbucks, and Royal Grounds and soon there will be a Philz. This is ridiculous and does not serve the locals who live in the neighborhood. If more housing is added, where will everyone shop? Will they survive on coffee? No. There will be even more need for a grocery store. I implore you to serve the people who live on Russian Hill. WE NEED A GROCERY STORE.

Thank you,

Amy Sherman

Amy Sherman
2201 Larkin St #4
San Francisco CA 94109

415.729.5114

From: John J. Riley
To: Secretary, Commissions (CPC); Commission President Rich Hillis; Melgar, Myrna (CPC); Commissioner Fong; Johnson, Millicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC)
Subject: Whole Foods, Polk and Jackson
Date: Wednesday, November 07, 2018 10:03:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Planning Commission, and Staff:

I am writing in support of the proposed Whole Foods project at Polk and Jackson (Russian Hill), in San Francisco.

As a resident of the neighborhood for many, many years, I think the project provides the neighborhood with something it desperately needs: A reliable place to shop for organic foods. (Real Food Company used to be that place, but has neglected its duty to the neighborhood for about 5 years by bleeding its Filmore/Filbert location to a slow death, while concurrently understocking its shelves on Polk.) We need a place we know we can go to that won't be out of milk, butter, whatever. And more, a good grocery store to which we can walk.

I'd also like to point out that we need to fill that space with a thriving market that will generate foot traffic on Polk Street, which will inure to the benefit of other merchants. It's a dead zone now.

A final comment: I don't understand why this is taking so long when the need is so apparent. The market should already be up and running. (Out of respect, I'm tempering my frustration with the delay.)

Thank you for your consideration.

John Riley

PUBLIC CORRESPONDENCE:
OPPOSE

Please do not approve the Amazon 365 store on Polk St at Jackson. Amazon does not fit into the scale of our neighborhood and would hurt the local businesses here.

Allowing Amazon to open here is a privilege. Amazon should give something back to San Francisco and the Polk St community if approved. What is Amazon going to do for our neighborhood?

Amazon will hurt the small businesses and clog our street with traffic congestion from their customers and deliveries.

Please do not approve the Conditional Use Permit for Amazon 365 at 1600 Jackson St.

EDGAR Chaparro

1501 ~~1501~~ SUTTER ST Apt #112

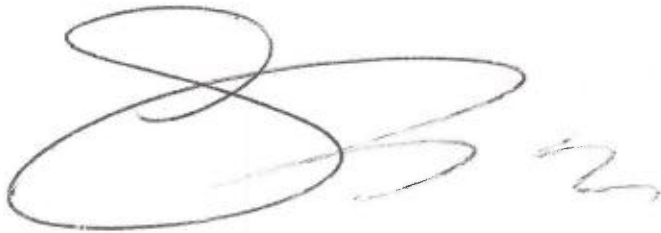
San Francisco CA 94109

+ EDGAR

I am opposed to the Amazon 365 store opening on Polk St at Jackson. This would be a disaster for our local businesses, creating traffic and gridlock in our beautiful neighborhood. Amazon has a reputation of destroying businesses and will hurt our local businesses on Polk St.

San Francisco needs more housing. The location could include housing above and retail space on the ground floor. I believe this is the best option for our neighborhood.

Please do not approve the Conditional use Permit for Amazon 365 at 1600 Jackson St.

A handwritten signature in dark ink, appearing to read 'Lucrecia Torres'. The signature is stylized with large, overlapping loops and a trailing flourish.

Lucrecia Torres

2032 Polk St

St. CA. 94109

owner of Robb's Bran-

11/6/18

I am opposed to the Amazon/365 Whole Foods Market at 1600 Jackson St. The Polk St business corridor is almost entirely made of family owned small businesses. A big box retailer giant such as Amazon/365 Whole Foods does not fit within the scope of our community and is a threat to all retailers in our community.

Housing is the best use for the space at 1600 Jackson St, and I urge you to deny the Conditional Use Permit at 1600 Jackson St, so the developer will follow through on their original plans to build more than 60 units of housing at the location with small retail on the ground floor.

I believe the property at 1600 Jackson could provide a forever after benefit to San Francisco if it were developed into housing. Why should you grant the privilege of allowing a chain retailer as large and controversial as Amazon to open on our street with nothing significant in return? How can they expect to occupy that space on our street with no long-term benefit for San Franciscans? This is the best opportunity to take your ground and choose the highest and best use of the space. 8 units of housing on the second floor of a Grocery store is an insult to the neighborhood and the greater needs of San Franciscans for decades to come.

Please deny the CUP at 1600 Jackson.

Sincerely,



FEDERICO MURTAGH

1057 GELATO

1817 POLK ST, SF, CA 94109

I am opposed to the Amazon 365 store opening on Polk St at Jackson. This would be a disaster for our local businesses, creating traffic and gridlock in our beautiful neighborhood. Amazon has a reputation of destroying businesses and will hurt our local businesses on Polk St.

San Francisco needs more housing. The location could include housing above and retail space on the ground floor. I believe this is the best option for our neighborhood.

Please do not approve the Conditional use Permit for Amazon 365 at 1600 Jackson St.

A handwritten signature in cursive script, appearing to read "Seth J. C.".

11/6/18

1813 POLK ST

Please do not approve the Amazon 365 store on Polk St at Jackson. Amazon does not fit into the scale of our neighborhood and would hurt the local businesses here.

Allowing Amazon to open here is a privilege. Amazon should give something back to San Francisco and the Polk St community if approved. What is Amazon going to do for our neighborhood?

Amazon will hurt the small businesses and clog our street with traffic congestion from their customers and deliveries.

Please do not approve the Conditional Use Permit for Amazon 365 at 1600 Jackson St.

Douglas Brett
1732 Polk St

Doug Brett
11/6/18

Please do not approve the Amazon 365 store on Polk St at Jackson. Amazon does not fit into the scale of our neighborhood and would hurt the local businesses here.

Allowing Amazon to open here is a privilege. Amazon should give something back to San Francisco and the Polk St community if approved. What is Amazon going to do for our neighborhood?

Amazon will hurt the small businesses and clog our street with traffic congestion from their customers and deliveries.

Please do not approve the Conditional-Use Permit for Amazon 365 at 1600 Jackson St.

Charaday Hickman

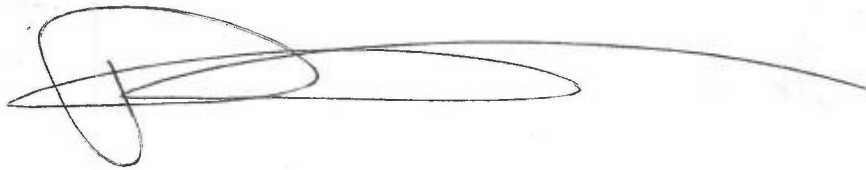
11/6/2018

1529 Polk St

I am opposed to the Amazon 365 store opening on Polk St at Jackson. This would be a disaster for our local businesses, creating traffic and gridlock in our beautiful neighborhood. Amazon has a reputation of destroying businesses and will hurt our local businesses on Polk St.

San Francisco needs more housing. The location could include housing above and retail space on the ground floor. I believe this is the best option for our neighborhood.

Please do not approve the Conditional use Permit for Amazon 365 at 1600 Jackson St.



11-6-2018

Daniel G Elgert

1619 Polk St

Please do not approve the Amazon 365 store on Polk St at Jackson. Amazon does not fit into the scale of our neighborhood and would hurt the local businesses here.

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Amazon will hurt the small businesses and clog our street with traffic congestion from their customers and deliveries.

Please do not approve the Conditional Use Permit for Amazon 365 at 1600 Jackson St.

Binh Duong 11/6/18
1601 PACIFIC AVE #101
SF CA 94109

I am opposed to the Amazon/365 Whole Foods Market at 1600 Jackson St. The Polk St business corridor is almost entirely made of family owned small businesses. A big box retailer giant such as Amazon/365 Whole Foods does not fit within the scope of our community and is a threat to all retailers in our community.

Housing is the best use for the space at 1600 Jackson St, and I urge you to deny the Conditional Use Permit at 1600 Jackson St, so the developer will follow through on their original plans to build more than 60 units of housing at the location with small retail on the ground floor.

I believe the property at 1600 Jackson could provide a forever after benefit to San Francisco if it were developed into housing. Why should you grant the privilege of allowing a chain retailer as large and controversial as Amazon to open on our street with nothing significant in return? How can they expect to occupy that space on our street with no long-term benefit for San Franciscans? This is the best opportunity to take your ground and choose the highest and best use of the space. 8 units of housing on the second floor of a Grocery store is an insult to the neighborhood and the greater needs of San Franciscans for decades to come.

Please deny the CUP at 1600 Jackson.

Sincerely,

Saad Mugatah

The Crepe House

1755 Polk St

San Francisco CA 94109

11/06/18

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Please do not approve the Conditional use Permit for Amazon 365 at 1600 Jackson St.



MATTHEW R DUNNE

4036 18th ST, 94114


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Please deny the CUP at 1600 Jackson.

Sincerely,


1257 Chestnut #4
SF Ca. 94109
11/6/18

I am opposed to the Amazon/365 Whole Foods Market at 1600 Jackson St. The Polk St business corridor is almost entirely made of family owned small businesses. A big box retailer giant such as Amazon/365 Whole Foods does not fit within the scope of our community and is a threat to all retailers in our community.

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Please deny the CUP at 1600 Jackson.

Sincerely,

Stephanie Chang
2041-A Polk Street

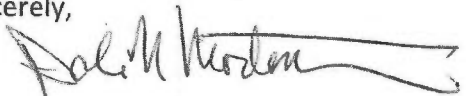
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Please deny the CUP at 1600 Jackson.

Sincerely,



DALE N. MORTENSON

2041-A POLK ST

Please do not approve the Amazon 365 store on Polk St at Jackson. Amazon does not fit into the scale of our neighborhood and would hurt the local businesses here.

Allowing Amazon to open here is a privilege. Amazon should give something back to San Francisco and the Polk St community if approved. What is Amazon going to do for our neighborhood?

Amazon will hurt the small businesses and clog our street with traffic congestion from their customers and deliveries.

Please do not approve the Conditional Use Permit for Amazon 365 at 1600 Jackson St.

Sam G
SAM GALLAGHER

11/6/18

1333 GREEN ST.

I am opposed to the Amazon/365 Whole Foods Market at 1600 Jackson St. The Polk St business corridor is almost entirely made of family owned small businesses. A big box retailer giant such as Amazon/365 Whole Foods does not fit within the scope of our community and is a threat to all retailers in our community.

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Please deny the CUP at 1600 Jackson.

Sincerely,

Vikram Mediratta

Nov. 7, 2018


2055 Jackson St.

Please do not approve the Amazon 365 store on Polk St at Jackson. Amazon does not fit into the scale of our neighborhood and would hurt the local businesses here.

Allowing Amazon to open here is a privilege. Amazon should give something back to San Francisco and the Polk St community if approved. What is Amazon going to do for our neighborhood?

Amazon will hurt the small businesses and clog our street with traffic congestion from their customers and deliveries.

Please do not approve the Conditional Use Permit for Amazon 365 at 1600 Jackson St.



ARMANDO CHONG
2041 Polk St. #D
SF, CA 94109

From: Mitchell Bearg
To: Secretary, Commissions (CPC)
Cc: RichHillisSF@gmail.com; Melgar, Myrna (CPC); planning@rodnevfong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC)
Subject: 1600 Jackson set
Date: Thursday, November 01, 2018 12:14:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Planning Commissioners,

I am writing in opposition to the issuance of a CUP for the WF365 at Polk and Jackson. It is my understanding that the property owner has figured out a way to bring the housing to 50% on the upper level after claiming it could not be done. This is the same person that claims they cannot build anymore housing above the existing structure. It would appear that the property owner is dictating what is and is not possible according to what he is or is not willing to do. This is an opportunity to create housing. Amazon and the property owner have the resources to help the community with its housing shortage and should be called upon to give back in order to receive a CUP. The risk to the neighborhood and merchants is high and to justify the risk they need to be called upon to mitigate the impact with some benefits beyond those of their mere existence in a neighborhood that is already adequately served by the multitude of business within walking distance including Trader Joes and Wholefoods. Polk Street is a two lane street and a merchant of this size will likely result in a negative impact to the quality of life for those in the immediate area due to the gridlock and other environmental challenges it will create. The risks to the neighborhood are great and the justification for the CUP without an adequate investment in housing isn't worth it.

Sincerely,
Mitchell Bearg

November 8, 2018

Nicholas Foster
Senior Planner, Northeast Team
Current Planning Division

San Francisco Planning Commission
c/o Jonas P. Ionin
Planning Commission Secretary

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

VIA EMAIL: nicholas.foster@sfgov.org
commissions.secretary@sfgov.org
richhillissf@gmail.com
myrna.melgar@sfgov.org
planning@rodneyfong.com
milicent.johnson@sfgov.org
joel.koppel@sfgov.org
kathrin.moore@sfgov.org
dennis.richards@sfgov.org

RE: 1600 JACKSON STREET - 365 BY WHOLE FOODS

Dear Mr. Foster, Mr. Ionin, and Commissioners:

With apologies for the last-minute communication, we write on behalf of Tony Vargas and the Polk District Merchants Association to express serious concerns regarding the propriety of the proposed project. This letter supplements and incorporates our prior concerns, expressed in our letters of April 18 and 25, attached hereto, which remain almost entirely unaddressed, and highlights certain remaining and new shortcomings of the project.

The CEQA Exemption Remains Suspect

Our prior submissions discuss numerous shortcomings in the CEQA analysis of the project. The Draft Motion still proposes to adopt the project under the California Environmental Quality Act ("CEQA") Class 32, in-fill exemption. At the same time, the Project Sponsor requests a variance from SFPC Section 134 "Rear Yard Modification," and Section 135 "Open Space."

On one hand, Class 32 exemptions are granted in the situation where, among other cumulative requirements, *"the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations"* (CEQA Guidelines Section 15332).

On the other hand, a variance may be granted only when *"because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity under identical zoning classification."* Cal. Gov. C. §65906.

A variance and Class 32 categorical exemption therefore cannot be granted for the same project. The exemption requires the project to be compliant with applicable zoning regulations; whereas the variance grants an exception to the compliance with the zoning regulations. Therefore, a proper Class 32 exempt project should not also be requesting a variance from applicable zoning regulations.

The Variance Request Is Improper

Moreover, a variance must only be granted *"because of special circumstances applicable to the property, including size, shape, topography, location or surroundings."* Cal. Gov. C. §65906. The Project Sponsor argues that a variance from the requirement of a rear yard should be granted because the project building is a legal non-conforming structure. While there is no dispute that the required yard cannot be accommodated by the current structure, the same cannot be said of the *property*. Preserving yards at residential levels is an express and primary purpose of the Polk Street NCD zoning controls. (S.F. Planning C. § 723(b)(1) ("The building standards monitor large-scale development and protect rear yards at residential levels.") The original plans for a residential building on the property submitted by the applicant had no such shortcomings. The applicant is not being deprived of privileges enjoyed by others – it is requesting a privilege to which others are not entitled, in direct contravention of the purpose of the Polk Street NCD controls.

The Use Has Changed

The Neighborhood Commercial District zoning allows both residential and commercial uses. The project building prior to this proposed project was used for retail of sporting goods. This use was allowed under Section 723 of the San Francisco Planning Code. The Draft Motion, however, asserts that *"the proposed general grocery store does not constitute a change of use as the previous use (d.b.a. "Lombardi Sports") and the proposed general grocery store are both considered Retail Sales and Service Uses under the Planning Code."* (Draft Motion p. 3.) As we noted previously, that remains incorrect. The proposed use is now Formula Retail, which requires a conditional use permit. That is a change of use; or at the very least, a significant intensification of the prior use. Legal non-conforming uses cannot be intensified or expanded and retain their LCN status. Much of the analysis that depends on there being no change of use is undermined. Further, the use of the building is now proposed to change from single commercial Formula Retail use to a mixed use building. That change in use goes largely unaccounted for in the project's analysis.

The Use Is Too Big

The proposed Formula Retail use is far too large for the proposed location. Polk Street NCD has a limit of 4,000 square feet which cannot be exceeded for Non-Residential Uses. The project is more than eight times too large. Yet the Draft Motion suggests a determination that the use size limit is not in violation of this applicable strict limit. (Draft Motion p. 5-6.) There is no record of any authorization for such excess size, and the prior use has been abandoned for several years. As discussed in prior submissions, such abandoned uses cannot be resumed in a non-conforming manner. Thus, it is not clear that the size of the commercial use is or was ever legally non-conforming, previously permitted, or permissible. Further inquiry in that regard appears to be required.

The Draft Motion attempts to justify this noncompliance by making reference to an unspecified 25-year-old interpretation document; but that reference is to a discussion involving conditional use. While conditional use permits can allow excess sizes in some areas under Planning Code section 121.2(a), this particular project is located in the Polk Street NCD – which is excluded from section 121.2(a). Rather, it falls under the rubric of 121.2(b), which does not provide for conditional use oversizes *at all*: “Non-Residential Uses that exceed [4,000 sq.ft] *shall not* be permitted...” (S.F. Planning C. § 121.2(b) (emphasis added).) There is only one exception in the Polk Street NCD: movie theaters. Moreover, Section 186.1 provides that a nonconforming use that was discontinued cannot be reestablished if it is discontinued for only 18 months. There is no ambiguity that oversized uses in the Polk Street NCD were intended to be phased out after only 18 months of inactivity: both provisions were added by the same ordinance. (SF Ord. 205-17.) This property’s oversize use has been discontinued since 2014, and cannot be reinstated, even with a use permit.

Traffic Issues Persist

In our April 2018 comment letters, we highlighted the profound lack of traffic and parking analysis supporting the project. Despite the passage of six months, The newly submitted loading and transportation management plan (dated October 2018) submitted by the Project Sponsor do not address any of the concerns we previously raised and are similar, if not identical, to the two Loading and Transportation Management Plans submitted in April 2018. In these two new documents, the Project Sponsor barely accounts for the issues raised by the addition of eight dwelling units in the project building, and when issues are accounted for, provides a very superficial level of analysis.

For example, in the October 2018 Transportation Management Plan, the plan states “*For move-in/move-out activities and passenger loading, residents of the proposed 8 dwelling units will utilize spaces available on nearby streets. This may include use of the proposed 100-foot loading zone on Jackson Street that will serve the 365 Store. 365 Store receiving staff will coordinate with residents regarding use of the Jackson Street loading zone when residents engage in move-in/move-out loading activity.*” (Emphasis added.) This unrealistic measure does not take into consideration all of the hazards related to the moving of vehicles and persons in such a busy environment and does not account for conflicts that will arise between residents, grocery store customers, pedestrians, bicyclists, and trucks when using the loading zone.

Additionally, it seems unlikely that residents and receiving staff will ever coordinate as to the timing of their move-in/move-out schedules. The Loading and Transportation submissions suggest near-constant usage of the loading zones by Whole Foods. This lack of adequate analysis and the provision of an unrealistic measure by Project Sponsor highlight the deficiency and superficiality of the conducted analysis. If adopted by the Planning Commission as such, the project will greatly jeopardize the safety of the residents, the 365 store staff as well as the safety of the cyclists, drivers and pedestrians commuting through this very busy area.

As discussed extensively in our April 2018 submissions, and the accompanying comment letter of traffic engineer Keith Higgins, the lack of traffic and parking studies does not allow the Planning Commission to adequately evaluate the GHG, traffic and noise impacts related to the project.

In the proposed categorical exemption, Staff states without citation that the project will not “double traffic.” There is no evidence to support such conclusion. Without adequate support, the Staff’s statement is mere speculation. The project building is currently vacant and therefore does not generate any traffic – although the parking garage is in use and heavily occupied. By replacing all of those vehicles with new grocery store customers – who will doubtlessly have short-duration stays and result in dramatically increased vehicle turnover – traffic volumes at the garage entrance will far more than double. The displaced vehicles will need to circle looking for parking. The additional truck traffic will create substantial conflicts. Thus, any unstudied speculation that traffic volumes at the Polk/Jackson intersection would lack substantial (or indeed any) evidence.

Because of the extreme difference in use and related impacts, a traffic study should be provided by the Project Sponsor.

Noise Impacts Remain Speculative

In addition to the above, the Staff Report provides that *“The Project will not include any uses that would emit noxious or offensive emissions such as noise, glare, dust or odor.”* This determination is unfounded as the Project Sponsor failed to provide any analysis related to the noise generated by the project. In its October 2018 Transportation Management Plan, the Project Sponsor states that simply prohibiting truck loading activities between 10 pm and 7 am is sufficient to comply with the San Francisco’s “quiet hours” and Noise Ordinance. Without a proper supporting noise study, this assertion is mere speculation.

Section 2909 (b) of the San Francisco Police Code (“SF Pol. C.”) provides the following limitations to commercial and industrial property noise limits: *“No person shall produce or allow to be produced by any machine, or device, music or entertainment of any combination of same, on commercial or industrial property over which the person has ownership or control, a noise level of more than eight dBA above the local ambient at any point outside of the property line.”*

Additionally, Section 2909 (a) of SF Pol. C. provides the following limitations for residential property: *“No person shall produce or allow to be produced by a device, music or entertainment*

or any combination of same, on residential property over which the person has ownership or control, a noise level more than five dBA above the ambient at any point outside of the property plane."

Article 29 of the SF Pol. C. defines "ambient" as the lowest sound level repeating itself during a minimum ten-minute period. To measure outdoor sounds, articles 1, 11, 29 and 49 provide a 450 feet threshold distance for trucks in motion and a 250 feet threshold distance from the periphery of attendant audience for stationary trucks.

In the October 2018 Loading memo, the Project Sponsor states deliveries will only be authorized for 10 hours per day, outside of the San Francisco "quiet hours" and that from Monday to Friday, on a typical weekday, two 65-foot trucks, four 30-to-48-foot trucks and three vans would deliver products, for a total estimated delivery time of five hours and a half.

On maximum days, the Project Sponsor states that four 65-foot trucks, six 30 to 48 foot trucks, and eight vans would conduct deliveries, for a total delivery time of eleven hours.

The Project Sponsor concludes that *"This would equate to a demand for one commercial freight loading space per hour on a typical day, and two spaces per day on a maximum day."*

Considering the low noise limits standards provided by the SF Pol. C. and the considerable amount of delivery trucks and traffic generated by the project, the Project Sponsor should have provided a noise study showing compliance with the above noise limits.

Adopting the project as such would greatly undermine the quality of living of existing residents of the vicinity as well as degrade the future project tenants' quality of living. The project should therefore not be adopted, absent an adequate noise study.

Housing Remains The Paramount Need

The recent adoption of Measure C is a timely reminder of San Francisco's lack of affordable housing, and the drastic need to address the housing crisis. The property should therefore be dedicated to residential use, as originally proposed in 2014: *"demolish the two-story with basement retail building (Lombardi's Sports) and construct a six story residential building with ground floor retail and basement parking."* Amazon has instead inserted itself into the property, in place of the intended new residential building. The Project Sponsor submitted a Formula Retail survey in early 2018. The survey concluded that the concentration of formula retail uses within the Polk Street NCD amounts to approximately 7.8% and 9.9% if measured by linear feet. The survey further concluded that the concentration of formula retail uses in the vicinity amounts to approximately 19.7%. This figures show the preeminence of retail in the Polk Street Neighborhood.

As the Commissioners noted at the original hearing on the project in April 2018, this is a unique opportunity to develop a prime residential lot. A smart planning decision should not be passed over to appease Amazon in exchange for a handful of units with no yards.

The Project Is Inconsistent With The General Plan

As a last point, the San Francisco General Plan "Neighborhood Commerce", Objective 6 provides to "*maintain and strengthen viable neighborhood commercial areas easily accessible to city residents.*" As discussed extensively at the April hearing, the arrival of a new general grocery store will have an undeniable negative impact on the merchants' community currently operating in the vicinity of the project. The project will not comply with Objective 6, as the project will undermine the existence of the local 'mom and pop,' upon which the residents currently rely. If the project is adopted, it will deprive local merchants of their existing clientele and further redirect potential future clients, instead of enticing new clientele to shop at the existing local shops. This contradicts Objective 3 of the Commerce and Industry Element of the San Francisco General Plan as well.

The True Impact Of The Project Has Not Been Studied

There has been no analysis of the Project's economic impacts that could result in physical environmental impacts, such as, urban decay and blight. The impact of large corporate retail establishments on local small and medium sized businesses is well documented and is the basis for case law requiring this analysis.

Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal. App. 4th 1184 discusses the environmental impact of "urban decay." It clearly defines the impacts caused by large sophisticated retail corporations that have refined their businesses into a science with a proven track record of out-competing all competitors, including many larger corporate retailers with much greater resources and buying power than the small to medium sized local businesses that are most impacted. These smaller businesses many times lack the resources to deal with this increased competition by adapting to the changed market conditions. This line says it all: "experts are now warning about land use decisions that cause a chain reaction of store closures and long-term vacancies, ultimately destroying exiting neighborhoods and leaving decaying shells in their wake." (Id. at p. 1204.) This is a significant impact that has not been properly studied or analyzed.

Therefore, for the reasons above and more fully set forth in our letters of April 18 and 25, the project is inconsistent with the San Francisco General Plan and controlling law, and should be rejected.

Sincerely,

DICKENSON, PEATMAN & FOGARTY



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April 18, 2018

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RE: 1600 JACKSON STREET - 365 BY WHOLE FOODS

Dear Mr. Foster, Mr. Ionin, and Commissioners:

Our firm represents Tony Vargas, a resident of San Francisco, and we are submitting these comments on his behalf with respect to the proposed 1600 Jackson Street Project to create a 365 by Whole Foods grocery store. Mr. Vargas has a number of serious concerns regarding the proposed Project (the "Project"), all of which suggest that the Project should not be approved at this time.¹

¹ The following comments are based on the information we received pursuant to our November 14, 2017 Public Record Requests as well as the information available on the planning department's websites. On March 1, 2018,

April 18, 2018

Page 2

As set forth below, use of a CEQA Exemption for this Project would be improper. The proposed Project is not consistent with City policy on housing, the General Plan, nor the City's zoning regulations. The proposed Project would have significant impacts on traffic, noise and air quality; none of which have been adequately studied. The property also has an adverse environmental history, which the proposed Project's proponents have not addressed.

As such, a full CEQA analysis of the Project is required. Beyond that failing, the actual confines and restrictions on the project appear to be still shifting, and no transportation analysis, loading plan, or other final description of the project has yet to be produced. The Notice of Public Hearing dated March 27, 2018, contains numerous errors and shortcomings. Full public notice of the actual Project has not been provided and the Planning Commission cannot act under the defective notice.

Finally, because there is a pending formula-retail ordinance that would prohibit projects such as the one proposed, we respectfully suggest the Planning Commission should not take any action inconsistent with that pending ordinance until after it has been formally decided upon by the City's elected officials.

We respectfully request that the issues raised in this letter be addressed and responded to prior to the Planning Commission taking any action on this Project.

I. Use Of A CEQA Exemption Would Be Improper For This Project

The Project proponent's original application suggests that the Project is exempt from environmental review as a "minor alteration of existing public or private structures involving negligible or no expansion of use." Title 14, California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act ("CEQA Guidelines") § 15301. The proponent claimed that conversion of a vacant former sporting goods store to a high-traffic grocery store is simply a "minor alteration" with "negligible or no expansion of use." The only "support" offered for this position is that "the building will not be expanded" and simple "tenant improvements and installation of signage" will be the only changes.

we submitted a new Public Record Request (2018-003147GEN) to obtain any updated plans and information on the project. The Planning Department did not produce records in response to our renewed request until April 16, 2018 at approximately 4pm in spite of our repeated attempts to obtain the requested documents. Given this delay and late production of additional information concerning the project, we reserve the right to supplement these comments. We also request that you postpone approval of the conditional use permit until the public is given full opportunity to access and examine all documents, as well as give comments. As discussed below, the information provided via the Planning Department's online portals is inconsistent and incomplete.

April 18, 2018

Page 3

This is obviously untrue. Going from the current vacant-retail state – sitting atop a fully-occupied parking garage – to an active grocery store using the same already-full garage, while proposing to take over five street parking spaces to account for the complete lack of compliant loading facilities, and then bringing in a constant stream of oversized delivery vehicles that cannot even turn properly into their co-opted on-street loading zone, is hardly a “minor alteration.” As discussed further below, the Project would reap great change on the property and have potentially significant environmental impacts.²

Given that a “Class 1” exemption is plainly unavailable, we understand it is now being considered whether the project should nonetheless be exempt from CEQA analysis by the use of a “Class 32” exemption for an in-fill development project. However, the project does not meet the standard required for such an exemption.³

In order to receive a categorical exemption, there must be “substantial evidence” to support a determination that a project falls within that exemption. (*See, e.g., Save Our Schools v. Barstow Unified School Dist. Bd. of Education* (2015) 240 Cal.App.4th 128, 139 [191 Cal.Rptr.3d 916].) “Argument, speculation, unsubstantiated opinion or narrative, [or] evidence which is clearly inaccurate or erroneous ... is not substantial evidence.” PRC § 21082.2(c).

Use of the Class 32 exemption first requires the Project be “consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.” CEQA Guidelines § 15332(a). This condition is not met, as discussed below and in the attached letter of traffic engineer Keith B. Higgins, PE, TE (“Higgins Report”); there are numerous conflicts between the Project and applicable general plan policies and zoning regulations.

² The Project Description in the Notice of Public Hearing dated March 27, 2018 (the “Notice”) claims that the “proposed project does not constitute a change of use.” This is wrong and indeed inconsistent with the Amended Application for Conditional Use produced to us yesterday dated April 3, 2018 which checked the ‘Change of Use’ box under Item 3, Project Description.

³ We note that the notice of public hearing directs the public to the www.sfplanning.org website for project information on the “Exemption Map.” The ‘More Details’ button on the Exemption Map for the parcel at issue links to the Accela records for the parcel, indicating a Class 32 exemption, and a description of the Whole Food project. *See* <http://sf-planning.org/ceqa-exemptions-map>; search “1600 JACKSON ST” (last visited April 17, 2018). (No record supporting such decision has been made public nor notice of such exemption been provided, despite our specific request in November 2017). Yet the ‘Documents’ button for the parcel provides only the plans for the now-abandoned residential project at the site. *See* <https://sfplanninggis.org/planningdocs/?RecordID=2016-000378ENV&RecordName=1600%20Jackson%20Street%20%28Whole%20Foods%29> (last visited April 16, 2018). As such, if an exemption determination has actually been made, the Notice of Public Hearing was defective, and the project cannot be decided based thereon.

Use of the Class 32 exemption also requires that “the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.” CEQA Guidelines § 15332(d). The Project also falls far short of this Class 32 exemption requirement as set out further below and in the Higgins Report.

Moreover, CEQA Guidelines § 15300.2 excepts usage of the exemptions, including Class 1 or Class 32 exemptions, under certain circumstances. Under § 15300.2(b), “[a]ll exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.” And under § 15300.2(c), “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.” “Whether a circumstance is ‘unusual’ is judged relative to the typical circumstances related to an otherwise typically exempt project.” *Santa Monica Chamber of Commerce v. City of Santa Monica*, 101 Cal. App. 4th 786. Here, again as discussed further below, the cumulative impacts and unusual nature of the Project render an exemption unavailable.

No Class 1 or Class 32 exemption for the Project may be used, and a full CEQA analysis is required. The Project should not proceed without either at least a completed initial study or, more appropriately, an environmental impact report. Public Resources Code (PRC) § 21080.

II. The Project Is Not Consistent With City Policy, The General Plan Or Zoning Regulations

The 1600 Jackson Street property, at the corner of Jackson and Polk Streets, is located in the Polk Street Neighborhood Commercial District, and zoned as a Neighborhood Commercial property. As set out in the San Francisco Planning Code (SFPC), “Neighborhood Commercial Districts are intended to **support neighborhood-serving uses on the lower floors and housing above.**” SFPC § 702(a)(1) (emphasis added). The proposed Project plainly fails to meet this criteria and should be rejected on its face as inconsistent with Planning Code section 303(c)(1). Given the absence of any housing component, the proponent has not and cannot establish that “[t]he proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.”

A. The Project Fails to Address the City’s Recognized Housing Crisis

San Francisco has a well-documented housing shortage, acknowledged in the City Code; particularly housing that is affordable and/or sized for families: “The Board of Supervisors, and the voters in San Francisco, have long recognized the need for the production of affordable housing.” SFPC § 206.1(c).

Affordable housing is an especially paramount concern in San Francisco. San Francisco has one of the highest housing costs in the nation, but San Francisco's economy and culture rely on a diverse workforce at all income levels. It is the policy of the City to enable these workers to afford housing in San Francisco and ensure that they pay a reasonably proportionate share of their incomes to live in adequate housing and to not have to commute ever-increasing distances to their jobs.

SFPC § 206.1(b). One of late Mayor Ed Lee's last official acts was issuing Executive Directive 17-02. Mayor Lee lamented that "[t]he lack of housing affects everyone in our City. Years of failing to build homes has resulted in families and long-term residents leaving San Francisco in search of more affordable places to live." Executive Directive 17-02 was intended to produce "faster approvals for housing development projects at both the entitlement stage and the post-entitlement permitting stage."

The 2014 Housing Element of the City's General Plan "notes that meeting the estimated housing need will require a rate of housing production far greater than what has been achieved in previous years."⁴ As set out in the Preface to the Housing Element, two General Plan Priority Policies relate specifically to housing:

- That the City's supply of affordable housing be preserved and enhanced (See Objectives 1-3, Objectives 7-9, and all related policies under those objectives).
- That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods (See Objective 2, Objective 11, and all related policies under those objectives).

Indeed, the City has numerous programs in place to promote housing development. *See, e.g.,* SFPC § 206.1(g) (listing four affordable-housing promotion programs). In early 2017, the Planning Department published an extensive report on the pressing need for housing for families with children.⁵

Thus, the need for more housing is clearly a priority for the City, and the failure to include housing at the site – the location's zoned intended use – is inconsistent with City policy. The Project is thus not "necessary or desirable for, and compatible with, the neighborhood or the

⁴ http://www.sf-planning.org/ftp/General_Plan/2014HousingElement-AllParts_ADOPTED_web.pdf

⁵ http://default.sfplanning.org/plans-and-programs/planning-for-the-city/family-friendly-city/Housing_for_Families_with_Children_Report-011717.pdf

community,” nor “in conformity with the stated purpose of the applicable Use District.” SFPC § 303(c)(1), (4).

B. The Project Fails to Comply with General Plan Requirements

As set forth further in the attached Higgins Report, numerous elements of the General Plan and related City Plans beyond the Housing Crisis are also implicated. The Transportation Element of the General Plan, including Vision Zero and the Better Streets Plan, and the Polk Streetscape Project, call for giving priority to the safety of pedestrians; yet the proposed on-street loading zone would consistently interrupt pedestrian traffic on Jackson Street. *See, e.g.*, General Plan, Transportation Elements 1.2, 18.1, 24.1-24.3, 42. The busy garage entrance on Polk Street would do the same, including constant obstructions of the southbound Polk Street bike lane. *Id.* at Objectives 29, 31. Likewise, if the deficient “receiving gate” on Jackson is used, it will block sidewalk access for pedestrians and the handicapped. The Project is located in the Middle Polk Invest in Neighborhoods Initiative Area,⁶ but conflicts with many pro-Neighborhood policies such as the Polk Streetscape Project.

The site is also immediately adjacent to the rapidly developing Van Ness Avenue Area. It would greatly impact the block of Jackson Street between Polk and Van Ness, and the adjacent RC-4 zoned building at 1650 Jackson Street that is located in the Van Ness Special Use District. In addition with conflicting with the Van Ness Avenue Plan’s Objective 1 of adding residential housing to that area, it also will interfere with Objectives 8 and 9’s goal to create an attractive street and sidewalk space and focus on safety for all users on Van Ness. Further, we understand that the Van Ness Corridor Neighborhoods Council opposes the Project.

The proposal to give city street space and/or property to non-public uses (in this case, give five metered parking spaces to a supermarket for loading and unloading) violates the General Plan tenets regarding public street space not being used for private development. Urban Design Element 2.8 (“strong presumption against the giving up of street areas for private ownership or use”); Transportation Element 36.5 (against giving up public street parking for private parking). The proposed Project also encourages truck noise immediately adjacent to residential use, contrary to Environmental Protection Element 9.6, and the proffered transportation plan diverts truck traffic into neighborhood streets contrary to Vehicle Circulation Plan Policy 1. Moreover, to the extent any street space should be given to loading purposes on Van Ness cross-streets, that space should go to properties fronting Van Ness per Van Ness Avenue Area Plan Policy 9.13.

In sum, there are a vast number of conflicts between the Project and the City’s long term plans.

⁶ <http://investsf.org/wordpress/wp-content/uploads/2014/03/Neighborhood-Profile-MIDDLE-POLK-STREET.pdf>

C. The Project Fails to Comply with Zoning Regulations

Under SFPC § 152, one Off-Street Freight Loading space is required for retail between 10,001-60,000 sq. ft. In Neighborhood Commercial Districts, “[a]ll uses shall be conducted within an enclosed building” and “[n]o use, even though listed as a Permitted Use, shall be permitted ... which, by reason of its nature or manner of operation, creates conditions that are hazardous, noxious, or offensive through the emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried waste, or excessive noise.” SFPC §§ 703(b), (e)(1). The loading zone at the Project is plainly insufficient under the code, and the substantial truck traffic that the Project will engender will create hazardous, noxious and offensive conditions.

Further, “[a]ny off-street freight loading area located within 50 feet of any R District shall be completely enclosed within a building if such freight loading area is used in regular night operation.” SFPC § 155(p).⁷ The property is adjacent to a RC-4 zoned residential building. Thus, no “regular night operation” of the loading zone can be allowed; yet grocery stores routinely off-load produce during over night hours, and there can be little assurance that the Project would actually comply with any limitation to the contrary. Indeed, the Project’s “Loading Management Plan” set out in the December 15, 2017 second draft of the Transportation Management Plan specifically calls for loading to be permitted at all times, weekdays and weekends, excepting only weekdays from 7-9am and 4-6pm. Thus, the on-street based Loading Management Plan violates SFPC § 155(p).⁸

Moreover, while parking and loading are typically accessory uses, loading facilities must be located on the same lot as the structure or use served by them in order to be considered accessory uses. SFPC §§ 155(a), 204.5. An off-street loading space must “be located in its entirety within the lot lines of private property.” SFPC § 155(b).⁹ Here, as discussed in the Higgins Report, the loading area is plainly insufficient to meet these requirements; a full-size 65-foot truck would not come close to fitting in the loading area, and even a 30-foot truck

⁷ Section 155(r)(2)(GG) also prohibits “garage entries, driveways or other vehicular access to off-street parking or loading” on “development lots” on Polk Street “[i]n order to preserve the pedestrian character ... and to minimize delays to transit service”; however, the existing garage driveway would not appear to be impacted by this prohibition.

⁸ A “tracked changes” version of the Loading Management Plan produced to us yesterday appears to show further modifications proposed to this schedule by planning staff based on the City’s “quiet hours” provisions. Yet even still it suggests large truck unloading to occur up until 10:00pm immediately adjacent to a residential zone. It is unclear what the project is actually proposing, and the proponent should be required to submit a full and complete application that actually describes the terms of the project prior to any action being taken by the Planning Commission.

⁹ Further, the code provides that “[a]ccess to off-street loading spaces shall be from Alleys in preference to Streets, except where otherwise specified in this Code.” SFPC § 155(c). However, there is no alley at the property.

would intrude into the sidewalk. The Project proponent concedes as much. Thus, the Project proponent does not actually intend to do its freight loading in its off-street loading space, nor do so in an enclosed building: the on-street loading “solution” is inconsistent with the zoning regulations.

It cannot receive an exemption to those requirements either. The Code treats together off-street parking and loading requirements. But while exemption to the off-street *parking* requirements require approval by the Planning Commission or Zoning Administrator pursuant to the procedures in SFPC §§ 307(h)(2) and (i), SFPC § 161(f), *there is no associated provision for an exemption from off-street loading requirements*. SFPC § 161 (“These provisions, as exemptions, shall be narrowly construed”). The intent of the zoning code in requiring an off-street loading space for such a Project would be frustrated if any Project could provide an inadequate off-street space, and do all of its actual loading on the street. As such, the current plan to use an on-street loading area does not comport with the zoning requirements and must be rejected.

In sum, there are a vast number of conflicts between the Project and the City’s long term plans, policies, and code provisions, such that the use of a categorical exemption intended for projects that are consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations, is clearly inappropriate.

III. The Project Could Result in Significant Traffic, Noise, and Air Quality Impacts

The Project proponent has completely abrogated its obligation to demonstrate compliance with Planning Code § 303(c)(2), which requires a showing that a project “will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.” Among other shortcomings, as discussed below, the proponents have failed to conduct a traffic study, nor done any current environmental analysis.

A. The City’s Own Analysis Shows Substantial Issues with the Project

Project records show that on July 18, 2016, Don Lewis (Environmental Planning) requested a determination of whether a Transportation Study was required from Manoj Madhavan, Transportation Staff; on July 21, Madhavan indicated a Transportation Study was required. The request and determination notes that the “Project site is located within a high-injury corridor.” That requirement has not been fulfilled. Subsequent correspondence between Kittelson, the proponent’s consultant, and planning department staff indicates that a full TIS *will not* be performed. Such a failure is significant.

April 18, 2018

Page 9

As the Commission knows, the San Francisco Street Design Advisory Team (SDAT) reviews projects affecting public right-of-ways. It includes representatives from SF Planning, Public Works, and SFMTA. On March 27, 2017, there was an SDAT meeting to discuss the Project. In an April 20, 2017 memo, SDAT provided extensive criticisms of the Project. Among other issues:

- SDAT cited the Better Streets Plan, and that Jackson and Polk Streets are classified as Neighborhood Commercial Streets.
- SDAT cited the Vision Zero Policy which seeks to eliminate all traffic deaths in SF by 2024. "Polk Street has been designated a Vision Zero Corridor and falls on the Vision Zero High Injury Network for cyclists. All plans should prioritize improving safety for all users along this corridor."
- Polk Street is an identified bike route under the San Francisco Bicycle Plan, and is the primary north/south route through Nob Hill from Downtown and Aquatic Park.
- SDAT opposed on-street commercial loading and expressed a preference that the Project accommodate loading within the building's garage, understanding that doing so would require modifications to the building. It requested further information as to why internal loading or minimized truck deliveries is infeasible.
- SDAT recommended a bulbout into both Polk and Jackson streets. "Given the importance of this corner for Muni operations, further analysis will be required before preferred bulbout dimensions can be determined." The Transportation Management Plan notes a bulbout only into Polk Street.

In an (unsuccessful) effort to address some of the initially identified problems with the Project, two reports were produced by Kittelson on behalf of Whole Foods on October 25, 2017. The first addresses truck traffic routes, unloading issues, and parking. Among other items, it notes that:

- Trucks cannot turn into the loading zone from southbound Polk Street, so suggesting southbound traffic needs to be rerouted to Larkin Street – *failing to note that portion of Larkin is restricted to trucks under 6,000 pounds.*
- Passenger loading should occur in the same area as the commercial loading zone when a delivery truck is not present – *failing to recognize that the delivery schedule calls for near-constant truck traffic.*

- The existing parking garage will have only 70 parking spaces – *failing to acknowledge the parking garage is already actively and fully in use.*
- A need to monitor for traffic into the garage and abate any traffic backups blocking the street or sidewalk for three minutes or more – *but blocking the street or sidewalk (or bike lane) for two and a half minutes would go unaddressed.*
- A series of traffic abatement measures and truck management schedules contained in the report – *acknowledging that there are at the very least significant issues to be studied and mitigation measures required.*

Notably, there does not appear to have been any study done of existing traffic and parking demands in the existing garage, which is open and operating. See Higgins Report at 5. There is no recognition of the loss of street parking either even though the plan for street loading removes five metered parking spaces on Jackson Street. **The Project would fully displace 75 parking spots, yet the issue has never been addressed by any study.**¹⁰

The second October 25, 2017 Kittelson report focuses on a purported loading plan. It analyzes expected truck load demands based on four different Whole Foods locations; three 365 stores in other cities, and the Whole Foods on Franklin Street in SF. It (wrongly) notes that 365 stores have about half of the truck demands of a regular Whole Foods. Some issues raised by this report include:

- It notes that the majority of deliveries are normally made during business hours (9-6pm). However deliveries will not be available between 4-6pm, pushing more deliveries to off-hours, greatly affecting the residential neighbors.
- An average of 10 trucks per day will result in one-two trucks per hour. Thus, the loading zone will essentially always be in use during the day, preventing any other use despite the plan to direct Uber/Lyft vehicles to pick-up/drop-off in the loading zone.
- A recognition that the SF Planning Code § 152 requires one off-street freight loading space – 25 feet long, 10 feet wide, and 12 feet vertical clearance – not large enough for even a 30 foot truck, let alone a 65-foot trailer truck.

¹⁰ For example, a draft of a memo from Don Lewis, Environmental Planner, produced to us yesterday misstates the parking deficit resulting from the project because it fails to analyze the existing parkers being displaced. It also falls short in its analysis of vehicle miles travelled (VMT), which will certainly be impacted both for the existing displaced parkers and the extensive project traffic. See Higgins Report at 3-5.

- A claim that it is not feasible to create a loading dock on either Jackson Street or Polk Street; the 100-ft commercial loading zone on Jackson Street is the only proposal. This expands the existing 20-foot loading zone to the corner of Jackson & Polk.
- Delivery activity will interfere with pedestrian traffic on Jackson Street. There is also a bus stop on Jackson at Van Ness – that would lead to pedestrians walking through the loading area to access Polk Street or enter the store – in addition to the current stop (with no curb access) on Jackson at Polk that will be in the loading zone itself.
- Truck movement analysis shows trucks cannot turn from southbound Polk onto Jackson into the loading zone. The Project will need to direct its vendors to deliver from either northbound Polk or westbound Jackson. There is no indication that a ‘trucks no right turn’ sign will be placed on southbound Polk. And as noted above, it purports to reroute large truck traffic onto a street where those trucks are prohibited.
- Trucks backing into the receiving gate would temporarily block traffic on Jackson. Such Smaller vehicles will also need to back across the sidewalk on Jackson, conflicting with pedestrians, and blocking the sidewalk when not completely in the receiving area.
- The Project would direct Uber/Lyft pickups to the commercial loading zone when delivery vehicles are not present; but that could affect delivery trucks and may result in double-parking.

The report concludes with a telling acknowledgement of the impacts that should be subject to fully study:

The delivery activity of the Project has the potential to affect traffic, transit, bicyclists, and pedestrians along Jackson Street.

Given the recognition of these significant impacts by the applicant’s consultant, these conclusions call for a traffic study and complete CEQA analysis.

Moreover, on April 17, 2018, one day before the deadline for the Planning Commission to receive printed comments, we received updated versions of the two Kittelson reports discussed above. They do not come close to addressing the problems, and indeed seem to give rise to even bigger questions. For example, they continue to wrongly claim that the operating and full parking garage is a vacant site, and repeats much of the same issues as the prior drafts. The “Proposed Traffic Plan” (sheet B12) that accompanied the second draft Loading Analysis does little more than point out some bicycle racks, while inconsistently suggesting that the loading zone operates Mon-Sat, 9:00AM – 6:00PM (contrary to the loading times actually proposed of

all hours except 7-9am and 4-6pm) and that, “when trucks are not unloading, rideshare vehicles can use passenger loading zone,” leaving to speculation what should occur during the 20 hours per day that are planned as loading times.¹¹

More concerning, the vague reference to “online order and delivery service(s)” having two dedicated parking spaces for “associated grocery delivery vehicles” in the Transportation Management Plan Draft #2 suggests that the Project (or its new corporate parent, Amazon) is ***planning to run a grocery delivery business from the Project site***. This is a completely different use than proposed. The prospect of a constant stream of delivery vehicles has never been addressed or fully disclosed.

Finally, we note that documentation we received yesterday through our public records request (but not otherwise publicly available) indicates that planning staff has been providing revisions to the Project’s consultants as recently as this week, which now appear to propose even further modifications to the Transportation Management Plan. Thus, it is difficult to fully comment on the Project plans without any public disclosure of what those plans actually are, and no hearing should be held on the Project until full and complete public disclosure is made.

B. An Expert Analysis of Traffic Issues Demonstrates the Need for Further Analysis

The attached Higgins Report sets out numerous significant issues, unanswered questions, and shortcomings of the Project plans. A full traffic study and transportation analysis by the Project proponents is required to attempt to address some of these issues. Many are not solvable at all, strongly suggesting the Project should be rejected in its entirety. At the very least, the failure to fully analyze these problems prior to proceeding fails to meet applicable legal requirements as discussed above.

The significant issues found by the Higgins Report include:

- A failure to conduct a Traffic Impact Study to address:
 - An increase in traffic generated by the Project
 - Changes in traffic patterns from upcoming street projects
 - Cumulative traffic impacts from upcoming land development project
 - Traffic operations Issues

¹¹ Draft versions of revised documentation containing comments and tracked changes we received yesterday suggest that this question is still unanswered.

- Vehicle Miles of Travel (VMT), the new state-mandated standard for a CEQA impact study, has not been addressed
- Increased traffic will have air quality impacts and noise impacts on the neighborhood while taking away from existing parking
- There has been no analysis of the parking garage on the site that is currently in use and at full capacity
- A full truck access and freight management plan is needed
- The proposed Project does not meet transportation code requirements
- The proposed Project conflicts with Policy 40.2 of the Transportation Element of the General Plan
- Numerous other controlling City Plans and policies have not been addressed

The Project proponent's failure to address these items demonstrates a lack of substantial evidence to grant any exemption or approve the Project. Traffic issues need to be addressed because of their direct, indirect, and cumulative impact on the physical environment. Truck and customer traffic, and especially VMT, need to be studied to determine the Project's impact on air quality. And likewise, the noise from a constant stream of trucks and an untold number of vans must be analyzed. These are all unstudied, potentially significant impacts on the environment.

IV. The Project Applicant Failed to Address Adverse Environmental History

The City Planning Department requires submittal of an Application for Environmental Evaluation form. Question 7 on that form asks "[w]ould the Project involve work on a site with an existing or former gas station, auto repair, dry cleaners, or heavy manufacturing use, or a site with underground storage tanks?" Melina Sarjapur of Reuben, Junius & Rose, LLP submitted the form on behalf of the property owners, three LLCs, with an address of 940 Emmett Ave. STE 200, Belmont CA 94002, on March 23, 2016. The question was answered 'no.'

A. The Project Site Was Historically Used As An Auto Repair Facility

The site in question was, for decades, the location of a number of auto repair facilities. In 2014, another Application for Environmental Evaluation was filed by Village Investment Partners, L.P., with an address of 940 Emmett Ave. STE 200, Belmont CA 94002, concerning a proposed

residential construction Project at the site. That form answered Question 7 correctly. As a result, a Phase I Environmental Site Assessment (ESA) was required to be (and was) submitted. An ESA is contained in the electronic file for the subject property – but it is dated June 9, 2014.

It is not clear whether there was an agreement to allow the use of the 2014 ESA in connection with the current Project, which was not applied for until 2016. The record suggests that the Planning Department was never paid for the prior environmental review effort; yet the “new” applicant shares the exact same address as the prior applicant. It is clear however that the Whole Foods Project did not submit a current Phase I ESA.

B. The Prior Phase I ESA Was Flawed

The 2014 Phase I Environmental Site Assessment has a number of errors and analytical shortcomings. It indicates there is no basement, despite the obvious subterranean parking structure (and includes pictures thereof); it conducted a shallow and insufficient review of earlier permits; and its analytical conclusions regarding contamination seem to rely only on contamination found decades earlier. Underground storage tanks and hydraulic lifts were removed in 1992, and the only testing in the Phase I ESA comes from a report from that time. Yet the ESA does not clearly identify that it is relying on 25-year old data; rather it just vaguely references that “TRC Environmental Consultants did not recommend further investigation.” TRC did the 1992 work. Moreover, no testing appears to have been done for toxic substances like MTBE.

Given that the site is now proposed to be used to sell food such as fresh produce, that the site is potentially contaminated but no up-to-date ESA was performed is highly significant. In addition, the ESA notes several action items that are needed including:

- Potential asbestos-containing materials will need to be identified and a thorough asbestos survey is required in accordance with EPA NESHAP 40 CFR Part 61 prior to any renovation.
- Lead based paint may be present; samples need be collected or studied and any amount of lead would require compliance with OSHA lead standards.

Even if it were appropriate to consider the 2014 study as having been submitted in connection with the current Project, it has several obvious flaws, including:

- The property is wrongly described as a “two-story commercial building with presumed slab foundation.”

- It was still occupied by Lombardi Sports at the time of the study.
- A claimed data gap of property history from 1950-1995; but permit records are in the current file.
- No sampling for any toxic materials was done.
- No radon test was performed although parking is in a subterranean garage.
- Only a visual mold test was performed; no air testing, closed wall, or HVAC testing was done.

As discussed above, the contamination evaluation is 25-years old. There has been no analysis of what may have happened at the site during its vacancy, such as mold growth, and no analysis of substances that have more recently been found to be toxic to the environment, such as MTBE. Given all of the shortcomings with the prior Phase I ESA, a current, complete and accurate Phase I ESA must be required before any project can proceed at the site.

V. A Full CEQA Analysis is Required

For the reasons discussed above, there are substantial issues that render use of a Class 1 or Class 32 exemption – or, indeed, any exemption – improper. Even if there were a basis for use of one of those exemptions, the unusual circumstances surrounding this particular Project render a full CEQA analysis necessary – there is a more than “reasonable possibility that the activity will have a significant effect on the environment.” CEQA Guidelines § 15300.2(c). Among other unique features of this Project:

- The proponent (wrongly) asserts the lack of grocery stores and that consequently the grocery store is the only one in the area, rendering it necessarily a unique project requiring further environmental review;
- A changed use from a vacant retailer and/or from a low-volume sporting goods store to a open high-volume grocery has dramatically different noise and truck traffic;
- Proposed truck unloading on a busy and narrow street, whereas typical grocery stores have off-street loading zones;
- The Higgins Report’s findings that the current parking garage at the site is fully occupied;

- The Project will impose an undue burden on pedestrians, wheelchair users, and bicyclists who will have to deal with the overflow of traffic, obstructed sidewalks, and additional circling traffic looking for parking;
- Undue burden on Polk and Jackson Street users, who are not customers of the store.

In addition, the cumulative impacts of grocery stores in the area must be considered in determining whether two (or potentially more) high-traffic stores less than a half-mile apart would be significant. The significant traffic created by the nearby Whole Foods on California Street must be taken into consideration in the analysis under CEQA Guideline § 15300.2(b). (See Higgins Report at 6). The “cumulative impact of successive projects of the same type in the same place, over time is significant,” again rendering use of an exemption improper. *Id.*

The Project is not exempt from CEQA review, and as such a full Environmental Impact Report, or at the least Initial Study, should be prepared before any action is taken.

VI. The Notice of Hearing is Defective

Pursuant to San Francisco Administrative Code Section 67.7-1, notice of a hearing on a conditional use permit application is required. The notice is required to “inform the residents of the proposal or planned activity, the length of time planned for the activity, the effect of the proposal or activity, and a telephone contact for residents who have questions.” S.F. Admin. Code § 67.7-1(b). The Notice of Hearing, dated March 27, 2018, fails to do so. It does not, as noted previously, correctly describe the Project as a change of use. It does not inform the residents of the length of time planned for loading activities. And it does not inform the residents of the effect – or even the existence – of the on-street loading proposal.

To the contrary, it falsely implies the Project will only “utilize the existing ... off-street loading dock” with no mention whatsoever of the plan to take public street space and convert it to private use. The Notice’s brief Project Description touts the addition of 21 bicycle parking spaces, but somehow omits the taking of 100-feet of street space for 65-foot eighteen wheelers.

A resident receiving the Notice would not be adequately informed of the scope of the Project. Failure to provide such notice violates Section 3 of Article I of the California Constitution. See California Government Code Section 54954.2(c). As such, the Planning Commission would not be acting pursuant to a valid Notice of Hearing were it to take any action on the Project pursuant to the defective March 27, 2018 Notice.

April 18, 2018

Page 17

VII. The Pending Ordinance Prohibiting Formula Retail on Polk Street Should Take Priority

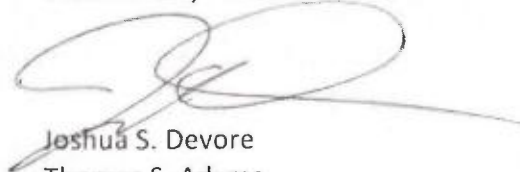
We also note that there is pending for consideration by the Board of Supervisors a Formula Retail ban that would apply to the Polk Street area, including the Project location. See Resolution No. 19655. While the Planning Commission did not recommend its adoption, that decision ultimately rests with the Board of Supervisors. Given that such a ban would prohibit the Project in its entirety, that proposed Ordinance should be fully heard and considered before any steps on the Project should proceed. Rushing the Project through before that Ordinance is fully resolved would undermine the intent of the Ordinance, and suggest favoritism towards this particular Project and its proponent to the detriment of the neighborhood residents whom the policies discussed herein and if passed, the Ordinance, are intended to protect.

VIII. Conclusion

We thank the Commission for its attention to these numerous issues, and would welcome the opportunity to provide any additional information that may be desired on the issues discussed above.

Respectfully submitted,

DICKENSON, PEATMAN & FOGARTY

A handwritten signature in dark ink, appearing to read 'Joshua S. Devore', is written over the printed name.

Joshua S. Devore
Thomas S. Adams

Attachment: February 16, 2018 Letter of Keith B. Higgins, PE, TE

Keith Higgins

Traffic Engineer

February 16, 2018

Joshua S. Devore, Esq.
Dickenson, Peatman & Fogerty
1455 First Street, Suite 301
Napa, CA 94559

Subject: 365 Store, 1600 Jackson Street, San Francisco

Dear Joshua,

Per your request, this is a review of potential traffic and parking issues associated with the Whole Foods 365 supermarket that is proposed to reuse the former Lombardi's sport and recreation store at the intersection of Jackson and Polk in the Polk Street Neighborhood commercial zoning district. The project would reuse the existing building that is vacant except for the operation of a 66-space parking garage that received a new permit to operate as a commercial garage in March 2017 from the San Francisco Police Department (Permit 110371). The existing three-story structure covers the entire lot (22,250 square feet). There is a receiving gate with a very small footprint; however, there is no loading dock of the scale and type needed to support a supermarket. No on-site parking is proposed in addition to the existing public parking garage. The Jackson Street and Polk Street frontages of the property are lined with metered public parking spaces, new curb and gutter, new landscaping, and one (1) accessible metered parking space (on Jackson at Polk, northwest corner). Polk, Pacific, Jackson and nearby Van Ness all have bus transit lines. A bicycle lane and streetscape improvements were completed along Polk Street very recently.

The purpose of this letter is to describe traffic, traffic safety, delivery and parking issues with the proposed project. The brief memorandum submitted by the developer does not address or impartially assess the transportation issues for this project. Each area of concern is described below along with other planning issues that must be considered.

1. Project Description

The Planning Department description of the project cites 22,500 square feet of grocery use whereas the Transportation Management memorandum uses 44,000 square feet. Which is correct? It appears that the Planning Department screening for potential impacts may have assumed that the project would use only the footprint, whereas the transportation management memorandum uses both stories of the structure, doubling the potential impacts. If this is the case, the environmental review needs to be redone.

Joshua Devore, Esq.
February 16, 2017

2. Lack of Traffic Impact Study

a. Increase in Project Traffic Generation

The proposed project requires a use permit and should also require a full Traffic Impact Study. A Traffic Impact Study from a prior environmental review or traffic conditions from previous uses may be used for reference information in lieu of new analysis **if impacts are equal to or less than the previous use or proposal**. However, the currently proposed supermarket would have much higher pedestrian, bicycle and vehicular traffic than the previous uses or proposals. The project clearly will create additional parking, noise, traffic congestion, traffic safety, and freight access issues. Apparently, based on a review of documents you have collected from the City, the developer was not required to submit a traffic impact study. Instead, the reviewers only requested a Memorandum regarding how the project truck delivery and unloading would be accommodated. Thus, other significant environmental impacts are not being addressed. The project **may** have a significant effect on the environment and this is the standard in CEQA to prepare an Environmental Impact Report.

Prior environmental documents done for the site are not accurate gauges of how a grocery retail project would impact the transportation, parking, air quality, noise impacts, emissions, and traffic safety of the neighborhood. Previously, the site was an auto repair facility and, most recently, Lombardi's Sports and Recreation store.

For instance, the trip generation rates for the two prior uses of the property - an auto repair use and a sports/ recreation store have much lower trip generation rates than a supermarket, as tabulated below.

Land Use	ITE Land Use Code	Weekday Daily Trip Rate per 1,000 S.F.	Weekday PM Peak Hour Trip Rate per 1,000 S.F.
Auto Repair	943	16.28	2.26
Sporting Good Superstore	861	28.75	2.02
Supermarket (Suburban)	850	106.78	9.24
Supermarket (Dense Multi-Use Urban)	850	154.55	10.94

Table 1 - Auto Repair, Sporting Goods and Supermarket Trip Generation Rate Comparison

Joshua Devore, Esq.
February 16, 2017

Note that the weekday pm trips will increase above the historical uses by 8.92 trips per 1,000 square feet, or 200 trips (per the 22,500 square foot project description used by the Planning Department). If the use is 44,000 square feet as described in the Transportation Management Memorandum, the increase in trips will be 400 trips per hour over the prior use. The trip rate for the prior use was 28.75 trips per 1,000 square feet; the proposed 365 Whole Foods market use would be almost **eight (8) times** that rate at 154.55 trips per 1,000 square feet.

b. Changes in Traffic Patterns from Upcoming Street Projects

Traffic reports for previous uses cannot be used because the essential four steps of traffic forecasting--trip generation, distribution, mode split and traffic assignment--are no longer accurate given that the Van Ness Bus Rapid Transit Project will open in Fall 2018. This will change existing traffic patterns. In addition, those prior Traffic Impact Studies do not consider the traffic diversion onto Polk and Jackson that will increase base volumes onto which this new project traffic will be added. This, in turn, could influence the project traffic assignment to the street network. Truck access routes and volumes will also change when the Van Ness Bus Rapid Transit is completed and operating. This has not been considered.

c. Cumulative Traffic Impacts from Upcoming Land Development Projects

The late 2018 opening of the new California Pacific Medical Center (CPMC) Hospital and its impact on traffic distribution is also not considered. This new eleven-story hospital located within one-half mile of the site will create cumulative traffic impacts that also have not been considered. Other developments may also be proposed in the project vicinity. These need to be identified and their cumulative effect on traffic and parking analyzed. None of this has been considered for the proposed project or in prior environmental reviews for this site.

d. Traffic Operations Issues

A traffic study needs to be prepared to review the following potential impacts:

1. Queuing at the intersection and the entrance to the parking garage.
2. Delays and emissions caused by customers searching for parking.
3. Delays to Muni buses (Lines 10, 12 and 19).
4. Safety conflicts between trucks and bicycles, pedestrians, handicapped and transit buses along all site frontages and truck routings.
5. Diversion of traffic, changes to traffic distribution and assignment due to the Van Ness Bus Rapid Transit Project and diversion of traffic.
6. Cumulative traffic impacts.

3. Vehicle Miles of Travel and Transportation Impacts Assessment

Vehicle Miles Traveled (VMT) is the new state-mandated measure of a CEQA traffic impact rather than Level of Service (LOS). VMT is an important metric for determining the environmental impacts of the

Joshua Devore, Esq.
February 16, 2017

project because VMT correlates with air pollution impacts: the more miles traveled, the more air pollution results. In San Francisco, the "Align Program" was introduced in March 2016 and the City now defines a CEQA significant traffic impact as an increase in VMT by land use category and traffic zone. For retail uses, the urban VMT is estimated at 12.6 miles per 1,000 square feet of use. With an increase of 400 new peak hour trips compared to the prior use, even if they are each only 1/2 mile-long and 30 percent by auto, this would be an increase of 60 VMT per 1,000 sq. ft. in the peak hour which is significant relative to the 12.6 VMT baseline per 1,000 square feet of retail. The significance threshold for VMT growth needs to be addressed in a Traffic Impact Study.

In any case, VMT alone does not fully inform the public of the direct effect of the project on their community. The key purpose of CEQA is public disclosure on environmental impacts and this project is not providing the public disclosure that is required.

These direct VMT impacts and others need to be considered along with cumulative effects from the Van Ness BRT Project, and the new CPMC Hospital as well as other ongoing and proposed development.

4. Vehicle Miles Traveled, Air Quality and Noise Analysis

The project will generate more traffic than prior uses (see discussion above). This increase in traffic will be in addition to increased volumes resulting from diversion off of Van Ness and onto Polk and adjacent streets and the opening of the new CPMC Hospital and Medical Office Building at Geary and Van Ness.

In addition, the lack of parking in the neighborhood will result in additional congestion and VMT as people search for available parking.

There are many currently unanswered questions that must be answered and evaluated in order to properly analyze the project's impacts and to provide the required disclosures to the public who will be directly impacted by the project's impacts on traffic, parking, noise, and air quality. Is the existing public parking garage use to cease? Where will the cars now using this garage park? How much additional VMT will be created by the increase in the intensity of use and as people search for more limited parking? Does that amount of additional VMT trigger greenhouse gas and PM 2.5 emissions analysis under BAAQMD guidelines? Will noise mitigations be needed for adjacent residents due to traffic deliveries and vibration impacts of large trucks?

In addition to the above issues, 65-foot semi-trailer trucks are proposed to use a loading area that will supplant what is now five (5) metered public parking spaces along Jackson Street frontage. Trucks could operate throughout the day and night, and on some approaches BACKING into the loading area. This will result in traffic congestion, additional air quality impacts, increased greenhouse gases and lessened safety for transit users, bicyclists using the new Polk Street bike path, and pedestrians crossing streets and using the public sidewalk. The proposals to access the supermarket with full size

Joshua Devore, Esq.
February 16, 2017

semi-trailer trucks would also interfere with operations on Muni lines 10, 12 and 19. The proposal that smaller trucks and catering pick-ups would use the receiving gate and its roughly 10-foot square receiving area is equally unsafe. It will limit the accessibility of the sidewalk to pedestrians and will force wheelchair users to go into the street to get around delivery trucks.

The impacts will be as follows and have not been studied in the City's environmental review:

- Interference with Muni operations on lines 10, 12 and 19,
- Traffic congestion and severe intersection delays, resulting in secondary air quality, safety, greenhouse gas and noise impacts
- Potential VMT impacts due to increased parking shortage and secondary induced travel
- Loss of parking and secondary air quality, safety and noise impacts
- Loss of extremely short supplies of on-street, metered parking and subsequent increase in greenhouse gases and VMT as people search the neighborhood for parking.

5. Parking Impact Analysis Needed

The garage on this site operates as a commercial garage and was recently re-permitted to operate by the San Francisco Police Department. Thus, the supermarket will have no parking. On one recent weekday afternoon, there were only four (4) parking spaces available in the parking garage. On a second occasion, no spaces were available¹.

In terms of parking, the use would need to provide approximately 90 parking spaces per the ITE Parking Generation (4th Edition) demand of 2.27 vehicles per 1,000 of gross floor area for urban supermarkets. Currently, the public parking garage on the ground floor of the building has a total of approximately 70 parking spaces. It is already essentially at full occupancy. The parking garage sells parking by the hour and the day as well as monthly permits. Currently those spaces that are available for short-term parking are priced at \$3.50 per hour and overnight parking for \$25. When asked about monthly parking, we were told none was available until February and the price was \$380 per month. From this and prior visits to check occupancy, we conclude that the parking garage has no available spaces for the proposed use.

In addition, the proposed loading area on Jackson Street will displace four existing metered public street parking spaces for private freight deliveries and overhang the sidewalk presenting an accessibility barrier.

¹ Field Visit November 22, 2017 and November 29, 2017, Patrice Siefers.

Joshua Devore, Esq.
February 16, 2017

A parking study needs to be prepared to address this severe parking deficiency. If the existing vehicles parked in the parking structure are totally displaced, there would still be a shortage of about 20 spaces. Further, the locations for serving the 70 displaced vehicles currently using the parking garage need to be identified. Additional VMT needs to be added to the impacts to account for these displaced parkers searching for parking each day.

6. Truck Access and Freight Management Plan Needed

In lieu of a Traffic Impact Study, a memorandum was prepared to outline how freight operations would be managed at this constrained site. This memorandum does not address the problem of full size semi-trailer trucks unloading on two lane neighborhood commercial streets nor does it properly propose a management scheme for the proposition of delivering grocery products to the store.

Three access alternatives were reviewed in the memo and three sizes of trucks were assumed. The memo compares truck trips from three, suburban southern California supermarkets and the Whole Foods at California/Franklin and claims that the data show “notably lower” truck trips on a daily and weekly trucks. The numbers of truck deliveries are not “notably lower”; they are in fact, about the same. This is because the City does not allow tractor-trailers to use public arterial streets for loading and unloading. One difference is the Whole Foods at California/Franklin has more van deliveries. While no formal count was taken, over six van deliveries/pick-ups during the hour traffic were observed at the Whole Foods at California/Franklin. In addition, at that time, there were two small delivery trucks parked on California and one delivery underway in the oversize space on the surface lot²

Goods movement is accomplished in the constrained City environment by downloading goods to small trucks and placing loading docks off of streets that are Transit Preferential Streets and Bicycle Routes. Also, vendors are scheduled so fewer spaces on the street are needed. A Transportation Management Memorandum should determine the delivery scheduling such that a minimum number of parking spaces on the street are removed, access to the use is via properly designated streets and truck turning radii are sufficient not to interfere with Muni operations, pedestrian, bicycle and other motorized traffic. All of this should be addressed in the Transportation Management Memorandum.

The transportation management memorandum submitted by the applicant considers three possible directions of approach to the site – southbound right turn from Polk, northbound left turn from Polk and westbound through movement from Jackson. In both directions from Polk, the largest trucks cannot make the turns needed because they will be too far from the loading area curb and would require backing into the loading area. In addition, the turning radii drawings shown in the Transportation Management Memorandum all clearly show that the truck turns cannot be made without entering: the

² Field Visit November 29, 2017, Patrice Siefers.

Joshua Devore, Esq.
February 16, 2017

opposing lane, the bus stops, the designated motorcycle parking along the east side of Polk Street opposite the proposed supermarket, and the bicycle lane.

We do not know if they can make turning movements at other intersections and streets en-route or what their routing would be because those two key items are not covered in the memorandum. For truck movements arriving from the north, access via Larkin Street is recommended; however, Larkin between Bay and Pacific (one block from Jackson) is restricted to trucks under 6,000 pounds (e.g. small trucks). New turning restrictions for trucks to and from Van Ness will need to be considered for post-Van Ness Bus Rapid Transit access. Further, the routing to and from the proposed project needs to be checked against the Municipal Code with respect to street weight restrictions and truck restrictions, bicycle network, and transit lines. In addition, turning radii need to be checked for each size truck proposed for the route to/from Van Ness and the Store at each intersection along the access route. Examples of where on-street unloading by semi-trailers has been approved in a Neighborhood Commercial District on a Transit Preferential Street and a Bicycle Route should be provided as well.

Once a feasible method for getting the trucks there is accurately outlined, the time of arrival and truck size need to be proactively managed and a management plan prepared. In the City, these management techniques have included:

- use exclusively 30 to 48 foot-long trucks and vans, depending upon which best fit the street geometrics
- structural changes to the building to incorporate an appropriate loading dock
- limit deliveries to off-peak, early morning or late evening and specifically scheduling deliveries to allow a very limited number of on-street spaces to be used throughout the delivery period without interfering with street sweeping
- develop and enforce specific limits or prohibition on the use permit to restrict catering vans and other ancillary deliveries.

In addition, the existing accessibility and complete availability to pedestrians of the wide sidewalks needs to be preserved as called for in the Polk Streetscape Plan and the Transportation Sustainability Plan as well as the Transportation Element of the General Plan. If the “receiving gate” on Jackson is used, it will block sidewalk access for the handicapped. It is likely there is a handicapped resident on the block because there is a handicapped metered parking space on Jackson at Polk. How will the users of this parking space be affected by the new loading area along Jackson and the potential loss of use of their parking space? How will pedestrian and handicapped safety be affected by having to use Jackson Street rather than the sidewalk when goods are delivered to the “receiving gate”? These types of considerations need to be taken by the Planning Department and developer consistent with the City’s Vision Zero traffic safety program.

Joshua Devore, Esq.
February 16, 2017

The total demand for delivery trucks per the loading memorandum is 10 per weekday. However, an hourly analysis was not done. This estimate is optimistically low given current experience of the four "peer stores" compared in Table 1 of the memorandum. Peer stores had 15, 10 and 16 daily truck deliveries. It is unclear what justifies a daily truck estimate of 10 trucks per day at the proposed store. Also, the loading memorandum does not make a specific estimate for the number of van deliveries per day. These deliveries would be substantial and space will be needed to accommodate the loading and unloading of vans for caterers, food delivery applications and inter-store deliveries. Table 1 of the memorandum shows a daily van total of 20 vans loading and unloading at the Whole Foods at the California/Franklin store. Where will these vans and small trucks load and unload? Catering and delivery trucks will no doubt be used similarly to the Whole Foods store at California/Franklin. There is no estimate of their number or proposed location for them to load and unload their goods in the transportation management memorandum. There is a vague reference to some deliveries using the receiving gate; however, it is unclear what, when or how this gate would be used and no analysis as to whether it is properly sized. .

7. Transportation Code Requirements

a. Large Semi-Trailer Trucks only allowed with appropriate loading docks

The project does not meet one of the basic tenets of transportation management with respect to goods movement in San Francisco. First, the only vendors or stores allowed to bring full size semi-trailer trucks into the city are those that have a loading dock and accessible location to properly enter and leave the loading dock. Even then, the hours of delivery are restricted so as not to interfere with traffic, Muni or street sweeping. Otherwise, the goods being moved are broken into smaller trucks or vans. This is true of supermarkets, restaurant supply trucks, building supplies, contractors and moving van lines.

Large trucks are generally prohibited from using street parking. For instance, Safeway on Bay Street accepts semi-trailer truck deliveries at North Point/Powell at a legitimate loading dock (during off peak hours). Safeway in the Marina District does not due to lack of a loading dock. The Whole Foods at Franklin/California occupies 24,650 square feet and has a loading dock. Its use permit specifically prohibits on street loading and unloading. An off-street loading space is required for all retail uses greater than 10,000 square feet per Planning Code Section 152.

The project needs to provide evidence supporting a variance in the City's standard restrictions in truck sizes. We do not see an instance where the size, shape or topography of the site warrant any variance from the Code.

b. Public street space is not allowed to be used for non-public usage

Joshua Devore, Esq.
February 16, 2017

A second code issue is that the proposal includes giving city street space and/or property to non-public uses (in this case, give metered spaces to a supermarket for loading and unloading). This violates the General Plan tenets regarding public street space not being used for private development.

8. Transportation Element of the General Plan

Policy 40.2 of the Transportation Element of the General Plan calls for discouraging access to off-street loading and service facilities from transit preferential streets, pedestrian oriented streets on the Bicycle Route Network. In this case, the project would provide access to loading using the Polk Street frontage (a Transit Preferential Street and a Bicycle Route) and along Jackson (a Transit Preferential Street). The types of backing maneuvers called for in the developer's Transportation Management Memorandum would interfere with bicycles, buses, passengers, pedestrians and other auto traffic and create a pedestrian and bicycle safety hazard. The maneuvers proposed in the transportation management memorandum are inconsistent with the General Plan.

The Transportation Element of the General Plan also calls for designating and coordinating truck and bicycle planning so that trucks and bicycle are routed to separate streets where possible.

9. Other Plans Not Considered

A proper environmental analysis would determine the consistency of the proposed land use and design details with existing City planning documents. Since there has been no environmental document prepared, there is no analysis of this project against the established plans and policies of the City. Some of the plans that need to be considered are:

- The Polk Streetscape Project
- Changes to the routing and stop locations for the 19-POLK, 10-FOLSOM and 12-PACIFIC buses under the Muni Forward Program
- The Van Ness BRT
- Vision Zero Street Safety Program
- Traffic management plans for the opening of the new CPMC Hospital at Geary and Van Ness, and
- The Transportation Sustainability Plan.

None of these plans have been considered and thus there is not coordination between the project and the City's policies, design standards and ordinances. For instance, the Polk Streetscape Project is dedicated to improving the pedestrian, transit and bicycle environment and safety as well as to provide a beautiful streetscape. Conformance of the proposed 65-foot semi or several 40-foot trucks adjacent

Joshua Devore, Esq.
February 16, 2017

to a bike lane on Polk Street, and conformance of using Jackson Street parking for loading and unloading activities with the Polk Streetscape Project needs to be demonstrated.

10. Conclusions

1. The Transportation Management Plan and Loading Analysis Summary needs to be expanded to analyze the entire routes between the project and established truck routes in the City. This needs to consider not only truck turning templates but also weight and length restrictions along the routes and their status as Transit Preferential Streets and Bicycle Routes. The truck templates at the proposed curb loading area need to include any back-up movements for the truck to be completely aligned with the curb and outside the adjacent travel lane.
2. A traffic analysis is needed to address traffic operational effects of the project as well as the cumulative effects of street projects and land development projects.
3. A parking analysis is needed to address the severe parking deficiency associated with the current project proposal.
4. A VMT analysis is needed to address the project trips and the induced traffic from inadequate parking and vehicles circulating to find a parking space as well as from diverted traffic off of Van Ness onto Polk once the Van Ness BRT begins service next fall.
5. Air quality and greenhouse gas analyses are needed to address the effects of project-related VMT and any congestion-related effects on automobile, truck and transit vehicles ability to efficiently travel.
6. A complete discussion is needed of the project's compliance with the City policies listed above.

Please contact me if you have any questions regarding this comment letter.

Thank you for the opportunity to assist you with a review of this proposed development.

Sincerely,

Keith B. Higgins

Keith B. Higgins, PE, TE

JOSHUA S. DEVORE
jdevore@dpf-law.com

April 25, 2018

Nicholas Foster
Senior Planner, Northeast Team
Current Planning Division

San Francisco Planning Commission
c/o Jonas P. Ionin
Planning Commission Secretary

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

VIA EMAIL: nicholas.foster@sfgov.org
 commissions.secretary@sfgov.org
 richhillissf@gmail.com
 myrna.melgar@sfgov.org
 planning@rodneyfong.com
 milicent.johnson@sfgov.org
 joel.koppel@sfgov.org
 kathrin.moore@sfgov.org
 dennis.richards@sfgov.org

RE: 1600 JACKSON STREET - 365 BY WHOLE FOODS

Dear Mr. Foster, Mr. Ionin, and Commissioners:

With apologies for the last-minute communication, we write on behalf of Tony Vargas and further to our April 18, 2018 letter with additional serious concerns regarding the attempt to force through approval of the 1600 Jackson Street project despite its clear failure to follow applicable rules and regulations. This letter supplements our prior concerns, and highlights a

few of the largest failures of the project revealed in last-minute submissions that dictate it must be rejected.

The critical environmental study, traffic management plan, and loading analysis for the project were not provided until after the period for written comments to be submitted to the Planning Commission passed. We have not had sufficient opportunity to fully analyze all of the submissions provided yesterday afternoon, nor has Keith Higgins, the traffic engineer that provided his comments on the earlier drafts. As noted previously and discussed further below, we respectfully submit that the hearing scheduled for tomorrow should not go forward under the present circumstances, and any action taken thereat would be illegal.

The packet of materials provided to the Planning Commission and provided to the public after close of business on Friday, April 20 contains a draft motion adopting findings approving the Project (the "Draft Motion"). The Draft Motion attempts to address or deflect some of the patent deficiencies of the project. One of its conclusions is that the off-street freight loading space's deficiency is a lawful preexisting condition. (See Draft Motion at 7, *citing* Planning Code Section 150(c)(1).) That is incorrect. That conclusion ignores the full language of Planning Code Section 150(b), which directs the opposite conclusion. That provision provides that:

Off-street parking and loading spaces, according to the requirements stated in this Article 1.5, shall be provided for any structure constructed, and any use established, whether public or private, after the original effective date of any such requirement applicable to such structure or use.

The draft motion's analysis focuses solely on the "existing building" but ignores that there is a new use proposed. (Draft Motion at 7, Packet page 20.) Indeed, the very next page of the Draft Motion acknowledges that the proposed "General Grocery store" is a "new use." (Draft Motion at 8.) The updated application submitted and provided with the Planning Commission packet admits as much, checking the "Change of Use" box under Item 3.¹ The failure to acknowledge that Section 150(b) requires new *uses* to comply with the loading requirements is fatal.

Even giving the largest benefit of the doubt that the pre-existing nonconforming loading zone was a legal nonconforming feature, and even if the "use" of the general grocery project is the same "use" as the abandoned Lombardi's sporting goods store, that deficient off-street loading

¹ We note that the revised application provided with the public notice and planning commission packet is unsigned and as such appears defective on its face.

zone was abandoned in December 2014 when the store closed.² Any legal nonconformance that is “discontinued for a continuous period of three years” is forfeited and future use “shall be in conformity with the use limitations of” the Planning Code. (SF Planning Code § 183(a).) In short, planning staff’s conclusion that the off-street loading zone’s deficiency is a legal nonconformance is wrong.

Further, as noted above, numerous key analysis that dramatically alter the scope of the project were not provided in advance of the notice of hearing or written comment deadline, nor included with the hearing packet. Only on the afternoon of April 24, 2018, less than 48 hours before the scheduled hearing, were the CEQA Categorical Exemption Determination, Transportation Analysis, or Transportation Management Plan provided. Because these documents are critical to even the most basic understanding of the project and provided less than 72 hours before the hearing, the hearing cannot proceed and must be renoticed for a future date after concerned parties have had a proper opportunity to consider the project’s true scope and impact. (See SF Admin. Code § 67.1-1(b) (“The notice should inform the residents of the proposal or planned activity, the length of time planned for the activity, the effect of the proposal or activity....”)) There is not even a “brief general description” of the on-street loading zone provided in the notice of hearing. (Ca. Gov’t Code § 54954.2(a).)

Indeed, as to the on-street loading zone that now appears to be planned, but not included in the notice, the documents finally provided less than 48 hours before the hearing actually show a proposed taking of 128 ½ feet of public street space for private use: the Transportation Management Plan (TMP) that has finally been provided (and claims only 100-feet of taking in its text, see TMP p. 3) eventually reveals:

If the 80 foot extension of the existing 20-foot yellow zone is granted, the loading zone would be 100-feet-long. Adjacent to this yellow zone, to the west is a 24-foot-long curb cut for the building’s driveway, ***adjacent this yellow zone to the east would be a proposed 28-foot, 6-inch-long red zone***, extending from the yellow zone to the curb.

(TMP Attachment B, Loading Analysis Memo at 8-9 (emphasis added).) As noted in our prior submission, such taking is plainly contrary to the General Plan.

² The building owner also evidenced “a clear intent ... to abandon a nonconforming use” when it previously put forth plans to raze the structure and build a residential building in its place. SF Planning Code § 183(a)

April 25, 2018

Page 4

The reason for this additional previously undisclosed conversion of public street space to private use stems from the recognized deficiencies in truck movements, and highlights further shortcomings of the analysis – or lack thereof – of truck movements. The project's consultant has only analyzed three turns at the intersection of Jackson and Polk, and concluded that one-third are incompatible with the project's plans. Rather than expand the analysis or conduct a full traffic study, the TMP instead proposes a truck route through a small residential street more than 300-feet away (and thus outside the noticing of the hearing provided by the project). Without doing any apparent analysis of the feasibility of its proposed truck route, the Loading Analysis Memo (at p. 10) falsely claims that:

Since Larkin Street is one-way southbound, trucks and vans would be able to turn onto westbound Jackson Street without affecting any on-street parking spaces or blocking any travel lanes.

(TMP Attachment B at 10.) We suspect the northbound traffic on Larkin such as this fire engine captured by Google Street View would be surprised to learn they are going the wrong way:



Larkin looking southbound towards intersection of Jackson and Larkin. Opposing traffic is travelling northbound.

Little credibility can be given to an analysis which has such a glaring shortcoming. A full analysis of the entirety of the transportation management plan's truck routing is required at a minimum. At best, the project's consultant – who plainly never visited the location proposed for this extensive truck traffic – thought that Larkin was one-way-southbound because it knew

that no trucks over 3-tons were permitted on Larkin between Broadway and Pacific:



Larkin looking northbound towards Broadway from intersection of Larkin and Pacific. No trucks over 3 tons are allowed to use this block.

But that hardly makes the Project's plans better to route trucks to a residential street where truck traffic is already restricted. In short, the Project, its consultants, planning staff, and the Planning Commission have no idea whether trucks can actually follow the proposed route because it was not studied.

As discussed above, the hearing scheduled for tomorrow should at the least be postponed, or the project should be rejected in its entirety. We thank the Commission for its attention to these numerous issues, and remain available for any questions you may have.

Respectfully submitted,

DICKENSON, PEATMAN & FOGARTY

/s/ Joshua S. Devore

Joshua S. Devore
Thomas S. Adams

From: lebeaunobhill@gmail.com
To: [Secretary, Commissions \(CPC\); Richhillissf@gmail.com; Melgar, Myrna \(CPC\); Johnson, Milicent \(CPC\); Koppel, Joel \(CPC\); Rahaim, John \(CPC\); Richards, Dennis \(CPC\); Moore, Kathrin \(CPC\); Foster, Nicholas \(CPC\); Planning@rodneyfong.com](#)
Cc: [Moe Jamil; Ray Bair](#)
Subject: AMAZON 365 1600 Jackson st.
Date: Tuesday, November 06, 2018 8:00:30 PM

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At a time with all municipalities, counties and states finding themselves dealing with an obvious shortage of housing, I find it amazing that this project continues to be presented with the least amount of housing possible? As members of the planning department, I would think that any project of this scope would require a maximum use of the property to provide as much housing as is feasible . Just look across the street where Belcampo meat co is, that project maximized the use of the property footprint. It provides necessary housing and commercial space on the ground floor.

What the city, county and state needs more than anything is more HOUSING, not more food options. We don't have a shortage of food options in our city, what we have is a shortage of housing, whether it be "affordable" or high end. This project started with Whole Foods being the sponsor , now that AMAZON has taken over, we all have to ask if we want to have this chameleon of a corporate disruptor come into our community. They are already in our everyday life as it is. We need to say NO to this project. Thank you Joseph Omran Lebeau Nob Hill Market



1525 Grant Avenue
San Francisco, CA 94133
TEL 415.984.1450
FAX 415.362.7992
TTY 415.984.9910
www.chinatowncdc.org

October 2, 2018

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

Re: 2016-000378CUA - 1600 Jackson St

To Planning Commissioners:

I am writing on behalf of Chinatown Community Development Center to restate our **opposition** to the proposed 365/ Whole Foods store at 1600 Jackson St. While this site is ideal for housing, the project sponsor with its abundant resources, is returning to the Commission with the exact same project— a stand-alone grocery store with the inability to include housing. The allowance of a formula retail owned by Amazon at this site would greatly disrupt and threaten the independent retail ecosphere that has defined this part of Polk Street and even neighboring communities, including Chinatown.

As a key transit oriented development site with easy access to numerous bus lines, this location is ideal for housing, particularly a housing mix affordable for all residents. Given the previous and current Mayor's executive directive to prioritize the need to build housing, we must go beyond the project sponsor's limited vision and profit-driven approach for this site. We simply must not let this opportunity site become just another formula retail store without a more concerted, collaborative effort to make housing work at this key location.

With a forty year history of maintaining quality of life and neighborhood character, Chinatown CDC understands well the negative impact of formula retail moving into established commercial corridors traditionally well served by small, independent grocery stores and businesses that are key to cultural vitality and diversity in the area. A 365/ Whole Foods store could further fuel the gentrifying trends we see of increasing rents and displacement of long-time tenants/ merchants in nearby neighborhoods where low-income immigrants historically live, work, and contribute to the unique cultural identities that makes this City great.

Approving this conditional use authorization would send the absolute wrong message to the public that we would allow a huge corporation like Amazon to build a 365 grocery store without housing in a neighborhood and city that desperately needs affordable housing more than ever before. We stand with our neighbors at Middle Polk Neighbors Association in opposition to this Conditional Use Authorization at 1600 Jackson Street.

Sincerely,

Roy Chan
Community Planning Manager

From: Michelle Callarman
To: Secretary, Commissions (CPC); HillisSF@gmail.com; Melgar, Myrna (CPC); planning@rodneymfong.com; Johnson, Millicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC)
Subject: Fwd: Proposed 365 in Lombardi's
Date: Wednesday, November 07, 2018 3:38:52 PM

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----- Forwarded message -----

From: Michelle Callarman <mcpolkadot@gmail.com>
Date: Wednesday, October 3, 2018
Subject: Proposed 365 in Lombardi's
To: "Commissions.secretary@sfgov.org" <Commissions.secretary@sfgov.org>, "HillisSF@gmail.com" <HillisSF@gmail.com>, "myrna.melgar@sfgov.org" <myrna.melgar@sfgov.org>, "planning@rodneymfong.com" <planning@rodneymfong.com>, "millicent.johnson@sfgov.org" <millicent.johnson@sfgov.org>, "joel.koppel@sfgov.org" <joel.koppel@sfgov.org>, "kathrin.moore@sfgov.org" <kathrin.moore@sfgov.org>, "dennis.richards@sfgov.org" <dennis.richards@sfgov.org>, "john.rahaim@sfgov.org" <john.rahaim@sfgov.org>, "nicholas.foster@sfgov.org" <nicholas.foster@sfgov.org>

Dear commissioners,

I work in a small business just a block from the site of the old Lombardi's. I cannot afford to live near my job. I commute from Oakland, which is expensive and time-consuming and very stressful. I know my story is not unusual, I am not asking you to feel sorry for me. But I am asking you to take this rare opportunity of available space in SF to build affordable housing.

I do not want Amazon in the neighborhood that provides my livelihood and provides individuality, warmth and color to SF. Make no mistake, Amazon is the Death Star and has its destructive force pointed directly at already struggling small business.

BUT...if Amazon is opening a 365 in Lombardi's, they must compromise with us (for aren't we compromising by allowing them this foothold in SF?) Amazon must split the building with affordable housing. They will not be allowed to open a 365 if they do not make this compromise. Please stand strong! Stand up to the Death Star! Protect our beautiful city from looking like every other place!

Thank you for considering my heartfelt plea!

Sincerely,
Michelle Callarman

Sent from my iPhone

From: [Dan](#)
To: [Foster, Nicholas \(CPC\)](#)
Subject: Fwd: WHOLE FOODS - LOMBARDI BUILDING - POLK STREET
Date: Sunday, November 04, 2018 6:34:42 AM

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Sent from my iPad

Begin forwarded message:

From: Dan <steinersf@aol.com>
Date: November 4, 2018 at 6:30:24 AM PST
To: joel.koppel@sfgov.org
Subject: Fwd: WHOLE FOODS - LOMBARDI BUILDING - POLK STREET

Sent from my iPad

Begin forwarded message:

From: Dan <steinersf@aol.com>
Date: November 4, 2018 at 6:23:41 AM PST
To: dan blackwelder <steinersf@aol.com>
Subject: WHOLE FOODS - LOMBARDI BUILDING - POLK STREET

November 3, 2018

I am a small business owner on Polk Street, just a few yards from the entrance to the former Lombardi's sports store. I have owned and operated this business for almost 21 years. I have enjoyed having a successful business along with my other small business owners, and have become friends with many of them.

When the prospect of having a .Whole Foods move into the Lombardi building, I was a bit ambiguous about whether or not that could be beneficial to me and to the neighborhood. After further thought I think it would be a move in the wrong direction for this

small business corridor.

I am a 54 year resident of San Francisco, and like many "old-timers" I have witnessed the rapid changes that have altered our city over the past years. The greatest changes have been in the downtown commercial/financial district. It is understandable that large office buildings would be built there. That is the very nature of that particular area of the city. However, the unique neighborhoods that dot our landscape are much more fragile and need protecting. I would hope that you consider it part of your duty/responsibility to make sure the historic flavor of our city is preserved.

I realize that progress is inevitable, but hopefully not at the cost of diminishing the specialness of our smaller commercial districts.

I interact with tourists and visitors on a daily basis. I am constantly asked " how do I get to Chinatown is North Beach far from here.....can we walk to Fisherman's Wharf? Many of these people come from cities that are dotted with shopping malls. Malls that have exactly the same businesses as every other mall in the country. They tell me how much they enjoy the diverse experience of enjoying our special neighborhoods. Isn't tourism still our number one business?

Thankfully, due to the watchful eyes of the folks at City Hall we have avoided the impact of the " cookie-cutter" approach to growth.

It is true that Whole Foods hires people and pays taxes.....so do we, the small business owners. The big difference that never seems to be acknowledged is that the profits from us small business owners stays right here and is spent here. The profits from corporate chains leave the city and goes back to the home office.

Let's keep our small businesses and the profits they generate right here in .San Francisco. I ask you to consider the future of the Lombardi building to be one that benefits our neighborhood -not diminishes it.

Dan Blackwelder, owner
ONE HALF
1837 Polk St.
415-786-4182

From: Sukhjitt Ghag
To: Secretary, Commissions (CPC); HillisSF@gmail.com; Melgar, Myrna (CPC); planning@rodneyfong.com; Johnson, Millicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC)
Subject: Letter from a Nob Hill resident
Date: Sunday, November 04, 2018 7:06:48 PM

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It takes a lot for me to type out a correspondence but I recognize that the topic I want to talk to you about is too important to the health and well being of my neighborhood of 25 years.

One of the reasons I hold on to a life in San Francisco is because of the uniqueness of the people who make it work. The everyday shopkeepers and small business on Polk Street are part of this character and I think we should do everything we can to help them survive in these times when "disruption" and "innovation" are pulling the rug out from underneath so many.

Please don't put a chain like 360 in the Lombardi building. Please don't put an Amazon distribution center just blocks away from my home. It will negatively impact this neighborhood more than it will help.

I hope you'll consider my opinion when making decisions about this neighborhood and if you need more to consider when thinking about the power of Amazon on small businesses, you can watch this recent video from Hassan Minhaj <https://youtu.be/5maXvZ5fyQY?t=87>

Thank you,

Sukhjitt Kaur Ghag
Your neighbor from Jackson and Jones Street

From: Vasu Narayanan
To: Rahaim, John (CPC); Peskin, Aaron (BOS); Foster, Nicholas (CPC); Rich Hillis; Richards, Dennis (CPC); planning@rodneyfong.com; christine.d.johnson@sfgov.org; Koppel, Joel (CPC); Melgar, Myrna (CPC); Moore, Kathrin (CPC); Secretary, Commissions (CPC); Johnson, Milicent (CPC); Kim, Jane (BOS); Board of Supervisors, (BOS)
Subject: Letter of Opposition - 1600 Jackson St., - Amazon 365
Date: Thursday, November 08, 2018 8:04:05 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners and Supervisor Peskin

My name is Vasu Narayanan and I recently acquired Real Foods on Polk. I have owned and operated grocery stores in many parts of the Bay Area, over the past 20 years and have personally experienced the damaging effect of Whole Foods opening in the vicinity of my businesses. I am against the Whole Foods 365 project proposed for 1600 Jackson St. I hope the planning commission will take a leadership role in being a champion for housing and protecting small businesses and communities and allow larger companies to operate only in appropriate surroundings.

Some key points

- 1) Empty building – no dislocation of tenants – sufficient housing with bonus for 30% affordable housing and still can accommodate retail
- 2) Existing retailers in the neighborhood can continue to invest and grow and thrive and NOT become Zombie businesses causing many to lose employment (if you allow Whole Foods 365 to open here)
- 3) This location alone will have enough selling square footage to match all the 16 retail spaces on both sides of Polk St. between Vallejo and Broadway (except Walgreens), meaning Whole Foods would be effectively given enough space to cover a full two sided block to overpower and destroy small businesses in the vicinity.
- 4) The major supporters come from Russian Hill farther away from the location than people close by – except tenants from next door who fear losing views and wrongly think low income housing is what will come there thus affecting their real estate values.
- 5) There are plenty of grocery options here – only a few blocks away and also lots of delivery options. This neighborhood has not suffered from lack of grocery options.
- 6) Most small businesses are owner operated and single employee - hence most people are unable to attend the hearing in person. So the true opponents are substantially more than the supporters lobbied by Whole Foods.
- 7) At least 50 nearby businesses will be detrimentally impacted – we have already seen this at other locations where Whole Foods has opened with the city.

8) An opportunity to expand housing here will be forgone for ever if the current application goes through.

9) Developer has not responded to multiple overtures by merchants and locals who suggested a Special Utility District option and/or full size retail below new housing development.

10) Proposing 8 market rate units vs. possible 80+ units is an insult – Also, the developer's statement that housing is not viable is categorically wrong, given analyses by other developers.

11) So many local manufacturers and wholesalers have been hurt by Amazon discontinuing businesses with local players and centralizing buying nationwide. This trend will only get worse as they consolidate their ever expanding line of Amazon Go, Amazon star, Whole Foods and Whole Foods 365 and choke smaller businesses.

Please don't squander this opportunity to do the right thing. Expand housing, preserve the neighborhood character, let small business grow and thrive and everyone will be better off.— including the developer.

Respectfully

Vasudev Narayanan

From: Ray Bair
To: Secretary, Commissions (CPC); Rich Hillis; Melgar, Myrna (CPC); planning@rodnevfong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC)
Cc: Peskin, Aaron (BOS); Breed, Mayor London (MYR)
Subject: Letter of opposition Nov 6, 2018 - Amazon 365 at 1600 Jackson Street
Date: Tuesday, November 06, 2018 9:52:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Commissioners,

I'm writing today to state my opposition to the proposed Whole Foods/Amazon 365 store at 1600 Jackson St. I have written and spoken to you many times expressing my disapproval of this project. I plan to attend the Nov 8 hearing to speak on this matter as well.

I believe housing is the best and highest use for the property at 1600 Jackson St. Village Properties purchased the property from the Lombardi family with the expectation to build housing at the site. Your commission has stated numerous times your desire for this site to be built as housing, because you also know housing is the best and highest use of the property at 1600 Jackson St. If you approve the CUP at this time, there is ZERO chance this property will ever be developed into significant housing in our lifetimes. Housing is what a small corridor like Polk St needs, not a big box convenience food store.

At the last hearing members of the commission and the public used the term "Full-Service Grocery Store" a number of times. It was volleyed as a new term of virtuous endearment for the project. Yet this Amazon 365 store is not a full-service grocery store. The Whole Foods Market located just 5 blocks away on California St, however, is a full-service grocery store with service counters for meat, seafood, prepared foods, and cheese; and staff to assist you with nutritional and body care products, prepared foods, produce and more. This new concept for Amazon/Whole Foods is designed as a convenience store with no service counters and a minimum of staff as I'm sure you already know because you have studied the floor plans. If you approve this PUC at this time, our neighborhood will not enjoy the benefits of a "Full-Service Grocery Store" that is integral to our neighborhood. Instead we will have a nameless and faceless shopping experience designed for convenience over community.

It's well known that Amazon is a retail killer. They destroy the playing field, as they don't just want a share of the market, they want the entire marketplace. How will smaller independent retailers like myself compete with an organization with endless resources? If indeed the neighborhood were to benefit from a full-service grocer at 1600 Jackson St, why can it not be a local independent who wants to share and build within the existing community? Why do we need Amazon within our small business corridor?

You know the small food and beverage retailers on 24th St and Haight St have suffered after the opening of Whole Foods Markets there, you've visited the local merchants and heard it for yourselves. These are communities that previously had a grocer in both these locations, but this is not the case with Polk St. Why would you purposefully and consciously offer an incentive for Amazon over the independents here who have built Polk St into such a vibrant area? You are hopeful that Amazon won't drive us out of business, yet what incentives do we, the locally owned family businesses, receive in return? How will your hopes benefit those who appreciate and enjoy what the locally owned family businesses have/are doing to make our community great?

Over the course of the hearings little has been mentioned about traffic congestion. This retail footprint is a bit small for Amazon 365, and the developer has worked to retain as much retail space within the design of the space. The loading area is woefully inadequate to accommodate the tremendous amount of trucked deliveries needed to supply a store that should expect revenues upwards of \$500,000 per week. I should know, I'm a seasoned retailer with a tight footprint of my own. The sheer number of deliveries and waste is staggering.

Furthermore, the parking lot entrance and exits are quite small and limited in visibility. Polk St is narrow, so narrow that we can only have one green bicycle lane southbound directly at the mouth of the parking garage. Northbound Polk St has a "sharrow" for cyclists because the street is quite narrow. As a pedestrian friendly street, our sidewalk is filled all hours of the day. Our street and sidewalk are jam packed with bodies and vehicles every day. Obviously, Amazon will be a huge success, they have the resources to assure it. So, if hundreds of cars and pedestrians will visit this location each hour, how will they all fit on the street and navigate the narrow parking entrance?

I already see cars lined up in the street and in the garage waiting for pedestrians (or not) to clear the sidewalk, while frustration mounts in the street with cyclists being forced out of their new green lane and fast-moving distracted motorists trying to squeeze through the narrow lanes to their destinations. I see this now, and this garage currently gets very light use. It's not difficult to visualize how bad it will be with hundreds of cars entering and exiting and the increase in foot traffic to the location every day. This is a recipe for failure and gridlock on this steep grade of narrow road.

The parking lot is a deal breaker in another way, as it will alter the shopping patterns of the neighborhood. Many on the side of Amazon 365 are frustrated to shop at other local stores including our local Whole Foods Market and Trader Joe's because the parking lots are full, and the stores are crowded. They're hopeful that this potential new store will provide them relief. Yet, they hope to drive to and park at the new location, even if the new store is only 3 or 4

blocks closer to them. I know from my shopping habits, most likely yours too, that if you park in a private retailers parking lot, you not only don't park there and leave to shop elsewhere, you are restricted from such activity and may be ticketed and/or towed for doing so. Any belief that shoppers will park at 365 and walk up or down the hill to other retailers is simply not a true belief. If Amazon were to develop the parking area into housing and/or propose a cooperative arrangement with local merchants to use the parking area, it would show they truly are committed to the community. Otherwise, their private parking lot will only add exponential more vehicles on Polk St and drive customers out of the small independent businesses.

I have been involved in this debate for the past 3 years, when the lease was announced in November 2015. All along, I and others in the neighborhood have objected in favor of housing and against formula retail. We have always offered the project sponsor the idea of having a local grocer instead of the retail-killer Amazon. More importantly, we offered (as did Commissioner Richards and others) the idea to work with our district supervisor, mayor's office, and community groups to create a special use district allowing the development of significant housing (60+ units) at the location AND a 20,000 sq ft retail grocery store on the ground floor. We are now 3 years into this debate and the developer, who is a master at this type of mixed use development, wants you to believe it is not feasible to explore and execute. I don't buy it, and neither should you. Had the developer taken our community seriously we might have the store and housing completed already.

If you are worried the developer won't build housing here if the CUP is denied, consider this... We have ZERO chance of significant housing being developed here if it is granted. With the addition of an insulting 8 units of housing, the fate of this corner will be forever sealed, as displacing both business and housing in the future would be unthinkable and impossible without an act of god.

In conclusion, I strongly believe this CUP should be denied. A company as large and controversial as Amazon should not be allowed to operate in our small community here without a significant contribution to our city and neighborhood. To be granted the privilege of coming in and disrupting the other businesses, yet to give nothing back to the community in return is a handout of mammoth scale. To imagine the opportunity to develop 60, 70, 80, or more units of housing on this site, and to see that opportunity lost so that Amazon can prosper while others diminish would be a horrible legacy for you, our community, and our city.

I want to thank you for your tireless efforts to steer our community towards its greatest potential and ask that you spend 2 minutes watching [this video](#) about Polk St created by SFGovTV. I hope this will further enlighten you to the what I believe is at stake in this debate, and the many wonderful delights Polk St has to offer.

-Ray

Ray Bair

Cheese Plus
Best Cheese Shop in SF -San Francisco Magazine

2001 Polk St @ Pacific Ave
San Francisco, CA 94109
415 921 2001

cheeseplus.com

facebook.com/cheeseplus

instagram.com/cheeseplus

blog.cheeseplus.com

From: Cynthia Gomez
To: Foster, Nicholas (CPC)
Cc: chrisgembinski@gmail.com; Tonin, Jonas (CPC)
Subject: Letter of opposition to Whole Foods project at 1600 Jackson
Date: Thursday, November 01, 2018 12:12:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Foster,

This letter is to reiterate our opposition to the proposed Whole Foods 365 Market at 1600 Jackson Street. Our union represents approximately 350 members who live in the vicinity of the proposed development. We concur with the Middle Polk Neighborhood Association, the Polk District Merchants Association, and the United Food and Commercial Workers that pedestrian-oriented development of housing over retail would be the best use for this site.

San Francisco's housing affordability crisis has resulted in a process by which the overage median income of the city is trending ever upward, leaving middle- and working-class residents pushed ever farther away from the city. As of 2012, more than 60% of our residents lived in San Francisco. That number dropped by more than 11 percentage points in a five-year period; now only 49% of our members live in the city.

More housing production, in an area easily walkable to the hotels of Union Square and the hotels and membership clubs of Nob Hill, would certainly do its part to easing the housing affordability crisis. This project, as proposed by Amazon's Whole Foods 365, would deliver only 8 units of housing, while neighbors have argued that the space can support as many as 50 units.

One of the greatest tools available to the Planning staff, and to Planning Commissioners, is the Conditional Use Authorization process. A project must affirmatively prove that it is necessary and desirable for the neighborhood which it is proposing to serve. The proposed Whole Foods 365 Market project fails on several counts. It is opposed by the neighbors for its inherent overreliance on car traffic and for a missed opportunity to bring much-needed housing to the neighborhood.

The project would also be bringing in low-quality jobs by its very design. Whole Foods is well-known for its outright opposition to workers' rights to collective bargaining. Its ownership is Amazon, a company which has drawn widespread criticism for the wages and conditions offered to its employees. It would be a mistake to grant an actively anti-union company a Conditional Use Authorization to come to San Francisco, a town with one of the highest costs of living in the country and a town with strongly pro-union politics.

We ask that Planning Commissioners reject this project at the Planning Commission,

on the grounds that it is neither necessary nor desirable for the neighborhood.

Sincerely,

--

Cynthia Gómez
Research Analyst
UNITE/HERE, Local 2
209 Golden Gate Avenue
San Francisco, CA 94102
cgomez@unitehere2.org
[415.864.8770](tel:415.864.8770), ext. 763



Middle Polk
Neighborhood Association



November 1, 2018

RE: 1600 Jackson Street – Amazon/Whole Foods 365

Dear President Hillis and Commissioners, SF Planning Commission

MPNA, PDMA, and UFCW-Local 648 (“organized opposition”), urge the commission to deny this Conditional Use Authorization for a formula retail use of Amazon/Whole Foods Market 365. **We hereby request to be given speaking time at the hearing as organized opposition as was granted at the April hearing.**

We urge the commission step up and require over ten times the proposed units of housing of housing at 1600 Jackson Street (86+ units) with as many as 30% affordable units under HOME SF on a major transit corridor versus settling for a measly 8 units with 0% affordable units as proposed by Village Properties, while conferring value on the property owner by granting a conditional use authorization to allow Amazon/Whole Foods to have a foothold on Polk Street with a 70 car exclusive use parking garage. As several commissioners have commented in the previous two hearings, this is an unfortunate and unnecessary choice.

Our organized opposition has respectfully demanded that we maximize housing uses at this site. We simply don't have the luxury to settle for 8 units, we have a housing and displacement crisis. If we can't maximize unit yield on sites like 1600 Jackson Street where no businesses and residents will be displaced then all hope is lost to meaningfully and thoughtfully increase the supply of housing and in particular affordable housing in this City.

A True Win-Win Solution Is Still Possible but You Must Deny this CU.

Our organized opposition has indicated support for a true win-win solution – a Special Use District that would allow for the maximum amount of housing to be built on the site along with a general grocery store that is greater than the current 4,000 square foot non-residential use size limit. We can have a project that comes with good jobs for all in the form of prevailing wages for construction and trades workers. We can have a grocery store that is truly full-service, staffed by real people that are paid decent living wages and benefits. We are aware developers and grocery retailers that are prepared to partner with Village Properties or acquire the site to make these goals a reality should you deny this

conditional use application by Amazon Whole Foods. We also want to note that consistent with our organizations positions long held positions on formula retail, we have also identified other sites along Van Ness Avenue adjacent to the soon to be open to the new CPMC hospital that would be more suitable for an Amazon/Whole Foods.

As we have noted previously, any claim that housing is not feasible or does not “pencil out” at this site is false. We know this because one block away from the site, JS Sullivan Development acquired another development site at 1590 Pacific Avenue (“The Jug Shop Site”) in September of 2018 for \$12,800,000 and is moving forward with a housing plan with a new space for the beloved Jug Shop in the new development. Importantly, the Jug Shop Site is a smaller site than the 1600 Jackson site by square footage and has a challenging set of design issues to prevent shadows on Helen Wills Park. Even with these constraints, the Jug Shop site is more than feasible for housing development and is moving forward as a mixed-use development proposal with at 50 units of housing including 20% onsite BMR. 1600 Jackson should follow the same course.

Under our proposed Special Use District scenario, everybody wins. Current residents and future residents win because adding housing will enhance the neighborhood, reduce displacement risk and provide homes for new residents. The neighborhood gets a new full service grocery store. Workers win because the new store will be a good partner and pay good wages and benefits and not try to cut costs and automate their jobs away. And local merchants win because a local grocery store would be seeking to be part of the neighborhood and share a piece of the pie rather than the entire pie.

This is in contrast to the proposed project where the only real winner is Amazon Whole Foods and its customers. Labor loses because of downward pressure on wages and another acknowledgement that it is ok to reward companies with records of actively working to thwart organized labor. The neighborhood loses because we fail to build the housing we need and we leave up to 78 units on the table in the deepest housing and displacement crisis this City has ever seen. Local merchants lose because of staying power of an Amazon Whole Foods and the impacts that has on small business.

Make No Mistake You Are Being Asked To Approve Much More Than A Grocery Store

Amazon has ambitions for 3,000 Amazon-go stores around the country with 0 employees. In San Francisco, they run into a challenge with our strong formula retail controls. It would not take much to convert Whole Foods Stores and 365 Stores to an Amazon-Go like store and in fact that is the future. Amazon needs Whole Foods and 365 stores for their real estate portfolio and vertical integration, including locations that are coveted such as 1600 Jackson. Amazon will need to rely on these stores and future stores to execute its Amazon-Go Strategy. We can say no. We don’t need stores with zero front line employees. San Francisco has always claimed to be a labor town, well here is an opportunity to prove it. Deny this CU and stand up for labor and stand up for workers and small business.

It is for these reasons honorable commissioners that this project should be disapproved today.

Sincerely,

Chris Gembinski
Chair,
Middle Polk Neighborhood Association

Parker Austin
President,
Polk District Merchants Association

Dan Larson
President,
United Food and Commercial Workers, UFCW Local 648

Cc: Commissions Secretary
John Rahaim, Planning Director

From: [Teresa Nittolo](#)
To: [Secretary, Commissions \(CPC\)](#); [Melgar, Myrna \(CPC\)](#); [planning@rodneyfong.com](#); [Johnson, Millicent \(CPC\)](#); [Koppel, Joel \(CPC\)](#); [Moore, Kathrin \(CPC\)](#); [Rahaim, John \(CPC\)](#); [Foster, Nicholas \(CPC\)](#); [Peskin, Aaron \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: Opposition of Whole Foods/365=Amazon at Jackson and Polk
Date: Wednesday, November 07, 2018 11:42:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

This Thursday we meet again as the Whole Foods/365= Amazon hearing continues. I've spoken numerous times, in opposition as a small business owner on Polk Street for 28 years. I wanted to personally thank you all for taking the time to look at this project from both sides. I'm sure decisions such as these can be overwhelming at times..

One of the Commissioners, said he went around to areas in our city, where similar projects were approved and some businesses were down as much as 30%. I couldn't survive with this kind of loss, and I know many of my neighbors could not as well. Could you? We need to keep our district, a diverse street and not a homogenized version. Please think about the negative impact. Rick from Cole hardware said it best, approval could be " unleashing a trojan horse." I fear this is a true statement. Originally this project was supposed to be a Whole Foods/365 now it's a full service grocery store not too far from the other location. What about the mention of selling "just a few accessories on the second floor" what type of accessories? Now the project sponsors are back with their latest proposal of 8 units of housing, this is a weak attempt to appease our much needed housing situation. I feel that if this project is approved it could be the stepping stone needed, for Amazon to try and dominate our city.

Last week, I went to many business (inspired by the commissioners that did the same) on Polk Street to hear why they would, or wouldn't support Whole Foods 365/Amazon, most opposed. Some responses; businesses afraid, not being able to compete, concern Amazon potentially renting other vacant storefronts, lunch spots already struggling and now with the thought of this, traffic congestion, less parking for their customers, etc, etc,...We need to look at this, long term. Maybe my business will not be affected in a negative way, but many will. People complain about the blight of this empty location, what happens when smaller businesses are forced to close? More empty storefronts...I remain in solidarity with small business owners as they are the footprint of the Polk St corridor, here and throughout our city, even through our struggles, we continue to operate and keep San Francisco diverse, interesting and vibrant. This is what community is about, not corporate big box stores... I've read multiple articles showing the detrimental effects that Amazon has had on small businesses. It's impossible for me as a small business to support a company that has made most of their money, undercutting businesses

such as the ones that outline our communities, paying employees low wages, and avoiding paying many taxes.

This city needs affordable housing. One of my employees commutes from Oakland, she would love to be able to live in the city but cannot afford to. San Francisco is changing, not for the best, part of this problem is many residents have been displaced by bigger companies coming in, revitalizing areas and those on lower incomes have nowhere to go. I'm hopeful, Thursday a decision will be made keeping this small business corridor intact. We need the help of officials in San Francisco to look out for the smaller businesses and the lower and middle class population that find it more and more challenging to live and have businesses here... There are many other locations in the city that would be more appropriate for this project and it's not in a small business zone. I support housing and community over convenience. Please oppose this proposal on Thursday.

Thank you for your time,
Teresa Nittolo
Belle Cose & Molte Cose
2036 Polk Street
San Francisco, CA 94109
415-474-3494

From: contact@PICNICSF.COM
To: hillisSF@gmail.com; Melgar, Myrna (CPC); planning@rodnevfong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); Rahaim, John (CPC); Foster, Nicholas (CPC)
Subject: Opposition to Proposed Opening of Whole Foods on Polk St.
Date: Wednesday, November 07, 2018 12:26:00 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To Whom it May Concern,

I am a small business owner on Polk Street and have three San Franciscan residents employed at my business, and have been in business on Polk for over 14 years. I am writing to let you know of my strong and vehement opposition to the proposed opening of Whole Foods on Polk Street.

The opening of Whole Foods, a large scale business conglomerate, owned by Amazon, will create an unfair business advantage with Amazon's capability of bulk buying to drive down prices and ultimately driving out small businesses across all sectors, groceries, home goods, gift stores, apparel etc. More than a grocery store, Whole Foods also sells candles, apparel, cosmetics and much more. In addition, a big box store will also destroy the fabric of Polk Street, where residents and small business owners have lived along side-by-side. Many Polk Street business owners have a very real relationship with residents and the many small businesses on Polk provide character to our neighborhood, which cannot be replicated with a big box store.

As it stands, there are already numerous businesses that have closed on Polk street due to the high costs of running a small business in San Francisco, just on my street alone, are three empty storefronts that have been vacant for over a year. Having a big box store come into our community, especially one that operates by price undercutting smaller competitors does not reflect the values of our community as well as our city.

In addition to the impact to small businesses to the neighborhood, San Francisco is also much in need of affordable housing. Time and time I see employees and customers moving away due to the high costs of housing. I would be nice to have our vibrant Polk community continue to be one filled with residents all times of day shopping, dining and interacting in the neighborhood.

As a small business owner, I am proud to be a part of the Polk Street community and take care of my store front as well as my surrounding area. I take pride in the fact that my business provides Polk Street residents with a much needed resource for shopping and adds to the desirability of Polk Street as a neighborhood, all of which, would not be possible if Whole Foods opens on Polk Street.

I strongly urge you to consider the impact of opening a Whole Foods on Polk Street and all of the ramifications, not just to small businesses but to the community as a whole. While this decision is one of the many you will make, the impact of your decision will have significant consequences to not only my livelihood but the many small merchants along Polk Street.

Thank you for taking the time to read this letter.

Sincerely,

Jasmine Tan

PICNIC

1808 Polk Street

San Francisco, California

t 415 346 6556

www.picnicsf.com

From: Elaine Tanzman
To: richhillissf@gmail.com; Richards, Dennis (CPC); planning@rodneyfong.com; Koppel, Joel (CPC); Melgar, Myrna (CPC); Moore, Kathrin (CPC); Johnson, Milicent (CPC); Foster, Nicholas (CPC); Rahaim, John (CPC); Secretary, Commissions (CPC)
Subject: Re: Letter Opposed to the 365 Store at Polk and Jackson Streets:
Date: Wednesday, November 07, 2018 4:15:24 PM
Attachments: [updated letter 365 store .docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners and city planners:

Please see the attached letter:

Thanks,

Elaine Tanzman

From: Vanessa Lovato
To: Secretary, Commissions (CPC); hillissf@gmail.com; Melgar, Myrna (CPC); planning@rodnevfong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); rahaim@sfgov.org; Foster, Nicholas (CPC); Freddy Bear; teresa@molteco.com; Rahaim, John (CPC)
Subject: Whole Foods 365 Project
Date: Saturday, November 03, 2018 2:20:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

November 2, 2018

Vanessa Lovato

Polk Street Florist LLC

1718 A Polk Street

San Francisco, CA 94109

415-441-2868

polkstreetflorist@yahoo.com

Dear Sir or Madame,

I am writing to persuade you to oppose the 365 Whole Foods proposal for the Lombardi Sports building at 1600 Jackson on the corner of Polk Street.

I am the owner of Polk Street Florist LLC here on Polk Street between Clay and Washington just two blocks down from the Lombardi site. As a husband and wife owner/operated small business, we cannot compete with big business like Whole Foods and Amazon. Why would people come to a specialty flower shop like mine, a cheese shop like the Cheese Plus, a butcher shop like BelCampo Meat Co, a wine shop like The Jug Shop, a bakery like Lotta's Bakery, a Gelato shop such as Lush Gelato or a specialty market like Real Food Co when they could shop at a one stop shop such as whole foods?! These specialty stores are what makes up our Polk Street Community. There are several mom and pop stores not even mentioned that would go out of business if this were to be allowed to happen. The Whole Foods on California Street is exactly .4 miles away or an 8 minute walk. We simply don't need a

big chain store invading our neighborhood. Please take a moment to consider what this could mean for us small business owners and our families.

I am counting on you to do the right thing by voting against chain stores such as 365 Whole Foods. Please contact me if I can provide any further information.

Sincerely,

Vanessa Lovato

Vanessa Lovato

Thank you,

Polk Street Florist
(415) 441-2868
www.polkstreetflorist.com

Received at CPC Hearing 11/8/18
M. Woods.

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

TO WHOM IT MAY CONCERN:

This letter is to express **support** for the proposed project at 3637-3657 Sacramento Street. I have reviewed the architectural drawings dated March 17, 2017 (with latest revisions dated September 24, 2018) for the demolition of the two structures and construction of one new mixed-use building.

The addition of new ground floor retail/commercial space will enhance the pedestrian experience of Sacramento Street. The new construction will also bring in new housing and additional parking to this neighborhood.

Very truly yours,

Name: Karen Duong-Yuen

 11/8/2018
Signature Date

Address: 3475 California Street

Business name: Chandler Properties

Email/Telephone: kdy@chandlerproperties.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name:

Carolyn Chandler

Carolyn Chandler 11/8/2018

Signature

Date

Address:

3475 California Street

Business name:

Chandler Properties

Email/Telephone:

cc@chandlerproperties.com

415-509-6230

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco, CA

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Very truly yours,

Name: Mary Jo GAVAN

[Signature] 11/8/15
Signature Date

Address: 1340 Scott St A S.F. CA 94115

Business name: Chandler Properties

Email/Telephone: MC@chandlerproperties.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: _____ Roxanne Mein _____

 11/8/18
Signature Date

Address: _____ 3435 Sacramento Street _____

Business name: _____ Theoni Collection _____

Email/Telephone: _____ roxanne@theoncollection.com (415)447-0503 _____

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Ronald Giampoli

Ronald Giampoli 11/5/18
Signature Date

Address: 3585 CALIFORNIA

Business name: CAL MART

Email/Telephone: 415 221 1818 calmart@hotmail.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

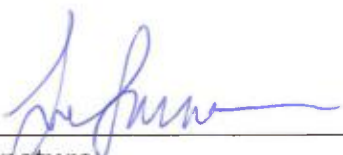
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Very truly yours,

Name: Lam Lee

 11/7/18
Signature Date

Address: 1690 Washington St. #204 San Francisco CA 94109

Business name: cm mnr, inc

Email/Telephone: leejames935@gmail.com (415)-517-8032

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: JIECHANG HUANG

Jiechang Huang 11/7/18.
Signature Date

Address: 137 Bernard Street. San Francisco. CA 94109

Business name: cal-mmr, inc

Email/Telephone: Jiechanghang 2012@gmail.com.

(415) 308-7968.

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco, CA

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Very truly yours,

Name: Chas Mitchell

Charles Mitchell 11/7/18
Signature Date

Address: 3585 CALIFORNIA ST SF CA. 94118

Business name: CAL-MANT INC

Email/Telephone: calmant@hotmail.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: Robert Silvestri


Signature

11/7/18
Date

Address: 3585 CALIFORNIA ST SF CA. 94118

Business name: Cal-Mart, INC

Email/Telephone: Calmart @ Hotmail.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

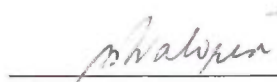
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Very truly yours,

Name: MILA VALERIA

 11/7/2018
Signature Date

Address: 3585 CALIFORNIA ST. SF CA. 94118

Business name: CAL. MART INC.

Email/Telephone: calmart.gmvaleria@gmail.com 415-221-1815

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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Very truly yours,

Name: GERI LARRACAS

Geri Larracas 11/7/18
Signature Date

Address: 3585 CALIFORNIA ST SF CA 94118

Business name: CAL-MART, INC

Email/Telephone: cal.mart@hofmann.com 415 751-3516

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Joseph Chu


Signature

11/7/18
Date

Address: 1320 45TH AVE SF CA 94122

Business name: CAL- MGMT, INC

Email/Telephone: Chineze 321@yahoo.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name:

Andrew Jenkins
Andrew Jenkins

Signature

Date

11/4/18

Address:

1788 Clay St.

Business name:

Antonelli Brothers Meat Fish & Poultry

Email/Telephone:

peeps83@yahoo

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: Michael Ewing

Michael Ewing 11/7/18
Signature Date

Address: 1456 Geneva Ave San Bruno CA 94066

Business name: Cal Mart

Email/Telephone: 415 751 3514

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Stephany Garcia

Stephany Garcia 11/8/18
Signature Date

Address: 1 Parker Ave. San Francisco, CA 94118

Business name: One Parker Dentistry

Email/Telephone: 415 668 3500

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Greg Smith Greg Smith

Greg Smith 11/8/18
Signature Date

Address: 3536 Sacramento

Business name: BoHas

Email/Telephone: 415 771 5600

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

TO WHOM IT MAY CONCERN:

This letter is to express **support** for the proposed project at 3637-3657 Sacramento Street. I have reviewed the architectural drawings dated March 17, 2017 (with latest revisions dated September 24, 2018) for the demolition of the two structures and construction of one new mixed-use building.

The addition of new ground floor retail/commercial space will enhance the pedestrian experience of Sacramento Street. The new construction will also bring in new housing and additional parking to this neighborhood.

Very truly yours,

Name: STEVEN TSB

St TS 11/8/18
Signature Date

Address: 3536 SACRAMENTO ST. S-F

Business name: Botta's Auto Body shop

Email/Telephone: _____

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: Jimmy Eng

Jimmy Eng Nov. 8, 2018
Signature Date

Address: 3856 SACRAMENTO ST.

Business name: BOTTAS AUTO BODY

Email/Telephone: 415 771-5600

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

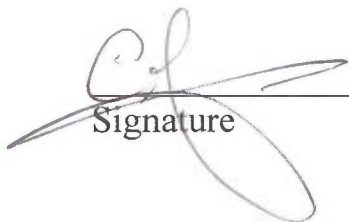
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Very truly yours,

Name: CAROL GRODNEY

 11/26/18
Signature Date

Address: 3636 SACRAMENTO ST

Business name: BOUTIQUE MUSEUM

Email/Telephone: 415 771-5600

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name:

Kimberly Simons

Signature

Date

10/29/18

Address:

3641 Sacramento St, Suite A

Business name:

Noah Simons, MD

Email/Telephone:

Kimberly.jo.Simons@gmail.com 415.218.6065



NOAH SIMONS MD

3641 Sacramento St Suite A
San Francisco, CA 94118

T 415-601-1339
F 415-931-6523
noahsimonsmd@me.com

www.noahsimonsmd.com

Planning Department City & County of San Francisco 1650
Mission Street, Suite 400 San Francisco, CA 94103

RE: 3637-3657 Sacramento Street

Dear Planning Dept:

I am writing this letter in support of 3637-3657 Sacramento
Street project. I am a pediatrician in the building currently.

I very much look forward to being able to carry out my
practice in the new modern mixed use building.

The new building will be wonderful for patients. There will be
better access for handicap patients and for strollers too. We
look forward to more parking too that the building will bring.

Sincerely,

Noah Simons MD FAAP

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: Loren Cervantes

 10/23/2018
Signature Date

Address: 3641 Sacramento St. Ste A SF, CA 94118

Business name: noah simons inc.

Email/Telephone: noahsimonsmd@me.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: JOSEPH Sciancalepore



Signature

10/23/18
Date

Address: 3641 Sacramento St. Ste A. San Francisco, CA 94118

Business name: NOAH SIMONS INC.

Email/Telephone: noahsimonsm@gmail.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: Maria Paula Coronado

Maria Paula Coronado 10/26/18
Signature Date

Address: 3641 Sacramento Street Suite A San Francisco, CA
94118

Business name: Noah Simons Inc.

Email/Telephone: 415-601-1339

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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We have lived a block away from this project for over 6 years and believe that the proposed redevelopment of this property is a vast improvement and will benefit the neighborhood. The addition of new ground floor retail/commercial space will enhance the pedestrian experience of Sacramento Street. The new construction will also bring in new housing and additional parking to this neighborhood.

Very truly yours,

Dean Copans

A handwritten signature in dark ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Date: October 23, 2018

Dean Copans
3737 Sacramento Street,
San Francisco, CA 94118
dean42@gmail.com
650-465-3993

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

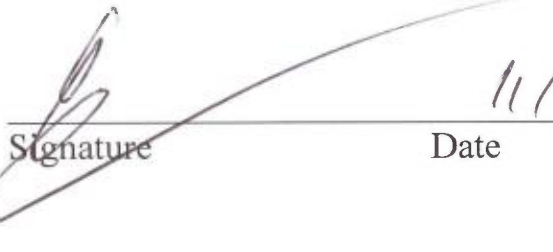
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Very truly yours,

Name: RICHARD A LEVY

 11/7/16
Signature Date

Address: 350 California St

Business name: RICHARD A LEVY INC

Email/Telephone: 415 929 9405

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: Amanda Thompson

Amanda 11/07/18
Signature Date

Address: 1 Parker Avenue 94118

Business name: One Parker Pediatric Dentistry

Email/Telephone: (415) 448-3500

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
San Francisco, CA

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Very truly yours,

Name: Carla Hultman

Carla Hultman 11/7/18
Signature Date

Address: 1 Parker Ave

Business name: One Parker ~~At~~ Dentistry

Email/Telephone: 415-668-3500

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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Very truly yours,

Name: Cayla Bros

 11/7/18
Signature Date

Address: One Parker Ave SF, CA 94118

Business name: One Parker Dentistry

Email/Telephone: 415-668-3500

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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Very truly yours,

Name: Kim Soo



Signature Date

Address: _____

IRINA KHIDEKEL, M.D.

3635 CALIFORNIA STREET
SAN FRANCISCO, CA 94118

Business name: _____

Ph: (415) 752-0277

Fax: (415) 752-5333

Email/Telephone: _____

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Patty Yan

Patty Yan 11/7/18
Signature Date

Address: 3633 California St.

Business name: Saburo Kani, Inc.

Email/Telephone: Patty-Yan@yahoo.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Simon Li

[Signature] 11/3/18
Signature Date

Address: 3015 Geary

Business name: SB web

Email/Telephone: (415) 298-4774

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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Very truly yours,

Name: wei cheng

Wei Chen 11-7-18.
Signature Date

Address: 3015 GEARY BLVD @ COOK S.F. CA 94118

Business name: SQWERS

Email/Telephone: 415-298-4774

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: JUDY MORAL



Signature

11/07/18

Date

Address: 3601 California Street

Business name: Walgreen's

Email/Telephone: 415-668-5202

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Jadine Lin


Signature

11/7/18
Date

Address: 3601 California St.

Business name: Walgreens

Email/Telephone: 415 668-5202

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Tedman Woo

Ted Woo 11/07/2018
Signature Date

Address: 3601 California St. SF, CA 94118

Business name: Walgreen's

Email/Telephone: 415-668-5202 mgr.00896 @store.walgreens.com.

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Vivian Guo

Vivian Guo 11/7/18
Signature Date

Address: 3601 California St

Business name: Walgreens

Email/Telephone: (415) 668-5202

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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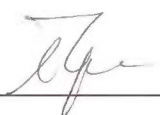
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Very truly yours,

Name: Yen Nguyen

 11/7/18
Signature Date

Address: 3601 California St.

Business name: Walgreens

Email/Telephone: 415.668.5202

Planning Department
City & County of San Francisco
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Very truly yours,

Name: Jonathan Dinkley



Signature

11/7/18

Date

Address: 3601 California St SF, CA 94118

Business name: Walgreens

Email/Telephone: (415) 668-5202

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Rosalba Sanchez

Rosalba S. 110718
Signature Date

Address: 3519 California Street

Business name: Noah

Email/Telephone: 415-387-3874

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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Very truly yours,

Name: Kirk Gee

Kirk Gee
Signature

11/7/18
Date

Address: 3519 California St

Business name: Noah bagel

Email/Telephone: 415-381-3814

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Tawny Andrews

[Signature] 11-7-18.
Signature Date

Address: 3519 California Street

Business name: Noah's Bagel

Email/Telephone: 415-387-3874

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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Very truly yours,

Name: Robert McQueen

 11/7/2018
Signature Date

Address: 480 3533 California St

Business name: _____

Email/Telephone: _____

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: VIVIAN ZHU


Signature _____ Date 11/7/18

Address: 3533 CALIFORNIA ST.

Business name: FIRST REPUBLIC BANK

Email/Telephone: VZHU@FIRSTREPUBLIC.COM / (415) 831-6688

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
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Very truly yours,

Name:

Iana Vovk

Signature

Date

11/7/2018

Address:

3401 California St

Business name:

Beautiful

Email/Telephone:

(415) 728-9080 / iana@beautiful.com

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3637-3657 Sacramento Street - Proposed New Mixed Use Building
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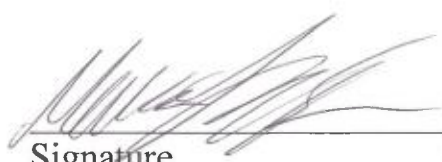
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Very truly yours,

Name: Mack Logsdon

 1/17/18
Signature Date

Address: 3401 California St.

Business name: Beautiful LLC

Email/Telephone: _____

Planning Department
City & County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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Very truly yours,

Name: Fernando Miranda, M.D.

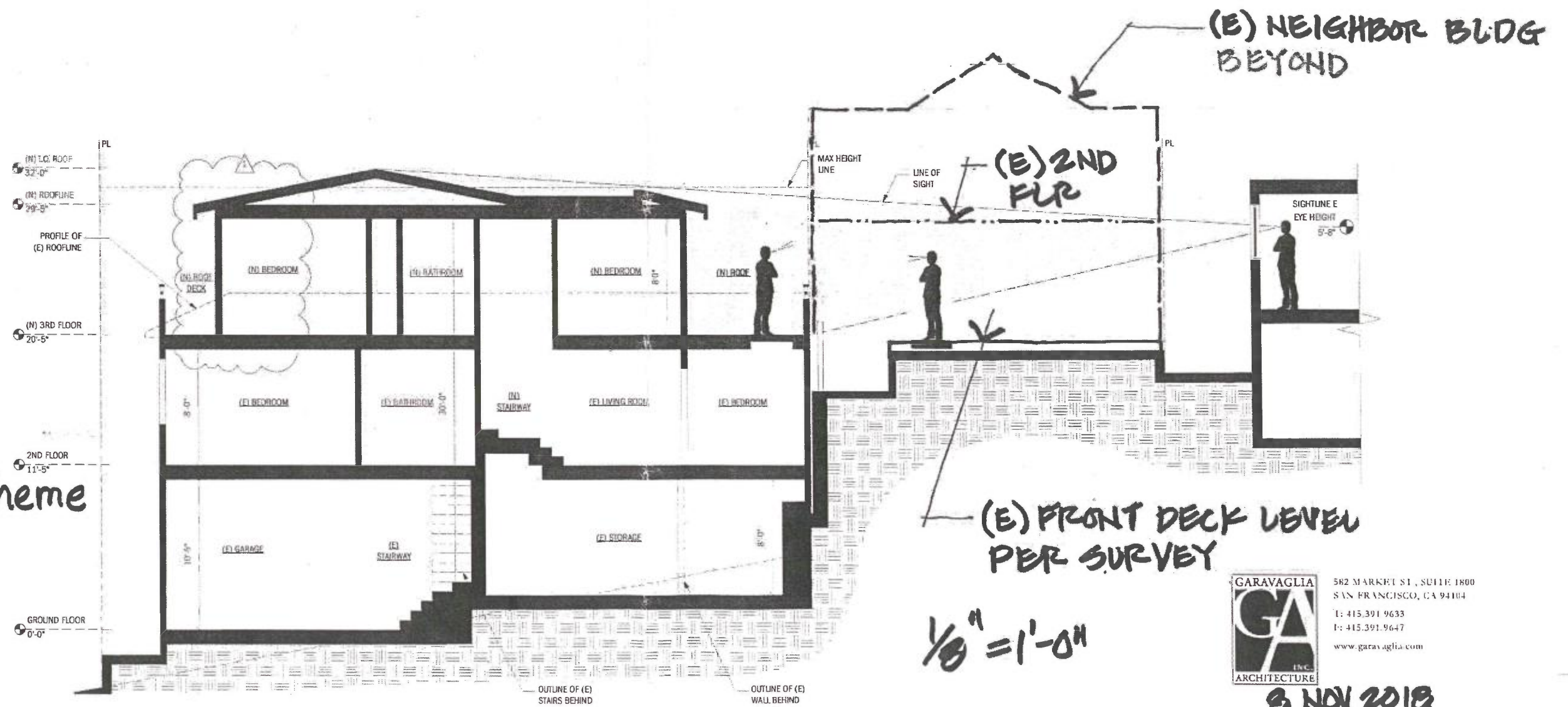
 11-7-18
Signature Date

Address: 3580 California Street, San Francisco

Business name: Dr. Miranda

Email/Telephone: fgmiranda md@ gmail . com

Received at CPC Hearing 11/8/18
M. Christensen



11 Gladys

Current Scheme Views



GARAVAGLIA
GA
INC.
ARCHITECTURE

582 MARKET ST., SUITE 1800
SAN FRANCISCO, CA 94104
T: 415.391.9633
F: 415.391.9647
www.garavaglia.com

3 NOV 2018

Received at CPC Hearing 11/8/18
K. Durand et

SoMa Community Resident Leaders
953 Mission Street, Ste 50
San Francisco, CA 94103

November 5, 2018

Jonathan Ng
Broker Associate
Rex Tabora
Pillar Capital
1725 Clay Street #102, SF, CA 94109
www.thepillarcapital.com

Dear Jonathan and Rex,

Thank you for meeting with community residents (and organizations) in the South of Market last Friday, November 2, 2018 to discuss Pillar Capital's Project at 1075 Folsom Street.

Mr. Jonathan Pearlman, the architect for the project clearly explained that the project is for a 6 story residential building of studio apartments. It was also clear to us that the impact of the buildings shadow on the Victoria Manalo Draves park would be minimal.

Overall we agreed that the building would benefit the community because it would add much needed housing in SoMa and that it will be inclusive of low-income people. As you indicated 25% (or 12 units) would be designated as "below market rate". In your follow-up letter to us, you specified that these BMR units will be tiered in the following manner:

7 units in 55% AMI
3 units in 80% AMI
2 units in 110%AMI

At the meeting, residents raised several concerns and recommendations as follows:

- 1.) That Pillar Capital hire residents from SoMa for jobs at the site such as maintenance and janitorial work.
- 2.) That priority be given to having community serving businesses occupy the commercial space in the building .
- 3.) That some of the units have shower stalls that can accomodate the needs of persons with disabilities.
- 4.) That the developer collaborate with community residents on efforts to address public safety and sanitation on 6th Street and the alleyways.

Thank you for an informative and productive meeting. We appreciate that you met with us to explain your project and assure us that you are allocating 25% of your units as "Below Market Rate".

Sincerely,

SoMa community residents (see attached list)

Name	Phone #	Address
1. Kathy Wolfe	415 529-1707	1180 Howard #205 94103
2. Florendo Cortez	415-572-2769	1608 S. F. 94103
3. Genaro Dominguez	415-655-3665	320 Clementine St. 1314 San Francisco CA 94103
4. Natividad Colina	415-812-1278	225 Hyde St. Apt. 214 S.F. Cal. 94102
5. JONATHAN NG	415-885-9584	1725 CLAY ST. STE, SF, CA 94109
6. JUANITHAN PARRMAN	415-285-3973	1159 GREEN ST, SF 94109
7. ILEX TABORA	415-298-4628	1075 Folsom St. 1415-777-1305 Apt 522
8. Natividad Maningay	415 777-1305	957 Mission St. Apt. 4245
9. Consolacion Decon	415-495-1627	
10. Zenaida Benaga	415-440-8277	155 Turk St. #205 SF CA 94102
11. Yange Nixon	(415) 368-7704	957 Mission St #204 SF CA 94103
12. Susan Aroneta	(510) 705-3303	953 Mission St. SF, CA 94103
13. Zenaida Flores	FCDC (415) 990-3368	917 Mission St. #418 SF CA 94103

Received at CPC Hearing 11/8/18
K.D



South of Market Community Action Network

1110 Howard Street | SF, CA 94103 | phone (415) 255-7693 | www.somcan.org

Observation of Victoria Manalo Draves (VMD) Park conducted by SOMCAN by Staff 10/30/18 – 11/6/18. Five 30-minute observations were conducted.

Results:

Observation Time	Date of Visit	Park Users (Total)	Temp - weather	Number of Kids (4-12), Teens, and Toddlers
Weekday Morning: 9:00am-9:30am	11/6/18	40	Late 60s/early 70s - sunny	2 Kids, 1 Toddler
Weekday Midday: 1:15pm-1:45pm	11/1/18	112	77 - partly cloudy	55 Kids
Weekday Early Afternoon: 3:10pm-3:40pm	10/30/18	72	65 - Sunny	20 Kids, 1 Teen
Weekday - Late Afternoon: 5:30pm-6pm	11/2/18	66	65 - Sunny with some Clouds	13 Kids
Weekend - Afternoon: 3:00pm-3:30pm	11/4/18	60	66 - Sunny	25 Kids, 2 Teens

Comments:

Compared to the data taken in 2013 between June 26 - July 7 by PreVision Design, this is significant especially when noting the times of year and looking at Weekday Afternoon use of the park in 2018 versus 2013. Comparing the 2013 and 2018 data, there is a doubling of users in the park during a Weekday Afternoon.

The data taken by PreVision Design in 2013 occurred during the summertime when there are more potential users, specifically due to Summer Break. **This can be compared to the data collected by SOMCAN in 2018 during the Autumn months of late October/early November** when school is back in session.

The most used portions of the park included the children's play areas, benches, grassy hill area, picnic tables, basketball court, and the walkways.

Attachment: Most Used Areas Observed at VMD (10/30/18 – 11/6/18)



November 8, 2018 - San Francisco Planning Commission
F. Regular Calendar
16a. 2007.1347CUA
3637-3657 SACRAMENTO STREET

Received at CPC Hearing

11/8/18
M. Woods

Douglas Engmann -- Comments and Suggestions for Development

CONDITIONS FOR CONSTRUCTION:

HOURS:

- Limited to 7am-6pm Monday through Friday. No work on weekends.
- Limited hours for excavation, noise and vibration work: 8am-10am and 3pm-5pm weekdays only.
- Hours could be expanded if an acceptable sound barrier is built around the entire site.

PARKING:

- Developer agrees to arrange for off-street parking for workers.
- No on-street or metered parking within a 3 block area.
- Removal of Street Parking: Limited to 10 feet on either side of the subject property.
- Equipment Parking: No heavy equipment to be left on Sacramento Street.

EXCAVATION:

- All pick-ups by dump trucks are to be staggered or staged.
- No dump trucks waiting to be loaded on Sacramento Street.

BLOCK CLEANING:

- Contractor to wash down Sacramento Street and sidewalks between Spruce & Locust every day after work during demolition and excavation.
- Weekly wash down during construction.

NEIGHBOR CLEANING:

- Upon request, adjacent neighbors to the property, including those across Sacramento Street, may ask Contractor to wash down their windows and buildings at Contractor's cost - no more than weekly during demolition and excavation and monthly during construction.

PHONE CONTACT:

- Contractor must provide neighbors with a contact phone number for the Contractor foreman on-site for any issues to be resolved, plus a 24/7 phone number for the Contractor's office.

SHRINK WRAP:

- Once exterior construction is complete, shrink wrap the entire construction site while interior work is completed.

Re 2007. 1347 CUA

3637 Sacramento St

Good afternoon - Commissioners

Received at CPC Hearing 11/8/18
M. Woods.

I am My name is Noel Radcliffe, a property manager
for 3609 Sacramento. ~~I want to~~
~~voice my concerns~~ a building just
down the block from the project.

My concerns revolve around the
disruption to the businesses on the block

Typically these projects take out a
large number parking permits, which
takes away the limited parking available
for the business. Please make sure
any approval for the project addresses
the disruption to the business on
the block -

Ty

Noel Radcliffe
Gaetano Real Estate
415 668-1202

COMMUNITY BENEFITS

- Memorialized in Development Agreement
- Contract negotiated between City and Sponsor
- Informed by economic analysis and sensitive to project feasibility
- Balances multiple neighborhood and citywide objectives

- Ensures Project performs well in areas of:
 - Housing
 - Transportation
 - Community facilities
 - Infrastructure
 - Sea Level Rise
 - Open Space
 - Workforce Development
 - Other City objectives – e.g. PDR



Merchants on Polk in "favor" of WF

11/8/18

1709 Polk St



Hair salon

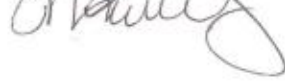
Kenny Lee

1703 Polk St



photo plus
Hahn's Hibachi

1710 Polk St



Polk A DOT

1553 Polk St

Received at CPC Head 11/8/18

N. Foster

Received at CPC Hearing 11/8/18
N. Foster

Johnson Leathers Corp.
1833 Polk Street
San Francisco, CA. 94109
Tel: 415-775-7393
Fax: 415-775-7393
jleather@johnsonleather.com

11/8/2018

San Francisco city's planning commission

I believe Whole Foods Market will be an asset to the Polk Street merchants and district. They will offer their 360 brand of products that have a lower price point. I do not see any parking issues as they have their own garage.

This will bring potentially new customers to our district and will expose them to the merchants. I believe this will help increase our sales and again help highlight the Polk Street district.

The Lombardi shop has been closed for a few years and has become a blight to our neighborhood. Our Polk Street district has enough issues with drugs, homeless and garbage. Will Whole Foods cure this by opening no but it will provide quality food and only help improve our neighborhood.

Sincerely,



Alan Zafrin
Johnson Leather's.





Middle Polk Neighborhood Association

received at CPC Hearing 11/8/18

May 17, 2016

City and County of San Francisco
Board of Supervisors
Planning Commission
Planning Department

RE: Whole Foods Conditional Use Permit: 2016-000378CUA, MPNA rebuttal to mass email

Dear Supervisors, Commissioners, Director Rahaim, and members of the planning department,

Respectfully, I will respond on behalf of MPNA, Middle Polk Neighborhood Association to this mass email that has been sent over the last few days by supporters of Whole Foods 365 application for CU authorization. As MPNA, LPN (Lower Polk Neighbors), PDMA (Polk District Merchant Association), and Pacific Heights Residents Association have noted in previous submissions, this project is **not necessary, not desirable and not compatible** with our neighborhood. Unless the project sponsor can establish this criteria conditional use authorization should not be granted.

A. WE CANNOT AFFORD TO LOSE A SCARCE HOUSING SITE WHERE AT LEAST 62 HOMES CAN BE BUILT IN THE GREATEST HOUSING AFFORDABILITY CRISIS SAN FRANCISCO HAS EVER FACED, ESPECIALLY WHERE BUILDING HOUSING AT 1600 JACKSON DISPLACES ZERO RESIDENTS AND ZERO BUSINESSES

1600 Jackson, the project site, was previously slated for a mixed-used development of 62 homes with neighborhood scale retail on the ground floor. Such a project was within zoning for the site at 65 feet and would have added badly needed units to the housing supply in a neighborhood severely impacted by San Francisco's housing crisis where the number of new residents far outnumbers the number of housing units available leading to evictions and displacement of long term residents. Building housing at 1600 Jackson displaces 0 residents.

In November 2015, the owners of the property Village Properties announced they had entered into a conditional lease with Whole Foods Market. In December 2015, Village Properties submitted an environmental application for their housing project. **Recently, MPNA expressed to both Village Properties and Whole Foods a middle-ground position to open up negotiations of constructing both the housing project with a grocery store below. To date, neither the Whole Foods nor Village Properties has expressed any interest in this proposed reasonable alternative.** As such, MPNA, along with several other neighborhood and business groups, oppose this conditional use application because the proposed project is not necessary, desirable or compatible.

PO Box 640918
San Francisco, CA 94164-0918
<http://www.middlenolk.org>



Middle Polk Neighborhood Association

B. SEVERAL ASSERTED POINTS SIMPLY CANNOT HOLD UP WHEN EXAMINED CAREFULLY

I have included a point-by-point rebuttal of the mass email below.

1. The Middle Polk neighborhood does not have a grocery store. I want to shop in my neighborhood, and it is extremely important to me to have a convenient grocery store nearby that offers quality products at reasonable, affordable prices.

FALSE. Our neighborhood is served by FIVE grocery stores within 10 minutes walking distance including a Whole Foods Market on California/Franklin, a Trader Joes on Hyde/California, Golden Veggie Market on California/Polk, Le Beau Market on Clay/Leavenworth, Real Foods Company Polk/Broadway. Plus THE MARKET on Polk/Clay has already been approved by the Planning Commission, which would bring the total to SIX grocery stores for the neighborhood.

2. The nearest grocery stores, Trader Joe's and Whole Foods on California Street, are very crowded and offer limited parking, forcing me to drive out of my neighborhood to shop. I believe 365 by Whole Foods Market could have the opposite effect and that instead of driving outside the neighborhood to shop, residents would shop locally by foot, bike.

FALSE. The proposed 365 store will also offer parking, which will attract shoppers by car and result in a massive increase in traffic to the neighborhood. The current five grocery stores mentioned above are currently within 10 minutes walking distance of the project site providing ample options for shoppers to shop locally by foot or bike.

3. With the increasing number of commercial vacancies on Polk Street, the focus should be on bringing a quality merchant like Whole Foods to the neighborhood to attract foot traffic and businesses.

FALSE. Research shows that mixed use development and density, housing with ground floor neighborhood scale retail enhances foot traffic and walkability. There is no evidence to suggest that large grocery stores are going to increase foot traffic when a large percentage of shoppers will arrive by car do their shopping and drive home.

4. I believe that replacing the Lombardi Sports building with residential units and retail unit(s) could add to the number of vacant commercial spaces lining Polk Street.

FALSE. New buildings built recently in the neighborhood such as 1645 Pacific have been able to attract quality businesses such as Craftsman and Wolves. Other new stores like

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Middle Polk Neighborhood Association

Basik Cafe are present in new mixed-use buildings as well. We can also look at our fellow neighborhood Hayes Valley that has had great success placing new businesses in modern mixed-use buildings. Businesses can flourish in new spaces that are attractive to customers particularly given their excellent location at Polk and Jackson.

5. I believe that the owner of the site should be free to lease the property as it sees fit by bringing in a respectable, responsible and viable enterprise that has the financial strength to pay rent.

FALSE. The project sponsor must explain why their project is necessary, desirable and compatible to obtain approval. Without meeting these criteria, the project cannot go forward.

6. I agree with Russian Hill Neighbors that “a vital city will creatively rehabilitate and reuse, rather than simply demolish existing structures”. I believe that 365 by Whole Foods Market will enliven the street and bring to life the vacant eyesore that I have lived with for some time. Not to mention the homeless encampment.

FALSE. Nobody has an interest in this building remaining vacant. If the project is not approved the property owner can either move forward with their original mixed use project, sell the property to another owner who will move forward with the project or re-lease the property to another tenant. In any event, the property will be developed. Some period of vacancy is unfortunately inevitable. Making a bad land use decision however will be locked in for decades and cannot be corrected easily.

7. Although I understand the need for housing in San Francisco, 1600 Polk Street is an existing building that has been in place for decades, is not displacing residential units or well-established local businesses and that architecturally, it is appropriately scaled for the neighborhood.

FALSE. The building is a housing soft-site and is completely out of scale for the neighborhood, which consists of small storefronts. The building creates a dead zone along Polk. A mixed-use building would activate the ground floor.

8. Whole Foods has expressed a commitment to work with the neighborhood regarding the timing of deliveries, noise, traffic concerns, community outreach, etc. The fact that Whole Foods has signed a 20-year lease contingent on the 365 by Whole Foods Market becoming a reality demonstrates a strong commitment to my neighborhood. I believe in Whole Foods’ commitment to promote local businesses that sell food, wine and liquor.

FALSE. Whole Foods refuses to entertain alternative sites for their project such as on Van Ness Ave, which would be much more, appropriate for number of cars and

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Middle Polk Neighborhood Association

deliveries. Whole Foods and Village Properties refuse to entertain a mixed used proposal that would open up room for negotiations with the neighborhood and merchant groups. There is no doubt that Whole Foods 365 would be an incredible strain on local businesses, as they do not have the pricing power to compete with Whole Foods 365. Moreover, Whole Foods 365 will not be using Union labor for their workforce.

9. I believe that if small merchants who sell food and wine continue to offer their great products and service, they (and other businesses) will not suffer from the presence of 365 by Whole Foods Market and will actually benefit from increased foot traffic that the 365 by Whole Foods Market will bring to the neighborhood.

FALSE. As mentioned above the connection between this store and increased foot traffic is dubious; most shoppers will drive. There is no doubt that small business will be impacted negatively by this store.

10. Currently on Polk Street between California and Broadway there are restaurants, bars, manicure salons, massage parlors/sex equipment merchants, second hand/resale shops and an abundance of vacant storefronts. The departure of the Big Apple Market approximately two years ago left a major gap in the Polk Street shopping experience. The gap is not filled by boutique butcher, cheese, bakery, deli or wine shops. I believe the gap would be filled by 365 by Whole Foods Market.

FALSE. The Big Apple Market site on Polk/Clay has already been approved for a grocery use. Any other gaps are served by the other FIVE grocery stores within 10 minutes walking distance of the project site.

11. I agree with Russian Hill Neighbors that “a very large number of new housing units have been, and are continuing to be built nearby in large buildings along Polk Street, Van Ness Avenue and the streets between, but basic urban services for local residents have lagged far behind this development. We believe a vibrant urban neighborhood must have both a mix of housing for families of different sizes and incomes, and a mix of stores to serve those families, including stores to meet daily shopping needs as well as the restaurants, bars, personal services establishments and specialty stores that are on Polk Street now. A full service grocery store will provide much needed support to existing and future housing in the neighborhood”.

FALSE. San Francisco is gaining 10,000 net new residents a year, 18,000 new residents a year minus the 8,000 residents leaving the city. Our neighborhood is very desirable for new residents as we offer walkability, excellent transit and close proximity to many amenities including FIVE grocery stores. Although we have added some new housing units in the last 2 years, the total number of new housing units built is far below the need. This is

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Middle Polk Neighborhood Association

evidenced by the number of evictions around the neighborhood. We need more housing in our neighborhood and in our city. This site offers an opportunity to build housing to assist in solving the crisis we are facing and those residents can shop at one of the FIVE grocery stores in the neighborhood.

12. The Van Ness Improvement Project and the upcoming infrastructure work on Polk Street will impact my neighborhood for quite some time. I do not wish to have added to that the destruction of 1600 Polk Street in order to erect a building that could take many months of loud and dirty construction to finish. Whole Foods is able to take what is currently a blight in the neighborhood to a well-regarded market that our neighborhood needs with little disruption to the neighborhood during the construction process.

FALSE. After approval a housing project can usually be constructed in 18 months. Although construction causes some temporarily disruption, the long-term benefits of a mixed-use development at 1600 Jackson are enormous.

13. Although I am concerned about increased traffic, fewer metered parking spaces and increased noise, I have carefully considered these “cons” and have determined that the “cons” are far outweighed by the “pros”.

FALSE. For the reasons outlined above this project is not necessary, desirable or compatible and the cons clearly outweigh the pros.

Sincerely,
Moe Jamil
Chair, MPNA



Middle Polk
Neighborhood Association



November 1, 2018

RE: 1600 Jackson Street – Amazon/Whole Foods 365

Dear President Hillis and Commissioners, SF Planning Commission

MPNA, PDMA, and UFCW-Local 648 (“organized opposition”), urge the commission to deny this Conditional Use Authorization for a formula retail use of Amazon/Whole Foods Market 365. **We hereby request to be given speaking time at the hearing as organized opposition as was granted at the April hearing.**

We urge the commission step up and require over ten times the proposed units of housing of housing at 1600 Jackson Street (86+ units) with as many as 30% affordable units under HOME SF on a major transit corridor versus settling for a measly 8 units with 0% affordable units as proposed by Village Properties, while conferring value on the property owner by granting a conditional use authorization to allow Amazon/Whole Foods to have a foothold on Polk Street with a 70 car exclusive use parking garage. As several commissioners have commented in the previous two hearings, this is an unfortunate and unnecessary choice.

Our organized opposition has respectfully demanded that we maximize housing uses at this site. We simply don’t have the luxury to settle for 8 units, we have a housing and displacement crisis. If we can’t maximize unit yield on sites like 1600 Jackson Street where no businesses and residents will be displaced then all hope is lost to meaningfully and thoughtfully increase the supply of housing and in particular affordable housing in this City.

A True Win-Win Solution Is Still Possible but You Must Deny this CU.

Our organized opposition has indicated support for a true win-win solution – a Special Use District that would allow for the maximum amount of housing to be built on the site along with a general grocery store that is greater than the current 4,000 square foot non-residential use size limit. We can have a project that comes with good jobs for all in the form of prevailing wages for construction and trades workers. We can have a grocery store that is truly full-service, staffed by real people that are paid decent living wages and benefits. We are aware developers and grocery retailers that are prepared to partner with Village Properties or acquire the site to make these goals a reality should you deny this

conditional use application by Amazon Whole Foods. We also want to note that consistent with our organizations positions long held positions on formula retail, we have also identified other sites along Van Ness Avenue adjacent to the soon to be open to the new CPMC hospital that would be more suitable for an Amazon/Whole Foods.

As we have noted previously, any claim that housing is not feasible or does not “pencil out” at this site is false. We know this because one block away from the site, JS Sullivan Development acquired another development site at 1590 Pacific Avenue (“The Jug Shop Site”) in September of 2018 for \$12,800,000 and is moving forward with a housing plan with a new space for the beloved Jug Shop in the new development. Importantly, the Jug Shop Site is a smaller site than the 1600 Jackson site by square footage and has a challenging set of design issues to prevent shadows on Helen Wills Park. Even with these constraints, the Jug Shop site is more than feasible for housing development and is moving forward as a mixed-use development proposal with at 50 units of housing including 20% onsite BMR. 1600 Jackson should follow the same course.

Under our proposed Special Use District scenario, everybody wins. Current residents and future residents win because adding housing will enhance the neighborhood, reduce displacement risk and provide homes for new residents. The neighborhood gets a new full service grocery store. Workers win because the new store will be a good partner and pay good wages and benefits and not try to cut costs and automate their jobs away. And local merchants win because a local grocery store would be seeking to be part of the neighborhood and share a piece of the pie rather than the entire pie.

This is in contrast to the proposed project where the only real winner is Amazon Whole Foods and its customers. Labor loses because of downward pressure on wages and another acknowledgement that it is ok to reward companies with records of actively working to thwart organized labor. The neighborhood loses because we fail to build the housing we need and we leave up to 78 units on the table in the deepest housing and displacement crisis this City has ever seen. Local merchants lose because of staying power of an Amazon Whole Foods and the impacts that has on small business.

Make No Mistake You Are Being Asked To Approve Much More Than A Grocery Store

Amazon has ambitions for 3,000 Amazon-go stores around the country with 0 employees. In San Francisco, they run into a challenge with our strong formula retail controls. It would not take much to convert Whole Foods Stores and 365 Stores to an Amazon-Go like store and in fact that is the future. Amazon needs Whole Foods and 365 stores for their real estate portfolio and vertical integration, including locations that are coveted such as 1600 Jackson. Amazon will need to rely on these stores and future stores to execute its Amazon-Go Strategy. We can say no. We don’t need stores with zero front line employees. San Francisco has always claimed to be a labor town, well here is an opportunity to prove it. Deny this CU and stand up for labor and stand up for workers and small business.

It is for these reasons honorable commissioners that this project should be disapproved today.

Sincerely,

Chris Gembinski
Chair,
Middle Polk Neighborhood Association

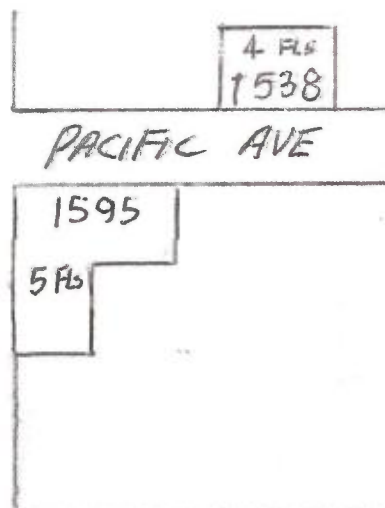
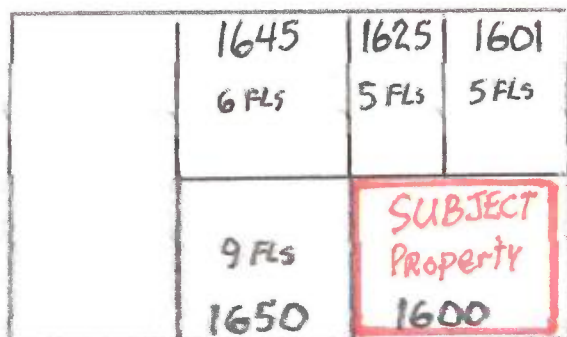
Parker Austin
President,
Polk District Merchants Association

Dan Larson
President,
United Food and Commercial Workers, UFCW Local 648

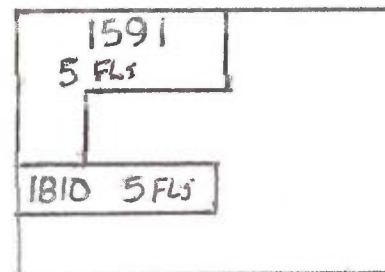
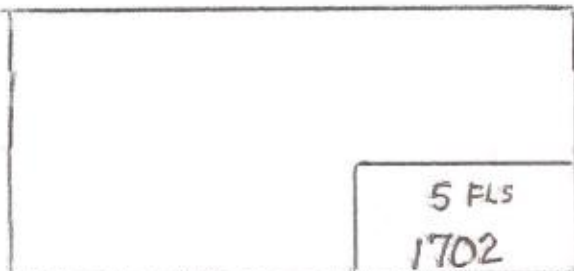
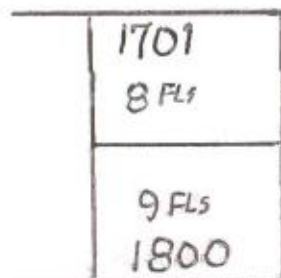
Cc: Commissions Secretary
John Rahaim, Planning Director

SUBMITTED 11-8-18
JOHN Addeo
1650-JACKSON ST

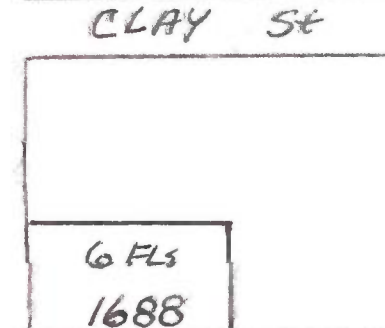
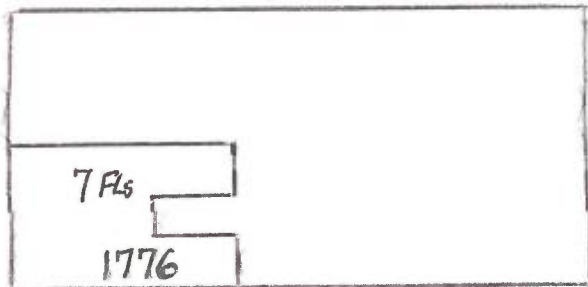
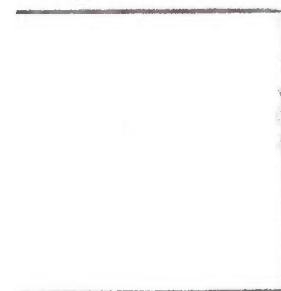
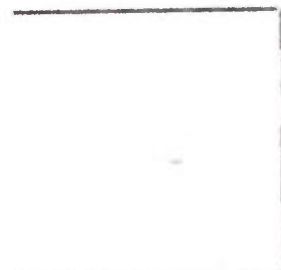
These 21 HIGH
RISE Bldgs with
100's of units have
been built since
we moved to 1650
in 1991



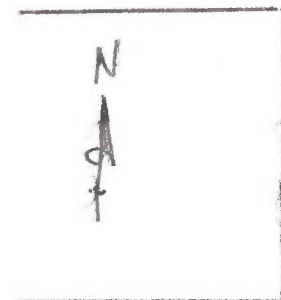
JACKSON ST



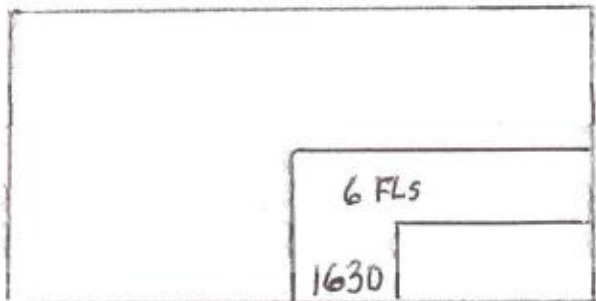
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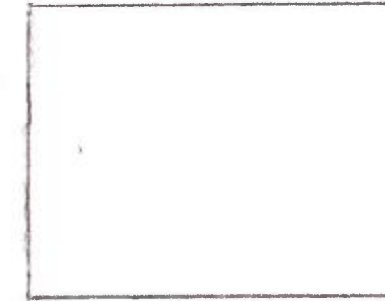
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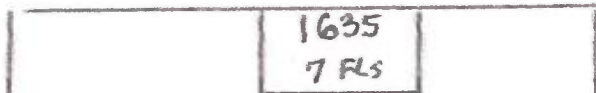
VAN NESS AVE



POLK ST



CALIFORNIA ST



November 8, 2018

Received at CPC Hearing 11/8/18
R. SCHUBERT

San Francisco Planning Commission
President Hillis and Commissioners
Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Case: 2017-011878ENV

Dear Commissioners:

I urge you to recommend a balance between Alternative B —a less dense project, and Alternative C but to include the demolition of the Unit 3 Power Block. What is left of the important older historic brick buildings should be preserved. Unit 3 Power Block is not within the important historic time period and is just an unpleasant looking structure which mars the waterfront! That structure should be demolished to make way for more public open space on the waterfront —something this project is short of.

On the other hand the Unit 3 Boiler Stack of the later period, is an icon for our neighborhood and the city and anyone who sails in the Bay. It is a beautiful and simple architectural structure. Retain and restore this icon.

In general, as far as historic preservation within this site, this developer has given short-shrift to the importance of physical preservation. I attended and spoke at the Alternative —to demolish all of the old, historic brick buildings. The hearing concluded with one commissioner's comment that none, or very little preservation of the older brick buildings is a non-starter. I agree.

A few other issues I want to comment on:

1. The 300 foot tall tower is out of scale in height and bulk and does not belong on this part of the waterfront. It also will detract from and overpower the presence of the important iconic stack which will and should be the architectural element that beckons people to the area. Any new tower needs to have a considerably narrower, shorter and more elegant footprint than what is proposed.
2. In general the project is over-programmed with too many large buildings and not enough open space. As proposed, the project will not fit in even with the newer height and densities of Pier 70, which this developer likes to say this project is emulating.
3. Surrounding Infrastructure and especially transportation issues need to be carefully considered as far as the density of this project. The Central Waterfront is already experiencing gridlock and accompanying air pollution and road safety issues. There have been too many major projects with less than stellar planning in the past several years. Let's not let this project add to those problems.

Thank you, Janet Carpinelli



934 Minnesota St., San Francisco, CA 94107



SF PLANNING COMMISSION 11.08.18

THE POWER STATION

ASSOCIATE CAPITAL PERKINS+WILL CMG





1870-2011 : FUNCTIONING POWER PLANT



2016: TURNING POINT

ASSOCIATE CAPITAL

PERKINS+WILL

CMG



WORKSHOPS. EVENTS. TOURS. CONVERSATIONS.



8 Community Meetings / Workshops



Events Hosting 25,000+ People



Weekly Site Tours



Hundreds of Conversations

POTRERO POWER STATION, SAN FRANCISCO CA

WHAT WE HEARD

**"Housing!
Housing!
Housing!"**

AFFORDABLE
HOUSING AND
HOUSING OF ALL
TYPES

**"Retail and
services that
complete a
neighborhood"**

GROCERY STORES...
A SCALE LIKE
HAYES VALLEY... A
NEIGHBORHOOD YOU
CAN ACTUALLY LIVE IN

OPEN THE
WATERFRONT... AN
ACTIVE WATERFRONT
EDGE... BRING THE
BAY TRAIL THROUGH

**"The Ramp
on Steroids"**

THE STACK AS AN ICON... UNIT
3 AS A DESTINATION ON THE
WATERFRONT

"Keep the stack!"

WATERFRONT PLAYGROUNDS,
SOCCER FIELDS, CHILDCARE,
WE HAVE ENOUGH PLAZAS -
WANT GREEN SPACES

**"Active
recreation and
green spaces"**

DON'T GIVE A BROAD
RANGE, COMMIT TO A
CLEAR PROJECT

**"Tell us what
the project is"**

CLEAN A DIRTY SITE... MAKE
IT A SAFE, HEALTHY PLACE
TO LIVE WORK AND PLAY

**"A healthy, clean
environment"**

**"Variety of
urban form"**

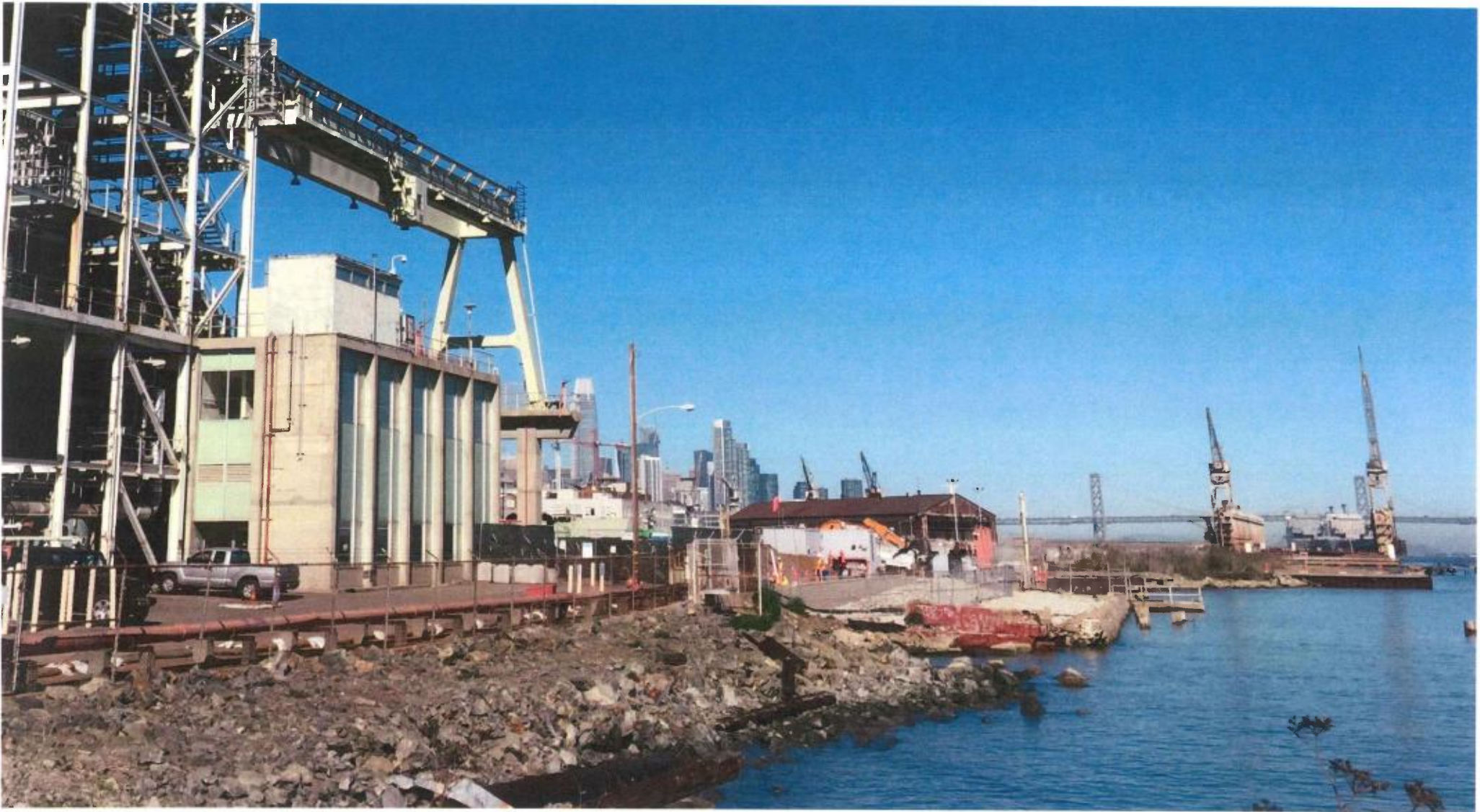
NOT LIKE MISSION
BAY, STEP DOWN
TOWARD THE
WATERFRONT

**"Look at all transit
options and smarter
parking strategies"**

DISTRICT PARKING IS A GOOD
IDEA... COMMIT TO AGGRESSIVE
TDM... BE FUTURE FORWARD



OPEN IT UP.



ASSOCIATE CAPITAL PERKINS+WILL CMG





ASSOCIATE CAPITAL

PERKINS+WILL

CMG

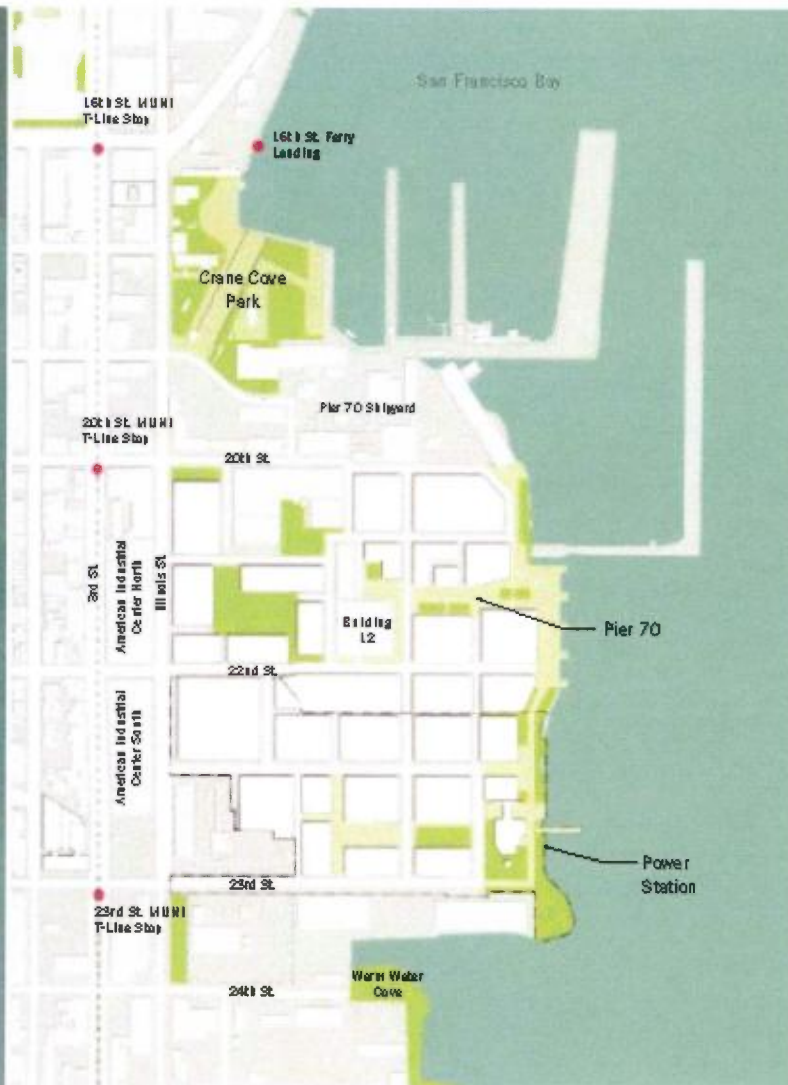


CONTRIBUTING TO DOGPATCH

SITE LOCATION



FUTURE CONTEXT



BRINGING MANY BENEFITS



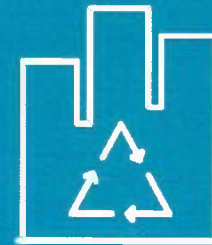
2,600 Units of
Housing



6+ Acres of
Parks (including
Soccer Field)



Significant
Investment in
Transportation



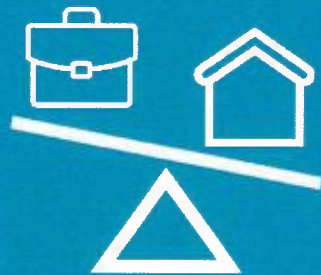
Sustainable
Buildings and
Infrastructure



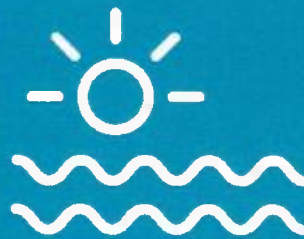
Childcare and
Community
Facilities



Affordable
Housing



Majority
Housing
Project



A Resilient
and Inviting
Waterfront

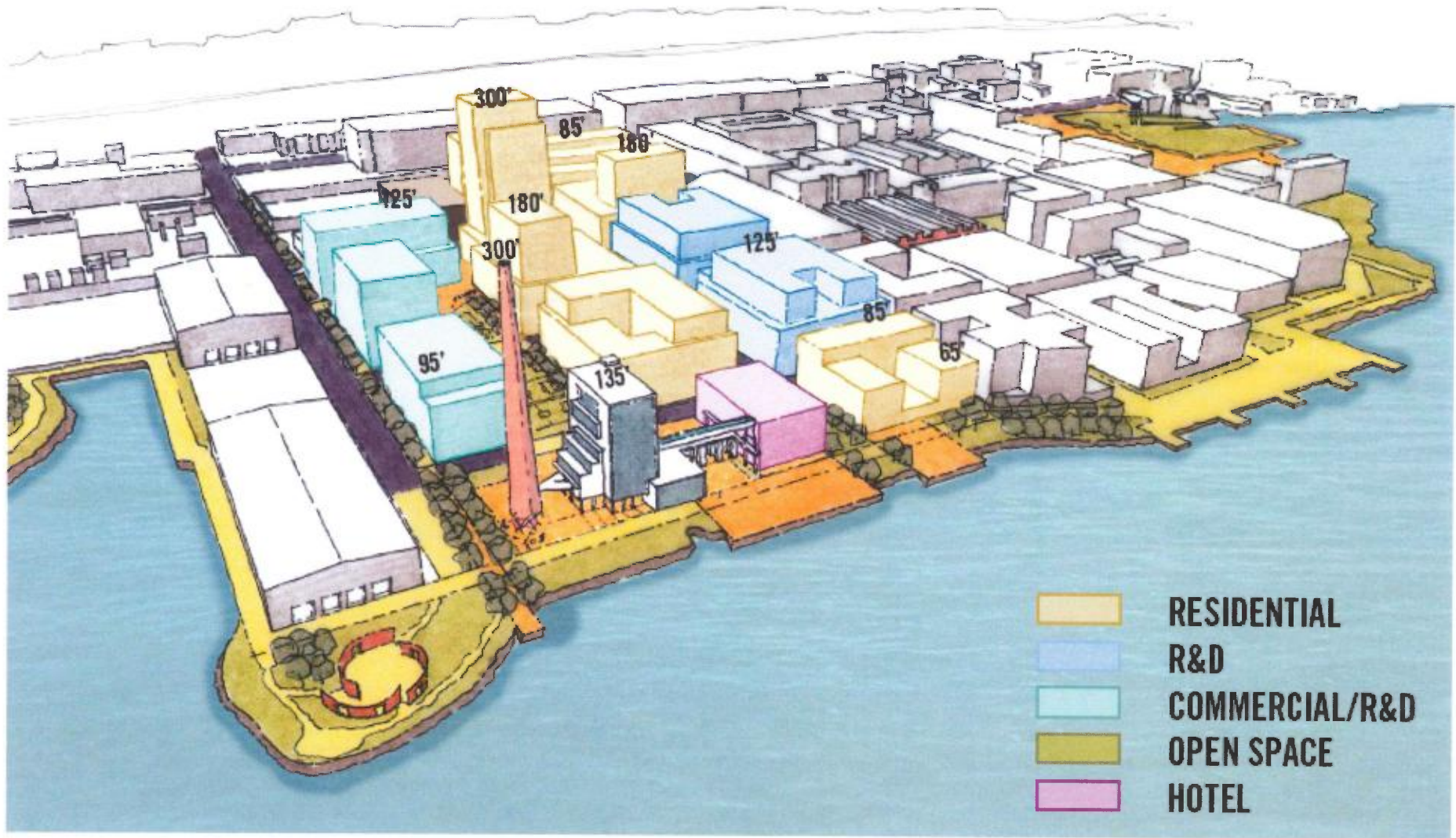


PDR, Hotel, and
Neighborhood
Retail

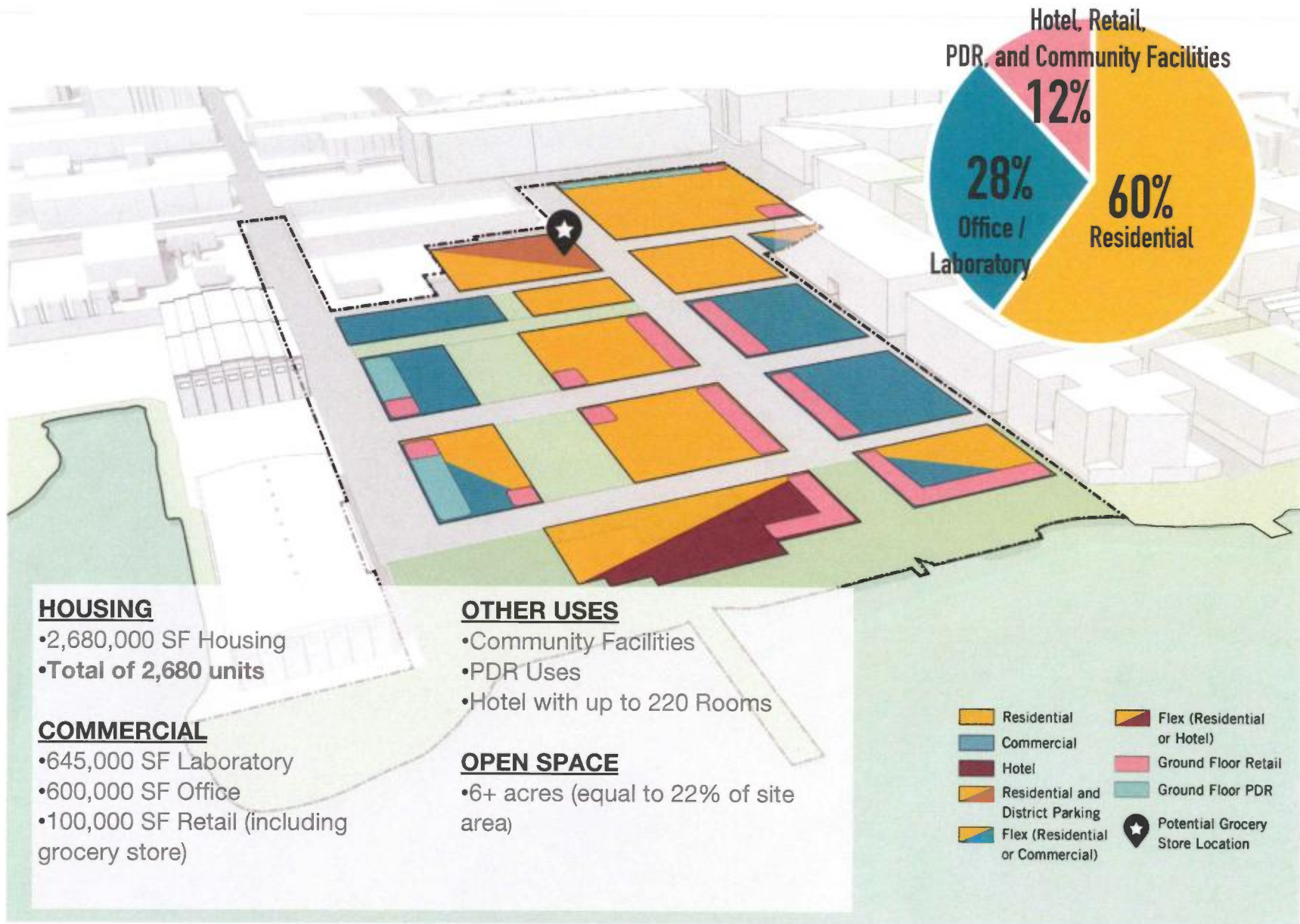


Pedestrian- and
Cyclist-Friendly
Streets

PROPOSED URBAN FORM

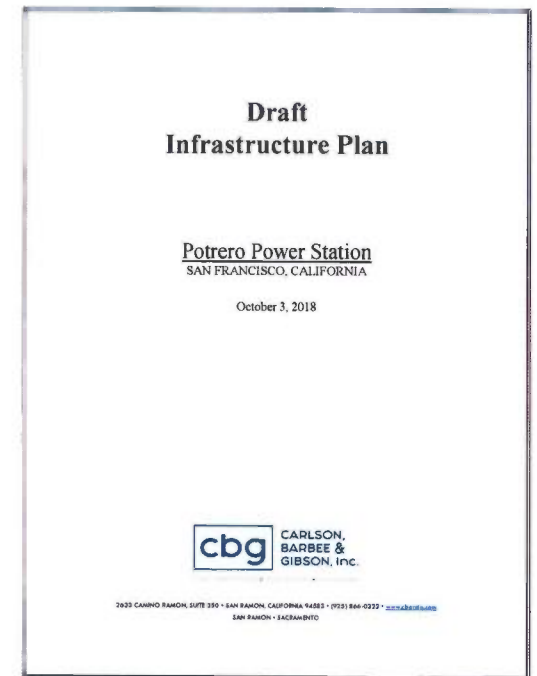
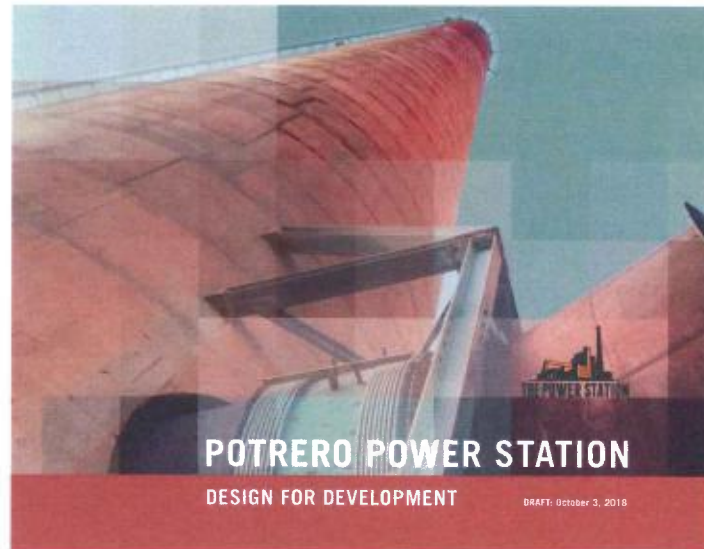
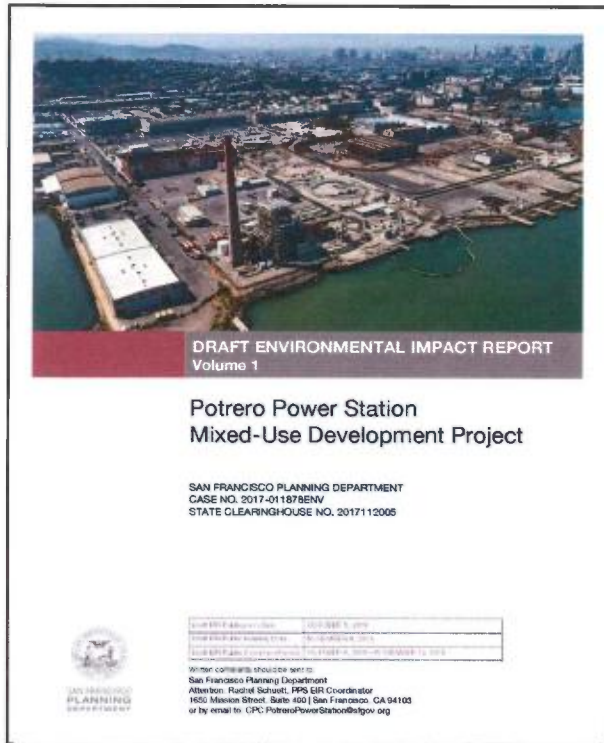


LAND USE



COMPREHENSIVE PROJECT UNDERSTANDING:

EIR + DESIGN FOR DEVELOPMENT + INFRASTRUCTURE PLAN PUBLISHED 10.3.18



ASSOCIATE CAPITAL

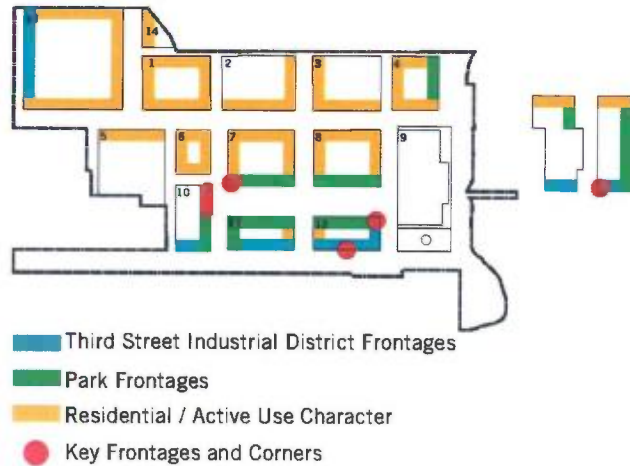
PERKINS+WILL

CMG



DESIGN CONTROLS

SET CHARACTER

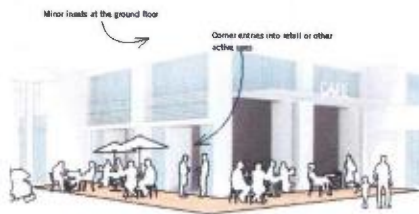
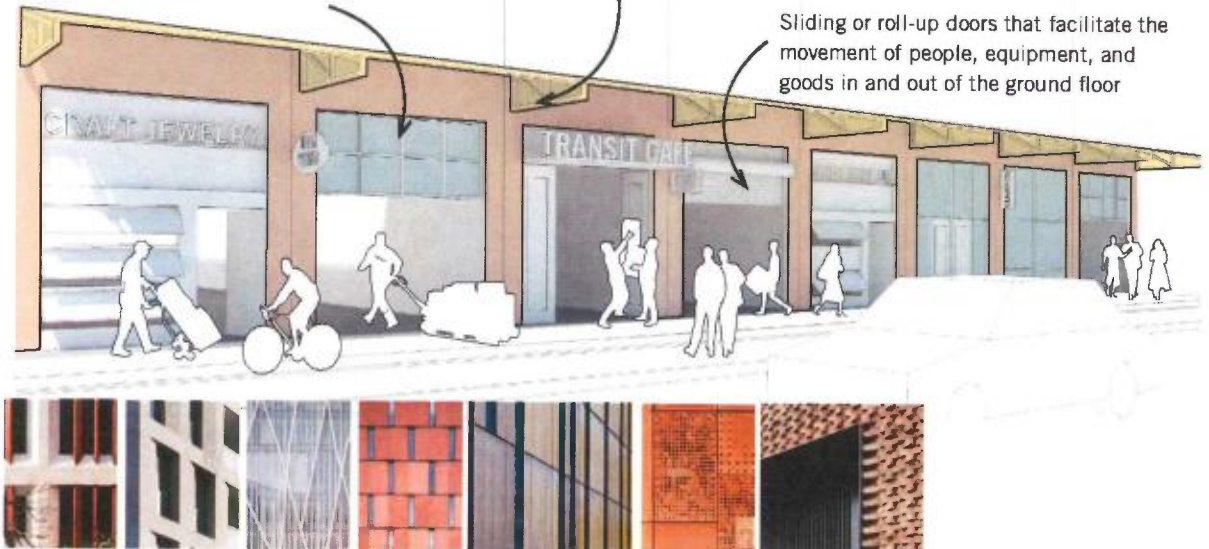


Third Street Industrial District Frontages

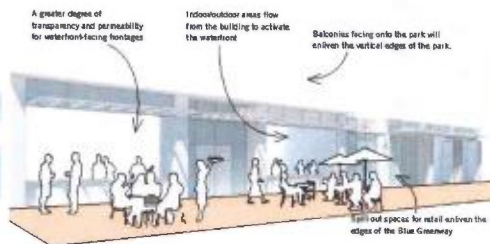
Operable windows shall be single or double hung wood sash, or awning, pivot, or other industrial style steel or aluminum fenestration

Large-scale awnings and canopies should be used to create a human-scale experience on the street edge and should be industrial in character and design

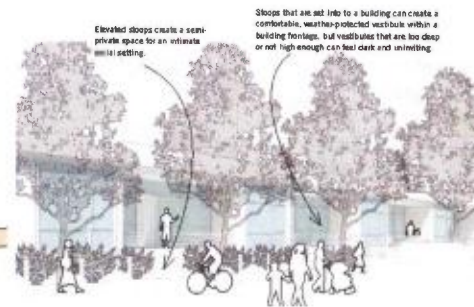
Sliding or roll-up doors that facilitate the movement of people, equipment, and goods in and out of the ground floor



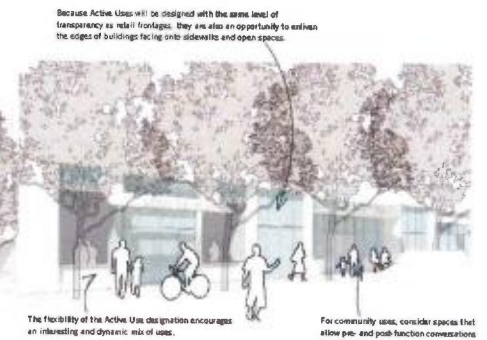
Key Frontages and Corners



Park Frontages



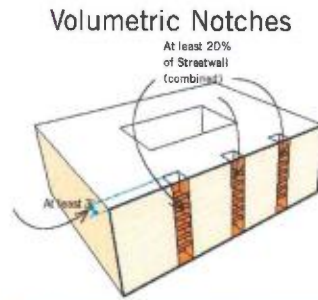
Residential Character



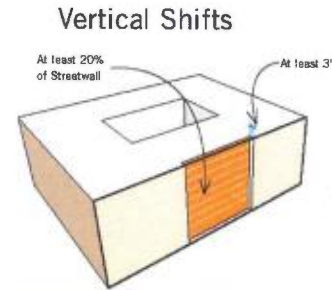
Active Use Character

DESIGN CONTROLS BRING VARIETY

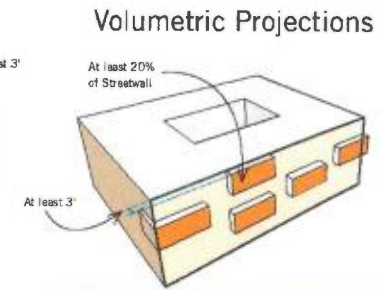
Examples of Streetwall Modulation



Volumetric notches add visual interest by introducing vertical recesses into the massing of the streetwall. The notches should correspond to the delineations between individual units, balconies, or porches.

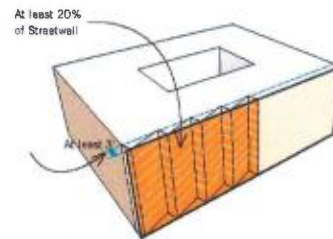


The use of vertical shifts add visual interest by breaking the facade into smaller vertical elements. These shifts should relate to the location and proportion of interior programmatic uses.

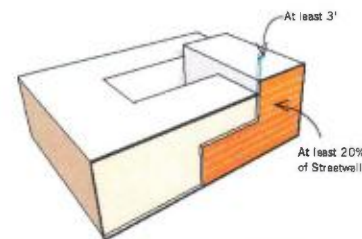


Projections help create shadow lines and added facade depth. Such projections should be located and scaled to relate to interior programmatic uses.

Sawtooth Balconies and Bay Windows

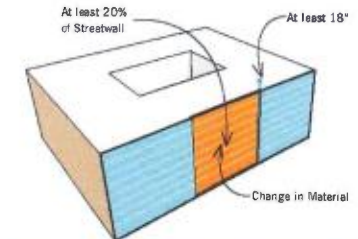


Sawtooth balconies or bay windows reduces the visual mass of the streetwall by introducing a pattern of smaller-scaled components. They can be open, partially enclosed, enclosed, projections, or recesses from the main facade.

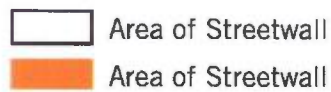


This strategy modulates a building's facade by emphasizing the corner and creating the illusion of two or more distinct volumes intersecting with each other. The apparent volumes typically have a change in plane, height, material or fenestration.

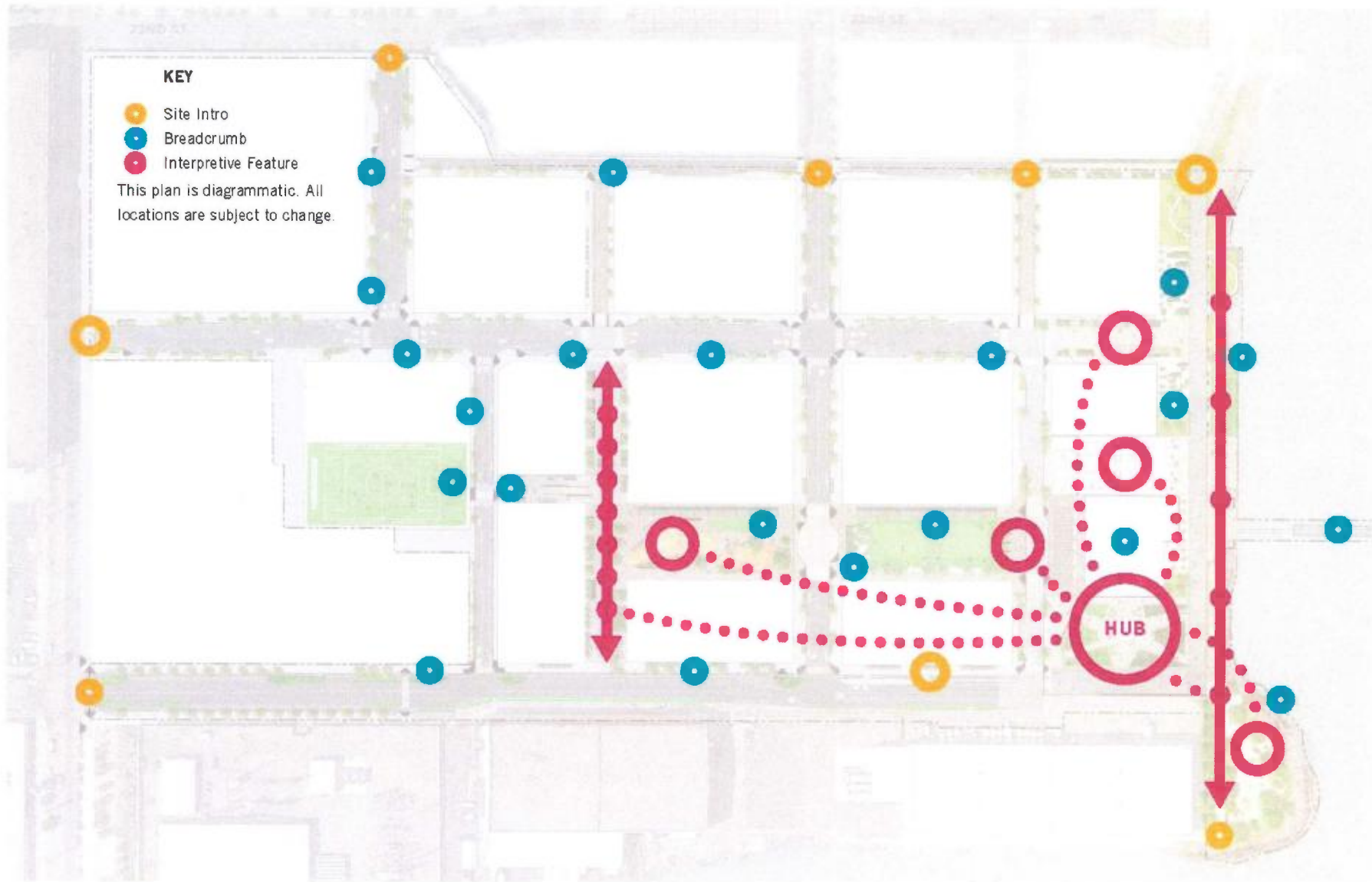
Change in Material



Changes in material introduce visual contrast and interest with a variety of textures and colors.



INTERPRETIVE + SALVAGE MASTERPLAN



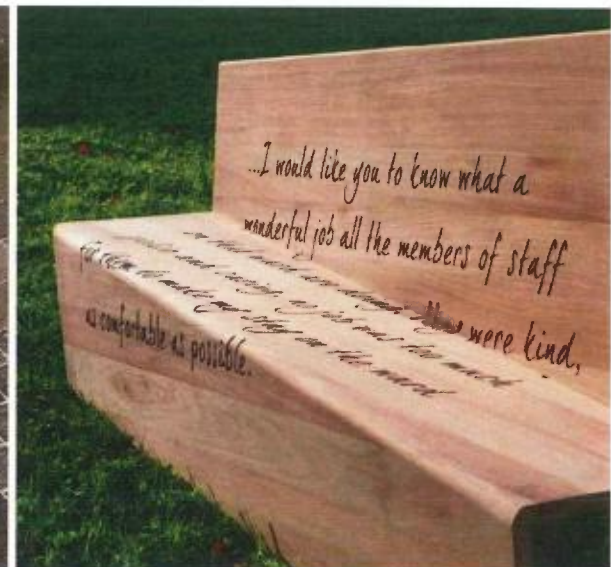
INTERPRETIVE + SALVAGE MASTERPLAN



a. Etched Concrete



b. Sandblasted Surface



c. Laser Etched Wood



d. Modified Metal



e. Tactile Object



f. Wayside

STATION A – TODAY



ASSOCIATE CAPITAL PERKINS+WILL CMG



STATION A – TODAY

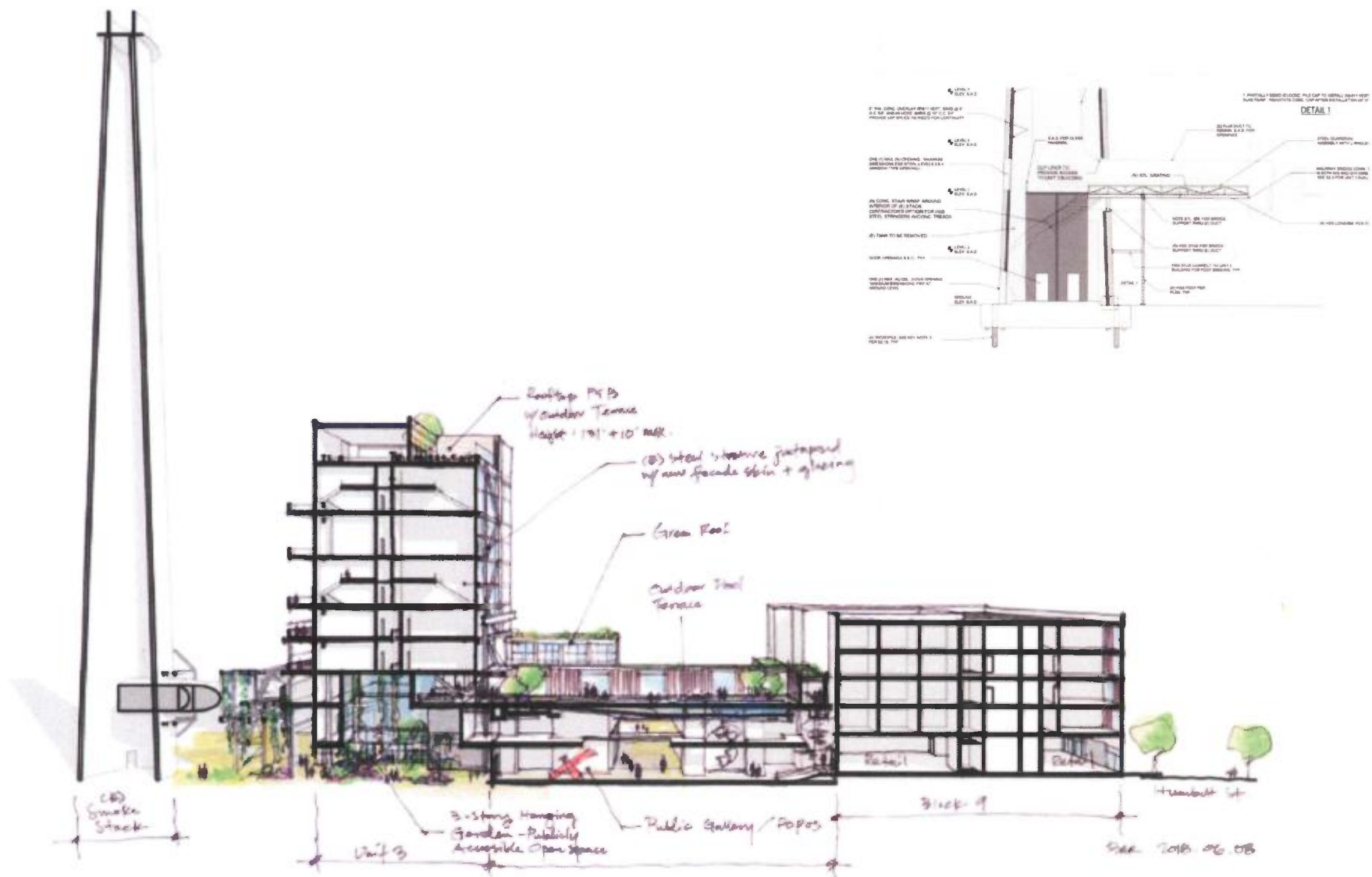
35 YEARS WITHOUT A ROOF



UNIT 3 + THE STACK



REIMAGINING UNIT 3 + THE STACK

**BAR**architects

INVITING NEIGHBORHOOD STREETS



ASSOCIATE CAPITAL PERKINS+WILL CMG



INVITING NEIGHBORHOOD STREETS

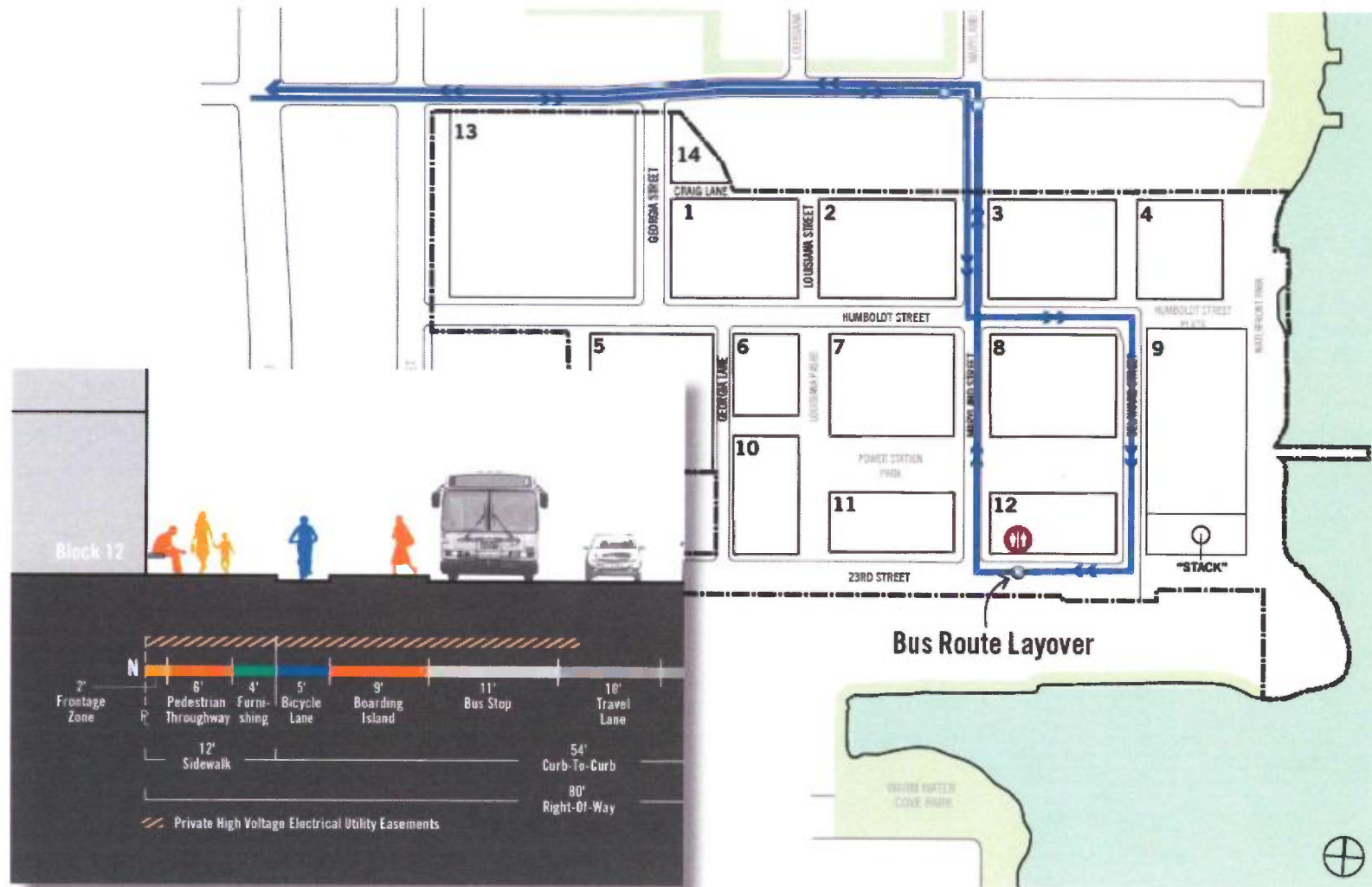


ASSOCIATE CAPITAL PERKINS+WILL CMG



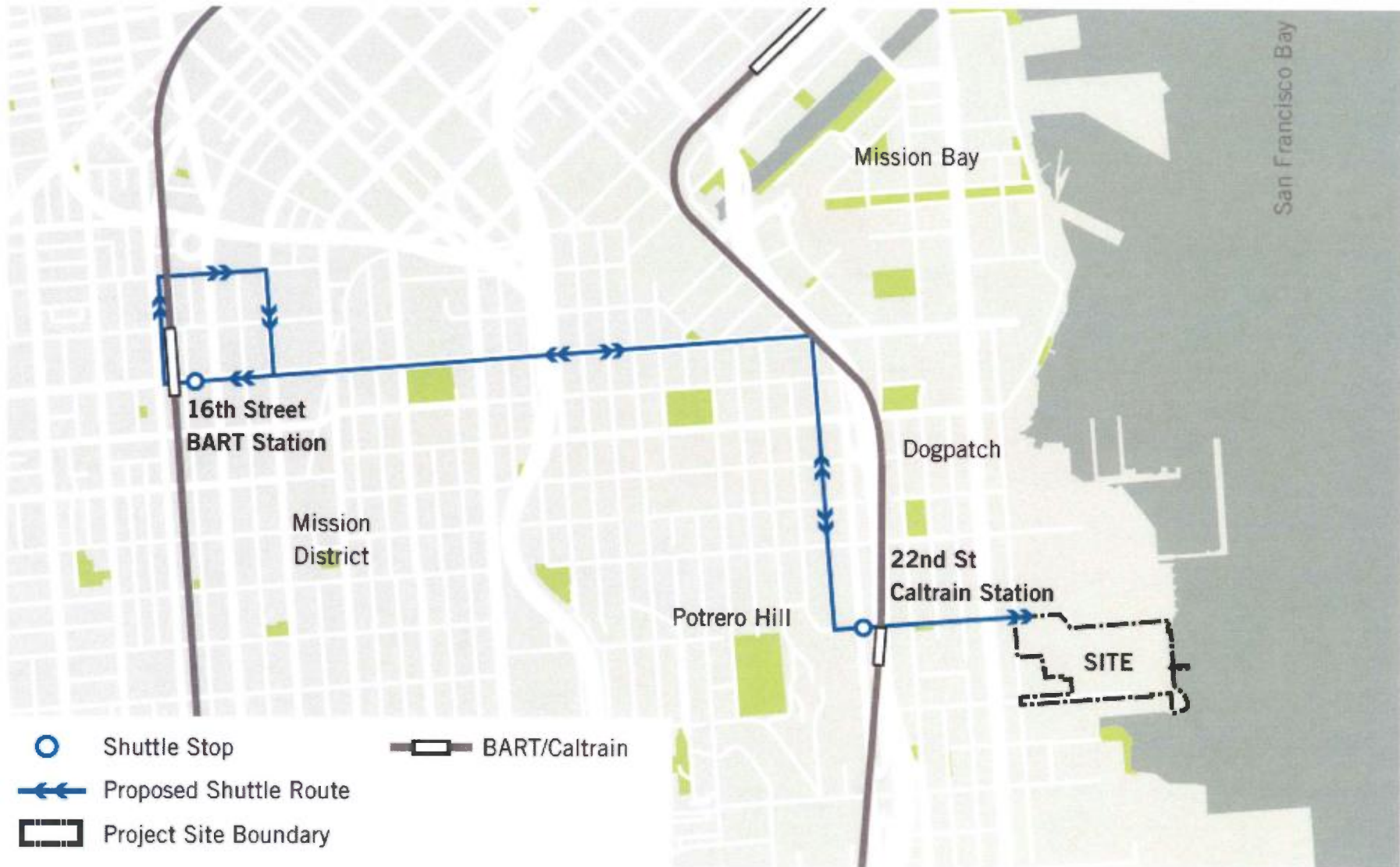
TRANSPORTATION PLANNING + INVESTMENT

NEW "55 DOGPATCH" MUNI LINE - BUS LAYOVER



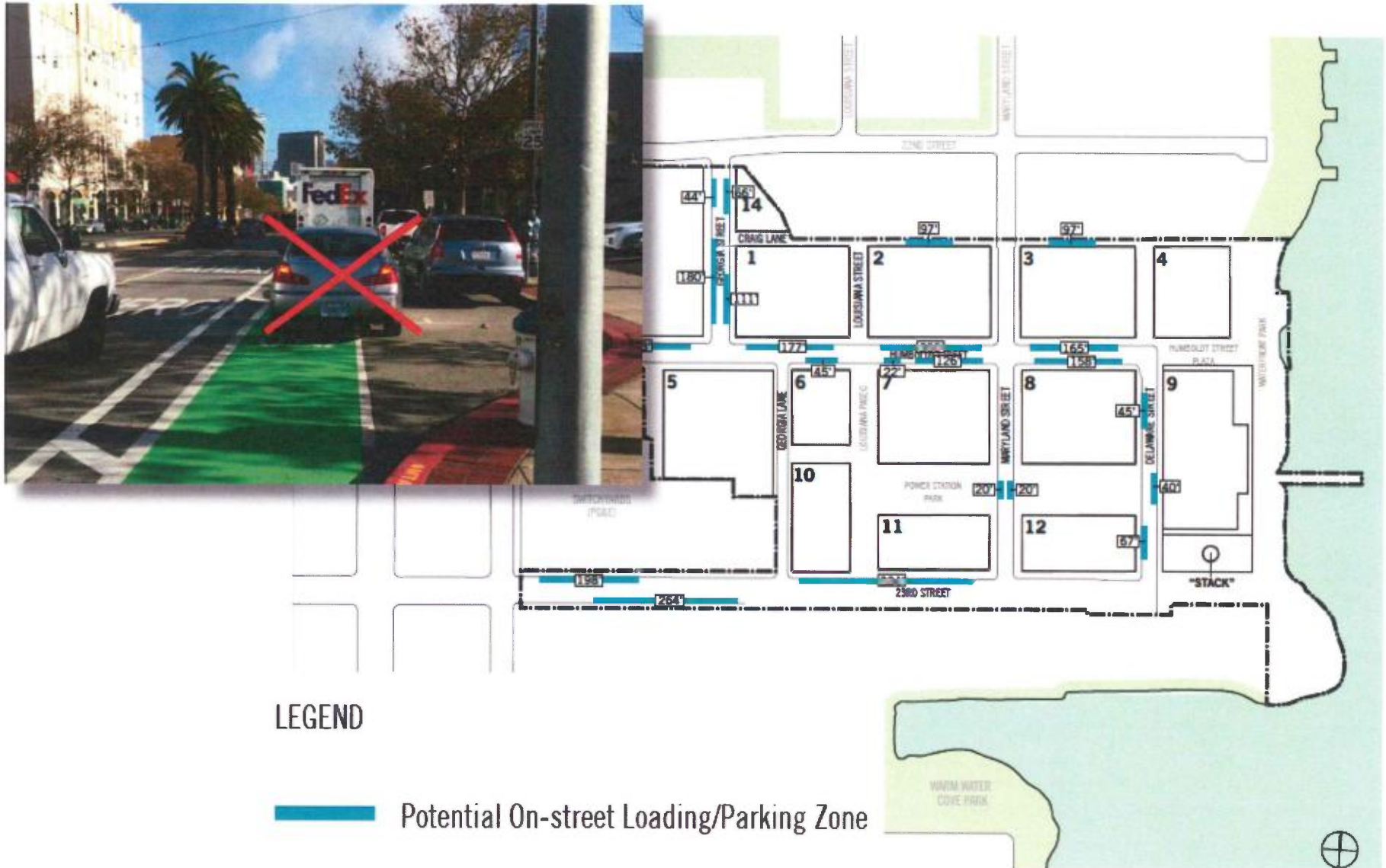
TRANSPORTATION PLANNING + INVESTMENT

SHUTTLE TO BART AND CALTRAIN



TRANSPORTATION PLANNING + INVESTMENT

CURB MANAGEMENT



A GENEROUS WATERFRONT + AMPLE OPEN SPACE



POWER STATION PARK



COMMUNITY BENEFITS

- Memorialized in Development Agreement
 - Contract negotiated between City and Sponsor
 - Informed by economic analysis and sensitive to project feasibility
 - Balances multiple neighborhood and citywide objectives
- Ensures Project performs well in areas of:
 - Housing
 - Transportation
 - Community facilities
 - Infrastructure
 - Sea Level Rise
 - Open Space
 - Workforce Development
 - Other City objectives – e.g. PDR



Former Potrero Power Plant Site Eyed for Preservation

BY PETER LINENTHAL,
 POTRERO HILL ARCHIVES PROJECT

Four early-20th Century brick buildings at the former site of the Potrero Power Plant are all that's left of what was a center of industrial growth in San Francisco between 1870 and 1940, a period during which, according to Dr. Paul Groth, efficiency and productivity became a national religion. The buildings housed early Pacific Gas and Electric Company activities, played a role in rebuilding the City after the 1906 earthquake and fire, and are central to Pier 70's history. The future of these brick buildings is uncertain, subject to the San Francisco Planning Commission's approval of Associate Capital's proposed development plans for the site.

The structures have significant problems, and are "Red Tagged;" the public isn't allowed to enter them. Nearly half of Station A was torn down in 1983, compromising structural integrity. It, as well as the Gas Meter Shop and Gas Compressor Building, has been without roofs since 2001. The structures' owner, Associate Capital, has found brick and mortar deterioration. Two of the edifices are near the constant hum from PG&E's South Switchyard.

Building preservation will compete with other expensive amenities: more affordable housing, reduced density and building heights, and greater amounts of open space.

Last month, the San Francisco Planning Department's Historic Preservation Commission called for creative solutions and open-minded approaches to preserving the buildings. Concepts that have been floated include modifying the structures, moving all or part of a building, and using materials harvested from the site in new contexts. Commission president Andrew Wolfram cautioned that developments without older buildings run the risk of being bland.

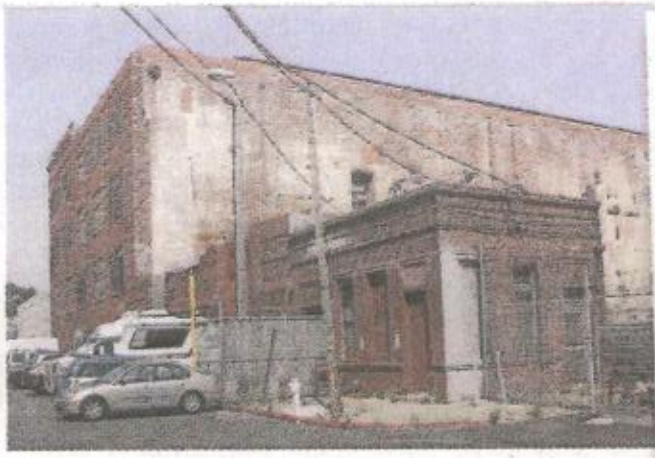
Associate Capital has promised not to repeat Mission Bay's blocky uniformity. The company plans to preserve the iconic 300-foot smokestack, repurpose adjacent Unit 3 as a hotel, include historical styles and materials in its designs, and rely on Macchiatto, a Potrero Hill design firm working for Pier 70, to interpret history. Drafts of Associate Capital's Design for Development and Infrastructure Plan will be published this month. Project approvals are scheduled for late 2019.



Station A, south end, west wall as seen from 23rd Street. The south portion is more structurally sound than the north.



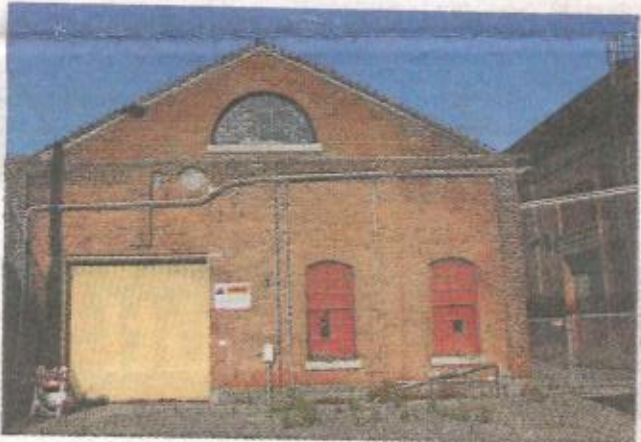
Station A's Machine Shop Facade (right) and Station A's north portion's north facade (center) as seen looking east down Humboldt Street's incline towards the bay.



The small Gatehouse in front of Station A, south portion, east wall, once the interior of a larger building, now with many door and window openings and a dramatic patina.



Gas Compressor Shop's east wall (left) and west wall of Station A's north portion (right) would have to be removed for proposed widening of Georgia Street. Here we look north on Georgia St towards Humboldt St.



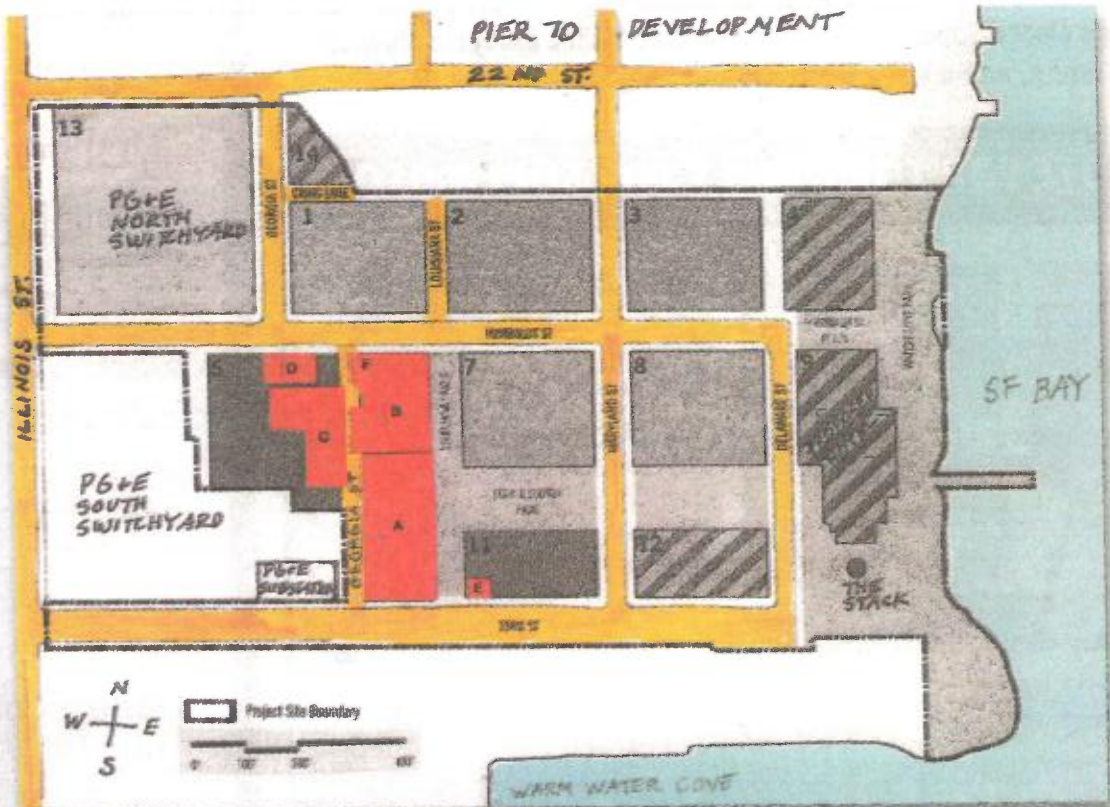
The Gas Meter Shop, west facade, and Gas Compressor Shop (right). Both sit on excavated land below Georgia Street (above wall far left).



West facades of Gas Compressor Shop and beyond, Gas Meter Shop. Both are exposed to a constant hum from the PG&E South Switchyard.

Map of Proposed Development at the Potrero Power Plant Site, historic brick buildings in orange. Buildings C, D & F are little known, hidden and off-limits behind PG&E fencing. Buildings A, B & E can be seen from 23rd Street.

- A: Station A, south portion
- B: Station A, north portion
- C: Gas Compressor Shop
- D: Gas Meter Shop
- E: Gatehouse
- F: Station A's Machine Shop Facade





SAN FRANCISCO PLANNING DEPARTMENT

November 2, 2018

Ms. Lisa Gibson
Environmental Review Officer
San Francisco Planning Department
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San Francisco, CA 94103

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

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Information:
415.558.6377

Dear Ms. Gibson,

On October 17, 2018, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the Draft Environmental Impact Report (DEIR) for the proposed Potrero Power Station Project (2017-011878ENV). After discussion, the HPC arrived at the comments below:

- The HPC agreed that the analysis of historic resources in the DEIR was adequate and clear.
- The HPC agreed that the DEIR analyzed an appropriate range of preservation alternatives to address historic resource impacts. Further, the HPC appreciated that the preservation alternatives avoided some or all of the identified significant impacts, that they also met or partially met the project objectives and that they explored similar development programs as the proposed project.
- The HPC agreed that they recommend adoption of Full Preservation Alternative C as it avoids significant impacts to the historic resource by rehabilitating all historic resources on site and maintaining the same general development program as the proposed project.
- The HPC also supported adoption of one of the Partial Preservation Alternatives or a combination of partial preservation alternatives, such as retaining the Meter House and Compressor House and allowing for retention of a portion of Station A. The HPC President noted, further, that the HPC highly encourages the Planning Commission to look at a project that preserves historic resources even if there are some trades off, such as a small reduction of square footage or densification of the development program.

The HPC appreciates the opportunity to participate in review of this environmental document.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Wolfram".

Andrew Wolfram, President
Historic Preservation Commission

TABLE S-3
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project ¹	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Historic Architectural Resources							
Impact CR-4: Historic architecture, individual resources (SUM)	Same as project, SUM	LSM	LSM	Less than project but still SUM	Less than project but still SUM	Less than project but still SUM	Less than project but still SUM
Impact CR-5: Demolition and alteration effects on Third Street Industrial District (SUM)	Same as project, SUM	LSM	LSM	LSM	LSM	LSM	LSM
Impact C-CR-2: Cumulative effects on Third Street Industrial District (SUM)	Same as project, SUM	LSM	LSM	LSM	LSM	LSM	LSM
Transportation and Circulation							
Impact TR-4: Muni ridership (SUM)	LTS	Less than project but still SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM
Impact TR-5: Muni operations (SUM)	LTS	LTS	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)
Impact TR-7: Pedestrian impacts (LSM)	LTS	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)
Impact C-TR-4: Cumulative Muni ridership (SUM)	LTS	Less than project but still SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM
Impact C-TR-5: Cumulative transit operations (SUM)	LTS	LTS	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM	Similar to project, SUM
Noise and Vibration							
Impact NO-2: Construction-related increases in ambient noise levels at noise-sensitive receptors (SUM)	Less than project but still SUM (impacts on future Pier 70 receptors, only)	Less than project but still SUM	Same as project, SUM	Same as project, SUM	Same as project, SUM	Same as project, SUM	Same as project, SUM
Impact NO-4: Construction-related vibration impacts on existing buildings (LSM)	Less than project but still LSM	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact NO-8: Operational off-site traffic noise increases (SUM)	Less than project but still SUM (fewer affected roadway segments)	Less than project but still SUM (fewer affected roadway segments)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)

TABLE S-3 (CONTINUED)
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project ¹	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Noise and Vibration (cont.)							
Impact C-NO-1: Cumulative construction traffic noise increases (SUM)	Less than project but still SUM	Less than project but still SUM	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)
Impact C-NO-2: Cumulative operational traffic noise increases (SUM)	Less than project but still SUM	Less than project but still SUM	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)
Air Quality							
Impact AQ-2: Construction-related plus overlapping operational criteria air pollutant emissions. (SUM)	LSM	Less than project but still SUM	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)
Impact AQ-3: Operations-related criteria air pollutant emissions. (SUM)	LSM	Less than project but still SUM	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)
Impact AQ-4: Toxic air contaminants, cancer risk and PM _{2.5} concentration at offsite receptors and onsite receptors (LSM)	Offsite (LSM) Onsite (NI)	Less than project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact C-AQ-1: Cumulative regional air quality (SUM)	LSM	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)	Same as project (SUM)
Impact C-AQ-2: Cumulative health risk (LSM)	Less than project (LSM)	Less than project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Wind and Shadow							
Impact WS-1. Wind impacts at build-out (LTS)	Less than the project	Same as or less than project	SUM (conservative in the absence of testing)	Similar to the project	Same as project	SUM (conservative in the absence of testing)	SUM (conservative in the absence of testing)
Impact C-WS-1. Cumulative wind impacts (LTS)	Less than the project	Same as or less than project	SUM (conservative in the absence of testing)	Similar to the project	Same as project	SUM (conservative in the absence of testing)	SUM (conservative in the absence of testing)
Impact WS-2. Interim wind hazards or changes in building layout or massing (SUM)	LTS	Same as project, SUM	Same as project, SUM	Same as project, SUM	Same as project, SUM	Same as project, SUM	Same as project, SUM

TABLE S-3 (CONTINUED)
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project ¹	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Biological Resources							
Impact BI-4: Construction impacts on special-status fish and marine mammals (LSM)	LTS (no dock, so no in-water pile driving)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)

¹ See Chapter 4 for complete impact statements. CEQA significance determination: NI = No Impact; LTS = Less than significant; LSM = Less than significant with mitigation; SUM = Significant and unavoidable with mitigation; SU = Significant and unavoidable.

All SUM and SU impacts are shown in **bold**.

Dark shading indicates a substantial change in impact significance from the proposed project, from SU or SUM to LTS. Medium shading indicates a noticeable change in impact significance from the proposed project, from SUM to LSM or from LSM to LTS. Light shading indicates a slight change in impact severity from the proposed project but no change in significance determination.

TABLE 6-1
CHARACTERISTICS OF PROPOSED PROJECT AND ALTERNATIVES

Characteristic	Proposed Project ^a	Alternative A: No Project/Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Land Uses								
Area of site, acres	29.0	22.9 (does not include 4.8-acre PG&E sub-area or 1.3-acre portion of Port sub-area along 23rd Street)	29.0	29.0	29.0	29.0	29.0	29.0
Residential, dwelling units	2,682	0	1,764	2,681	2,445	2,682	2,459	2,492
Residential, gsf	2,682,427	0	1,764,202	2,681,272	2,444,690	2,682,427	2,458,595	2,491,852
Hotel, rooms	220	0	145	220	220	220	220	220
Hotel, gsf	241,574	0	160,290	241,574	241,574	241,574	241,574	241,574
Commercial (office), gsf	597,723	87,655	450,362	544,228	551,694	488,012	597,723	592,018
Commercial (R&D), gsf	645,738	0	373,747	645,738	645,738	645,738	645,738	645,738
Commercial (PDR), gsf	45,040	1,088,735	29,726	45,040	45,040	45,040	45,040	45,040
Commercial (retail), gsf	107,439	20,768	70,910	107,439	107,439	107,439	107,439	107,439
Community Facilities, gsf	100,938	0	66,619	100,938	100,938	100,938	100,938	100,938
Entertainment/Assembly, gsf	25,000	0	16,500	25,000	25,000	25,000	25,000	25,000
Parking, no. of spaces	2,622	784	1,729	2,585	2,409	2,549	2,487	2,502
Parking, gsf	921,981	274,400	634,032	905,226	857,276	892,276	870,717	875,750
Total Building Area, gsf	5,367,860	1,471,558	3,566,388	5,296,455	5,019,389	5,228,444	5,092,764	5,126,349
Total Building Area, % of project	100%	27%	66%	99%	94%	97%	95%	96%
Open Space, acres	6.2	4.4	6.2	6.2	6.2	6.2	6.2	6.2
Open Space, % of area	21%	19%	21%	21%	21%	21%	21%	21%

TABLE 6-1 (CONTINUED)
CHARACTERISTICS OF PROPOSED PROJECT AND ALTERNATIVES

Characteristic	Proposed Project ^a	Alternative A: No Project/Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Building Characteristics								
Stories, no.	5 to 30	4	4 to 20	5 to 30	5 to 30	5 to 30	5 to 30	5 to 30
Height, feet	65 to 180 ft, one building 300 ft tall	40 ft	45 to 120 ft, one building 200 ft tall	65 to 240 ft, two buildings 300 ft	65 to 180 ft, one building 300 ft tall	65 to 180 ft, one building 300 ft tall	65 to 180 ft, one building 300 ft tall	65 to 180 ft, one building 300 ft tall
Towers (building >180 ft), no.	1 (300-ft tower)	0	1 (200-ft tower)	2 (300-ft towers) 2 (240-ft towers)	1 (300-ft tower)	1 (300-ft tower)	1 (300-ft tower)	1 (300-ft tower)
Residential Buildings, LEED gold standard	Yes	No (no residential uses)	Yes	Yes	Yes	Yes	Yes	Yes
Transportation Features								
Bicycle Parking, Class 1, no.	1,577	123	1,114	1,413	1,357	1,556	1,446	1,454
Bicycle Parking, Class 2, no.	373	52	291	349	333	345	333	338
Space for future Muni bus stop on 23rd Street	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Sidewalk Improvements, Illinois St (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Signal on Illinois/23rd (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Signal on Illinois/Humboldt (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Bay Trail (same as project)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
TDM Plan (same as project)	Yes	No, but would comply with TDM Ordinance	Yes	Yes	Yes	Yes	Yes	Yes
Transit Shuttle Service (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes

TABLE 6-1 (CONTINUED)
CHARACTERISTICS OF PROPOSED PROJECT AND ALTERNATIVES

Characteristic	Proposed Project ^a	Alternative A: No Project/Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Other Features								
Dock	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Rooftop Playing Field	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Onsite Historical Resources^b								
Station A	Demolish	Demolish	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate southern portion to the extent feasible; demolish northern portion	Demolish	Retain façade, new vertical construction within and above
Meter House	Demolish	Demolish	Rehabilitate	Rehabilitate	Demolish	Demolish	Rehabilitate	Retain façade new vertical construction within and above
Compressor House	Demolish	Demolish	Rehabilitate	Rehabilitate	Demolish	Demolish	Rehabilitate	Retain façade, new vertical construction within and above
Gate House	Demolish	Demolish	Rehabilitate	Rehabilitate	Demolish	Demolish	Demolish	Demolish
Unit 3 Power Block	Retain or Demolish	Demolish	Rehabilitate	Rehabilitate	Retain	Retain	Retain	Retain
Unit 3 Boiler Stack	Retain	Retain	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate
Construction								
Start Date ^c	2020	2020	2020	2020	2020	2020	2020	2020
End Date	2034	2026	2030	2034	2034	2034	2034	2034
Total Duration, years	15	7	11	15	15	15	15	15
Construction phases	6	3	6	6	6	6	6	6

^a Represents the preferred project characteristics, which includes the anticipated but not the range of development of flex blocks. See Chapter 2, Project Description, for full description.

^b "Demolish" means the building would be entirely demolished. "Rehabilitate" means the project would rehabilitate a historic building to meet the Secretary of the Interior's Standards. "Retain" means that the building would not be completely demolished but the alterations may not meet the standards.

^c Actual construction start date would be affected by PG&E's ongoing remediation process and market conditions, and construction would not start until all necessary permits are secured.

received at CPC Hearing 11/8/18
E. Jardine



Sowing the Seeds of Collaboration

November 8, 2018

Dear Planning Commission,

I am writing to voice my support for 1550 Evans remaining an open community space for Bayview Hunters Point residents and the surrounding neighborhoods.

Although San Francisco is one of the wealthiest cities in the country, neighborhoods like the Bayview face tremendous environmental, economic, social and health disparities. The San Francisco Public Utilities Commission proposed new community center and open green space will allow Bayview residents better access to quality programs, resources and opportunities to reduce these disparities.

BMAGIC's vision is to create and maintain a deeper unified road-map to social change that advances the educational, economic, health and juvenile justice needs of disadvantaged children, youth and their families in Bayview Hunters Point. We care about all aspects of our community, and a number of our programs are focused on our youth and on the parks and open spaces in the area. We have partnered with SFPUC to host events such as the Back to School Celebration & Back pack Giveaway and "Movie Nights in Our Parks" within open spaces.

Studies have found that, open green spaces in urban environments, such as the Bayview, can fulfil a range of different roles, such as social spaces and areas for recreation and cultural purposes. They also have direct health benefits by providing residents spaces for physical activity and social interaction, and allowing much needed trauma restoration to take place. The accessibility of open green spaces also influences the likelihood of physical activity being undertaken and its frequency. Lowering likelihood of being overweight or obese and reduce symptoms of diabetes, depression and anxiety.

Therefore, we hope that the Planning Commission will continue to support the SFPUC efforts to improve Bayview community.

Respectfully,

A handwritten signature in black ink, appearing to read 'Lyslynn Lacoste'.

Lyslynn Lacoste, Esq.
BMAGIC Director, San Francisco Office of the Public Defender



**Deeply affordable
housing for the
Mission District.**

**Not more
Luxury towers.**

8 November 2018

Received at CPC Hearing 11/8/18
D.Vu

Richard Hillis
President, San Francisco Planning Commission
1650 Mission St. #400
San Francisco, CA 94103

cc: Planning Director John Rahaim
Commission Secretary Jonas Conin

Dear President Rich Hillis and Planning Commissioners,

In September of last year, we, the Plaza 16 Coalition, came to a Planning Commission hearing to ask for an official neighborhood hearing on the Monster in the Mission, at times referred to as 1979 Mission St. For the past year, we have been working diligently with the Commission and Planning Department to make this a success.

That hearing was supposed to occur last Thursday on November 1st. It didn't.

We have come here to formally solicit an official response to the recent actions of Maximus Real Estate Partners, the developer of the Monster, that led to, and ultimately caused, the cancellation of the hearing.

A representative of Maximus, posing as a Planning Commissioner, made a call to the Principal of Mission High School, and claimed the Plaza 16 Coalition, along with its community, immigrant, low-income, and faith-based supporters would incite violence at the informational hearing. This prompted a cancellation of the November 1st hearing due to security concerns during the time of an open house happening at the site.

These tactics have direct roots in racism, and classism, and echoes of colonialism. These are not tactics that should be tolerated by the governing agency obligated to uphold the values of "fairness", "respect", and "trust" in these matters. Impersonating a Planning Commissioner in order to sabotage a public hearing is not defensible under any circumstance. No entity should be exempted from ethical accountability, and Maximus Real Estate Partners must be held responsible for their actions.

It has been clear since the inception of this project, this developer is not interested in adhering to basic norms of decency. They have engineered deception tactics via false petition gathering, false advertising at the 16th St. BART station and in the general community, false paid support at their rallies, and a falsity-ridden letter sent by their law firm to the Mayor, the Board of Supervisors, and each of you.

The controversy surrounding this issue is due to the project, and that it does not reflect the housing needs for the Mission. The community has been, and remains to be, united in our demand to build 100% affordable housing on 16th St. BART Plaza.

We fully expect the Planning Commission and Planning Department to take this with the level of critical priority warranted, as normalization of this behavior cannot be allowed to transpire.

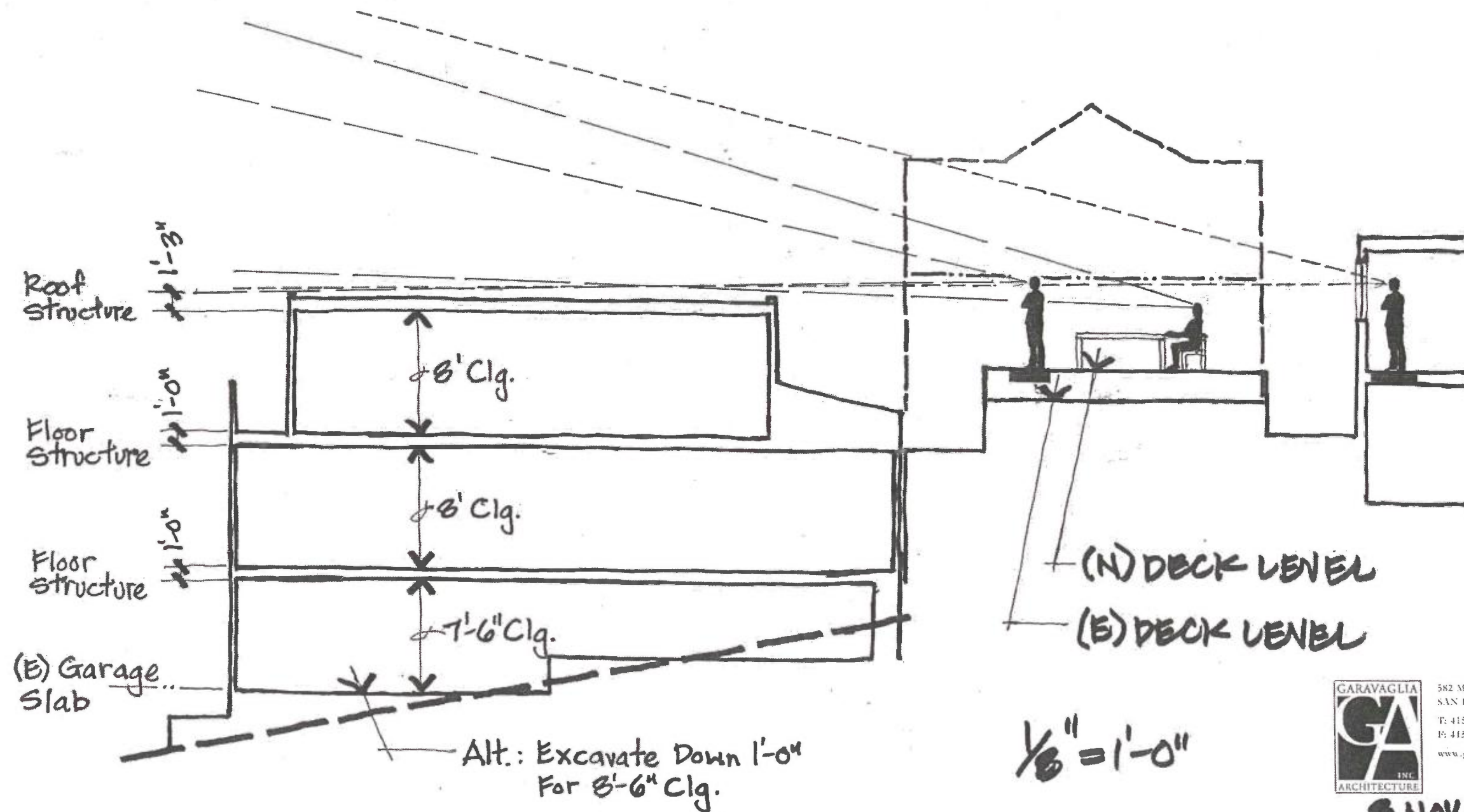
Thank you.

The Plaza 16 Coalition consists of over 100 community, labor, faith-based, merchant, and environmental organizations from the Mission District and across SF. Plaza 16 advocates for deeply affordable housing and opposes the Monster in the Mission, Maximus Real Estate Partner's 10-story, 341-unit project of mostly luxury housing proposed for Mission Street at 16th. For more information and to take action for Mission community and culture, visit Plaza16.org.



11 Gladys

Alt. Scheme - Lowered Building



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8 NOV 2013

PROP K - THE SUNLIGHT ORDINANCE

received at CPC Hearing 11/8/18
K. Durand

GUIDANCE FROM 1989
FOR FOLLOWING PARKS:

BACKGROUND

Prop K was passed by the citizens of San Francisco on the June 1984 Ballot in response to a growing concern about shadow impacts of buildings on the city's open spaces. The ordinance included all properties under the jurisdiction of or designated for acquisition by the Recreation and Park Commission.

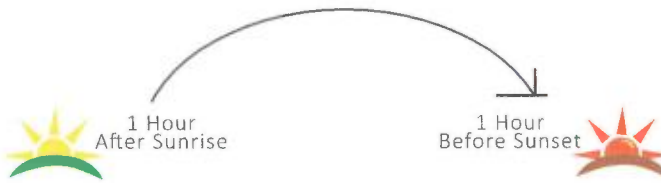
Section 295 of the city planning code requires the planning commission, prior to the issuance of a permit for a project that exceeds 40 feet in height, to make a finding that any shadow on property under the jurisdiction of Recreation and Park department cast by the project is insignificant.

Planning Code Section 295:

"The City Planning Commission shall conduct a hearing and shall disapprove the issuance of any building permit governed by the provisions of this Section if it finds that the proposed project will have any adverse impact on the use of the property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission **because of the shading or shadowing that it will cause, unless it is determined that the impact would be insignificant.** The City Planning Commission shall not make the determination required by the provisions of this Subsection until the general manager of the Recreation and Park Department in consultation with the Recreation and Park Commission has had an opportunity to review and comment to the City Planning Commission upon the proposed project."

PROP K HOURS

Shadow Analyses are based on a June 21st to December 21st solar year to provide a sample of representative sun angles throughout the solar year.



DEFINING QUANTITATIVE TERMS

SQUARE-FOOT-HOURS

Square-foot-hours are defined as "the unit of measure in analysis of shadows. A square-foot-hour of sunshine means that a square foot of space in a park is in sunshine for one hour. The total square-foot-hours of a park are determined by multiplying the size of the park in square feet by 3,721 which is the total number of hours year round between one hours after sunrise and one hour before sunset."

ABSOLUTE CUMULATIVE LIMIT (ACL)

Absolute Cumulative Limit is defined as "the additional square-foot-hours expressed as a percentage of the total square-foot-hours for each park over a period of one year."

QUANTITATIVE CRITERIA

	CURRENT ANNUAL SHADING PERCENTAGE	1989 GUIDANCE
PARKS <2 ACRES	≤20%	NO STANDARD
	>20%	+0.0%
PARKS >2 ACRES	≤20%	+1.0%
	20-40%	+0.1%
	>40%	NO STANDARD

SMALL PARKS <2 ACRES

ACL: 0%

Boeddeker Park

Gene Friend Rec Center
(formerly South of Market Park)

Huntington Park

Maritime Plaza

Portsmouth Square

St. Mary's Square

Sue Bierman Park
(formerly Embarcadero
Plaza I North)

Willie Woo Woo Wong PG
(formerly Chinese Playground)

LARGER PARKS >2 ACRES

SHADOWED 20-40%

ACL: +0.1%

Justin Herman Plaza
(formerly Embarcadero
Plaza II South)

Union Square

ACL: 0%

Joe Dimaggio Playground
(formerly North Beach PG)

Washington Square

LARGER PARKS >2 ACRES

SHADOWED <20%

ACL: +1.0%

Civic Center Plaza

Individual project shadows within the ACL should be allocated according to the qualitative criteria for each park. See backside for qualitative criteria →

QUALITATIVE CRITERIA GUIDANCE FROM 1989 MEMO

ROLE OF THE REC & PARK COMMISSION:

Provide guidance to the Planning Commission on shadow impacts to parks under Rec and Park jurisdiction using the qualitative and quantitative guidance.



VALUE OF THE SUNLIGHT



TIME OF DAY

Existing shadow conditions and location of park within park compared to conditions of proposed project



TIME OF YEAR

Identify time of year for new shadow



BUILDING CHARACTERISTICS

PUBLIC GOOD SERVED BY SHADOW CASTER

Buildings in the public interest in terms of a needed use or building design and urban form may be allocated a larger portion of the ACL than other buildings.



SHADOW CHARACTERISTICS



Farther shadows move faster.

SIZE OF SHADOW

Small shadows will generally be preferred to large shadows.

LOCATION OF SHADOW

Efforts should be made to avoid shadows in areas of the park where existing or future use of the park is intense and where a new shadow could have detrimental effects on park vegetation.