



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Section 309 Review and Request for Exceptions Conditional Use Authorization Variance

HEARING DATE: DECEMBER 10, 2015

Date: November 30, 2015
Case No.: **2014.1442DNXCUIAVAR**
Project Address: **475 Minna Street**
Zoning: C-3-S (Downtown Support)
120-F Height and Bulk District
Block/Lot: 3725/068
Project Sponsor: Sandra Chow – (415) 865-9600
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PROJECT DESCRIPTION

The project sponsor proposes the removal of the surface parking lot and construction of a nine-story 83'-4" tall (88'-4" tall with elevator penthouse), 15,240-square-foot, residential building with 15 one-bedroom units and 15 off-street bicycle spaces located at the ground-floor level. Pedestrian and bicycle access would be from Minna Street. No off-street vehicular parking is proposed, and the existing 29-foot-wide curb cut would be removed. The proposed project would provide a total approximately 895 square-feet of common open space with a 455-square-foot rear yard and a 440-square-foot roof deck. The proposed project would plant two street trees along its Minna Street frontage. During the approximately 14-month construction period, the proposed project would require up to eight feet of excavation below ground surface for the proposed elevator pits and 13 cubic yards of soil disturbance. The proposed foundation would be either drilled piers or drilled-in-place piles that extend approximately 40 feet below ground surface.

SITE DESCRIPTION AND PRESENT USE

The project site consists of a rectangular-shaped parcel located on the south side of Minna Street between 6th and 5th Streets in the South of Market neighborhood. The existing lot serves as a surface parking lot situated on flat terrain for approximately 9 vehicles and is not developed with any structures.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located within the adopted Downtown Area Plan and the proposed Central SoMa Plan. Central SoMa includes an array of diverse land uses and buildings, and includes a strong transportation network. The diverse mix of buildings includes many old warehouse buildings that can be repurposed, as well as underutilized buildings and lots, as evidenced by the subject project site. East of the Project along Minna Street to Mary Street, is a 13-space surface parking lot, a two-story industrial building with office uses constructed in 1944, a one-story industrial warehouse constructed in 1916, a two-story single-family building constructed in 1906, a four-story industrial building constructed in 1906 with office uses and a 20-space surface parking lot at the southwest corner of Minna and Mary Streets. West of the project site along Minna Street to 6th Street, is a three-story residential building (Hotel Auburn) with 87 rooms constructed in 1912, a four-story 55-unit residential building constructed in 2012, and a four-story residential hotel building with 58 rooms constructed in 1913 at the southeast corner of 6th and Minna Street. Across the project site along Minna Street from 6th Street to Mary Street is a four-story residential hotel building with 110 rooms constructed in 1911, one-story office building constructed in 1918, a 40-space surface parking lot, a seven-story office building constructed in 1906, a six-story 115-unit residential building with ground-floor commercial uses constructed in 1916, and an approximately 30-space surface parking lot at the northwest corner of Minna and Mary Streets.

ENVIRONMENTAL REVIEW

On June 18, 2015, the Department issued a Class 32 Categorical Exemption pursuant to State CEQA Guidelines Section 15332.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	November 23, 2015	November 18, 2015	25 days
Posted Notice	20 days	November 23, 2015	November 17, 2015	26 days
Mailed Notice	10 days	November 30, 2015	November 30, 2015	10 days

PUBLIC COMMENT

To date, the Department has not received any public comment regarding the subject Project.

ISSUES AND OTHER CONSIDERATIONS

- **Planning Code Exceptions.** The Project does not strictly conform to Section 148 of Planning Code. As part of the Downtown Project Authorization process, the Commission may grant exceptions from certain requirements of the Planning Code for projects that meet specified criteria. The Project requests exceptions for "Reduction of Ground-Level Wind Currents in C-3 Districts" (Section 148). Compliance with the specific criteria for each exception is summarized below, and is described in the attached draft Section 309 motion.

- Ground Level Wind Currents. Planning Code Section 148 requires that new construction in Downtown Commercial Districts will not cause ground-level wind currents to exceed pedestrian comfort levels. This standard requires that wind speeds not exceed 11 miles per hour in areas of substantial pedestrian use for more than 10 percent of the time year round, between 7:00 AM and 6:00 PM. The requirements of this Section apply either when preexisting ambient wind speeds at a site exceed the comfort level and are not being eliminated as a result of the project, or when the project may result in wind conditions exceeding the comfort criterion.

The existing conditions at the Project Site indicate that five of the 20 test points exceed the Planning Code's comfort criterion and 1 of the 20 test points fail the hazard criterion. With the Project, the hazard condition is eliminated; though, there are two additional points that will exceed comfort criteria compared to the existing condition, for a total of seven comfort exceedances. One of the two additional exceedances exists in the adjacent parking lot. The other is along the south side of Minna Street. The comfort at this point is only marginally increased. The wind speed does not increase; in both the existing and proposed conditions, the average wind speed is 11 miles per hour. However, the wind speed occurrence increases from 9% of the time to 12% of the time. It was determined that the proposed project would not result in a substantial change in terms of wind comfort.

- **Conditional Use Authorization.** The Project requests Conditional Use Authorization for additional square footage above that permitted by the base floor area ratio limits to construct on-site affordable units to households whose incomes are within 150% Area Median Income (AMI)
-
- Section 124(f). Planning Section 124(f) allows additional square footage above that permitted by the base floor area ratio limits may be permitted in C-3-S Districts for the construction of on-site affordable units to households whose incomes are within 150% of Area Median Income (AMI) for ownership units, in accordance with conditional use procedures and criteria as provided by Planning Code Section 303.

The Project Site has a lot area of approximately 2,275 square feet. Therefore, up to 11,375 square feet of Gross Floor Area ("GFA") is allowed under the basic FAR limit. The Project is proposing an approximately 13,100 gross square foot structure, with approximately 10,400 counting towards FAR. Approximately 2,700 square feet is exempt from FAR as permitted under Planning Code Sections 102(b) (12) and (13), which exempts one-third of a portion of bay windows conforming to Planning Code Section 136, and ground floor areas devoted to building or pedestrian circulation and service respectively, and Planning Code Section 124(f), permitting floor area exceedances for space devoted to affordable housing. Twenty percent of the proposed units will be affordable; therefore three of the fifteen units will be sold to households whose incomes are within 150% AMI for ownership units. The Project will provide ownership units.

- **Variances.** The Project requests a Variance from the Active Frontage requirements of the Planning Code.

- o Section 145(c)(3). Section 145.1(c)(3) requires that active uses are required within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any façade facing a street at least 30 feet in width.

The Project proposes bicycle parking within the first 25' of building depth of the ground floor. Bicycle parking is not considered an active use, therefore the Project requires a Variance from Planning Code Section 145.1.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must Determine that the Project complies with Planning Code Section 309, granting requests for exceptions and grant Conditional Use Authorization to allow additional square footage above that permitted by the base floor area ratio limits as discussed under "Issues and Other Considerations" above. In addition, the Zoning Administrator would need to grant a Variance from Sections 145.1(c)(3) of the Planning Code, as discussed under "Issues and Other Considerations" above.

BASIS FOR RECOMMENDATION

- The project would add 15 dwelling units to the City's housing stock.
- The Project would replace an existing surface parking lot with housing, thereby improving the street wall along Minna Street, while also helping to activate the block.
- The Project is compatible with the surrounding neighborhood character, in terms of height, scale, and massing.
- The Project would present a more active and pedestrian-oriented streetscape compared with the existing surface parking lot.

RECOMMENDATION:	Approval with Conditions
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Attachments:

Draft Section 309 Motion
Draft Conditional Use Authorization Motion
Block Book Map
Sanborn Map
Zoning Map
Aerial Photograph
Site Photographs
Categorical Exemption
Affidavit of Compliance – Inclusionary Housing
Exhibit B – Project Plans

Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Block Book Map | 3-D Renderings (new construction or significant addition) |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Aerial Photo | <input checked="" type="checkbox"/> Housing Documents |
| <input checked="" type="checkbox"/> Context Photos | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | |

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

TC
Planner's Initials

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SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- ☒ Affordable Housing (Sec. 415)
☐ Transit Impact Dev't Fee (Sec. 411)
☐ Downtown Park Fee (Sec. 412)

- ☒ First Source Hiring (Admin. Code)
☒ Street Tree (Sec. 138.1)
☐ Public Art (Sec. 429)

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATED TO THE APPROVAL OF A SECTION 309 DETERMINATION OF COMPLIANCE AND REQUEST FOR EXCEPTIONS FOR THE REDUCTION OF GROUND-LEVEL WIND CURRENTS UNDER PLANNING CODE SECTION 148 TO CONSTRUCT AN APPROXIMATELY 84-FOOT TALL BUILDING WITH UP TO 15 DWELLING UNITS AND 15 BICYCLE PARKING SPACES AT 475 MINNA STREET WITHIN THE C-3-S (DOWNTOWN SUPPORT) ZONING AND THE 120-F HEIGHT AND BULK DISTRICT.

PREAMBLE

On February 9, 2015, Sandra Chow of Stanton Architecture on behalf of John Jensen (hereinafter "Project Sponsor") filed an Application No. 2014.1442ENVDNX (hereinafter "Environmental Application") with the Planning Department (hereinafter "Department") for Environmental Review and Downtown Project Authorization, to allow the removal of the existing surface parking lot and construction of an 88-foot-tall, nine-story, 15,240 square-foot, residential building.

On April 2, 2015, Sandra Chow of Stanton Architecture on behalf of the Project Sponsor filed an Application No. 2014.1442DNX (hereinafter "Downtown Project Authorization Application") with the Department for Downtown Project Authorization for the new construction of an 88-foot-tall, nine-story, 15,240 square-foot, residential building.

On August 18, 2015, plan revisions were submitted to the Planning Department, showing a proposed building 83'-4" in height and approximately 13,100 gross square feet.

On September 9, 2015 Sandra Chow of Stanton Architecture on behalf of the Project Sponsor filed an Application No. 2014.1442CUA (hereinafter "Conditional Use Authorization Application") with the Department to permit square footage above that permitted by the base floor area ratio limits for the construction of affordable dwellings on the Project site to households whose incomes are within 150% AMI as defined in Planning Code Section 401.

After conducting the appropriate environmental review, the Planning Department determined that the Project is exempt for environmental review and issued a Class 32 Categorical Exemption pursuant to CEQA Guidelines Section 15332.

MOVED, that the Commission hereby approves the Downtown Project Authorization requested in Application No. 2011.1122~~X~~VCUA (including those portions of the Project located within the Rincon Point South Beach Redevelopment Plan Area), subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site consists of a rectangular-shaped parcel located on the south side of Minna Street between 6th and 5th Streets in the South of Market neighborhood. The existing lot serves as a surface parking lot situated on flat terrain for approximately 9 vehicles and is not developed with any structures.
3. **Surrounding Properties and Neighborhood.** The project site is located within the adopted Downtown Area Plan and the proposed Central SoMa Plan. Central SoMa includes an array of diverse land uses and buildings, and includes a strong transportation network. The diverse mix of buildings includes many old warehouse buildings that can be repurposed, as well as underutilized buildings and lots, as evidenced by the subject project site. East of the Project along Minna Street to Mary Street, is a 13-space surface parking lot, a two-story industrial building with office uses constructed in 1944, a one-story industrial warehouse constructed in 1916, a two-story single-family building constructed in 1906, a four-story industrial building constructed in 1906 with office uses and a 20-space surface parking lot at the southwest corner of Minna and Mary Streets. West of the project site along Minna Street to 6th Street, is a three-story residential building (Hotel Auburn) with 87 rooms constructed in 1912, a four-story 55-unit residential building constructed in 2012, and a four-story residential hotel building with 58 rooms constructed in 1913 at the southeast corner of 6th and Minna Street. Across the project site along Minna Street from 6th Street to Mary Street is a four-story residential hotel

building with 110 rooms constructed in 1911, one-story office building constructed in 1918, a 40-space surface parking lot, a seven-story office building constructed in 1906, a six-story 115-unit residential building with ground-floor commercial uses constructed in 1916, and an approximately 30-space surface parking lot at the northwest corner of Minna and Mary Streets.

4. **Project Description.** The project sponsor proposes the removal of the surface parking lot and construction of a nine-story 83'-4" tall (88'-4" tall with elevator penthouse), 15,240-square-foot, residential building with 15 one-bedroom units and 15 off-street bicycle spaces located at the ground-floor level. Pedestrian and bicycle access would be from Minna Street. No off-street vehicular parking is proposed, and the existing 29-foot-wide curb cut would be removed. The proposed project would provide a total approximately 895 square-feet of common open space with a 455-square-foot rear yard and a 440-square-foot roof deck. The proposed project would plant two street trees along its Minna Street frontage. During the approximately 14-month construction period, the proposed project would require up to eight feet of excavation below ground surface for the proposed elevator pits and 13 cubic yards of soil disturbance. The proposed foundation would be either drilled piers or drilled-in-place piles that extend approximately 40 feet below ground surface.
5. **Public Comment.** To date, the Department has not received any public comment on the Project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Rear Yard Requirement.** Planning Code Section 134 requires that any building containing a dwelling unit in a Downtown Commercial District must provide a rear yard equal to 25 percent of the total lot depth at all residential levels.

The Project complies with the rear yard requirement and provides a rear yard equal to 25 percent of total lot depth starting at the ground floor and at all residential levels.
 - B. **Exposure.** Planning Code Section 140 requires at least one room within every dwelling unit to face directly on an open area that is either (1) a public street or alley that is at least 25 feet in width, or a side yard or rear yard that meets the requirements of the Planning Code, or (2) an open area that is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and at the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

All 15 dwelling units comply with Planning Code Section 140 and face onto either a public street or an unobstructed Code-compliant rear yard.
 - C. **Wind.** Planning Code Section 148 requires that new construction in Downtown Commercial Districts will not cause ground-level wind currents to exceed pedestrian comfort levels. This standard requires that wind speeds not exceed 11 miles per hour in areas of substantial pedestrian use for more than 10 percent of the time year round, between 7:00 AM and 6:00 PM. The requirements of this Section apply either when preexisting ambient wind speeds at a

site exceed the comfort level and are not being eliminated as a result of the project, or when the project may result in wind conditions exceeding the comfort criterion.

The existing conditions at the Project Site indicate that five of the 20 test points exceed the Planning Code's comfort criterion and 1 of the 20 test points fail the hazard criterion. With the Project, the hazard condition is eliminated; though, there are two additional points that will exceed comfort criteria compared to the existing condition, for a total of seven comfort exceedances. One of the two additional exceedances exists in the adjacent parking lot. The other is along the south side of Minna Street. The comfort at this point is only marginally increased. The wind speed does not increase; in both the existing and proposed conditions, the average wind speed is 11 miles per hour. However, the wind speed occurrence increases from 9% of the time to 12% of the time. It was determined that the proposed project would not result in a substantial change in terms of wind comfort.

- D. **Off-Street Freight Loading.** Planning Code Section 152.1 states projects in the C-3 District that include the addition of 0-100,000 sq. ft. of residential space are not required to provide any off-street freight loading spaces.

The Project proposes approximately 13,100 square feet of residential space, therefore, no off-street loading spaces are required. The Project complies with Section 152.1 of the Planning Code.

- E. **Parking.** Planning Section 151.1 allows up to one car for each two dwelling units as-of-right, and up to three cars for each four dwelling units as a conditional use.

The Project does not propose any off-street parking spaces and complies with Section 151.1 of the Planning Code.

- F. **Signage.** Any proposed signage will be subject to the review and approval of the Planning Department pursuant to the provisions of Article 6 of the Planning Code.

Currently, the only proposed signage is the address. As proposed, the signage complies with Article 6. Any changes to the signage will be reviewed against and made to comply with Article 6 of the Planning Code.

- G. **Maximum Floor Area Ratio (Section 124).** The floor area ratio (FAR) limit as defined by Planning Code Section 124 for the C-3-S District is 5.0:1. Under Sections 124(f), additional square footage above that permitted by the base floor area ratio limits may be permitted in C-3-S Districts for the construction of on-site affordable units to households whose incomes are within 150% of Area Median Income (AMI) for ownership units, in accordance with conditional use procedures and criteria as provided by Planning Code Section 303.

The Project Site has a lot area of approximately 2,275 square feet. Therefore, up to 11,375 square feet of Gross Floor Area ("GFA") is allowed under the basic FAR limit. The Project is proposing an approximately 13,100 gross square foot structure, with approximately 10,400 counting towards FAR. Approximately 2,700 square feet is exempt from FAR per Planning Code Sections 102(b) (12) and (13), which exempts one-third of bay windows conforming to Planning Code Section 136, and ground

floor areas devoted to building or pedestrian circulation and service respectively, and Planning Code Section 124(f), permitting floor area exceedances for space devoted to affordable housing. Twenty percent of the proposed units will be affordable; therefore three of the fifteen units will be sold to households whose incomes are within 150% AMI for ownership units, which are the type of units proposed by the project sponsor.

- H. **Residential Open Space (Section 135).** Planning Code Section 135 requires that private usable open space be provided at a ratio of 36 sq. ft. per dwelling unit or that common usable open be provided at a ratio of 47.88 sq. ft. per dwelling unit.

The Project includes 15 units, which requires at least 540 square feet of private open space or 720 square feet of common open space. The Project provides a total of approximately 895 square feet of common open space, with approximately 455 square feet of open space in the rear yard and 440 square feet of open space on a terrace at the 9th level. Therefore, the Project complies with Planning Code Section 135.

- I. **Public Open Space (Section 138).** New buildings in the C-3-O (SD) Zoning District must provide public open space at a ratio of one sq. ft. per 50 gross square feet of all uses, except residential uses, institutional uses, and uses in a predominantly retail/personal services building. This public open space must be located on the same site as the building or within 900 feet of it within a C-3 district.

The Project does not provide any non-residential uses and therefore is not required to provide public open space.

- J. **Streetscape Improvements (Section 138.1).** Planning Code Section 138.1 requires that when a new building is constructed in the C-3 District, street trees and sidewalk paving must be provided in accordance with Article 16 and Sections 805(a) and (d) and 806(d) of the Public Works Code. One 24-inch box tree is required for every 20 feet of property frontage along each street or alley, with any remaining fraction of ten feet or more of frontage requiring an additional tree. The species and locations of trees installed in the public right-of-way shall be subject to approval by the Department of Public Works (DPW). An in-lieu must be paid for any required street tree that cannot be feasibility be planted. Feasibility of tree planting will be determined by DPW.

The Project proposes two new street trees whose location, type and size will be vetted and approved by the Department of Public Works. An in-lieu fee will be required for any tree that cannot be planted.

- K. **Active Frontages – Loading and Driveway Entry Width (Section 145.1(c)(3)).** Section 145.1(c)(d) requires that active uses are required within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any façade facing a street at least 30 feet in width.

The Project proposes bicycle parking within the first 25' of building depth of the ground floor. Bicycle parking is not considered an active use, therefore the Project requires a Variance from Planning Code Section 145.1.

- L. **Shadows on Public Open Spaces (Section 147).** Planning Code Section 147 seeks to reduce substantial shadow impacts on public plazas and other publicly accessible open spaces other than those protected under Section 295. Consistent with the dictates of good design and without unduly restricting development potential, buildings taller than 50 feet should be shaped to reduce substantial shadow impacts on open spaces subject to Section 147. In determining whether a shadow is substantial, the following factors shall be taken into account: the area shaded, the shadow's duration, and the importance of sunlight to the area in question.

A shadow fan was prepared and analysis of the fan concluded that the Project would not cast shadows on any public open spaces. Therefore, the Project complies with Section 147.

- M. **Bicycle Parking (Section 155.2).** For buildings with less than 100 dwelling units, Planning Code Section 155.2 requires Class 1 space per unit, plus one Class 2 space for every 20 dwelling units.

The Project complies with Section 155.2 as it provides 15 Class 1 and 1 Class 2 bicycle parking space.

- N. **Density (Section 210.2).** Planning Code Sections 210.2 establishes no density limit in the C-3 Districts. Density is regulated by the permitted height and bulk, and required setbacks, exposure, and open space of each development lot.

The Project contains 15 dwelling units, which is allowed in the C-3-S District. Therefore, the Project complies with Section 210.2.

- O. **Height (Section 260).** The property is located in a 120-F Height and Bulk District, thus permitting structures up to a height of 120 feet.

The Project would reach a height of approximately 83'-4" at its tallest point, well under the 120' height limit. Therefore the Project complies with section 260.

- P. **Bulk Limits (Section 270).** Section 270 establishes bulk controls by district. In the "F" Bulk District, the following bulk controls apply to the lower tower: a maximum length of 110 feet, a maximum diagonal dimension of 140 feet.

The Project 60 feet long and 30 feet wide, well under the maximum controls prescribed under Planning Code Section 270. Therefore, the Project complies with Section 270.

- Q. **Inclusionary Affordable Housing Program (Section 415).** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects

that consist of ten or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide.

The Project Sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing affordable units on-site, at a rate of 20%.

- R. **Public Art (Section 429).** In the case of construction of a new building or addition of floor area in excess of 25,000 square feet to an existing building in a C-3 District, Section 429 requires a project to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project proposes a 13,100 square-foot structure, and therefore is not required to provide public art.

7. **Exceptions Request Pursuant to Planning Code Section 309.** The Planning Commission has considered the following exceptions to the Planning Code, makes the following findings and grants each exception to the entire Project (including that portion located within the Rincon Point South Beach Redevelopment Plan Area) as further described below:

- a. **Section 148: Ground-Level Wind Currents.** In C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 miles per hour equivalent wind speed in areas of substantial pedestrian use and seven miles per hour equivalent wind speed in public seating areas.

When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount of time that the comfort level is exceeded by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

Section 309(a)(2) permits exceptions from the Section 148 ground-level wind current requirements. No exception shall be granted and no building or addition shall be

permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

Independent consultants analyzed ground-level wind currents in the vicinity of the Project Site. A wind tunnel analysis, the results of which are included in a technical memorandum prepared by CPP Wind Engineering and Air Quality Consultants, was conducted using a scale model of the Project Site and its immediate vicinity.

Comfort Criterion

The existing conditions at the Project Site indicate that six of the 20 test points exceed the Planning Code's comfort criterion, one of which fail the hazard criterion. With the Project, the hazard condition is eliminated; though, there are two additional points that will exceed comfort criteria compared to the existing condition. The project proposes two street trees in front of the proposed structure, which would likely eliminate two of the comfort exceedances, therefore resulting in no net increase in comfort exceedances.

Based on existing conditions, 6 of the 20 locations tested currently exceed the pedestrian comfort level of 11 mph, one of which is a hazard condition, with wind speeds ranging from 6 to 17 mph.

With the Project, one of the hazard exceedances would be eliminated, five would remain unchanged and two additional comfort exceedances would be created, resulting in a total of seven comfort exceedances. The range of wind speeds with the Project would be similar to existing conditions, with wind speeds in sidewalk pedestrian areas ranging from 7 mph to 17 mph. With implementation of the Project, there would be localized changes throughout the Project vicinity; however, the overall wind conditions would remain substantially the same. In the aggregate, the average wind speed across all test points would not change substantially, and would increase by 1 mph.

Because the Project would not eliminate the existing exceedances, an exception is required under Planning Code Section 309. An exception is justified under the circumstances, because the changes in wind speed and frequency due to the Project are slight, and would remain substantially the same. There are two additional comfort exceedances created by the Project, one in the adjacent parking lot to the east and another on the southern sidewalk along Minna Street towards Mary Street. The exceedance on Minna Street is not the result of increased wind speeds, but the frequency of the wind. Rather than 11 mph wind speeds 9% of the time, the frequency increases to 12%. The Project could not be designed in a manner that would affect wind conditions substantially enough to eliminate all of the existing comfort exceedances, without unduly restricting the site's development potential.

Hazard Criterion

The Wind Study indicated that in the existing conditions, one of twenty test points did not meet the wind hazard criterion. However, the Project would eliminate this hazard point. Therefore, the Project would comply with the hazard criterion of Section 148.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.8

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

The Project supports this Policy. The proposed Project would construct fifteen new housing units within an existing urban environment that is in need of more access to housing. The Project proposes to remove an at-grade parking lot and construct a residential building that contains 12 market rate units and three affordable units. The Property is an ideal site for new housing due to its central, downtown location, and proximity to public transportation. The current development of this location, with the at-grade parking lot, represents an under-utilized site within the downtown area. The Project provides 20% affordability, which exceeds the 12% required by Planning Code Section 415.

Policy 1.10

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

The Project supports this Policy. It is anticipated that because of the central downtown location of the Project, most residents would either walk, bike, or use public transportation for daily travel, therefore, the Project does not provide any off-street parking. The Project is four blocks from Market Street, a major rail and bus-transit corridor that provides convenient access from the Property to neighborhoods throughout the City, the East Bay, and the Peninsula. It is also one block south of Mission Street, where bus lines also run.

OBJECTIVE 11:

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals

Policy 11.3

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

Policy 11.4

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

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

Policy 11.7

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

The Project supports these Policies. The Project would create 15 dwelling units in the immediate vicinity of existing residential and commercial buildings, and complies with the existing zoning in terms of land use, height, and density. Although there are no historic resources immediately adjacent to the site, the Project respects the City's historic fabric by replacing an existing at-grade parking lot with a residential building that is more consistent and compatible with the surrounding residential, industrial and commercial architecture. The Project provides a side setback to the south, respecting a light well of its adjacent neighbor.

This new development will greatly enhance the character of the existing neighborhood. The current development of this location, with the at-grade parking garage represents an under-utilized site within the downtown core. By developing a residential building, the Project will continue to activate Minna Street, and the South of Market neighborhood. The Project would also visually enhance the immediate neighborhood and the surrounding Downtown area by removing an at-grade parking garage and replacing it with a sensitively designed residential building.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 3:

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

Policy 3.1

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

Policy 3.2

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.6

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

The Project uses a design to relate to existing development in the neighborhood, which is characterized by low to mid-rise residential hotel, industrial and commercial buildings. It would replace the existing at-grade parking lot with a residential building that is more consistent and compatible with the surrounding architecture, and does so within the context of the land use and development controls of the Planning Code and the surrounding development. The building's mass is significantly reduced by the provision of a Code-compliant rear yard and side setback to the south, resulting in a character that relates well to the scale of neighboring buildings.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1:

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT, AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.3:

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs particularly those of commuters.

Policy 1.6:

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

The Project would promote Objective 1 and its associated policies by excluding on-site vehicular parking and providing bicycle parking, which would encourage transit and bicycling to private automobile usage. Given the proximity of the Project site to the employment opportunities and retail services of the Downtown Core, it is expected that residents will opt to prioritize walking, bicycle travel, or transit use over private automobile travel.

OBJECTIVE 2:

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

Policy 2.1:

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

The Project would promote Objective 2 and its associated policies by constructing a residential building without providing any on-site vehicular parking.

OBJECTIVE 11:

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

Policy 11.3:

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

The Project is located within a neighborhood rich with public transportation and the people occupying the building are expected to rely heavily on public transit, bicycling, or walking for the majority of their daily trips. The project includes bicycle parking for 15 bicycles (15 Class 1, 1 Class 2). Within a few blocks of the Project Site, there is an abundance of local and regional transit lines, including MUNI bus lines, MUNI Metro rail lines and BART. Access to SAMTrans, AC Transit (Transbay Terminal) and CalTrain are approximately 1 mile away.

DOWNTOWN AREA PLAN

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1

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

The Project would bring additional housing into a neighborhood that is well served by public transit on the edge of Downtown. The Project would not displace any housing because the existing structure at 475 Minna Street is an at-grade parking lot. The Project would improve the existing character of the neighborhood by removing the at-grade parking lot. The Project therefore creates substantial net benefits for the City with minimal undesirable consequences.

OBJECTIVE 7:

EXPAND THE SUPPLY OF HOUSING IN AND ADJACENT TO DOWNTOWN.

Policy 7.2

Facilitate conversion of underused industrial and commercial areas to residential use.

The Project would demolish an at-grade parking lot and construct a 83'-4" tall, nine-story, 15-unit residential building within easy commuting distance of downtown jobs.

OBJECTIVE 16:

CREATE AND MAINTAIN ATTRACTIVE, INTERESTING URBAN STREETSCAPES.

Policy 16.4

Use designs and materials and include amenities at the ground floor to create pedestrian interest.

The Project would promote Objective 16 by including a ground floor design that pays homage to the traditional storefront. The Project would provide two new street trees, which would enhance the streetscape, while also mitigating wind comfort exceedances.

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

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

The Project would not displace existing neighborhood-serving retail uses because no retail uses currently exist at the Project Site. The Project would have a positive effect on existing neighborhood-serving retail uses because it would bring additional residents to the neighborhood, thus increasing the customer base of existing neighborhood-serving retail.

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

The Project would not negatively affect the existing housing and neighborhood character. The Project would not displace any housing because the existing structure at 475 Minna Street is an at-grade parking lot. The Project would improve the existing character of the neighborhood by removing the at-grade parking lot.

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

There is currently no housing on the site; therefore, no affordable housing will be lost as part of this Project. The Project would enhance the City's supply of affordable housing by exceeding the affordable housing requirements of Planning Code Section 415 by providing 20% on-site affordable units, which is greater than the requisite 12% on-site affordable units.

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

The Project would not impede MUNI transit service or overburden local streets or parking. The Project is at a location well-served by transit as it is located in a major transit corridor and would promote rather than impede the use of MUNI transit service. Future residents and employees of the Project could access both the existing MUNI rail and bus services and the BART system. The Project does not provide any off-street parking and will not be burdening the streets with additional vehicles.

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

The Project would not negatively affect the industrial and service sectors because it is residential in nature and would not displace any existing industrial uses. The Project would also be consistent with the character of existing development in the neighborhood, which is characterized by a mix of residential, commercial and industrial buildings.

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

The Project will be consistent with the City's goal to achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake. The building will be constructed in compliance with all current building codes to ensure a high level of seismic safety.

- G. That landmarks and historic buildings be preserved.

The project site, which is a vacant lot with no structures, is not located within a historic district. Immediately adjacent to the project site is the 481 Minna Street building (Hotel Auburn) which was constructed in 1912. According to the draft Central SoMa Historical Resources Survey, 9 this property appears eligible for the National Register of Historic Places (NRHP) as a contributor to the 6th Street Lodging House Historic District. The project site is also located near the boundaries of the Mint-Mission Historic District which is located across Minna Street to the northeast of the project site. A "substantial adverse change" on a historical resource is defined by CEQA Guidelines Section 15064.5 as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." While the proposed project would be constructed adjacent to a building that is considered a historic resource, project construction would involve conventional excavation and construction equipment and methods that would not be considered to exceed acceptable levels of vibration in an urban environment. Construction adjacent to historic resources is a common occurrence in San Francisco, and the Department of Building Inspection (DBI) permit procedures adequately address this situation. In light of the above, the proposed project would not materially impair the adjacent contributing resource and there would be no impacts to off-site historic resources. Therefore, the proposed project would not result in a significant historic resource impact.

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

The Project would not cast any new shadows on any parks under the jurisdiction of the San Francisco Parks and Recreation Department or otherwise.

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
11. The Commission hereby finds that approval of the Downtown Project Authorization and Request for Exceptions would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Downtown Project Authorization Application No. 2014.1442DNXCUIAVAR** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 10, 2015. and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth and includes that portion of the Project described on the plans attached hereto as Exhibit B that is located within the Rincon Point South Beach Redevelopment Plan Area.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 309 Determination of Compliance and Request for Exceptions to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals in person at 1650 Mission Street, Room 304, San Francisco, CA 94103, or call (415) 575-6880.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on December 10, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 10, 2015

EXHIBIT A

AUTHORIZATION

This authorization is for a **Downtown Project Authorization and Request for Exceptions** relating to a Project that would remove an existing at-grade parking lot and construct a new, nine-story, approximately 84-foot tall, 13,100 gross square foot residential building containing 15 dwelling-units located at 475 Minna Street, Assessor's Block 3725, Lot 068 pursuant to **Planning Code Sections 309 and 148** within the C-3-S Zoning District and a 120-F Height and Bulk District; in general conformance with plans, dated December 10, 2015, and stamped "EXHIBIT B" included in the docket for Case No. **2014.1442DNXCUAVAR** and subject to conditions of approval reviewed and approved by the Commission on **December 10, 2015** under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **December 10, 2015** under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the Project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the Project Sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the Project Sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent pursuit.** Once a Site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs shall, at the Project Sponsor's request, be extended by the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
6. **Additional Project Authorization.** The Project Sponsor must obtain a Variance from Section 145.1, as the proposed bicycle parking within the first 25 feet of building depth does not meet

Code requirements for Active street frontages. The Project Sponsor must also obtain a Conditional Use Authorization, pursuant to Planning Code Sections 124(f) and 303, to allow construction above the base floor area allowances for the provision of affordable housing. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.*

DESIGN – COMPLIANCE AT PLAN STAGE

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. **Street Trees.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the Site Permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, an in-lieu fee will be required. The Project currently shows the installation of two of two of the required street trees. The Project shall install the two (2) street trees and pay an in-lieu fee for any trees whose planting proves infeasible.

Also, as required for all street trees within the C-3 Zoning Districts, new street trees shall have a minimum 2 inch caliper, measured at breast height; branch a minimum of 80 inches above sidewalk grade; be planted in a sidewalk opening at least 16 square feet, have a minimum soil depth of 3 feet 6 inches; and include street tree basins edged with decorative treatment, such as pavers or cobbles.

For information about compliance, contact the Department of Public Works, Department of Urban Forestry at 415-558-6378, www.sf-planning.org

9. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the Site Permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards

specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan and full building elevations to the Planning Department prior to Planning approval of the architectural addendum to the Site Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the architectural addendum to the site permit application.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

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

- a. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- b. On-site, in a driveway, underground;
- c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- d. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- g. On-site, in a ground floor façade (the least desirable location).
- h. Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

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

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

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

PARKING AND TRAFFIC

14. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than one parking space per two dwelling units as of right. In addition, the Project may provide up to three parking spaces per four dwelling units as a conditional use. With 15 dwelling units proposed, there is a maximum of 7 off-street parking spaces allowed as-of-right, and an additional 3 off-street parking spaces permitted with a Conditional Use authorization. No off-street parking spaces are proposed, however, the parking maximum remains.

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

15. **Bicycle Parking (Residential).** Pursuant to Planning Code Sections 155.2, the Project shall provide no fewer than 15 Class 1 bicycle parking spaces and 1 Class 2 bicycle parking space (.

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

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

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

PROVISIONS

Affordable Units

17. **Number of Units.** The Project contains 15 units. The Project Sponsor has submitted an affidavit that it elects to do on-site ownership units. The applicable on-site percentage is 12%; therefore, under Planning Code Section 415, two affordable units are required. To meet the requirements of 124(f)(3)(A) and the threshold for Priority Processing, the Project Sponsor will provide one additional inclusionary unit for a total of three inclusionary units on-site. The Project Sponsor is requesting that these three units be exempt from Floor Area Ratio requirements pursuant to Planning Code Section 124(f) 3A which states that additional square footage above that permitted by the base floor area ratio limits may be approved for on-site affordable dwelling units which meet the requirements of Planning Code Section 415. And because the third unit meets or exceeds the criteria of Section 415, the Project applied and qualifies is providing 20% of the units as Affordable Units to qualify for Priority Processing. Planning Director Bulletin #2 Planning Department Priority Application Processing Guidelines provides Priority Processing for Projects

providing 20% of the proposed dwelling units as affordable to qualifying households which must meet or exceed the standards set forth in Planning Code Section 415. The project sponsor will provide three inclusionary units on-site that qualify as on-site ownership units under Section 415. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

19. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) of each phase's total number of dwelling units as on-site affordable units.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

21. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing ("MOH") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- a. The affordable units shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection (DBI). The affordable units shall (1) reflect the unit size mix in number of bedroom of the market rate units, (2) be

constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market rate units in the principal project, but need not be of the same make, model or type of such item as long as they are of good and new quality, and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and Procedures Manual.
- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- d. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
- e. The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.6, instead of payment of the Affordable Housing Fee, and has submitted the Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415 to the Planning Department stating that any affordable units designated as on-site units, if sold, shall be sold as ownership units and will remain as ownership units for the life of the Project.
- f. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

- g. If the Project becomes ineligible at any time for the On-Site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of the first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.

MONITORING

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

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

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

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

OPERATION

24. **Community Liaison.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

25. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Transit Impact Dev't Fee (Sec. 411) | <input checked="" type="checkbox"/> Street Tree (Sec. 138.1) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input type="checkbox"/> Public Art (Sec. 429) |

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Planning Commission Draft Motion

HEARING DATE: DECEMBER 10, 2015

Date: November 30, 2015
Case No.: **2014.1442DNXC~~U~~A~~V~~AR**
Project Address: **475 Minna Street**
Zoning: C-3-S (Downtown Support)
120-F Height and Bulk District
Block/Lot: 3725/068
Project Sponsor: Sandra Chow – (415) 865-9600
Stanton Architecture
1601 Mariposa Street, Ste. 328
San Francisco, CA 94107
schow@stantonarchitecture.com
Staff Contact: Tina Chang – (415) 575-9197
Tina.Chang@sfgov.org

ADOPTING FINDINGS RELATED TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION UNDER PLANNING CODE SECTION 124(F) AND 303, TO ALLOW ADDITIONAL SQUARE FOOTAGE ABOVE THE BASE FLOOR AREA RATIO, FOR DWELLING UNITS THAT WILL BE AFFORDABLE FOR THE LIFE OF THE PROJECT TO HOUSEHOLDS WHOSE INCOMES ARE WITHIN 150 PERCENT OF THE AREA MEDIAN INCOME AT 475 MINNA STREET WITHIN THE C-3-S (DOWNTOWN SUPPORT) ZONING AND THE 120-F HEIGHT AND BULK DISTRICT.

PREAMBLE

On February 9, 2015, Sandra Chow of Stanton Architecture on behalf of John Jensen (hereinafter "Project Sponsor") filed an Application No. 2014.1442ENVDNX (hereinafter "Environmental Application") with the Planning Department (hereinafter "Department") for Environmental Review and Downtown Project Authorization, to allow the removal of the existing surface parking lot and construction of an 88-foot-tall, nine-story, 15,240 square-foot, residential building.

On April 2, 2015, Sandra Chow of Stanton Architecture on behalf of the Project Sponsor filed an Application No. 2014.1442DNX (hereinafter "Downtown Project Authorization Application") with the

Department for Downtown Project Authorization for the new construction of an 88-foot-tall, nine-story, 15,240 square-foot, residential building.

On August 18, 2015, plan revisions were submitted to the Planning Department, showing a proposed building 83'-4" in height and approximately 13,100 gross square feet.

On September 9, 2015 Sandra Chow of Stanton Architecture on behalf of the Project Sponsor filed an Application No. 2014.1442CUA (hereinafter "Conditional Use Authorization Application") with the Department to permit square footage above that permitted by the base floor area ratio limits for the construction of affordable dwellings on the Project site to households whose incomes are within 150% AMI as defined in Planning Code Section 401 for ownership units.

After conducting the appropriate environmental review, the Planning Department determined that the Project is exempt for environmental review and issued a Class 32 Categorical Exemption pursuant to CEQA Guidelines Section 15332.

MOVED, that the Commission hereby approves the Downtown Project Authorization requested in Application No. 2011.1122XVCUA (including those portions of the Project located within the Rincon Point South Beach Redevelopment Plan Area), subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project site consists of a rectangular-shaped parcel located on the south side of Minna Street between 6th and 5th Streets in the South of Market neighborhood. The existing lot serves as a surface parking lot situated on flat terrain for approximately 9 vehicles and is not developed with any structures.
3. **Surrounding Properties and Neighborhood.** The project site is located within the adopted Downtown Area Plan and the proposed Central SoMa Plan. Central SoMa includes an array of diverse land uses and buildings, and includes a strong transportation network. The diverse mix of buildings includes many old warehouse buildings that can be repurposed, as well as underutilized buildings and lots, as evidenced by the subject project site. East of the Project along Minna Street to Mary Street, is a 13-space surface parking lot, a two-story industrial building with office uses constructed in 1944, a one-story industrial warehouse constructed in 1916, a two-story single-family building constructed in 1906, a four-story industrial building constructed in 1906 with office uses and a 20-space surface parking lot at the southwest corner of Minna and Mary Streets. West of the project site along Minna Street to 6th Street, is a three-story residential building (Hotel Auburn) with 87 rooms constructed in 1912, a four-story 55-unit residential building constructed in 2012, and a four-story residential hotel building with

58 rooms constructed in 1913 at the southeast corner of 6th and Minna Street. Across the project site along Minna Street from 6th Street to Mary Street is a four-story residential hotel building with 110 rooms constructed in 1911, one-story office building constructed in 1918, a 40-space surface parking lot, a seven-story office building constructed in 1906, a six-story 115-unit residential building with ground-floor commercial uses constructed in 1916, and an approximately 30-space surface parking lot at the northwest corner of Minna and Mary Streets.

4. **Project Description.** The project sponsor proposes the removal of the surface parking lot and construction of a nine-story 83'-4" tall (88'-4" tall with elevator penthouse), 15,240-square-foot, residential building with 15 one-bedroom units and 15 off-street bicycle spaces located at the ground-floor level. Pedestrian and bicycle access would be from Minna Street. No off-street vehicular parking is proposed, and the existing 29-foot-wide curb cut would be removed. The proposed project would provide a total approximately 895 square-feet of common open space with a 455-square-foot rear yard and a 440-square-foot roof deck. The proposed project would plant two street trees along its Minna Street frontage. During the approximately 14-month construction period, the proposed project would require up to eight feet of excavation below ground surface for the proposed elevator pits and 13 cubic yards of soil disturbance. The proposed foundation would be either drilled piers or drilled-in-place piles that extend approximately 40 feet below ground surface.
5. **Public Comment.** To date, the Department has not received any public comment on the Project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Rear Yard Requirement.** Planning Code Section 134 requires that any building containing a dwelling unit in a Downtown Commercial District must provide a rear yard equal to 25 percent of the total lot depth at all residential levels.

The Project complies with the rear yard requirement and provides a rear yard equal to 25 percent of total lot depth starting at the ground floor and at all residential levels.
 - B. **Exposure.** Planning Code Section 140 requires at least one room within every dwelling unit to face directly on an open area that is either (1) a public street or alley that is at least 25 feet in width, or a side yard or rear yard that meets the requirements of the Planning Code, or (2) an open area that is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and at the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

All 15 dwelling units comply with Planning Code Section 140 and face onto either a public street or an unobstructed Code-compliant rear yard.
 - C. **Wind.** Planning Code Section 148 requires that new construction in Downtown Commercial Districts will not cause ground-level wind currents to exceed pedestrian comfort levels. This standard requires that wind speeds not exceed 11 miles per hour in areas of substantial

pedestrian use for more than 10 percent of the time year round, between 7:00 AM and 6:00 PM. The requirements of this Section apply either when preexisting ambient wind speeds at a site exceed the comfort level and are not being eliminated as a result of the project, or when the project may result in wind conditions exceeding the comfort criterion.

The existing conditions at the Project Site indicate that five of the 20 test points exceed the Planning Code's comfort criterion and 1 of the 20 test points fail the hazard criterion. With the Project, the hazard condition is eliminated; though, there are two additional points that will exceed comfort criteria compared to the existing condition, for a total of seven comfort exceedances. One of the two additional exceedances exists in the adjacent parking lot. The other is along the south side of Minna Street. The comfort at this point is only marginally increased. The wind speed does not increase; in both the existing and proposed conditions, the average wind speed is 11 miles per hour. However, the wind speed occurrence increases from 9% of the time to 12% of the time. It was determined that the proposed project would not result in a substantial change in terms of wind comfort.

- D. **Off-Street Freight Loading.** Planning Code Section 152.1 states projects in the C-3 District that include the addition of 0-100,000 sq. ft. of residential space are not required to provide any off-street freight loading spaces.

The Project proposes approximately 13,100 square feet of residential space, therefore, no off-street loading spaces are required. The Project complies with Section 152.1 of the Planning Code.

- E. **Parking.** Planning Section 151.1 allows up to one car for each two dwelling units as-of-right, and up to three cars for each four dwelling units as a conditional use.

The Project does not propose any off-street parking spaces and complies with Section 151.1 of the Planning Code.

- F. **Signage.** Any proposed signage will be subject to the review and approval of the Planning Department pursuant to the provisions of Article 6 of the Planning Code.

Currently, the only proposed signage is the address. As proposed, the signage complies with Article 6. Any changes to the signage will be reviewed against and made to comply with Article 6 of the Planning Code.

- G. **Maximum Floor Area Ratio (Section 124).** The floor area ratio (FAR) limit as defined by Planning Code Section 124 for the C-3-S District is 5.0:1. Under Sections 124(f), additional square footage above that permitted by the base floor area ratio limits may be permitted in C-3-S Districts for the construction of on-site affordable units to households whose incomes are within 150% of Area Median Income (AMI) for ownership units, in accordance with conditional use procedures and criteria as provided by Planning Code Section 303.

The Project Site has a lot area of approximately 2,275 square feet. Therefore, up to 11,375 square feet of Gross Floor Area ("GFA") is allowed under the basic FAR limit. The Project is proposing an approximately 13,100 gross square foot structure, with approximately 10,400 counting towards FAR.

Approximately 2,700 square feet is exempt from FAR as permitted under Planning Code Sections 102(b) (12) and (13), which exempts one-third of a portion of bay windows conforming to Planning Code Section 136, and ground floor areas devoted to building or pedestrian circulation and service respectively, and Planning Code Section 124(f), permitting floor area exceedances for space devoted to affordable housing. Twenty percent of the proposed units will be affordable; therefore three of the fifteen units will be sold to households whose incomes are within 150% AMI for ownership units. The Project will provide ownership units.

- H. **Residential Open Space (Section 135).** Planning Code Section 135 requires that private usable open space be provided at a ratio of 36 sq. ft. per dwelling unit or that common usable open be provided at a ratio of 47.88 sq. ft. per dwelling unit.

The Project includes 15 units, which requires at least 540 square feet of private open space or 720 square feet of common open space. The Project provides a total of approximately 895 square feet of common open space, with approximately 455 square feet of open space in the rear yard and 440 square feet of open space on a terrace at the 9th level. Therefore, the Project complies with Planning Code Section 135.

- I. **Public Open Space (Section 138).** New buildings in the C-3-O (SD) Zoning District must provide public open space at a ratio of one sq. ft. per 50 gross square feet of all uses, except residential uses, institutional uses, and uses in a predominantly retail/personal services building. This public open space must be located on the same site as the building or within 900 feet of it within a C-3 district.

The Project does not provide any non-residential uses and therefore is not required to provide public open space.

- J. **Streetscape Improvements (Section 138.1).** Planning Code Section 138.1 requires that when a new building is constructed in the C-3 District, street trees and sidewalk paving must be provided in accordance with Article 16 and Sections 805(a) and (d) and 806(d) of the Public Works Code. One 24-inch box tree is required for every 20 feet of property frontage along each street or alley, with any remaining fraction of ten feet or more of frontage requiring an additional tree. The species and locations of trees installed in the public right-of-way shall be subject to approval by the Department of Public Works (DPW). An in-lieu must be paid for any required street tree that cannot be feasibility be planted. Feasibility of tree planting will be determined by DPW.

The Project proposes two new street trees whose location, type and size will be vetted and approved by the Department of Public Works. An in-lieu fee will be required for any tree that cannot be planted.

- K. **Active Frontages – Loading and Driveway Entry Width (Section 145.1(c)(3)).** Section 145.1(c)(3) requires that active uses are required within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any façade facing a street at least 30 feet in width.

The Project proposes bicycle parking within the first 25' of building depth of the ground floor. Bicycle parking is not considered an active use, therefore the Project requires a Variance from Planning Code Section 145.1.

- L. **Shadows on Public Open Spaces (Section 147).** Planning Code Section 147 seeks to reduce substantial shadow impacts on public plazas and other publicly accessible open spaces other than those protected under Section 295. Consistent with the dictates of good design and without unduly restricting development potential, buildings taller than 50 feet should be shaped to reduce substantial shadow impacts on open spaces subject to Section 147. In determining whether a shadow is substantial, the following factors shall be taken into account: the area shaded, the shadow's duration, and the importance of sunlight to the area in question.

A shadow fan was prepared and analysis of the fan concluded that the Project would not cast shadows on any public open spaces. Therefore, the Project complies with Section 147.

- M. **Bicycle Parking (Section 155.2).** For buildings with less than 100 dwelling units, Planning Code Section 155.2 requires Class 1 space per unit, plus one Class 2 space for every 20 dwelling units.

The Project complies with Section 155.2 as it provides 15 Class 1 and 1 Class 2 bicycle parking space.

- N. **Density (Section 210.2).** Planning Code Sections 210.2 establishes no density limit in the C-3 Districts. Density is regulated by the permitted height and bulk, and required setbacks, exposure, and open space of each development lot.

The Project contains 15 dwelling units, which is allowed in the C-3-S District. Therefore, the Project complies with Section 210.2.

- O. **Height (Section 260).** The property is located in a 120-F Height and Bulk District, thus permitting structures up to a height of 120 feet.

The Project would reach a height of approximately 83'-4" at its tallest point, well under the 120' height limit. Therefore the Project complies with section 260.

- P. **Bulk Limits (Section 270).** Section 270 establishes bulk controls by district. In the "F" Bulk District, the following bulk controls apply to the lower tower: a maximum length of 110 feet, a maximum diagonal dimension of 140 feet.

The Project 60 feet long and 30 feet wide, well under the maximum controls prescribed under Planning Code Section 270. Therefore, the Project complies with Section 270.

- Q. **Inclusionary Affordable Housing Program (Section 415).** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects

that consist of ten or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide.

The Project Sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing affordable units on-site, at a rate of 20%.

- R. **Public Art (Section 429).** In the case of construction of a new building or addition of floor area in excess of 25,000 square feet to an existing building in a C-3 District, Section 429 requires a project to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project proposes a 13,100 square-foot structure, and therefore is not required to provide public art.

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

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

The proposed project is an 20 percent affordable residential project that would provide 3 affordable dwelling units to households whose incomes are at or below 150% AMI, in nine-story, 83'-4" building in a location which is ideally located several blocks away from BART and MUNI stations, and within walking distance to other mass transit, neighborhood retail, public libraries and other amenities.

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

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

The Project would be constructed within existing height and bulk limits, approximately 36 feet below the height limit. The structure has been arranged approximately on the site to be consistent with the surrounding streetscape and compatible with the surrounding buildings. The Project provides a Code-compliant rear yard, and a side setback on the west side of the property, matching the light well that exists on the adjacent residential property.

The Project includes approximately 13,100 square feet of residential uses, of which, approximately 10,400 square feet would be included in floor area ratio calculations. Approximately 2,700 square feet is exempt from FAR as per Planning Code Sections 102(b)(12) and (13), which exempts one-third of bay windows conforming to Planning Code Section 136, and ground floor areas devoted to building or pedestrian circulation and service, respectively, and Planning Code Section 124(f), which allows the floor area devoted to affordable housing constructed on-site in a C-3 District to exceed base floor area permissions. The units must be made affordable to households whose incomes are within 150% AMI for ownership units and 120% AMI for rental units.

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

Traffic to and from the Project Site would be limited due to the Site's adjacency to multiple modes of public transportation. No off-street vehicular parking is provided. The Project Site, located several blocks south of Market Street and one block south of Mission Street, is approximately 0.3 miles away from the Powell BART and MUNI station, is well served by public transportation. At approximately 13,100 square feet, the Project is well under 100,000 square feet and does not require any loading spaces.

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

The proposed project is a residential building that would not produce noxious or offensive emissions such as noise, glare, dust and odor. Lighting would be designed to avoid glare and final lighting would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass.

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

The Project does not propose any off-street vehicular parking, therefore parking and loading areas would not need to be screened. The Project proposes the planting of two street trees in front of the building, provided that planting is feasible, as determined by the Department of Public Works.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.8

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

The Project supports this Policy. The proposed Project would construct fifteen new housing units within an existing urban environment that is in need of more access to housing. The Project proposes to remove an at-grade parking lot and construct a residential building that contains 12 market rate units and three affordable units. The Property is an ideal site for new housing due to its central, downtown location, and proximity to public transportation. The current development of this location, with the at-grade parking lot, represents an under-utilized site within the downtown area. The Project provides 20% affordability, which exceeds the 12% required by Planning Code Section 415.

Policy 1.10

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

The Project supports this Policy. It is anticipated that because of the central downtown location of the Project, most residents would either walk, bike, or use public transportation for daily travel, therefore, the Project does not provide any off-street parking. The Project is four blocks from Market Street, a major rail and bus-transit corridor that provides convenient access from the Property to neighborhoods throughout the City, the East Bay, and the Peninsula. It is also one block south of Mission Street, where bus lines also run.

OBJECTIVE 11:

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals

Policy 11.3

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

Policy 11.4

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

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

Policy 11.7

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

The Project supports these Policies. The Project would create 15 dwelling units in the immediate vicinity of existing residential and commercial buildings, and complies with the existing zoning in terms of land use, height, and density. Although there are no historic resources immediately adjacent to the site, the Project respects the City's historic fabric by replacing an existing at-grade parking lot with a residential building that is more consistent and compatible with the surrounding residential, industrial and commercial architecture. The Project provides a side setback to the south, respecting a light well of its adjacent neighbor.

This new development will greatly enhance the character of the existing neighborhood. The current development of this location, with the at-grade parking garage represents an under-utilized site within the downtown core. By developing a residential building, the Project will continue to activate Minna Street, and the South of Market neighborhood. The Project would also visually enhance the immediate neighborhood and the surrounding Downtown area by removing an at-grade parking garage and replacing it with a sensitively designed residential building.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 3:

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

Policy 3.1

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

Policy 3.2

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.6

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

The Project uses a design to relate to existing development in the neighborhood, which is characterized by low to mid-rise residential hotel, industrial and commercial buildings. It would replace the existing at-grade parking lot with a residential building that is more consistent and compatible with the surrounding architecture, and does so within the context of the land use and development controls of the Planning Code and the surrounding development. The building's mass is significantly reduced by the provision of a Code-compliant rear yard and side setback to the south, resulting in a character that relates well to the scale of neighboring buildings.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1:

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT, AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.3:

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs particularly those of commuters.

Policy 1.6:

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

The Project would promote Objective 1 and its associated policies by excluding on-site vehicular parking and providing bicycle parking, which would encourage transit and bicycling to private automobile usage. Given the proximity of the Project site to the employment opportunities and retail services of the Downtown Core, it is expected that residents will opt to prioritize walking, bicycle travel, or transit use over private automobile travel.

OBJECTIVE 2:

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

Policy 2.1:

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

The Project would promote Objective 2 and its associated policies by constructing a residential building without providing any on-site vehicular parking.

OBJECTIVE 11:

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

Policy 11.3:

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

The Project is located within a neighborhood rich with public transportation and the people occupying the building are expected to rely heavily on public transit, bicycling, or walking for the majority of their daily trips. The project includes bicycle parking for 15 bicycles (15 Class 1, 1 Class 2). Within a few blocks of the Project Site, there is an abundance of local and regional transit lines, including MUNI bus lines, MUNI Metro rail lines, BART, and SAMTrans. Additionally such transit lines also provide access to AC Transit (Transbay Terminal) and CalTrain.

DOWNTOWN AREA PLAN

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1

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

The Project would bring additional housing into a neighborhood that is well served by public transit on the edge of Downtown. The Project would not displace any housing because the existing structure at 475 Minna Street is an at-grade parking lot. The Project would improve the existing character of the neighborhood by removing the at-grade parking lot. The Project therefore creates substantial net benefits for the City with minimal undesirable consequences.

OBJECTIVE 7:

EXPAND THE SUPPLY OF HOUSING IN AND ADJACENT TO DOWNTOWN.

Policy 7.2

Facilitate conversion of underused industrial and commercial areas to residential use.

The Project would demolish an at-grade parking lot and construct a 83'-4" tall, nine-story, 15-unit residential building within easy commuting distance of downtown jobs.

OBJECTIVE 16:

CREATE AND MAINTAIN ATTRACTIVE, INTERESTING URBAN STREETSCAPES.

Policy 16.4

Use designs and materials and include amenities at the ground floor to create pedestrian interest.

The Project would promote Objective 16 by including a ground floor design that pays homage to the traditional storefront. The Project would provide two new street trees, which would enhance the streetscape, while also mitigating wind comfort exceedances.

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

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

The Project would not displace existing neighborhood-serving retail uses because no retail uses currently exist at the Project Site. The Project would have a positive effect on existing neighborhood-serving retail uses because it would bring additional residents to the neighborhood, thus increasing the customer base of existing neighborhood-serving retail.

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

The Project would not negatively affect the existing housing and neighborhood character. The Project would not displace any housing because the existing structure at 475 Minna Street is an at-grade parking lot. The Project would improve the existing character of the neighborhood by removing the at-grade parking lot.

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

There is currently no housing on the site; therefore, no affordable housing will be lost as part of this Project. The Project would enhance the City's supply of affordable housing by exceeding the affordable housing requirements of Planning Code Section 415 by providing 20% on-site affordable units, which is greater than the requisite 12% on-site affordable units.

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

The Project would not impede MUNI transit service or overburden local streets or parking. The Project is at a location well-served by transit as it is located in a major transit corridor and would promote rather than impede the use of MUNI transit service. Future residents and employees of the

Project could access both the existing MUNI rail and bus services and the BART system. The Project does not provide any off-street parking and will not be burdening the streets with additional vehicles.

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

The Project would not negatively affect the industrial and service sectors because it is residential in nature and would not displace any existing industrial uses. The Project would also be consistent with the character of existing development in the neighborhood, which is characterized by a mix of residential, commercial and industrial buildings.

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

The Project will be consistent with the City's goal to achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake. The building will be constructed in compliance with all current building codes to ensure a high level of seismic safety.

- G. That landmarks and historic buildings be preserved.

The project site, which is a vacant lot with no structures, is not located within a historic district. Immediately adjacent to the project site is the 481 Minna Street building (Hotel Auburn) which was constructed in 1912. According to the draft Central SoMa Historical Resources Survey, 9 this property appears eligible for the National Register of Historic Places (NRHP) as a contributor to the 6th Street Lodging House Historic District. The project site is also located near the boundaries of the Mint-Mission Historic District which is located across Minna Street to the northeast of the project site. A "substantial adverse change" on a historical resource is defined by CEQA Guidelines Section 15064.5 as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." While the proposed project would be constructed adjacent to a building that is considered a historic resource, project construction would involve conventional excavation and construction equipment and methods that would not be considered to exceed acceptable levels of vibration in an urban environment. Construction adjacent to historic resources is a common occurrence in San Francisco, and the Department of Building Inspection (DBI) permit procedures adequately address this situation. In light of the above, the proposed project would not materially impair the adjacent contributing resource and there would be no impacts to off-site historic resources. Therefore, the proposed project would not result in a significant historic resource impact.

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

The Project would not cast any new shadows on any parks under the jurisdiction of the San Francisco Parks and Recreation Department or otherwise.

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
11. The Commission hereby finds that approval of the Downtown Project Authorization and Request for Exceptions would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2014.1442DNXCUAVAR** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 10, 2015. and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth and includes that portion of the Project described on the plans attached hereto as Exhibit B that is located within the Rincon Point South Beach Redevelopment Plan Area.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 309 Determination of Compliance and Request for Exceptions to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals in person at 1650 Mission Street, Room 304, San Francisco, CA 94103, or call (415) 575-6880.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on December 10, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 10, 2015

EXHIBIT A

AUTHORIZATION

This authorization is for a **Conditional Use Authorization** relating to a Project that would remove an existing at-grade parking lot and construct a new, nine-story, approximately 84-foot tall, 13,100 gross square foot residential building containing 15 dwelling-units located at 475 Minna Street, Assessor's Block 3725, Lot 068 pursuant to **Planning Code Sections 303 and 124(f)** within the C-3-S Zoning District and a 120-F Height and Bulk District; in general conformance with plans, dated December 10, 2015, and stamped "EXHIBIT B" included in the docket for Case No. **2014.1442DNXCUAVAR** and subject to conditions of approval reviewed and approved by the Commission on **December 10, 2015** under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **December 10, 2015** under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the Project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the Project Sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the Project Sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent pursuit.** Once a Site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs shall, at the Project Sponsor's request, be extended by the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
6. **Additional Project Authorization.** The Project Sponsor must obtain a Variance from Section 145.1 as the proposed bicycle parking within the first 25 feet of building depth does not meet

Code requirements for “active” street frontages. The Project Sponsor must also obtain Downtown Project Authorization and determination of compliance with Section 309, to allow exceptions from Section 148 for the reduction of ground-level wind currents. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. **Street Trees.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the Site Permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, an in-lieu fee will be required. The Project currently shows the installation of two of two of the required street trees. The Project shall install the two (2) street trees and pay an in-lieu fee for any trees whose planting proves infeasible.

Also, as required for all street trees within the C-3 Zoning Districts, new street trees shall have a minimum 2 inch caliper, measured at breast height; branch a minimum of 80 inches above sidewalk grade; be planted in a sidewalk opening at least 16 square feet, have a minimum soil depth of 3 feet 6 inches; and include street tree basins edged with decorative treatment, such as pavers or cobbles.

For information about compliance, contact the Department of Public Works, Department of Urban Forestry at 415-558-6378, www.sf-planning.org

9. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the Site Permit plans. Space for the collection and storage of recyclable

and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan and full building elevations to the Planning Department prior to Planning approval of the architectural addendum to the Site Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

In C-3 Districts, additional building volume used to enclose or screen from view the features listed under Planning Code Sections 260 (b)(1)(A) and (B) may not exceed 20 feet in height and may not exceed a total volume, including the volume of the features being enclosed, equal to $\frac{3}{4}$ of the horizontal area of all upper tower roof areas of the building measured before the addition of any exempt features times 20.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the architectural addendum to the site permit application.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

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

- a. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- b. On-site, in a driveway, underground;
- c. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- d. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- e. Public right-of-way, underground; and based on Better Streets Plan guidelines;
- f. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- g. On-site, in a ground floor façade (the least desirable location).

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

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

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

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

PARKING AND TRAFFIC

14. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than one parking space per two dwelling units as of right. In addition, the Project may provide up to three parking spaces per four dwelling units as a conditional use. With 15 dwelling units proposed, there is a maximum of 7 off-street parking spaces allowed as-of-right, and an additional 3 off-street parking spaces permitted with a Conditional Use authorization. No off-street parking spaces are proposed, however, the parking maximum remains.

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

15. **Bicycle Parking (Residential).** Pursuant to Planning Code Sections 155.2, the Project shall provide no fewer than 15 Class 1 bicycle parking spaces and 1 Class 2 bicycle parking space (.

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

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

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

PROVISIONS

Affordable Units

17. **Number of Units.** The Project contains 15 units. The Project Sponsor has submitted an affidavit that it elects to do on-site ownership units. The applicable on-site percentage is 12%; therefore, under Planning Code Section 415, two affordable units are required. To meet the requirements of 124(f)(3)(A) and the threshold for Priority Processing, the Project Sponsor will provide one additional inclusionary unit for a total of three inclusionary units on-site. The Project Sponsor is requesting that these three units be exempt from Floor Area Ratio requirements pursuant to

Planning Code Section 124(f) 3A which states that additional square footage above that permitted by the base floor area ratio limits may be approved for on-site affordable dwelling units which meet the requirements of Planning Code Section 415. And because the third unit meets or exceeds the criteria of Section 415, the Project applied and qualifies is providing 20% of the units as Affordable Units to qualify for Priority Processing. Planning Director Bulletin #2 Planning Department Priority Application Processing Guidelines provides Priority Processing for Projects providing 20% of the proposed dwelling units as affordable to qualifying households which must meet or exceed the standards set forth in Planning Code Section 415. The project sponsor will provide three inclusionary units on-site that qualify as on-site ownership units under Section 415. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

19. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) of each phase's total number of dwelling units as on-site affordable units.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

21. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing ("MOH") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

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

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- a. The affordable units shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection (DBI). The affordable units shall (1) reflect the unit size mix in number of bedroom of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market rate units in the principal project, but need not be of the same make, model or type of such item as long as they are of good and new quality, and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.
- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and Procedures Manual.
- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- d. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
- e. The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.6, instead of payment of the Affordable Housing Fee, and has submitted the Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415 to the Planning Department stating that any affordable units designated as on-site units, if sold, shall be sold as ownership units and will remain as ownership units for the life of the Project.

- f. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.
- g. If the Project becomes ineligible at any time for the On-Site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of the first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.

MONITORING

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

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

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

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

OPERATION

24. **Community Liaison.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2014.1442E
Project Title: 475 Minna Street
Zoning: C-3-S (Downtown Support) Use District
120-F Height and Bulk District
Block/Lot: 3725/068
Lot Size: 2,275 square feet
Project Sponsor: Sandra Chow, Stanton Architecture
(415) 865-9600
Staff Contact: Don Lewis – (415) 575-9168
don.lewis@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The project site consists of a rectangular-shaped parcel located on the south side of Minna Street between 6th and 5th streets in the South of Market neighborhood. The existing lot serves as a surface parking lot for approximately nine vehicles. The project sponsor proposes the removal of the surface parking lot and construction of a nine-story, 84-foot-tall (89-foot-tall with elevator penthouse), 15,240-square-foot, residential building with 15 one-bedroom units and 15 off-street bicycle spaces located at the ground-floor level. Pedestrian and bicycle access would be from Minna Street. No off-street vehicular parking is proposed, and the existing 29-foot-wide curb cut would be removed. The proposed project would provide a total approximately 955 square feet of common open space with a 570-square-foot rear yard

(Continued on next page)

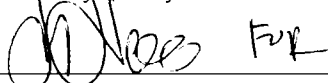
EXEMPT STATUS:

Categorical Exemption, Class 32 (State CEQA Guidelines Section 15332)

(Continued on next page)

DETERMINATION:

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



Sarah B. Jones
Environmental Review Officer

6/18/15

Date

cc: Sandra Chow, Project Sponsor
Tina Chang, Current Planner
Supervisor Kim, District 6 (via Clerk of the Board)

Distribution List
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

and a 385-square-foot roof deck. The proposed project would plant two street trees along its Minna Street frontage. During the approximately 14-month construction period, the proposed project would require up to eight feet of excavation below ground surface (bgs) for the proposed elevator pits and 13 cubic yards of soil disturbance. The proposed foundation would be either drilled piers or drilled-in-place piles that extend approximately 40 feet bgs. The project site is located within the adopted Downtown Area Plan and the proposed Central SoMa Plan.

Project Approvals

The proposed project would require the following approvals:

- **Downtown Project Authorization** (*Planning Commission*). The proposed project would require a hearing at the Planning Commission to determine compliance with Planning Code Section 309. Approval Action for the proposed project would be granted through the approval of the Downtown Project Authorization. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.
- **Variance** (*Planning Department*). The proposed project would require variances from the Zoning Administrator for Frontage and Fenestration.
- **Building Permit** (*Department of Building Inspection*) (DBI). The proposed project would require approval from DBI for construction of a new building.

Project Setting. The project site, which is a surface parking lot with no structures, is situated on flat terrain on the south side of Minna Street between 6th and 5th streets in the South of Market (SoMa) neighborhood. East of the project site along Minna Street to Mary Street, is a 13-space surface parking lot, a two-story industrial building with office uses constructed in 1944, a one-story industrial warehouse constructed in 1916, a two-story single-family building constructed in 1906, a four-story industrial building constructed in 1906 with office uses, and a 20-space surface parking lot at the southwest corner of Minna and Mary Streets. West of the project site along Minna Street to 6th Street, is a three-story residential building (Hotel Auburn) with 87 rooms constructed in 1912, a four-story 55-unit residential building constructed in 2012, and a four-story residential hotel building with 58 rooms constructed in 1913 at the southeast corner of 6th and Minna Street. Across the project site along Minna Street from 6th Street to Mary Street is a four-story residential hotel building with 110 rooms constructed in 1911, one-story office building constructed in 1918, a 40-space surface parking lot, a seven-story office building constructed in 1906, a six-story 115-unit residential building with ground-floor commercial uses constructed in 1916, and an approximately 30-space surface parking lot at the northwest corner of Minna and Mary Streets.

Land uses near the project site include hotel, retail, office, residential, and parking. Major structures in the vicinity of the project site include the following: the Intercontinental San Francisco Hotel (888 Howard Street); the Fifth and Mission Garage (833 Mission Street); Hotel Pickwick (85 Fifth Street); Westfield Mall (865 Market Street); Moscone Center West (800 Howard Street); and the Old U.S. Mint Building (88 5th Street). Approximately 175 feet to the northeast of the project site, is the proposed Fifth and Mission Project,¹ known as the 5M Project, which is a mixed-use project that would entail development of office, retail, residential, cultural, educational, and open space uses on an approximately four-acre site. The project site is near the boundaries of the 6th Street Lodging House Historic District and the Mint-Mission Historic District. The surrounding parcels are zoned C-3-S while parcels located along 6th Street are zoned SoMa Neighborhood Commercial Transit. Height and bulk districts range from 120-F and increase to 160-F across Minna Street to the north of the project site and decrease to 85-X to the west along 6th Street.

EXEMPT STATUS (continued):

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

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

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not conflict with any such policy. The proposed project is located within the C-3-S (Downtown Support) Use District and a 120-F Height and Bulk District in the South of Market neighborhood of San Francisco. The proposed project would introduce a new use to the project site (residential use), and this use is a permitted use in the C-3-S district. The C-3-S district does not have a residential density limit by lot area. The proposed 84-foot-tall building would comply with the 120-F Height and Bulk District. Per Section 135 of the Planning Code, usable open space for dwelling units in the C-3-S district requires 36 square feet per unit if private open space and provides a ratio of 1.33 if common open space. The proposed 15 dwelling units would be required to provide 719 square feet of common open space, and the proposed project exceeds that requirement by providing a total of 953 square feet of common open space. Per Section 151 of the Planning Code, off-street parking for the residential use is not required in the C-3-S district, and zero spaces would be provided. Per Section 155.1, one Class 1 bicycle storage space would be required for each of the 15 proposed dwelling units, and the proposed project would provide 15 Class 1 bicycle parking spaces at the ground-floor level. The proposed project would be consistent with all applicable zoning plans and policies. The project site is located within the proposed Central SoMa Area Plan area, and based on the draft Plan, zoning and height changes are not proposed for the project site. Therefore, the proposed project is consistent with all General Plan designations and applicable zoning plans and policies.

¹ Planning Department Case File No. 2011.0409E

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

The approximately 0.05-acre (2,275 square feet) project site is located within a fully developed area of San Francisco. The surrounding uses near the project site include residential, hotel, office, and commercial uses. The proposed project, therefore, would be properly characterized as in-fill development of less than five acres, completely surrounded by urban uses.

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

The project site is within a developed urban area and occupied by a vacant lot that serves as an asphalt surface parking lot for nine vehicles. There are no trees or landscaping at the project site. Thus, the project site has no value as habitat for rare, threatened, or endangered species.

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

Traffic. As set forth in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (Transportation Guidelines), the Planning Department evaluates traffic conditions for the weekday PM peak period to determine the significance of an adverse environmental impact. Weekday PM peak hour conditions (between the hours of 4 PM to 6 PM) typically represent the worst-case conditions for the local transportation network. Using the Transportation Guidelines, the proposed project at 475 Minna Street is anticipated to generate approximately 113 daily person trips and approximately of 41 daily vehicle person trips.²

The total PM peak hour person trips are estimated to be approximately 19 trips for the proposed project. These trips would be distributed among various modes of transportation, including private automobile, carpools, public transit, walking, and other modes. Of the 19 PM peak-hour person-trips, 7 would be vehicle trips, 6 would be transit trips, 5 would be walking trips and 1 would be trips made via other modes of transportation such as bicycling, taxi, or motorcycle.

The approximately 7 PM peak-hour vehicle trips are not anticipated to substantially affect existing levels of service within the project vicinity. The additional vehicles added to the PM peak hour volumes would not have a discernible effect on traffic flow on the existing street network serving the project area. Traffic impacts associated with the proposed project during the PM peak hour would not be a significant increase relative to the existing capacity of the surrounding street system. As such, the proposed project would not result in a significant traffic impact.

Parking. Public Resources Code Section 21099(d), effective January 1, 2014, provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site

² *Transportation Impact Analysis Guidelines*, Transportation Calculations. This document, and other cited documents, are available for public review as part of Case File No. 2014.1442ENV at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.³ The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand analysis for informational purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City’s “Transit First” policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City’s Transit First Policy, established in the City’s Charter Article 8A, Section 8A.115, provides that “parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation.”

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find

³ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 475 Minna Street*, April 1, 2015.

parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

The parking demand for the new residential uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the demand for parking would be for seven spaces. The proposed project would not provide off-street parking spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated seven spaces. At this location, some of the unmet parking demand could be accommodated within existing on-street and off-street parking spaces⁴ within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

Within the C-3-S zoning district, Planning Code Section 151 does not require off-street parking for residential units, and as proposed, the project would not provide off-street parking. If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of seven spaces. As mentioned above, some of the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby and through alternative modes such as public transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and that the project site is well-served by transit and bicycle facilities, the proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

Noise. An approximate doubling of traffic volumes in the project area would be necessary to produce an increase in ambient noise levels noticeable to most people. The proposed project would not cause a doubling in traffic volumes with the addition of 15 new dwelling units on the project site. The project's marginal increase to the existing traffic volumes would not cause a noticeable increase in the ambient noise level in the project vicinity. The noise generated by the proposed new residential uses would be considered common and generally acceptable in an urban area, and would not be considered a significant impact.

During project construction, all diesel and gasoline-powered engines would be equipped with noise-arresting mufflers. Delivery truck trips and construction equipment would generate noise that that may be considered an annoyance by occupants of nearby properties. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). Section 2907 of the Police Code

⁴ The Fifth and Mission Garage at 833 Mission Street is located one block to the northeast of the project site.

requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 A-weighted dBA at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Police Code prohibits construction work between 8:00 p.m. and 7:00 a.m. if the construction noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Construction noise impacts related to the project would be temporary and intermittent in nature. Considering the above, the proposed project would not result in a significant impact with respect to noise.

Air Quality. In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD) in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project would not exceed criteria air pollutant screening levels for operation or construction.⁵

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

The proposed project is within an Air Pollutant Exposure Zone and would introduce sensitive uses to the project site. Therefore, pursuant to Article 38 of the Health Code, the project sponsor would be required

⁵ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1.

to submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal. In compliance Article 38, the project sponsor has submitted an initial application to DPH.⁶ The regulations and procedures set forth by Article 38 would ensure that air quality impacts related to siting new sensitive land uses would not be significant.

The proposed project would require construction activities for the approximate 61-week construction phase. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,⁷ which would further reduce nearby sensitive receptors exposure to temporary and variable TAC emissions. Therefore, construction period TAC emissions would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

In conclusion, the proposed project would not result in significant air quality impacts.

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

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

The project site is located in a dense urban area where all public services and utilities are available. The proposed project would be connected with the City's water, electric, and wastewater services. Prior to receiving a building permit, the project would be reviewed by the City to ensure compliance with City and State fire and building code regulations concerning building standards and fire protection. The proposed project would not result in a substantial increase in intensity of use or demand for utilities or public services that would necessitate any expansion of public utilities or public service facilities.

⁶ Application for Article 38 Compliance Assessment, 475 Minna Street, San Francisco, California, December 23, 2014.

⁷ California Code of Regulations, Title 13, Division 3, § 2485. This regulation applies to on-road heavy duty vehicles and not off-road equipment.

DISCUSSION OF ENVIRONMENTAL ISSUES:

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

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

Archeological Resources. Development of the proposed project would require minimal excavation for the proposed elevator pit, and Planning Department staff determined that no CEQA-significant archeological resources are expected within project-affected soils.⁸ Therefore, the proposed project would not result in a significant archeological resource impact.

Historic Resources. The project site, which is a vacant lot with no structures, is not located within a historic district. Immediately adjacent to the project site is the 481 Minna Street building (Hotel Auburn) which was constructed in 1912. According to the draft Central SoMa Historical Resources Survey,⁹ this property appears eligible for the National Register of Historic Places (NRHP) as a contributor to the 6th Street Lodging House Historic District. The project site is also located near the boundaries of the Mint-Mission Historic District which is located across Minna Street to the northeast of the project site. A “substantial adverse change” on a historical resource is defined by CEQA Guidelines Section 15064.5 as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” While the proposed project would be constructed adjacent to a building that is considered a historic resource, project construction would involve conventional excavation and construction equipment and methods that would not be considered to exceed acceptable levels of vibration in an urban environment. Construction adjacent to historic resources is a common occurrence in San Francisco, and the Department of Building Inspection (DBI) permit procedures adequately address this situation. In light of the above, the proposed project would not materially impair the adjacent contributing resource and there would be no impacts to off-site historic resources. Therefore, the proposed project would not result in a significant historic resource impact.

Geologic and Seismic Hazards. A geotechnical investigation that was prepared for the proposed project concluded that the project is feasible from a geotechnical standpoint.¹⁰ The project site is underlain by four feet of sandy fill, which is underlain by dune sand that is approximately 30 feet thick. The dune sand

⁸ Randall Dean, San Francisco Planning Department, Archeological Log.

⁹ The draft Central SoMa Historical Resources Survey is available online at: <http://www.sf-planning.org/index.aspx?page=3964>, accessed June 9, 2015.

¹⁰ Rollo & Ridley Geotechnical Engineers and Scientists, Preliminary Geotechnical Report, 475 Minna Street, San Francisco, California. December 18, 2014.

is underlain by medium stiff to stiff clay with sand. Considering the difficulty of installing driven piles at the project site without potentially damaging adjacent existing structures (from vibration) and the excessive noise cause by pile driving, the geotechnical report recommends either drilled piers or drilled-in-place piles. While the project site is located within a liquefaction zone, the proposed building should not be affected by liquefaction because the anticipated foundation would bear into dense dune sand. Since the excavation for the foundation and elevator pits may extend below the foundation of the adjacent building to the west, installation of shoring and underpinning would be required. The geotechnical report recommends the project sponsor to implement a monitoring program to evaluate the effects of the project construction on the adjacent improvements and surrounding ground. The project sponsor has agreed to implement the recommendations in the geotechnical report.

The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation design and whether additional background studies are required would be considered as part of the DBI review process. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. Any changes incorporated into the foundation design required to meet the Building Code standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis.

For these reasons, the proposed project would not result in a significant effect related to seismic and geologic hazards.

Hazards and Hazardous Materials. The proposed project is located within the Article 22A (Maher) area of the San Francisco Health Code, known as the Maher Ordinance. Since the proposed project involves less than 50 cubic yards of soil disturbance, the proposed project is not subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The project sponsor retained the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA).¹¹ Based on a review of historical sources, the Phase I ESA found that the project site was occupied by a two-story residential structure from at least 1887 to 1899. From 1900 to 1945, the project site consisted of vacant land, and from at least 1946 to present, the project site has consisted of a parking lot. The Phase I ESA did not identify potential environmental concerns in association with the current or historical use of the project site. Therefore, the proposed project would not result in any significant impacts related to hazards and hazardous materials.

Shadow. The proposed project would construct an approximately 84-foot-tall residential building (up to 89 feet with elevator penthouse). Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department (RPD) by any structure exceeding 40 feet. To

¹¹ AEI Consultants, *Phase I Environmental Site Assessment, 475 Minna Street, San Francisco, CA*, April 2, 2015.

determine whether this project would comply with Section 295, a shadow fan analysis was prepared by the Planning Department. This analysis determined that the proposed project would not cast a new shadow on RPD parks or other public parks.¹²

The proposed project would shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

Wind. Planning Code Section 148 establishes wind comfort (11 mph) and wind hazard (36 mph) criteria for projects located within the C-3 Districts. Since the proposed project would construct an approximately 84-foot-tall residential building (up to 89 feet with elevator penthouse) on a vacant lot, a pedestrian-level wind tunnel report was prepared to analyze the impacts of the proposed project at 20 various locations on the project site and in the vicinity.¹³

Under existing conditions, the average equivalent wind speed for the wind comfort analysis is 10 miles per hour (mph), with wind speeds ranging from 6 to 17 mph. Implementation of the proposed project would not result in substantial changes to wind conditions in the project vicinity as the average equivalent wind speed for the wind comfort analysis would increase from 10 to 11 mph, with wind speeds ranging from 7 to 17 mph. Wind speeds would decrease at two locations, remain the same at eight locations, and would increase at ten locations. In addition, the number of ground-level test points with wind speed that would exceed the pedestrian comfort criterion of 11 mph would increase from five to seven. Under existing conditions, of the 20 ground-level wind speed test points, only one location (test point 12) did not meet the wind hazard criterion. With implementation of the proposed project, wind speeds at all of the test points, including test point 12, would meet the wind hazard criterion. Although there would be localized changes through the project vicinity, the overall ground-level wind conditions would remain substantially the same with implementation of the proposed project.

With implementation of the proposed project in combination with past, present, and reasonable foreseeable future projects, the average equivalent wind speed for the wind comfort analysis would be 11 mph, with wind speeds ranging from 8 to 16 mph. Compared to existing conditions, wind speeds would decrease at four locations, remain the same at four locations, and increase at twelve locations. Under the cumulative scenario, the one location that did not meet the wind hazard criterion (test point 12) would be removed and there would be no new exceedances of the wind hazard criteria, similar to the proposed project.

For these reasons, the proposed project would not alter wind in a manner that would substantially affect public areas, and there would be no project-level or cumulative significant wind impact.

¹² Don Lewis, Shadow Fan for 475 Minna Street, April 16, 2015.

¹³ Cermak Peterka Petersen, Inc. (CPP), Pedestrian-Level Wind Report, Wind Tunnel Tests for 475 Minna Street, June 2015.

Public Notice and Comment. On March 31, 2015, the Planning Department mailed a "Notification of Project Receiving Environmental Review" to community organizations, tenants of properties adjacent to the project site, and those persons who own property within 300 feet of the project site. No comments were received.

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



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: **January 11, 2013**

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

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

From: **San Francisco Planning Department**

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

T: 415.558.6378

F: 415.558.6409

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

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

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

¹ California Civil Code Section 1954.50 et.al.

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

07.27.2015

Date

I, John Jensen, do hereby declare as follows:

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

475 Minna Street

Address

3725 / 068

Block / Lot

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

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

2014.1442U

Planning Case Number

Building Permit Number

This project requires the following approval:

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

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

Tina Chang

Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

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

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

- ☐ This project uses California Debt Limit Allocation Committee (CDLAC) funding.
- ☐ This project is 100% affordable.

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

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

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

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

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

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

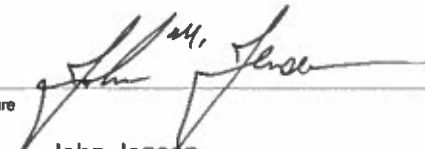
f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion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

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

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

475 Minna Street
Location

07/27/2015
Date


Signature
John Jensen
Name (Print), Title

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

415.867.1178
Contact Phone Number

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
15			15		

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

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

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
3			3		

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

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

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

- ☐ Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:

Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee _____ % of affordable housing requirement.

2. On-Site _____ % of affordable housing requirement.


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

3. Off-Site _____ % of affordable housing requirement.

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

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

Affidavit for **Compliance with the Inclusionary Affordable Housing Program**

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name	Company Name
Print Name of Contact Person John Jensen	Print Name of Contact Person
Address PO Box 26284	Address
City, State, Zip San Francisco, CA	City, State, Zip
Phone, Fax 415.867.1178	Phone, Fax
Email jensenjohnm1@gmail.com	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
Signature 	Signature
John Jensen	
Name (Print), Title	Name (Print), Title

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Exhibits

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Parcel Map



Subject Parcels

Sanborn Map

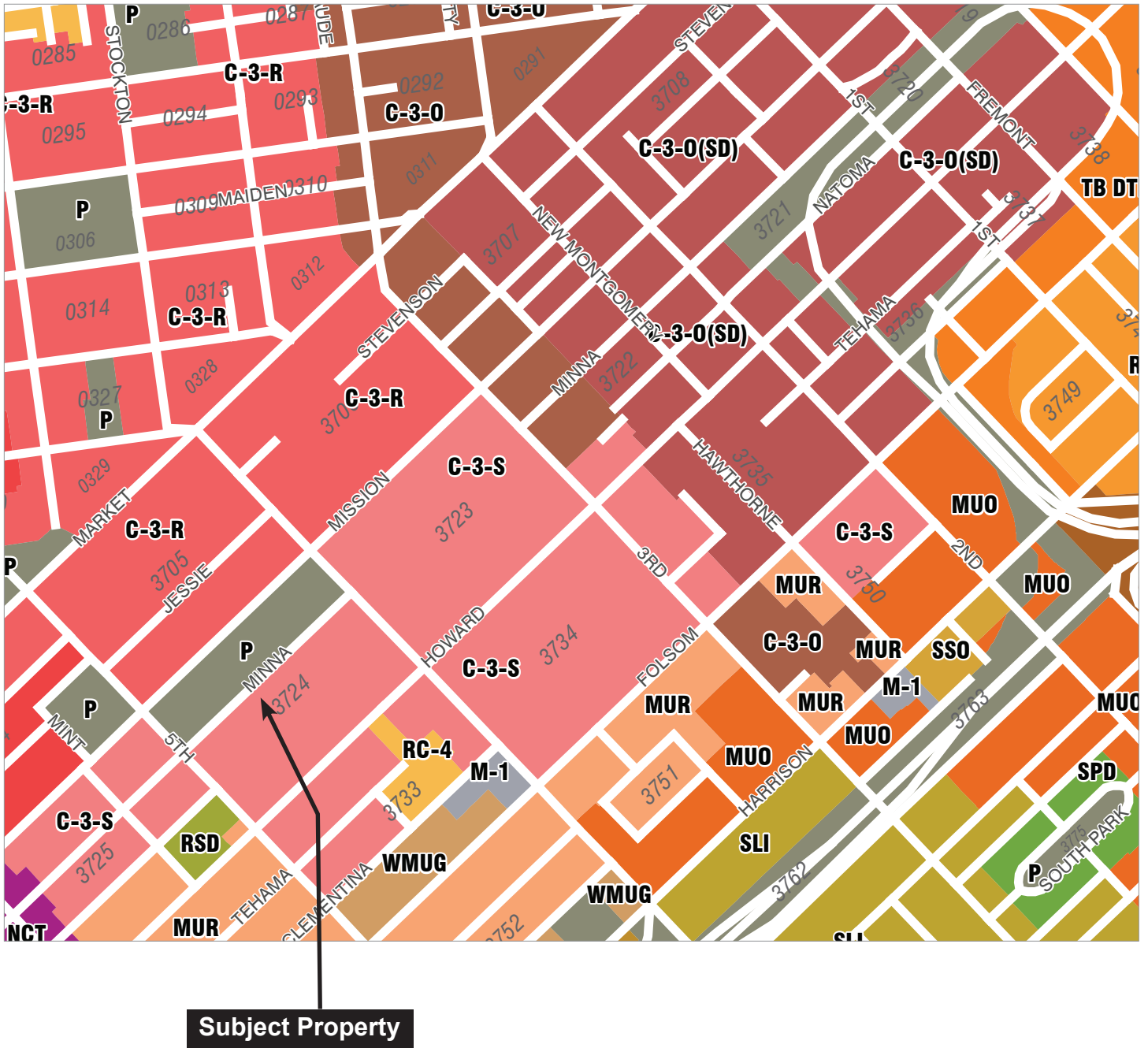


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

SAN FRANCISCO
PLANNING DEPARTMENT

Case Number 2014.1442XVCUA
Downtown Project Authorization
Conditional Use Authorization
475 Minna St.

Zoning Map



Aerial



Subject Property

Site Photo - Looking South



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Exhibit B

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475 MINNA STREET

PLANNING COMMISSION PACKET

SHEET INDEX

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A03	SITE PLAN
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SHEET NO.

A01



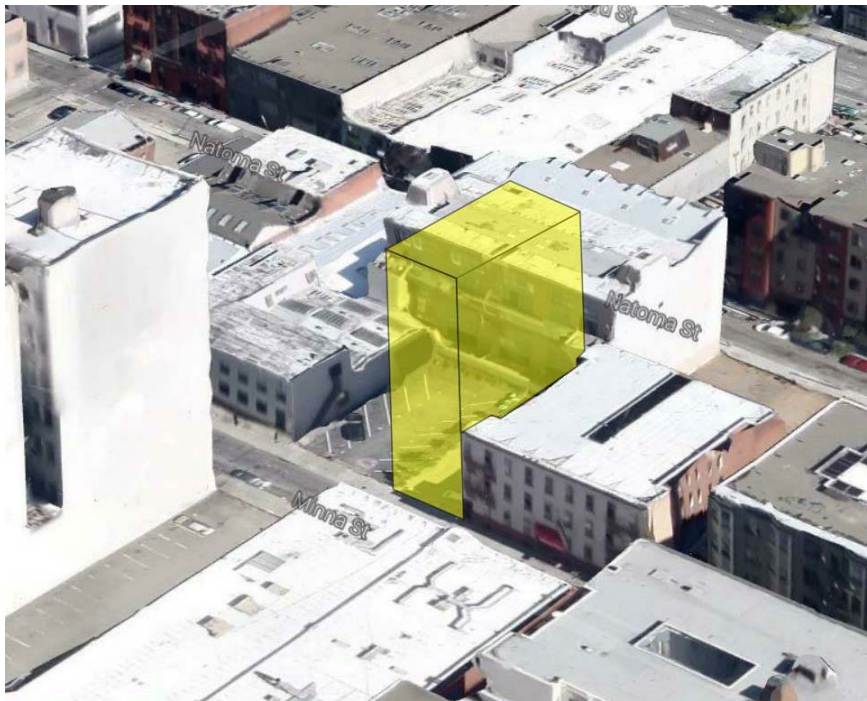
MINNA STREET - EAST TO WEST STREET VIEW



MINNA STREET - WEST TO EAST STREET VIEW



MINNA STREET - EAST TO WEST AERIAL VIEW



MINNA STREET - WEST TO EAST AERIAL VIEW



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A02



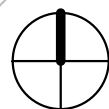
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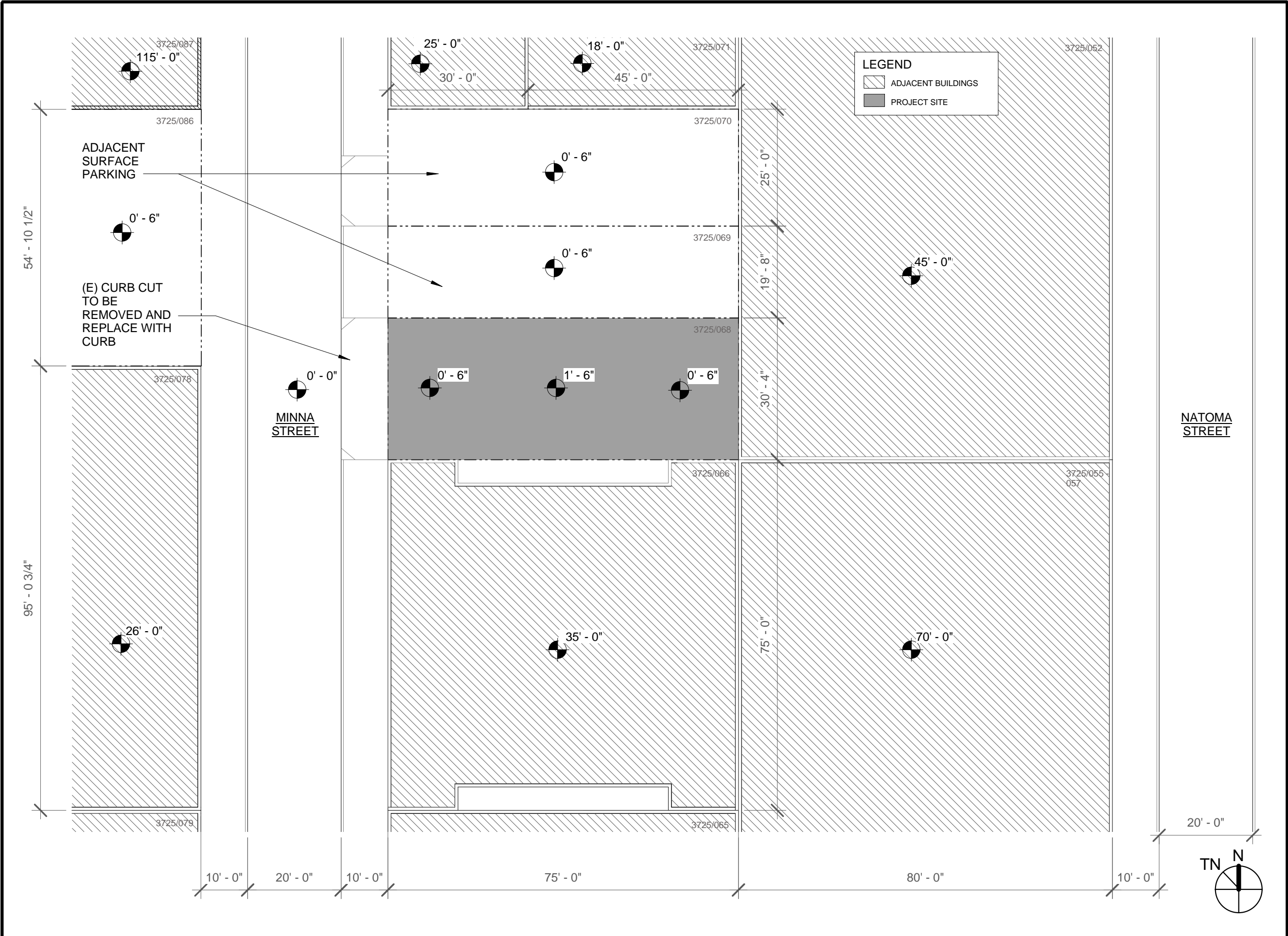
SHEET NO.

A03



1" = 50'-0"

1



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PLOT PLAN - EXISTING

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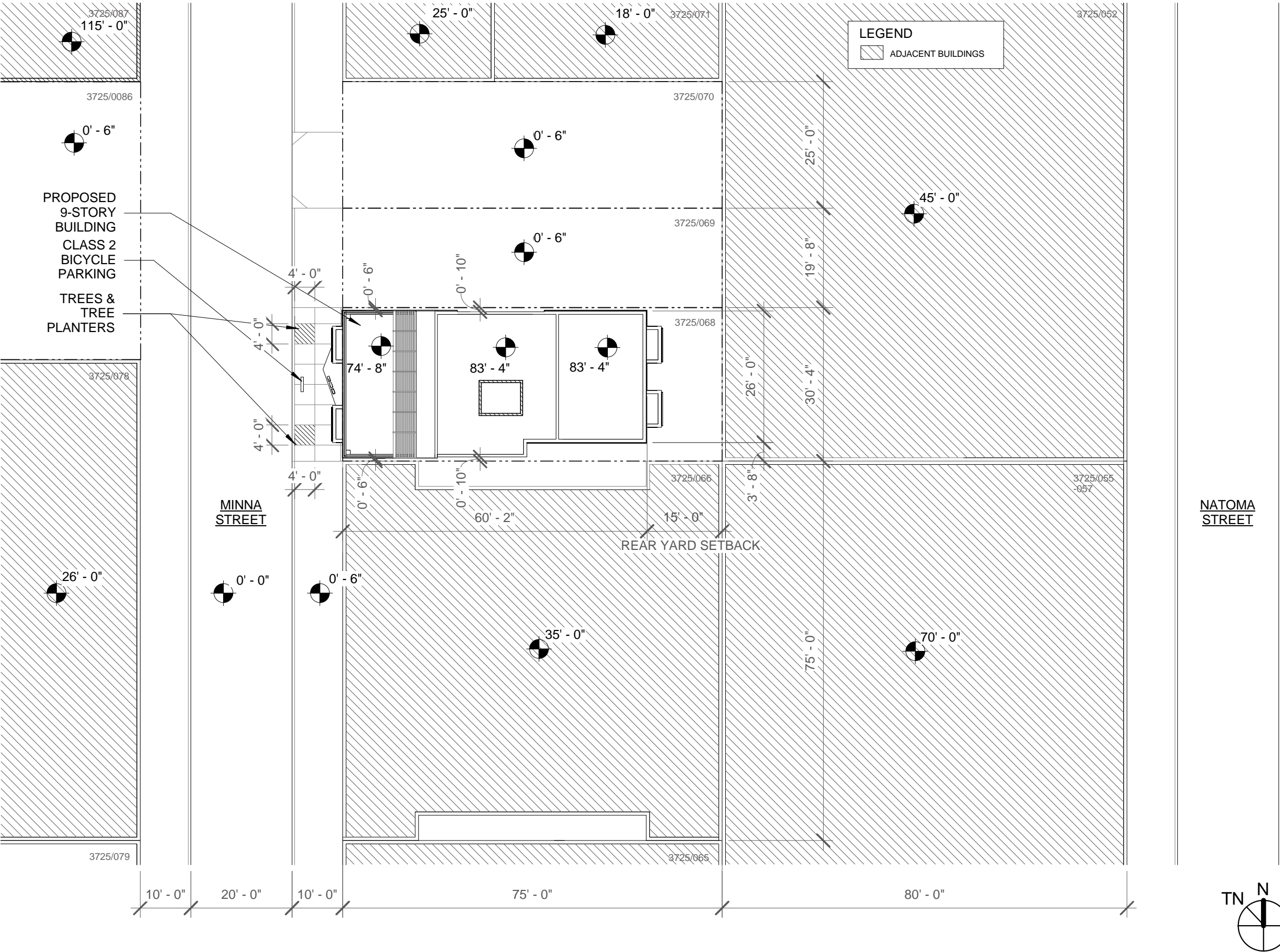
DRAWN BY VSD

SHEET NO.

PLOT PLAN - EXISTING
1" = 20'-0"

1

A04



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PLOT PLAN - PROPOSED

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SHEET NO.

A05

PLOT PLAN - PROPOSED

1" = 20'-0"

1



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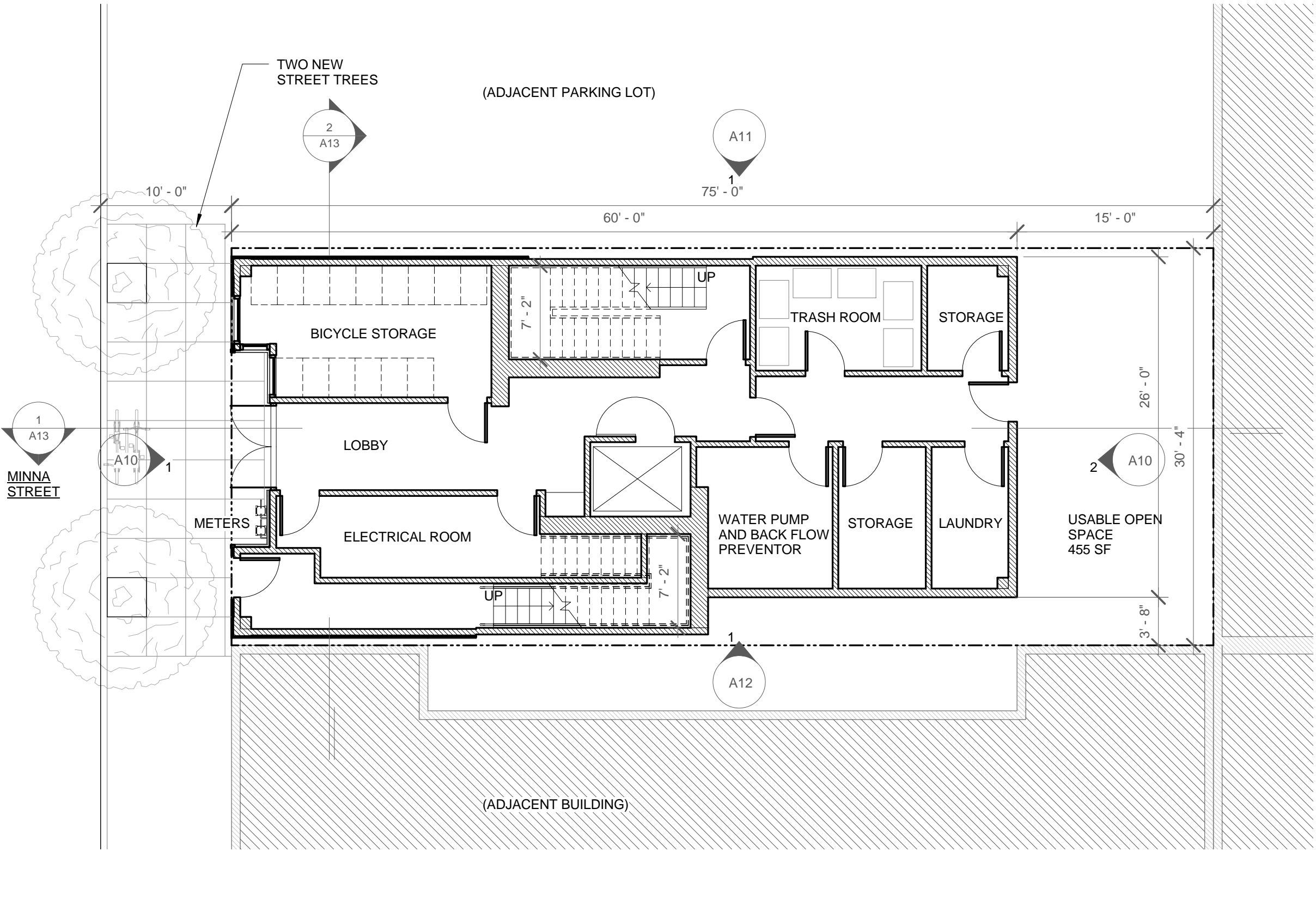
FLOOR PLAN - LEVEL 1

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SHEET NO.	

A06



LEVEL 1 FLOOR PLAN

1/8" = 1'-0"

1



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FLOOR PLAN - LEVELS 2-8

ISSUED FOR

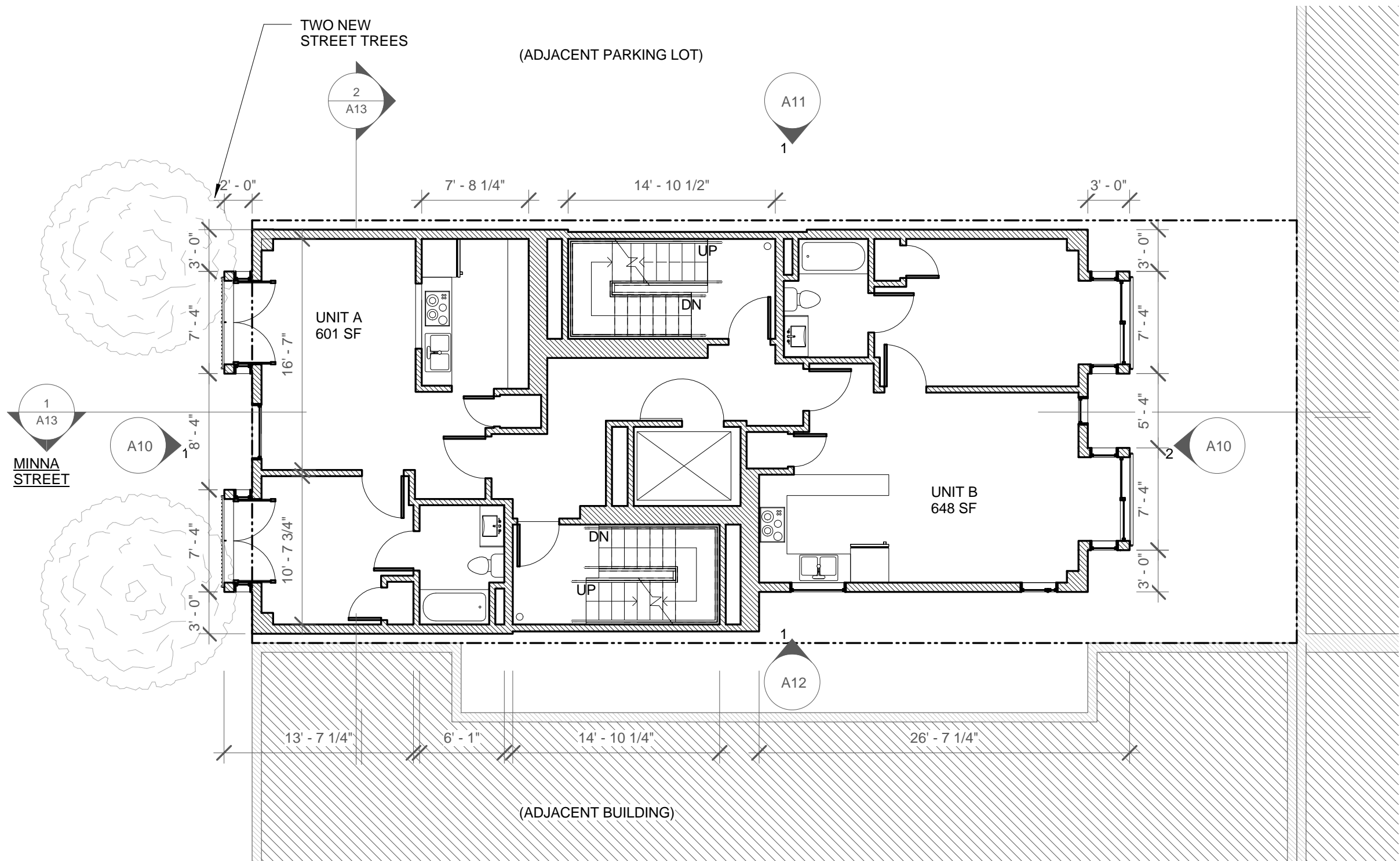
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A07



LEVELS 2-8 TYPICAL FLOOR PLAN

1/8" = 1'-0"

1



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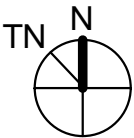
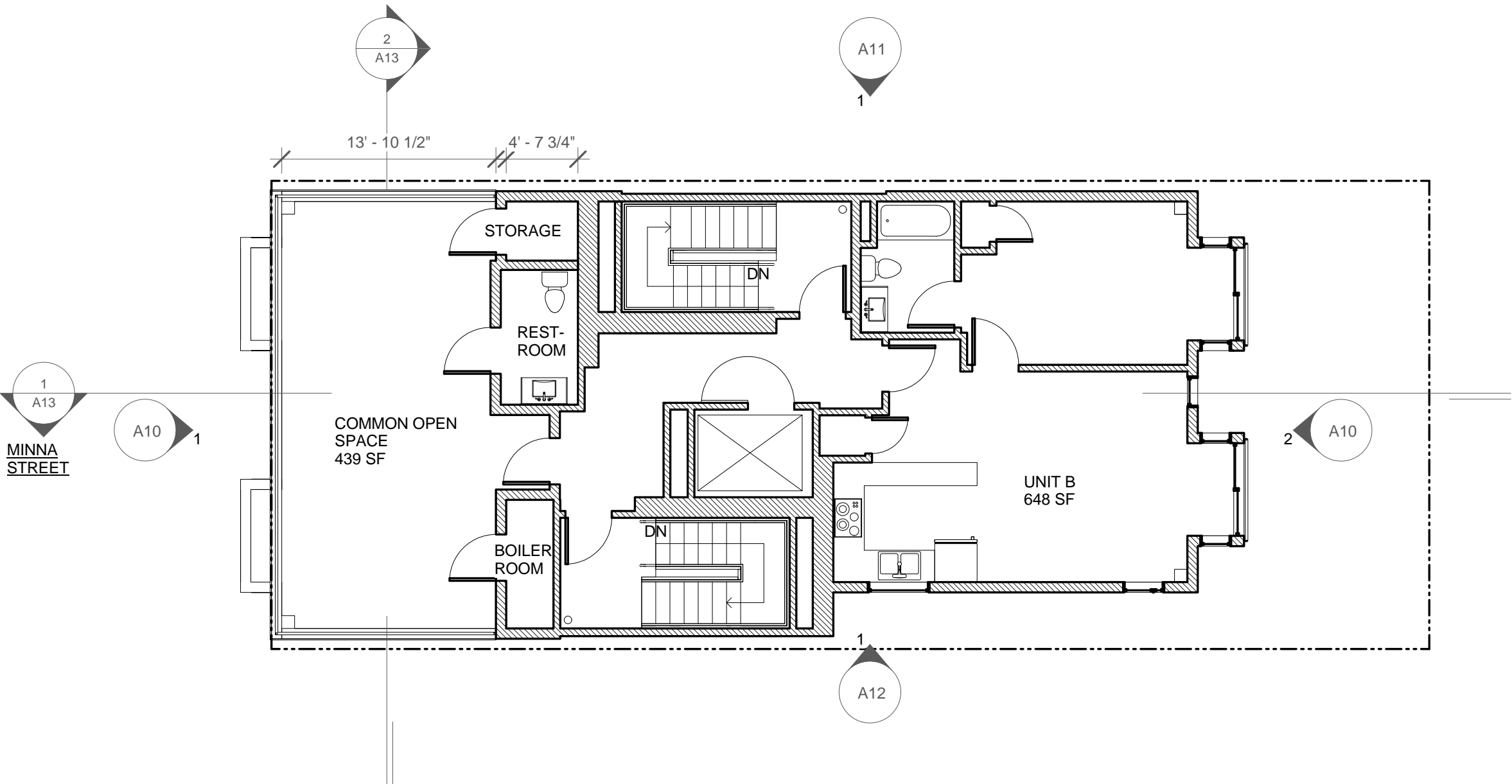
FLOOR PLAN - LEVEL 9

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A08





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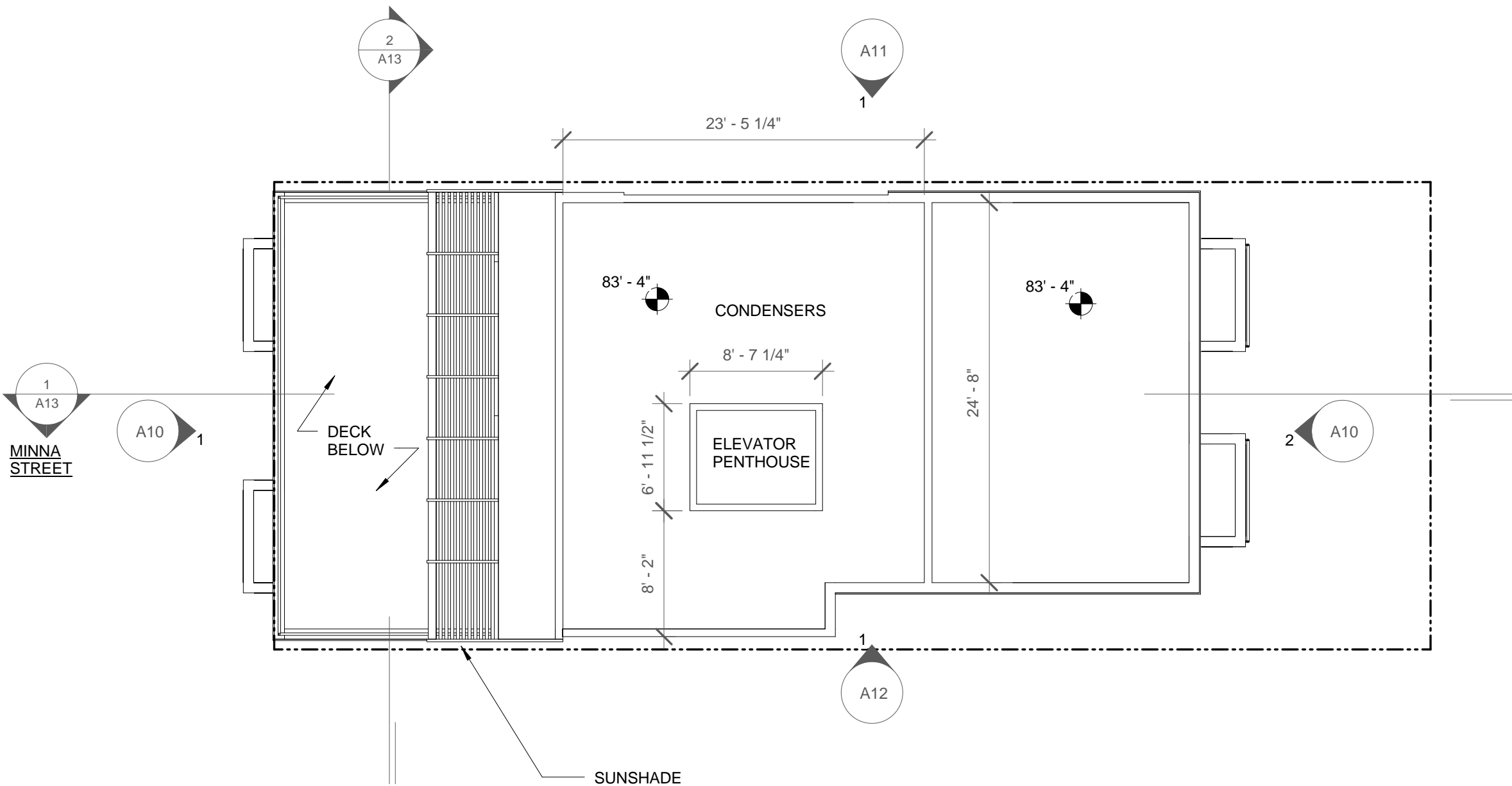
ROOF PLAN

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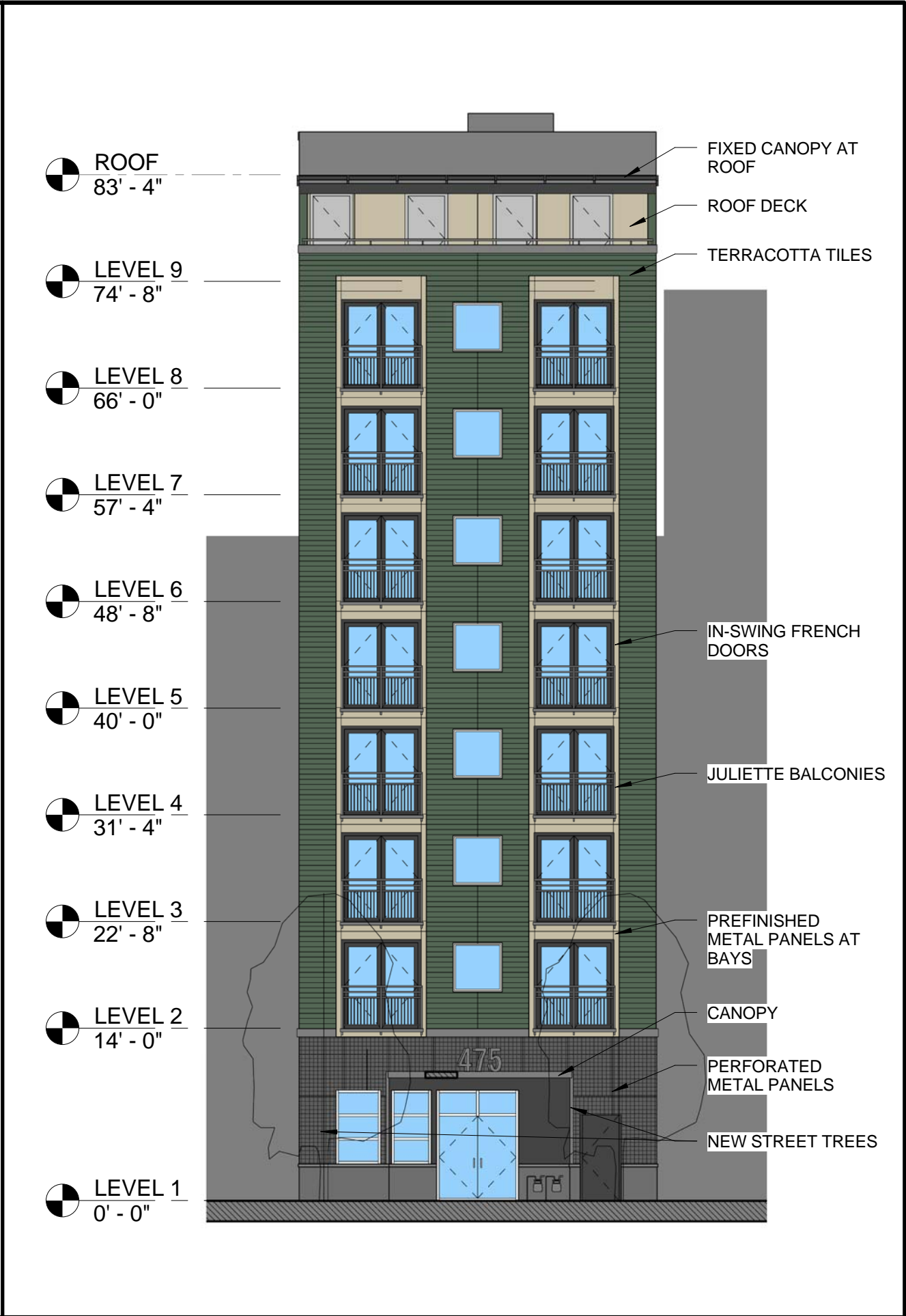
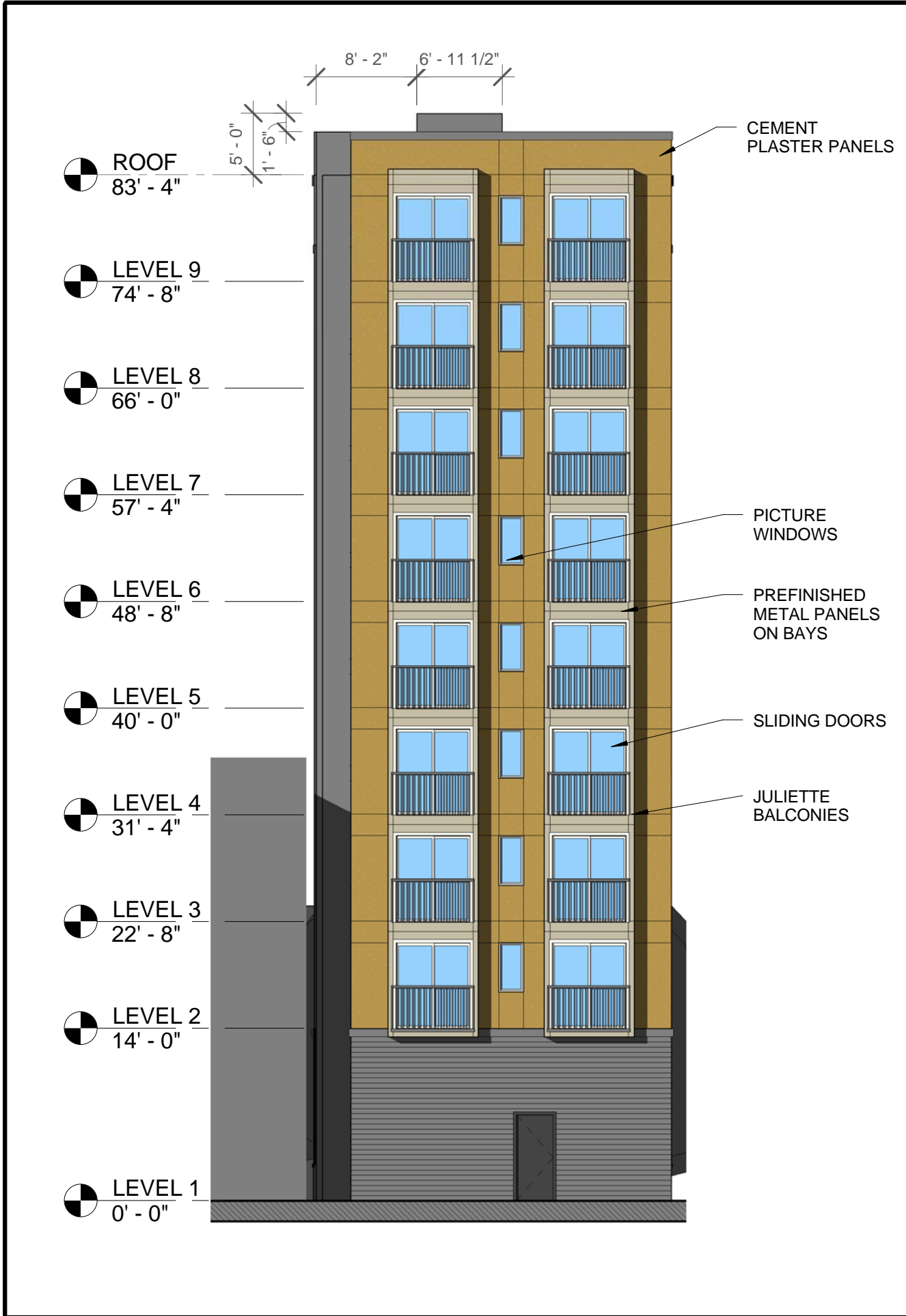
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SHEET NO.	

A09



ROOF PLAN
1/8" = 1'-0"

1



SA

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ELEVATIONS - NORTH + SOUTH

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A10

SOUTH ELEVATION

3/32" = 1'-0"

2

NORTH ELEVATION

3/32" = 1'-0"

1

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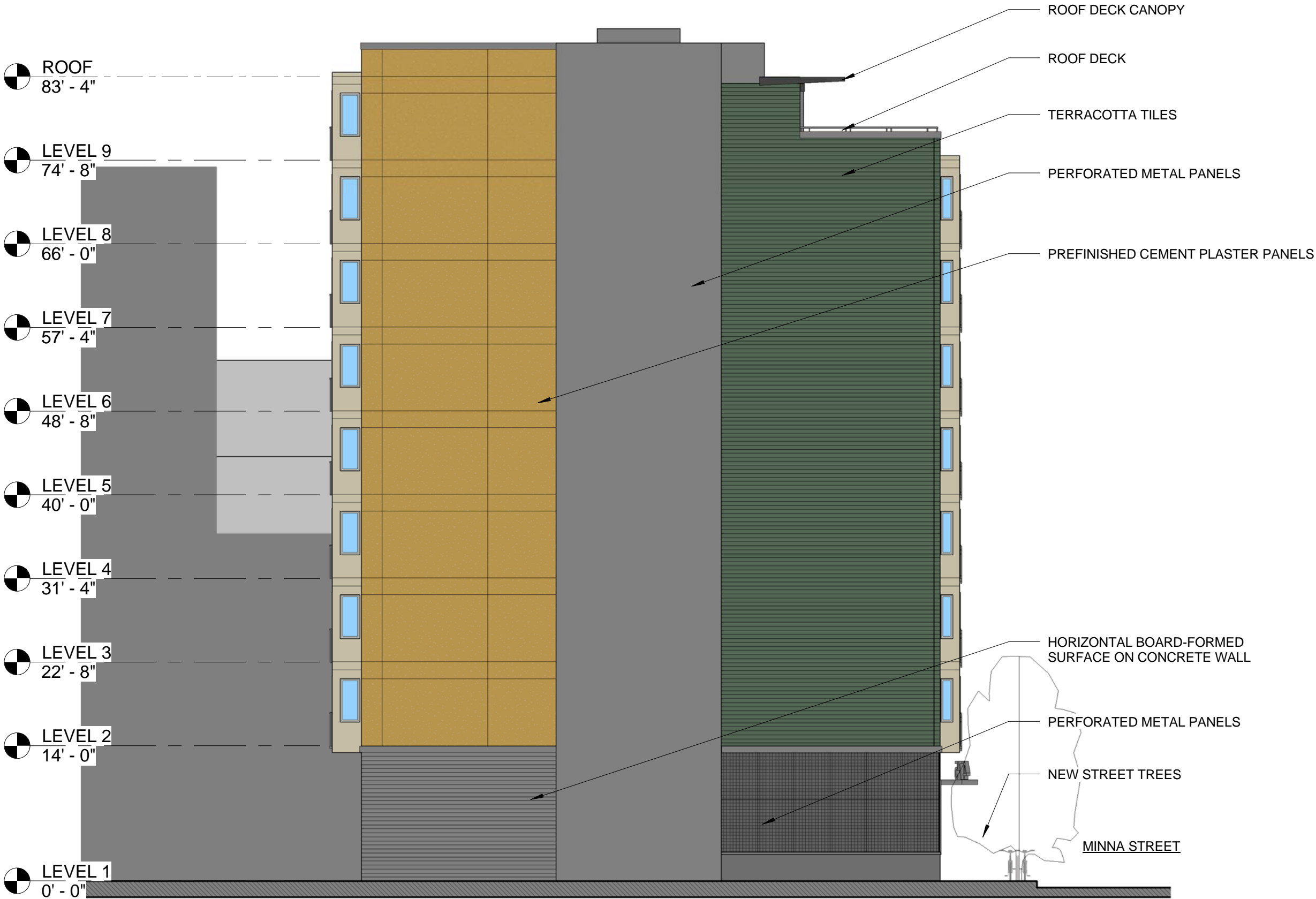
ELEVATION - EAST

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A11



EAST ELEVATION

3/32" = 1'-0"

1



SA

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ELEVATION - WEST

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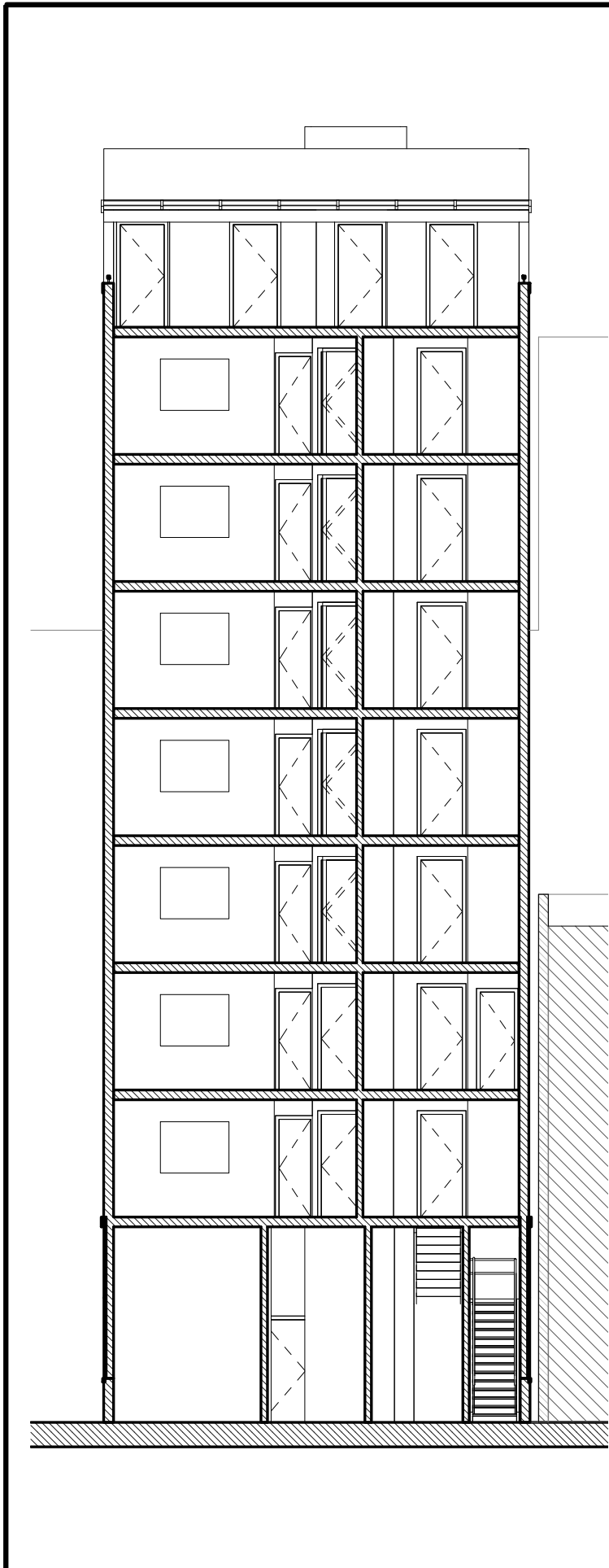
SHEET NO.

WEST ELEVATION

3/32" = 1'-0"

1

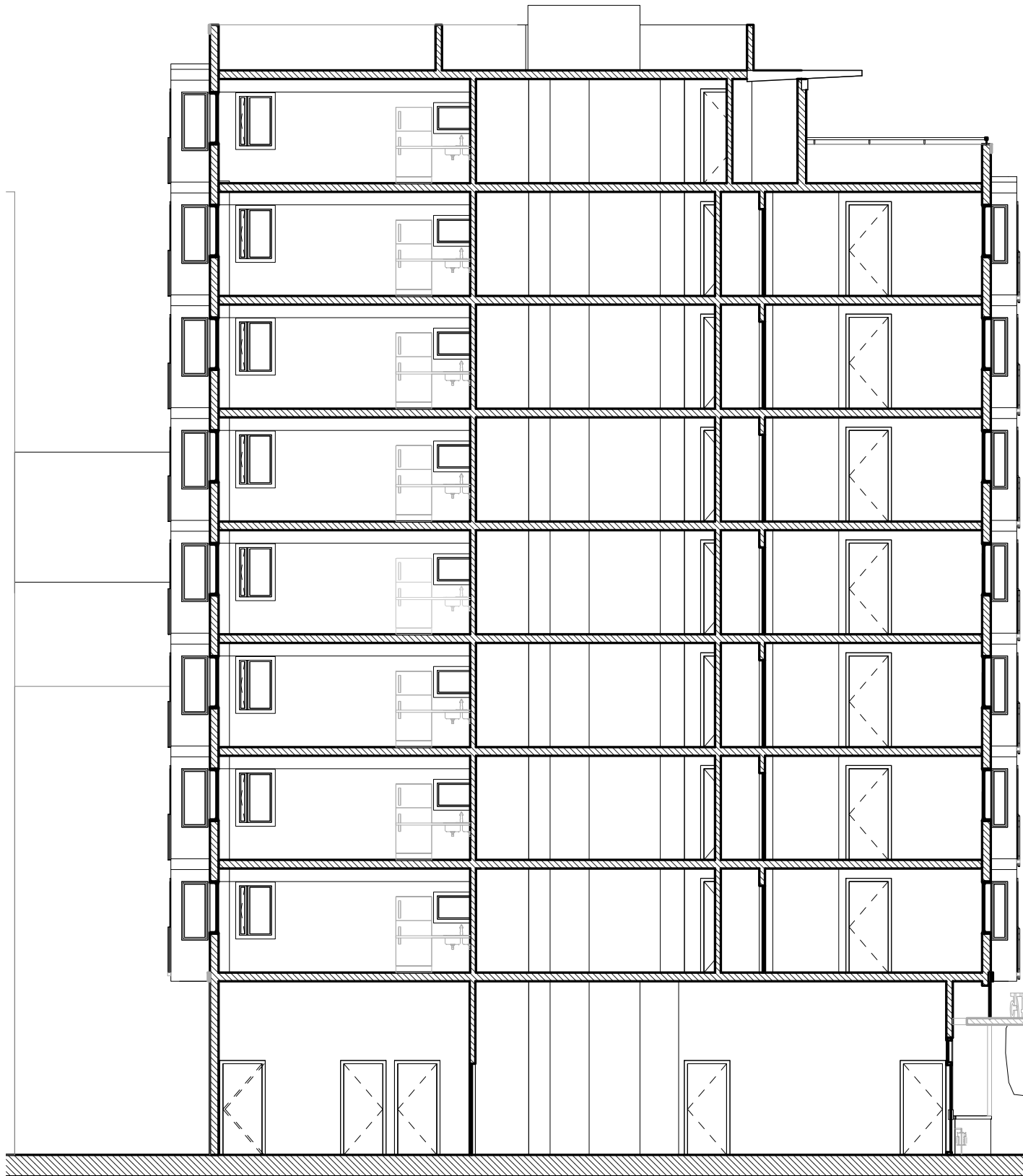
A12



TRANSVERSE SECTION

3/32" = 1'-0"

2



LONGITUDINAL SECTION

3/32" = 1'-0"

1

- ROOF 83' - 4"
- LEVEL 9 74' - 8"
- LEVEL 8 66' - 0"
- LEVEL 7 57' - 4"
- LEVEL 6 48' - 8"
- LEVEL 5 40' - 0"
- LEVEL 4 31' - 4"
- LEVEL 3 22' - 8"
- LEVEL 2 14' - 0"
- MINNA STREET
- LEVEL 1 0' - 0"



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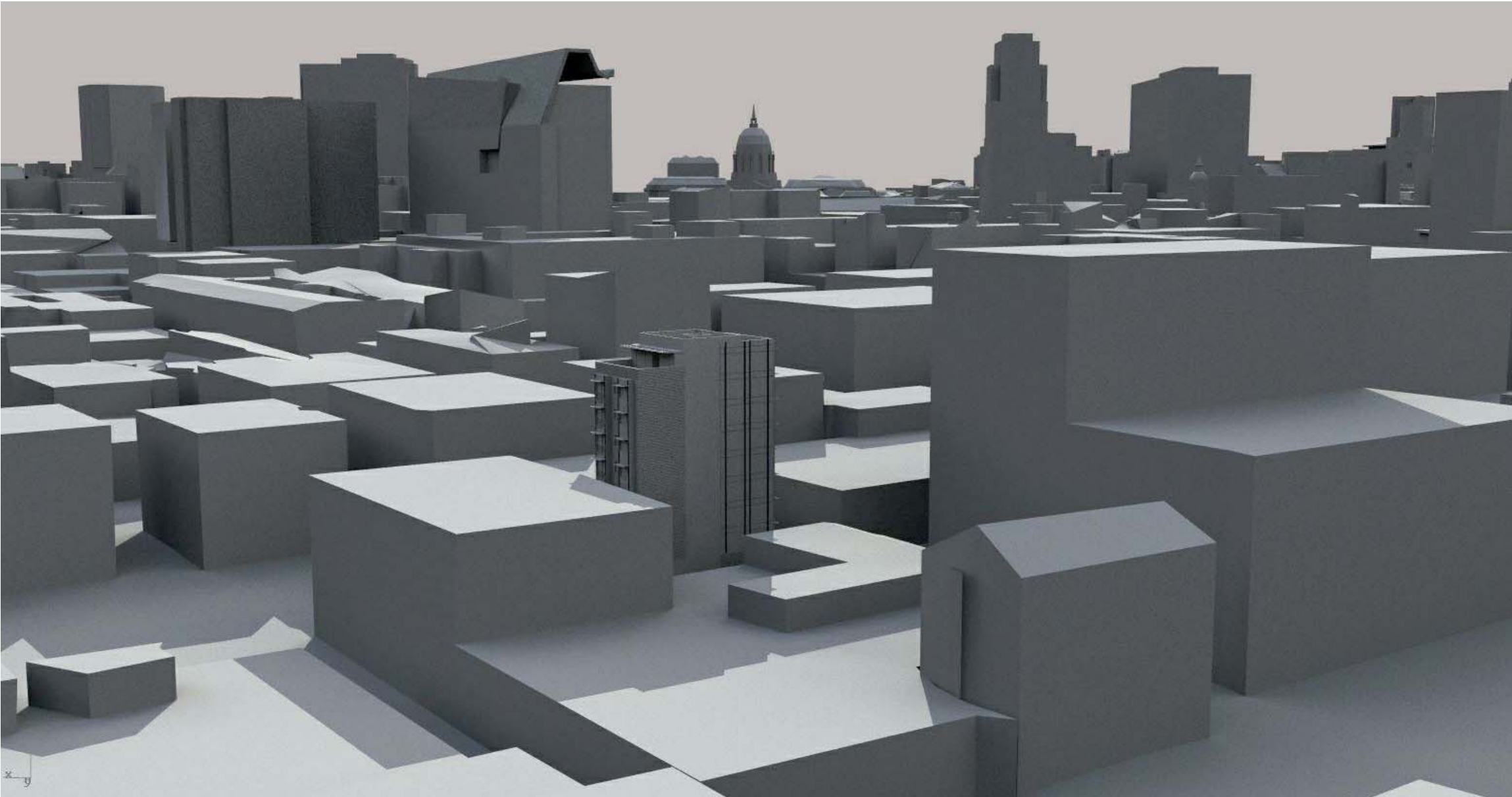
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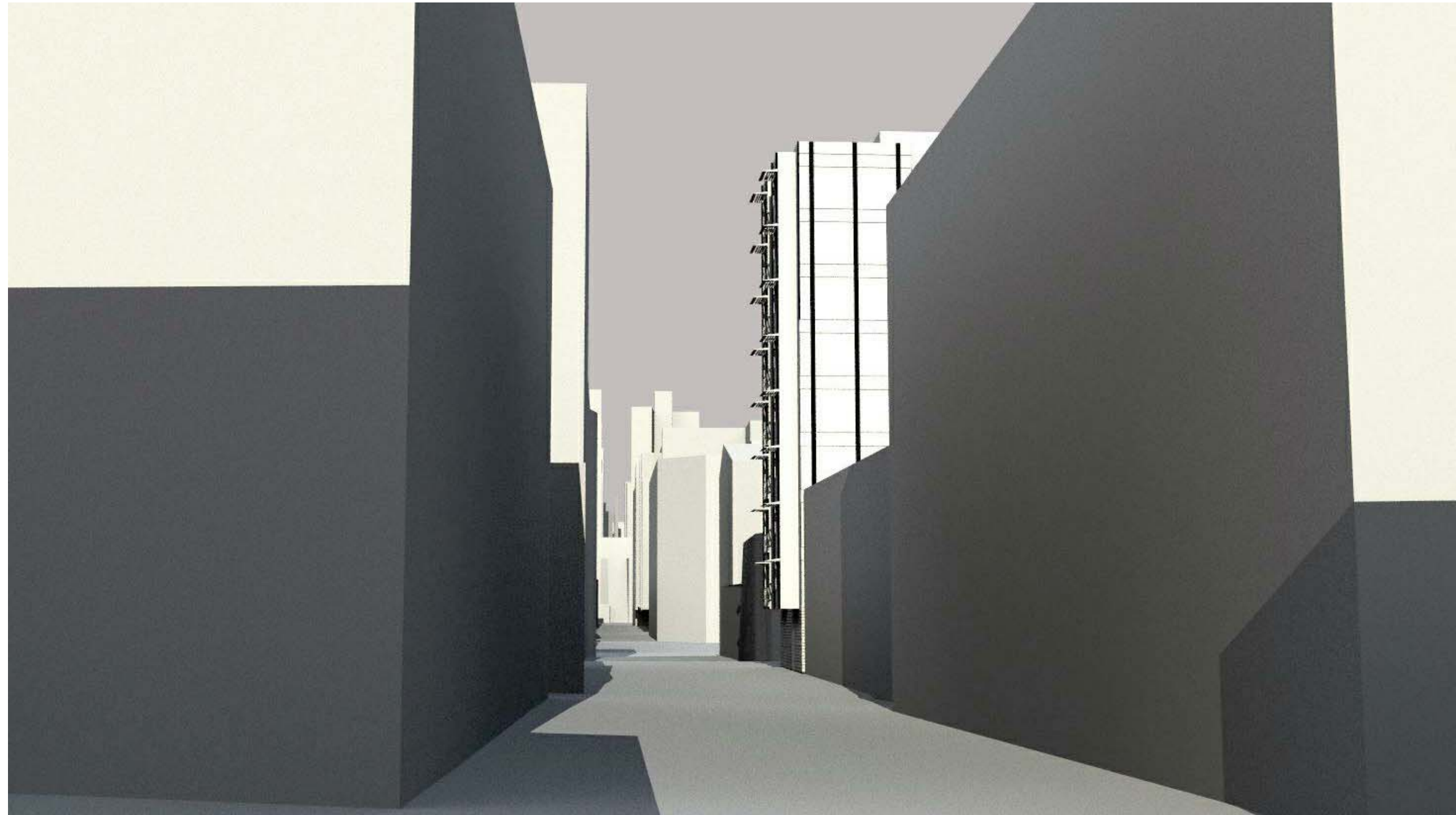
SITE CONTEXT

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A14



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A15



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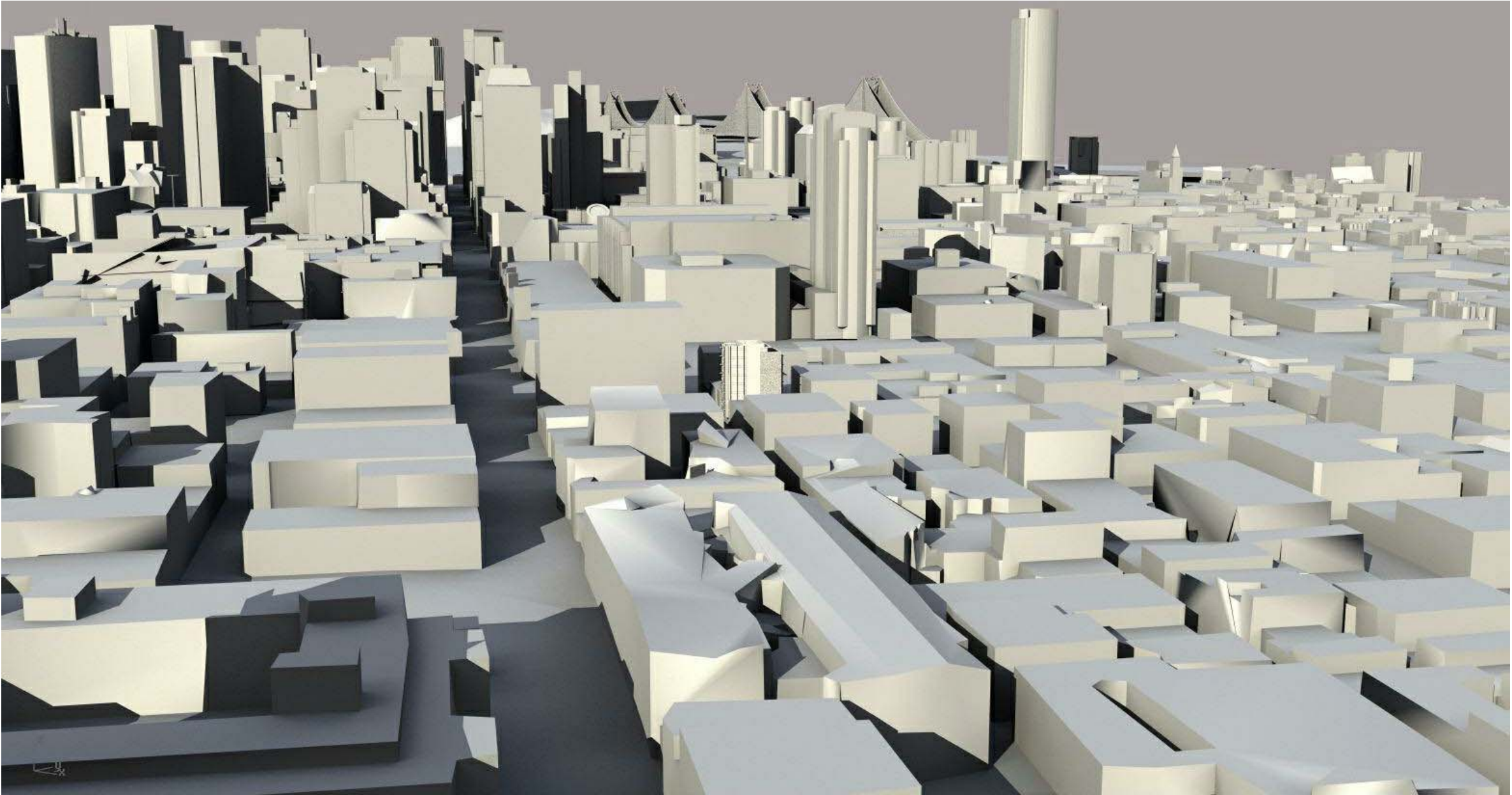
SITE CONTEXT

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A16





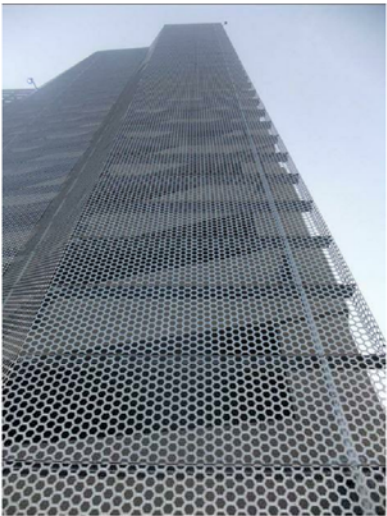
PERSPECTIVE - MINNA ST WEST VIEW

2



PERSPECTIVE - MINNA ST EAST VIEW

1



EXTERIOR PERFORATED METAL PANEL APPLICATIONS



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A17



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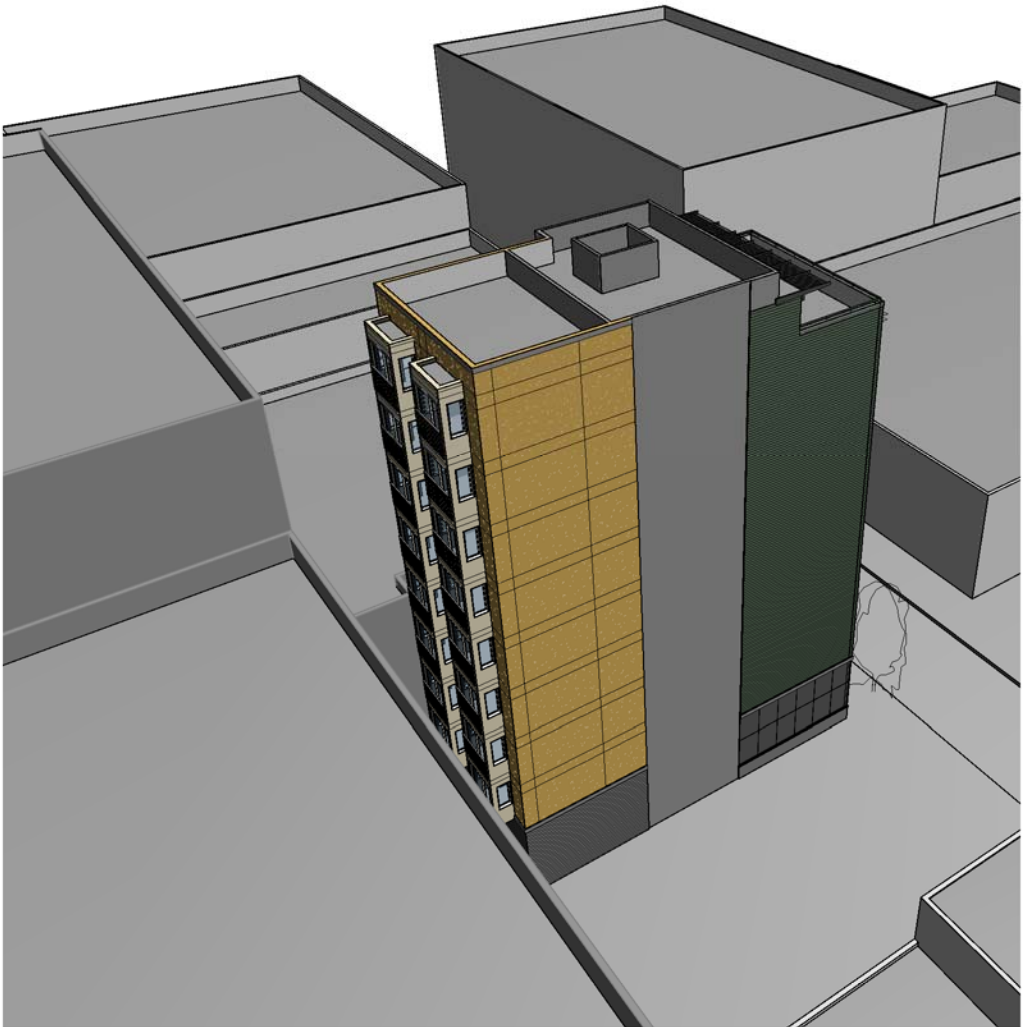
PERSPECTIVES

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A18



PERSPECTIVE - NATOMA ST EAST

2



PERPECTIVE - NATOMA ST WEST

1



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A19

RENDERING
NTS

1



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A20

RENDERING
NTS

1