



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: August 10, 2016

TO: **Architectural Review Committee (ARC) of the Historic Preservation Commission**

FROM: Marcelle Boudreaux, Preservation Planner, (415) 575-9140

REVIEWED BY: Tim Frye, Historic Preservation Officer

RE: Review and Comment for 651 Geary Street
Case No. 2014.0482C/VAR

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At the request of the Planning Commission, the Planning Department (Department) and the Project Sponsor (Sponsor) presenting the proposal for new construction within the Uptown Tenderloin National Register Historic District for review and comment before the Architectural Review Committee (ARC).

At its July 7, 2016 hearing the Planning Commission affirmed environmental findings and granted Conditional Use Authorization for the Project that includes new construction of a building exceeding the height of 50-feet and base height of 80-feet within the RC-4 Zoning District and North of Market Residential Special Use District Subarea No. 1 under Section 303 of the Planning Code. In addition, the Zoning Administrator granted a Variance for dwelling unit exposure of 20 units onto the rear yard. The project was also granted a modification from rear yard requirements from the Zoning Administrator as permitted by Section 134(g) and 249.5 of the Planning Code. As a condition of approval the Planning Commission determined the ARC should assist the Department and the Sponsor in strengthening the proposed design's compatibility with the Uptown Tenderloin National Register District.

BACKGROUND

The project is located on the south side of Geary Street, on the block bounded by Leavenworth Street to the west and Jones Street to the east. The lot is currently vacant. The site previously contained a three-story, 13,260 square-foot office building that was demolished in 2014. The building was a contributing element to the District, which was approved for emergency demolition.

The project falls within the Downtown / Civic Center neighborhood and Uptown Tenderloin National Register Historic District. Land uses in the vicinity primarily include dwelling units above ground floor commercial uses. The National Register Historic District Form describes the area as "a largely intact, visually consistent, inner-city high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression. It comprises 18 whole and 15 partial city blocks in the zone where the city has required fire-resistant construction since 1906. The district is formed around its predominant building type: a three- to seven- story, multi-unit apartment, hotel or apartment-hotel constructed of brick or reinforced concrete."

PROJECT DESCRIPTION

The proposed project would construct a 13-story, 130-foot-tall, 84,185 square-foot, mixed-use residential commercial building with approximately 52 dwelling units, 704 square feet of retail, 58 bicycle parking spaces and 26 vehicular parking spaces within a 3-level basement. The project site is currently vacant.

The first 11 floors of the proposed structure will be constructed to the front property line, continuing the existing street wall. The top two floors (12th and 13th) will be setback approximately 30-feet from the front building wall to better relate with the setbacks provided on the adjacent building to the east. The structure will be constructed to the two side property lines except for two light wells, one on each side, that respond to existing lightwells on adjacent properties. The building includes a 25-foot setback from the rear property line that serves as the property's rear yard.

OTHER ACTIONS REQUIRED

The project requires a building permit.

ENVIRONMENTAL REVIEW

Based on the information provided and reviewed by the Staff, the Department determined that the proposed project would not cause a substantial adverse change to the National Register Historic District and was determined to be in conformance with the Secretary of the Interior's Standards. The project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA.

STAFF ANALYSIS

New construction within the Uptown Tenderloin National Register District is evaluated for conformance with the Standards. The Department is seeking guidance on design revisions which could bring the project into greater conformance with the Secretary of the Interior's Standards.

UPTOWN TENDERLOIN NATIONAL REGISTER HISTORIC DISTRICT

The District is formed around its predominant building type: a three-to-seven story, multi-unit apartment, hotel or apartment-hotel building constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire District was constructed between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual imagery using similar materials and details. As such the district contains a homogenous collection of early-20th Century structures with two- or three-part vertical compositions and ornamentation derived from Italian Renaissance and French Renaissance, Spanish Colonial Revival, Tudor Revival and Late Gothic Revival styles. All buildings in the District were required to be of fire resistant construction, resulting in the buildings having brick or concrete exterior walls that create a strong visual continuity. Furthermore, the facades are clad in light-colored masonry materials, including terra cotta, brick, marble, and stucco, with ornamental accents of terra cotta, cast cement plaster, galvanized iron, and brick.

Mixed in among the predominantly residential buildings are examples of other building types that support residential life, including churches, stores, garages a YMCA complex, and a bathhouse. In addition, there are a few building types that are not directly related to the residential neighborhood: machine shops, office buildings, union halls, and film exchanges. While not necessarily related to residential life, the union halls (for example, those serving waitresses and musicians) and the film exchanges are related to the overly of entertainment businesses in around the neighborhood.

Architectural elements typically include definitive bases through the use of different material and texture or water table; symmetrical or rhythmical facades through the use of fenestration; and termination of the height highlighted by a heavily molded cornice of dentil molding or corbels. The façades at street level are mainly devoted to retail uses with infrequent garage entrances with the facades, for the large part, built to the front property line.

The character-defining features of the Uptown Tenderloin National Register Historic District include:

- Three-to-seven-story building height;
- Buildings occupying entire width of lots to create a continuous street wall;
- Building types comprised of multi-unit apartments, hotels, or apartment-hotels, as well as other building types that support residential life, including institutional and commercial uses;
- Brick or reinforced concrete construction;
- Facades are clad in light-colored masonry materials, including terra cotta, brick, marble, and stucco, with ornamental accents of terra cotta, cast cement plaster, galvanized iron, and brick.;
- Clear articulation of three-part vertical building composition of articulated base, shaft and prominent overhanging cornice;
- Punched double-hung wood-sash or casement windows with transoms;
- Projecting angled or curved bay windows;
- Prominent fire escapes on primary facades;
- Elaborately detailed residential entrances; and
- Other decorative features including segmented arches, iron window lintels, brick or stucco facings, molded galvanized iron, terra cotta or cast concrete features, sandstone or terra cotta rusticated bases, columns, sills, lintels, quoins, entry arches, keystones, string courses, engraved or painted signs and bronze plaques.

Project’s General Conformance with the *Standards*:

The proposed project will serve to infill the underutilized parcel, continuing the street wall along Geary Street. The proposed building incorporates articulation and design treatment on the upper floors to ensure the structure will be compatible in scale and massing to the District and adjacent contributors. Ground story commercial spaces relate to the overall pedestrian-scale at the street level.

The massing of the structure is articulated in a three-part vertical composition characteristic in the District and responds to the surrounding historic context in its overall height, scale, and massing.

- The new building proposes 11 stories at the street, and 2 stories setback approximately 30 feet from the front building wall.
- Although the new structure would be 13 total stories in height, higher than the typical 3- to 7-story structures found in the District, other similarly scaled buildings (both contributors and infill) exceeding these typical heights exist in the adjacent vicinity.

The proposed building features a tripartite vertical composition that consists of a base, a shaft and a capital.

- Its primary façade exhibits a structural articulation and other detailing that serves to break the façade into discrete segments. Specifically, the two-level base is proposed to be clad in a grey-colored granite or porcelain tile, and expressed as a ground floor defined by fenestration for glazed commercial storefront system, a residential entry and garage access, and as a second residential floor with small-punched windows in the flat wall plane.
- The primary elevation, or shaft, is articulated into three bays. The central flat wall plane is proposed to be clad in a square ceramic tile, exhibits three small punched windows repeated at each level, and is flanked on each side by symmetrical angled bay window projections that span from floor 3 to 11. The bay projections are clad in horizontally-oriented rectangular ceramic tile and demarcated at each floor by a concrete slab edge. At the bay projections, the general window system proposed includes a three-sash aluminum-clad wood window system - an operable two-sash in the upper portion and a fixed single sash in the lower portion. At the flat wall plane, a similar operable system tops a lower fixed sash.
- A stone capital caps the 11th story at the street, as well as the 13th story.

Design Recommendations

1. The proposed details at the bay window projects could be brought into greater conformance with the *Standards*. Some recommendations include:
 - a. Modification of the three-sash window system to reduce the horizontality at the bay window glazing could bring the project into greater conformance with the character-defining vertically-oriented window features in the District.
 - b. Introduction of greater solidity could bring the project into greater conformance with the solid-to-void ratio consistent in the District and adjacent contributors.
2. Revisions to the dimensions of the proposed cladding could bring the proposal into greater conformance with the *Standards*. Some recommendations include:
 - a. Modifying the design details of the rectangular ceramic tile or modifying the materials selection to further reduce the horizontality at the bay windows could bring the design into greater conformance with the strong vertical composition and hierarchy as a character-defining feature of the District.
3. The proposed design details which bring depth to the façade could be brought into greater conformance with the *Standards*. Some recommendations include:

- a. A more elaborate or detailed residential entry could bring the project into greater conformance with this character defining feature of the District;
- b. Greater window definition could bring the project into greater conformance with the design details consistent in the District and adjacent contributors so the window systems read as punched openings and the cladding materials return within the window opening.

Project Iterations

Included in an attachment to this Memo are iterative plans dated March 31, 2014 and May 16, 2016 that illustrate the design modifications to provide an understanding of how the project has evolved since March 2014. As depicted in the attachments, the original fenestration pattern and material palette on the primary facade were determined to be horizontally emphasized and gave the façade a rather busy appearance, respectively. In addition, the original off-center location of the projecting bays with glazed surfaces in between, and with intermittent balconies, was determined to be inconsistent with the proportionality and regularity of the District. The original solid-to-void ratio on the primary façade did not reflect the traditional fenestration pattern on contributory buildings within the District. In addition, the organization of fenestration on the primary elevation was inconsistent with the patterns found on contributors within the District. In one iteration, clerestories capped the bay window projections at the 11th story, which was determined incompatible with the pattern of strong, horizontal building terminations in the district.

REQUESTED ACTION

Specifically, the Department seeks comments on bringing the current design into greater conformance with the *Standards*:

- Recommendations for bay windows;
- Recommendations for materiality
- Recommendations for the depth of the facade

ATTACHMENTS

Project sponsor plans, elevations, renderings and photographs

Iterations for 651 Geary Street dated *March 31, 2014* and *May 16, 2016*

Executive Summary and Draft Motion, 2014.0482C/VAR, 651 Geary Street, Hearing Date July 7, 2016

JUNE 9, 2016 -- SUBMITTAL FOR PLANNING COMMISSION

DESIGN

NEW 13 STORY RESIDENTIAL DEVELOPMENT

PROJECT SPONSOR



SUCCESS DEVELOPMENT

PROJECT AREA

651-655 GEARY STREET
SAN FRANCISCO, CALIFORNIA 94102

ASSESSOR'S BLOCK AND LOT

BLOCK - 0318, LOT - 20



1426 FILLMORE STREET, SUITE 302
SAN FRANCISCO, CA 94115

JUNE 9, 2016



SUCCESS DEVELOPMENT, INC.

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**SUCCESS
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TOWER**

651 - 655 GEARY STREET
SAN FRANCISCO
CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: June 03, 2016

Sheet Title:

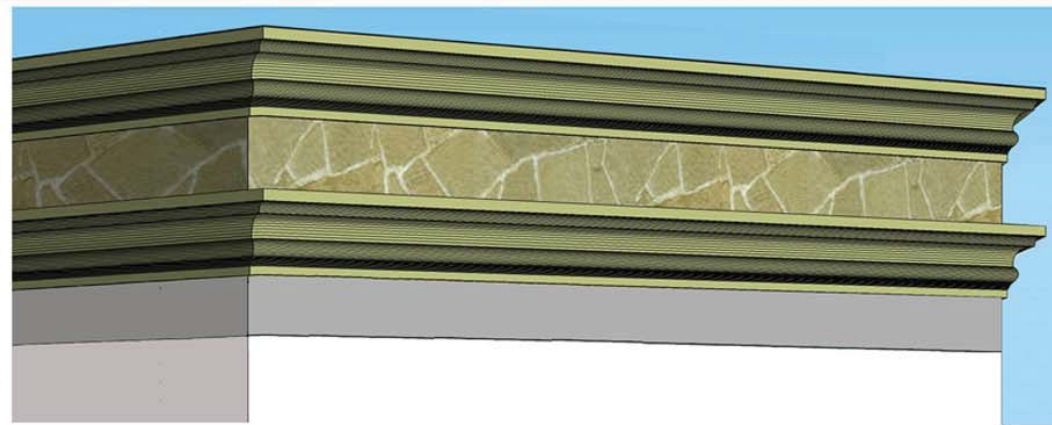
**3-D
RENDERINGS**

Scale: NOT TO SCALE
Project No: 1303.00

T.O

Sheet No. Revision

**CLOSE-UP
OF
DOUBLE CORNICE &
TOP FLAGSTONE
VENEER
FASCIA
AT ROOF**



AERIAL VIEW OF TOP TERRACES WITH CORNICES, FASCIA & ROOF PARAPETS / RAILINGS



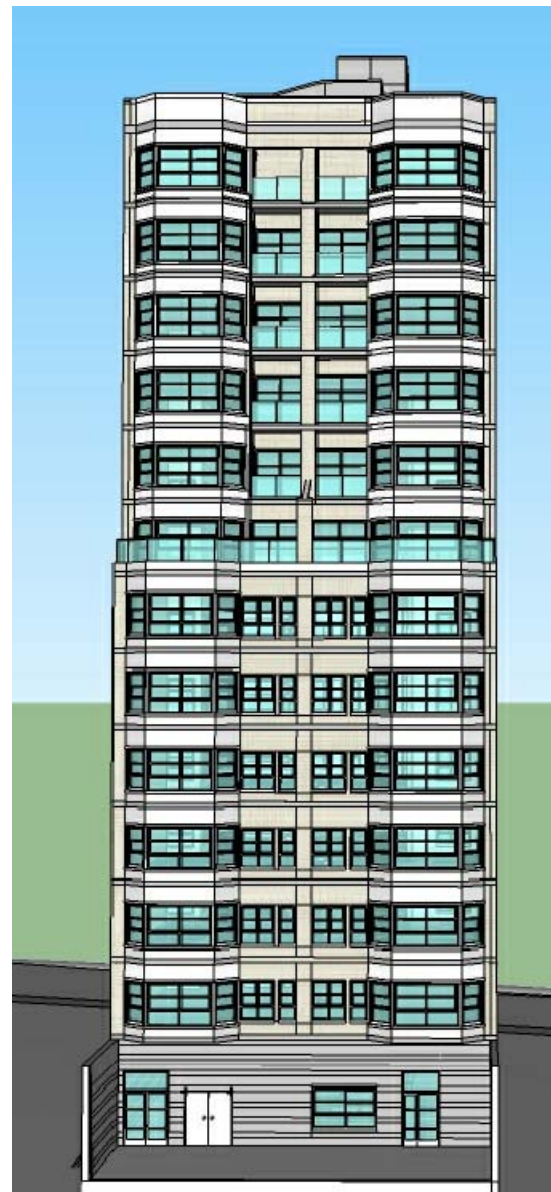
OBLIQUE PERSON-EYE VIEW OF GROUND FLOOR ENTRIES & BUILDING PLINTH



GEARY STREET EXTERIOR NORTH ELEVATION



NW PERSON-EYE STREETScape VIEW



SOUTH REAR YARD ELEVATION



GEARY STREET NORTH ELEVATION

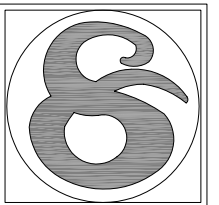


GEARY STREET ENTRY ELEVATION



SOUTHWEST EXTERIOR ELEVATION

FLOOR LOCATION	UNIT TYPE												OPEN SPACE						
	Studio			1 Bedroom Flats			2 Bedroom Flats			5 Bedroom Penthouse			Community Room		Total		Common Open Space (COS)	Private +COS	
	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/ UNIT MIN)	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/ UNIT MIN)	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/ UNIT MIN)	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/ UNIT MIN)	UNIT SIZE (NSF)	Common Open Space (COS)	NUMBER OF UNITS	NUMBER OF PRIVATE OPEN SPACE	COS REQUIRED NSF (36NSF x 1.33 = 48NSF / UNIT)	OPEN SPACE REQUIRED (NSF)	PRIVATE AND COS PROVIDED (NSF)
GROUND FLOOR	0		0	0		0	0		0		0								1140
2ND FLOOR	3	567 417 436	0	2	708 651	0	1	1,052	0						6	0	288	288	0
3RD FLOOR	1	436	0	2	743 684	0	2	1,052 1,000	0						5	0	240	240	0
4TH FLOOR	1	436	0	2	743 684	0	2	1,052 1,000	0						5	0	240	240	0
5TH FLOOR	1	436	0	2	743 684	0	2	1,052 1,000	0						5	0	240	240	0
6TH FLOOR	1	436	0	2	743 684	0	2	1,052 1,000	0						5	0	240	240	0
7TH FLOOR	1	436	0	2	743 684	0	2	1,052 1,000	0						5	0	240	240	0
8TH FLOOR	1	436	0	3	743 684 768	120	1	990	120						5	2	144	216	240
9TH FLOOR	1	436	0	3	743 684 711	44	1	933	44						5	2	144	216	88
10TH FLOOR	0		0	2	879 711	44	2	1,012 933	44						4	3	96	168	88
11TH FLOOR	0		0	2	879 711	44	2	1,012 933	44						4	3	96	168	88
12TH FLOOR	0		0	2	933 711	44	0	0	0				428	1,402	2	3	0	72	1,490
13TH FLOOR	0		0	0			0		0	1	2,708	92			1	1	0	36	92
TOTAL	10			24			17			1					52	12	1,968 NSF	2,364 NSF	3,226 NSF



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Handwritten signature

SUCCESS DEVELOPMENT RESIDENTIAL TOWER

651 - 655 GEARY STREET
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BLOCK 0318, LOT 20

Issues and Revisions

Rev.	Date	Description

Date: 06/13/16

Sheet Title:
UNIT MIX &
3D RENDERING

Scale:
Project No. 1303.00

T.1

Sheet No. Revision



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Issuances and Revisions

Rev.	Date	Description

Date: May 27, 2016

Sheet Title:
PROPOSED BUILDING
LOOKING SOUTHWEST

Scale: NOT TO SCALE
Project No: 1303.00

P1

Sheet No. Revision

LOT 21 - 22

PROJECT SITE
LOT 20

LOT 19

LOT 16A



LOT 18

LOT 17

PROPOSED BUILDING AT GEARY STREET FRONTAGE - LOOKING SOUTHWEST BLOCK 318

LOT 21 - 22

PROJECT SITE
LOT 20

LOT 19

LOT 16A



LOT 18

LOT 17

GEARY STREET FRONTAGE - LOOKING SOUTHEAST BLOCK 318



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BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: May 27, 2016

Sheet Title:
 PROPOSED BUILDING
 LOOKING SOUTHEAST

Scale: NOT TO SCALE
 Project No: 1303.00

P2

Sheet No. Revision



GEARY STREET FRONTAGE - LOOKING SOUTHWEST BLOCK 318



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Issuances and Revisions

Rev.	Date	Description

Date: March 31, 2014

Sheet Title:
**GEARY STREET FRONTAGE
LOOKING SOUTHEAST
BLOCK 304**

Scale: NOT TO SCALE
Project No: 1303.00

P3

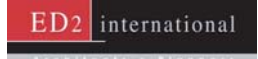
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GEARY STREET FRONTAGE - LOOKING NORTHEAST BLOCK 318 - OPPOSITE FROM PROJECT SITE



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Issuances and Revisions

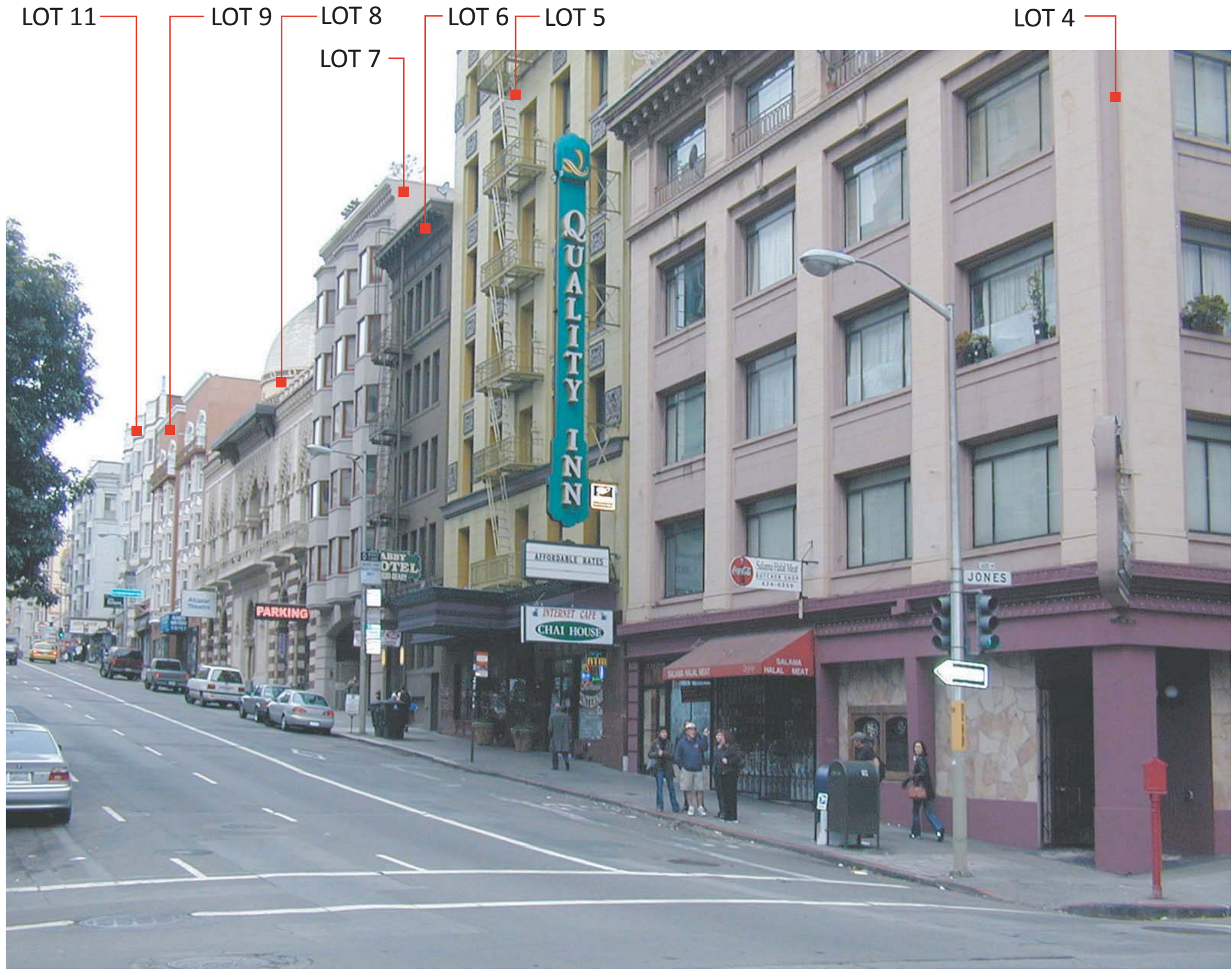
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Date: March 31, 2014

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LOOKING NORTHEAST
BLOCK 304 - OPPOSITE
FROM PROJECT SITE

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Project No: 1303.00

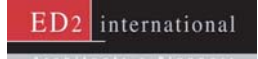
P4



GEARY STREET FRONTAGE - LOOKING NORTHWEST BLOCK 304 - OPPOSITE FROM PROJECT SITE



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Issuances and Revisions

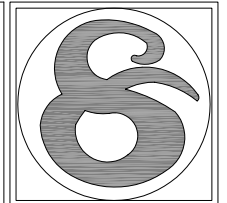
Rev.	Date	Description

Date: March 31, 2014

Sheet Title:
**GEARY STREET FRONTAGE
LOOKING NORTHWEST
BLOCK 304 - OPPOSITE
FROM PROJECT SITE**

Scale: NOT TO SCALE
Project No: 1303.00

P5



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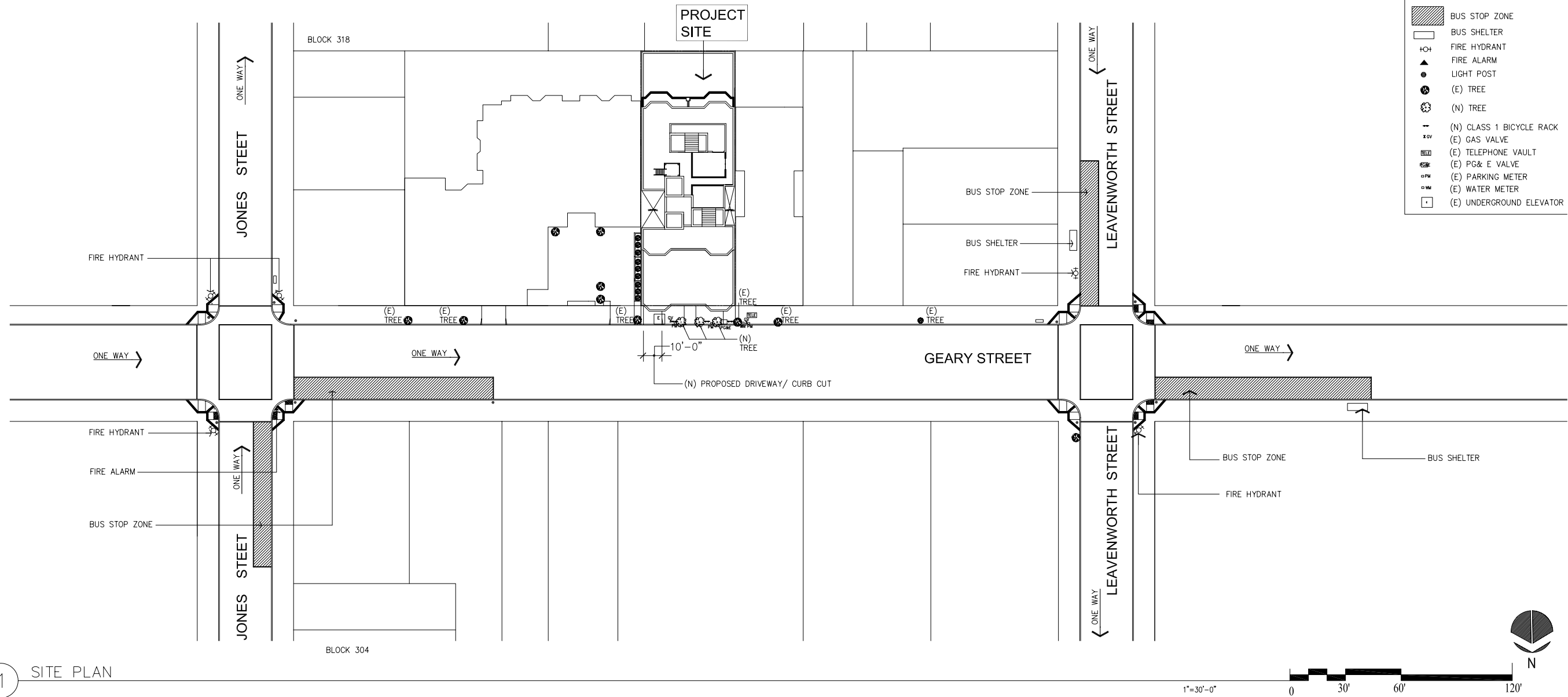
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BLOCK 0318, LOT 20

LEGEND

- BUS STOP ZONE
- BUS SHELTER
- FIRE HYDRANT
- FIRE ALARM
- LIGHT POST
- (E) TREE
- (N) TREE
- (N) CLASS 1 BICYCLE RACK
- (E) GAS VALVE
- (E) TELEPHONE VAULT
- (E) PG&E VALVE
- (E) PARKING METER
- (E) WATER METER
- (E) UNDERGROUND ELEVATOR



1 SITE PLAN

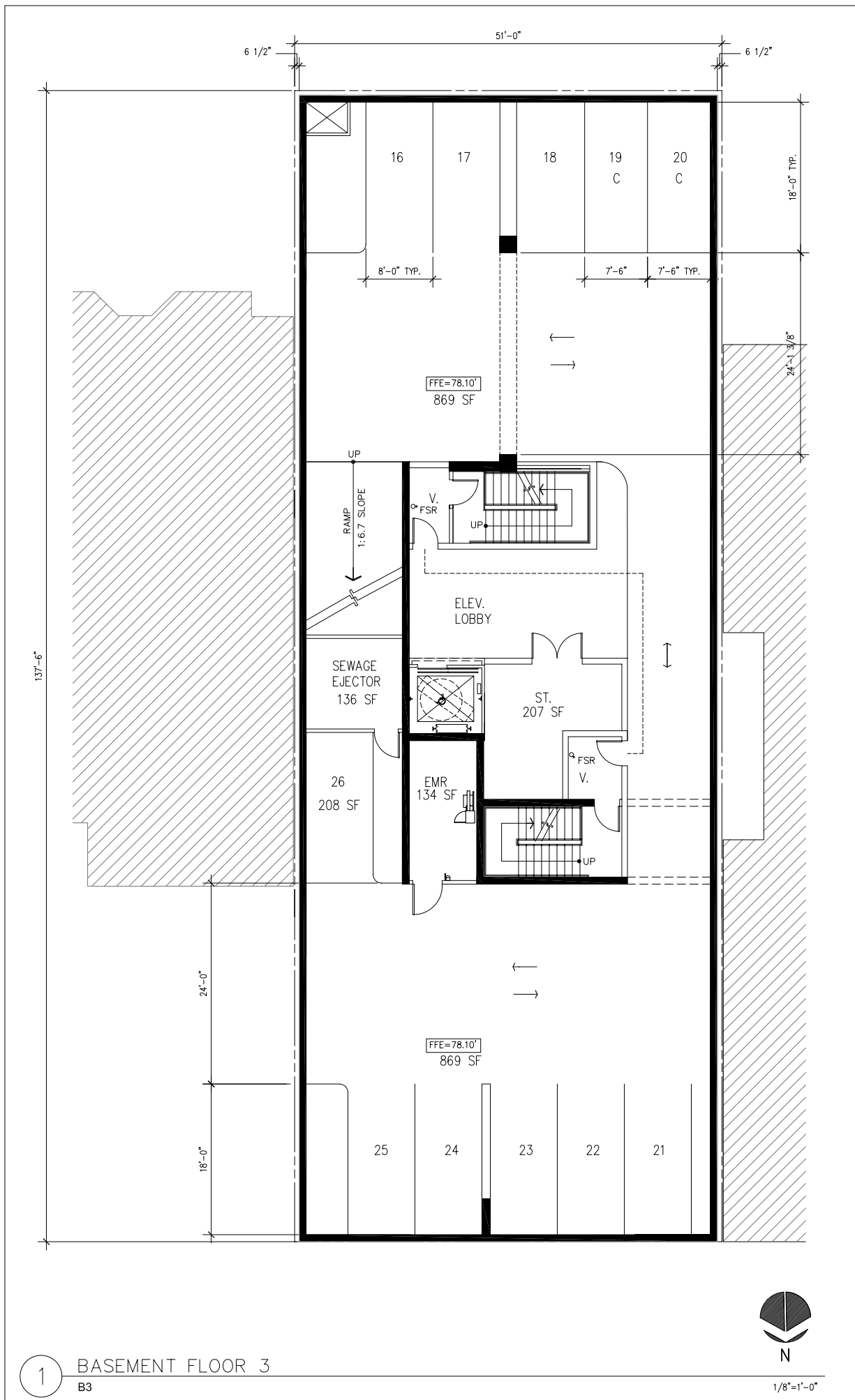
Issues and Revisions

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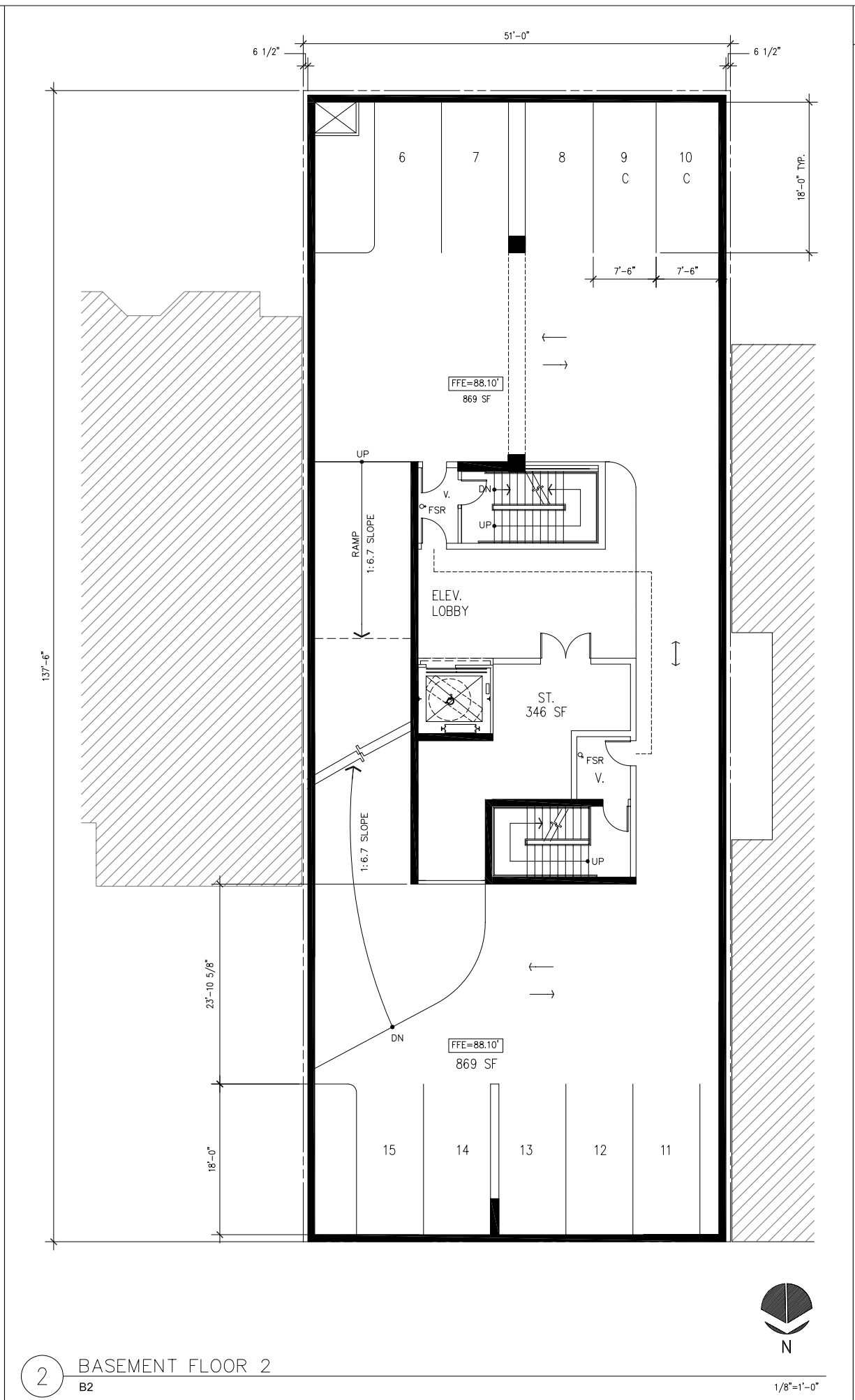
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SITE PLAN

Scale: 1"=30'-0"
Project No. 1303.00

AS.1
Sheet No. Revision



1 BASEMENT FLOOR 3
B3



2 BASEMENT FLOOR 2
B2

GENERAL NOTES

ISSUES AND REVISIONS

Rev.	Date	Description

Date: 06/06/16
 Sheet Title:
BASEMENT 3 & BASEMENT 2 FLOOR PLANS

Scale: 1/8"=1'-0"
 Project No. 1303.00

A1

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ED2 international
 Architects+Planners

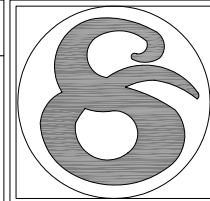
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BLOCK 0318, LOT 20



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Dan Long

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BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: 06/06/16

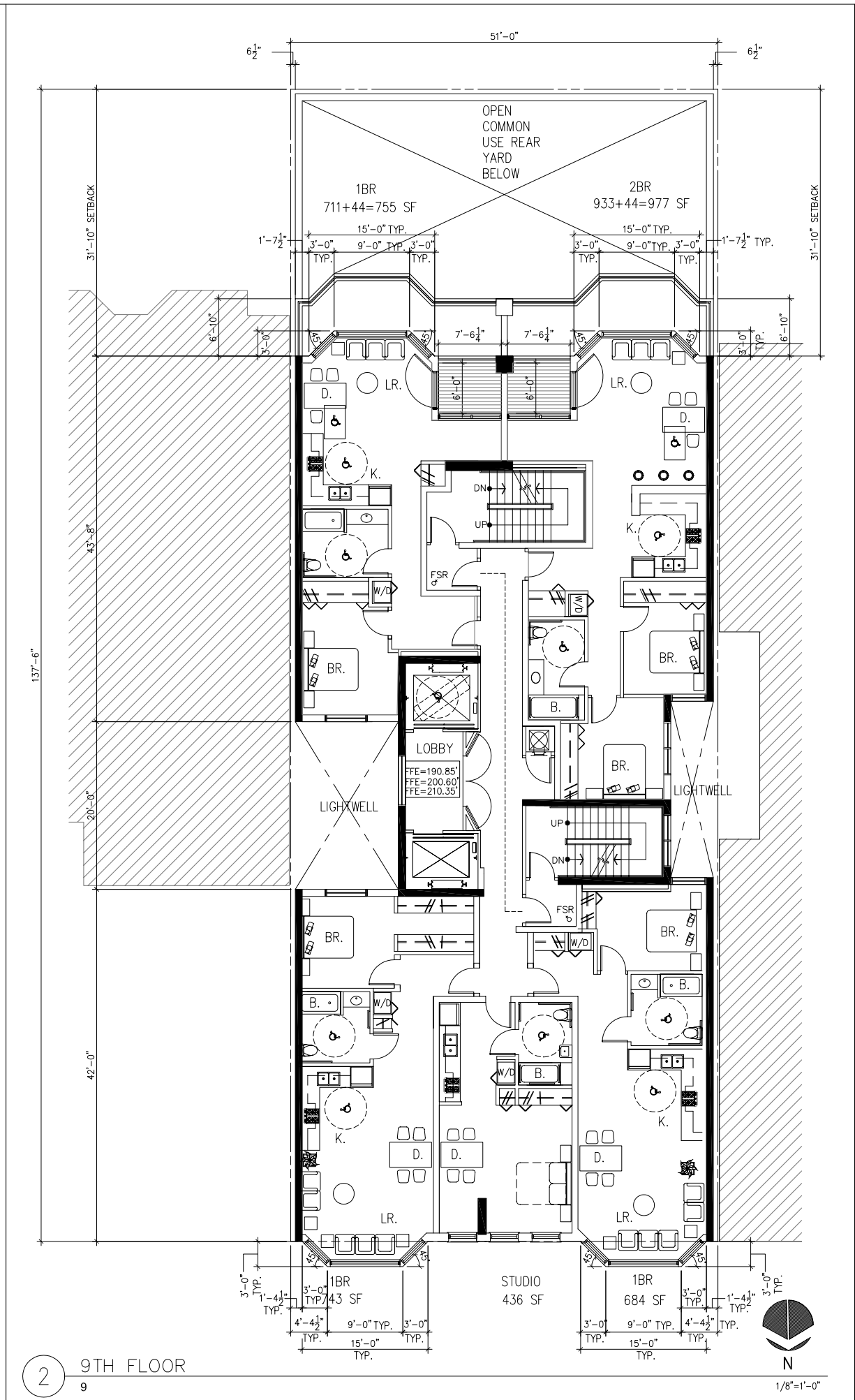
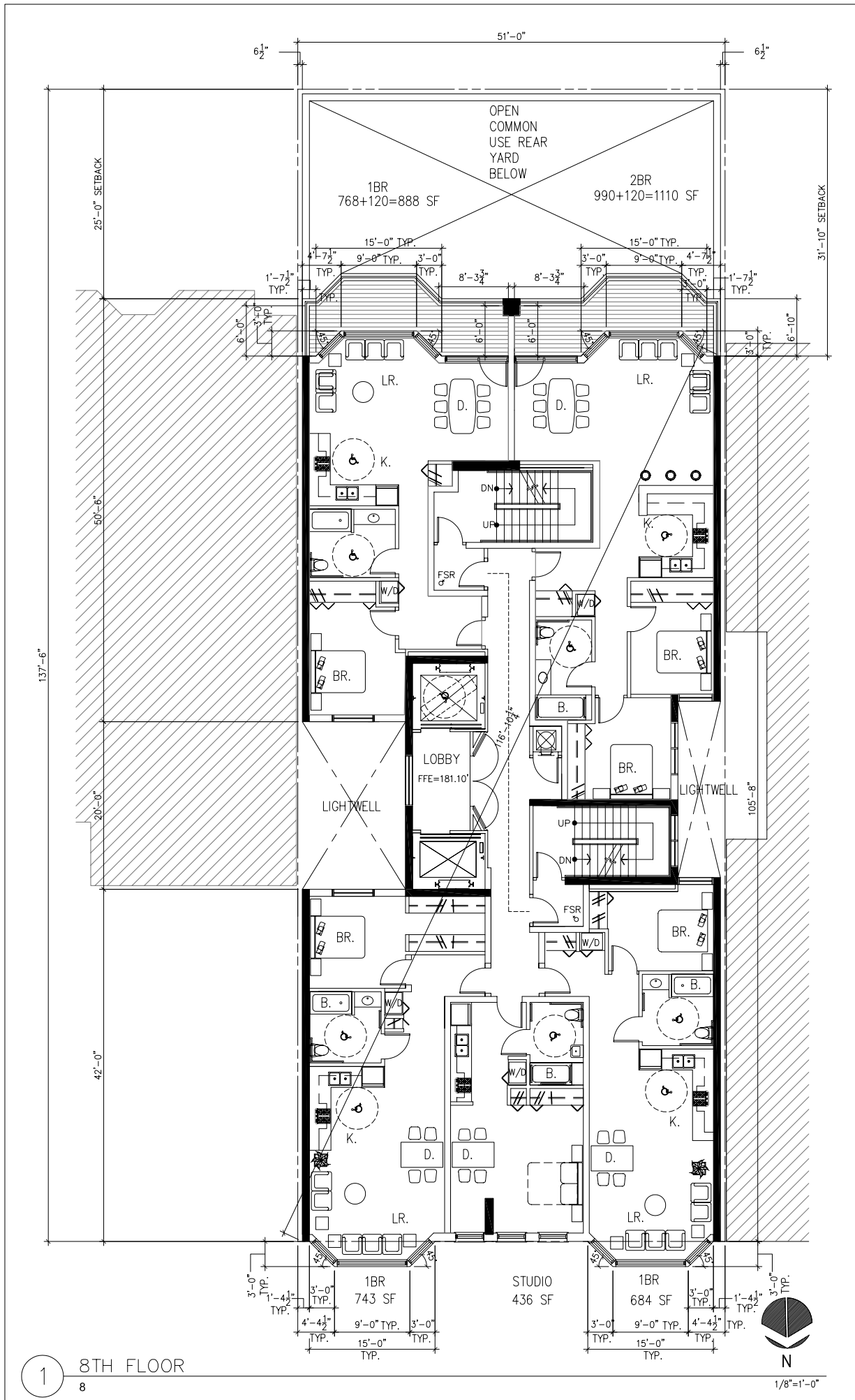
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8TH FLOOR
& 9TH FLOOR PLANS

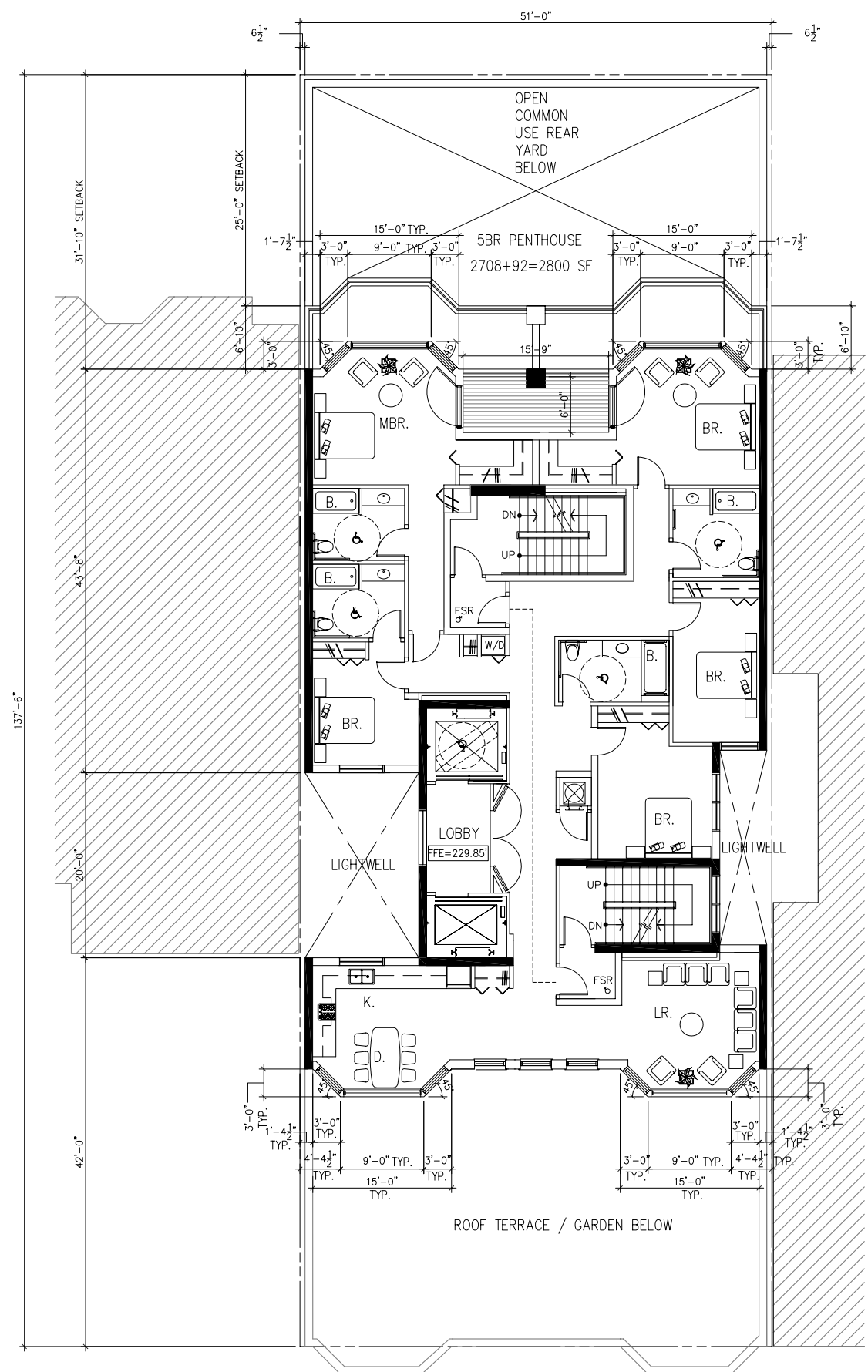
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Project No. 1303.00

A4

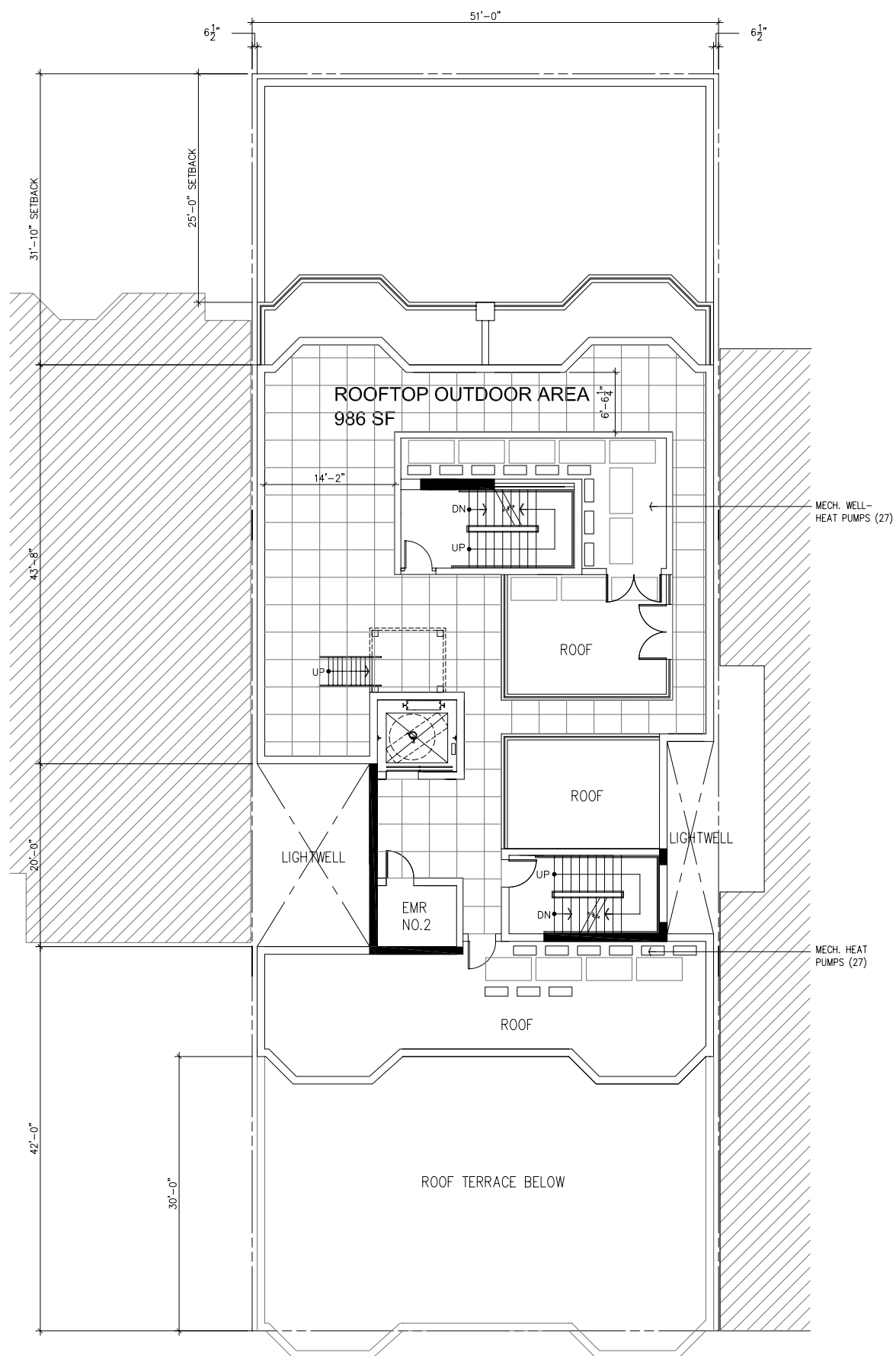
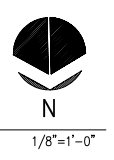
Sheet No. Revision

GENERAL NOTES

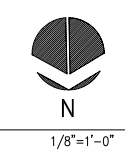




1 13TH FLOOR
13



2 MECH. PENTHOUSE
R1



GENERAL NOTES

ISSUES AND REVISIONS

Rev.	Date	Description

Date: 06/09/16
 Sheet Title:
 13TH FLOOR &
 MECH. PENTHOUSE
 FLOOR PLANS

Scale: 1/8"=1'-0"
 Project No. 1303.00

A6

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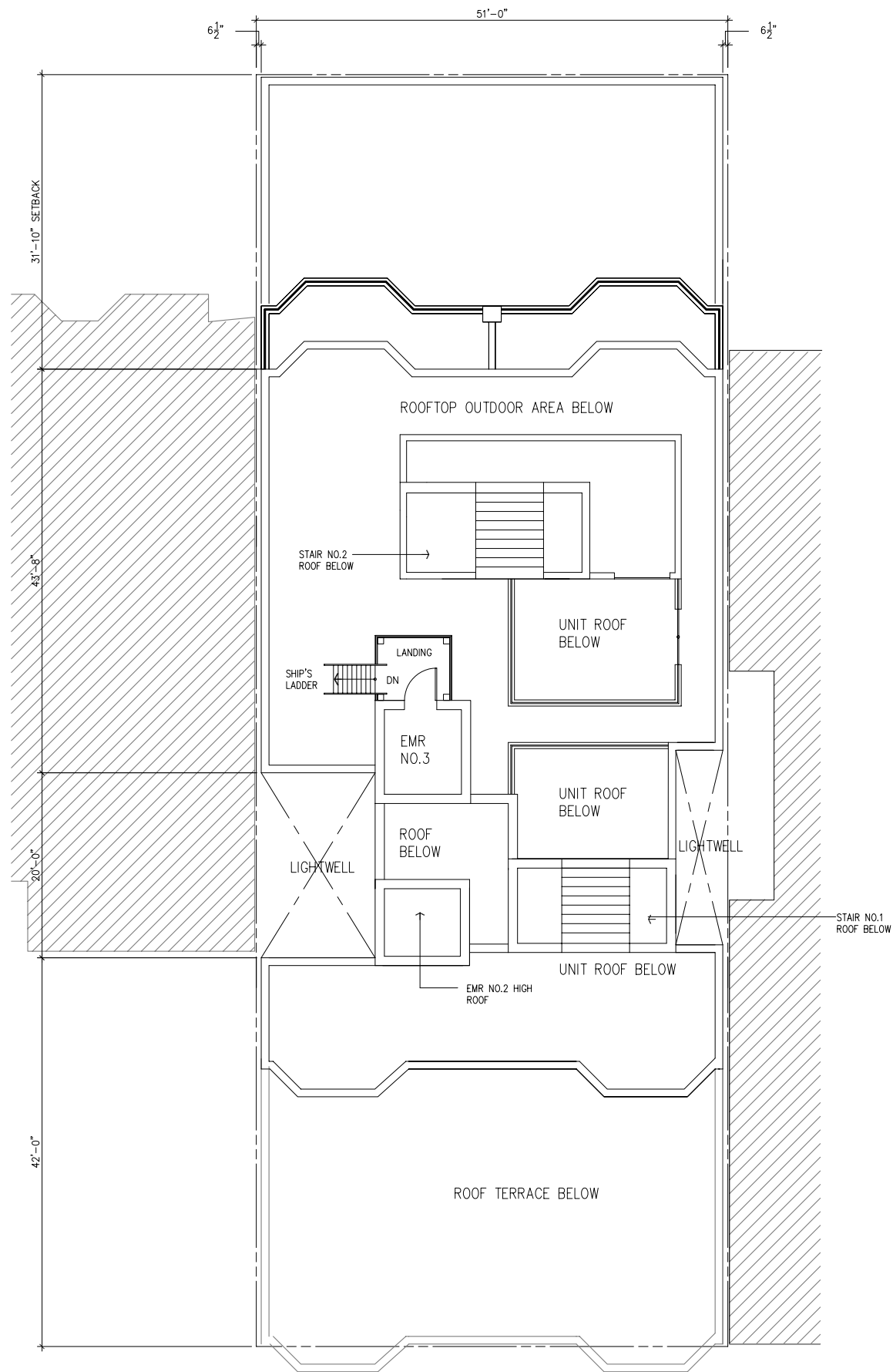
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BLOCK 0318, LOT 20



1 HIGH ROOF PLAN
R2



GENERAL NOTES



SUCCESS DEVELOPMENT INC.
1023 Market Street, #2
San Francisco, CA 94103



1426 Fillmore Street, Suite 302
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415-474-1400 tel
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Frank S. Thibe

SUCCESS DEVELOPMENT RESIDENTIAL TOWER

651 - 655 GEARY STREET
SAN FRANCISCO
CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: 06/06/16

Sheet Title:
HIGH ROOF PLANS

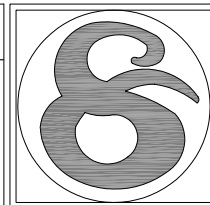
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Project No. 1303.00

A7

Sheet No.

Revision



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CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: 06/09/16

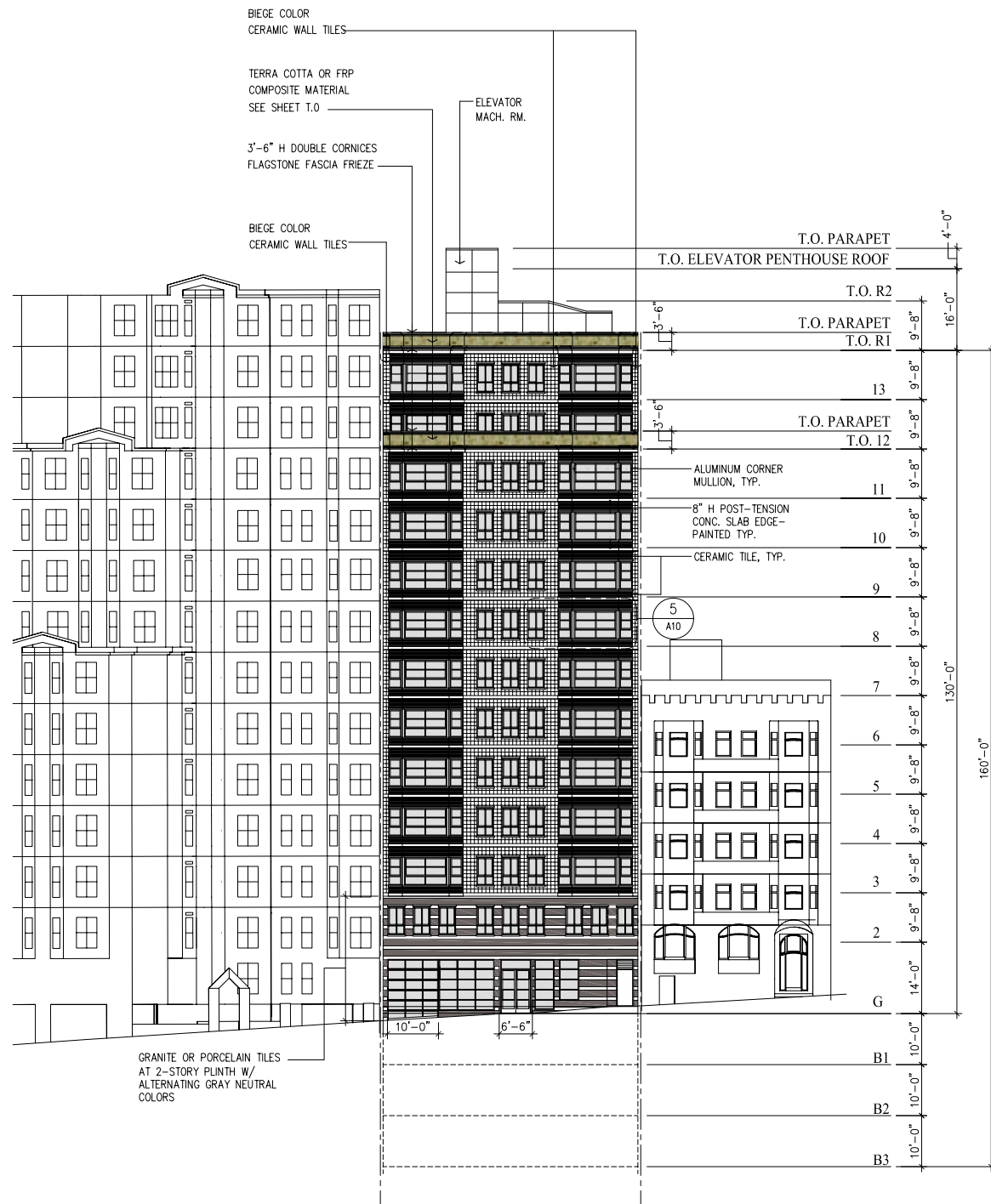
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GEARY ST NORTH EXTERIOR ELEVATION & SOUTH REAR YARD ELEVATION/SECTION

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Project No. 1303.00

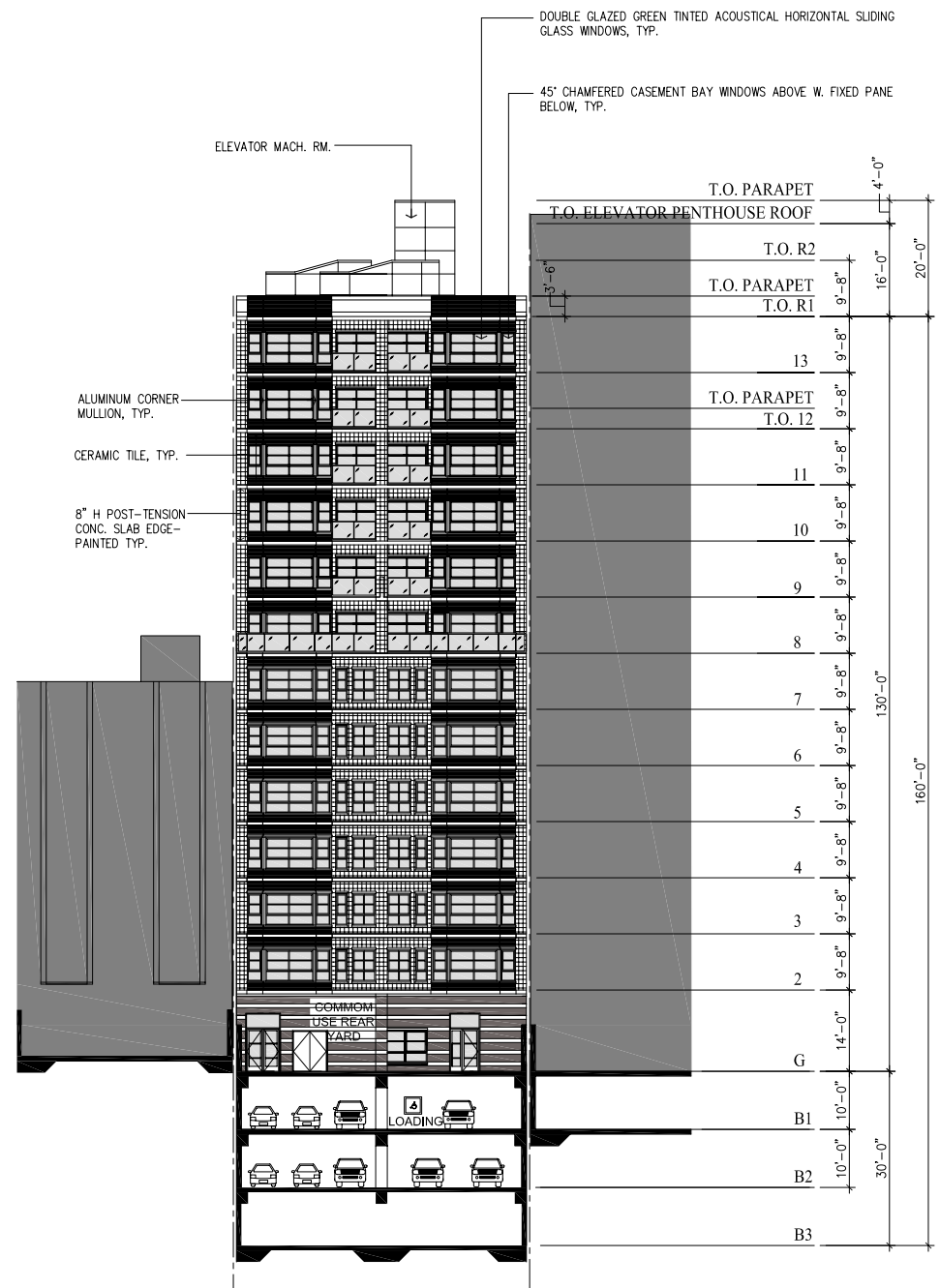
A8

Sheet No. Revision



1 GEARY STREET NORTH EXTERIOR ELEVATION

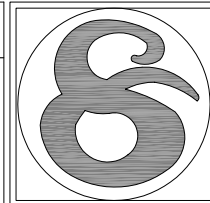
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2 SECTION & SOUTH REAR YARD ELEVATION

1/16"=1'-0"





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BLOCK 0318, LOT 20

GENERAL NOTES

Issuances and Revisions

Rev.	Date	Description

Date: 06/09/16

Sheet Title:
EAST & WEST EXTERIOR
ELEVATION /SECTION

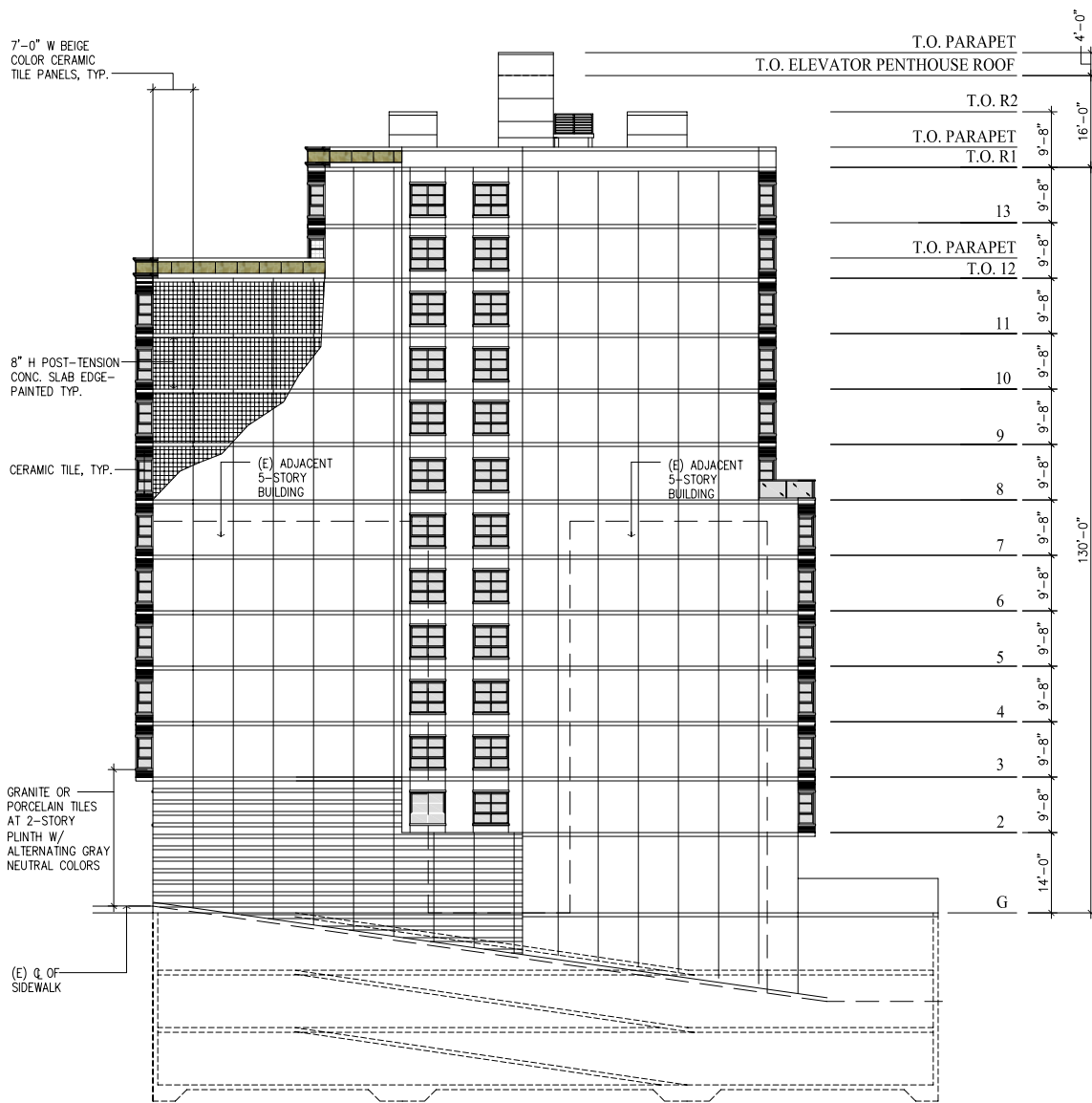
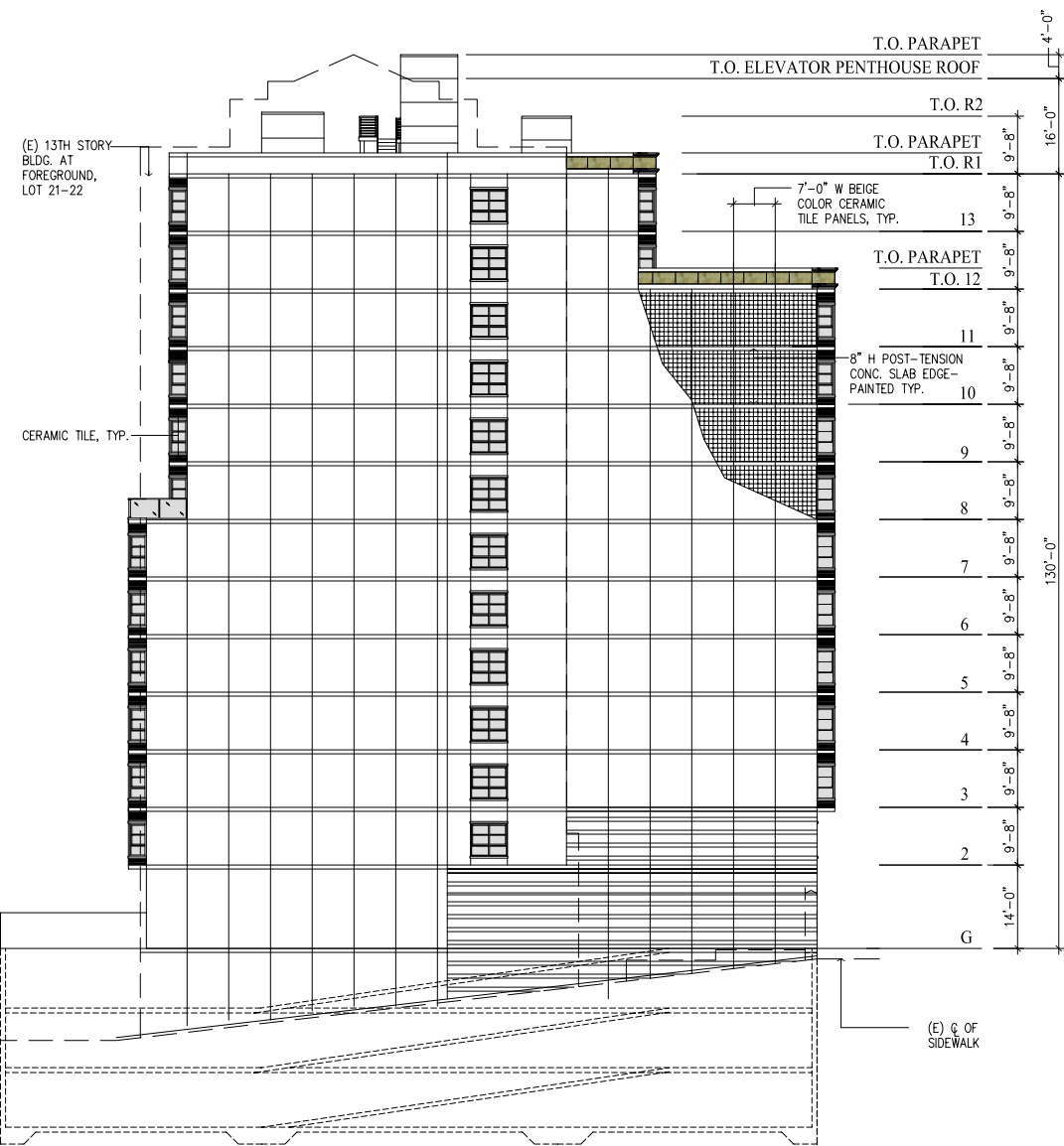
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Project No. 1303.00

A9

Sheet No.

Revision



1 EAST EXTERIOR ELEVATION

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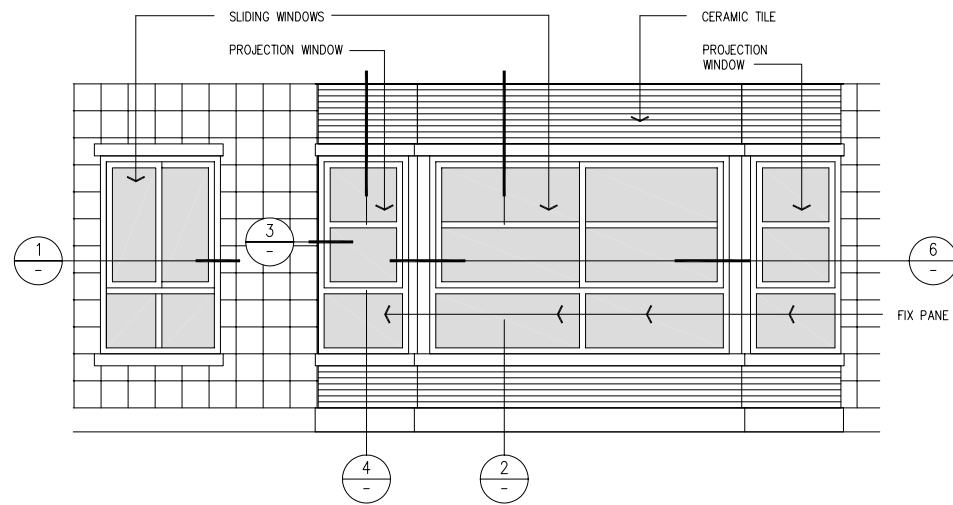


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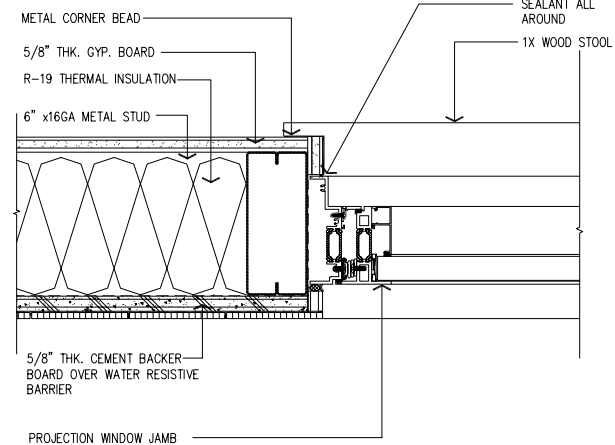


MAY 16, 2016 – REVISION



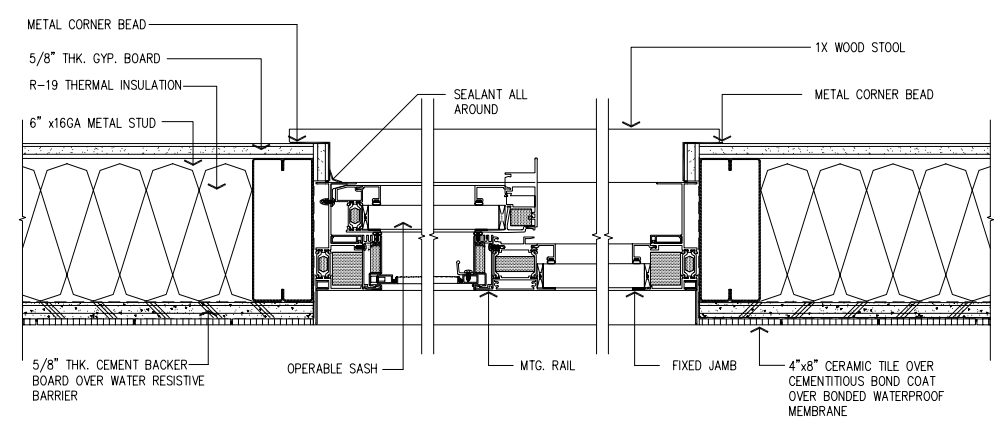
5 TYPICAL WINDOW ELEVATION

NO SCALE



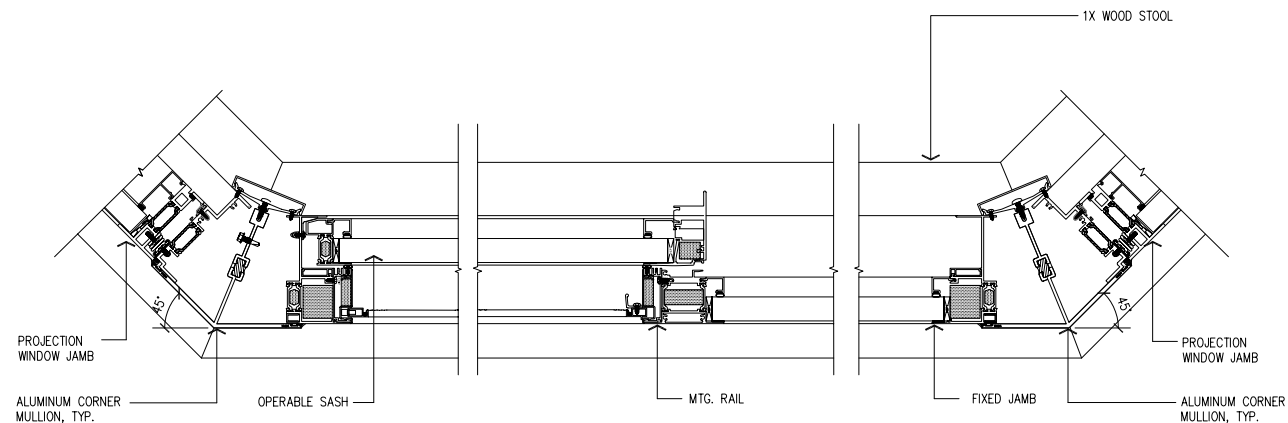
3 PROJECTION WINDOW JAMB DETAIL

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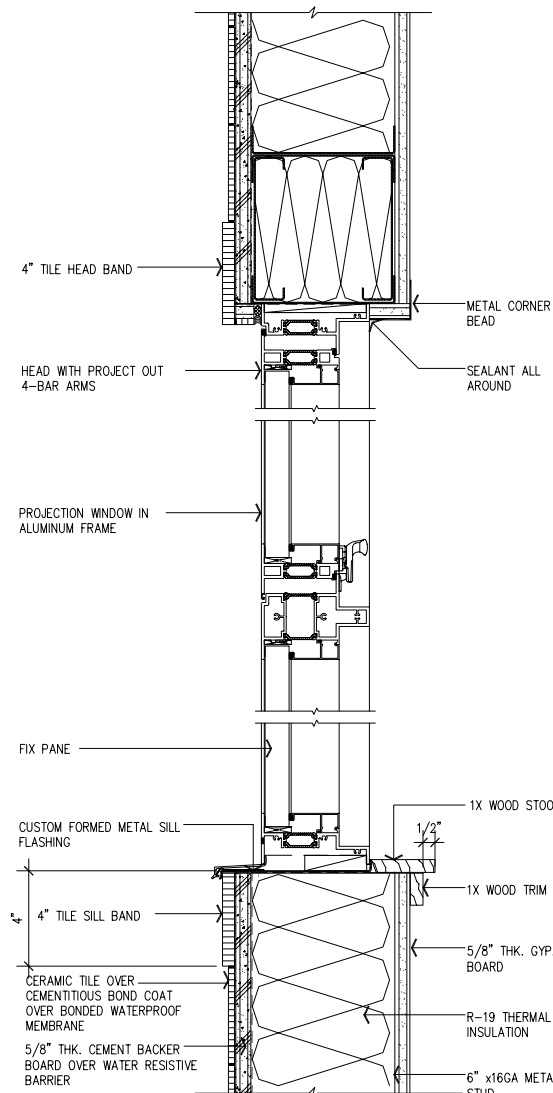
1 SLIDING WINDOW JAMB DETAIL

SCALE: 3"=1'-0"



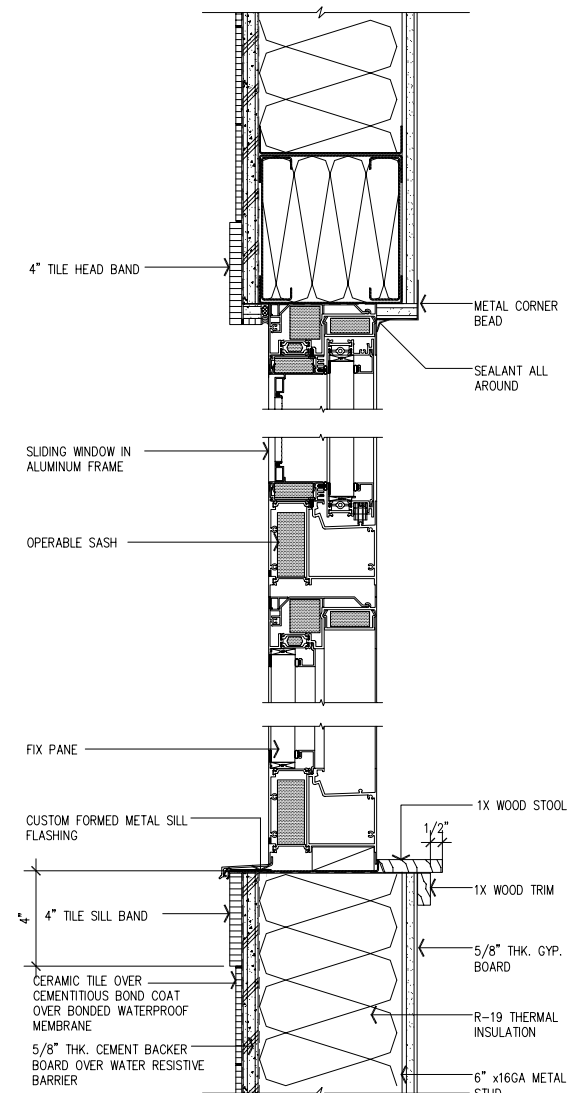
6 BAY WINDOW SECTION DETAIL

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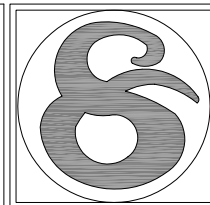
4 PROJECTION WINDOW DETAIL

SCALE: 3"=1'-0"



2 SLIDING WINDOW DETAIL

SCALE: 3"=1'-0"



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Handwritten signature

SUCCESS DEVELOPMENT RESIDENTIAL TOWER

651 - 655 GEARY STREET
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CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: 06/09/16

Sheet Title:
WINDOW ELEVATION AND DETAILS

Scale: AS NOTED

Project No. 1303.00

A10

Sheet No. Revision

NEW 13 STORY RESIDENTIAL DEVELOPMENT

PRELIMINARY PROJECT ASSESSMENT

PROJECT SPONSOR



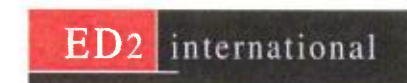
SUCCESS DEVELOPMENT

PROJECT AREA

651-655 GEARY STREET
SAN FRANCISCO, CALIFORNIA 94102

ASSESSOR'S BLOCK AND LOT

BLOCK - 0318, LOT - 20



1426 FILLMORE STREET, SUITE 302
SAN FRANCISCO, CA 94115

MAY 16, 2016

CLOSE-UP OF DOUBLE CORNICE & TOP FLAGSTONE VENEER FASCIA AT ROOF MONITORS & TERRACE



ENLARGED VIEW OF TOP CORNICES & STONE FASCIA



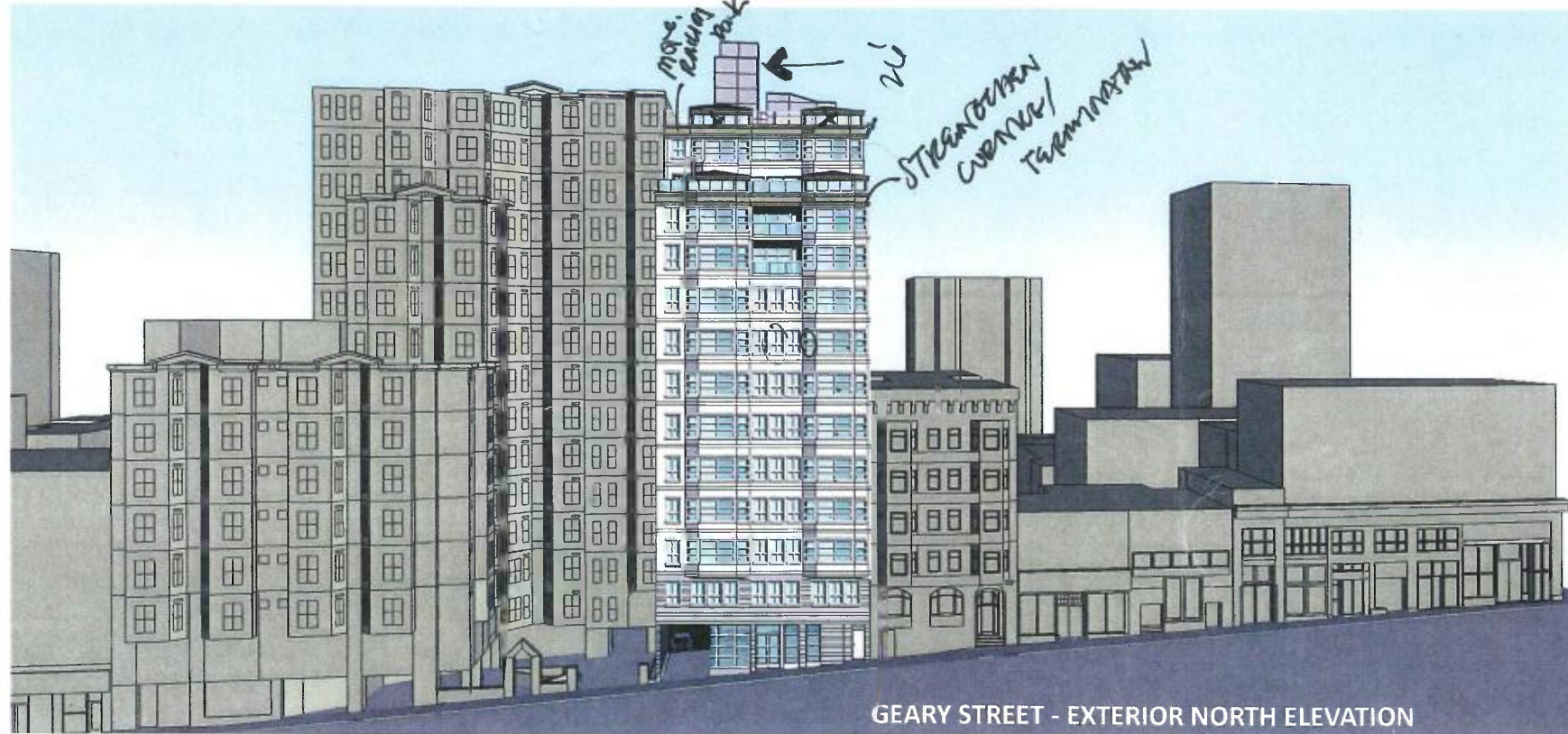
OBLIQUE PERSON-EYE VIEW OF GROUND FLOOR ENTRIES & BUILDING PLINTH



AERIAL VIEW OF TOP TERRACES WITH CORNICES, FASCIA, RAILINGS & ROOF MONITORS



GEARY STREET - EXTERIOR NORTH ELEVATION



NW PERSON-EYE STREETSCAPE VIEW



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SUCCESS DEVELOPMENT RESIDENTIAL TOWER

651 - 655 GEARY STREET
SAN FRANCISCO
CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

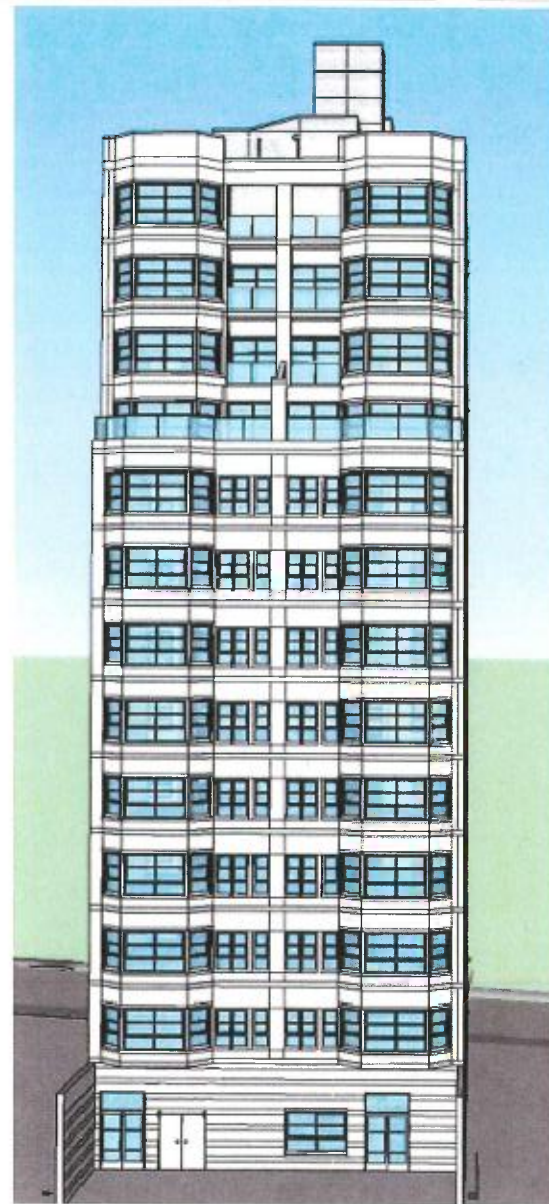
Date: May 16, 2016
Sheet Title:

3-D RENDERINGS

Scale: NOT TO SCALE
Project No: 1303.00

T.O

Sheet No. Revision



SOUTH REAR YARD ELEVATION



GEARY STREET NORTH ELEVATION

FLOOR LOCATION	UNIT TYPE											OPEN SPACE								
	Studio			1 Bedroom Flats			2 Bedroom Flats			5 Bedroom Penthouse		Community Room		Total	Common Open Space (COS)	Private +COS				
	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/UNIT MIN)	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/UNIT MIN)	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/UNIT MIN)	NUMBER OF UNITS	UNIT SIZE (NSF)	PRIVATE OPEN SPACE (36NSF/UNIT MIN)	UNIT SIZE (NSF)			Common Open Space (COS)	NUMBER OF UNITS	NUMBER OF PRIVATE OPEN SPACE	COS REQUIRED NSF (36NSF x 1.33 = 48NSF / UNIT)	OPEN SPACE REQUIRED (NSF)
GROUND FLOOR	0		0	0		0		0											1140	
2ND FLOOR	3	567 417 416	0	2	723 851	0	1	1,052	0					6	0	288	288	0		
3RD FLOOR	1	416	0	2	759 684	0	2	1,052 1,000	0					5	0	240	240	0		
4TH FLOOR	1	416	0	2	759 684	0	2	1,052 1,000	0					5	0	240	240	0		
5TH FLOOR	1	416	0	2	759 684	0	2	1,052 1,000	0					5	0	240	240	0		
6TH FLOOR	1	416	0	2	759 684	0	2	1,052 1,000	0					5	0	240	240	0		
7TH FLOOR	1	416	0	2	759 684	0	2	1,052 1,000	0					5	0	240	240	0		
8TH FLOOR	1	416	0	2	759 684	0	2	1,052 1,000	0					5	0	240	240	0		
9TH FLOOR	1	416	0	2	759 684	0	2	1,052 1,000	0					5	0	240	240	0		
10TH FLOOR	0		0	2	879 812	0	2	967 1,033	39 96					4	3	48	156	231		
11TH FLOOR	0		0	2	879 766	0	2	967 985	39 36					4	3	48	156	111		
12TH FLOOR	0		0	2	885 768	0	0		36					424	1111	2	3	0	72	1183
13TH FLOOR	0		0	0			0	0		1	2528	76						0	36	76
R1																				986
TOTAL	10			22			19			1				52	10	2,064 NSF	2,388 NSF	3,727 NSF		



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David Song

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SAN FRANCISCO
CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: 05/16/16

Sheet Title:
UNIT MIX &
3D RENDERING

Scale:

Project No. 1303.00

T.1

Sheet No.

Revision



GEARY STREET ENTRY ELEVATION



SOUTHWEST EXTERIOR ELEVATION



PROPOSED BUILDING AT GEARY STREET FRONTAGE - LOOKING SOUTHWEST BLOCK 318



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SAN FRANCISCO
CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: May 16, 2016

Sheet Title:
PROPOSED BUILDING
LOOKING SOUTHWEST

Scale: NOT TO SCALE
Project No: 1303.00

P1

Sheet No. Revision

LOT 21 - 22

PROJECT SITE
LOT 20

LOT 19

LOT 16A



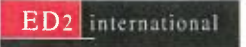
LOT 18

LOT 17

GEARY STREET FRONTAGE - LOOKING SOUTHEAST BLOCK 318



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CALIFORNIA 94102

BLOCK 0318, LOT 20

Issuances and Revisions

Rev.	Date	Description

Date: May 16, 2016

Sheet Title:
PROPOSED BUILDING
LOOKING SOUTHEAST

Scale: NOT TO SCALE
Project No: 1303.00

P2

Sheet No. Revision

MARCH 31, 2014 – ORIGINAL SUBMITTAL

NEW 13 STORY RESIDENTIAL DEVELOPMENT
PRELIMINARY PROJECT ASSESSMENT

PROJECT SPONSOR



SUCCESS DEVELOPMENT

PROJECT AREA

651-655 GEARY STREET
SAN FRANCISCO, CALIFORNIA 94102

ASSESSOR'S BLOCK AND LOT

BLOCK - 0318, LOT - 20



1426 FILLMORE STREET, SUITE 302
SAN FRANCISCO, CA 94115

MARCH 31, 2014

14-0482 C



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Issuances and Revisions

Rev.	Date	Description

Date: July 24, 2014

Sheet Title:
PROPOSED BUILDING
LOOKING SOUTHWEST

Scale: NOT TO SCALE
Project No: 1303.00

P1

Sheet No. Revision

LOT 21 - 22 PROJECT SITE
LOT 20 LOT 19 LOT 16A



LOT 18 LOT 17

PROPOSED BUILDING AT GEARY STREET FRONTAGE - LOOKING SOUTHWEST BLOCK 318



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TOWER

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SAN FRANCISCO
CALIFORNIA 94102

BLOCK 0318, LOT 20

LOT 21 - 22

PROJECT SITE
LOT 20

LOT 19

LOT 16A



LOT 18

LOT 17

GEARY STREET FRONTAGE - LOOKING SOUTHEAST BLOCK 318

Issuances and Revisions

Rev.	Date	Description

Date: July 24, 2014

Sheet Title:
PROPOSED BUILDING
LOOKING SOUTHEAST

Scale: NOT TO SCALE
Project No: 1303.00

P2

Sheet No. Revision



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**SUCCESS
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RESIDENTIAL
TOWER**

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SAN FRANCISCO
CALIFORNIA 94102

BLOCK 0318, LOT 20

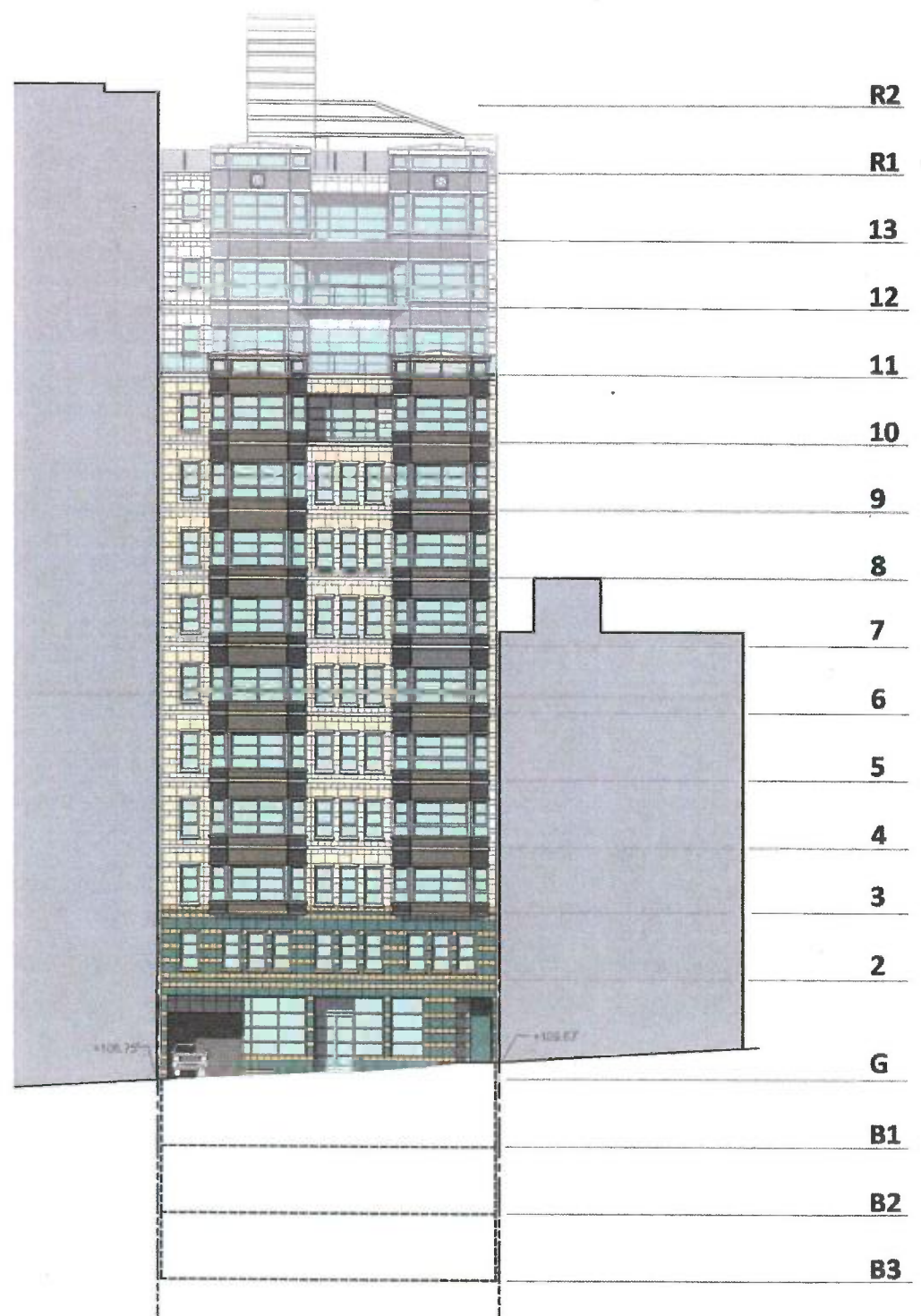
Issuances and Revisions		
Rev.	Date	Description

Date: July 24, 2014
Sheet Title:
GEARY ST. NORTH EXT.
ELEVATION & SOUTH
REAR YARD ELEVATION/
SECTION

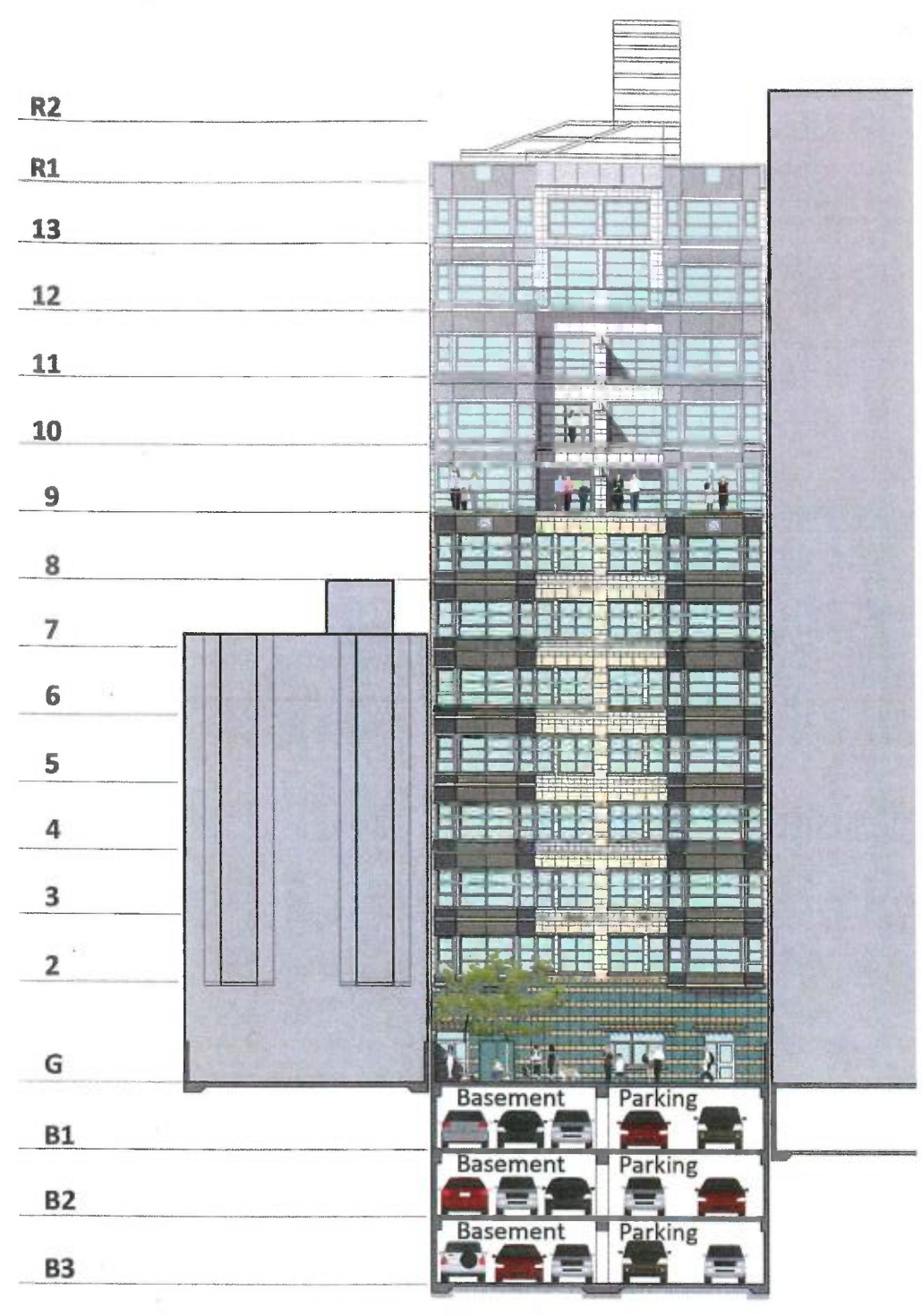
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Project No: 1303.00

A8

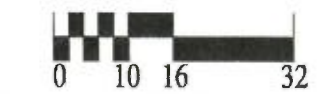
Sheet No. Revision



GEARY STREET NORTH EXTERIOR ELEVATION



SECTION & SOUTH REAR YARD ELEVATION



JUNE 9, 2016 – PLANNING COMMISSION MATERIAL

- **EXECUTIVE SUMMARY**
 - **DRAFT MOTION**
 - **EXHIBITS**
- **CLASS 32 CATEGORICAL EXEMPTION**



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: JULY 7, 2016

Case No.: **2014.0482CVAR**
Project Address: **651 Geary Street**
Zoning: RC-4 (Residential-Commercial, High Density)
North of Market Residential Special Use District Subarea No. 1
80-T-130-T Height and Bulk District
Block/Lot: 0318/020
Project Sponsor: Weiya Noble – (415)861-5077
Success Development Inc.
1023 Market Street
San Francisco, CA 94103
Staff Contact: Tina Chang – (415) 575-9197
tina.chang@sfgov.org
Recommendation: **Approval with Conditions**

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CA 94103-2479

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Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed project would construct a 13-story, 130-foot-tall, 84,185 square-foot, mixed-use residential commercial building with approximately 704 square feet of retail, 58 bicycle parking spaces (52 Class 1, 6 Class 2) and 26 vehicular parking spaces within a 3-level basement.

SITE DESCRIPTION AND PRESENT USE

The project is located on the south side of Geary Street, on the block bounded by Leavenworth Street to the west and Jones Street to the east. The lot is currently vacant. The site previously contained a three-story, 13,260 square-foot office building that was demolished in 2014.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located in the Downtown / Civic Center neighborhood within the upper Tenderloin National Historic District. Land uses in the vicinity primarily include dwelling units above ground floor commercial uses. The District is described as “a largely intact, visually consistent, inner-city high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression. It comprises 18 whole and 15 partial city blocks in the zone where the city has required fire-resistant construction since 1906. The district is formed around its predominant building type: a three- to seven- story, multi-unit apartment, hotel or apartment-hotel constructed of brick or reinforced concrete.”

The project site is located within the RC-4 (Residential Commercial, High Density) Zoning District. RC-4 Districts are intended to recognize, protect, conserve and enhance areas characterized by structures combining Residential uses with neighborhood-serving Commercial uses. The predominant Residential

uses are preserved, while provision is made for supporting Commercial uses, usually in or below the ground story, that meet the frequent needs of nearby residents without generating excessive vehicular traffic. The compact, walkable, transit-oriented and mixed-use nature of these Districts is recognized by no off-street parking requirements. The RC-4 Districts provide for a mixture of high-density Dwellings similar to those in RM-4 (Residential, Mixed, High Density) Districts with supporting Commercial uses.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act (“CEQA”) as a Class 32 categorical exemption;

On June 30, 2016, the Project was determined to be exempt from the California Environmental Quality Act (“CEQA”) as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project;

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	June 17, 2016	June 15, 2016	22 days
Posted Notice	20 days	June 17, 2016	June 13, 2016	24 days
Mailed Notice	10 days	June 27, 2016	June 27, 2016	10 days

PUBLIC COMMENT & COMMUNITY OUTREACH

- **Public Comment.** To date, the Department has not received public comment on the project.
- **Community Outreach.** The project sponsor has conducted meeting with both adjacent properties. Neither neighbor expressed concerns, other than requesting that access to the vacant site be restricted from trespassers.

ISSUES AND OTHER CONSIDERATIONS

- **Affordable Housing.** The project proposes on-site affordable housing pursuant to Section 415.6, which requires 12 percent on-site affordable units. The project proposes 52 units, therefore 6 affordable units are required.
- **Height.** The Project site is on a parcel zoned for a maximum height of 130-feet. However Conditional Use Authorization is required for the construction of any building exceeding a height of 50-feet in a Residential Commercial (RC) Zoning District, and for any building that exceeds a base height of 80-feet in the North of Market Residential Special Use District within the 80-T-130-T Height and Bulk District. Pursuant to Section 263.7, exceptions to the 80-foot base height may be sought, however payment into the North of Market Affordable Housing Fund is required.
- **Exposure.** The project requires a variance exposure for 20 of the units that expose the rear yard, which is not a Code-compliant rear yard, and do not meet the dimensional requirements per Section 140.

- **Rear yard.** The project is seeking a rear yard reduction pursuant to Sections 249.5 and 134(g), which is permitted in the North of Market Residential Special Use District where the project is located.
- **Historic Preservation.** The property is located within the Uptown Tenderloin Historic District and has been designed to be compatible with the nationally registered district.
- **Background.** The project previously received Conditional Use authorization and completed environment review in 2004 for the demolition of a three-story office building and the new construction of a 13-story, mixed use building containing 41 dwelling units, approximately 6,000 square feet of office and 6,000 square feet of retail. However, due to the subsequent economic conditions, the project was delayed and not constructed. In 2013 the, then, existing structure was demolished. In 2014, new applications to resurrect the project were submitted to the Planning Department in a form similar to what will be presented to the Planning Commission on July 7, 2016.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization to approve the new construction of a building exceeding the height of 50-feet and base height of 80-feet to allow the establishment of a mixed-used, 13-story, approximately 130-foot tall, 84,185 gross square feet building, containing 52 dwelling units, approximately 704 square feet of ground floor retail, 26 vehicular parking spaces and 58 bicycle parking spaces (52 Class 1, 6 Class 2) within an RC-4 (Residential Commercial, High Density) Zoning District, and an 80-T-130-T Height and Bulk District pursuant to Planning Code Sections 303, 253 and 263.7.

BASIS FOR RECOMMENDATION

- The project would add 52 dwelling units to the City's housing stock, in a walkable and transit-rich area suited for dense, mixed-use development.
- The project would replace a vacant lot with housing and retail, activating Geary Street.
- The project is compatible with the surrounding neighborhood character in terms of height, scale and massing.
- The project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION: Approval with Conditions
--

Attachments:

Draft Motion for Conditional Use Authorization

Exhibits:

- Parcel Map
- Sanborn Map
- Zoning Map
- Aerial Photograph
- Site Photograph

First Source Affidavit

Anti-Discriminatory Housing Policy Affidavit

Affordable Housing Affidavit
Exhibit B – Proposed Plans

Attachment Checklist

- | | |
|---|--|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | <input type="checkbox"/> Letter |
| <input type="checkbox"/> Environmental Determination | <input type="checkbox"/> Letter in support |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input type="checkbox"/> Height & Bulk Map | <input type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> RF Report |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Community Meeting Notice |
| <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

TC G:\Documents\CONDITIONAL USE\651 Geary Street_2014.0482CUA\651 Geary Street.--Exec Summary.docx



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414)
- Transportation Sustainability Fee (Sec. 411A)
- Other

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Planning Commission Draft Motion

HEARING DATE: JULY 7, 2016

Case No.: **2014.0482CVAR**
 Project Address: **651 Geary Street**
 Zoning: RC-4 (Residential-Commercial, High Density)
 North of Market Residential Special Use District Subarea No. 1
 80-T-130-T Height and Bulk District
 Block/Lot: 0318/020
 Project Sponsor: Weiya Noble – (415)861-5077
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 253, 263.7 AND 303 TO ALLOW A BUILDING TO EXCEED A HEIGHT OF 50-FEET AND BASE HEIGHT OF 80-FEET TO CONSTRUCT AN THIRTEEN-STORY, APPROXIMATELY 130-FOOT TALL MIXED-USE BUILDING CONTAINING 52 DWELLING UNITS, 704 SQUARE FEET OF GROUND FLOOR RETAIL, 26 VEHICULAR PARKING SPACES IN AN RC-4 (RESIDENTIAL COMMERCIAL, HIGH DENSITY) ZONING, NORTH OF MARKET RESIDENTIAL SPECIAL USE DISTRICT SUBAREA NO. 1 AND 80-T-130-T HEIGHT AND BULK DISTRICT.

PREAMBLE

On July 30, 2014, Frank Fung on behalf of Success Development (hereinafter “Project Sponsor”) filed a Conditional Use Authorization Application under Planning Code Section(s) 253, 263.7 and 303 to allow the construction of a building exceeding a height of 50-feet and base height of 80-feet within a Residential Commercial (RC-4) District and a 80-T-130-T Height and Bulk District.

On October 15, 2014 the Project Sponsor filed an application with the Department (hereinafter “Department”) for Environmental Evaluation with the Planning Department (hereinafter “Department”)

for the new construction of a 13-story, 130-foot-tall, 83,00 square foot mixed-use residential commercial building including 28 parking spaces across three basement levels and 50 bicycle spaces.

On June 13, 2016 the Project Sponsor filed a Variance Application with the Department for exposure, pursuant to Section 140 for 20 units that do not face a public street or Code-complying rear yard and Section 134, requesting a reduction in rear yard requirements, as permitted in the North of Market Residential Special Use District.

On June 13, 2016 the Project Sponsor filed an updated Conditional Use Authorization Application with the Department for a 13-story, approximately 84,185 square-foot project containing 52 dwelling units, 770 square feet of retail, 26 vehicular parking spaces and 52 bicycle parking spaces.

On July 7, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.0428CVAR.

On June 30, 2016 the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project;

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 20014.0482CVAR, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located on the south side of Geary Street, on the block bounded by Leavenworth Street to the west and Jones Street to the east. The lot is currently vacant.
3. **Surrounding Properties and Neighborhood.** The project site is located in the Downtown / Civic Center neighborhood within the upper Tenderloin National Historic District. Land uses in the vicinity primarily include dwelling units above ground floor commercial uses. The District is described as "a largely intact, visually consistent, inner-city high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression. It comprises 18 whole and 15 partial city blocks in the zone where the city has required fire-

resistant construction since 1906. The district is formed around its predominant building type: a three- to seven- story, multi-unit apartment, hotel or apartment-hotel constructed of brick or reinforced concrete.”

The project site is located within the RC-4 (Residential Commercial, High Density) Zoning District. RC-4 Districts are intended to recognize, protect, conserve and enhance areas characterized by structures combining Residential uses with neighborhood-serving Commercial uses. The predominant Residential uses are preserved, while provision is made for supporting Commercial uses, usually in or below the ground story, that meet the frequent needs of nearby residents without generating excessive vehicular traffic. The compact, walkable, transit-oriented and mixed-use nature of these Districts is recognized by no off-street parking requirements. The RC-4 Districts provide for a mixture of high-density Dwellings similar to those in RM-4¹ (Residential, Mixed, High Density) Districts with supporting Commercial uses.

Within the RC-4 Zoning District, the project is also located within the North of Market Residential Special Use District Subarea No. 1, which was established to protect and enhance important housing resources in an area near downtown, conserve and upgrade existing and moderate income housing stock, preserve buildings of architectural and historic importance and preserve the existing scale of development, maintain sunlight in public spaces, encourage new infill housing at a compatible density and limit the development of tourist hotels and other commercial uses that could adversely impact the residential nature of the area and limit the number of commercial establishments which are not intended primarily for customers who are residents of the area.

4. **Project Description.** The proposed project would construct a 13-story, 130-foot-tall, 84,185 square-foot, mixed-use residential commercial building with approximately 704 square feet of retail, 58 bicycle parking spaces (52 Class 1, 6 Class 2) and 26 vehicular parking spaces within a 3-level basement.

The first 11 floors of the proposed structure will be constructed to the front property line, continuing the existing street wall. The top two floors (12th and 13th) will be setback approximately 30-feet from the front building wall to better relate with the setbacks provided on the adjacent building to the east. The structure will be constructed to the two side property lines except for two light wells, one on each side, that respond to existing lightwells on adjacent properties. The building includes a 25-foot setback from the rear property line that serves as the property’s rear yard.

The first and second stories would be constructed in a flat plane, while the upper stories are characterized by two rows of projecting bays, centered on the primary façade. The portion of the façade between the projecting bays is proposed to be glazed with sliding windows. The upper

¹ RM-4 Districts are devoted almost exclusively to apartment buildings of high density, usually with smaller units, close to downtown. Buildings over 40-feet in height are very common, and other tall buildings may be accommodated in some instances.

floors, including those that are setback, will provide balconies and roof decks that serve as open space. The fenestration pattern on the second floor comprise of rectangular openings with three divisions. A row of similar windows are also proposed on each floor to the left of one of the rows of projecting bay windows. No windows are proposed along the side elevations except where the two lightwells are proposed.

The proposed ground floor includes space for commercial and retail uses, in addition to a residential lobby and a driveway leading to the subterranean parking spaces.

Based on the information provided and reviewed by Preservation staff, the Department has determined that the proposed project would not cause a substantial adverse change to the nationally registered historical district.

5. **Public Comment/Community Outreach.**

- a. **Public Comment.** To date, the Department has not received any public comment on the project.
- b. **Community Outreach.** The Project Sponsor has conducted meeting with both adjacent properties. Neither neighbor expressed concerns, other than requesting that access to the vacant site be restricted from trespassers.

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. **Front Setbacks (132.2).** Setbacks may be imposed as a condition of approval to maintain the continuity of the prevailing streetwall along a street or alley pursuant to Section 132.2.

The Department did not find that a setback to maintain a prevailing streetwall was required pursuant to Section 132.2. However, the Department requested a setback at the 12th and 13th floors, consistent with the secondary roofline of the property to the east.

B. **Rear Yard (Section 134).** Planning Code Section 209.3 requires that projects in the RC-4 Zoning Districts provide a minimum rear yard depth equal to 25 percent of lot depth at the first residential level and above.

The project has a lot depth of approximately 137.5 feet, with a required rear yard of approximately 34'-5". A Code-compliant rear yard is not provided. However, pursuant to Section 249.5, a reduction of rear yard requirements in the North of Market Residential Special Use District is permitted pursuant to Section 134(g), provided that open space elsewhere on the site is provided, provided that the following criteria are met:

1. The substituted open space in the proposed new or expanding structure will improve the access of light and air to and views from existing abutting properties; and

All abutting lots contain buildings that are constructed without a Code-compliant rear yard. The project proposes a rear yard amounting to 25' that is generally consistent with that provided at both adjacent properties. Matching lightwells are provided on both the eastern and western

properties. As a result, the project will not negatively impact the light and air of abutting properties.

In addition to the front setback and reduce rear yard, the project provides approximately 1,490 square feet of common usable open space on the 12th floor terrace, for a total of 2,630 square feet of common usable open space, exceeding Planning Code requirements.

2. The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of existing abutting properties.

All abutting lots contain buildings that are constructed without a Code-compliant rear yard. Two of the three abutting rear properties are constructed to their rear property lines. As a result, no pattern of interior block open space exists near the subject site. Based on the existing pattern of development on the block, it is unlikely that approval of the rear yard modification would impact the creation of interior block open space formed by rear yards of adjacent properties in the future.

- C. **Residential Open Space (Section 135).** Planning Code Section 209.3 requires 36 square feet of private open space per dwelling unit and 48 square feet of common open space per dwelling unit. Section 135 requires that private open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court. Common usable open space shall be at least 15 feet in every horizontal dimension and shall be a minimum area of 300 square feet.

The project has elected to meet the open space requirements of Section 135 through a combination of private and common open space. The project includes private open space that is at least 36 square feet in area and at least 6 feet in every horizontal dimension for twelve (12) of the 52 units. Accordingly 40 units require access to at least 48 square feet per dwelling unit of common open space for a total of 1,968 square feet. The project includes approximately 2,630 square feet of common open space in the rear yard and 12th floor terrace, exceeding Planning Code requirements. Therefore the project complies with Section 135 of the Planning Code.

- D. **Bird Safety (Section 139).** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards. The subject property is not located within close proximity to a bird refuge. However, feature related hazards such as free-standing glass walls, wind barriers, skywalks and balconies that have unbroken glazed segments 24 square feet and larger in size must also be treated with bird safe glazing. Alternatively, feature related hazards with unbroken glazed segments can be reduced to less than 24 square feet.

The project does not propose any feature related hazards. However, should feature related hazards be implemented in the project, such hazards must be treated with bird-safe glazing.

- E. **Dwelling Unit Exposure (Section 140).** Planning Code Section 140 requires that at least one room of all dwelling units face directly onto a public street, public alley at least 20 feet in width, side yard at least 25 feet in width or Code-compliant rear yard.

Twenty (20) of the 52 units do not face onto a public street or Code-compliant rear yard. Therefore, a variance from exposure requirements per Section 140 and 305 is required.

- F. **Street Frontage in Residential Commercial Districts (Section 145.1).** Planning Code Section 145.1(c)(3) requires that within Residential Commercial Districts, space for “active uses” shall be provided within the first 25 feet of building depth on the ground floor. Building systems including mechanical, electrical and plumbing features may be exempted from this requirement by the Zoning Administrator only in instances where those features are provided in such a fashion as to not negatively impact the quality of the ground floor space.

Planning Code Section 145.1(c)(4) requires that ground floor non-residential uses in RC Zoning Districts have a minimum floor-to-floor height of 14 feet. Planning Code Section 145.1(c)(5) requires the floors of street-fronting interior spaces housing non-residential active uses and lobbies to be as close as possible to the level of adjacent sidewalks at the principal entrances to these spaces. Planning Code Section 145.1(c)(6) requires frontages with active uses that are not residential or PDR to be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building.

The project provides active uses with direct access to the sidewalk within the first 25 feet of building depth, with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems. A ground floor height of 14’ along the Geary Street frontage is proposed. Additionally, aside from the solid portions for the residential portions of the building on either end of the building’s front facade, the non-residential portions of the Geary Street façade are transparent. Therefore, the project complies with Planning Code Section 145.1.

- G. **Section 151. Off-Street Parking:** Planning Code Section 151.1 does not require any parking in RC Zoning Districts.

Section 151.1 principally permits one car for each two dwelling units. The project proposes 26 off-street parking spaces or one parking space for every two dwelling units. Therefore, the project complies with Section 151.1.

- H. **Bicycle Parking (Section 155.1):** Planning Section 155.2 requires one Class 1 bicycle parking space per dwelling unit, and one Class 2 bicycle parking space for every 20 dwelling units. One Class 2 bicycle parking spaces is also required for every 2,500 square feet of occupied floor area, though a minimum of two Class 2 bicycle parking spaces is required.

The project requires and provides 52 Class 1 and five Class 2 bicycle parking spaces. The project provides 52 Class 1 and six Class 2 bicycle parking spaces, therefore, the project complies with Planning Code Section 155.1.

- A. **Car Share (Section 166).** Planning Code Section 166 requires one car share parking spaces for residential projects with 50 to 201 dwelling units plus an additional parking space for every 200 dwelling units over 200.

The Project complies with Section 166 because it provides one off-street car share parking space within the below-grade garage.

- B. **Density (Section 209.3, 249.5).** The RC-4 Zoning District permits a density of one dwelling unit per 200 square feet of lot area. However, for parcels in the North of Market Residential Special Use District Subarea No. 1, the density ratio is one dwelling unit for each 125 square feet of lot area pursuant to Section 249.5.

With approximately 7,008 square feet of lot area, the project site can accommodate up to 56 dwelling units. The project proposes 52 dwelling units, less than the maximum permitted density. Therefore, the project complies with density pursuant to Section 249.5.

- C. **Uses (Sections 210.1).** Residential Commercial (RC) Zoning Districts principally permits higher density Dwellings with supporting Commercial uses.

The project proposes a primarily residential use building with ground floor retail, both of which are principally permitted in the RC-4 Zoning District.

- D. **Height (Section 260, 263.7).** The project is in an 80-T-130-T Height and Bulk District, which allows buildings to reach a maximum height of 130 feet and states that a setback height established pursuant to the prevailing streetwall be provided per Section 132.2, but no higher than 80 feet. However, Section 263.7 provides special height exceptions to the 80-foot base height limit in the North of Market Residential Special Use District according to procedures for conditional use approval per Section 303 of the Planning Code. Further, currently, a fee of \$5 times the total gross square footage of floor space located above 80 feet in height shall be paid to the Mayor's Office of Housing and Community Development that will be allocated to the North of Market Affordable Housing Fund.

The project seeks special height exceptions to the 80-foot base height limit permitted in the North of Market Residential Special Use District since a setback at 80-feet is not provided. Rather than a setback at 80-feet, the project provides a setback at the 11th and 12th stories, approximately 110-feet in height. Since special height exceptions above the 80-foot base height limit is being sought, the project will pay into the North of Market Affordable Housing Fund per Section 263.7.

- E. **Bulk Limits (Section 270).** The project is in an 80-T Height and Bulk District, which limits the maximum plan length and diagonal dimension to 110 feet and 125 feet, respectively for portions of the building exceeding the setback height established pursuant to Section 132.2 and no higher than 80 feet.

A setback height pursuant to Section 132.2 was not established and the building does not exceed 80 feet. Therefore the maximum plan length and diagonal dimensions do not apply. The project is Code-compliant with respect to bulk requirements per Section 270.

- F. **Shadows on Parks (Section 295).** Section 295 requires any project proposing a structure exceeding a height of 40 feet to undergo a shadow analysis to determine if the project would result in the net addition of shadow to properties under the jurisdiction of the Recreation and Park Department.

The proposed project would construct an approximately 130-foot-tall building. Planning Code 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 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.

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.

- G. **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, these requirements would apply to projects that consist of 10 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 and 415.6, the current Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 12% of the proposed dwelling units as affordable. This requirement may be subject to change under the Charter amendment approved by voters at the June 7, 2016 election. Recently adopted Ordinance No. 76-16 (File No. 160255) will become effective after the election is certified and includes grandfathering provisions for projects that were submitted to the Planning Department prior to January 12, 2016.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and 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 the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on June 17, 2016. The EE application was submitted on

October 15, 2014. Pursuant to Planning Code Section 415.3 and 415.6, the current on-site requirement is 12%. Six units (1 studio, 3 one-bedroom, and 2 two-bedroom) of the 52 units provided will be affordable units. If the project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

7. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies with the criteria of Section 303, in that:

- H. The proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or community.

The project will add an additional 52 dwelling units to the City's housing supply and will be designed to be compatible with the neighborhood character. The property is located in the Tenderloin Historic District, characterized, not only by revival style architecture and common materials, such as brick, concrete, terra cotta, ceramic tile, glass, but also denser uses, such as tourist and residential hotels, mixed with medium-density buildings, such as apartment buildings above ground floor-retail.

The project will provide 10 studios, 24 one-bedroom, 17 two-bedroom units and 1 five-bedroom penthouse. The project is desirable because it is an urban infill project that will add 52 units to the City's housing stock. The project also provides ground floor retail use, which will activate the ground floor. The site is located in the Civic Center neighborhood and is surrounded by high density dwellings with supporting retail uses appropriate for the RC-4 Zoning District. The project is appropriately sized, matching the height of the 13-story building to the east.

- I. The use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements, or potential development in the vicinity, with respect to aspects including, but not limited to the following:

- i. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures.

The project site is well suited for mixed-use, multi-unit residential and retail development and is surrounded by similar land uses. The project will replace a vacant lot and provide a rear yard, and matching light wells on the eastern and western property lines, and will be designed in a manner that is compatible with the Uptown Tenderloin Historic District.

The property to the east is a 13-story residential building and the property to the west is 6-story apartment building. Within a two block radius, over a dozen buildings exceeding eight stories were also found on O'Farrell, Leavenworth, Jones and Post Streets. Accordingly, the proposed thirteen-story building is consistent with the neighborhood character.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section 166 of this Code.

The environmental review conducted found that the project would not result in any traffic impacts. The project provides 26 off-street parking spaces, which is principally permitted in the subject zoning district and responds to concerns expressed by neighbors regarding the lack of parking.

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

The Project includes residential and commercial uses that are typical of the neighborhood, and will not introduce any permanent operational noises or odors that are detrimental, excessive, or atypical. Although construction will cause a temporary increase in noise, it will be limited in duration, and the Project Sponsor will fully comply with San Francisco's Noise Ordinance, which prohibits excessive noise levels from construction activity and limits permitted working hours when the Project is being built. The Project Sponsor will design building materials to avoid mirrored glass and other highly reflective materials to avoid offensive glare.

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

The project would provide an attractive, comfortable environment for its residents. Amenities include approximately 2,630 square feet of common open space in the form of a rear yard and roof terrace at the 12th floor. The project provides private open space for twelve (12) of the 52 units in the form of balconies and decks. Off-street parking is provided, and will be adequately screened. A curb cut will be provided for the project to allow vehicular access to the proposed parking. Lighting along the building façade and at the street level will be consistent with neighborhood character. Any signage will be compliant with Article 6 of the Planning Code and will be reviewed by the Planning Department under a separate permit application.

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

The Project generally complies with the applicable sections of the Code. The Project complies with use and density requirements. The Project site is well-served by transit and commercial services, allowing residents to commute, shop and reach amenities by walking, transit and bicycling. The Project conforms with multiple goals and policies of the General Plan, as follows

- 9. **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 1.1.

Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood

commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households.

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.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING

Policy 13.1

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

Policy 13.3

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

The project satisfies these objectives and policies of the General Plan’s Housing Element. The project replaces a vacant lot and proposes 52 dwelling units, increasing housing availability in an area adjacent to downtown, where higher density will not have harmful effects. The project site is located within a short walking distance of the Civic Center, SOMA as well as Western Addition and Nob Hill neighborhoods with a number of retail and entertainment options. It is also extremely well-served by public transit. The 38, 2, 3, 27, and 45 lines all stop within approximately two blocks from the Project site. The Civic Center BART and MUNI underground station is located a few blocks from the Project site, providing access to the outer reaches of San Francisco and the greater Bay Area.

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 11.3

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

Policy 11.5

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

The project satisfies these policies by proposing a project compatible with the scale of the neighborhood while providing the kind of dense residential project permitted under the code, and encouraged by the City.

Further, the project has been found to be compatible with Uptown Tenderloin Historic District and, more generally, with the overall neighborhood character with respect to urban design.

TRANSPORTATION ELEMENT Objectives and Policies

OBJECTIVE 2:

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

Policy 2.1:

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

The Project is located in the center of the Civic Center / Downtown neighborhood, in an area that includes a number of proposed medium-rise and high-rise residential developments. The area has a number of City-wide and regional transportation options. The Project would make good use of the existing transit services available in this area and would assist in maintaining the desirable urban characteristics and services of the area.

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

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

The proposed project will replace a vacant lot and create an additional 52 dwelling units. The project will also increase the demand for retail services in the immediate area, as well as in adjacent neighborhoods such as Nob Hill, Hayes Valley and SOMA. Both the new retail space and the increasing demand for retail services will enhance existing retail uses and future opportunities for local employment and ownership of businesses.

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 site is currently vacant. The project will increase existing housing, and is designed to respect and diversify the existing Uptown Tenderloin Historic District. The urban fabric of the project site is comprised of buildings in various scale and proportion. The proposed 13-story building will be compatible with the neighborhood.

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

The City's supply of affordable housing will be increased with this project through the provision of on-site affordable units in compliance with Section 415.6.

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

A wide variety of goods and services are available within walking distance of the project site without reliance on private automobile use. In addition, the area is well served by public transit, providing

connections to all areas of the City and to the larger regional transportation network. The Project will also provide 52 Class 1 and 6 Class 2 bicycle parking spaces, exceeding Planning Code Requirements.

- 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 does not contain any industrial uses. The Project will replace a vacant lot with housing and retail spaces. No office space is proposed.

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

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

- G. That landmarks and historic buildings be preserved.

The project does not impact remove any landmarks or historic buildings and will be designed in a manner that is consistent with the Uptown Tenderloin Historic District.

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

The project will not affect the City's parks or open space or their access to sunlight and vistas. The project will not cast shadows on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission.

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

The Project Sponsor completed the First Source Hiring Affidavit on June 1, 2016.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization No. 2014.0482CVAR** under Planning Code Sections 303, 253 and 263.7 to allow the construction of a building exceeding a height of 50-feet and base height of 80-feet in an RC-4 (Residential Commercial, High Density) Zoning District and an 80-T-130-T Height and Bulk District. The Project is subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 9, 2016 and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 19650. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

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

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 7, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow the new construction of an 13-story, 130-foot-tall, 84,185 square foot mixed-use residential commercial building with a three-level basement that includes 52 dwelling units, approximately 704 square feet of retail space, 3,200 square feet of common and private open space, 26 off-street parking spaces, 52 Class 1 and six (6) Class 2 bicycle parking spaces located at 651 Geary Street, Assessor's Block 0318 and Lot 020 pursuant to Planning Code Section(s) 253, 263.7 and 303 within the RC-4 (Residential-Commercial, High Density), North of Market Residential Special Use District Subarea No. 1 and a 80-T-130-T Height and Bulk District; in general conformance with plans, dated **June 9, 2016**, and stamped "EXHIBIT B" included in the docket for Case No. **2014.0482CVAR** and subject to conditions of approval reviewed and approved by the Commission on **July 7, 2016** under Motion No []. 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 **July 7, 2016** under Motion No. [].

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

6. **Additional Project Authorization.** The Project Sponsor must obtain a variance from exposure requirements pursuant to Sections 140 and reduction of rear yard requirements pursuant to Section 134(g). 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, 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. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

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

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

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

10. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

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

11. **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:

1. 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;
2. On-site, in a driveway, underground;

3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
4. 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;
5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
7. On-site, in a ground floor façade (the least desirable location).
8. 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>

12. **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

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

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

14. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

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

PARKING AND TRAFFIC

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

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

16. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 57 bicycle parking spaces (52 Class 1 and 5 Class 2 spaces).

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

17. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 26 off-street parking spaces.

18. **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

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

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

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

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

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

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

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

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

23. **North of Market Affordable Housing Fund.** The Project shall pay into the North of Market Affordable Housing Fund for the total gross square footage of floor space located above 80 feet in height at a current rate of \$5 per gross square foot.

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

24. Affordable Units

- a. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 12% of the proposed dwelling units as affordable to qualifying households, but is subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. Recently adopted Ordinance No. 76-16 (File No. 160255) will become effective after the election is certified and includes grandfathering provisions for projects that were submitted to the Planning Department prior to January 12, 2016. The Project contains 56 units; therefore, 6 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 6 affordable units on-site. If the Project is subject to a different requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable requirements at the time of compliance. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from the Planning Department 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 and Community Development at 415-701-5500, www.sf-moh.org.

- b. **Unit Mix.** The Project contains 52 dwelling units overall, of which 10 are studios, 24 are one bedroom, 17 are two-bedrooms, and one is a five-bedroom unit; therefore, the required affordable unit mix is one (1) studio, three (3) one-bedroom and two (2) two-bedroom units, or the unit mix that may be required if the inclusionary housing requirements change as discussed above. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

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 and Community Development at 415-701-5500, www.sf-moh.org.

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

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

- d. **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%), or the applicable percentage of the 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 and Community Development at 415-701-5500, www.sf-moh.org.

- e. **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 and Community Development at 415-701-5500, www.sf-moh.org.
- f. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.
- i. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.
- ii. 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," but these income levels are subject to change under a proposed Charter amendment and pending legislation if the voters approve the Charter Amendment at the June 7, 2016 election. If the Project is subject to a different income level requirement if the Charter Amendment is approved and new legislative requirements take effect, the Project will comply with the applicable requirements. The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii)

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

MONITORING - AFTER ENTITLEMENT

25. **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

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

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

OPERATION

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

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

28. **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>

29. **Noise Control.** The premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance with the fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

For information about compliance with the construction noise, contact the Department of Building Inspection, 415-558-6570, www.sfdbi.org

For information about compliance with the amplified sound including music and television contact the Police Department at 415-553-0123, www.sf-police.org

30. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide

the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

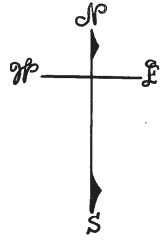
31. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed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

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

Exhibits

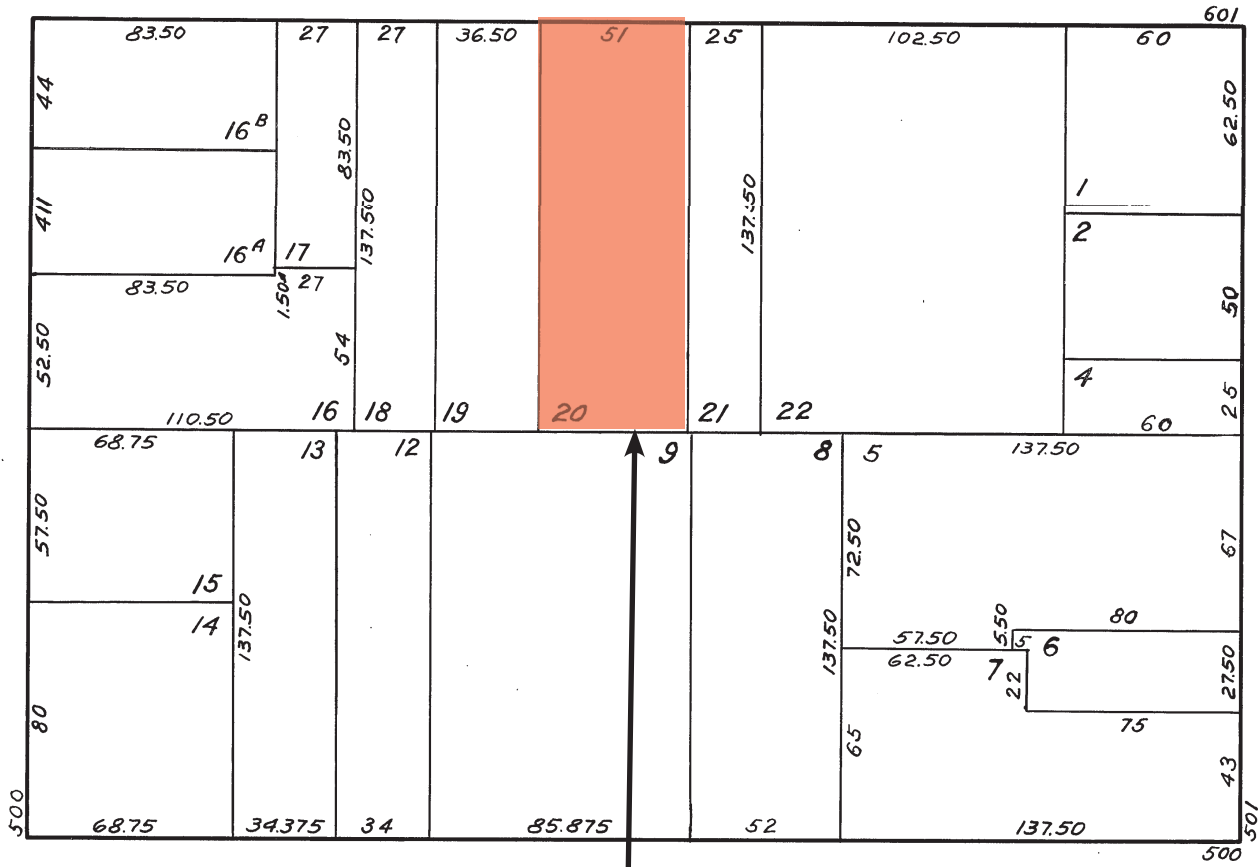
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Parcel Map



GEARY

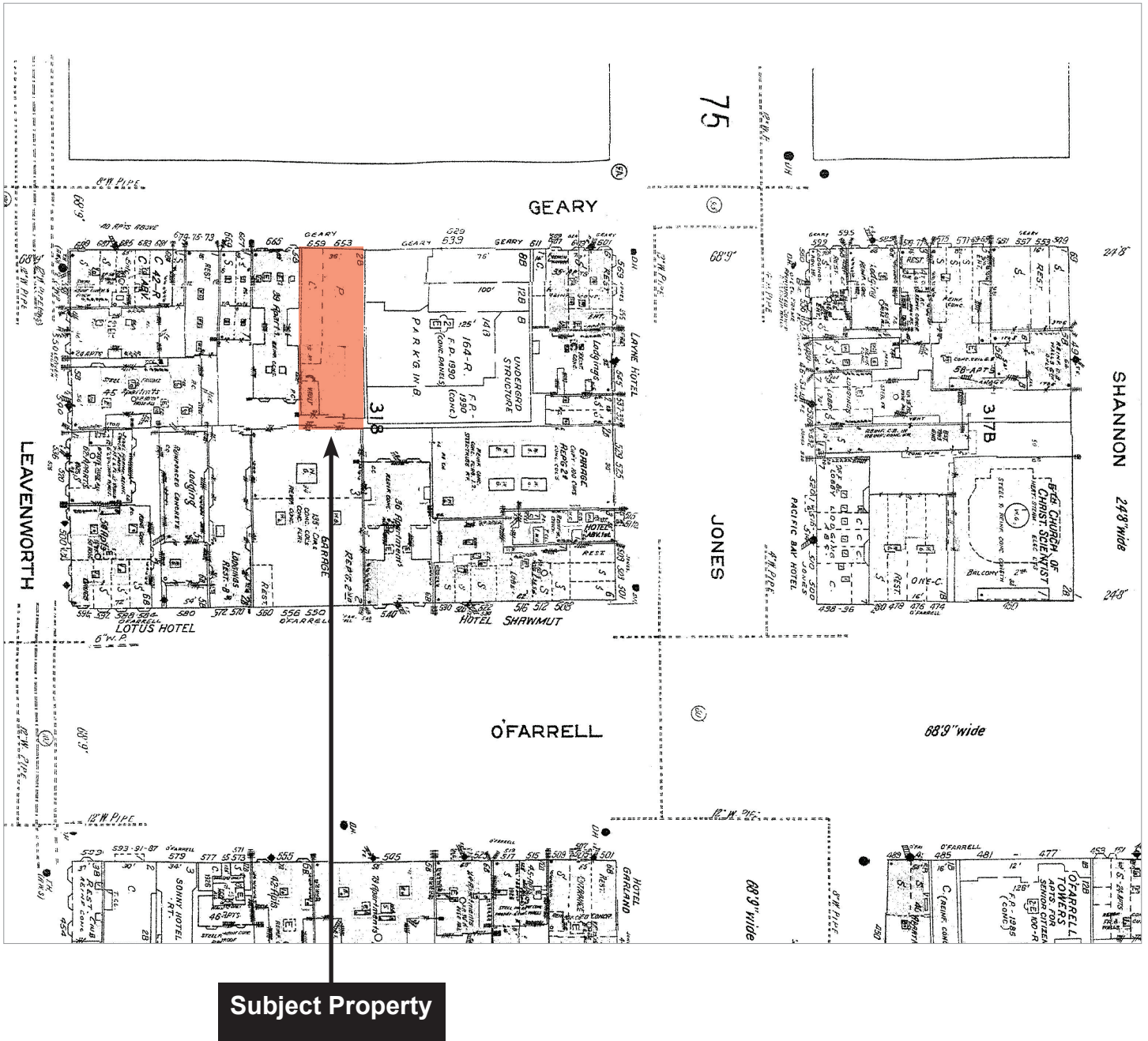
JONES



O'FARRELL

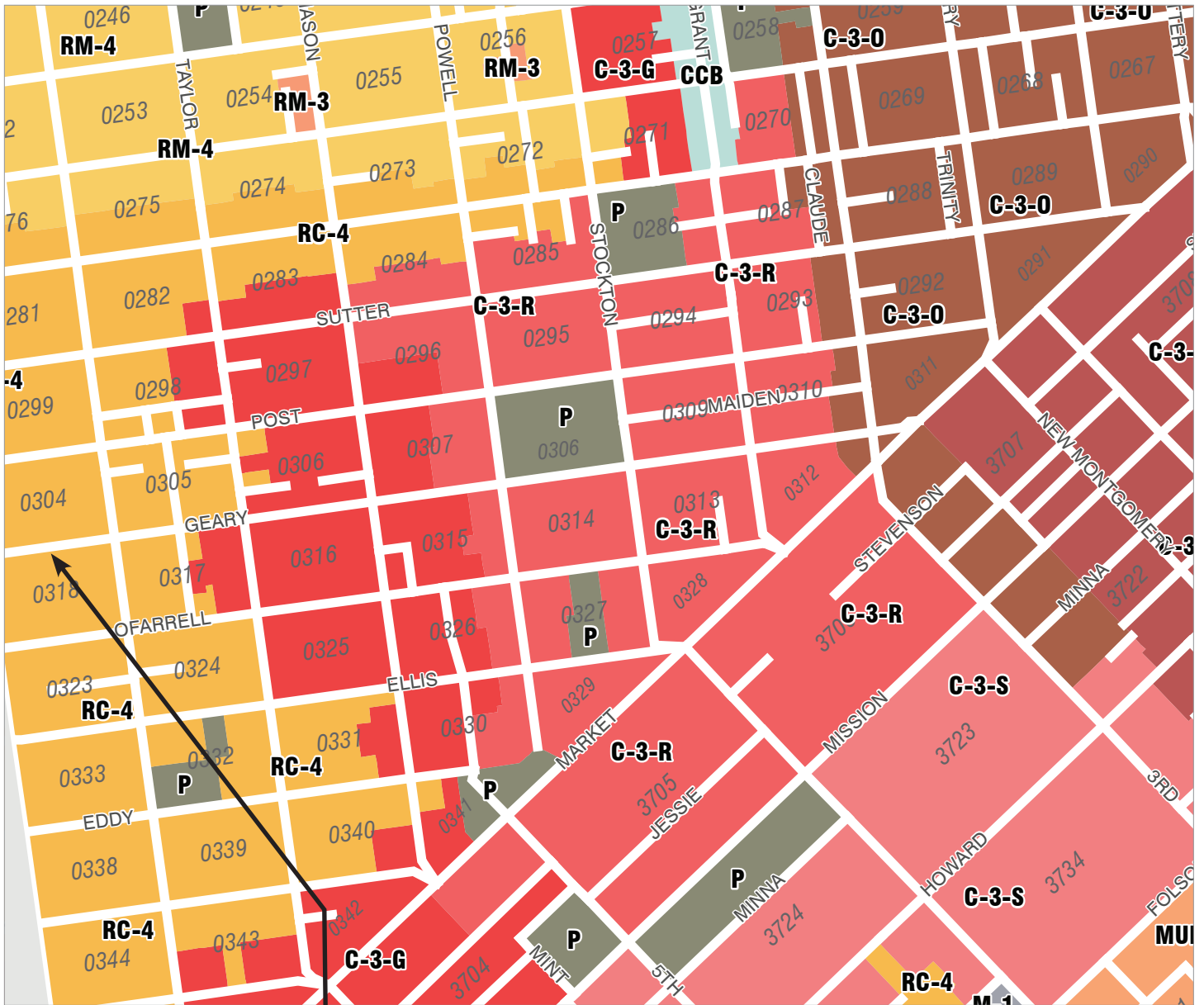
Subject Parcels

Sanborn Map



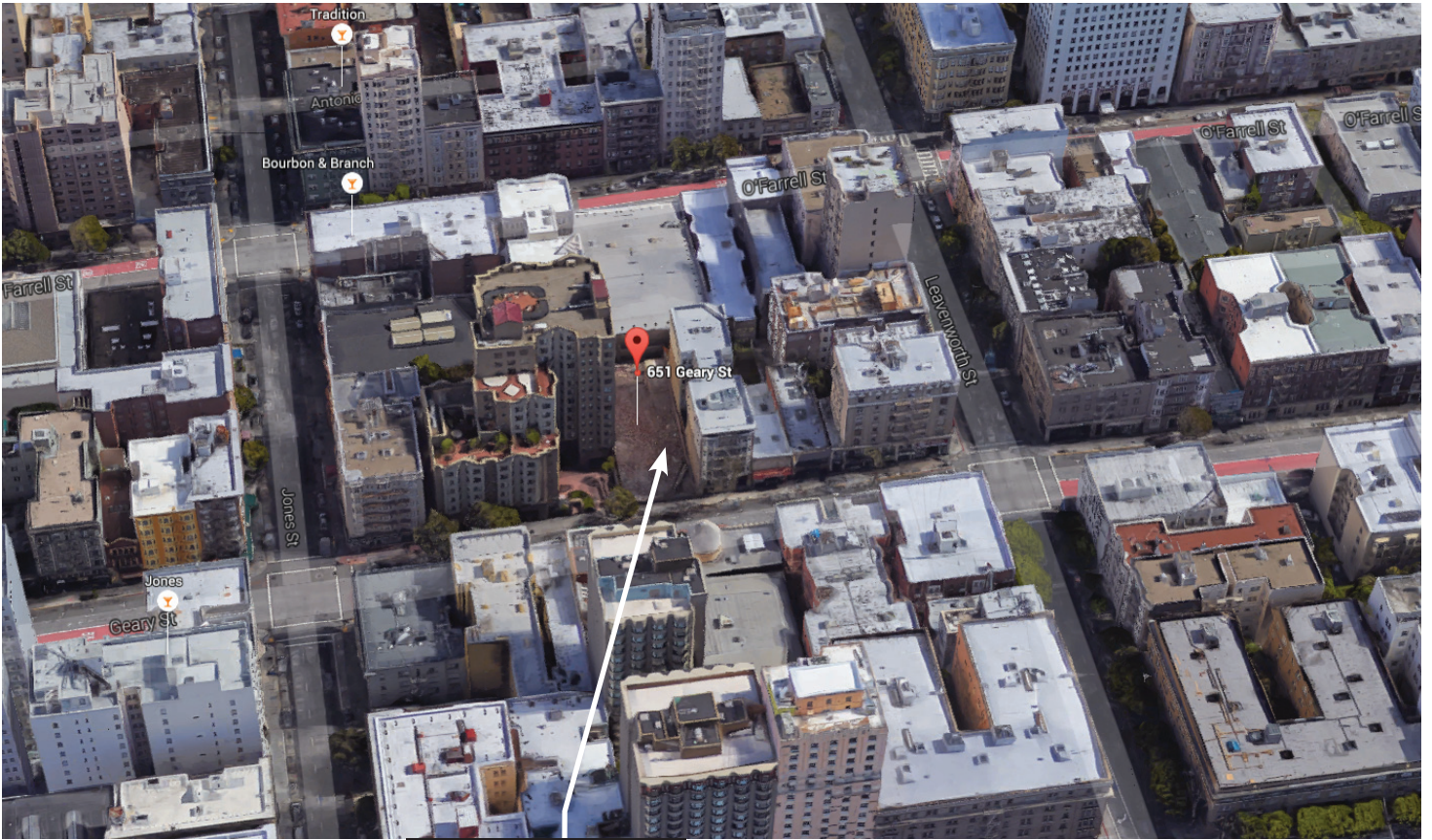
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Zoning Map



Subject Property

Aerial



Subject Property

Site Photo - Looking South



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SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2014.0482ENV
 Project Address: 651-655 Geary Street
 Zoning: RC-4 (Residential-Commercial, High Density) Use District
 80-T/130-T Height and Bulk District
 North of Market Residential Special Use District
 Block/Lot: 0318/020
 Lot Size: 7,008 square feet
 Project Sponsor: Frank Fung, ED2 International, (415) 575-2500
 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 is located on the south side of Geary Street between Jones and Leavenworth streets in the Downtown/Civic Center neighborhood. The project site is currently undeveloped as the former three-story, 13,260-square-foot, office building was "red-tagged" for safety reasons by the Department of Building Inspection (DBI) and subsequently demolished in 2013. The project sponsor proposes the construction of a new 130-foot-tall (150-foot-tall with elevator penthouse), 13-story, mixed-use building approximately 83,000 square feet in size with 52 dwelling units and 700 square feet of ground-floor retail use. The proposed building would be built to the front property line except for the 12th and 13th stories which would be setback approximately 30 feet. The proposed project would include 26 off-street vehicle

(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.

for 
 Sarah B. Jones
 Environmental Review Officer

6/30/16
 Date

cc: Frank Fung, 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):

parking spaces located in three underground levels accessed by Geary Street. The proposed project would include 53 Class I bicycle spaces at the ground-floor level and six Class II bicycle spaces would be located on the Geary Street sidewalk in front of the project site. The proposed project would include a total of 3,530 square feet of common open space in the form of a 1,140-square-foot rear yard at the ground floor, a 1,400-square-foot roof terrace at the 12th floor, and a 990-square-foot roof deck. In addition, eleven of the proposed units would each include a private deck ranging from 44 to 120 square feet. The proposed project would create a 10-foot-wide curb cut on Geary Street for the parking garage. The proposed project would replace the existing approximately 55-foot-long commercial loading zone in front of the project site on Geary Street with an approximately 39-foot-long passenger loading zone. The proposed project would plant three new street trees in front of the project site. During the approximately 18-month construction period, the proposed project would require up to 33 feet of excavation below the existing ground surface resulting in approximately 8,400 cubic yards of soil disturbance. The proposed building would be supported by a mat foundation with drilled piers.

Project Approvals

The proposed project would require the following approvals:

- **Conditional Use Authorization** (*Planning Commission*). The proposed project would require Conditional Use authorization for development of a building exceeding a height of 50 feet in a Residential Commercial District. The approval of the Conditional Use authorization would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.
- **Variance** (*Planning Department*). The proposed project would require a variance for exposure and rear yard modification from the Zoning Administrator.
- **Building Permit** (*Department of Building Inspection*) (DBI). The proposed project would require approval from DBI for construction of the proposed building.
- **Loading Zone Approval** (*Municipal Transportation Agency*) (SFMTA). The removal of the existing commercial loading zone and installation of the proposed passenger loading zone would require approval from SFMTA's Color Curb Program.

Project Setting. The project site is located on the south side of Geary Street between Jones and Leavenworth streets in the Downtown/Civic Center neighborhood. The project site is currently undeveloped as the former three-story, 13,260-square-foot, office building was demolished in 2013. The project site slopes downward to the east. Geary Street is a one-way, two-lane, westbound major arterial which includes a transit-only lane and on-street parking on both sides. Land uses near the project site include residential, commercial, hotel, office, parking, and an arts theater. Within 250 feet of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: 2, 3, 27, 31, 38, 38R, and 76. There are bicycle routes on Post and Sutter streets. The surrounding parcels are zoned RC-4 and are within either an 80-T or 80-T/130-T height and bulk district. The project site is located within the

Uptown Tenderloin Historic District, and the Lower Nob Hill Apartment Hotel Historic District is located across the street from the project site along the north side of Geary Street.

On the south side of Geary Street from Jones Street to Leavenworth Street is a six-story apartment building (constructed in 1923) with 35 dwelling units and ground-floor commercial use, the 13-story Geary Courtyard Apartments tower (constructed in 1990) with 164 units, the project site, a five-story apartment building (constructed in 1923) with 39 units, a one-story commercial building (constructed in 1922), a one-story commercial building (constructed in 1916), and a six-story apartment building constructed in 1916) with 42 units and ground-floor commercial use.

On the north side of Geary Street from Jones Street to Leavenworth Street is a five-story apartment building (constructed in 1908) with 32 units and ground-floor commercial use, a seven-story hotel building (constructed in 1907) with 125 rooms and ground-floor commercial use, a five-story hotel building (constructed in 1913) with 68 rooms, the two-story Alcazar Theater (constructed in 1917) which is used as a parking garage and a theater¹, a five-story apartment building (constructed in 1923) with 56 units and ground-floor commercial space, and a five-story apartment building (constructed in 1922) with 28 units and ground-floor commercial use is located at the northwest corner of Geary and Leavenworth streets.

One block to the east of the project site is a proposed development at 450 O'Farrell Street (Case No. 2013.1535ENV) where the Fifth Church of Christ Scientist proposes to demolish its existing facility and build a new church on the site with housing, retail, and parking. One block to the northeast of the project site is a proposed development at 611 Jones Street (Case No. 2015-016243ENV) which involves the demolition of the existing single-family house and construction of a 13-story, residential building with 17 units. Two blocks to the south of the project site is a proposed development at 519 Ellis Street (Case No. 2014.0506E) which involves the removal of a surface parking lot for the construction of an eight-story mixed-use building with 28 dwelling units and ground-floor retail.

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 proposed project would be consistent with the *San Francisco General Plan* and with applicable zoning designations and policies. The project site is located within the Residential-Commercial Combined, High Density (RC-4) zoning district and the North of Market Residential Special Use District (North of Market Residential SUD), where the proposed development and uses would be permitted. The RC-4 district allows a residential density of one unit per 200 square feet of lot area; however, the North of Market

¹ The Alcazar Theater was constructed in the Moorish/Byzantine Eclectic architectural style and is a designated San Francisco Landmark (Number 195). Notably, the Alcazar Theater is located on a large lot that includes two 16-story towers that front on Post Street with a total of 247 dwelling units and 150 hotel units.

Residential SUD allows for one unit per each 125 square feet of lot area. The proposed project would be permitted up to 56 dwelling units on the project site and 52 are proposed. Therefore, the proposed residential density is consistent with the zoning designation. In the RC-4 district, the proposed project would be required to provide 48 square feet of usable open space per unit if common or 36 square feet of usable open space per unit if private. Eleven of the proposed units would include a private deck ranging from 44 to 120 square feet; thus meeting the requirement to provide at least 36 square feet of private open space per unit. The remaining 41 units would have access to approximately 2,540 square feet of common open space per unit (2,540 square feet/41 units = 62 square feet per unit); thus meeting the requirement to provide at least 48 square feet of common open space per unit.² Therefore, the proposed project would meet its usable open space requirements. In the RC-4 district, up to one parking space is principally permitted for every two units, and a Conditional Use authorization would be required for up to one parking space for each unit. As proposed, the project would provide 26 off-street parking spaces for the 52 proposed dwelling units; therefore, the amount of parking proposed is principally permitted. In the RC-4 district, up to 6,000 square feet of non-residential use is permitted. The proposed project includes 700 square feet of permitted retail use. The project would not be required to provide an off-street loading space since the residential use is less than 100,000 square feet and the commercial use is less than 10,000 square feet. The project site is located within an 80-T/130-T height and bulk district. The proposed 130-foot-tall building would comply with the 80-T/130-T height and bulk district. The proposed project would require Conditional Use authorization for development of a building exceeding a height of 50 feet in a Residential Commercial District. Therefore, the proposed project is consistent with the zoning, height and bulk district.

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

The approximately 0.2-acre (7,008 square feet) project site is located within a fully developed area of San Francisco. The surrounding uses near the project site include residential, commercial, hotel, office, parking, and an arts theater. Therefore, the proposed project would be properly characterized as in-fill development of less than five acres, completely surrounded by urban uses.

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

The project site is within a developed urban area and was previously occupied by a three-story office building that was demolished in 2013. No trees or landscaping exist 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.

Transportation. On March 3, 2016, in anticipation of the future certification of revised CEQA Guidelines pursuant to Senate Bill 743, the San Francisco Planning Commission adopted State Office of Planning and Research's (OPR) recommendation in the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating*

² The project would provide a 1,140-square-foot rear yard and a 1,400-square-foot terrace. Since the 990-square-foot roof deck does not meet the 15-foot minimum width it cannot be included towards the required common open space.

*Transportation Impacts in CEQA*³ (Proposed Transportation Impact Guidelines) to use the Vehicle Miles Traveled (VMT) metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). Accordingly, this categorical exemption does not contain a separate discussion of automobile delay (i.e., traffic) impacts. The topic of automobile delay, nonetheless, may be considered by decision-makers, independent of the environmental review process, as part of their decision to approve, modify, or disapprove the proposed project. Instead, a VMT and induced automobile travel impact analysis is provided within.

A project would have a significant effect on the environment if it would cause substantial additional VMT. OPR's Proposed Transportation Impact Guidelines recommend screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a transportation analysis zone (TAZ) that exhibits low levels of VMT⁴; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and the Proximity to Transit Stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without Conditional Use authorization, and are consistent with the applicable Sustainable Communities Strategy.

For residential development, the existing regional average daily VMT per capita is 17.2.⁵ For retail development, regional average daily retail VMT per employee is 14.9.⁶ Average daily VMT for these land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the TAZ in which the project site is located, 711.

As shown in Table 1, the proposed project's residential and retail uses would be located in a TAZ where existing VMT for residential and retail uses are more than 15 percent below regional averages.⁷ The existing average daily household VMT per capita is 2.3 for TAZ 711, which is 87 percent below the existing regional average daily VMT per capita of 17.2. Future 2040 average daily household VMT per capita is 1.9 for TAZ 711, which is 88 percent below the future 2040 regional average daily VMT per

³ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

⁴ A project would cause substantial additional VMT if it exceeds both the existing City household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City's average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis. For retail projects, the Planning Department uses a VMT efficiency metric approach, and a project would generate substantial additional VMT if it exceeds the regional VMT per retail employee minus 15 percent.

⁵ Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

⁶ Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

⁷ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 651-655 Geary Street*, March 14, 2016. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.0482ENV.

capita of 16.1. The existing average daily VMT per retail employee is 7.1 for TAZ 711, which is 52 percent below the existing regional average daily VMT per retail employee of 14.9. Future 2040 average daily VMT per retail employee is 7.0 for TAZ 711, which is 52 percent below the future 2040 regional average daily work-related VMT per retail employee of 14.6.

Table 1: Daily Vehicle Miles Traveled

<u>Land Use</u>	<u>Existing</u>			<u>Cumulative 2040</u>		
	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 711</u>	<u>Bay Area Regional Average</u>	<u>Bay Area Regional Average minus 15%</u>	<u>TAZ 711</u>
Households (Residential)	17.2	14.6	2.3	16.1	13.7	1.9
Employment (Retail)	14.9	12.6	7.1	14.6	12.4	7.0

Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project’s residential and retail uses would not result in substantial additional VMT, and the proposed project would not result in a significant impact related to VMT. Furthermore, the project site meets both the Small Project and Proximity to Transit Stations screening criteria, which also indicates that the proposed project’s residential and retail uses would not cause substantial additional VMT.⁸

Induced Automobile Travel Analysis. A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR’s Proposed Transportation Impact Guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. The proposed project would provide a new 10-foot-wide curb cut on Geary Street for the proposed garage and would replace the existing commercial loading zone in front of the project site with an approximately 39-foot-long passenger loading zone. The proposed project would also include the installation of six Class 2 bicycle parking facilities on the sidewalk in front of the project site. These features fit within the general types of projects that would not substantially induce automobile travel, and the impacts would be less than significant.⁹

⁸ *Ibid.*

⁹ *Ibid.*

Trip Generation. Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.¹⁰ The proposed project would generate an estimated 540 person trips (inbound and outbound) on a weekday daily basis, consisting of 93 person trips by auto (70 vehicle trips accounting for vehicle occupancy data for this Census Tract), 194 transit trips, 198 walk trips and 54 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 85 person trips, consisting of 13 person trips by auto (11 vehicle trips accounting for vehicle occupancy data), 32 transit trips, 31 walk trips and 8 trips by other modes.

Transit. The project site is well served by public transportation. Within 250 feet of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: 2, 3, 27, 38, 38R, and 76X. The proposed project would be expected to generate 194 daily transit trips, including 32 transit trips during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 32 p.m. peak-hour transit trips would be accommodated by existing capacity. In addition, the proposed driveway would not interfere with the transit-only lane on Geary Street or nearby bus stops.¹¹ Therefore, the proposed project would not result in unacceptable levels of transit service or cause an increase in transit delays or operating costs such that significant adverse impacts to transit service would result.

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 52 new dwelling units and 700 square feet of retail use on the project site. The project's 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 residential and retail uses would be considered common and generally acceptable in an urban area, and would not be considered a significant impact.

Section 2909 of the Noise Ordinance establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the source must not cause a noise level more than 5 dBA in excess of ambient noise levels; and for noise generated by commercial uses, the limit is 8 dBA in excess of ambient noise levels. In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night (from 10:00 p.m. until 7:00 a.m.) and 55 dBA during the day and evening hours (from 7:00 a.m. until 10:00 p.m.).

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 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

¹⁰ San Francisco Planning Department, *Transportation Calculations for 651-655 Geary Street*, April 2016.

¹¹ The transit-only lane on Geary Street occupies the travel lane that is farther away from the project site, and the nearest bus stop, which is approximately 180 feet away from the project site, is located on the north side of Geary Street near Jones Street.

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, which involves the construction of 52 dwelling units and 700 square feet of retail use, would not exceed criteria air pollutant screening levels for operation or construction.¹²

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of TACs and their human health effects, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014) (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The proposed project is not within an Air Pollutant Exposure Zone. The proposed project would require construction activities for the approximate 18-month construction phase. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,¹³ 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 addition, San Francisco Board of Supervisors approved amendments to the San Francisco Building and Health Codes, referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of

¹² Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011. Table 3-1. The criteria air pollutant (CAP) screening size for an Apartment, Mid-Rise Building is 494 dwelling units for operational and 240 dwelling units for construction. The CAP screening sizes for a Regional Shopping Center is 99,000 square feet for operational and 277,000 square feet for construction.

¹³ California Code of Regulations, Title 13, Division 3, § 2485 (on-road) and § 2449(d)(2) (off-road)..

fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures. The regulations and procedures set forth in the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant.

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. In 2013, the San Francisco Public Utilities Commission (SFPUC) adopted the Construction Site Runoff Ordinance (Public Works Code, Ordinance 260-13) which requires construction sites that disturb 5,000 square feet or more of ground surface, such as the proposed project, to apply for a Construction Site Runoff Control Permit from the SFPUC and submit an Erosion and Sediment Control Plan, which includes BMPs to prevent stormwater runoff and soil erosion during construction. 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 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.

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 (b), provides that a categorical exemption shall not be used where the cumulative impact of successive projects of the same type in the same place, over time, is significant. As discussed below, there is no possibility of a significant cumulative effect on the environment due to the proposed project in combination with cumulative projects.

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 transportation, noise, air quality and water quality. In addition, the proposed project

would not have a significant effect on the environment due to unusual circumstances for other environmental topics, including those discussed below.

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

Historic Architectural Resources. The project site is currently undeveloped as the former three-story, 13,260-square-foot, office building was demolished in 2013.¹⁴ The project site is located within the Uptown Tenderloin Historic District, which is listed on the National Register of Historic Places and the California Register of Historical Resources. The district's period of significance spans from 1906 to 1957. The district represents both significant events and architecture because of its associations with the development of hotel and apartment life in San Francisco during a critical period of change and for its distinctive mix of building types that served a new urban population of office and retail workers.¹⁵ The character of the district is described as an "inner-city, high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression" with the typical building type being a "three to seven-story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete."¹⁶ Department staff finds that the design of the proposed building is compatible with the Uptown Tenderloin Historic District.¹⁷

Immediately adjacent to the west and south (rear) of the project site are two buildings that are contributors to the Uptown Tenderloin Historic District. The 665 Geary Street building was constructed in 1923 and the 550 O'Farrell Street building was constructed in 1924. 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 buildings that are considered historic resources, 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 DBI's permit procedures adequately address this situation.

In light of the above, the proposed project would not materially impair the two adjacent resources and there would be no indirect significant impacts to off-site historic resources, including the Uptown Tenderloin Historic District which the project site is located within, the Alcazar Theater (San Francisco Landmark #195) which is located directly opposite the project site at 650 Geary Street, or the nearby Lower Nob Hill Apartment Hotel Historic District. Therefore, the proposed project would not result in a significant historic resource impact.

Hazards and Hazardous Materials. Article 22A of the Health Code, also known as the Maher Ordinance, is administered and overseen by the Department of Public Health (DPH). The Maher area includes properties throughout the City where there is potential to encounter hazardous materials, primarily

¹⁴ The demolition of the former building received a Categorical Exemption from the Planning Department on May 15, 2013 under Case No. 2012.0628E.

¹⁵ Left Coast Architectural History, *651-655 Geary Street, Historical Resource Evaluation Report – Part 2*, June, 29, 2015.

¹⁶ *Ibid*

¹⁷ Tina Tam, Senior Preservation Planner, email to Don Lewis, 651-655 Geary Street, June 6, 2016

industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, mitigation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater are subject to this ordinance.

The proposed project is located within the Article 22A (Maher) area and would involve excavation up to approximately 33 feet and approximately 8,400 cubic yards of soil disturbance. Therefore, the project is subject to the Maher Ordinance. In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application and a Phase I ESA¹⁸ to DPH.¹⁹ According to the historical information reviewed in the Phase I ESA, the project site appeared to be used as a store and residential dwellings from at least 1886 until 1912. By 1913, the project site had been developed with a two-story building with a basement, used as Columbia Garage until circa 1945. During the period of time that Columbia Garage occupied the project site, it appeared that several automobile rental businesses and a driving school occupied the building. By 1946, the building appeared to be occupied by Bank of America and a private school until 1950. From 1951 to 1986, the building appeared to be used solely by Bank of America. By April 1986, the Career Resources Development Center occupied the building until its demolition in 2013. From at least 1886 until the present, the adjacent properties appeared to be located within a highly urbanized area of residential and commercial properties. The Phase I ESA revealed that a historic freight elevator was located in the basement of the former building that was demolished in 2013. The Phase I ESA concluded that it is not known whether the freight elevator was electric or operated utilizing hydraulic fluid. Therefore, the Phase I ESA identified this as a Recognized Environmental Condition (REC) and recommended that additional assessment was required to evaluate the potential for subsurface contamination from polychlorinated biphenyls (PCBs), hydrocarbons, and metals in soil and groundwater beneath the project site.

The proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with Article 22A of the Health Code. Therefore, the proposed project would not result in a significant hazard to the public or the environment through the release of hazardous materials.

Shadow. The proposed project would construct an approximately 130-foot-tall building (150-foot-tall with elevator penthouse). Planning Code 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 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.²⁰

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

¹⁸ Converse Consultants, *Phase I Environmental Site Assessment Report, 651-655 Geary Street, San Francisco, CA*, September 25, 2006.

¹⁹ Russell Yim, SFDPH, email to Don Lewis, 651-655 Geary Street, March 17, 2016.

²⁰ San Francisco Planning Department, *Shadow Fan for 651-655 Geary Street*, March 17, 2016.

shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

Wind. Since the proposed project would construct an approximately 130-foot-tall building (150-foot-tall with elevator penthouse), a wind memorandum was conducted to determine the wind conditions expected to result from implementation of the proposed project.²¹ The proposed building would align with the existing buildings on the project block. The proposed building would have an 11-story, 110-foot-tall base built to the property line while the 12th and 13th stories would be setback approximately 30 feet. The proposed 11-story base would be approximately 50 feet taller than the existing five-story building immediately adjacent to the west at 665 Geary Street and would be similar in height to the immediately adjacent 125-foot-tall Geary Courtyard Apartments tower to the east. Other nearby buildings along the south side of Geary Street range from three to twelve stories in height. The proposed building fits well into the existing street wall and building masses on either side of the project site. Additionally, there are three 16- to 17-story towers on the block to the north of the project site.

Considering the size, configuration and the scale of the proposed project, and the context of the surrounding buildings, which includes the immediately adjacent 125-foot-tall Geary Courtyard Apartments tower, it is anticipated that the proposed building would only nominally alter the wind flows, directions and/or velocities on sidewalks in the project vicinity. Therefore, it is anticipated that wind speeds on the adjacent Geary Street sidewalks would only change by roughly one to two miles per hour, with increases in existing wind speeds immediately adjacent to the proposed building and decreases in existing wind speeds at compensating locations further downwind of the project site.

Given that the proposed project physically fits well into existing built environment along Geary Street, and matches the setback of the adjacent Geary Courtyard Apartments tower to the east, implementation of the proposed project would result in relatively small changes in the wind environment and the proposed project would not cause or contribute to an exceedance of a wind hazard. Additionally, there is no reason to conclude that modification of the proposed building would improve the existing wind conditions that occur in the vicinity.

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.

Cumulative Impacts. There is no possibility of a significant cumulative effect on the environment due to the proposed project for the following reasons. The proposed project would construct a new building on a vacant lot within an historic district, and the design of the new building was determined to be compatible with the historic district. Therefore, the proposed project could not contribute to any significant cumulative effect on historic resources. The proposed project would not shade a public park and therefore could not make a cumulatively considerable contribution to a significant cumulative shadow impact. The wind memorandum that was prepared for the proposed project included a review of development in the project site's vicinity and concluded that the proposed project in combination with cumulative projects would not create an adverse effect on wind conditions. The project site meets screening criteria and would not contribute considerably to cumulative VMT. The proposed project would not contribute considerably to any cumulative transit impacts. The cumulative impacts of nearby construction projects would not be cumulatively considerable, as construction would be of temporary duration, and the sponsor and/or construction contractors of the proposed project would be required to

²¹ Environmental Science Associates, *Potential Wind Impacts of Proposed Mixed-Use High-Rise Residential Project, 651-655 Geary Street Development, San Francisco, CA, July 2, 2015.*

coordinate with various City department such as the San Francisco Municipal Transportation Agency and Public Works through the Transportation Advisory Staff Committee to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction overlap. For air quality, the thresholds are thresholds that determine whether a project contributes to cumulative regional air quality impacts. Since the proposed project meets the screening criteria, it would not contribute to a cumulative air quality impact. Similar to the proposed project, projects within the vicinity of the project site would be required to comply uniformly applicable development policies, such as the San Francisco Noise Ordinance, the Construction Site Runoff Ordinance, the Construction Dust Control Ordinance, the Maher Ordinance, Section 295, and with California regulations that limit idling to no more than five minutes. In light of the above, no significant cumulative impacts would occur as a result of the proposed project.

Public Notice and Comment. On May 11, 2016, 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. One member of the public raised concerns related to construction debris and dust, construction air quality, and construction noise. Concerns and issues raised in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis.

Construction noise, which would be temporary and intermittent, would be regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). The Construction Dust Control Ordinance would require the project sponsor to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures. The regulations and procedures set forth in the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. Construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants, as the project site is not located within the Air Pollutant Exposure Zone. Furthermore, the proposed project would be required to comply with California regulations that limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable TAC emissions.

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.