



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary Conditional Use (Planned Unit Development)

HEARING DATE: MAY 18, 2017

*Date:* May 11, 2017  
*Case No.:* **2013.1711CUA**  
*Project Address:* **495 Cambridge Street**  
*Zoning:* RH-1 (Residential – House, One Family) Zoning `District  
40-X Height and Bulk District  
*Block/Lot:* 5992A/060  
*Project Sponsor:* Jeremy Schaub, Schaub Ly Architects  
1360 9th Avenue Suite 210  
San Francisco, CA 94122  
*Staff Contact:* Daniel Sirois – (415) 575-8714  
[daniel.sirois@sfgov.org](mailto:daniel.sirois@sfgov.org)  
*Recommendation:* **Approval with Conditions**

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### PROJECT DESCRIPTION

The proposed Project consists of the demolition of four vacant school buildings (former Fellowship Academy) and the construction of 29 residential buildings (nine stacked duplex buildings and 20 town-homes) with a total of 54 dwelling units on an 85,191 square foot lot. The dwelling units range in size from 1,750 square feet to 2,170 square feet (two to three bedrooms), with one private parking space for each unit. The stacked duplexes are accessed from Cambridge Street and from a new common private drive extending from Yale Street. The three-story town-homes are accessed from the common private drive. Due to the sloping topography of the Project site, the Cambridge Street buildings would be two stories tall at the front and four stories tall at the rear. The buildings facing the private driveway would be three stories tall. The center of the property would have a common garden, play area and basketball court that can be accessed from Yale Street or via a landscaped pedestrian walkway connecting Cambridge Street to the new private drive. Six new curb cuts and driveways would be provided on Cambridge Street. The proposed Project would include a total of 66 parking spaces, with 54 parking spaces in private garages and 12 parking spaces available on the private drive with one reserved for car share. A total of 60 bicycle parking spaces would be provided. Each of the 54 dwelling units would have one Class 1 bicycle parking space in the garage, and there would be six Class 2 spaces at various locations on the Project site.

### SITE DESCRIPTION AND PRESENT USE

The Project site is located on an 85,191 square foot mid-block parcel on the east side of Cambridge Street between Felton & Bacon Streets in the Excelsior Neighborhood. Yale Street provides access to the site from the northern portion of the lot. The site is occupied by four vacant school buildings that were constructed in 1951 and a driveway that is used to access surface parking and serves as emergency access

to the site from Yale Street. There is an open space with pathways framed by the school buildings in the center of the lot. The Project site has a steep downslope for the first 50-feet from Cambridge Street and slopes more gently for the remainder of the lot.

## **SURROUNDING PROPERTIES AND NEIGHBORHOOD**

The subject property is adjacent to Cornerstone Academy to the south, the Good Shepard Grace center to the east, 2-story single family dwellings to the north and west. John McLaren Park is three-blocks away from the Project site. Beyond the adjacent property, the surrounding properties largely consist of two-story single-family residences.

## **ENVIRONMENTAL REVIEW**

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption.

## **HEARING NOTIFICATION**

<b>TYPE</b>	<b>REQUIRED PERIOD</b>	<b>REQUIRED NOTICE DATE</b>	<b>ACTUAL NOTICE DATE</b>	<b>ACTUAL PERIOD</b>
Classified News Ad	20 days	April 26, 2017	April 26, 2017	22 days
Posted Notice	20 days	April 28, 2017	April 28, 2017	20 days
Mailed Notice	20 days	April 28, 2017	April 28, 2017	20 days

## **PUBLIC COMMENT**

As of May 8, 2017 the Department has received several letters, emails and petitions that express opposition to the Project. The issues expressed in these correspondences include traffic, parking, building heights, car emissions, and noise and lighting impacts on the new dwellings generated by the outdoor activities of Cornerstone Academy.

## **ISSUES AND OTHER CONSIDERATIONS**

- **Planned Unit Development.** The proposed Project is seeking a Conditional Use Authorization-Planned Unit Development (PUD) under Planning Code Section 209.1, 303 and 304. The procedures for Planned Unit Developments are intended for Projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a Project may merit a well-reasoned modification of certain of the provisions contained elsewhere in the Planning Code. Under the PUD, the project is seeking an exception from the rear yard requirement (Planning Code Section 134) and is seeking to increase the residential density on the project site. Due to the outstanding overall design of the proposal and thoughtful distribution of open space, the Department supports the exception to the rear yard requirement and the increase in residential density.

- **Density.** Under the PUD, the Project is permitted to increase the dwelling unit density. Typically, within the RH-1 Zoning District, residential density is permitted at a ratio of one dwelling unit per 3,000 square feet of lot area. With a PUD, residential density may be increased to the density of the next zoning district (RH-2) less one unit. The RH-2 Zoning District permits one dwelling unit for every 1,500 sf of lot area under Planning Code 209.1. Since, the subject parcel size is 85,191 square feet, a total of 56 units are permitted on the project site. Under the PUD, the Project is seeking to construct 54 dwelling units, which is within the permitted residential density.
- **Open Space.** The open space requirements under Planning Code Section 135 are met by providing a combination of private and common open space. The overall open space requirement is exceeded in the proposed development. Additionally, common open space, which includes stairs that connect the development to Cambridge Street, and the park at the center of the development would be publically accessible private open space that can be used by occupants of the new dwelling units and other residents in the neighborhood.
- **Inclusionary Affordable Housing.** The Project has elected the on-site affordable housing alternative, identified in Planning Code Section 415.6. The project requires 13.5% of the total number of units to be designated as part of the inclusionary affordable housing program. The Project contains 54 units and the Project Sponsor will fulfill this requirement by providing the 7 affordable units on-site (one (1) 2-bedroom unit and six (6) 3-bedroom units), which will be available for ownership.

## **REQUIRED COMMISSION ACTION**

In order for the Project to proceed, the Commission must grant Conditional Use Authorization for a Planned Unit Development under Planning Code Sections 209.1, 303 and 304 to allow for the construction of 54 dwelling units in 29 residential buildings and to allow an exception to the rear yard requirement (defined in Planning Code Section 134) and to increase the residential density permitted on the project site.

## **BASIS FOR RECOMMENDATION**

The Department believes this project is approvable for the following reasons:

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project would be consistent with the character of the immediate neighborhood and would be in harmony with the uses and development patterns found within the immediate vicinity.
- The Project would support the production of new two to three bedroom family housing with dwelling units that range in size from 1,750 square feet to 2,170 square feet.
- The Project would produce seven (7) new family-sized BMR units available for ownership.

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

Draft Motion  
Environmental Determination  
Zoning Map  
Height and Bulk Map  
Block Book Map  
Sanborn Map  
Aerial Photographs  
Site Photos  
Project Sponsor Brief  
Affidavit: Compliance with the Inclusionary Affordable Housing Program  
Anti-Discriminatory Housing Policy  
Affidavit for First Source Hiring Program  
Affidavit for Transportation Demand Management Plan  
Public Comment: Correspondence  
Reduced Plans

Attachment Checklist:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Executive Summary           | <input checked="" type="checkbox"/> Project sponsor submittal  |
| <input checked="" type="checkbox"/> Draft Motion                | Drawings: <u>Existing Conditions</u>   |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility   |
| <input checked="" type="checkbox"/> Zoning District Map         | Drawings: <u>Proposed Project</u>  |
| <input checked="" type="checkbox"/> Height & Bulk Map           | <input checked="" type="checkbox"/> Check for legibility   |
| <input checked="" type="checkbox"/> Parcel Map                  | <input type="checkbox"/> 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:<br>Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos                 |  |

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

DS

Planner's Initials



# SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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## Planning Commission Draft Motion

HEARING DATE: MAY 18, 2017

Case No.: 2013.1711CUA  
Project Address: 495 Cambridge Street  
Zoning: RH-1 (Residential – House, One Family) Zoning District  
40-X Height and Bulk District  
Block/Lot: 5992A/060  
Project Sponsor: Jeremy Schaub, Schaub Ly Architects  
1360 9th Avenue Suite 210  
San Francisco, CA 94122  
Staff Contact: Daniel Sirois – (415) 575-8714  
[daniel.sirois@sfgov.org](mailto:daniel.sirois@sfgov.org)  
Recommendation: **Approval with Conditions**

**ADOPTING FINDINGS RELATING TO A PLANNED UNIT DEVELOPMENT PURSUANT TO PLANNING CODE SECTION 209.1, 303 AND 304 WITH MODIFICATION OF THE REAR YARD REQUIREMENT UNDER PLANNING CODE SECTION 134 TO ALLOW THE CONSTRUCTION OF 29 RESIDENTIAL BUILDINGS RANGING IN HEIGHT FROM THREE TO FOUR STORIES WITH A TOTAL OF 54 DWELLING UNITS, 54 OFF-STREET PARKING SPACES, A PUBLICALLY ACCESSIBLE OPEN SPACE (CONSISTING OF A CENTALLY-LOCATED PARK), AND A STAIR CONNECTING CAMBRIDGE STREET, LOCATED AT 495 CAMBRIDGE STREET, LOT 060 IN ASSESSOR'S BLOCK 5992A, WITHIN THE RH-1 (RESIDENTIAL, HOUSE, ONE-FAMILY) DISTRICT AND 40-X HEIGHT AND BULK DISTRICT; AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

### PREAMBLE

On November 13, 2014, Jeremy Schaub of Schaub Ly Architects (hereinafter "Project Sponsor") filed Application No. 2013.1711CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Planned Unit Development (hereinafter "PUD") under Planning Code Section 209.1, 303 and 304 to construct 54 dwelling units on a 85,191 square foot lot at 495 Cambridge Street (Block 5992A Lot 060) in San Francisco, California.

On April 27, 2017, the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project.

On May 18<sup>th</sup> 2017, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting for Conditional Use Authorization Application No. 2013.1711CUA.

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. 2013.1711CUA subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

## **FINDINGS**

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The Project site is located on an 85,191 square foot mid-block parcel on the east side of Cambridge Street between Felton and Bacon Streets in the Excelsior neighborhood. Yale Street provides access to the site from the northern portion of the lot. The site is occupied by four vacant school buildings that were constructed in 1951 and a driveway that is used to access surface parking and serves as emergency access to the site from Yale Street. There is an open space with pathways framed by the school buildings in the center of the lot. The Project site has a steep downslope for the first 50-feet from Cambridge Street and slopes more gently for the remainder of the lot.
3. **Surrounding Properties and Neighborhood.** The subject property is an area of the Excelsior neighborhood characterized predominantly by single-family dwellings. The site is adjacent to Cornerstone Academy to the south, the Good Shepard Grace Center to the east and two-story single-family dwellings exist to the north and on the opposite side of Cambridge Street to the west. John McLaren Park is located three-blocks away from the Project site. Beyond the adjacent property, the surrounding properties largely consist of two-story single-family residences.
4. **Project Description.** The proposed Project consists of demolition of four vacant school buildings (former Fellowship Academy) and the construction of 29 residential buildings (nine stacked duplex buildings and 20 town-homes) with a total of 54 dwelling units on an 85,191 square foot lot. The dwelling units range in size from 1,750 square feet to 2,170 square feet, (two to three bedrooms) with one private parking space for each unit. The stacked duplexes are accessed from Cambridge Street and from a new common private drive extending from Yale Street. The three-story town-homes are accessed from the common private drive. Due to the sloping topography of the Project site, the Cambridge Street buildings would be two stories tall at the front and four stories tall at the rear. The buildings facing the private driveway would be three stories tall. The

center of the property would have a common garden, play area and basketball court that can be accessed from Yale Street or via a landscaped pedestrian walkway connecting Cambridge Street to the new private drive. Six new curb cuts and driveways would be provided on Cambridge Street. The proposed Project would include a total of 66 parking spaces, with 54 parking spaces in private garages and 12 parking spaces available on the private drive with one reserved for car share. A total of 60 bicycle parking spaces would be provided. Each of the 54 dwelling units would have one Class 1 bicycle parking space in the garage and there would be six Class 2 spaces at various locations on the Project site.

5. **Public Comment.** The Department has received several letters, emails and petitions that express opposition to the Project. The issues expressed in the correspondence include traffic, parking, building heights, car emissions, and noise and lighting impacts on the new dwellings generated by the outdoor activities of Cornerstone Academy.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner
  - a. **Rear Yard.** Planning Code Section 134 requires a rear yard equal to 25 percent of the lot depth, but in no case less than 15'-0", to be provided at grade level and each succeeding level.

*The subject lot is 85,191 square feet and is required to provide a rear yard measuring 21,298 square feet. Since the Project includes a private drive, public park, and construction of 29 residential buildings and 54 dwelling units, the Project is seeking a modification to the rear yard requirement under the PUD.*

- b. **Usable Open Space.** Planning Code Section 135 requires that a minimum amount of usable open space be provided for dwelling units within the RH-1 District. This Section specifies that the area counting as usable open space must meet minimum requirements for area and horizontal dimensions.

*In the RH-1 Zoning District, the Project is required to provide 300 square feet of private open space or 400 square feet of common usable open space, or a combination of the two, for each dwelling unit. The proposal includes a combination of balconies, yards and common open space to meet the requirements of the Planning Code 135. The Project provides a total of 13,409 square of private open space via decks and in yards and 11,250 square of common open space via a public park. Therefore, the Project exceeds the Planning Code requirements for open space.*

- c. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, a rear yard, or an open area (whether an inner court or a space between separate buildings on the same lot) that is no less than 25 feet in every horizontal dimension for the floor at which the Dwelling Unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

*The Project meets the dwelling unit exposure requirements of the Planning Code, since all units either face a public street (Cambridge Street) or an open area that meets the dimensional requirements of the Planning Code. Nine of the proposed dwelling units face Cambridge Street. The remaining 45 dwelling units face a private drive or a common open space.*

- d. **Off-Street Parking.** Planning Code Section 151 establishes off-street parking requirements for all uses in all districts. Pursuant to this Section, one parking space is required for each dwelling and up to three off-street parking spaces are permitted as an accessory use.

*The Project complies with the off-street parking requirements by providing 54 off-street parking spaces and 12 on-street (private drive) parking spaces. This amount of off-street parking complies with the minimum parking requirements and the permitted amount (1/3) of accessory parking.*

- e. **Bicycle Parking.** Planning Code Section 155.5 establishes the bicycle parking requirements.

*The Project complies with the off-street parking provisions by providing one Class 1 parking space for every dwelling unit and a total of six Class 2 spaces, which are provided in the common areas.*

- f. **Car Share Parking.** Planning Code Section 166 establishes car share parking requirements for newly constructed buildings containing residential uses where parking is provided.

*The Project includes 54 dwelling units and is required to provide one car share parking space. The Project provides one car share parking space on the private drive; therefore, the Project meets the Planning Code 166.*

- g. **Use and Density.** Planning Code Section 304 allows for a residential density in PUDs that is equal to the density of the zoning district immediately above the development parcel's underlying zoning, less one unit. In this case, the density permitted in the RH-2 Zoning District less one unit would apply. In the RH-2 Zoning District, one dwelling unit is permitted for every 1,500 sq ft of lot area under Planning Code 209.1 with Conditional Use Authorization.

*The subject property is 85,191 square feet, which allows for 56 dwelling units. The Project includes construction of 54 dwelling units and is within the permitted residential density limits.*

- h. **Height/Bulk.** The project site is located in the 40-X Height and Bulk District. Planning Code Section 261 further limits the height of a dwelling in an RH-1 District to 35 feet when located on a relatively flat lot or 25 feet on a steeply sloping lot.

*Building heights for this Project are measured from curb at Cambridge Street for the first 100 feet into the subject property and from grade beyond 100 feet. Buildings that front Cambridge are limited to 25 feet due to the steep slope of the lot. The proposal includes buildings no taller than 22*

*feet on Cambridge Street. The buildings that front the private drive are limited in height to 35-feet from grade. The proposed buildings measured from grade do not exceed 32 feet.*

- i. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 18 points.

*The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50% of the point target established in the TDM Program Standards, resulting in a required target of 9 points. As currently proposed, the Project will achieve its required 9 points through the following TDM measures:*

- *Improve Walking Condition: (Option A)*
- *Bicycle Parking (Option B)*
- *Car-share Parking (Option A)*
- *Multimodal Wayfinding Signage*
- *Tailored Transportation Marketing Services*
- *On-Site Affordable Housing*

- j. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the Project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application was submitted on May 15, 2014; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 13.5% of the proposed dwelling units as affordable.

*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 an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project. The Project Sponsor submitted such Affidavit on February 9, 2017. The applicable percentage is dependent on the total number of units in the Project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation application was submitted on May 15, 2014; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 13.5% of the total proposed dwelling units as affordable. Seven units (1 two-bedroom, and 6 three-bedroom) of the*

*total 54 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, 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. Projects that propose a Planned Unit Development through the Conditional Use authorization process must meet these criteria, in addition to the criteria in Section 304, discussed under item 8 below. On balance, the Project complies with the criteria of Section 303, in that:

- A. 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 the community.

*The proposed residential use is in keeping with the predominant character of the neighborhood. Townhouse units and stacked duplexes would provide housing consistent with family oriented homes nearby and provides a comfortable transition between the single-family houses to the north and the school buildings to the south. The PUD would provide new housing opportunities on a site that is underutilized and suitable for redevelopment.*

- B. 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 existing size and shape of the lot are suitable for a PUD with family housing. The arrangement of the buildings, open space and the private drive respects the midblock open space and locates new development in a manner that respects the shape and sizes of adjacent development patterns.*

- 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.

*A development of 54 units at the proposed location will not substantially alter the existing traffic patterns. The existing streets are well equipped to handle the vehicular circulation generated by the development. No mitigation measures are necessary to address new traffic. Each unit in the development will have a dedicated parking space and the private drive can accommodate up to 12 parking spaces. The overall parking provision in this development is compatible with what currently exists in the neighborhood.*

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

*The proposed residential use would not generate emissions that are incompatible with the residential and institutional use of the surrounding neighborhood.*

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

*The Project provides both common and private open space landscaped with new trees, turf and hard surfaces for play areas. A landscape architect was hired to ensure that the appropriate plants lighting and wayfinding signage are incorporated into the development's design. Appropriate fencing and buffers are incorporated into the design that will ensure privacy and comfortable transitions between the development and adjacent existing development.*

*All 54 off-street parking spaces will be located in private garages. Up to 12 surface parking spaces can be accommodated on the private drive with of those spaces dedicated to car-share accessible to the public.*

- C. Such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan.

*The Project generally complies with the applicable sections of the Code, with a modification to the rear yard requirement. The residential density is permitted within the RH-1 Zoning District under the provision for PUDs, and the height and bulk of the Project are consistent with the 40-X Height and Bulk District. The purpose of the PUD process is to allow well-designed development on larger sites to request modifications from the strict requirements of the Planning Code, provided that the Project generally meets the intent of these Planning Code requirements and will not adversely affect the General Plan.*

*Considered as a whole, the Project would add market-rate and affordable family housing in the Excelsior neighborhood. The Project includes a mix of units that range in size from 1,750 square feet to 2,170 square feet with two to three bedrooms. The proposed unit mix along with onsite inclusionary housing will provide for new housing options that are in high demand in San Francisco.*

- 8. **Planning Code Section 304** establishes procedures for Planned Unit Developments, which are intended for projects on sites of considerable size, including an area of not less than half-acre, developed as integrated units and designed to produce an environment of stable and desirable character, which will benefit the occupants, the neighborhood and the City as a whole. In the cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain provisions contained elsewhere in the Planning Code.

- a. **Modification.** The Project Sponsor is requesting a modification to the rear yard requirement established in Planning Code Section 134.

*Due to the unique shape of the lot, its larger than typical size, and the need for vehicular circulation within the interior of the block, the strict application of the Planning Code's rear yard requirements are impractical in this case. The proposal includes a total of 23,565 square feet of open space excluding the area devoted to the private driveway and the sidewalks internal to the Project site. The common garden, play area and basketball court are situated in a manner that extends the midblock open space that exists on the block to the north of the subject property. Additionally, the useable open space is distributed throughout the site in a fashion that is more suited to the alignment of the proposed dwelling units. Therefore, the Commission finds this modification to be warranted and acceptable.*

- b. **Criteria and Limitations.** Planning Code Section 304(d) establishes criteria and limitations for the authorization of PUDs over and above those applicable to Conditional Uses in general and contained in Section 303 and elsewhere in the Code. On balance, the Project complies with said criteria in that it:

- i. Affirmatively promotes applicable objectives and policies of the General Plan;

*The Project meets the objectives and policies of the General Plan. See Below.*

- ii. Provides off-street parking adequate for the occupancy proposed.

*The Project meets the requirements of the Planning Code by providing one off-street parking space per dwelling unit, which is consistent with larger parking patterns in the surrounding neighborhood. Per Planning Code Section 169, the Project is subject to a TDM Plan, which seeks to reduce overall vehicle miles travelled in San Francisco.*

- iii. Provides open space usable by the occupants and, where appropriate, by the general public, at least equal to the open space required by this Code;

*The Project exceeds the requirement for usable open space and will make the play area proposed for the development open to the public. The Project also included a landscaped stairway that connects Cambridge Street to the center of the development as a means to support pedestrian connectivity in the neighborhood.*

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

*Under a PUD, an increase to residential density is permitted. In this case, the residential density permitted in the RH-2 Zoning District less one unit is permitted. In the RH-2 Zoning District, residential density is permitted at a ratio of one dwelling unit for every 1,500 sq ft of lot area per Planning Code 209.1. The subject parcel size is 85,191 square feet, which would allow for 56 dwelling units. The proposal includes 54 dwelling units.*

*Therefore, the proposed development would not be substantially equivalent to a reclassification of the project site.*

- v. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under this Code.

*The Project does not include any commercial use.*

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

*The project site is located in the 40-X Height and Bulk District. Planning Code Section 261 further limits the height of a dwelling in an RH-1 District to 35 feet when located on a relatively flat lot or 25 feet on steeply sloping lots. Building heights for this Project are measured from curb at Cambridge Street for the first 100 feet into the subject property and from grade beyond 100 feet. Buildings that front Cambridge are limited to 25 feet due to the steep slope of the lot. The proposal includes buildings no taller than 22 feet on Cambridge Street. The buildings that front the private drive are limited in height to 35-feet from grade. The proposed buildings measured from grade do not exceed 32 feet.*

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

*Not Applicable. The project site is located in the RH-1 Zoning District and is not located in an NC District.*

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

*Not Applicable. The project site is located in the RH-1 Zoning District and is not located in an NC District.*

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

*Not Applicable. The project site is located in the RH-1 Zoning District and is not located in an NC District.*

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

*The Project will provide the necessary street trees as determined by the Department of Public Works.*

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

*The Project provides the necessary landscaping and permeable surfaces as specified in Planning Code Section 132(g) and (h).*

- 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**

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

*The Project site offers an excellent opportunity for infill development for family-oriented housing in an existing predominantly single-family neighborhood. The proposed Project consists of demolishing four vacant school buildings (former Fellowship Academy) and the construction of 29 residential buildings (nine stacked duplex buildings and 20 town-homes) with a total of 54 dwelling units on an 85,191 square foot lot. The dwelling units range in size from 1,750 square feet to 2,170 square feet, two to three bedrooms, with one private parking space for each unit. The Project includes seven on-site affordable family-oriented dwelling units (one 2-bedroom, and six 3-bedrooms), which complies with the inclusionary affordable housing requirements.*

#### **OBJECTIVE 11**

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

##### **Policy 11.1**

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

##### **Policy 11.2**

Ensure implementation of accepted design standards in project approvals.

**Policy 11.3**

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

**Policy 11.4**

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

**Policy 11.6**

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

*The Project layout and design responds to the site's location within a large mid-block lot surrounded by a mix of uses that include the Good Shepard Grace Centre, Cornerstone Academy and single-family homes. The site will be better integrated into the neighborhood with improved access to Yale Street and the introduction of a landscaped stairs connecting Cambridge Street to the proposed driveway. The public will be permitted to enter the site and pedestrians will have a new formalized connection that allows movements to and from Yale and Cambridge Streets. Additionally the center of the property would have a common garden, play area and basketball court that would be open to the public, which will promote community integration and interaction.*

*The Project's architecture draws from forms and materials (wood and plaster) of buildings in the neighborhood. The massing and scale are appropriate given the Project's adjacencies and architectural context. Contrasts in heights with the existing neighborhood are mitigated by appropriately placed buffer zones and open spaces.*

**TRANSPORTATION ELEMENT**

**Objectives and Policies**

**OBJECTIVE 24:**

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

**Policy 24.2:**

Maintain and expand the planting of street trees and the infrastructure to support them.

*The site will be better integrated into the neighborhood with improved access to Yale Street and the introduction of a landscaped stairs connecting Cambridge Street to the proposed driveway. The public will be permitted to enter the site and pedestrians will have a new formalized connection between Yale and Cambridge Streets. The Project includes the introduction of new street trees on Cambridge Street and along the internal private driveway. The private driveway will also include sidewalks on both sides.*

**OBJECTIVE 28:**

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

**Policy 28.1:**

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

**Policy 28.3:**

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

*Planning Code Section 155.5 establishes bicycle parking requirements with the aim of promoting the objectives and policies of the General Plan's Transportation Element. The Project includes 54 Class 1 bicycle parking spaces, one in each private garage in the development, and six (6) Class 2 bicycle parking spaces located in the common areas of the development for a total of 60 spaces. The parking spaces are located in safe, secure and convenient environments. This satisfies the Planning Code requirements under Section 155.5 the Zoning Administrator's Bulletin No. 9 Bicycle Parking Requirements: Design and Layout and ultimately encourages the use of bicycles as an alternative means of transportation.*

**OBJECTIVE 34:**

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

**Policy 34.1:**

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

**Policy 34.5:**

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

*Planning Code Section 151 regulates the amount of off-street parking that is required or permitted in the various zoning districts throughout the city. The required parking for the RH-1 District is one parking space per unit, with an allowance of up to three parking spaces as an accessory use (i.e. a 3:1 ratio). The Project includes a total of 56 off-street parking spaces and room for an additional 12 short-term parking spaces that would be available to visitors to the neighborhood on the development's private drive. The amount of parking spaces provided in the Project is in keeping with the typical one-space per unit and the provision of on-street parking in the neighborhood. The proposed number of parking spaces for this type and intensity of use is appropriate in a low-density neighborhood with more limited transit options than elsewhere in San Francisco.*

*The proposed curb cut widths are in keeping with the Residential Design Guidelines and they have been spaced to retain the greatest possible number of on-street parking spaces both on Cambridge Street and on the development's private drive.*

## **URBAN DESIGN ELEMENT**

### **Objectives and Policies**

#### **OBJECTIVE 1:**

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

#### **Policy 1.3:**

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

*The Project layout and design responds to the site's location within a large mid-block lot surrounded by a mix of uses that include the Good Shepard Grace Centre, the Cornerstone Academy and single-family homes. The site will be better integrated into the neighborhood with improved access to Yale Street and the introduction of a landscaped stairs connecting Cambridge Street to the proposed driveway. The built versus open areas in the midblock are strategically laid out to reinforce the existing midblock open space and to promote the livability of the neighborhood. The development would also fill a gap in the street wall along Cambridge producing a streetscape compatible with developed portions of Cambridge Street.*

#### **OBJECTIVE 4:**

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

#### **Policy 4.5:**

Design walkways and parking facilities to minimize danger to pedestrians.

#### **Policy 4.13:**

Improve pedestrian areas by providing human scale and interest.

*Currently, the site is occupied by vacant school buildings enclosed by a chain link fence. The Project site would be better integrated into the neighborhood with improved access to Yale Street and the introduction of a landscaped stairs connecting Cambridge Street to the proposed driveway. The public will be permitted to enter the site and pedestrians will have a new formalized connection between Yale and Cambridge Streets. The Project includes the introduction of new street trees on Cambridge Street and along the internal private driveway. The private driveway will include sidewalks on both sides. The driveway can also serve as play areas for hard surface recreation activities due to the private driveway's narrower width and slower traffic speeds than is typical for a San Francisco street. These improvements, along with the addition of new "eyes on the street", will produce an environment of personal safety, comfort, pride and opportunity that is vastly superior to the existing conditions the Project site can provide.*

**RECREATION AND OPEN SPACE ELEMENT:**

**Objectives and Policies**

**OBJECTIVE 4**

**PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.**

**Policy 4.2:**

Maximize joint use of other properties and facilities.

**Policy 4.5:**

Require private usable outdoor open space in new residential development.

*The Project includes a combination of common, private and publically accessible open space to serve the needs of existing and new residents.*

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.

*Existing neighborhood-serving retail will not be impacted by the Project. No retail use exists on the project site.*

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

*No housing exists on the Project site. The Project will provide 54 dwelling units resulting in an increase in housing stock. The Project would blend in with the mix of existing residential and institutional uses and therefore would strengthen the cultural and economic diversity of the neighborhood.*

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

*The Project will not displace any affordable housing because there is currently no housing on the site. The Project will provide seven (7) on-site affordable dwelling units for ownership, thus increasing the City's stock of affordable housing units.*

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

*The traffic generated by the development will not impact MUNI or overburden city streets or parking opportunities in the neighborhood. The 54 MUNI line stops one block away from the Project site and 44 line is three-block away. The environmental review for this Project concluded that the traffic generated by the development would not trigger any transportation mitigation measures. Parking will be provided at a ratio that is in keeping with the prevailing ratios in the neighborhood.*

- 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 include commercial office development and would not impact the industrial or service sectors, or future opportunities for resident employment.*

- 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.*

- G. That landmarks and historic buildings be preserved.

*No landmark or historic buildings are impacted by the Project.*

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

*The Project would not cast a shadow on any existing parks or recreation facilities or obscure the vista from any public park.*

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

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
  
11. The Commission hereby finds that approval of the 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 Application No. 2013.1711CUA** for a Planned Unit Development, pursuant to Planning Code Section 209.1, 303 and 304, with modification of the rear yard requirements under Planning Code Section 134 to allow the construction of 29 residential buildings ranging in height from three to four stories with a total of 54 dwelling units, 54 off-street parking spaces, availability for up to 12 parking spaces on the private drive with one space reserved for car share, with publically accessible open space in a centrally-located park and a stair connecting Cambridge street to the midblock, located at 495 Cambridge Street, Lot 060 in Assessor's Block 5992A, within the RH-1 (Residential, House, One-Family) District and 40-X 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 May 4, 2017, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXX. 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.

**Draft Motion**  
**May 18, 2017**

**CASE NO. 2013.1711CUA**  
**495 Cambridge Street**

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on May 18, 2017.

Jonas P. Ionin  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: May 18, 2017

## **EXHIBIT A**

### **AUTHORIZATION**

This Conditional Use Authorization for a Planned Unit Development pursuant to Planning Code Section 209.1, 303 and 304 with modification of the rear yard requirements under Planning Code section 134 to allow the construction of 29 residential buildings ranging in height from three to four stories with a total of 54 dwelling units, 54 parking spaces in private garages, availability for up to 12 parking spaces on the private drive with one space reserved for car share, with publically accessible open space in a centrally located park and a stair connecting Cambridge street to the midblock, located at 495 Cambridge Street, Lot 060 in Assessor's Block 5992A, within the RH-1 (Residential, House, One-Family) District and 40-X Height and Bulk district., in general conformance with plans dated May 4<sup>th</sup>, 2017 and stamped "EXHIBIT B" included in the docket for Case No. 2013.1711CUA and subject to conditions of approval reviewed and approved by the Commission on May 18, 2017 under Motion No. XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### **RECORDATION OF CONDITIONS OF APPROVAL**

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on May 18, 2017 under Motion No. XXXXXX.

### **PRINTING OF CONDITIONS OF APPROVAL ON PLANS**

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

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

### PERFORMANCE

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

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

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

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

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

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

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

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

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

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

## DESIGN – COMPLIANCE AT PLAN STAGE

1. **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](http://www.sf-planning.org)*
2. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.  
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*
3. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.  
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*
4. **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](http://www.sf-planning.org)*
5. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.  
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*
6. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may

not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

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

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>*

## PARKING AND TRAFFIC

1. **Car Share.** Pursuant to Planning Code Section 166, no fewer than **one (1)** car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.  
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*
2. **Bicycle Parking.** The Project shall provide no fewer than **54** Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.2.  
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*
3. **Parking Requirement.** Pursuant to Planning Code Section 151, the Project shall provide **54** independently accessible off-street parking spaces.  
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*
4. **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](http://www.sf-planning.org)*

## PROVISIONS

- 1. First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.  
*For information about compliance, contact the First Source Hiring Manager at 415-581-2335, [www.onestopSF.org](http://www.onestopSF.org)*
- 2. Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.  
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*
- 3. Transportation Sustainability Fee.** The Project Sponsor shall comply with Planning Code Section 411A, which stipulates an impact fee that must be paid in support of transportation sustainability.
- 4. Child Care Fee: Residential Projects.** The Project Sponsor shall comply with Planning Code Section 414A, which stipulates an impact fee that must be paid to support child care services.
- 5. Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, 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 to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

## MONITORING

1. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.  
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*
2. **Revocation Due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.  
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## OPERATION

1. **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>*
2. **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>*
3. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.  
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

4. **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](http://www.sf-planning.org)*

5. **Public Open Space.** The proposed public open space shall be open to the public at times when it is reasonable to expect substantial public use. Open spaces shall be maintained at no public expense. The owner of the property on which the open space is located shall maintain it by keeping the area clean and free of litter and keeping in a healthy state any plant material that is provided. The public open space shall be subject to the provisions of Planning Code Section 135(h).

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

## INCLUSIONARY HOUSING

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

1. **Number of Required Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 13.5% of the proposed dwelling units as affordable to qualifying households. The Project contains 54 units; therefore, seven (7) affordable units are currently required. The Project Sponsor will fulfill this requirement by providing the seven affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

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

2. **Unit Mix.** The Project contains nine two-bedroom, and 45 three-bedroom units; therefore, the required affordable unit mix is one (1) two-bedroom, and six (6) three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

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

3. **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](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*

4. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than thirteen and one half percent (13.5%), or the applicable percentage as discussed above, 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](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*

5. **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.

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6. **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](http://www.sf-planning.org) or the Mayor's Office of Housing and Community Development at 415-701-5500, [www.sf-moh.org](http://www.sf-moh.org).*

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

- h. 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.



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Exemption from Environmental Review

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Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
415.558.6378

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Planning  
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Case No.: 2013.1711E  
Project Title: 495 Cambridge Street  
Zoning: RH-1 (Residential, House, One-Family) District  
40-X Height and Bulk District  
Block/Lot: 5992A/060  
Lot Size: 85,191 square feet  
Project Sponsor: Cambridge Estate Holdings, LLC  
c/o David Silverman – Reuben, Junius & Rose  
(415) 567-9000, [dsilverman@reubenlaw.com](mailto:dsilverman@reubenlaw.com)  
Staff Contact: Michael Li  
(415) 575-9107, [michael.j.li@sfgov.org](mailto:michael.j.li@sfgov.org)

### PROJECT DESCRIPTION:

The project site is on the east side of Cambridge Street between Felton and Bacon streets in San Francisco's Excelsior neighborhood. The project site is occupied by four buildings and surface parking for eight vehicles. The existing buildings have been vacant since 2000; they were previously occupied by the Fellowship Academy Preschool. Yale Street, a north-south street, terminates at the northern property line of the project site.

(Continued on next page)

### EXEMPT STATUS:

Categorical Exemption, Class 32 (California Environmental Quality Act [CEQA] Guidelines Section 15332 (see p. 2)).

(Continued on next page)

### DETERMINATION:

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

  
\_\_\_\_\_  
Lisa M. Gibson  
Acting Environmental Review Officer

4/27/17  
\_\_\_\_\_  
Date

cc: Cambridge Estate Holdings, LLC, Project Sponsor  
Dan Sirois, Current Planning Division  
Justin Greving, Preservation Planner  
Supervisor Hillary Ronen, District 9

Historic Preservation Distribution List  
Distribution List  
Virna Byrd, M.D.F.

**PROJECT DESCRIPTION (continued):**

The proposed project consists of demolishing the existing buildings and surface parking, constructing a private driveway that connects to Yale Street, and constructing 29 separate buildings containing a total of 54 dwelling units. Nine buildings would face Cambridge Street, and the other 20 buildings would face the private driveway. Due to the sloping topography of the project site, the Cambridge Street buildings would be two stories and 22 feet tall at the front and four stories and 42 feet tall at the rear. The buildings facing the private driveway would be three stories and 32 feet tall. None of the buildings would have elevator or stair penthouses. Six new curb cuts and driveways would be provided on Cambridge Street; there are no existing curb cuts on Cambridge Street that would need to be removed. The proposed project would include a total of 66 parking spaces; there would be 54 parking spaces housed within the 29 buildings, and there would be 12 surface parking spaces at various locations on the project site. A total of 60 bicycle parking spaces would be provided. Each of the 54 dwelling units would have one Class 1 bicycle parking space in the garage, and there would be six Class 2 spaces at various locations on the project site. Usable open space for the residents of the proposed project would be provided in the form of private patios, private decks, a common garden, a basketball court, and a common play area for children.

Construction of the proposed project is expected to last 18 months. Construction of the proposed project would require excavation to a maximum depth of about 15 feet below ground surface and the removal of about 1,500 cubic yards of soil.

**Project Approvals**

The proposed project would require the following approvals:

- **Planned Unit Development Authorization** (*Planning Commission*)
- **Demolition Permit** (*Planning Department and Department of Building Inspection*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

**Approval Action:** Planned unit development authorization by the Planning Commission constitutes the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

**EXEMPT STATUS (continued):**

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

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

The *San Francisco General Plan* establishes objectives and policies to guide land use decisions related to the physical development of San Francisco and is composed of ten elements, each of which addresses a particular topic that applies citywide: air quality; arts; commerce and industry;

community facilities; community safety; environmental protection; housing; recreation and open space; transportation; and urban design. The proposed project is consistent with objectives and policies calling for the development of high-density housing near transit lines, the redevelopment of underutilized or vacant sites, and the preservation of sunlight on parks and open spaces.

The project site is in an RH-1 (Residential, House, One-Family) District and a 40-X Height and Bulk District. Pursuant to Planning Code Sections 303 and 304, the proposed residential uses are permitted in an RH-1 District with Planning Commission authorization of a Planned Unit Development. For these reasons, the proposed project is consistent with applicable zoning designations.

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

For the reasons discussed below, the proposed project would occur within city limits on a site of less than five acres surrounded by urban uses. The project site, which is 85,191 square feet (sf) or about 1.96 acres, is on the east side of Cambridge Street between Felton and Bacon streets in San Francisco's Excelsior neighborhood. Existing development on the project block consists of residential and institutional uses. There are two-story residential buildings along Cambridge Street to the north of the project site. The Good Shepherd Gracenter, (a residential addiction recovery facility) is adjacent to and east of the project site, and Cornerstone Academy's Cambridge campus (a school serving sixth- through twelfth-graders) is adjacent to and south of the project site.

The properties on the west side of Cambridge Street across from the project site are occupied by two-story residential buildings. Other land uses within one-quarter mile of the project site include Hillcrest Elementary School, Cornerstone Academy's Silver Campus (a school serving preschoolers through fifth-graders), the University Mound Reservoir, AgeSong University (a retirement community/assisted living facility), Louis Sutter Playground, and John McLaren Park.

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

The project site, which is in a developed urban environment, is occupied by four buildings and surface parking for eight vehicles. The existing buildings have been vacant since 2000; they were previously occupied by the Fellowship Academy Preschool. The project site does not provide native natural habitat for any endangered, rare, or threatened plant or animal species.

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

### **Traffic**

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 the State Office of Planning and Research's recommendation in the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating*

*Transportation Impacts in CEQA*<sup>1</sup> to use the Vehicle Miles Traveled (VMT) metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 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, VMT and induced automobile travel impact analyses are provided.

For residential development, the existing regional average daily household VMT per capita is 17.2.

Localized trip generation for the proposed project was calculated using information in the *2002 Transportation Impact Analysis Guidelines for Environmental Review (Transportation Guidelines)* developed by the San Francisco Planning Department.<sup>2</sup> The proposed project would generate an estimated 540 person trips (inbound and outbound) on a weekday daily basis, consisting of 414 person trips by auto, 113 transit trips, three walk trips, and 10 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 95 person trips, consisting of 72 person trips by auto (14 vehicle trips accounting for vehicle occupancy data for the census tract in which the project site is located), 20 transit trips, one walk trip, and two trips by other modes.

#### *Vehicle Miles Traveled Analysis*

For the transportation analysis zone (TAZ) in which the project site is located, TAZ 900, the existing average daily household VMT per capita is 10.7<sup>3</sup>. The TAZ 900 average is 37.8 percent below the existing regional average of 17.2. Given that the project site is located in an area in which the existing daily household VMT per capita is more than 15 percent below the existing regional average, the proposed project's residential uses would not result in substantial additional VMT, and the impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential uses would not cause substantial additional VMT.<sup>4</sup>

#### *Induced Automobile Travel Analysis*

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. Six new curb cuts and driveways would be provided on Cambridge Street; there are no existing curb cuts on Cambridge Street that would need to be removed. These features fit within the general types of projects that would not substantially induce automobile travel.<sup>5</sup> Therefore, the impacts would be less than significant.

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<sup>1</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).

<sup>2</sup> San Francisco Planning Department, *Transportation Calculations, 495 Cambridge Street*, revised October 8, 2015.

<sup>3</sup> San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 495 Cambridge Street*, April 18, 2017.

<sup>4</sup> *Ibid.*

<sup>5</sup> *Ibid.*

### *Construction Traffic*

Construction of the proposed project would take about 18 months. Construction staging would occur primarily on the project site and is not expected to close any travel lanes on Cambridge Street; any necessary closures would be temporary. During the construction period, there would be a flow of construction-related trucks to and from the project site. Due to the slower movement and larger turning radii of trucks, there would be a temporary reduction in the capacities of local streets. Construction activities would generate construction worker trips to and from the project site and a temporary demand for parking. Construction workers would likely park their vehicles on the project site or on nearby streets. Due to the temporary nature of the construction activities, the construction-related impacts on traffic would be less than significant.

### *Emergency Vehicle Access*

There is an existing emergency vehicle access easement on the project site.<sup>6</sup> Implementation of the proposed project would not eliminate or modify the easement, because the proposed project has been designed so that it would not physically block any portion of the easement. Therefore, emergency vehicles would still be able to use the easement. In addition, emergency vehicles would still be able to access the project site and adjacent properties from existing streets. For these reasons, implementation of the proposed project would result in less-than-significant impacts on emergency vehicle access.

### **Noise**

Noise from construction activities and from the operation of building equipment is regulated by the San Francisco Noise Ordinance (Noise Ordinance), which is codified as Article 29 of the San Francisco Police Code.

### *Construction Noise*

Section 2907 of the Noise Ordinance requires that noise levels from any individual piece of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source.<sup>7</sup> Impact tools (e.g., jackhammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the San Francisco Public Works (SFPW) or the Department of Building Inspection (DBI). Section 2908 of the Noise Ordinance prohibits construction between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by 5 dBA at the project site's property line, unless a special permit is authorized by SFPW or the DBI.

Construction of the proposed project would temporarily increase noise levels in the project vicinity. Construction equipment would generate noise that could be considered an annoyance by occupants of nearby properties, but construction noise would fluctuate depending on the construction phase,

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<sup>6</sup> Bridgemont High School et al., *Emergency Vehicle Easement Agreement*, Document No. E797987, recorded September 28, 1990.

<sup>7</sup> The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

equipment type, duration of use, and distance between the source and the listener. Furthermore, construction noise would be intermittent and limited to the construction period of the proposed project, which is expected to last about 18 months. Compliance with Sections 2907 and 2908 of the Noise Ordinance would minimize noise from construction activities.

For these reasons, construction of the proposed project would result in less-than-significant noise impacts.

### *Operational Noise*

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

Residential uses and certain types of institutional uses (e.g., hospitals, residential care facilities, schools) are considered sensitive receptors for the purpose of noise impact analysis. There are residential uses to the west, north, and east of the project site. In addition, there is a residential addiction recovery facility to the east of the project site and a school to the south of the project site. The proposed project would include mechanical equipment, such as heating and ventilation systems, that could produce operational noise and potentially disturb adjacent and nearby sensitive receptors. The operation of this mechanical equipment is subject to the provisions of Section 2909 of the Noise Ordinance. Compliance with Section 2909 of the Noise Ordinance would minimize noise from building operations.

In the project vicinity, vehicular traffic is the primary source of noise. The traffic volume at a given location would need to double in order to produce a 3-dB increase in ambient noise levels, which would be barely perceptible to most people.<sup>8</sup> The proposed project would generate 334 daily vehicle trips, which would be distributed among the streets in the project vicinity. Even if all 334 daily vehicle trips were distributed entirely on Felton Street or entirely on Cambridge Street, this increase in the number of daily vehicle trips would not double the existing traffic volume on either one of these streets and would not result in a substantial increase in ambient noise levels.<sup>9</sup>

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<sup>8</sup> United States Department of Transportation, Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, December 2011, p. 9. Available online at [http://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/analysis\\_and\\_abatement\\_guidance/revguidance.pdf](http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf), accessed April 18, 2017.

<sup>9</sup> San Francisco Municipal Transportation Agency, *SFMTA Traffic Count Data 1993-2013*, March 25, 2014. Traffic data collected at the intersection of Felton and Yale streets, one-half block north of the project site, indicate that more than 2,800 vehicles travel along Felton Street on a daily basis. Traffic data collected at the intersection of Cambridge Street and John F. Shelley Drive indicate that more than 1,700 vehicles travel along Cambridge Street

For these reasons, operation of the proposed project would result in less-than-significant noise impacts.

### Air Quality

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD), in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project does not exceed the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project would not exceed criteria air pollutant screening levels for construction or operation.<sup>10</sup>

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns over 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 (Ordinance No. 224-14, effective December 7, 2014), generally referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the APEZ. Projects within the APEZ require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The proposed project is not within an APEZ. Construction of the proposed project is expected to take about 18 months. 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 would comply with California regulations limiting idling to no more than five minutes,<sup>11</sup> which would further reduce nearby sensitive receptors' exposure to temporary and variable TAC emissions. Therefore, construction-generated TAC emissions would not

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on a daily basis. The number of daily vehicle trips associated with the proposed project represents a small increase over the number of existing daily vehicle trips.

<sup>10</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2011, Table 3-1.

<sup>11</sup> California Code of Regulations, Title 13, Division 3, Section 2485. This regulation applies to on-road, heavy-duty vehicles and not off-road equipment.

result in a significant impact related to exposing sensitive receptors to substantial levels of air pollution.

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

### Water Quality

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

The proposed project would not generate wastewater or stormwater discharges that have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System Permit for the Southeast Treatment Plant prior to discharge into San Francisco Bay. In addition, the project sponsor is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sediment from entering the City's combined stormwater/sewer system.

For these reasons, the proposed project would result in less-than-significant impacts related to water quality.

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

As discussed above, the project site is in a developed urban environment that is adequately served by all required utilities and public services. The proposed project would be connected to existing utilities, including electricity, Internet, telephone, water, and sewer lines. The project site is served by the San Francisco Fire Department's Fire Station No. 32 at 194 Park Street (0.75 mile northwest of the project site) and Fire Station No. 42 at 2430 San Bruno Avenue (0.75 mile northeast of the project site) and by the San Francisco Police Department's Bayview Station at 201 Williams Avenue (1.1 miles northeast of the project site). Implementation of the proposed project would increase the population on the project site by 123 residents, resulting in an increase in the demand for fire protection, emergency medical, and police protection services.<sup>12</sup> This increase in demand would not be substantial given the overall demand for such services on a citywide basis.

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<sup>12</sup> Association of Bay Area Governments, *Projections 2013*, p. 74. The average household size for San Francisco in 2015 is 2.27 persons per unit.

**DISCUSSION OF ENVIRONMENTAL ISSUES:**

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

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

CEQA Guidelines Section 15300.2, subdivision (e), provides that a categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to California Government Code Section 65962.5. The project site is not included on such a list, so there is no possibility that the proposed project would have a significant effect on the environment related to this circumstance.

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

**Environmental Topic*****Hazardous Materials***

The San Francisco Department of Public Health (DPH) regulates hazardous waste through implementation of San Francisco Health Code Article 22A (also known as the Maher Ordinance). On August 24, 2013, the San Francisco Board of Supervisors amended the Maher Ordinance to require that sponsors for projects disturbing more than 50 cubic yards of soil retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the proposed project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agencies and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

Construction of the proposed project would require the disturbance of about 1,500 cubic yards of soil, which would exceed the 50-cubic-yard threshold discussed above. For this reason, the proposed project is subject to the Maher Ordinance. In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Ordinance Application to the DPH, and a Phase I ESA has been prepared to assess the potential for site contamination.<sup>13,14</sup> The findings of the Phase I ESA are discussed below.

During a site visit conducted as part of the Phase I ESA, no evidence of the release of hazardous materials was observed.<sup>15</sup> The project site is not included on any list compiled pursuant to California Government Code Section 65962.5.<sup>16</sup> The Phase I ESA identified a Recognized Environmental Condition on the project site in the form of lead-based paint and asbestos-containing materials (ACM) in the existing buildings proposed for demolition.<sup>17</sup> The Phase I ESA recommends that the required abatement activities be performed by a licensed, registered, and trained contractor prior to the demolition of the existing buildings or any other activity that would disturb the lead-based paint or ACM.<sup>18</sup> The abatement of lead-based paint and ACM is required by federal, state, and local regulations. Compliance with these regulations would ensure that implementation of the proposed project would not result in significant impacts related to hazardous materials.

After reviewing the Maher Ordinance Application, the Phase I ESA, and other supporting documents, the DPH will determine if additional steps will be required of the project sponsor (soil and/or groundwater sampling and analysis, SMP) to remediate any site contamination. Pursuant to compliance with the Maher Ordinance, the proposed project would not result in significant impacts related to contaminated soil and/or groundwater.

### *Historic Architectural Resources*

In evaluating whether the proposed project would be exempt from environmental review under CEQA, the Planning Department must first determine whether the existing buildings at 495 Cambridge Street are historical resources as defined by CEQA. A property may be considered a historical resource if it meets any of the California Register of Historical Resources (California Register) criteria related to (1) events, (2) persons, (3) architecture, or (4) information potential, that make it eligible for listing in the California Register, or if it is considered a contributor to a potential historic district. To assist with this determination, a Historic Resource Evaluation (HRE) was prepared and submitted to the Planning Department for review.<sup>19</sup> The Planning Department reviewed the HRE, concurred with its findings, and determined that the existing buildings are not historical resources as defined by CEQA.<sup>20</sup>

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<sup>13</sup> *Maher Ordinance Application, 495 Cambridge Street*, submitted April 13, 2017.

<sup>14</sup> Innovative and Creative Environmental Solutions, *Phase I Environmental Site Assessment, 495 Cambridge Street, San Francisco, California* (hereinafter "Phase I ESA"), January 22, 2014.

<sup>15</sup> *Phase I ESA*, p. 6.

<sup>16</sup> *Phase I ESA*, p. 10.

<sup>17</sup> *Phase I ESA*, p. 12.

<sup>18</sup> *Phase I ESA*, p. 13.

<sup>19</sup> Carey & Co. Inc., *Historic Resource Evaluation, 495 Cambridge Street, San Francisco, CA*, February 8, 2016.

<sup>20</sup> San Francisco Planning Department, *Preservation Team Review Form, 495 Cambridge Street*, April 21, 2016, attached.

The four existing buildings were constructed in 1951, and they are not located within the boundaries of an identified historic district. No known historic events occurred on the project site (Criterion 1), and the existing buildings were not owned or inhabited by any person(s) identified as important to history (Criterion 2). The existing buildings are not architecturally distinct such that they would qualify individually for listing in the California Register (Criterion 3). The Planning Department conducted a Preliminary Archeological Review and determined that implementation of the proposed project would have no effect on archeological resources.<sup>21</sup> For this reason, the subject property does not have the potential to yield information important to the prehistory of history of the area (Criterion 4).

In conclusion, the existing buildings at 495 Cambridge Street are not eligible for listing on the California Register as individual resources or as contributors to a historic district and thus are not considered historical resources under CEQA. For these reasons, the proposed project would have no impact on any on-site or off-site historical resources.

### **Public Notice and Comment**

On October 28, 2015, the Planning Department mailed a "Notification of Project Receiving Environmental Review" to community organizations, tenants of the affected property and properties adjacent to the project site, and those persons who own property within 300 feet of the project site.

The Planning Department received comments regarding the proposed project's traffic, noise, and air quality, impacts. This Certificate of Exemption addresses all of these topics and concludes that the proposed project's impacts related to traffic (pp. 3-5), noise (pp. 5-6), and air quality (p. 7) would be less than significant.

The Planning Department received comments expressing opposition to the heights of the proposed buildings and the number of proposed parking spaces; some comments state that the proposed project would provide too much off-street parking while other comments state that the proposed project would not provide enough off-street parking. These comments are related to the design and programming of the proposed project and do not address the physical environmental impacts of the proposed project. These comments are acknowledged and may be considered by City decision-makers during their deliberations on whether to approve or disapprove the proposed project.

### **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 these reasons, the proposed project is appropriately exempt from environmental review.

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<sup>21</sup> Randall Dean, San Francisco Planning Department, email to Michael Li, San Francisco Planning Department, December 19, 2014.



# SAN FRANCISCO PLANNING DEPARTMENT

## PRESERVATION TEAM REVIEW FORM

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

<b>Preservation Team Meeting Date:</b>		<b>Date of Form Completion</b>	4/13/2016
--	--	--------------------------------	-----------

PROJECT INFORMATION:		
<b>Planner:</b>	<b>Address:</b>	
Justin Greving	495 Cambridge Street	
<b>Block/Lot:</b>	<b>Cross Streets:</b>	
5992A/060	Felton and Burrows streets	
<b>CEQA Category:</b>	<b>Art. 10/11:</b>	<b>BPA/Case No.:</b>
B	n/a	2013.1711E

PURPOSE OF REVIEW:			PROJECT DESCRIPTION:	
<input checked="" type="radio"/> CEQA	<input type="radio"/> Article 10/11	<input type="radio"/> Preliminary/PIC	<input type="radio"/> Alteration	<input checked="" type="radio"/> Demo/New Construction

<b>DATE OF PLANS UNDER REVIEW:</b>	4/9/2015
------------------------------------	----------

PROJECT ISSUES:	
<input checked="" type="checkbox"/>	Is the subject Property an eligible historic resource?
<input type="checkbox"/>	If so, are the proposed changes a significant impact?
Additional Notes:	
Submitted: Historic Resource Evaluation prepared by Carey & Co. (dated February 8, 2016)	
Proposed Project: Demolition of Fellowship Academy Day Care Facility (4 2-story buildings) and subdivision into 32 new parcels for the construction of single-family homes.	

PRESERVATION TEAM REVIEW:				
Historic Resource Present		<input type="radio"/> Yes	<input checked="" type="radio"/> No *	<input type="radio"/> N/A
Individual		Historic District/Context		
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:		Property is in an eligible California Register Historic District/Context under one or more of the following Criteria:		
Criterion 1 - Event:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 1 - Event:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 3 - Architecture:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 3 - Architecture:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Period of Significance:	<input type="text" value="n/a"/>	Period of Significance:	<input type="text" value="n/a"/>	
		<input type="radio"/> Contributor <input checked="" type="radio"/> Non-Contributor		

Complies with the Secretary's Standards/Art 10/Art 11:	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
CEQA Material Impairment:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Needs More Information:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Requires Design Revisions:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Defer to Residential Design Team:	<input checked="" type="radio"/> Yes	<input type="radio"/> No	

\* If No is selected for Historic Resource per CEQA, a signature from Senior Preservation Planner or Preservation Coordinator is required.

**PRESERVATION TEAM COMMENTS:**

According to the Historic Resource Evaluation prepared by Carey & Co. (dated February 8, 2016) and information found in the Planning Department files, the subject property at 495 Cambridge Street contains 4 L-shaped 2-story reinforced concrete buildings constructed in 1951 (source: building permit). All 4 buildings were constructed by the Sisters of the Good Shepherd to increase their capacity in caring for "delinquent" girls, a program the Sisters operated up until the 1970s. The 4 buildings designed by Ryan and Lee are almost identical in plan and feature double loaded corridors of classrooms, kitchens, and lobbies. On the exterior all buildings are uniformly painted concrete walls punctuated with large multi-lite steel sash windows. There are very little known exterior alterations to the property and permit history indicates alterations have been confined mostly to remodeling interior spaces from dormitories to classrooms.

No known historic events occurred at the subject property (Criterion 1). While the buildings were part of a substantial expansion of the Convent of the Good Shephard's mission to take in "delinquent" female minors, it does not appear to have any direct connection with, or appear to be at the forefront of housing juveniles sent by the State. None of the owners or occupants have been identified as important to history (Criterion 2). During the history of the site there does not appear to be any person of individual importance associated with the Sisters. The building is not architecturally distinct such that it would qualify individually for listing in the California Register under Criterion 3. The simple utilitarian structures are less an embodiment of the Modern architectural style and demonstrate rather to an attempt to erect buildings in the most cost-effective manner. The Bay Area firm Ryan and Lee specialized in religious architecture and their most well-known building is Saint Mary's Cathedral in the Western Addition, designed in collaboration with Pier Luigi Nervi and Pietro Belluschi. The firm is not well known for their residential projects and the only other known housing by Ryan and Lee is the Westbrook Housing Development (originally known as Harbor Slope).

The subject property is not located within the boundaries of any identified historic district. The subject property is located in the Excelsior neighborhood and is part of a large complex of buildings that were originally owned and operated by the Sisters. While individual structures on adjacent parcels have been identified as being eligible for listing in the California Register for their architecture, they do not appear to be part of a master plan for the site and structures were added without larger organizational or architectural unity.

Therefore the subject property is not eligible for listing in the California Register under any criteria individually or as part of a historic district.

Signature of a Senior Preservation Planner / Preservation Coordinator:	Date:
	4-21-2016

495 Cambridge Street

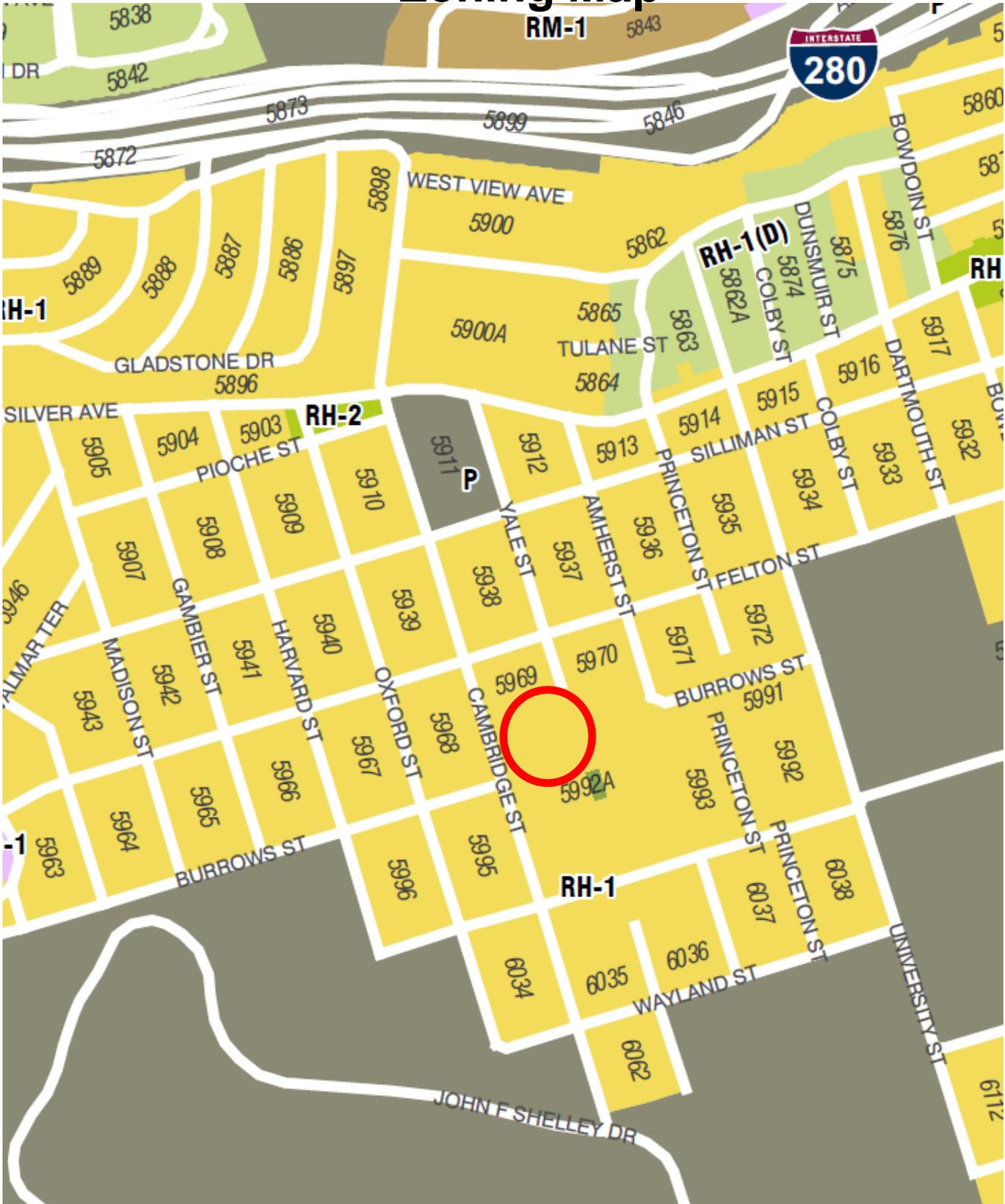


Figure 1: Image of typical building at 495 Cambridge Street (image from HRE by Carey & Co.)



Figure 2: Location of the 4 buildings at 495 Cambridge Street (Image from HRE by Carey & Co.)

# Zoning Map



Conditional Use Authorization  
Case Number 2013.1711CUA  
495 Cambridge Street

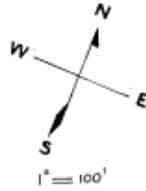


# Parcel Map

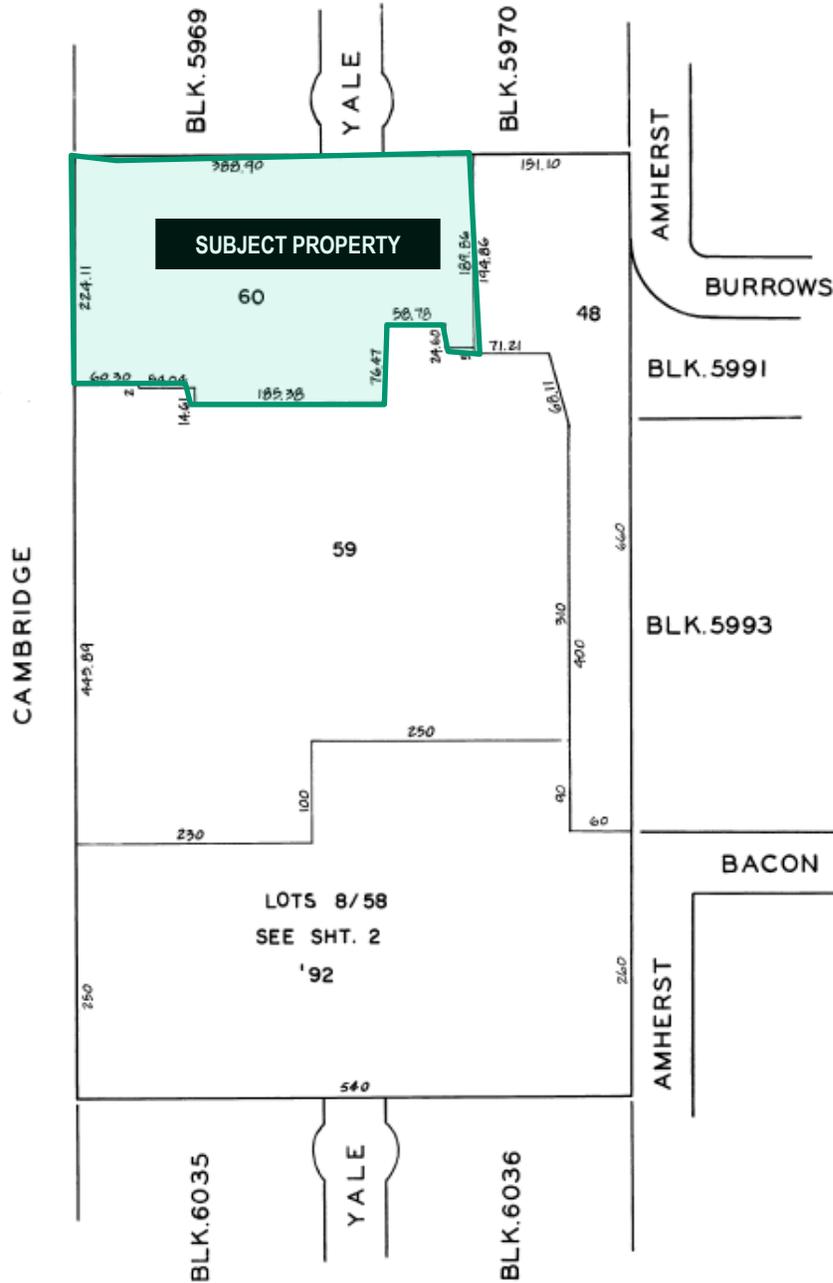
© COPYRIGHT SAN FRANCISCO  
CITY & COUNTY ASSESSOR 1995

SHEET 1  
**5992A**

UNIV MD SUR  
PRINCETON TER



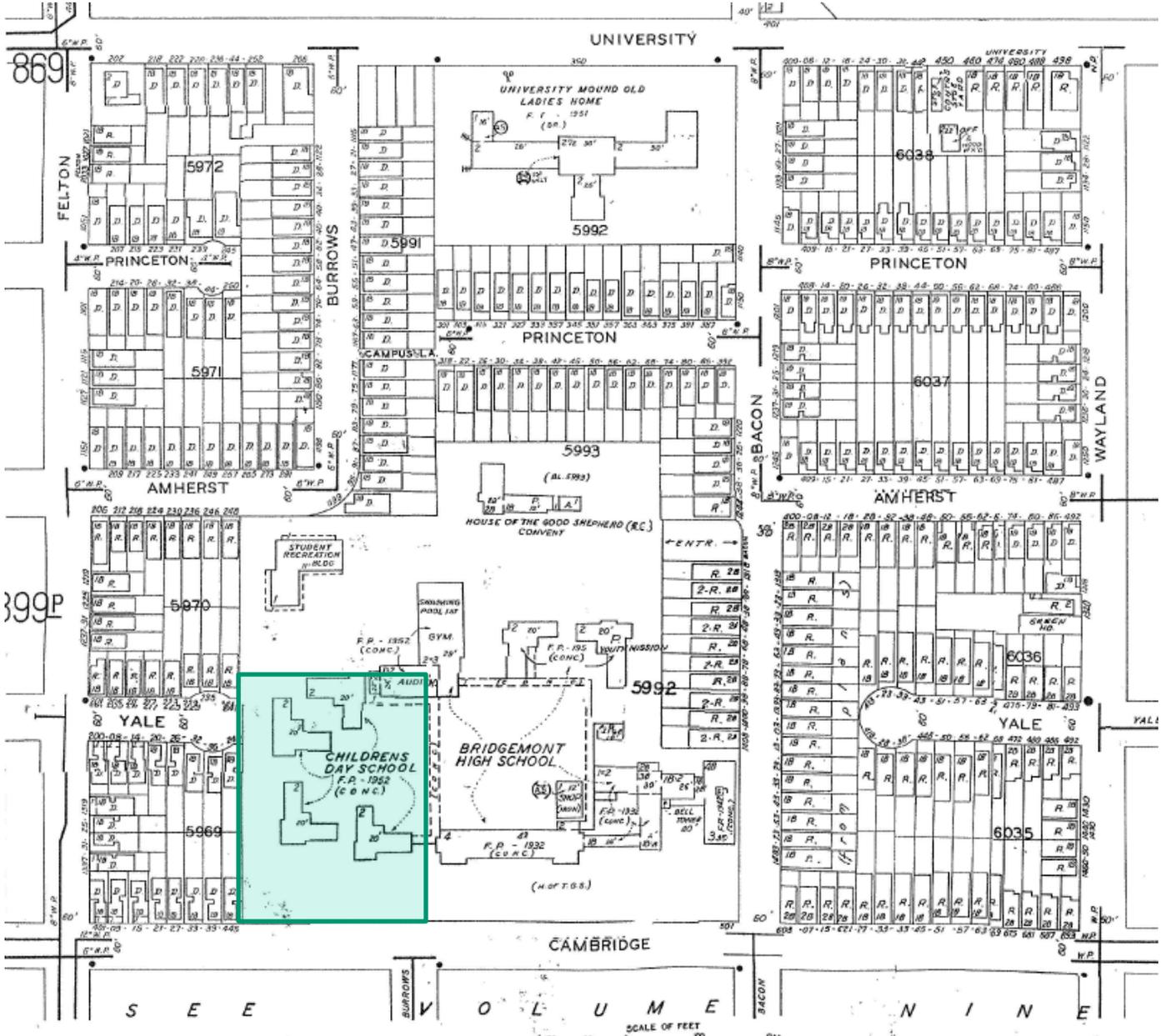
REVISED	'57
"	'81
"	'91
"	'92
"	'93
"	'94
"	'95



Conditional Use Authorization  
Case Number 2013.1711CUA  
495 Cambridge Street

# Sanborn Map\*

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



Conditional Use Authorization  
 Case Number 2013.1711CUA  
 495 Cambridge Street

# Aerial Photo



Conditional Use Authorization  
Case Number 2013.1711CUA  
495 Cambridge Street

# Site Photo



Conditional Use Authorization  
Case Number 2013.1711CUA  
495 Cambridge Street

# Site Photo



**Opposite side of Cambridge Street**

Conditional Use Authorization  
Case Number 2013.1711CUA  
495 Cambridge Street

# Site Photo



**View of Site from Yale Street**

Conditional Use Authorization  
Case Number 2013.1711CUA  
495 Cambridge Street

**Before the  
San Francisco Planning Commission**

**PROJECT SPONSOR'S SUBMITTAL IN SUPPORT OF  
APPLICATION FOR CONDITIONAL USE / PLANNED UNIT  
DEVELOPMENT AUTHORIZATION**

**(PLANNING CODE SECTIONS 303 and 304)**

**For**

**Property Located at 495 Cambridge Street  
Block 5992A, Lot 060**

**Project Sponsor:**

**Cambridge 495 LP, Benecia Lake LLC, & Torc, LLC**

**Planning Department Case No. 2013.1711**

**Hearing Date: May 18, 2017**

*Attorneys for Project Sponsors:*

---

**REUBEN, JUNIUS & ROSE, LLP**

One Bush Street, Suite 600, San Francisco, CA 94104  
t] 415 567 9000 f] 415 399 9480

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**A. INTRODUCTION**

Cambridge 495 LP, Benecia Lake LLC, & Torc LLC (“Project Sponsor”) propose to replace the existing vacant Fellowship Academy Day Care Facility located at 495 Cambridge Street (“Project Site”) with a planned unit development (“PUD”) of 54 dwellings in 29 buildings on 1 lot (“Project”). Over 80% of the proposed dwellings will have 3 bedrooms, a rarity among new developments and a necessary type of housing to keep families in the City. The remaining units will be two-bedroom. The proposed Project is located in an established residential single family zoning district (RH-1).

The Project requires a Conditional Use / Planned Unit Development Authorization pursuant to Planning Code Sections 303 and 304. The Project promotes the public welfare, convenience and necessity, and meets all other requirements of San Francisco’s General Plan and the Planning Code, and will provide 54 dwellings for families. The Project will make a significant contribution to the City’s family housing stock and to affordable onsite dwellings.

**B. SITE INFORMATION**

**Street Address:** 495 Cambridge Street  
**Cross Streets:** Felton and Burrows Streets  
**Assessor’s Block/Lot:** 5992A/060  
**Zoning District:** RH-1  
**Height/Bulk District:** 40-X  
**Site Size:** 85,191 (1.96 acres)  
**Dimensions:** Approximately 389 feet x 242 feet  
**Existing Use:** Four vacant buildings that have been unused for at least 17 years

**C. PROJECT SUMMARY**

**Proposed Use:** 54 dwelling units in 29 buildings on 1 lot  
**Buildings Height:** 22 feet and 31.5 feet  
**Off-Street Parking:** 60 parking spaces, 1 car share space  
**Gross Square Footage:** Approximately 107,000 square feet of new housing

**Number of Stories:** 2 and 3 stories

**Bicycle Spaces:** 60 spaces

**D. COMPLIANCE WITH SECTION 303 (CONDITIONAL USE) CRITERIA**

Planning Code Section 303(c) sets forth the criteria for approval of a Conditional Use application, as follows:

1. DESIRABILITY AND COMPATIBILITY OF PROJECT

**That 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 the community.**

*The Project is necessary and desirable, because it will provide 54 new dwelling units in 29 buildings in place of an underdeveloped 1.9 acre parcel of property with four vacant buildings that have been unused for at least 17 years. The Property is located in the Excelsior District.*

*The proposed use is compatible with existing and planned uses in the immediate area. The removal of existing outdated, vacant buildings will allow for construction of new infill family-sized dwellings. The proposed housing is necessary and desirable to add to the city's housing stock in an established residential neighborhood without displacing any existing use.*

2. EFFECT OF PROJECT ON HEALTH, SAFETY, CONVENIENCE OR GENERAL WELFARE

**That such 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 injuries to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:**

**(A) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of the structure.**

*The existing Property will be mapped for 54 dwelling units in 29 buildings on 1 lot. The new construction will be compatible with the existing homes in the neighborhood. Buffer zones will be provided for the adjacent Academy and Good Shepherd Gracenter. Notably, the Project buildings, at 22 feet and 31.5 feet, are well below the 40 foot height limit for this zoning district.*

- (B) **The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading.**

*A new driveway will be constructed for the Project. Muni line 54 stops one block away from the project site, and line 44 is three blocks away. Nearby Silver Avenue is part of Bike Route 70. The Project proposes 60 off-street parking spaces and 60 bicycle spaces.*

- (C) **The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor.**

*The proposed Project size is not anticipated to produce any offensive or noxious emissions.*

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

*New landscaping is proposed for the Project, including street trees and plantings. There is no effect on adjacent open space. There will be pedestrian signage and street lighting as part of this project. Each dwelling will be provided with its own exterior light. There will not be any commercial signs or lights.*

**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 is consistent with the applicable provisions of the Planning Code and will affirmatively promote, is consistent with, and will not adversely affect the General Plan.*
- *The Project will create an appropriately scaled residential development of family sized dwellings, consistent with the existing neighborhood character and pattern of development.*
- *Per Housing Policy 4 .1, the Project will develop new housing that is desirable for families with children. Per Housing Policy 11.5, the Project will be compatible with the prevailing neighborhood density.*
- *Per the Urban Design Element, the Project will help enhance the neighborhood with compatible design and modern building standards.*

**E. COMPLIANCE WITH SECTION 304 (PLANNED UNIT DEVELOPMENT) CRITERIA**

The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable

and desirable character which will benefit the occupants, the neighborhood and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain of the provisions contained elsewhere in this Code, if necessary. No variances from the Planning Code are required for this Project.

In addition to the findings required by Planning Code Section 303, the Planning Commission must also consider the following criteria of Section 304(d) when approving Planned Unit Developments ("PUD").

**1. Affirmatively promote applicable objectives and policies of the General Plan;**

*As discussed in the preceding section, the Project would affirmatively promote applicable objectives and policies of the General Plan.*

**2. Provide off-street parking adequate for the occupancy proposed;**

*The Project would provide 60 off-street parking spaces, thereby ensuring that there will not be competition for on-street parking.*

**3. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;**

*The Planning Code requires a 25% rear yard for each dwelling, which the Project will provide. In addition to the yards, there will be a playground area and basketball court.*

**4. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;**

*The Project will comply with the RH-1 (Residential House – One Family) Zoning for this District. Planning Code Section 209.1(f) allows up to three dwellings per lot @ 3000 sq. ft. per lot. The total area of the project site is 85,191 sq. ft., or 1.9 acres.*

**5. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under this Code, and in RTO Districts include commercial uses only according to the provisions of Section 230 of this Code;**

*In accordance with the RH-1 Zoning restrictions, the Project does not propose any commercial use.*

**6. Under no circumstances be excepted from any height limit established by Article 2.5 of the Planning Code;**

*The Project will comply with the 40 foot height limit for this district. The dwellings will be 22 feet and 31.5 feet in height, which are well below the height limit of 40 feet.*

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

*Not Applicable.*

- 8. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code;**

*Not Applicable.*

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

*Not Applicable.*

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

*The Project will provide street trees as required by the Planning Code.*

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

*The Project will provide landscaping and permeable surfaces as required by the Planning Code.*

## **F. NEIGHBORHOOD OUTREACH SUMMARY**

The Project Sponsor has consistently reached out to the neighborhood throughout the planning process. Four neighborhood meetings were held by the Project Sponsor over the past three and one-half years, with active participation by the community.

The neighbors' concerns are almost exclusively focused on traffic and parking. Specifically, there is concern that one parking space per residence may be insufficient. To alleviate this concern, the Project Sponsor has increased the amount of visitor parking within the development and added additional bike parking. Car share parking will also be available onsite.

A few residents raised the idea of accessing the development via Cambridge Street. Unfortunately, this isn't feasible given the sharp slope of the Project site.

The Project Sponsor has committed to working with the District Supervisor to address the concerns raised by neighbors. The Supervisor is supportive of the Project.

**G. MASTER PLAN PRIORITY POLICIES**

Code Section 101.1 establishes the following eight priority planning policies and requires review of permits for consistency with said policies. The Project and this Conditional Use application are consistent with each of these policies as follows:

1. That Existing Neighborhood-Serving Retail Uses Be Preserved and Enhanced and Future Opportunities for Resident Employment in and Ownership of Such Businesses Enhanced

Retail uses are not permitted in RH-1 zoning districts.

2. That Existing Housing And Neighborhood Character Be Conserved And Protected In Order To Preserve The Cultural And Economic Diversity Of Our Neighborhoods

The Project conserves and enhances neighborhood character by providing quality new infill dwellings in an established RH-1 residential neighborhood.

3. That the City's Supply Of Affordable Housing Be Preserved And Enhanced

The Project will further this priority policy by providing seven (7) onsite affordable residences. One of the residences will be a two-bedroom and the remaining (6) units will be three-bedrooms.

4. That Commuter Traffic Not Impede MUNI Transit Service Or Overburden Our Streets or Neighborhood Parking

The Project will not impede Muni transit service or overburden streets or neighborhood parking.

5. 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 involve any commercial office development.

6. That The City Achieve the Greatest Possible Preparedness to Protect Against Injury And Loss of Life in an Earthquake

The Project will conform to the structural and seismic requirements of the San Francisco Building Code.

7. That Landmarks And Historic Buildings Be Preserved

No historic buildings will be affected.

8. That Our Parks And Open Space And Their Access To Sunlight And Vistas Be Protected From Development

The Project will not adversely affect any parks or open space. There are no parks or open space on the subject block.

**H. CONCLUSION**

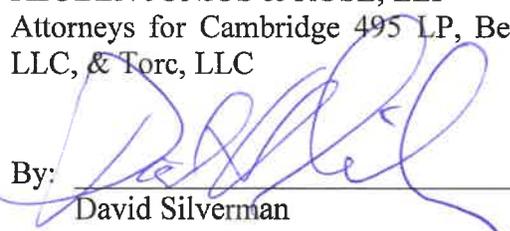
The Project satisfies all of the criteria of the Planning Code and the Master Plan for approval of a Conditional Use and Planned Unit Development. The Project will provide 54 new family dwellings for San Francisco, including seven onsite affordable dwellings. The proposal furthers the objectives and policies of the City's Master Plan, and will be a positive addition to the neighborhood. The Project promotes the City's policies encouraging construction of new infill housing in established residential neighborhoods, and in particular construction of housing for families. Accordingly, the application should be approved.

Thank you for your consideration.

Respectfully,

REUBEN JUNIUS & ROSE, LLP  
Attorneys for Cambridge 495 LP, Benecia Lake  
LLC, & Torc, LLC

Dated: May 4, 2017

By: 

David Silverman

# COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM



Date: August 16, 2016  
To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*  
From: San Francisco Planning Department  
Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new residential units rather than offer them as rental units. Projects may be eligible to provide rental affordable units if it demonstrates the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an Alternative to the Affordable Housing Fee must provide necessary documentation to the Planning Department and Mayor's Office of Housing.

**Before the Planning Department and/or Planning Commission can act on the project**, this Affidavit for Compliance with the Inclusionary Affordable Housing Program must be completed. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

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

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

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

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

The Project contains: 54	UNITS	The zoning of the property is: RH-1	Complete EEA was submitted on: 5/15/14
-----------------------------	-------	--	---

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

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

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

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

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

**AFFIDAVIT**

# COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

**PLANNING CODE SECTION 415 & 419**



**San Francisco Planning**

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

1/30/17

Date

I, PETER NAUGHTON  
do hereby declare as follows:

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

Yes  No

(If yes, please indicate Affordable Housing Tier)

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

495 Cambridge Street

Address

5992A / 060

Block / Lot

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

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

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

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

2013.1711

Planning Case Number

2010-1222-7225 through 2010-1222-7259

Building Permit Number

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

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

This project requires the following approval:

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

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

Daniel Sirois

Planner Name

**D** If the project will comply with the Inclusionary Affordable Housing Program through an **On-site** or **Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative.

- Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.
- Rental.** Exemption from Costa Hawkins Rental Housing Act.<sup>1</sup> The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:
  - Direct financial contribution from a public entity.
  - Development or density bonus, or other public form of assistance.
  - Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

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

<sup>1</sup> California Civil Code Section 1954.50 and following.

**F** Affordability Levels:

No. of Affordable Units:	% Affordable Units:	AMI Level:
7	13.5	90%
No. of Affordable Units:	% Affordable Units:	AMI Level:

**G** The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

**H** I am a duly authorized agent or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on this day in:

San Francisco

Location

2/9/2017

Date

Sign Here

*Peter Naughton*

PETER NAUGHTON

Name (Print), Title

415-661-7940

Contact Phone Number

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

## UNIT MIX TABLES

### Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
				9	45

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

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

### Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
				1	6

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

### Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

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

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

1. Fee  % of affordable housing requirement.

2. On-Site  % of affordable housing requirement.

### Number of Affordable Units to be Located ON-SITE:

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

3. Off-Site  % of affordable housing requirement.

### Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

**Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT**

Cambridge 495 LP, BENECIA LAKE, LLC, & TORC, LLC.

Company Name

Peter Naughton

Name (Print) of Contact Person

630 Taraval Street

Address

San Francisco, CA 94116

City, State, Zip

415-661-7940

Phone / Fax

pete@shamrocksf.com

Email

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

**Sign Here**

Signature:



Name (Print), Title:

PETER NAUGHTON, OWNER AS TIC

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

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

**Sign Here**

Signature:

Name (Print), Title:

# SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

## 1. Owner/Applicant Information

PROPERTY OWNER'S NAME: Cambridge 495 LP, Benecia Lake LLC, & Torc LLC	
PROPERTY OWNER'S ADDRESS: 630 Taraval Street San Francisco, CA 94116	TELEPHONE: (415 )661-7940 EMAIL: pete@shamrocksf.com

APPLICANT'S NAME: <div style="text-align: right;">Same as Above <input checked="" type="checkbox"/></div>	
APPLICANT'S ADDRESS:	TELEPHONE: ( ) EMAIL:

CONTACT FOR PROJECT INFORMATION: Jeremy Schaub, Schaub Ly Architects <div style="text-align: right;">Same as Above <input type="checkbox"/></div>	
ADDRESS: 1360 9th Ave, Suite #210 San Francisco, CA 94122	TELEPHONE: (415 )682-8060 EMAIL: jeremy@slasf.com

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR): Veronica Bell, Lighthous Public Affairs <div style="text-align: right;">Same as Above <input type="checkbox"/></div>	
ADDRESS: 857 Montgomery Street San Francisco, CA 94133	TELEPHONE: (415 )364-0000 EMAIL: veronica@lh-pa.com

## 2. Location and Project Description

STREET ADDRESS OF PROJECT: 495 Cambridge Street		ZIP CODE: 94134	
CROSS STREETS: Felton Street & Burrows Street			
ASSESSORS BLOCK/LOT: 5992A /060	ZONING DISTRICT: RH-1	HEIGHT/BULK DISTRICT: 40-X	
PROJECT TYPE: (Please check all that apply) <input checked="" type="checkbox"/> New Construction <input checked="" type="checkbox"/> Demolition <input type="checkbox"/> Alteration <input type="checkbox"/> Other: _____	EXISTING DWELLING UNITS: 0	PROPOSED DWELLING UNITS: 54	NET INCREASE: +54

*Handwritten initials/signature*

## Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California?  YES  NO

1a. If yes, in which States? \_\_\_\_\_

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest?  YES  NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property?  YES  NO

*If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.*

Human Rights Commission contact information  
[hrc.info@sfgov.org](mailto:hrc.info@sfgov.org) or (415)252-2500

## Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.  
b: The information presented is true and correct to the best of my knowledge.  
c: Other information or applications may be required.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Print name, and indicate whether owner, or authorized agent:

Owner  Authorized Agent (circle one)

## PLANNING DEPARTMENT USE ONLY

**PLANNING DEPARTMENT VERIFICATION:**

- Anti-Discriminatory Housing Policy Form is **Complete**
- Anti-Discriminatory Housing Policy Form is **Incomplete**

Notification of Incomplete Information made:

To: \_\_\_\_\_ Date: \_\_\_\_\_

<b>BUILDING PERMIT NUMBER(S):</b>	<b>DATE FILED:</b>
<b>RECORD NUMBER:</b>	<b>DATE FILED:</b>
<b>VERIFIED BY PLANNER:</b>	
Signature: _____	Date: _____
Printed Name: _____	Phone: _____
<b>ROUTED TO HRC:</b>	<b>DATE:</b>
<input type="checkbox"/> Emailed to: _____	

*RW*



SAN FRANCISCO  
PLANNING  
DEPARTMENT

# AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

## Administrative Code

### Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

#### Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
495 Cambridge Street		5992A / 060	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
2010-1222-7225 through 2010-1222-7259	2013.1711		
PROJECT SPONSOR	MAIN CONTACT	PHONE	
Cambridge 495 LP, Benecia Lake LLC, & Torc LLC	<i>Maurice Casey</i>	415-661-7940	
ADDRESS			
630 Taraval Street			
CITY, STATE, ZIP		EMAIL	
San Francisco, CA 94116		pete@shamrocksf.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
54	0	32', 3 stories	\$18,000,000
ANTICIPATED START DATE			
1/1/18			

#### Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input checked="" type="checkbox"/>	Project is wholly Residential
<input type="checkbox"/>	Project is wholly Commercial
<input type="checkbox"/>	Project is Mixed Use
<input checked="" type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES:	
<ul style="list-style-type: none"> <li>If you checked <b>C</b>, this project is <u>NOT</u> subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.</li> <li>If you checked <b>A</b> or <b>B</b>, your project <u>IS</u> subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.</li> <li>For questions, please contact OEWD's CityBuild program at <a href="mailto:CityBuild@sfgov.org">CityBuild@sfgov.org</a> or (415) 701-4848. For more information about the First Source Hiring Program visit <a href="http://www.workforcedevelopmentsf.org">www.workforcedevelopmentsf.org</a></li> <li>If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.</li> </ul>	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	NA			Laborer	\$ 25	1	3
Boilermaker	NA			Operating Engineer	\$ 40	1	3
Bricklayer	NA			Painter	\$ 30	1	4
Carpenter	\$ 40ph	2	8	Pile Driver	NA		
Cement Mason	NA			Plasterer	\$ 35	1	4
Drywall/Latherer	\$ 35ph	2	8	Plumber and Pipefitter	\$ 35	1	5
Electrician	\$ 35ph	1	4	Roofer/Water proofer	\$ 30	1	3
Elevator Constructor	NA			Sheet Metal Worker	\$ 35	1	3
Floor Coverer	\$ 35ph	1	3	Sprinkler Fitter	NA		
Glazier	NA			Taper	\$ 35	1	3
Heat & Frost Insulator	\$ 35	1	3	Tile Layer/ Finisher	\$ 35	1	3
Ironworker	\$ 40ph	1	3	Other:			
			<b>TOTAL:</b>				<b>TOTAL:</b>
			29				31

- |  |                          |                                     |
|--|--------------------------|-------------------------------------|
|  | YES                      | NO                                  |
| 1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Will hiring and retention goals for apprentices be established?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. What is the estimated number of local residents to be hired?  |                          | <u>25</u>                           |

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Maurice Casey	smtncasey@gmail.com	(415) 563 8750
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
Maurice Casey		2/14/2017
(SIGNATURE OF AUTHORIZED REPRESENTATIVE)		(DATE)

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT CITYBUILD@SFGOV.ORG

Cc: Office of Economic and Workforce Development, CityBuild  
 Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848  
 Website: www.workforcedevelopmentsf.org Email: CityBuild@sfgov.org



## APPLICATION PACKET OF INFORMATION FOR **Transportation Demand Management Program**

### **WHAT IS THE TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM?**

The City and County of San Francisco (“City”) is projected to grow substantially through 2040, and this growth will bring more cars. The Transportation Demand Management (TDM) Program is aimed at improving and expanding the City’s transportation system, and it creates a policy framework for new private development to minimize its impact on the transportation system. The TDM Program helps ensure that new developments are designed to make it easier for residents, tenants, employees, and visitors to get around by sustainable travel modes, such as transit, walking, and biking. Property owners choose from a variety of TDM measures, which are intended to reduce Vehicle Miles Traveled (“VMT”) associated with a particular type of development project.

Planning Code Section 169 identifies the applicability for the TDM Program and establishes the TDM Program Standards. The TDM Program Standards contain the specific requirements necessary for a Development Project’s compliance with the TDM Program. These requirements include submittal of one or more TDM Plans. The TDM Plan(s) shall document the Development Project’s compliance with the TDM Program, including the Development Project’s point target and associated TDM measures selected to achieve that point target.

### **WHEN IS A TDM PLAN NECESSARY?**

In general, any Development Project that meets the applicability criteria of Planning Code Section 169.3 shall be subject to the TDM Program requirements, and must submit a TDM Plan. This includes projects that propose:

- Addition/Construction of ten (10) or more Dwelling Units
- Addition/Construction of ten (10) or more bedrooms of Group Housing
- New construction resulting in 10,000 square feet of **occupied floor area** or more of any use other than Residential, excluding any area used for accessory parking
- Any Change of Use of 25,000 square feet of **occupied floor area** or more of any use other than Residential, excluding any area used for accessory parking, if:
  - The Change of Use involves a change from a Residential use to any use other than Residential, or
  - The Change of Use involves a change from any use other than Residential to another use other than Residential.

Projects that are 100% Affordable Housing, or projects that are for Parking Garages or Parking Lots that are not included within a larger Development Project, are exempt from the TDM Program requirements.

Projects with a Development Application filed, or an Environmental Evaluation Application deemed complete on or before September 4, 2016, shall be subject to 50% of the applicable target requirement. Projects not meeting the above criteria, but which file a Development Application before January 1, 2018, shall be subject to 75% of the applicable target requirement. Projects submitting their first Development Application on or after January 1, 2018 shall be subject to 100% of the target requirement.

### **HOW DOES THE PROCESS WORK?**

If the project is subject to the TDM Program per Planning Code Section 169.3, the Project Sponsor shall fill out and submit the accompanying application form, along with the associated application fee, at the time of submittal for the first Development Application for the project.

For projects that require a pre-application community meeting, the Project Sponsor must discuss potential TDM measures at the meeting and solicit feedback from the local community to be taken into consideration when preparing the proposed TDM Plan application for submission. In addition, if the project requires a Preliminary Project Assessment (PPA), the Project Sponsor is required to submit a draft TDM Plan with the PPA application.

Once the TDM Plan is received, Planning Department staff will review the application for compliance with the TDM Program Standards in conjunction with review of the Development Application for the project. The project will be subject to the TDM Program Standards in effect on the date the TDM Plan application is accepted at the Planning Department.

A project's TDM Plan will be finalized prior to Planning Department approval of the associated building permit. The final TDM Plan will be recorded as a Notice in the Official Records of the Recorder of the City. Neither the Planning Commission or the Zoning Administrator can waive, reduce, or adjust the requirements of the TDM Program through the approval process for the Development Application. However, a Development Project's finalized TDM Plan may be subsequently modified after the issuance of a building or site permit, in accordance with Planning Code Section 169.4 and the TDM Program Standards.

All projects subject to the TDM Program must designate a TDM coordinator: the point of contact for Planning Department staff on the project's compliance with the TDM Program. The project's TDM coordinator will also coordinate a pre-occupancy site visit with Planning Department staff, and will submit Pre-Occupancy and Ongoing Monitoring and Reporting Forms along with the associated monitoring fee. These steps will help the Department ensure that the project will continue to comply with its TDM Plan.

### **WHO MAY SUBMIT A TDM PLAN?**

The TDM Plan will be recorded on the property and will run with the property in perpetuity. Therefore, the property owner or a party designated as the owner's agent may submit the TDM Plan application.

### **FEES:**

Please refer to the Planning Department Fee Schedule available at [www.sfplanning.org](http://www.sfplanning.org) or at the Planning Information Center (PIC) located at 1660 Mission Street, First Floor, San Francisco. For questions related to the Fee Schedule, please call the PIC at (415) 558-6377.

Submission of a TDM Plan application includes an initial application submittal fee. Should the cost of staff time exceed the initial fee paid, an additional fee for time and materials may be billed upon completion of the hearing process or permit approval. Monitoring for compliance will occur once a year beginning 18 months after occupancy, or will occur once every 3 years for those property owners that are in good standing after a period of 5 consecutive years. Such monitoring will be subject to a separate application and associated fee.

Development Projects consisting of 24 or fewer Dwelling Units shall be exempt from the periodic compliance review fee and the voluntary TDM Plan update review fee, but shall otherwise be subject to the TDM Program, including the required payment of the initial application fee.

Any land use that requires a TDM Plan, but will be occupied by a non-profit organization that will receive funding from the City to provide services at the subject property shall be exempt from all TDM application fees, provided it files a fee waiver application with the TDM Plan application at the time of submittal, and additional fee waivers with each Ongoing Monitoring and Reporting Form, and as needed if there is a voluntary TDM Plan update submittal. These non-profit fee waivers shall be revoked if a change occurs in the use or tenancy of the project, such that the minimum requirements for a waiver are no longer met.

### **TDM PLAN UPDATE:**

Following occupancy of a project, if a property owner wishes to change their TDM Plan and select different measures they may submit a TDM Plan Update application, so long as it would still allow them to achieve the required point target for their Development Project. The attached application will also be used for the TDM Plan Update application, and will require a Letter of Authorization from the property owner and a written description of any programmatic TDM measures to be offered. Additionally, for a TDM Plan Update application, a set of plans must be submitted showing any physical TDM measures.



# TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

## APPLICATION SUBMITTAL REQUIREMENTS

The attached application for a TDM Plan includes a basic project description, necessary contact information, more detailed project description tables that identify the proposed land use(s), relevant point target(s) for the project, and a TDM Menu worksheet that lists the various measures the project may select in order to meet the required point target. For any programmatic TDM measures you must include a written description of the services to be provided. For physical TDM measures, the plans associated with the Development Application must show the location, number, and/or dimensions of these measures; however, a separate set of drawings is not required with the TDM application. Please answer all questions fully. Please type or print in ink and attach pages if necessary.

For assistance in preparing a TDM Plan, the Department provides a number of resources available online. Please visit <http://sf-planning.org/tdm-materials-and-resources> for more information.

### WHAT TO SUBMIT:

1. One (1) original of this application signed by owner or agent, with all blanks filled in.
2. A digital copy of all documents submitted (may be provided via CD or USB drive), containing the application and any other submittal materials that are available electronically.
3. Additional Information for Programmatic TDM Measures: the application must be accompanied by a written description of the services to be provided for any programmatic TDM measures.
4. A check made payable to the "San Francisco Planning Department" for the required application fee amount. (See Fee Schedule and/or Calculator)

Additionally, if you are not the property owner:

5. Written documentation from the property owner designating the Applicant as an Authorized Agent.

All plans and other exhibits submitted with this application will be retained as part of the permanent public record in this case.

### HOW TO SUBMIT:

To file your TDM Plan application, please bring the application and all accompanying materials with you at the time of your intake appointment for the project's Development Application.

To schedule an appointment, please send an email request along with the intake appointment request form to: [CPC.Intake@sfgov.org](mailto:CPC.Intake@sfgov.org).

Intake request forms are available here: <http://sf-planning.org/permit-forms-applications-and-fees>.

Projects that only require a Building Permit Application or if the Building Permit Application is the first Development Application filed for the project, the TDM Plan application may be submitted in person at the Planning Information Center at 1660 Mission Street, first floor.

**Español:** Si desea ayuda sobre cómo llenar esta solicitud en español, por favor llame al 415-575-9010. Tenga en cuenta que el Departamento de Planificación requerirá al menos un día hábil para responder

**中文:** 如果您希望獲得使用中文填寫這份申請表的幫助, 請致電415-575-9010。請注意, 規劃部門需要至少一個工作日來回應。

**Tagalog:** Kung gusto mo ng tulong sa pagkumpleto ng application na ito sa Filipino, paki tawagan ang 415-575-9121. Paki tandaan na mangangailangan ang Planning Department ng hindi kukulangin sa isang araw na pantrabaho para makasagot.



# TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN APPLICATION

## Property Owner's Information

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Name: \_\_\_\_\_

Address: \_\_\_\_\_ Email Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

## Applicant Information (if applicable)

---

Name: \_\_\_\_\_ Same as above

Company/Organization: \_\_\_\_\_

Address: \_\_\_\_\_ Email Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

**Please Select Billing Contact:**  Owner  Applicant  Other (see below for details)

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Phone: \_\_\_\_\_

**Please Select Primary Project/TDM Contact:**  Owner  Applicant  Billing  Other (see below for details)

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Phone: \_\_\_\_\_

## Property Information

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Project Address: \_\_\_\_\_ Block/Lot(s): \_\_\_\_\_

### Project Description:

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

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## LAND USE TABLES

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

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

Land Use Category A (Retail)	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

Land Use Category B (Office)	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

Land Use Category C (Residential)	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

Land Use Category D (Other)	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

# TDM PLAN WORKSHEET

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

- = applicable to land use category.
- = applicable to land use category, see fact sheets for further details regarding project size and/or location.
- = applicable to land use category only if project includes some parking.
- = not applicable to land use category.
- = project sponsor can select these measures for land use category D, but will not receive points.

NOTE: Please tally the points on the next page.

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

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

- ☒ = applicable to land use category.
- ☒ P = applicable to land use category, see fact sheets for further details regarding project size and/or location.
- ☒ = applicable to land use category only if project includes some parking.
- ☒ = not applicable to land use category.
- = project sponsor can select these measures for land use category D, but will not receive points.

	Land Use Category Totals			
	A Retail	B Office	C Residential	D Other
<b>Point Subtotal from Page 1:</b>	_____	_____	_____	_____
<b>Point Subtotal from Page 2:</b>	_____	_____	_____	_____
<b>Totals:</b>	_____	_____	_____	_____

# APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name (Printed)

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

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

For Department Use Only

Application received by Planning Department:

By: \_\_\_\_\_

Date: \_\_\_\_\_

From: The residents on the 400 and 500 blocks of Cambridge St.

Michael Li

To: Planning Department Case No 2013.1711E  
1650 Mission St.  
San Francisco, Ca 94103-2475

Date: 11, 07, 2015

Page 1 of 2

The residents of Cambridge St. are already fed up with the traffic and the parking problems. Cambridge St. has become a freeway at rush hours through out the day, we have to wait for 15 minutes or so before we can pull out of our drive way, Once we pull out our car away from our homes someone else is parking there then we must search around the corner or down the Street for parking. This is most unfair for the residents who have to carry groceries back and fort, specially the disable residents. By putting an additional 9 units on Cambridge St. there will be more problems.

There should be no drive way access on the 9 units on the Cambridge street.

Belles yelda 426 Cambridge st Phone# 415-239-1433

Judy Yelda 426 Cambridge (415-239-1433)

420 Cambridge St (415-489-8689)

Xie Boming 420 Cambridge St (415-438-0832)

Jana Spuer 438 Cambridge St (415) 586-8230

Tomal Spuer 438 Cambridge St (415) 586-8230

Raquel Picazo 456 Cambridge St. (415) 756-7705

Bandelio Picazo 456 Cambridge St (415) 333-6431

Betty Picazo 456 Cambridge St (415) 756-7705

Crista Picazo 456 Cambridge St (415) 518-6431

KAM WANG 468 Cambridge St (415) 587-3115

FAT WANG 468 Cambridge St (415) 587-3115

KAM Lee 468 Cambridge St (415) 587-3115

PATRICK KASHU 486 Cambridge St. (415) 349-2017

SIVANTI Francis. 486 Cambridge (415) 349-2017

LEONA KENZEL 500 Cambridge St 415 287-2924

Dorothy Imwile 432 Cambridge St 415/337-1129

Johnny Lam 427 Cambridge St 415/587-1638

page 2 of 2

Shirley Lum	427 Cambridge Street	(415) 587-1638
Jean Lum	427 Cambridge Street	(415) 587-1638
Pov Ming To	445 Cambridge St	(415) 238 8818
May Chi To	445 Cambridge St	(415) 238 8818
Karen To	445 Cambridge St	(415) 238 8818
David To	445 Cambridge St	(415) 238 8818
Stam Wong	421 Cambridge St	415-272-5790
Tanch Wong	421 Cambridge St	415-272-2092
Ming Song Wong	421 Cambridge St	415-806-1579
Wilson Wong	421 Cambridge St	415-533-6761
ALBERT LEANILLO SR.	480 CAMBRIDGE	415-586-6662
ROSE LEANILLO	480 CAMBRIDGE	415-586-6662
BRANDON LEANILLO	480 CAMBRIDGE	415-586-6662
AURORA LEANILLO	480 CAMBRIDGE	415-586-6662
EDWARD LEANILLO	480 CAMBRIDGE	415-586-6662
Angela Jarquin	462 Cambridge	415-240-1386
William Malpica	462 Cambridge	415-797-2311
Mariapose Jarquin	462 Cambridge	415-240-1386
Librey Jarquin	462 Cambridge	415-240-1386
Emilia Brizuela	462 Cambridge	415-240-1386
Stephanie Malpica	462 Cambridge	415-240-1386

Notification of Project 495 Cambridge street Review at the meeting  
October 15-2015

Michael Li

From: 400, 500 block of Cambridge street Neighbor Hood. Concerns

To: Planning Department Case No 2013.1711E  
1650 Mission St.  
San Francisco, Ca 94103-2479

Date: 11,09,2015

We already have traffic and parking Problems on Cambridge Street, The 9 Units on Cambridge Street Shall be Single Family units and their garage shall be First floor. There should be no driving access from Cambridge Street.

According our estimate there will be close to 30,000 tons of material in and out of project during construction. That means dust, nose, and smoke. And traffic that will affect the Yale, Felton, Cambridge Street residents, which is closer to freeway. The environmental study should be done for sewer, storm run off, potable water consumptions, ware and tare of our streets and precise numbers of traffic.

Belles Yelda 426 Cambridge st 415-239-1433

Linda Yelda 426 Cambridge (415-239-1433)

Xu Bang 420 Cambridge (415-239-1433)

J. A. 420 Cambridge 415-689-8689

Teresa Sifuent 438 Cambridge st (415) 586-8234

Tama Sifuent 438 Cambridge st 415 586-8234

Raquel Picazo 456 Cambridge St. (415) 756-7705

Bandelio Picazo 456 Cambridge St. (415) 333-6431

Betty Picazo 456 Cambridge St. (415) 756-7705

Crystal Picazo 456 Cambridge St. (415) 518-6431

KAM WANG 468 CAMBRIDGE ST (415) 587-3115

FAT WANG 468 CAMBRIDGE ST (415) 587-3115

KAM LEE 468 CAMBRIDGE ST (415) 587-3115

Kelly J Savage 474 Cambridge (609) 609-5903

LEONA KENNEL 500 CAMBRIDGE ST 415-587-2924

Page 2 of 2

Ratna Keshu	486 Cambridge st	(415) 349-2017
SHANTI FRANCIS	486 Cambridge	(415) 349-2017
Dorothy Wong	432 Cambridge St.	415/337-1129
Johnny Lum	427 Cambridge St.	415-587-1638
Shary Lum	427 Cambridge St	415-587-1638
Pav Ming To	445 Cambridge St	415 2388818
May Chi To	445 Cambridge St	415 2388818
KAREN To	445 Cambridge St	415 2388818
David To	445 Cambridge St	415 2388818
Steven Wong	421 Cambridge St	415-272-5790
Max Sui Wong	421 Cambridge St	415-306-1579
Touch Henry Wong	421 Cambridge St	415-319-2008
Wilson Wong	421 Cambridge St	415-535-6761
ALBERT LEANILLO Sr	480 CAMBRIDGE	415-586-6662
ROSE LEANILLO	480 CAMBRIDGE	415-586-6662
EDWARD LEANILLO	480 CAMBRIDGE	415-586-6662
AURORA LEANILLO	480 CAMBRIDGE	415-586-6662
BRANDON LEANILLO	480 CAMBRIDGE	415-586-6662
Angela Jaquin	462 Cambridge	415-240-1386
William Halpica	462 Cambridge	415-240-1386
Marjose Jaquin	462 Cambridge	415-240-1386
Jeffrey Jaquin	462 Cambridge	415-240-1386
Stephanie Halpica	462 Cambridge	415-240-1386
Emilia Brizuela	462 Cambridge	415-240-1386

**From:** [Tiombe](#)  
**To:** [Sirois, Daniel \(CPC\)](#)  
**Subject:** 495 Cambridge st proposed project  
**Date:** Thursday, April 27, 2017 10:00:59 PM

---

Dear Mr. Sirois,

My name is Tiombe Valone and the reason for my contact is I live on Yale street and some people purchased the 2.5 acres and want to put 54 town houses on it. The homes would be a whole story taller than the surrounding homes, 9 of the homes would take the view away from some residents on a parallel street, take away parking spaces and add to the traffic in Cambridge. The two neighbors at the end of the block would lose light due to a 10ft retaining wall plus any window they have facing south will look out to a wall, and our block would be severely impacted by traffic from the remaining 45 homes. Not only is there no plan to make the two-way stop a four-way stop, the streets on either side of Yale street would be severely impacted as well. We already live between 3 schools and morning/evening traffic is horrendous. Not to mention Cambridge st is a major route for visitation valley people getting to /from the freeway. The wildlife (crows/ravens) would lose their homes because the trees would be cut down. Also there is a safety issue with emergency response, the fire road is outdated as far as a modern fire truck not being able to fit ( as seen on sat when there was a fire back there) so our main concern is having an exit blocked due to emergency response. We have had instances before where the fire truck and ambulance show up and block our whole street with their vehicles and with 15 houses it's an inconvenience but add 54 more to that number and it's a disaster waiting to happen.

My neighbors and I would like to keep our street closed, for our neighbors on the parallel street not to lose their view and for the developers to be 'good neighbors' but it doesn't seem like they are listening to us. We had another community meeting on Tuesday and they had not remedied any of our concerns from the last meeting in 2016.

We would rather have a green space for the elderly people/ children in the neighborhood who can't make it up the hill to [Mclaren park](#), or a flower garden, even the neighboring school expand into that lot instead of at least 100 new neighbors. - honestly the development is not sustainable, the environmental impacts are unnecessary and the added stress to the power grid, sewer system and pollution ( noise, light, waste) are far from green.

Extremely concerned long time resident

Tiombe Valone

**From:** [Laura Milvy](#)  
**To:** [Hillary Ronen](#); [Ronen, Hillary](#)  
**Cc:** [Sirois, Daniel \(CPC\)](#)  
**Subject:** Garbage cans and 495 Cambridge Street Development -  
**Date:** Sunday, April 30, 2017 10:41:18 AM

---

Dear Hillary,

I want to check in regarding the status of acquiring garbage cans on Silver Avenue. The other day, I was eating a banana on Silver and there was no place to throw the peel. Others just throw theirs as well as other, more offensive types of garbage in the streets. I know you got garbage cans along San Bruno but more are needed in the entire neighborhood. Please start with the other major street in the Portola, Silver avenue.

I also want to voice my views on 495 Cambridge Street Development.

I am not in favor of this at all. There are numerous reasons but the main is we don't need a multi complex housing development in our area.

Other reasons are:

1. Because the Portola already has awful public transportation (\$2.50 for muni to get to \$1.90 bart to get down town 2x/day for awful, overcrowded transportation or driving to the bart station and parking for \$3.00/day) people will opt for more cars making parking and driving more crowded and difficult.
  - o The proposed project would generate an estimated 540 person trips (inbound and outbound) on a weekday daily basis, consisting of 414 person trips by auto, 113 transit trips, three walk trips, and 10 trips by other modes
  - o Silver avenue already has back up traffic every morning
2. The neighborhood will become more crowded as the 54 dwelling multi unit building is filled
3. 22 feet tall at the front and four stories and 42 feet tall at the rear which is about double the height of existing home. This will create a precedent for other tall building.

Finally, yes, more affordable housing is needed in the city. My suggestions are to rehab existing buildings and create some of these homes, in oh, I don't know, Pac Heights, The Marina, Nob hil...

Yes, this may be a case of NIMBY but there is enough crime and garbage here without potentially bringing in more,

Thank you,  
Laura Milvy

--

Not Sent from my iPhone

## Li, Michael (CPC)

---

**From:** Rita Carter <ritz422@aol.com>  
**Sent:** Sunday, November 01, 2015 4:14 PM  
**To:** Li, Michael (CPC)  
**Subject:** Project address: 495 Cambridge St. Case no. 2013.1711E

Dear Mr. Li,

I am in receipt and responding to the Notification of Project Receiving Environmental Review for the above mentioned. I request you continue to notify me of any and all notifications regarding this project. While I understand the owners desire to build, I strongly oppose the height of the proposed project. Parking is another of my concern as I am sure it is of all the families on neighboring streets. As it is now, I have witnessed arguments amongst neighbors re parking spots. Some people will block parking spaces with orange cones. If you move the illegally placed cones an argument ensues. I've never seen anyone from parking enforcement do a thing about these cones. I'd like to know who the owners are of this project. Can you provide this information? Will my concerns fall on deaf ears? Is the notification simply the City going through the motions or will neighbors concerns be heard? I think enough is enough as far as high price building goes. I would not be opposed to single homes. While I consider my self a progressive thinker the current description of this project sounds out of place for these streets.

Please feel free to contact me.

Rita Carter

Sent from my iPad

## Li, Michael (CPC)

---

**From:** Li, Michael (CPC)  
**Sent:** Wednesday, November 04, 2015 1:49 PM  
**To:** 'Rita Carter'  
**Subject:** RE: Project address: 495 Cambridge St. Case no. 2013.1711E

Rita,

Here's the project sponsor's contact information:

### PROPERTY OWNER

Cambridge Estate Holdings, LLC  
c/o Pete Naughton  
830 Taraval Street  
San Francisco, CA 94116  
(415) 661-7940  
[pete@shamrockrealtysf.com](mailto:pete@shamrockrealtysf.com)

### ARCHITECT

Gabriel Ng Architects, Inc.  
c/o Jeremy Schaub  
1360 9th Avenue  
San Francisco, CA  
(415) 682-8060  
[jeremy@gabrielnarchitects.com](mailto:jeremy@gabrielnarchitects.com)

Comments related to the building height, the number/type of units, and the number of parking spaces are design-related and should be directed to my colleague, Chris Townes, at (415) 575-9195 or [chris.townes@sfgov.org](mailto:chris.townes@sfgov.org). He's the planner who is reviewing the project for its design compatibility and its compliance with Planning Code requirements.

Here's some information about how to report the cones that are blocking the parking spaces.

<http://www.sf311.org/index.aspx?page=738>

-----Original Message-----

From: Rita Carter [<mailto:ritz422@aol.com>]  
Sent: Sunday, November 01, 2015 4:14 PM  
To: Li, Michael (CPC)  
Subject: Project address: 495 Cambridge St. Case no. 2013.1711E

Dear Mr. Li,

I am in receipt and responding to the Notification of Project Receiving Environmental Review for the above mentioned. I request you continue to notify me of any and all notifications regarding this project. While I understand the owners desire to build, I strongly oppose the height of the proposed project. Parking is another of my concern as I am sure it is of all the families on neighboring streets. As it is now, I have witnessed arguments amongst neighbors re parking spots. Some people will block parking spaces with orange cones. If you move the illegally placed cones an argument ensues.

I've never seen anyone from parking enforcement do a thing about these cones. I'd like to know who the owners are of this project. Can you provide this information? Will my concerns fall on deaf ears? Is the notification simply the City going through the motions or will neighbors concerns be heard? I think enough is enough as far as high price building goes. I would not be opposed to single homes. While I consider my self a progressive thinker the current description of this project sounds out of place for these streets.

Please feel free to contact me.

Rita Carter

Sent from my iPad

## Li, Michael (CPC)

---

**From:** Sansoe, Diana <Diana.Sansoe@ucsf.edu>  
**Sent:** Wednesday, November 04, 2015 3:12 PM  
**To:** Li, Michael (CPC)  
**Subject:** 495 Cambridge Street

I was born and raised in San Francisco at my family home located at 550 Cambridge Street. I am very unhappy and concerned by the proposal to build additional housing at 495 Cambridge Street. We have three schools on Cambridge (one at Cambridge on Silver Avenue). The neighborhood has become very congested on a daily basis. There are cars parks 24/7 along Cambridge Street, with the vandalism crime becoming a weekly occurrence. The environmental impact of building 45 additional housing units with 2-4 cars per unit is quite daunting. In addition, with one outlet on Yale Street the morning and evening traffic will be gridlocked.

Please take this email as a strong protest against this construction proposal.

*Diana Sansoe  
550 Cambridge Street  
San Francisco, CA 94134*

*Hematology  
Blood and Marrow Transplant  
Parnassus Infusion Center*

## Li, Michael (CPC)

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**From:** Sr. Marguerite Bartling <sr.marguerite@gsgcenter.org>  
**Sent:** Sunday, November 08, 2015 1:37 PM  
**To:** Li, Michael (CPC)  
**Subject:** Case #2013.1711E

Nov. 8, 2015

Dear Mr. Michael Li,

Thank you for the letter coming from the San Francisco Planning Department on Oct. 28, 2015 regarding the Notification of Project Receiving Environmental Review – Case No. 2013.1711E.

My name is Sister Marguerite Bartling, and I am the Executive Director of Good Shepherd Gracenter, a Licensed Recovery Residence that is directly adjacent to the Proposed Project of 495 Cambridge St., Case No. 2013-1711E. Our residence is immediately east of the proposed project and Good Shepherd Gracenter's address is 250 Amherst, S.F. 94134 and our mailing address is 1310 Bacon St. S.F. 94134.

Our concerns of the potential environmental effects of the proposed project are as follows:

1. The proposed project includes a total of 82 parking spaces. The constant emissions coming from this high number of cars within a relatively small site could negatively impact the air quality of the neighborhood, as well as create noise pollution and a high volume of traffic.
2. According to the proposed plans of the project, there are no sidewalks within the project site. Pedestrians, including children, would share a one-way driveway with cars and bicycles. This is a potential environmental hazard for safe walking.

We would like to receive future environmental review documents as they are available.

Thank you for your attention in this matter.

Sr. Marguerite Bartling, RGS  
MSW, CATC  
Executive Director  
Good Shepherd Gracenter  
[www.gsgcenter.org](http://www.gsgcenter.org)

## Li, Michael (CPC)

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**From:** Li, Michael (CPC)  
**Sent:** Tuesday, November 10, 2015 9:09 AM  
**To:** 'Sr. Marguerite Bartling'  
**Subject:** RE: Case #2013.1711E

Sister Marguerite,

The environmental review document will address the proposed project's impacts on traffic, noise, and air quality, among other topics.

I'll send you a copy of the environmental review document when it has been completed. That will likely be sometime in late winter/early spring.

---

**From:** Sr. Marguerite Bartling [<mailto:sr.marguerite@gsgcenter.org>]  
**Sent:** Sunday, November 08, 2015 1:37 PM  
**To:** Li, Michael (CPC)  
**Subject:** Case #2013.1711E

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Thank you for your attention in this matter.  
Sr. Marguerite Bartling, RGS  
MSW, CATC  
Executive Director  
Good Shepherd Gracenter



## Li, Michael (CPC)

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**From:** Shelton, Lori <SheltonL@sfusd.edu>  
**Sent:** Tuesday, November 10, 2015 5:11 PM  
**To:** Li, Michael (CPC)  
**Cc:** Lori Shelton  
**Subject:** 2013.1711E / 495 Cambridge Street  
**Attachments:** Letter\_SF Planning Department\_495 Cambridge St.pdf

**Importance:** High

Dear Michael Li,

Please see my attached letter regarding the proposed project: 2013.1711E / 495 Cambridge Street. Please feel free to contact me with any questions.

Regards, Lori Shelton



**223 YALE STREET  
SAN FRANCISCO, CA 94134**

November 10, 2015

Michael Li  
San Francisco Planning Department  
1650 Mission Street  
Suite 400  
San Francisco, CA 94103-2479  
415.575.9107

**RE: 2013.1711E/495 Cambridge Street Project – Environmental Effects Commentary**

Dear Mr. Li,

In a recent public meeting on October 15, 2015 held by the design firm of Gabriel Ng + Associates, Inc., the community was informed that the project proposal would include 54 mid-sized townhomes and 82 vehicle parking spaces (54 in garages and 28 for visitor). We were also informed that a traffic assessment was performed on the impact to the neighborhood that yielded the result that no changes were necessary. Unfortunately, no one from the design firm had the report they referenced. I reached out to your colleague, Chris Townes, to obtain the five reports that the SF Planning Department website indicated were available as well as information on the traffic assessment but have not received a reply to date.

As a resident on Yale Street that would be directly impacted initially by the construction and in the future with any new housing, I am greatly concerned about the volume of traffic that would be entering and exiting from Yale Street. The intersection of Yale Street and Felton Street has only stops signs at Yale Street. Traffic on Felton, especially during the morning commute is extremely busy as there are three school campuses within three blocks of each other.

The housing proposal of 54 units potentially has 108-to-135 cars (an average of 2 to 2-1/2 vehicles per unit) traveling in and out of Yale Street, not including the current residents in the 15 homes on that block. Based on the proposal, Yale Street is the only exit point. This has the potential of a traffic nightmare. In comparison, the housing complex off of 19<sup>th</sup> Avenue at Moraga Street which has less townhomes has multiple entry points into its development.

Additionally, the proposed parking plan will not accommodate the volume of potential cars on the complex. The additional cars would have to be absorbed in the neighborhood. Most people living in the Portola District drive

because the public transit system is inadequate. It is naïve to think that residents in this area would not have multiple vehicles.

The other concern that I have is that the housing units that do not front Cambridge Street will be 32 feet tall, greatly exceeding the height of the homes directly in the same vicinity and especially on Yale Street. In 2006 when the original proposal was presented to the community, the community expressly requested that any new housing be in line with the homes currently in the neighborhood. The homes fronting Cambridge Street have received this consideration but the remaining homes have not.

In summary, I have concerns about the potential traffic gridlock, the inadequate parking for the proposed number of units and the height of the proposed units not facing Cambridge Street.

Thank you for this opportunity to express my concerns. Please keep me informed with any future public notifications and public hearings.

Sincerely,

Lori Shelton

P: 415.587.5689

M: 415.531.0610

Email: [LoriShelton2000@sbcglobal.net](mailto:LoriShelton2000@sbcglobal.net)

## Li, Michael (CPC)

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**From:** sfomm5@yahoo.com  
**Sent:** Wednesday, November 11, 2015 5:14 PM  
**To:** Li, Michael (CPC)  
**Subject:** 495 Cambridge environmental review

Dear Mr. Michael Li,

I would like to express my concerns regarding above project would be directly impact on the physical environment of our neighborhood as it relates to house character, parking and traffic.

I agree the City's need more affordable housing in the community but it should consider without changing our existing culture (low density housing development, 14 units per acre) and character (2-story building with lot dimensions 25'x100'). To allow them to bring in 54 units with the limited street access, this is unacceptable.

Street parking would become severely limited or shortage. The number of units being built and only one car parking space per unit, which may need additional 54 street parking spaces to accommodate. First the loss of the open sidewalk space on Cambridge Street, with addition of the proposed 18 units on Cambridge Street. Plus proposed 36 units inside the estate can access to Cambridge Street via the stairway for parking.

Traffic also becomes problematic because there were already three schools on Cambridge St. Most of the parents of these students drive their children to school and attend the school activities. To this we are pet friendly neighborhoods; a lot of our neighbors walk their dogs to the McLaren Park as well as our senior residents. The proposed Yale buildings don't have sidewalk in entire estate, which make me concerns the emergency vehicles access and pedestrian safety.

In addition, we add the traffic coming from Visitation Valley through McLaren Park on Cambridge St to merge into HWY 280 and HWY 101. In the present circumstance it is extremely difficult to safely pull out of our garage into the flow of traffic.

In Conclusion, there is no need to create a new neighborhood "Townhouse", they just extend the existing neighborhood, 2-story (on Cambridge) with one car street parking per house and 2, 3-story (on Yale) Single family house with sidewalk and driveway, on lots measure 25'x 100'. I even give up my terra view of the city from my house.

Thank you for your time and consideration

Sincerely,

Danny & Mony Mai  
474 Cambridge Street  
San Francisco, CA

Nov. 5, 2015

City and County of San Francisco  
Planning Department  
1660 Mission St  
San Francisco, CA 94103-2479

Attn: Michael Li @ Environmental Review

Case No: 2013.1711E  
Project Address: 495 Cambridge Street

Dear Mr. Michael Li,

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I agree the City's need more affordable housing in the community but it should consider without changing our existing culture (**low density** housing development, **14 units per acre**) and character (**2-story building with lot dimensions 25'x100'**). To allow them to bring in 54 units with the limited street access, this is unacceptable.

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In Conclusion, there is **no need to create a new neighborhood "Townhouse"**, they just extend the existing neighborhood, 2-story (on Cambridge) with one car street parking per house and 2, 3-story (on Yale) Single family house with sidewalk and driveway, on lots measure 25'x 100'. I even give up my terra view of the city from my house.

Thank you for your time and consideration

Sincerely,



Danny & Mony Mai  
474 Cambridge Street  
San Francisco, CA

## Li, Michael (CPC)

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**From:** Derrick Wong <derrick.wong@cornerstone-academy.net>  
**Sent:** Thursday, November 12, 2015 2:22 PM  
**To:** Li, Michael (CPC)  
**Subject:** Case No.: 2013.1711E; Project Address: 495 Cambridge Street  
**Attachments:** objection to 20131711E.docx

To Michael Li,

Please find attached to this email a letter of objection for case number 2013.1711E. The project address is 495 Cambridge Street.

Sincerely,  
Derrick Wong  
Head of School



November 11, 2015

Michael Li  
Michael.j.li@sfgov.org  
San Francisco Planning Department  
1650 Mission Street  
Ste. 400  
San Francisco, CA 94103-2479

Case No.: 2013.1711E  
Project Address: 495 Cambridge Street

Re: Letter of Objection to proposed project

I write in connection with the above referenced case. I have examined the applicant's plans and, as the Administrator of the property immediately adjacent to its south, know the site well. I wish to object strongly to the development of housing on the site.

Cornerstone Academy has owned and operated the 4.9 acre, former site of the Convent of the Sisters of the Good Shepherd, since 1998 as a private school and church serving a diverse population. Buildings on the site include an architecturally significant Spanish Colonial Revival chapel and bell tower, classroom buildings, a gymnasium, a theater, and support buildings. The applicant's 1.9 acre property was once part of the Good Shepherd's campus and, at the time of subdivision in 1989, the original site had been developed as a ring of interconnected buildings surrounding a central play yard and open space. This plan allowed for security for the students and effectively blocked noise and lights from migrating to the surrounding neighborhood. The 1989 parcel subdivision divided the campus into three parcels. The applicant's parcel, to the north, was created by dividing the play yard and open space. To the south, the remaining 3.6 acres was developed into housing along Bacon Street.

Cornerstone Academy is a good steward of the architectural heritage of its buildings and has a track record of cooperation with the City in preservation, improvement, and retrofitting. Cornerstone Academy also provides a community resource by opening its recreation facilities to other groups such as the Catholic Youth Organization. In order to maintain these programs, the school has to remain viable. Current student population is approximately 250 with planned growth for over 700. The applicant's proposal will negatively impact our programs in the following ways.

The applicant proposes to place three-story dwellings within 20 feet of the large open asphalt surfaced activity yard. This yard features multiple basketball courts, night lighting, and a portable sound system and is used weekdays, weekday evenings, and weekends. It is also used as a parking lot for events to mitigate the impact of cars in the neighborhood. The facility has already had to curtail some use of a small yard on the south side of the site where the Bacon Street facing dwellings have objected to noise. We anticipate objections from new residents to noise and lights from the yard.

The gymnasium, located at the parcel line edge, is frequently used for competitive high school basketball and volleyball clubs in the evenings and weekends. This gymnasium is placed on the second floor of the structure and features operable windows for light and ventilation. Similarly, the theater, located at the ground floor at the parcel line, is undergoing restoration is also envisioned as a



destination for events. We anticipate objections from the new residents which may compel us to withdraw these resources from community use.

The original subdivision envisioned two similar educational uses and the creation of a mutual emergency egress route supported that concept. The applicant's proposal only contains a single outlet for normal vehicular use. We anticipate pressure from the new residents and impacted current residents on Yale Street to use the emergency access through our site for their convenience. We operate a closed campus for security of our staff and students and cannot permit that type of access.

We feel strongly that 495 Cambridge remain an educational use site as envisioned in its 1989 Subdivision as there are few sites left in the city for that type of use. Barring that, the following minimum mitigation methods are urged.

1. Reduction of units to reduce vehicular loads on the Yale Street exit.
2. Reduction of height of units addressing 501 Cambridge from three to two stories.
3. Increase of distance between dwelling units and 501 Cambridge from 20 feet to 40 feet or the routing of the driveway/street along that perimeter.
4. Erection of a mutual sound wall between the two properties.
5. Placement of bedrooms within the dwelling units away from the south side above the first floor.

Please take this letter as notice of our concern and that we wish to be informed of all measures regarding this application.

Sincerely,

A handwritten signature in black ink that reads "Derrick Wong".

Mr. Derrick Wong  
Cornerstone Academy  
Head of School

## Li, Michael (CPC)

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**From:** BO2WAY@aol.com  
**Sent:** Friday, November 13, 2015 12:14 AM  
**To:** Li, Michael (CPC)  
**Cc:** bo2way@aol.com  
**Subject:** Project at 495 Cambridge

I am writing in regards to the planned new housing development at 495 Cambridge Street. New housing is welcome, but I have concerns about the traffic that will be on Yale and Felton Streets. The new development will only have Yale St. as the only entrance and exit. Cars will be backed up on Yale St. Felton is a very busy street, especially in the morning. Therefore, it will be difficult for current residents to enter and exit their garages. This project should have 2 ways to enter and exit the development.

I have been living in the Portola District for over 40 years.

Sincerely,  
Wayzel Fuller  
1238 Felton Street

## Li, Michael (CPC)

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**From:** Tiombe <tbeta21@yahoo.com>  
**Sent:** Sunday, November 15, 2015 8:07 PM  
**To:** christownes@sfgov.org; Li, Michael (CPC)  
**Subject:** 495 Cambridge - proposed project concerns

Hello our names are Tiombe and Nikola Valone and we are writing to voice our concerns about this proposed project 495 Cambridge. First we would like to inform you that we did not receive any letter which is why this email is arriving past the preferable due date. We are lucky to have wonderful neighbors, one of who showed us her letter.

See our concerns below:

1. Yale street cannot handle the traffic this project would produce.
2. This is not safe, if an emergency happens, first responders would block the street preventing people from leaving or arriving. Also there are no proposed sidewalks for the would be residents. The access for emergency vehicles is questionable from Bacon st.
3. The height of the homes facing Yale street would be much higher than the current homes on Yale and that is not consistent with the look of the neighborhood.
4. Increased pollution from the construction, extra burden on electricity, water usage, garbage production, automobile traffic and noise/light. If we are supposed to be environmentally friendly why not build accordingly. The addition of a stop sign on Felton st would make travel less efficient and this area cannot handle another 54-180 automobiles on the regular basis in addition to the traffic we have Monday- Friday because of the three schools near by.
5. The area is too small for the 54 homes projection. The street is quiet and adding 54 new homes is plain ridiculous.
6. The homes along Cambridge would be approximately 2 -2.5 ft higher and the result is the view that the long term residents had for decades will be gone.

These are our main concerns- Tiombe grew up on Yale street and we are lucky to live here now with our family and We would not want it to turn into another Cambridge Ave. or Felton St.

Thank you

Tiombe and Nikola Valone

# CAMBRIDGE ESTATES

## PLANNED UNIT DEVELOPMENT



SUBJECT SITE

CORNERSTONE  
ACADEMY

GOODSHEPHERD  
GRACENTER



SCHAUB LY  
ARCHITECTS, INC.  
1360 9<sup>TH</sup> AVENUE, SUITE 210  
SAN FRANCISCO CA 94122  
415-682-8060

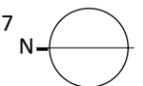
**CAMBRIDGE ESTATES**  
**495 CAMBRIDGE STREET**  
**#2013-1711 CUA, HEARING DATE: MAY 18<sup>TH</sup>, 2017**

BLOCK 5992A, LOT 060  
SAN FRANCISCO, CA 94134

TITLE SHEET

SCALE:

DATE: MAY 4<sup>TH</sup>, 2017



A-0.0

**PROJECT INFORMATION**

THE PROPOSED PROJECT WOULD ENTAIL A CHANGE IN USE FROM SCHOOL TO RESIDENTIAL; DEMOLITION OF FOUR TWO-STORY FORMER SCHOOL BUILDINGS, AND CREATION OF A PLANNED UNIT DEVELOPMENT CONSISTING OF 54 FAMILY SIZED HOMES. THE PROJECT SITE IS AN APPROXIMATELY 85,191 SQUARE-FOOT LOT LOCATED AT 495 CAMBRIDGE STREET, BETWEEN BACON AND FELTON STREETS, AND THE END OF THE 200 BLOCK OF YALE STREET [ASSESSOR'S BLOCK 5992A; LOT 060]. THIS LOT WAS CREATED FROM THE ORIGINAL LARGE ESTATE OF THE CONVENT OF THE GOOD SHEPHERD IN 1988. IN 1990 SEVERAL EASEMENTS FOR EMERGENCY EGRESS, VEHICLE ACCESS, AND SEWER ALIGNMENT WERE RECORDED ON THE SITE. THESE EASEMENTS ARE FOR THE BENEFIT OF THE ADJACENT CORNERSTONE ACADEMY AND GOOD SHEPHERD GRACENTER RECOVERY FACILITY.

THE PROPOSED PROJECT WOULD DEMOLISH FOUR EXISTING TWO-STORY STRUCTURES CONSTRUCTED IN 1951 AS A PRIVATE SCHOOL. THE LOT WILL BE BUILT INTO 29 BUILDINGS (54 UNITS) CENTERED AROUND A COMMON LANE AND OPEN AREA. THE NEW RESIDENCES WOULD VARY IN SIZE FROM APPROXIMATELY 1,765 SQUARE-FEET TO 2,170 SQUARE-FEET, AND EACH INCLUDE TWO TO THREE BEDROOMS WITH A PRIVATE ONE CAR GARAGE.

36 OF THE UNITS (16 TWO UNIT BUILDINGS, AND 4 SINGLE FAMILY) WILL BE IN ATTACHED TOWN-HOME STYLE BUILDINGS, AND 18 UNITS (9 BUILDINGS, THREE STORIES OVER BASEMENT) ARE DUPLEX STYLE. THE UPPER 9 DUPLEX UNITS ARE ACCESSED FROM CAMBRIDGE STREET ABOVE, AND THE 9 LOWER LEVEL DUPLEXES FRONT ON TO A COMMON LANE. THE ROADWAY PROVIDES ACCESS THROUGHOUT THE REST OF THE SITE OFF OF YALE STREET, SOUTH OF ITS INTERSECTION WITH FELTON STREET. THE CENTER OF THE PROPERTY HAS A COMMON GARDEN AND PLAY AREA ALIGNED WITH THE ADJACENT MID-BLOCK OPEN SPACE, AND CAN BE ACCESS VIA A LANDSCAPED PEDESTRIAN PARKWAY.

THE TYPE 'D' BUILDINGS ON CAMBRIDGE STREET WOULD BE THREE STORY OVER BASEMENT (TWO STORIES AT STREET LEVEL), WITH TWO ONE-CAR GARAGES AND APPROXIMATELY 22'-2" HIGH. THE LOWER TWO FLOORS OF THE TYPE 'D' BUILDING ARE BELOW CAMBRIDGE, AND HAVE A SMALL PRIVATE DECK. THE TYPE 'A', 'B', & 'C' BUILDINGS WOULD BE THREE-STORIES TALL, WITH A ONE-CAR GARAGE PER UNIT, AND APPROXIMATELY 31'-4" IN HEIGHT (APPROXIMATELY 8'-0" ABOVE CAMBRIDGE STREET).

THE PROJECT WOULD REQUIRE CONDITIONAL USE AUTHORIZATION FOR A PLANNED UNIT DEVELOPMENT. THE PROJECT SITE IS IN THE PORTOLA NEIGHBORHOOD OF SAN FRANCISCO. THE PROJECT SITE IS LOCATED IN AN RH-1 (RESIDENTIAL HOUSE, ONE FAMILY) ZONING DISTRICT AND WITHIN A 40-X HEIGHT/BULK DISTRICT.

**PROPERTY INFORMATION**

ADDRESS	495 CAMBRIDGE STREET SAN FRANCISCO, CA 94134
BLOCK / LOT	5992A / 060
APPROX. LOT SIZE	389' x 242'
LOT AREA	85,191 S.F. (1.96 ACRES)

**ZONING INFORMATION**

ZONING	RH-1
ZONING DISTRICT MAP ZN11	RESIDENTIAL HOUSE ONE-FAMILY
HEIGHT LIMIT	40X ZONE (35' FOR RH-1)
HEIGHT & BULK DISTRICT MAP HT11	

**PROPOSED PROJECT INFORMATION**

CONDITIONAL USE	PLANNED UNIT DEVELOPMENT
ALLOWABLE DENSITY	1:1,500 S.F. (RH-2) LESS ONE
# OF RESIDENTIAL UNITS	54
AFFORDABLE UNITS	7 (90% AMI FOR OWNERSHIP)
TOWNHOUSES (ATTACHED UNITS)	36 DWELLINGS
DUPLEXES (ALONG CAMBRIDGE ST)	18 DWELLINGS

**BUILDING AREA SUMMARY**

UNIT TYPE	LIVING	GARAGE	AREA	COUNT	BEDS	BATHS
TOWNHOUSE w/ DECK (TYPE 'A')	1896	280	2176	9	3	4
TOWNHOUSE (TYPE 'B')	1906	247	2153	14	3	3.5
PARK TOWNHOUSE (TYPE 'C')	1755	262	2017	13	3	3.5
DUPLEX UPPER (TYPE 'D1')	1747	265	2012	9	3	3.5
DUPLEX LOWER (TYPE 'D2')	1540	225	1765	9	2	2.5

TOTAL LIVING AREA* (S.F.)	96,041	*UNIT #1 ANGLED EDGE @ EASEMENT
TOTAL GARAGE AREA (S.F.)	10,663	
TOTAL GROSS SQUARE FEET	106,704	
TOTAL BEDROOMS	153	
TOTAL BATHROOMS	184.5	

**PARKING SUMMARY**

VEHICLE - PRIVATE (1 PER UNIT)	54
VEHICLE - ON SITE VISITOR	12
PROPOSED VEHICLE SPACES	66
BICYCLE - CLASS I (1 PER UNIT)	54
BICYCLE - CLASS II (COMMON)	6
PROPOSED BICYCLE SPACES	60

**REAR YARD EQUIVALENCY**

LOT AREA (S.F.)	85191
25% REQUIREMENT (S.F.)	21298
YARD AREA PROVIDED (S.F.)	23565

**OPEN SPACE CALCULATION**

TOTAL DECK=	3,976
TOTAL YARD=	9,433
<b>PROVIDED PRIVATE OPEN SPACE=</b>	<b>13,409</b>
TOTAL REQ'D COMMON AREA=	9,462
<b>PROVIDED COMMON AREA=</b>	<b>11,250</b>
<b>TOTAL OPEN SPACE (S.F.)=</b>	<b>24,659</b>

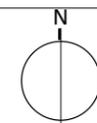
TYPE	UNIT	PRIVATE OPEN SPACE (S.F.)			COMMON OPEN SPACE (S.F.)		
		REQUIREMENT	PRIVATE DECK	PRIVATE YARD	UNMET PRIVATE	CONVERSION	COMMON REQ'D
A	1	300	84		216	x 1.33	287
	2	300	123	204			
	3	300	123	357			
	4	300	123	510			
	5	300	123	577			
	6	300	123	577			
	7	300	123	577			
	8	300	123	577			
	9	300	123	594			
B	10	300		878			
	11	300		415			
	12	300		414			
	13	300		412			
	14	300		411			
	15	300		410			
	16	300		409			
	17	300		407			
	18	300		406			
	19	300		405			
	20	300		499			
	21	300			300	x 1.33	399
	22	300		224	76	x 1.33	101
23	300		170	130	x 1.33	173	
C	24	300	91		209	x 1.33	278
	25	300	91		209	x 1.33	278
	26	300	91		209	x 1.33	278
	27	300	70		230	x 1.33	306
	28	300	70		230	x 1.33	306
	29	300	70		230	x 1.33	306
	30	300	91		209	x 1.33	278
	31	300	91		209	x 1.33	278
	32	300	91		209	x 1.33	278
	33	300	91		209	x 1.33	278
	34	300	91		209	x 1.33	278
	35	300	91		209	x 1.33	278
	36	300	70		230	x 1.33	306
	D2	37	300	67		233	x 1.33
38		300	67		233	x 1.33	310
39		300	67		233	x 1.33	310
40		300	67		233	x 1.33	310
41		300	67		233	x 1.33	310
42		300	67		233	x 1.33	310
43		300	67		233	x 1.33	310
44		300	67		233	x 1.33	310
45		300	67		233	x 1.33	310
D2		451	300	134		166	x 1.33
	457	300	134		166	x 1.33	221
	463	300	134		166	x 1.33	221
	473	300	134		166	x 1.33	221
	477	300	134		166	x 1.33	221
	483	300	134		166	x 1.33	221
	489	300	134		166	x 1.33	221
	493	300	134		166	x 1.33	221
	499	300	134		166	x 1.33	221

TOTALS:	3,976	9,433	9,462
	TOTAL DECK=	3,976 S.F.	
	TOTAL YARD=	9,433 S.F.	
	<b>PROVIDED PRIVATE OPEN SPACE=</b>	<b>13,409 S.F.</b>	
	TOTAL REQUIRED COMMON AREA=	9,462 S.F.	
	<b>PROVIDED COMMON AREA=</b>	<b>11,250 S.F.</b>	
	<b>TOTAL OPEN SPACE=</b>	<b>24,659 S.F.</b>	

**SHEET INDEX**

- A-0.0 TITLE SHEET
- A-0.1 PROJECT INFORMATION
- A-0.2 SITE PERSPECTIVE
- A-0.3 CONTEXT PHOTOS
- A-0.4 SITE RENDERINGS
- A-1.0 AREA PLAN w/ EASEMENTS
- A-1.1 SITE PLAN
- A-1.2 STREET & PARKING INFORMATION
- A-1.3 FIRE & EMERGENCY ACCESS
- A-1.4 LANDSCAPE & OPEN SPACE
- A-1.5 EXISTING SITE PLAN & TOPOGRAPHY
- A-2.0 FLOOR PLANS
- A-2.1 CAMBRIDGE STREET DETAIL (NORTH)
- A-2.2 CAMBRIDGE STREET DETAIL (SOUTH)
- A-2.3 SOUTH LANE & OPEN SPACE DETAIL
- A-2.4 SOUTH LANE DETAIL
- A-2.5 ENTRY, EAST LANE, & NORTH PARKWAY DETAIL
- A-2.6 EAST LANE & THEATER EASEMENT
- A-2.7 MATERIAL BOARD
- A-3.0 BUILDING HEIGHT AT CENTER LINE & CAMBRIDGE ELEVATION
- A-3.1 ELEVATION A (CAMBRIDGE ST, FACING WEST)
- A-3.2 ELEVATION B (WEST LANE, LOOKING WEST)
- A-3.3 ELEVATION C (WEST LANE, LOOKING EAST)
- A-3.4 ELEVATIONS D & E (EASEMENT STAIR)
- A-3.5 ELEVATION F (PLAYGROUND, LOOKING WEST)
- A-3.6 ELEVATION G (EAST LANE BEHIND, LOOKING EAST)
- A-3.7 ELEVATION H (EAST LANE, LOOKING WEST)
- A-3.8 ELEVATION I (EAST LANE, LOOKING EAST)
- A-3.9 ELEVATION J (EAST LANE BEHIND, FACING WEST)
- A-3.10 ELEVATION K (NORTH PARKWAY, LOOKING SOUTH)
- A-3.11 ELEVATION L (OPEN SPACE, LOOKING SOUTH)
- A-3.12 ELEVATION M (SOUTH LANE, LOOKING NORTH)
- A-3.13 ELEVATION N (SOUTH LANE, LOOKING SOUTH)
- A-3.14 ELEVATION O (SOUTH LANE BEHIND, LOOKING NORTH)
- A-3.15 ELEVATION P (SOUTH LANE BEHIND, LOOKING NORTH)

**VICINITY MAP**







CAMBRIDGE STREET LOOKING EAST



CAMBRIDGE STREET LOOKING WEST



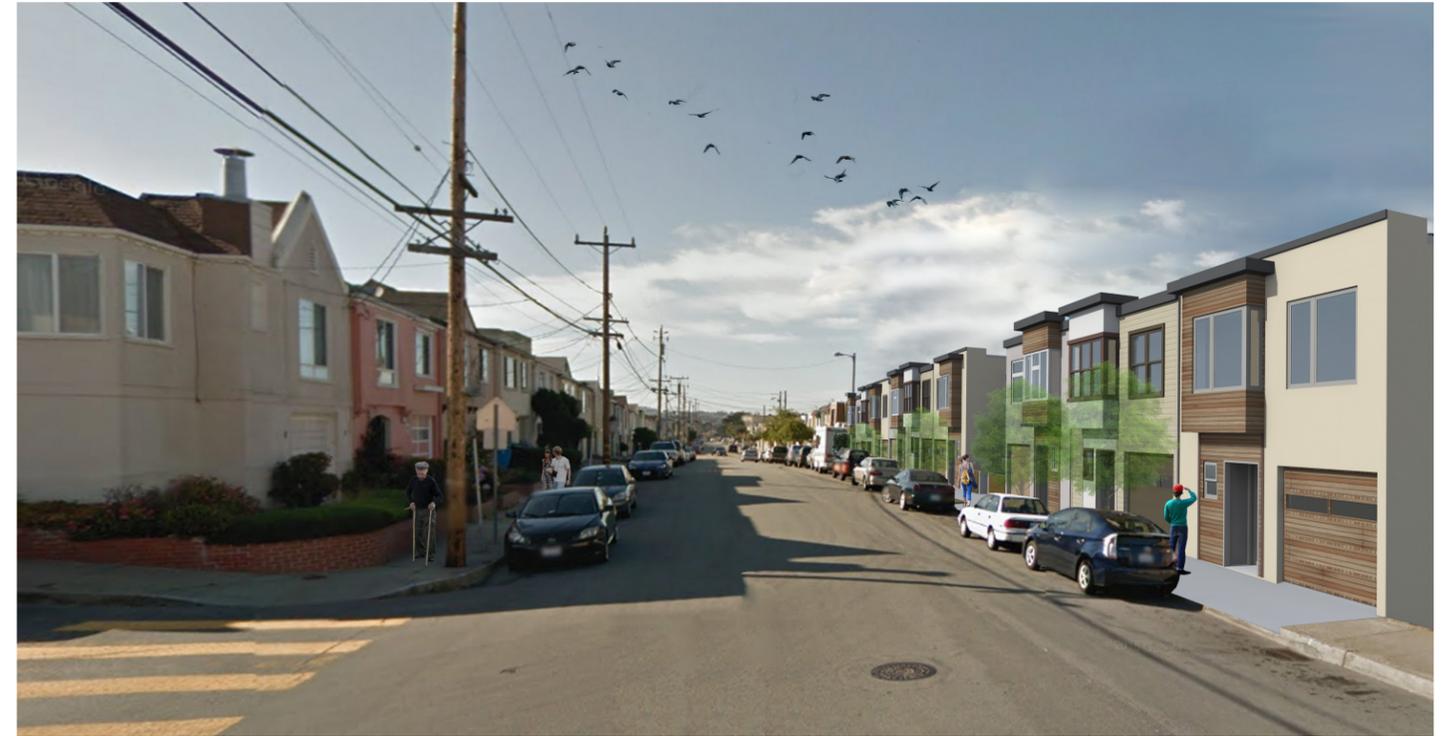
YALE STREET LOOKING EAST



YALE STREET LOOKING WEST



PHOTOMONTAGE ON CAMBRIDGE STREET LOOKING SOUTH



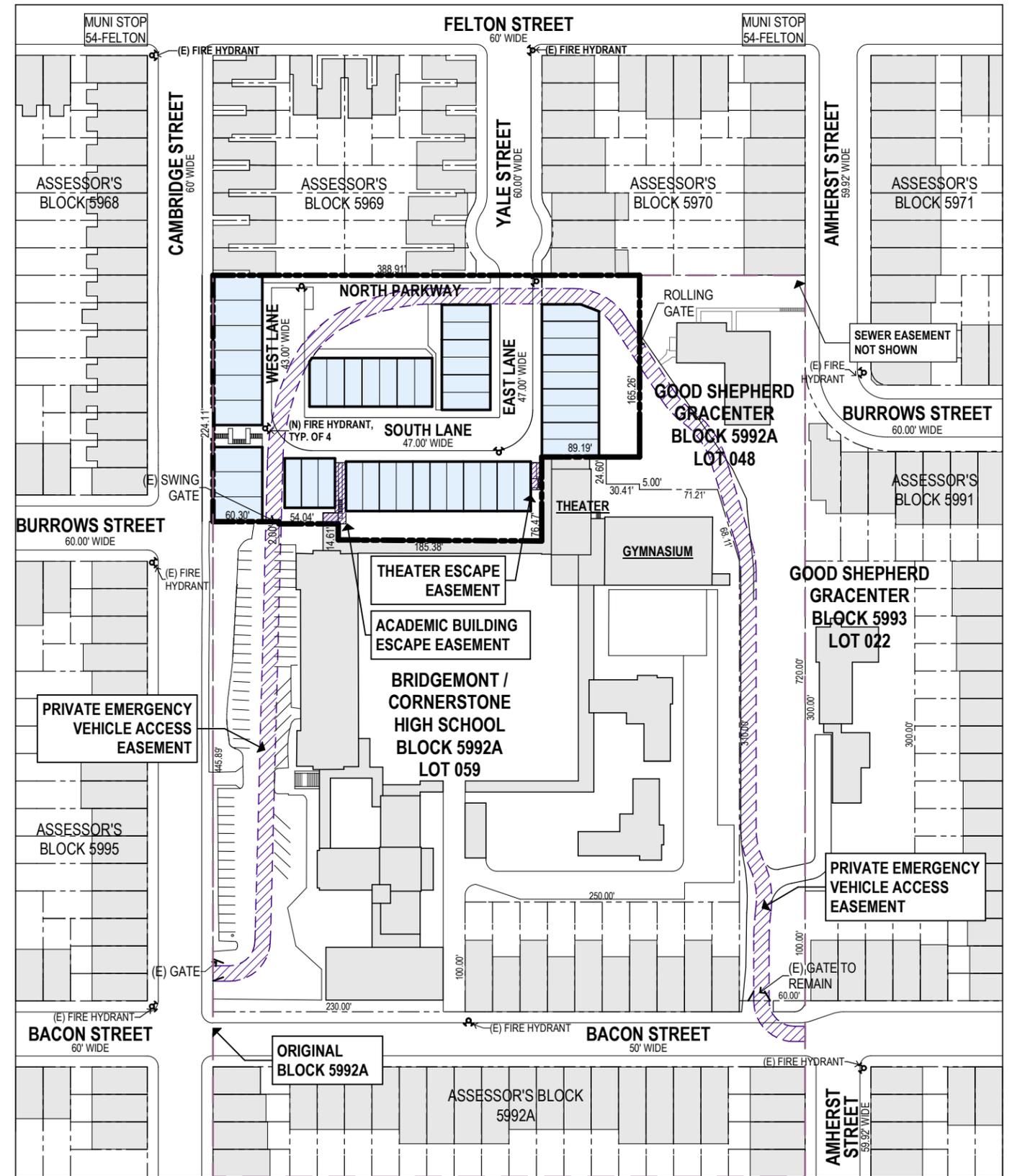
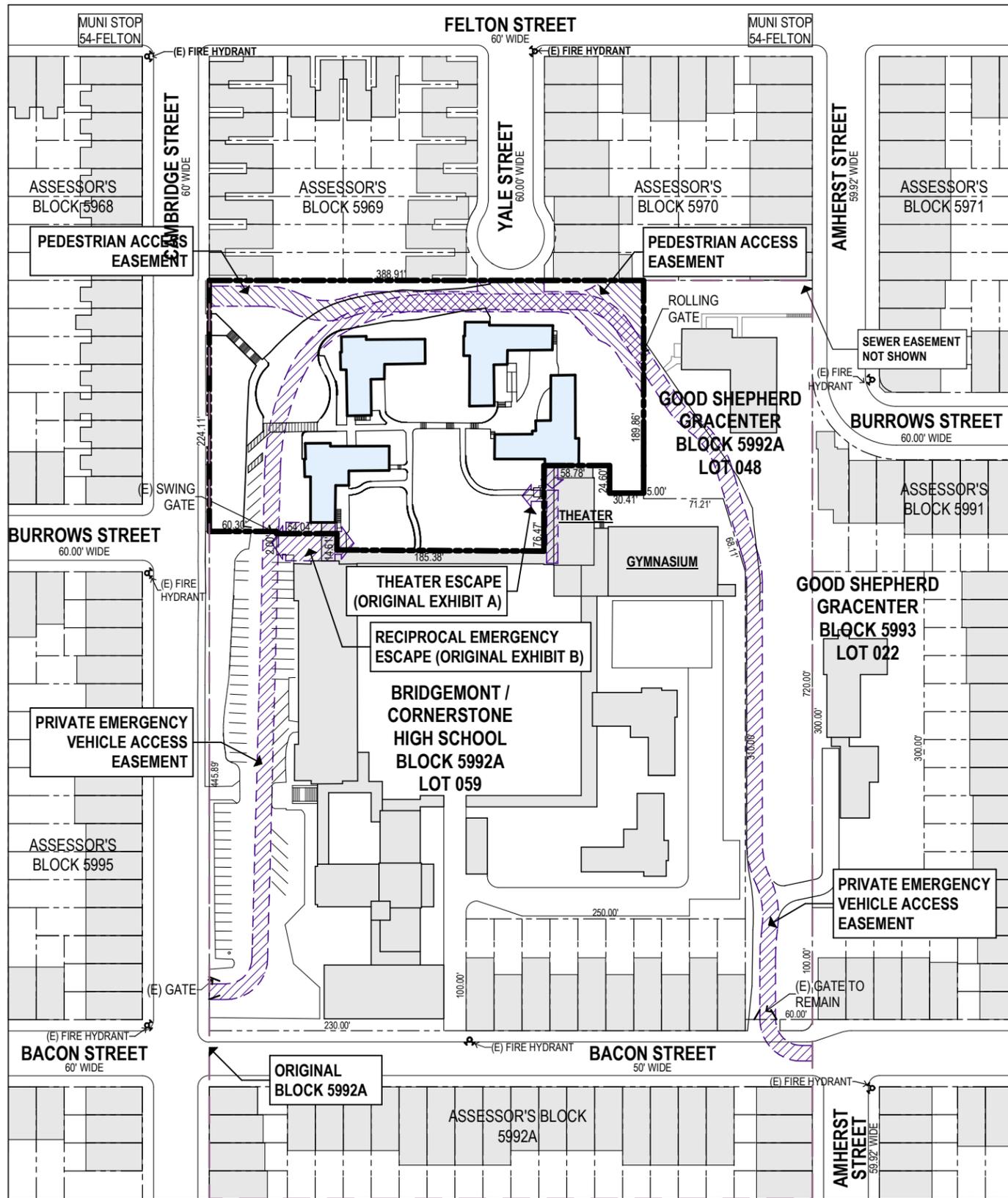
PHOTOMONTAGE ON CAMBRIDGE STREET LOOKING NORTH

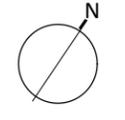
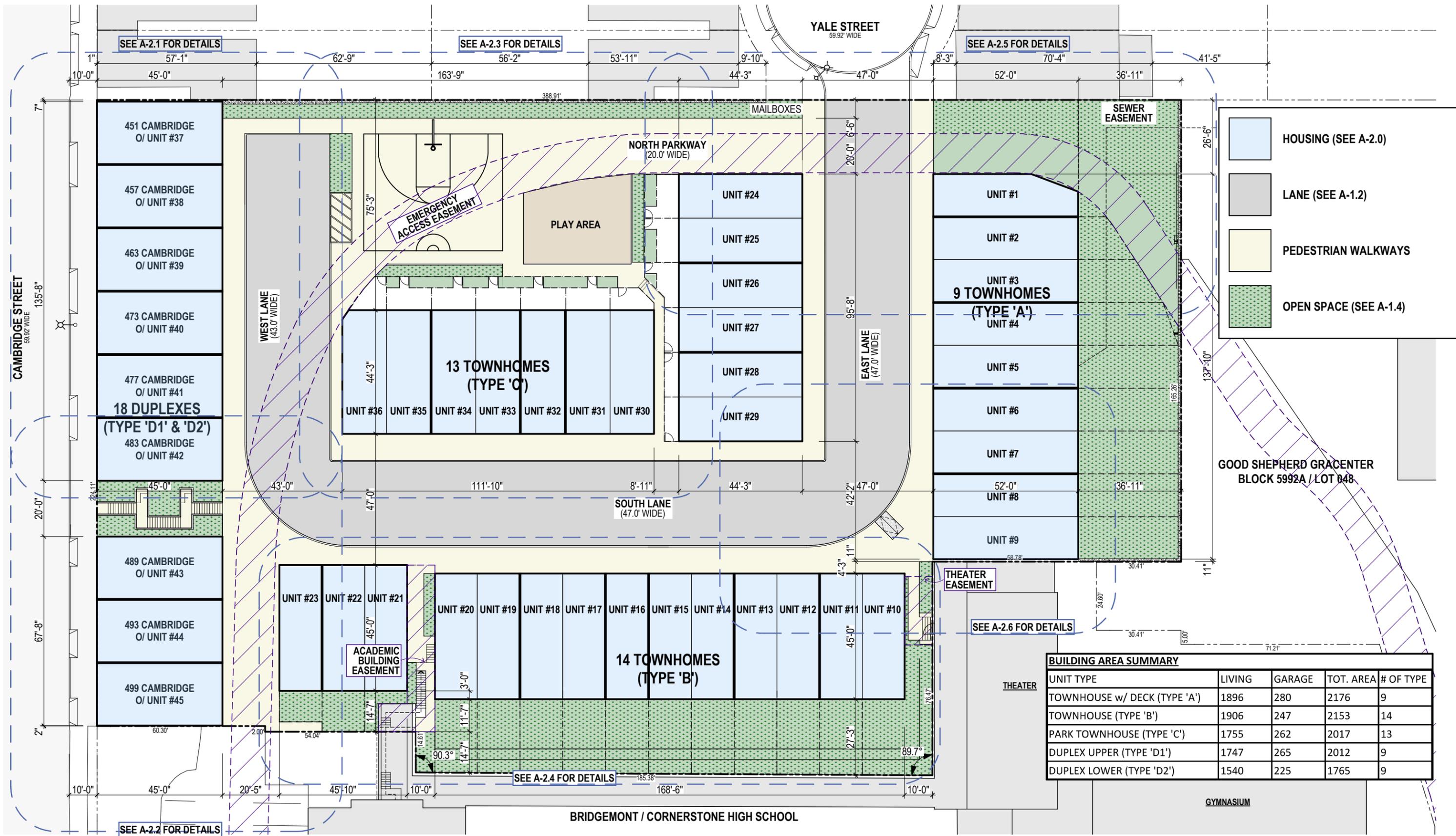


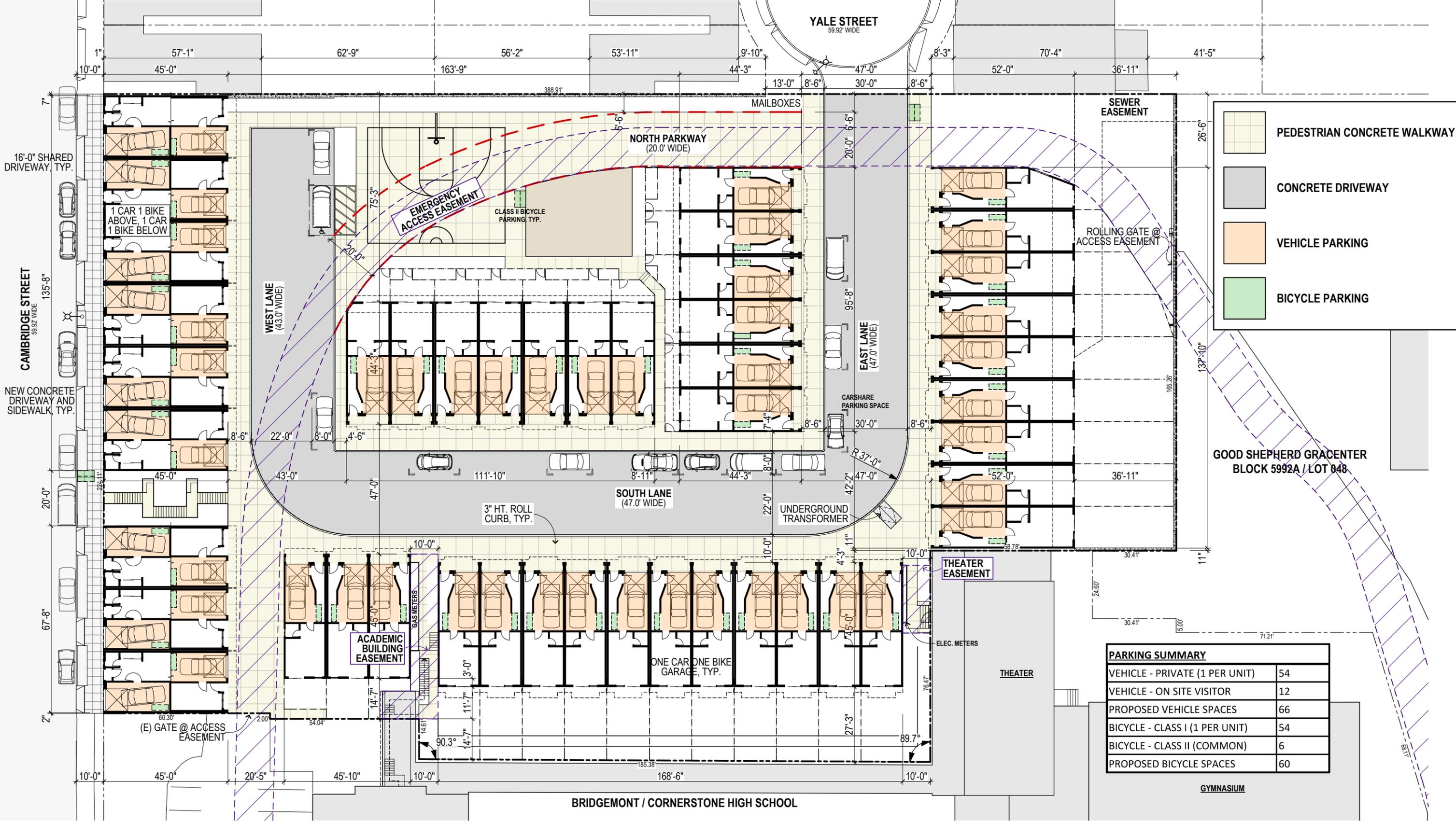
VIEW INSIDE OPEN SPACE & PLAY AREA LOOKING SOUTH WEST



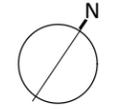
VIEW ON SOUTH LANE LOOKING WEST

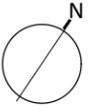
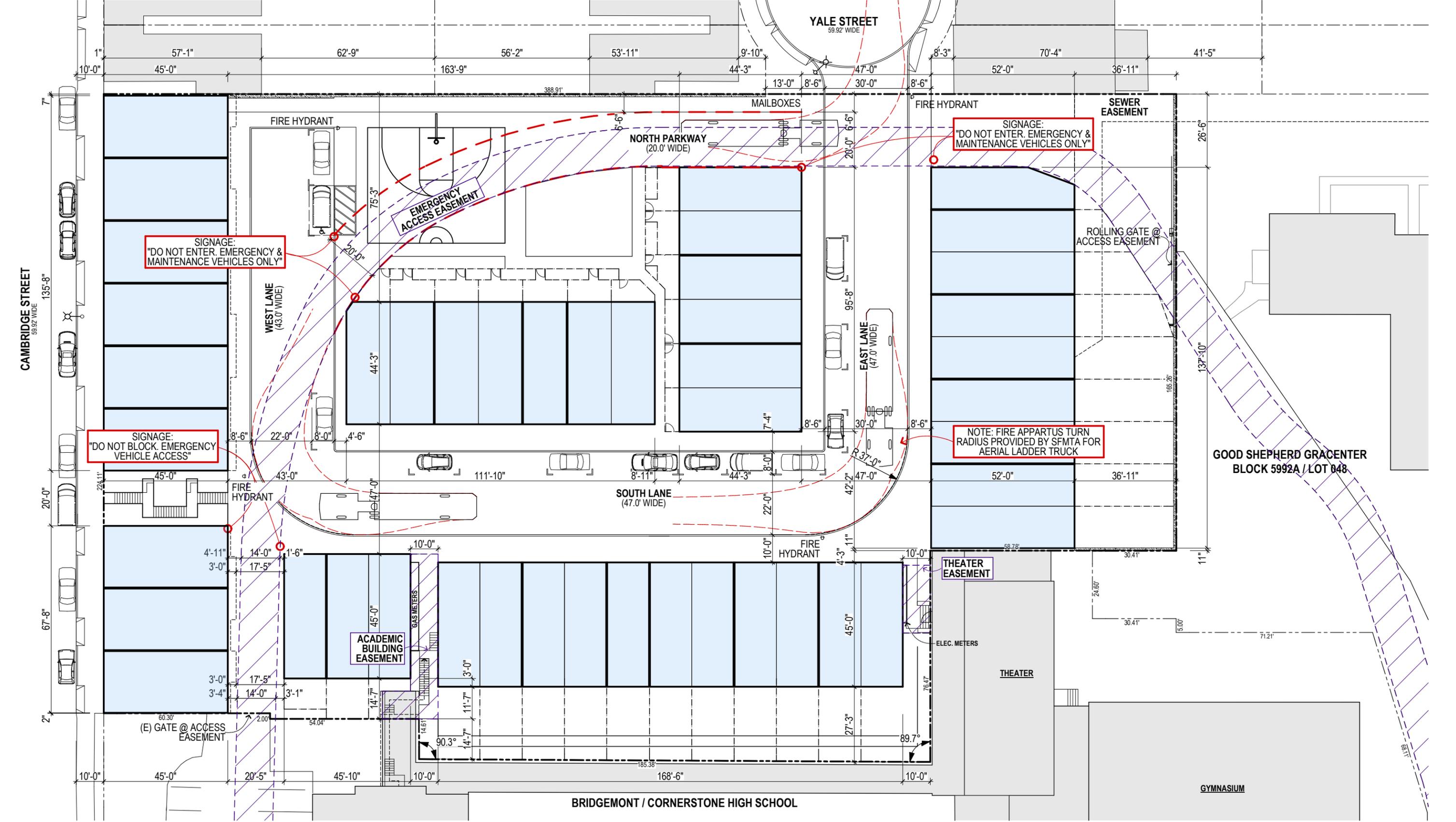


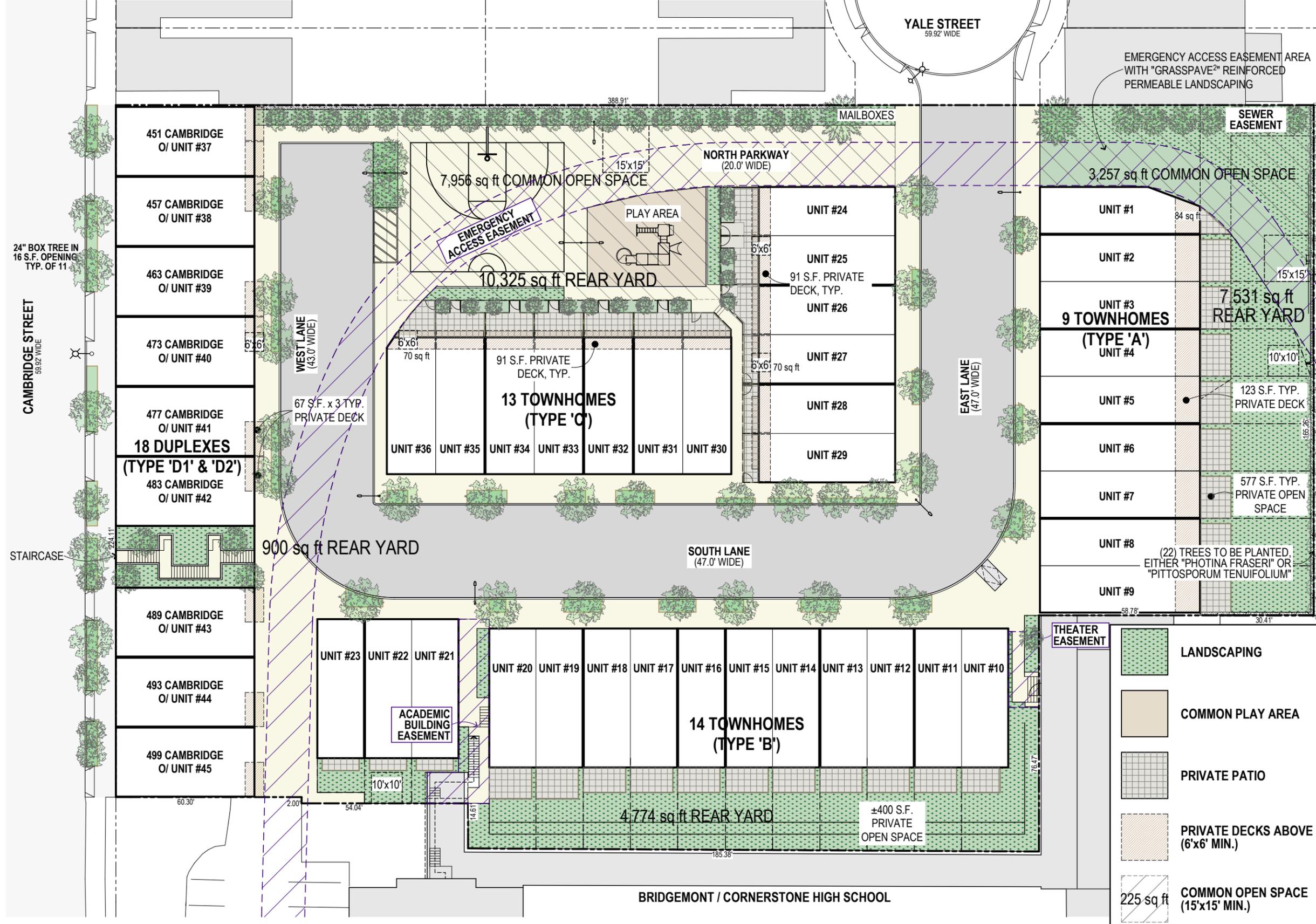




PARKING SUMMARY	
VEHICLE - PRIVATE (1 PER UNIT)	54
VEHICLE - ON SITE VISITOR	12
PROPOSED VEHICLE SPACES	66
BICYCLE - CLASS I (1 PER UNIT)	54
BICYCLE - CLASS II (COMMON)	6
PROPOSED BICYCLE SPACES	60







TYPE	UNIT	PRIVATE OPEN SPACE (S.F.)			COMMON OPEN SPACE (S.F.)		
		REQUIREMENT	PRIVATE DECK	PRIVATE YARD	UNMET PRIVATE	CONVERSION	COMMON REQ'D
A	1	300	84		216	x 1.33	287
	2	300	123	204			
	3	300	123	357			
	4	300	123	510			
	5	300	123	577			
	6	300	123	577			
	7	300	123	577			
	8	300	123	577			
	9	300	123	594			
B	10	300		878			
	11	300		415			
	12	300		414			
	13	300		412			
	14	300		411			
	15	300		410			
	16	300		409			
	17	300		407			
	18	300		406			
	19	300		405			
	20	300		499			
	21	300			300	x 1.33	399
	22	300			76	x 1.33	101
23	300			130	x 1.33	173	
C	24	300	91		209	x 1.33	278
	25	300	91		209	x 1.33	278
	26	300	91		209	x 1.33	278
	27	300	70		230	x 1.33	306
	28	300	70		230	x 1.33	306
	29	300	70		230	x 1.33	306
	30	300	91		209	x 1.33	278
	31	300	91		209	x 1.33	278
	32	300	91		209	x 1.33	278
	33	300	91		209	x 1.33	278
	34	300	91		209	x 1.33	278
	35	300	91		209	x 1.33	278
	36	300	70		230	x 1.33	306
D2	37	300	67		233	x 1.33	310
	38	300	67		233	x 1.33	310
	39	300	67		233	x 1.33	310
	40	300	67		233	x 1.33	310
	41	300	67		233	x 1.33	310
	42	300	67		233	x 1.33	310
	43	300	67		233	x 1.33	310
	44	300	67		233	x 1.33	310
	45	300	67		233	x 1.33	310
	45	300	134		166	x 1.33	221
457	300	134		166	x 1.33	221	
463	300	134		166	x 1.33	221	
473	300	134		166	x 1.33	221	
477	300	134		166	x 1.33	221	
483	300	134		166	x 1.33	221	
489	300	134		166	x 1.33	221	
493	300	134		166	x 1.33	221	
499	300	134		166	x 1.33	221	

**LANDSCAPING**

**COMMON PLAY AREA**

**PRIVATE PATIO**

**PRIVATE DECKS ABOVE (6'x6' MIN.)**

**COMMON OPEN SPACE (15'x15' MIN.)**

225 sq ft

TOTALS: 3,976 9,433 9,462

TOTAL DECK= 3,976 S.F.

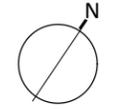
TOTAL YARD= 9,433 S.F.

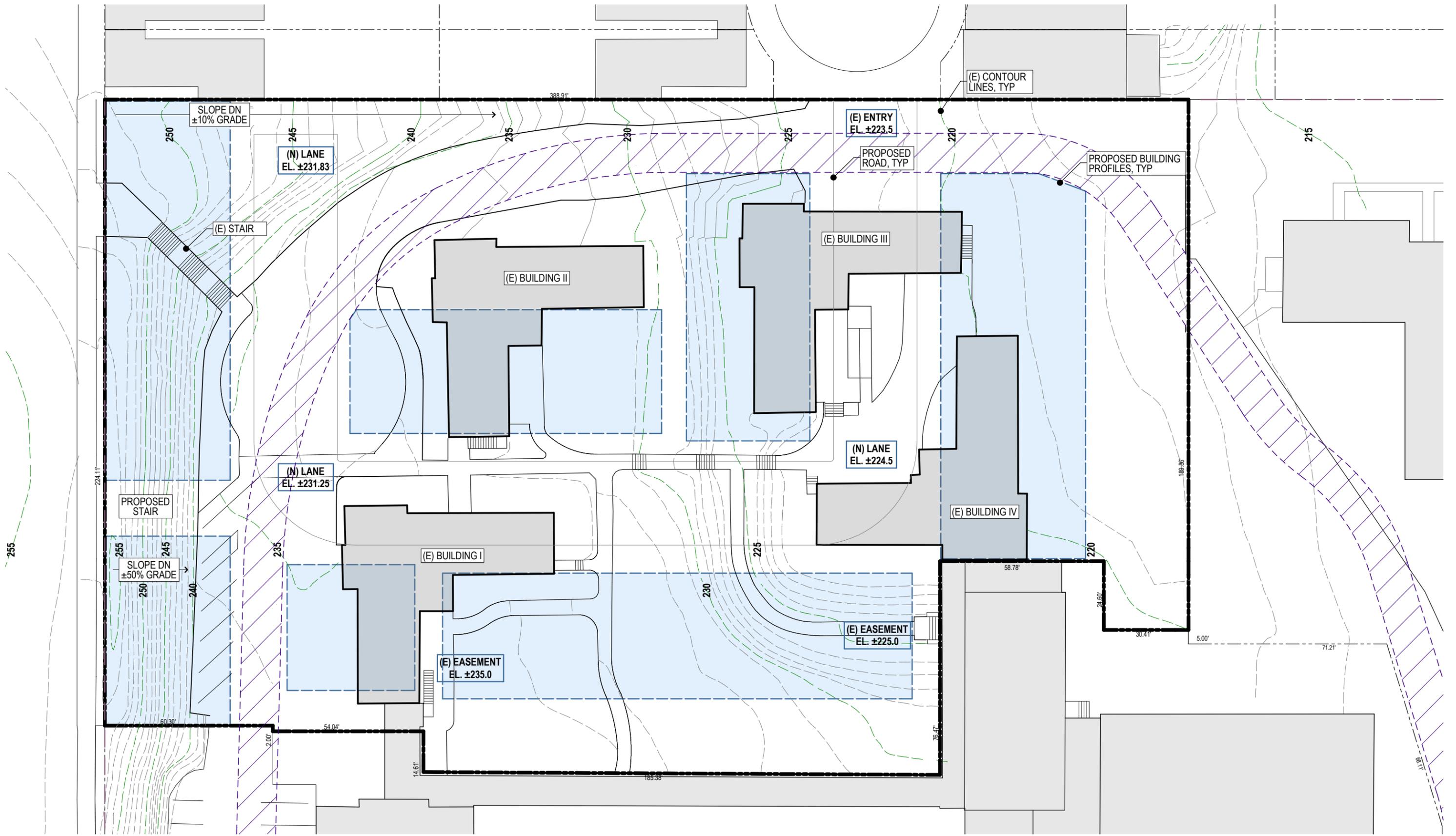
PROVIDED PRIVATE OPEN SPACE= 13,409 S.F.

TOTAL REQUIRED COMMON AREA= 9,462 S.F.

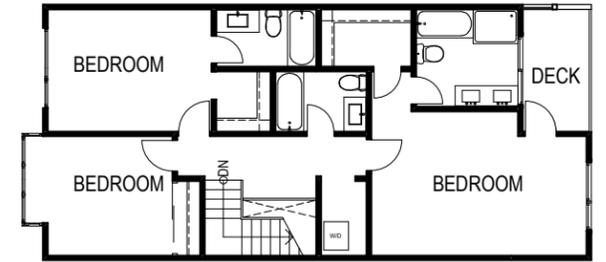
PROVIDED COMMON AREA= 11,250 S.F.

TOTAL OPEN SPACE= 24,659 S.F.

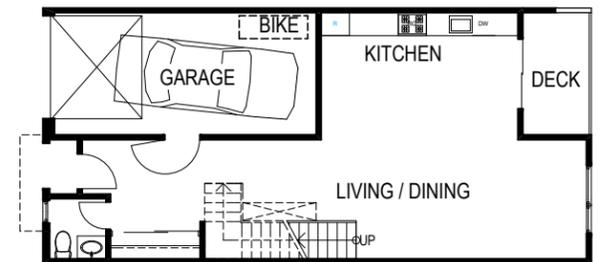




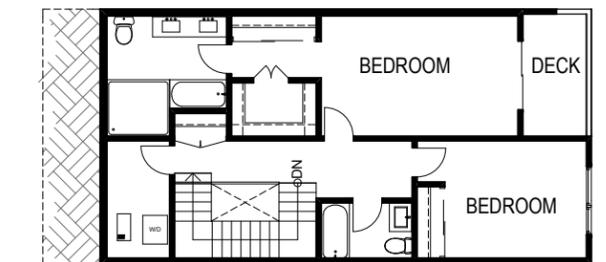
**UNIT 'D1' - DUPLEX UPPER**  
 (TYP. OF 9)  
 3 BEDROOM, 3½ BATH : 2,010 S.F.



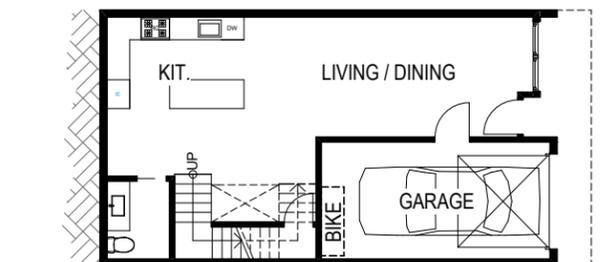
3RD FLOOR



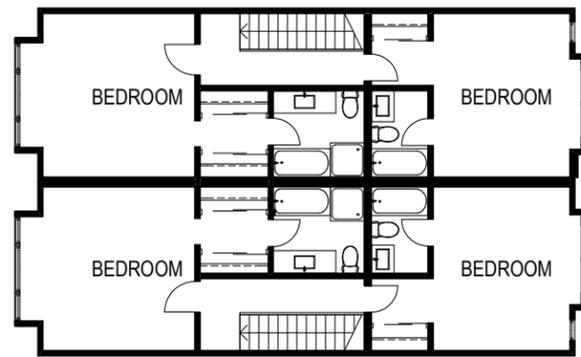
2ND FLOOR



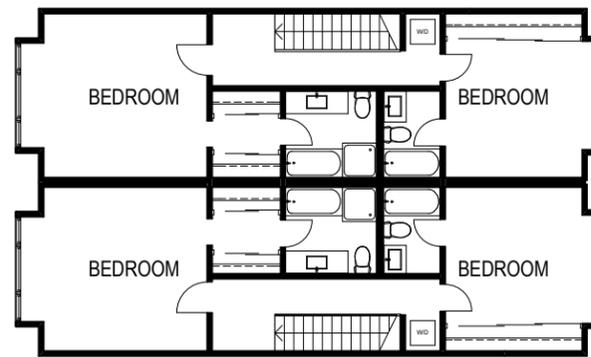
1ST FLOOR



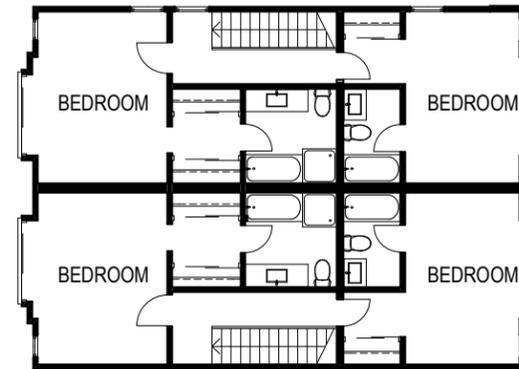
BASEMENT



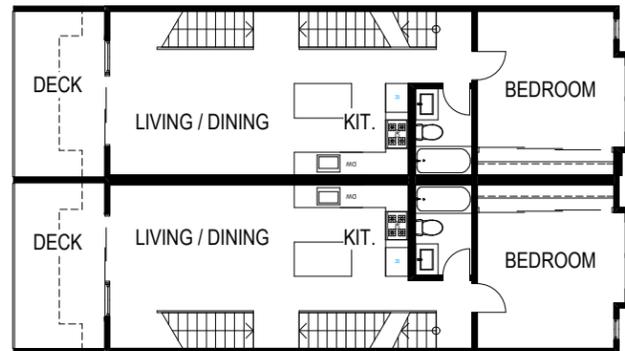
3RD FLOOR



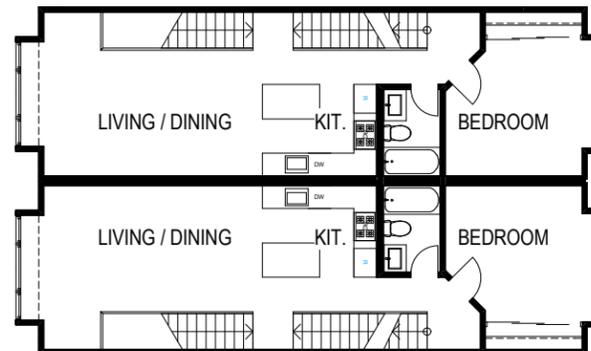
3RD FLOOR



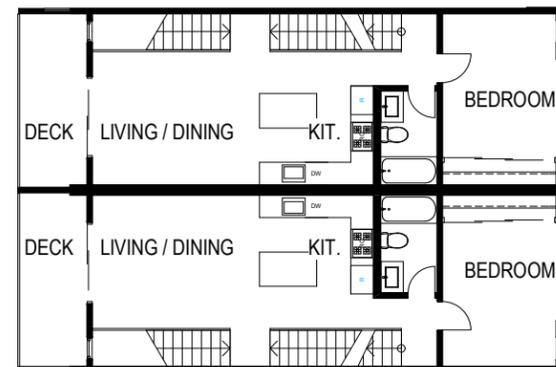
3RD FLOOR



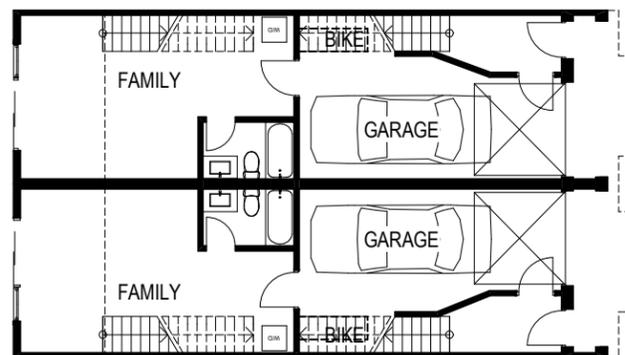
2ND FLOOR



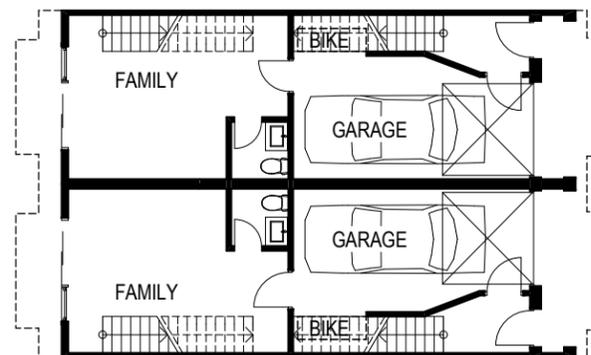
2ND FLOOR



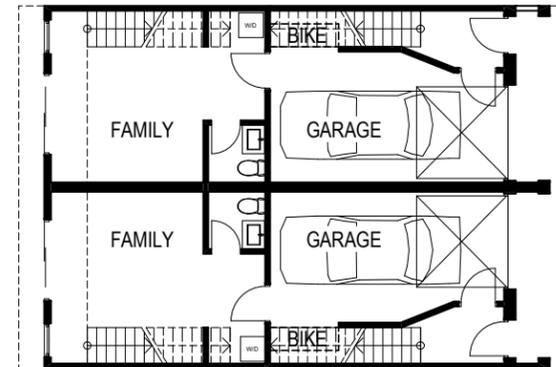
2ND FLOOR



1ST FLOOR



1ST FLOOR



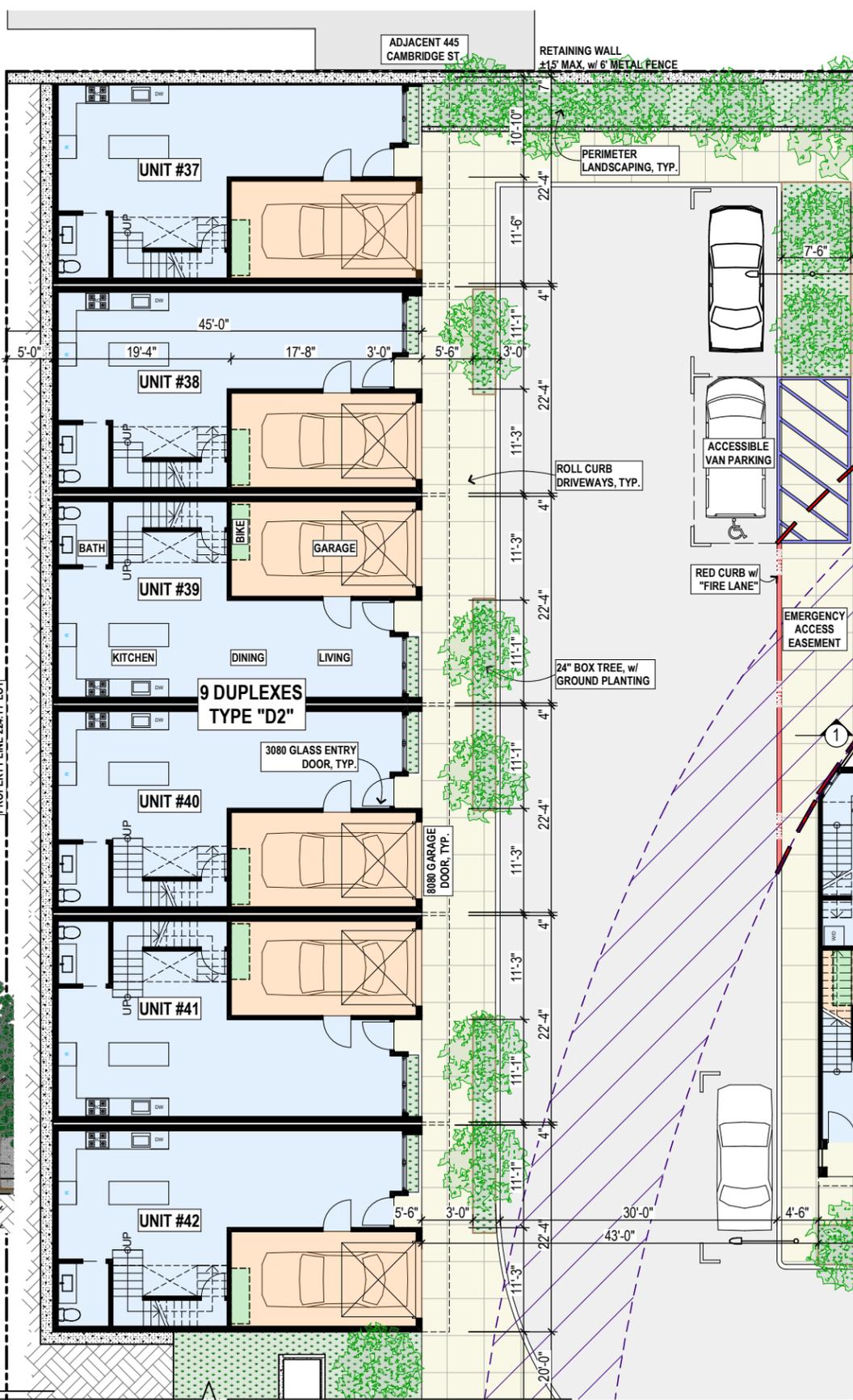
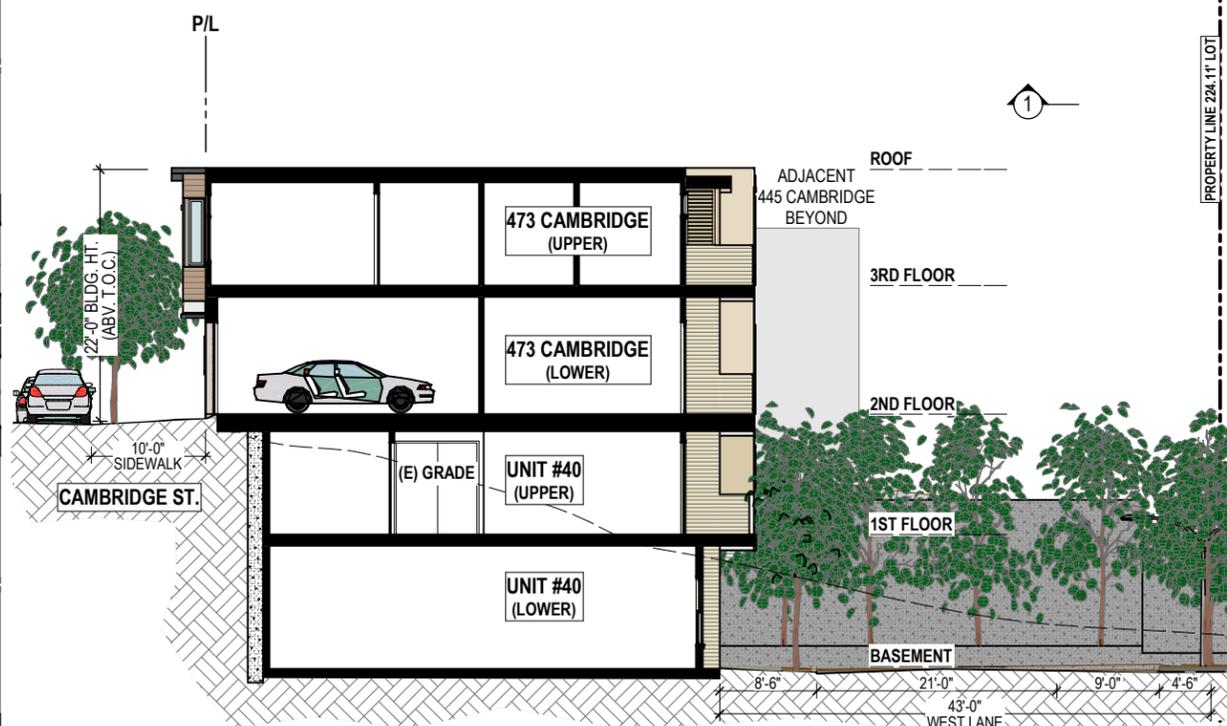
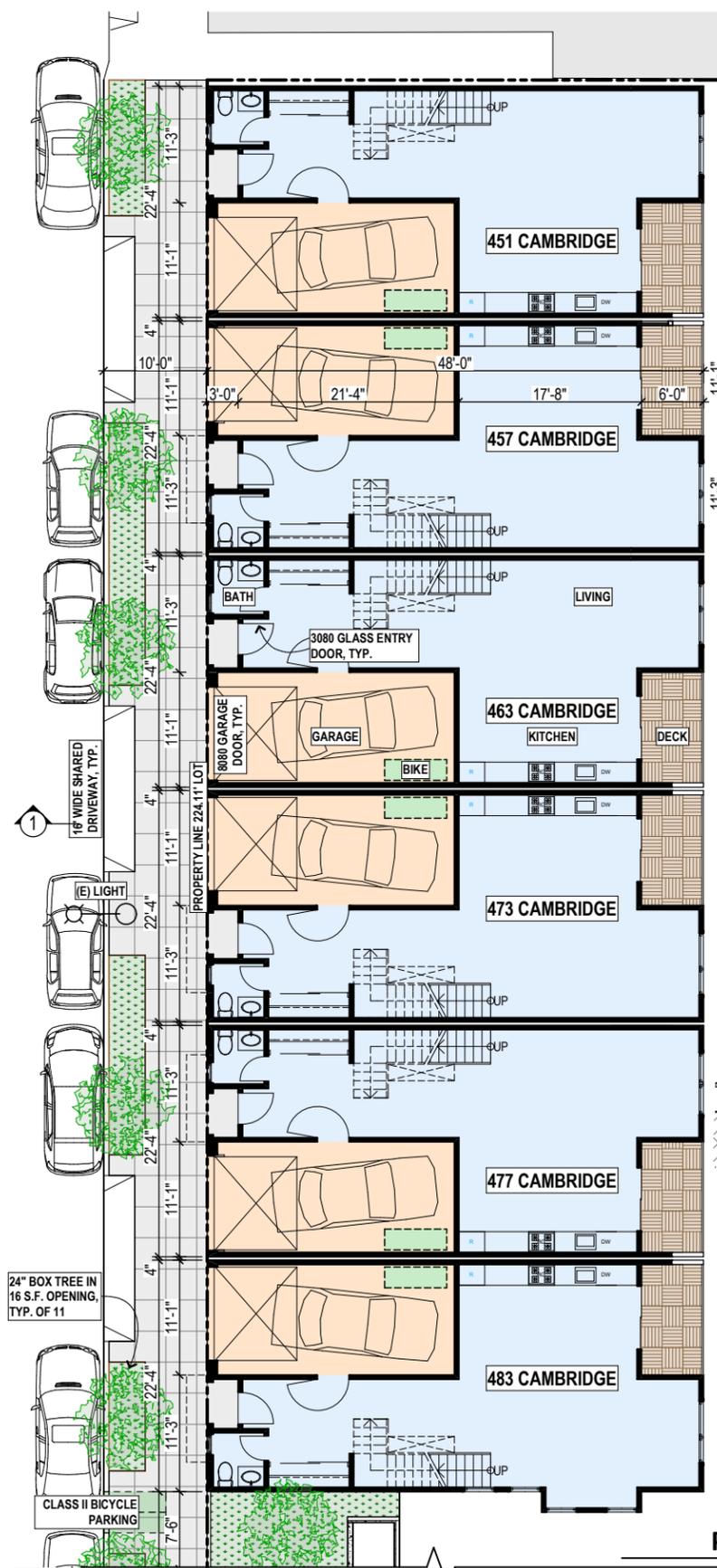
1ST FLOOR

**UNIT 'A' - TOWNHOUSE 15'-4"x52'**  
 (TYP. OF 9)  
 3 BEDROOM, 4 BATH : 2,170 S.F.

**UNIT 'B' - TOWNHOUSE 15'-4"x45'**  
 (TYP. OF 14)  
 3 BEDROOM, 3½ BATH : 2,150 S.F.

**UNIT 'C' - TOWNHOUSE 16'x44'-3"**  
 (TYP. OF 13)  
 3 BEDROOM, 3½ BATH : 2,015 S.F.

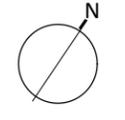
**UNIT 'D2' - DUPLEX LOWER**  
 (TYP. OF 9)  
 2 BEDROOM, 2½ BATH : 1,765 S.F.

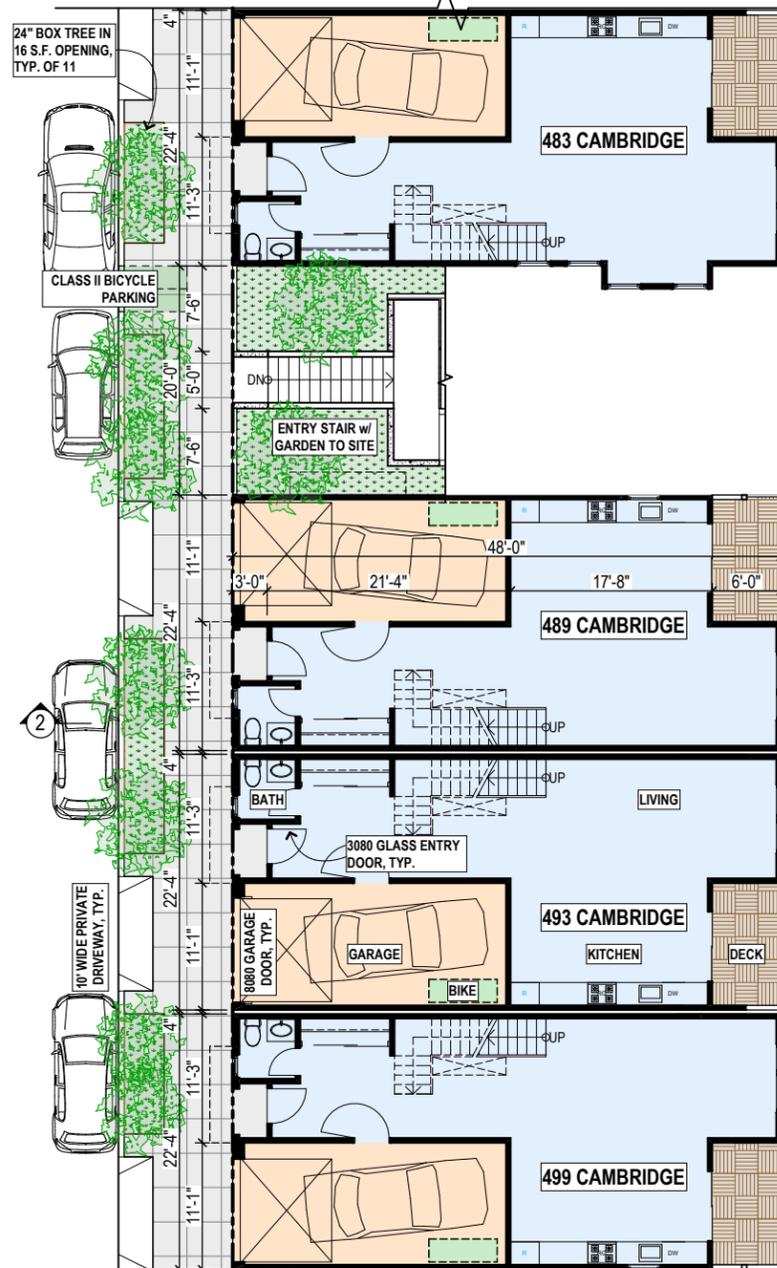


SECOND STORY  
PARTIAL STREET PLAN

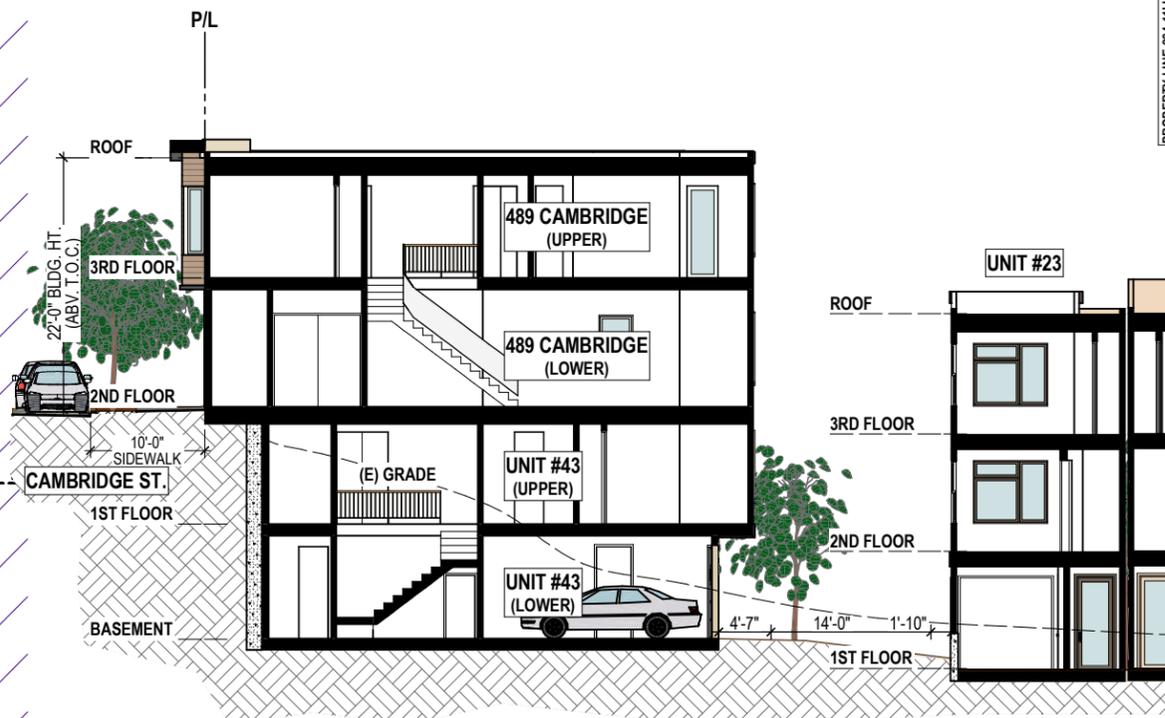
BASEMENT STORY  
PARTIAL STREET PLAN

1 CAMBRIDGE BUILDING AND STREET SECTION

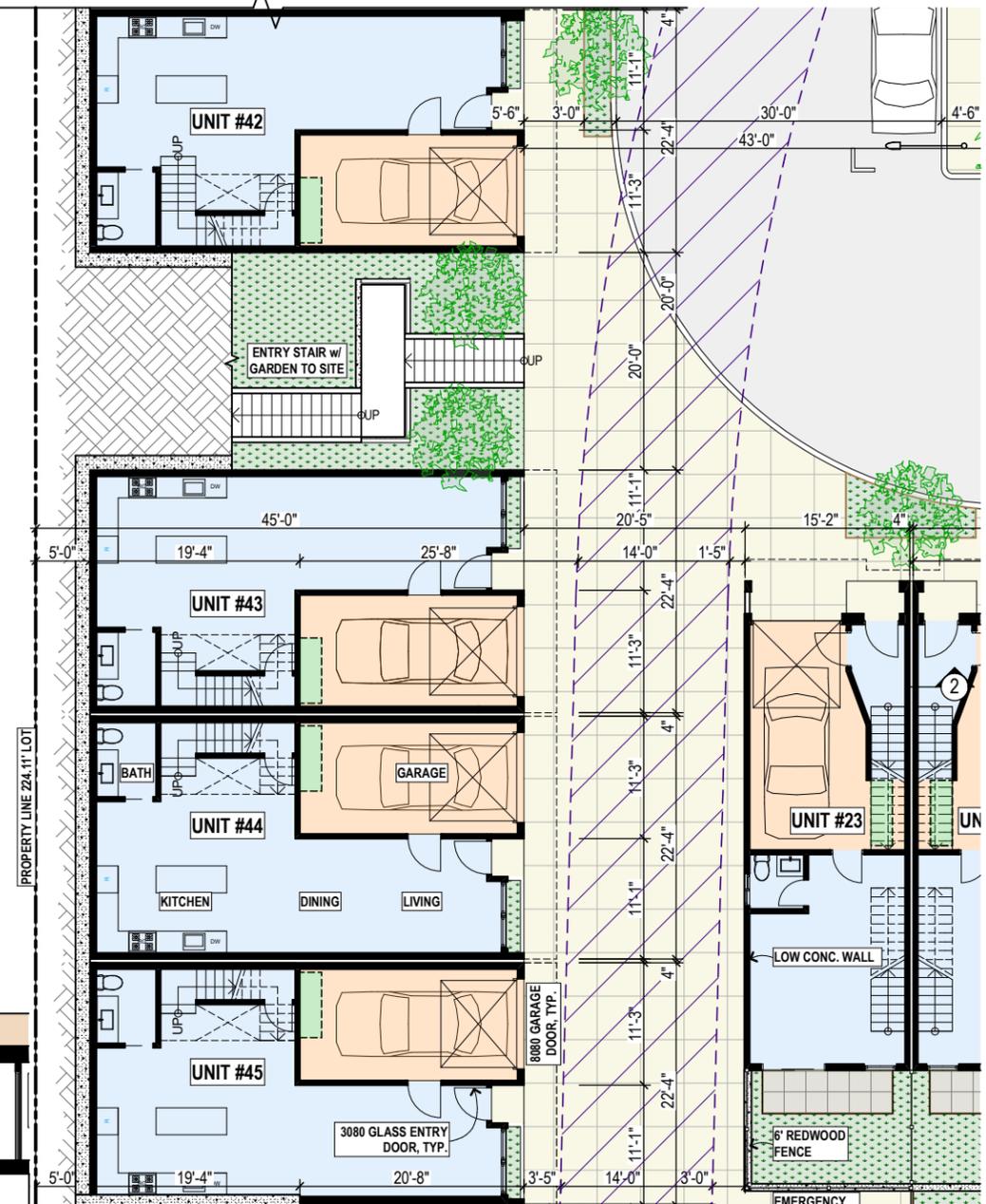




SECOND STORY  
PARTIAL STREET PLAN

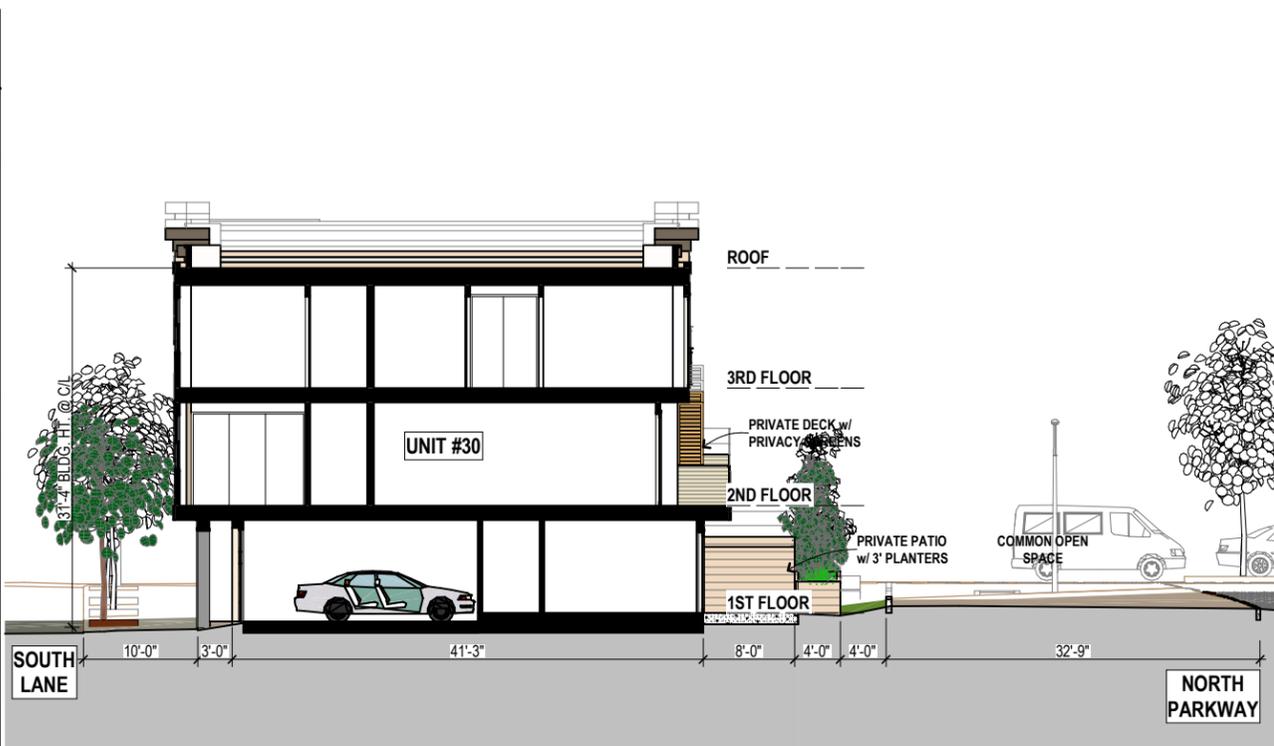
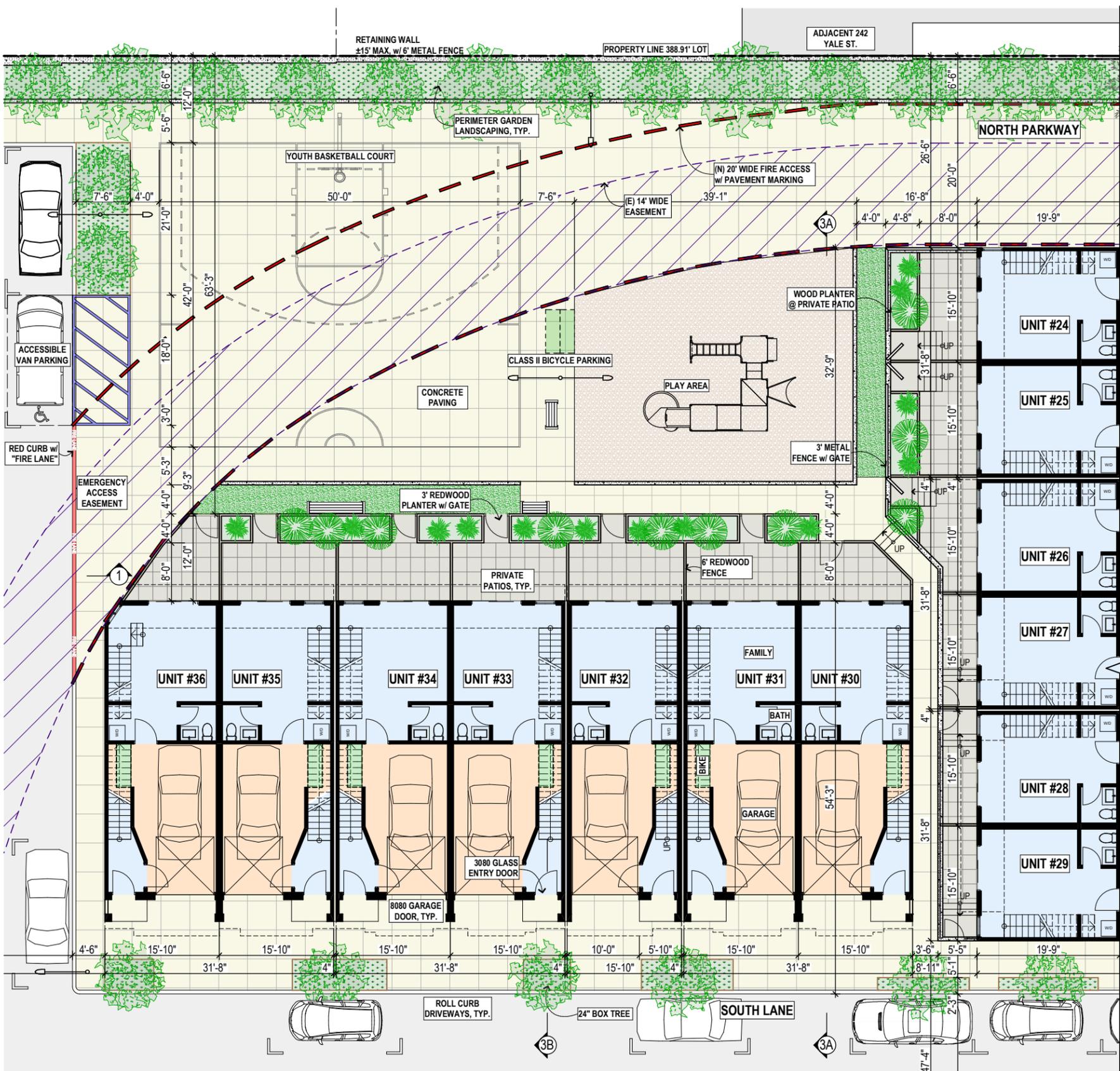


2 CAMBRIDGE BUILDING AND STREET SECTION

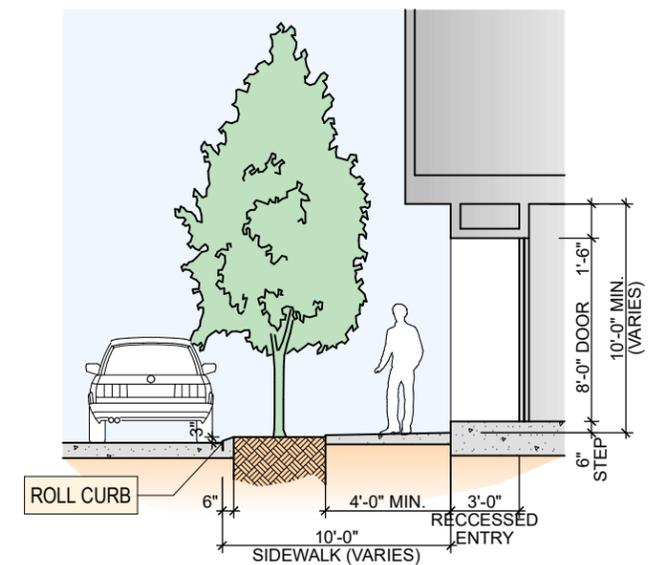


BASEMENT STORY  
PARTIAL STREET PLAN



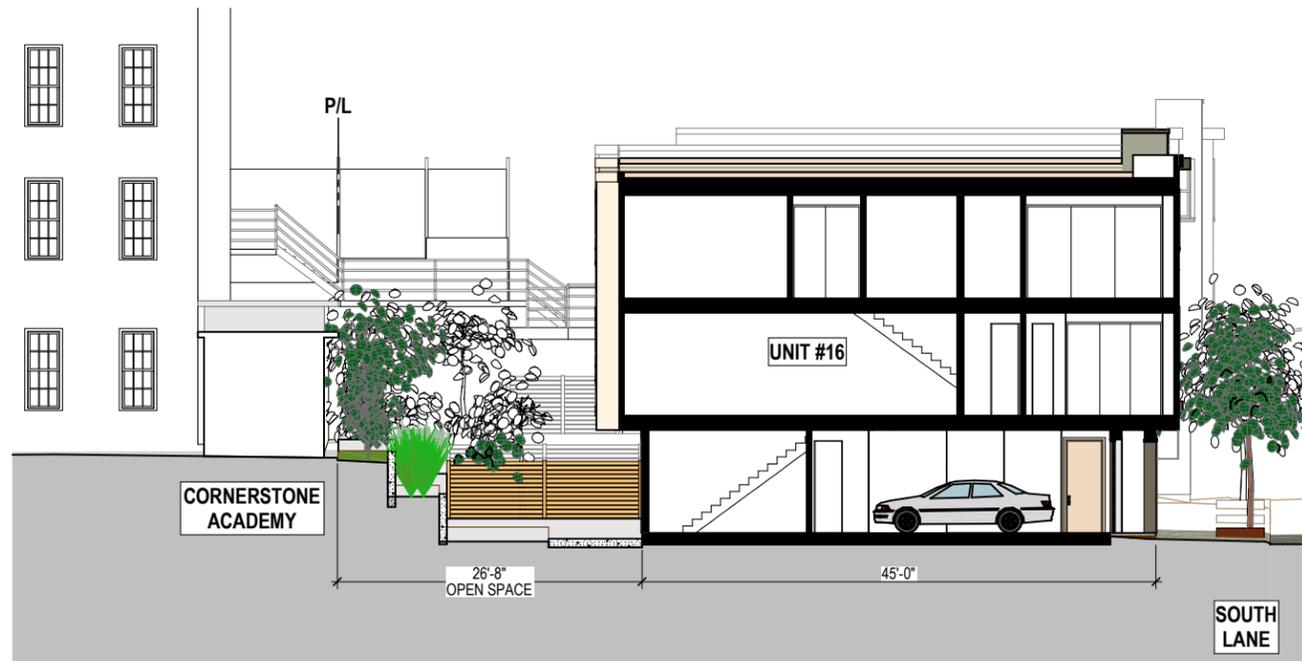


3A SOUTH LANE & TYPE 'C' BUILDING SECTION

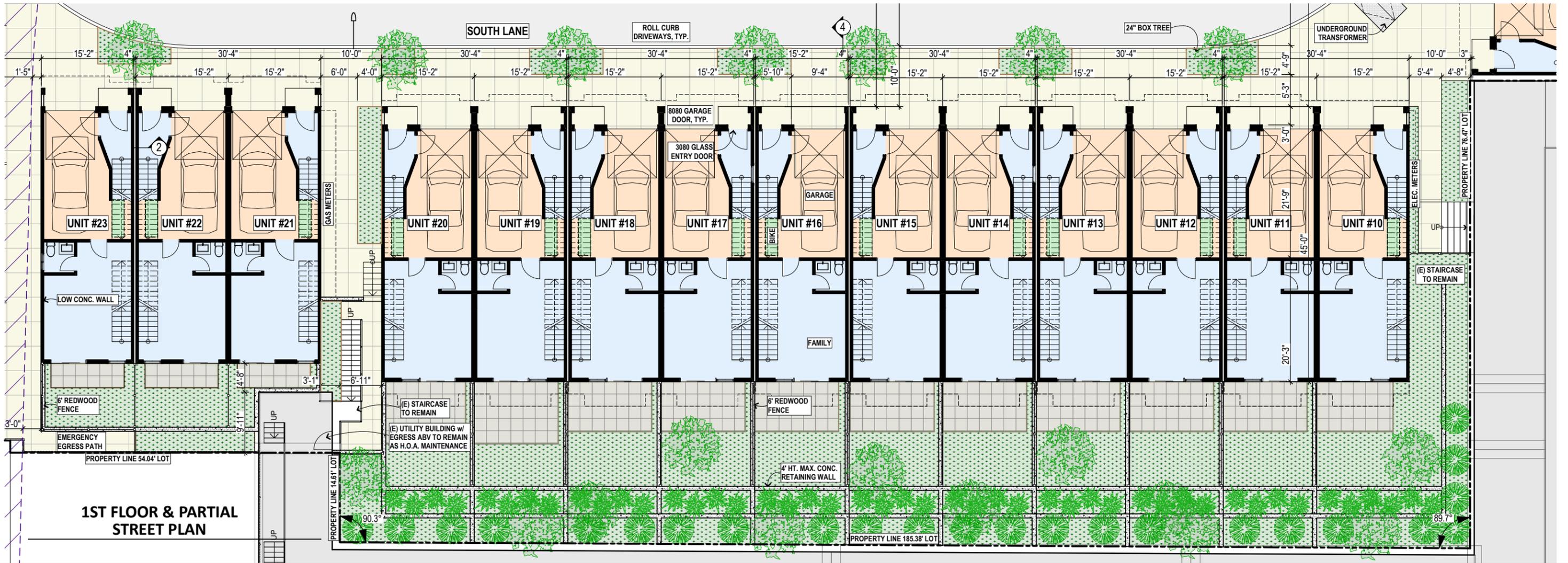


3B PROPOSED TYPICAL SIDEWALK SECTION

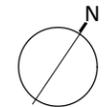
1ST FLOOR & PARTIAL STREET PLAN



4 SOUTH LANE & TYPE 'B' BUILDING SECTION



1ST FLOOR & PARTIAL STREET PLAN





**SLA**  
SCHAUB LY ARCHITECTS

SCHAUB LY ARCHITECTS, INC.  
1360 9<sup>TH</sup> AVENUE, SUITE 210  
SAN FRANCISCO CA 94122  
415-682-8060

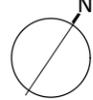
**CAMBRIDGE ESTATES**  
**495 CAMBRIDGE STREET**  
**#2013-1711 CUA, HEARING DATE: MAY 18<sup>TH</sup>, 2017**

BLOCK 5992A, LOT 060  
SAN FRANCISCO, CA 94134

**ENTRY, EAST LANE, & NORTH PARKWAY DETAIL**

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

DATE: MAY 4<sup>TH</sup>, 2017



**A-2.5**





WOOD ULTREX WINDOWS BY INTEGRITY FROM MARVIN OR EQUAL



ALUMINUM WINDOWS BY ALL WEATHER SERIES 6000 OR EQUAL



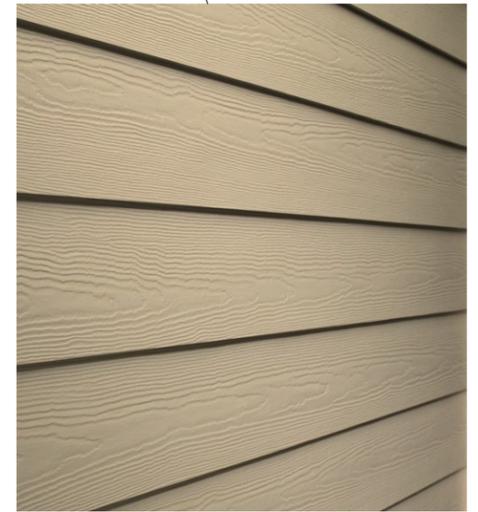
NATURLA STAINED WOOD SIDING



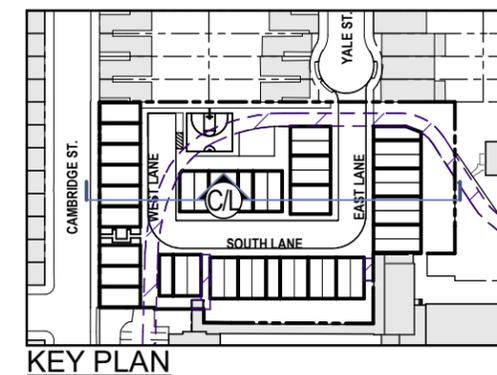
EARTH TONE HIGH QUALITY STUCCO WITH SMOOTH FINISH

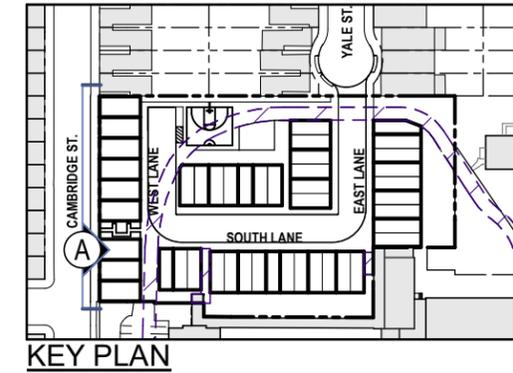


MIN. 2" RECESSED WINDOW



NATURAL CEDAR LOOK SIDING BY JAMES HARDIE PLANK LAP SIDING





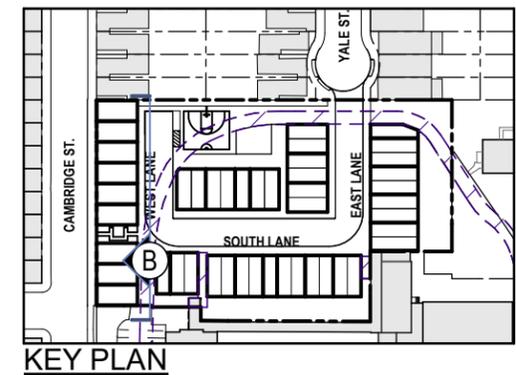
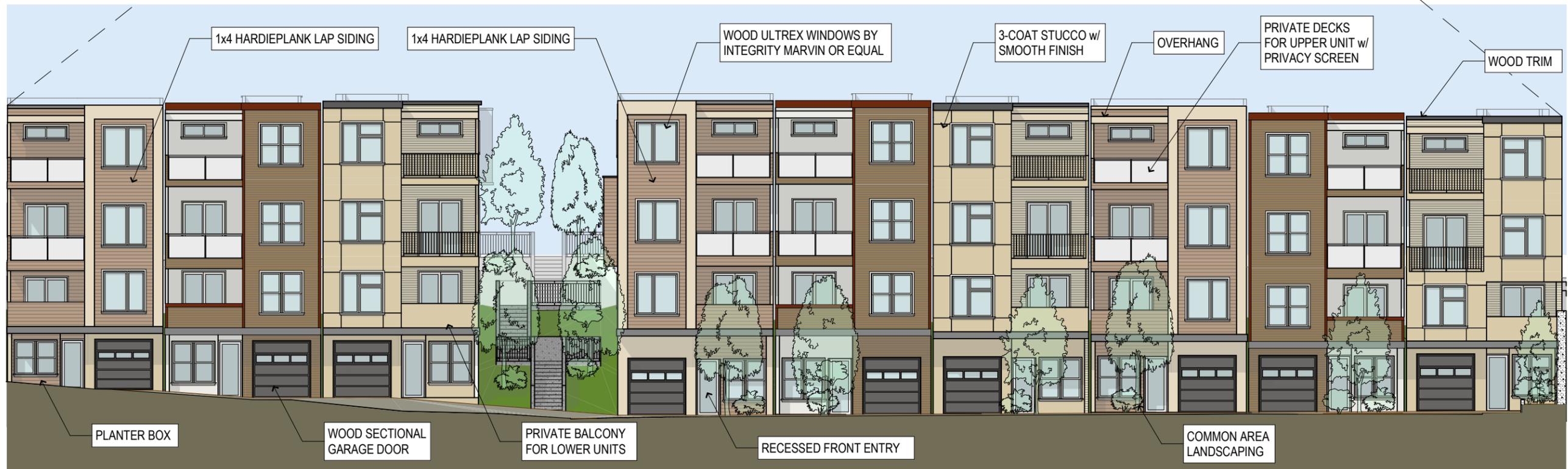
**SLA**  
 SCHAUB LY ARCHITECTS  
 SCHAUB LY ARCHITECTS  
 SCHAUB LY ARCHITECTS, INC.  
 1360 9<sup>TH</sup> AVENUE, SUITE 210  
 SAN FRANCISCO CA 94122  
 415-682-8060

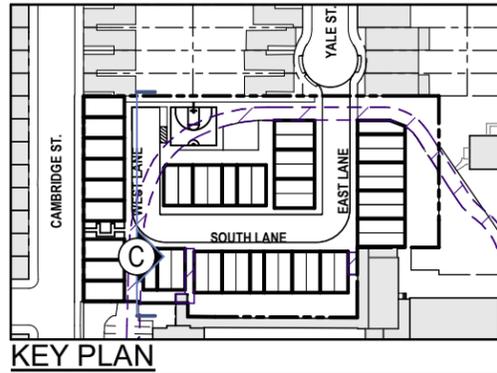
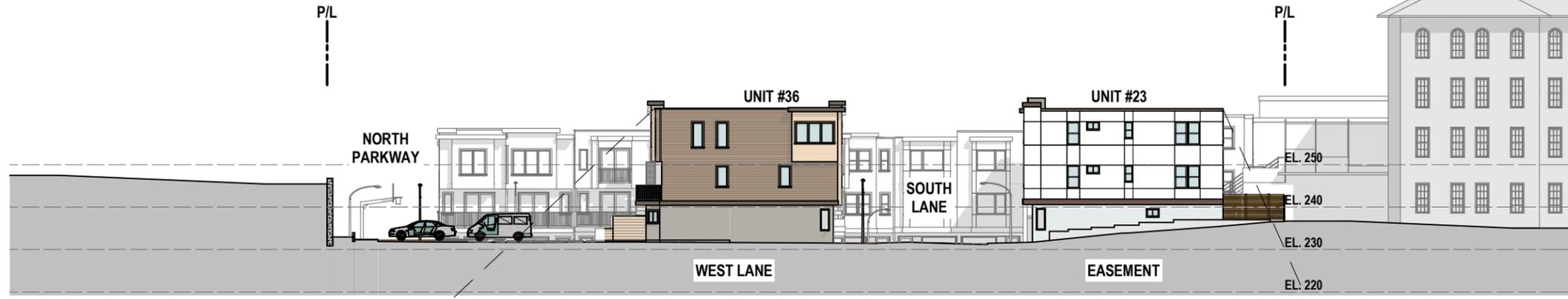
**CAMBRIDGE ESTATES**  
**495 CAMBRIDGE STREET**  
**#2013-1711 CUA, HEARING DATE: MAY 18<sup>TH</sup>, 2017**  
 BLOCK 5992A, LOT 060  
 SAN FRANCISCO, CA 94134

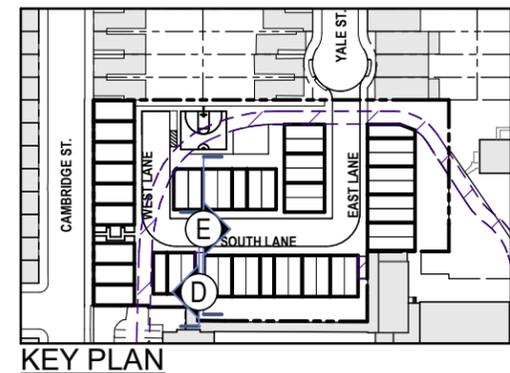
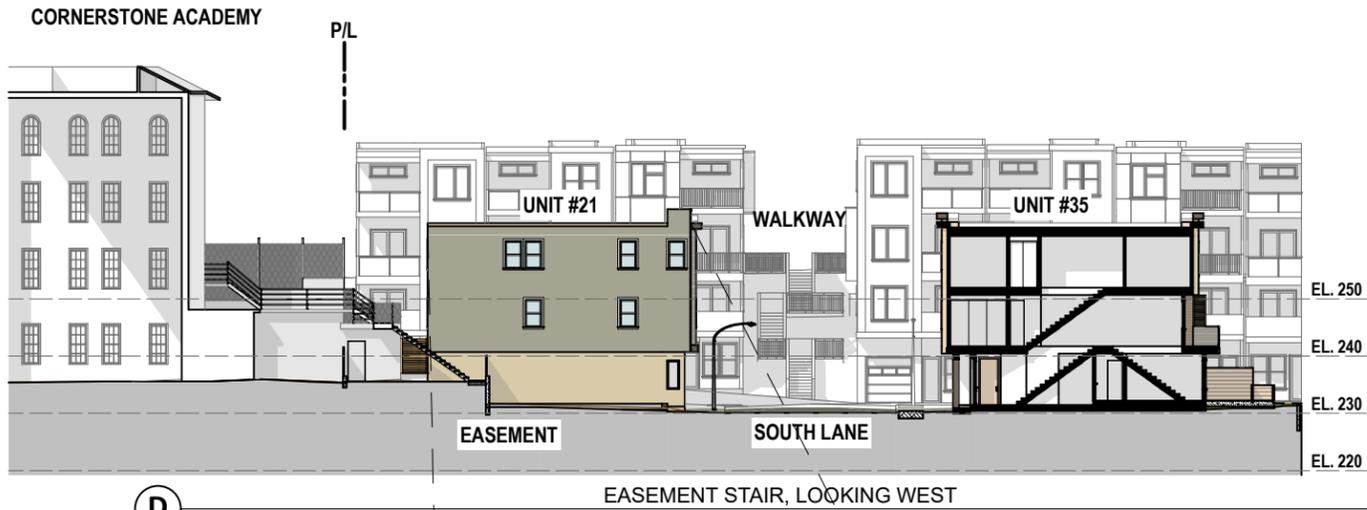
**ELEVATION A (CAMBRIDGE ST, FACING WEST)**  
 SCALE: 1/32" = 1'-0"  
 1/16" = 1'-0"

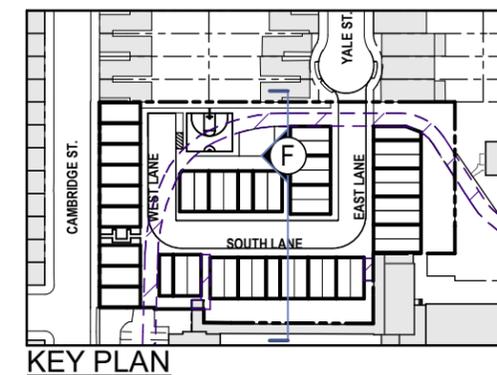
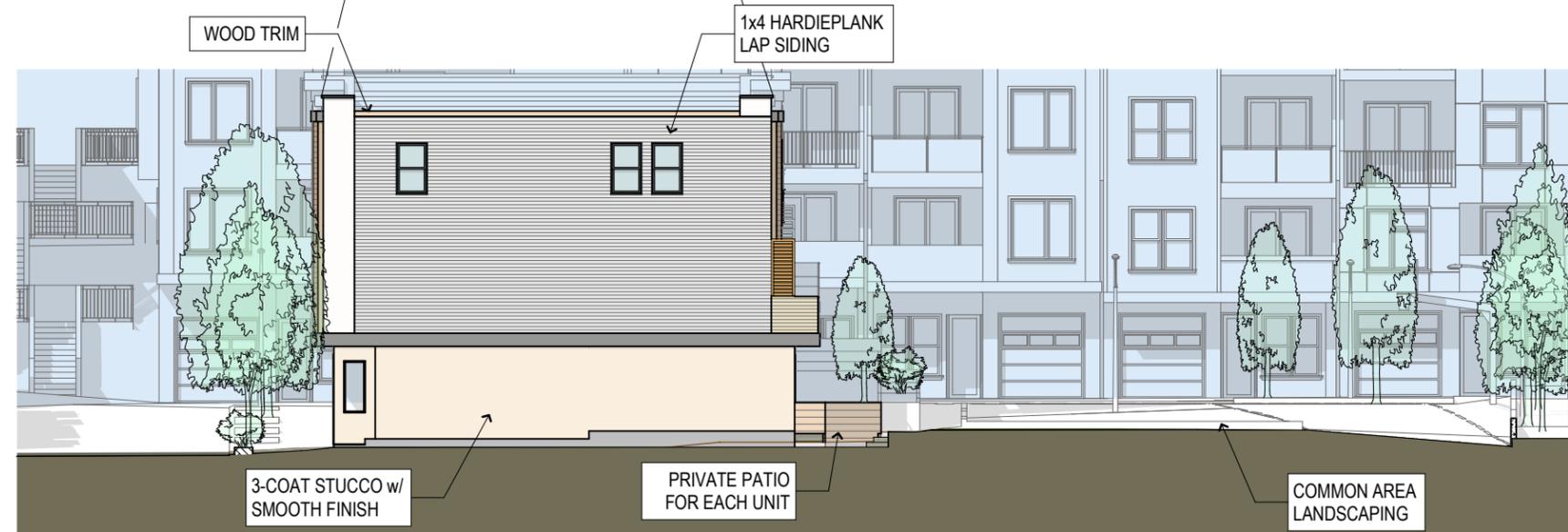
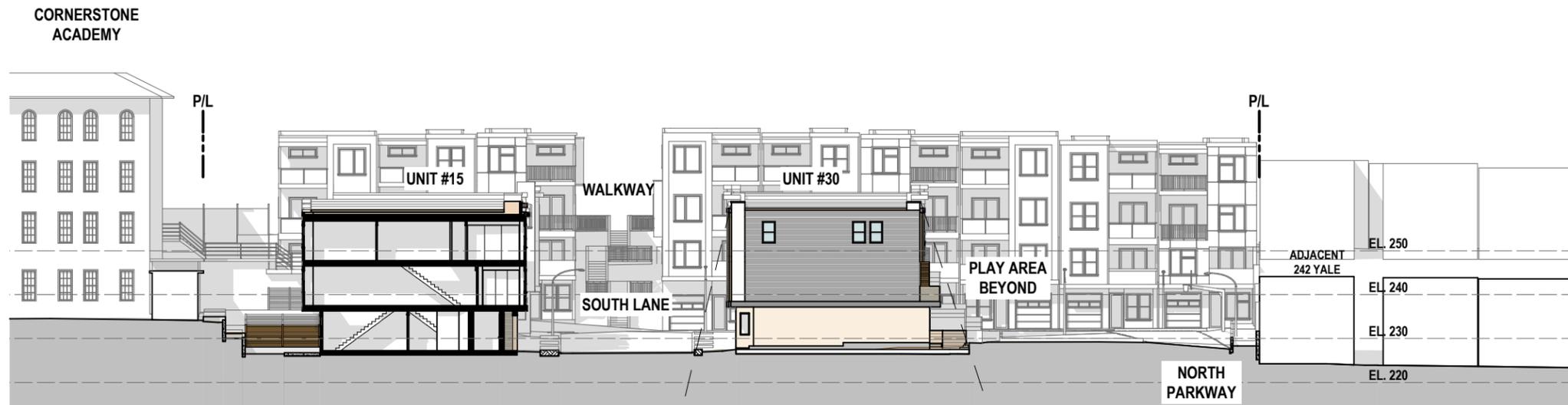
DATE: MAY 4<sup>TH</sup>, 2017

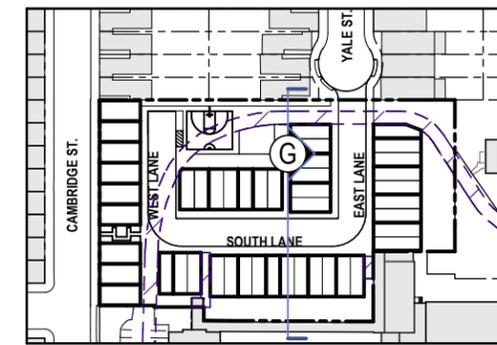
**A-3.1**

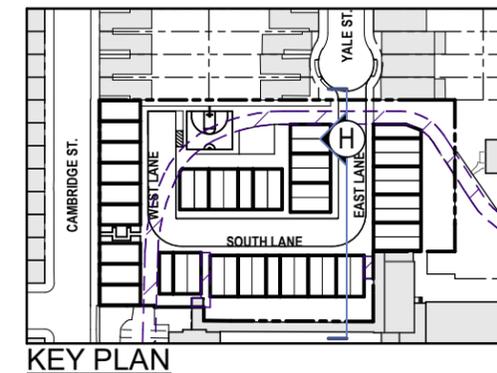
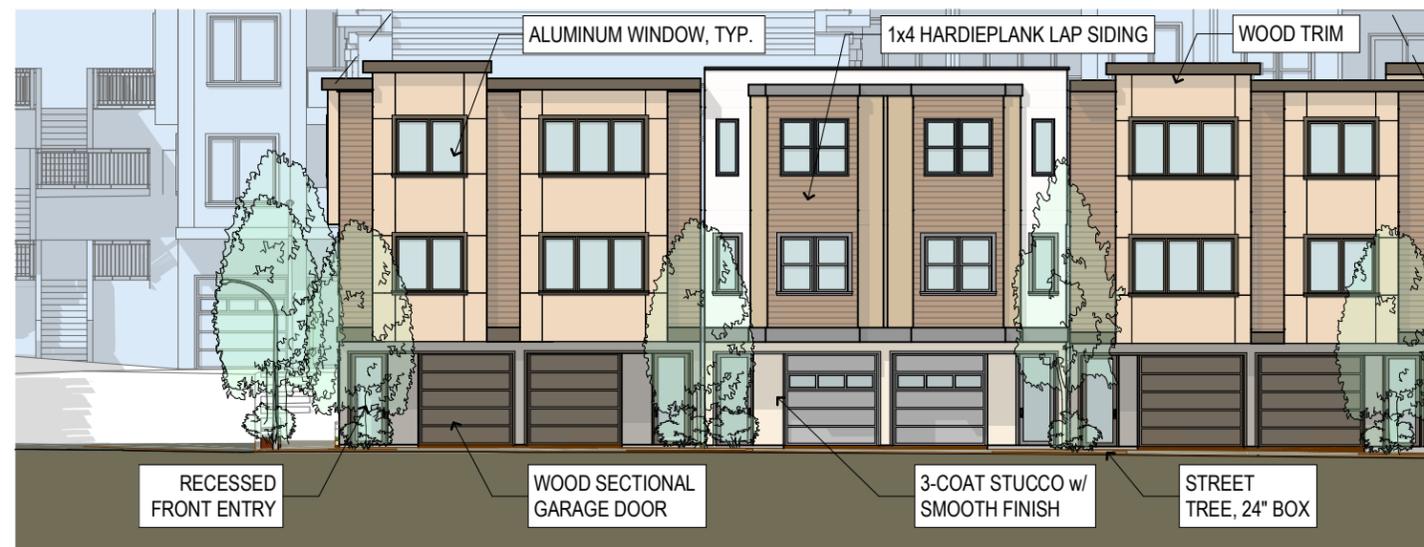


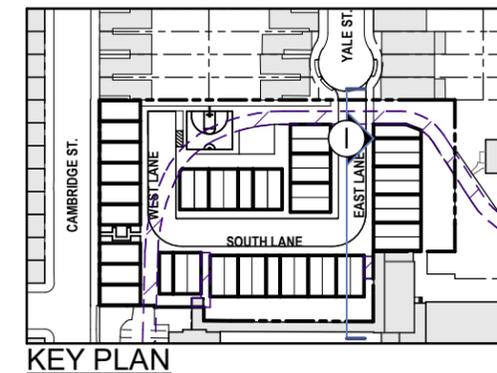
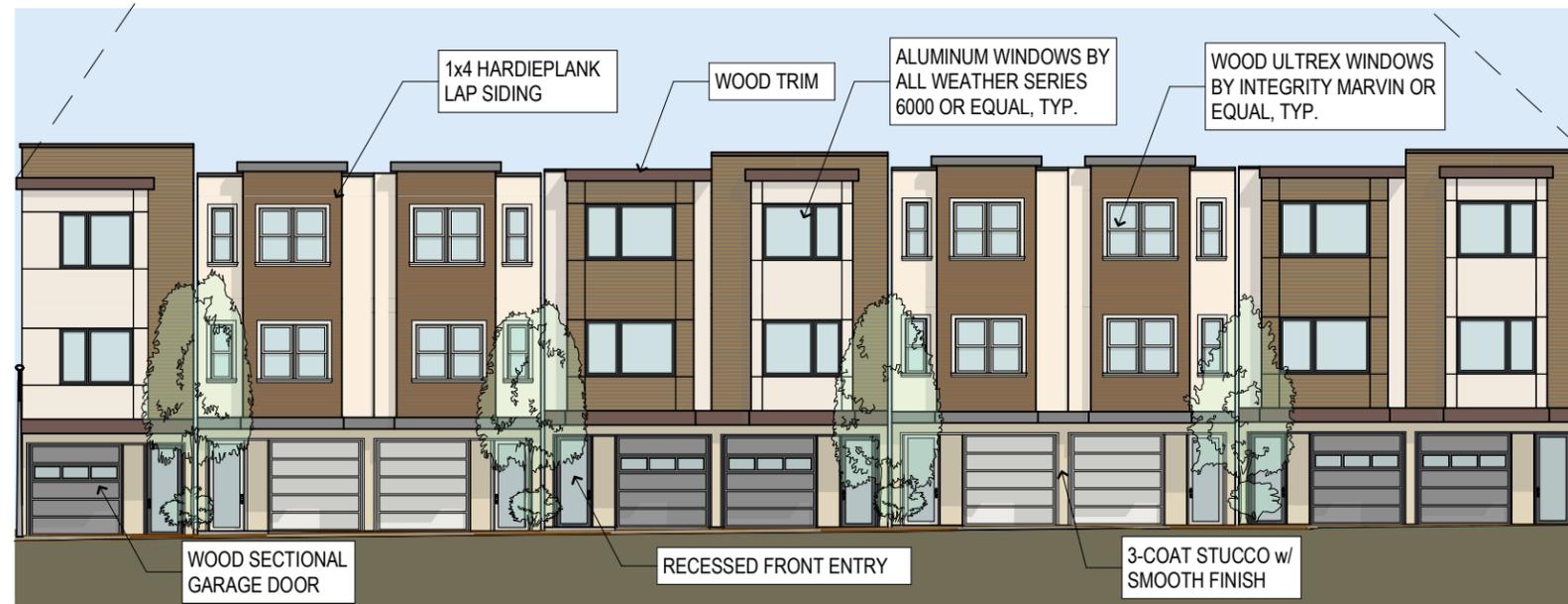


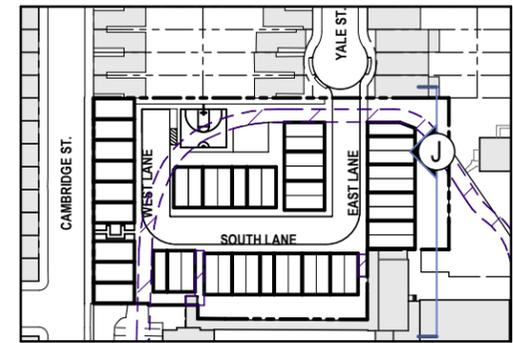
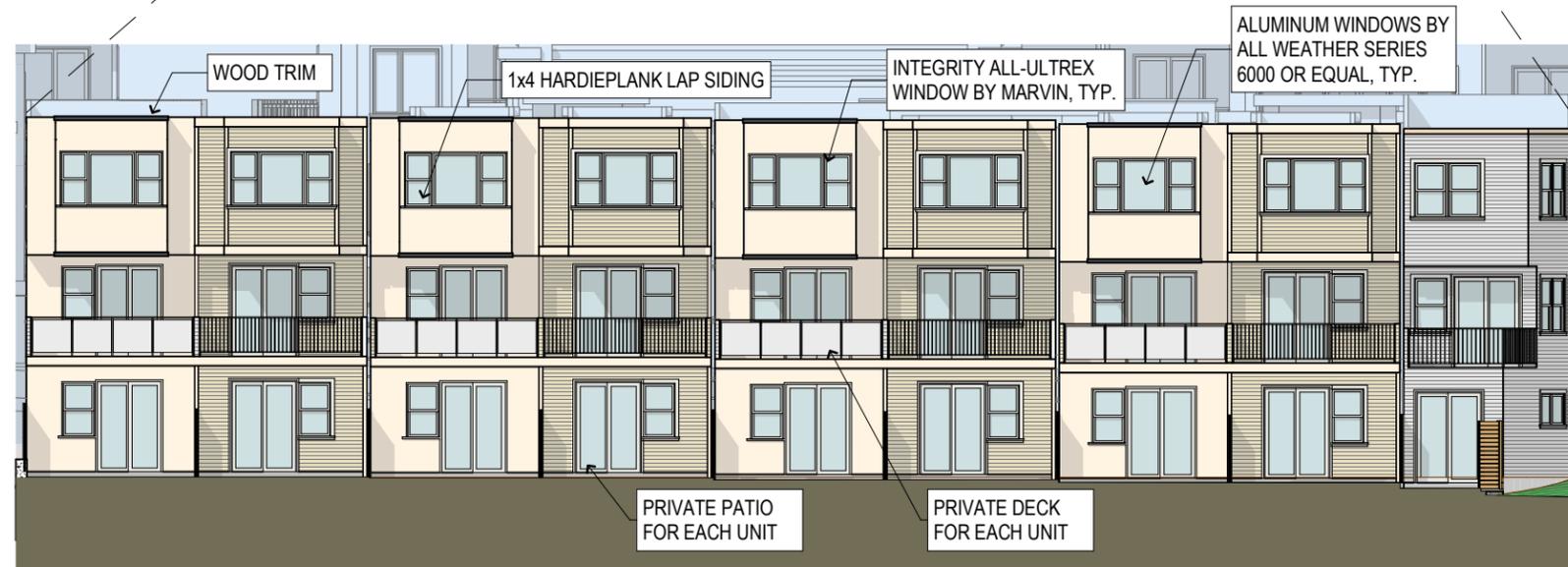




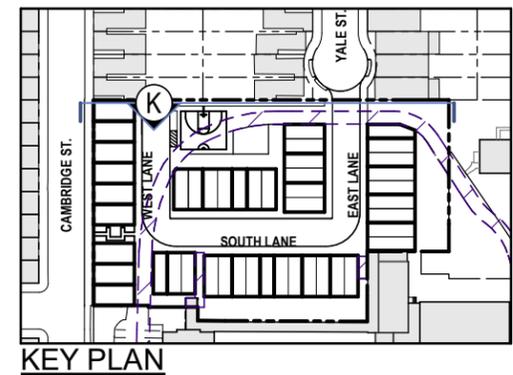
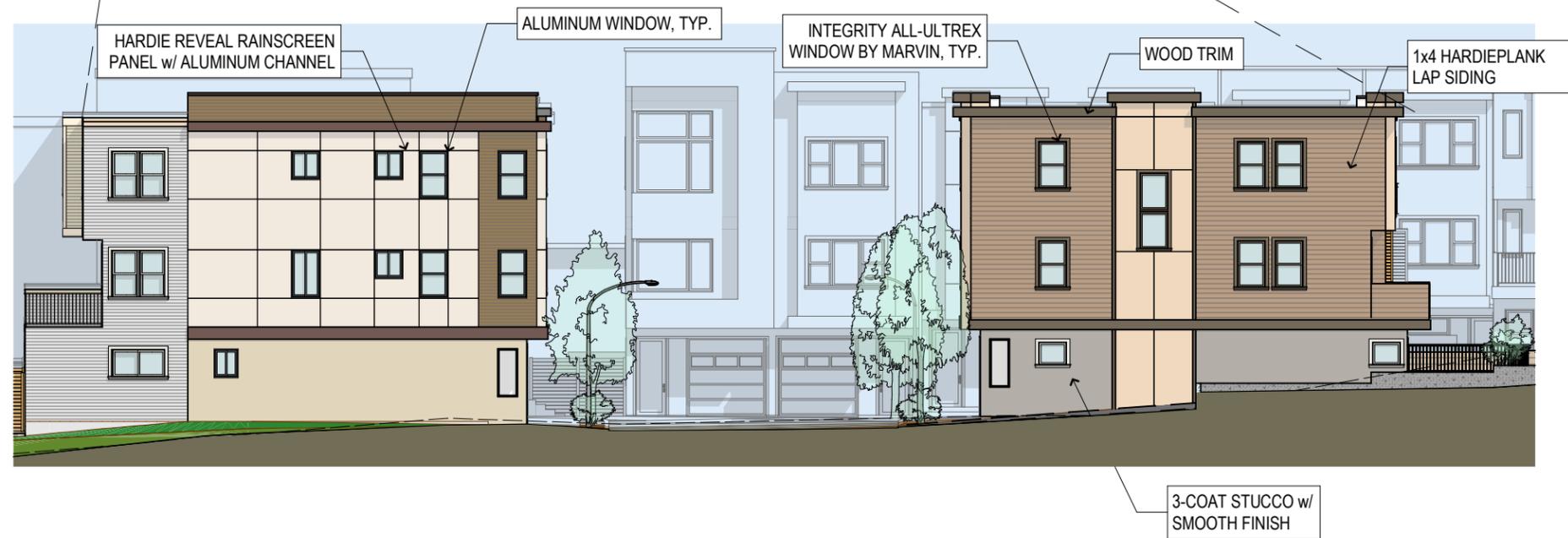


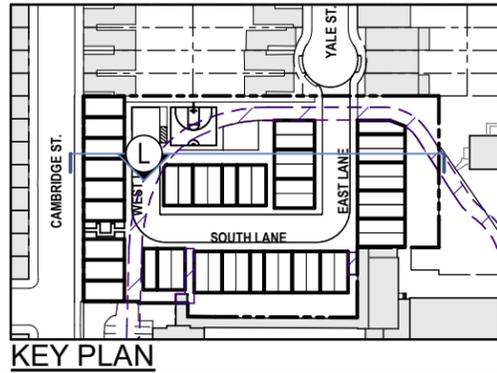


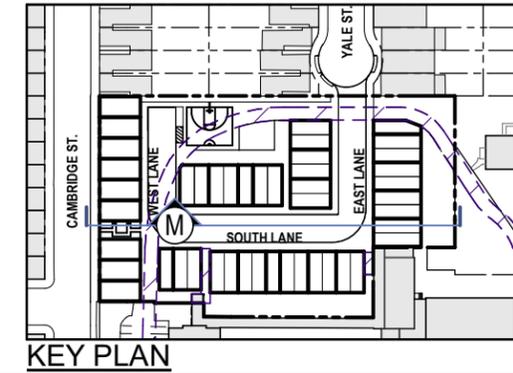
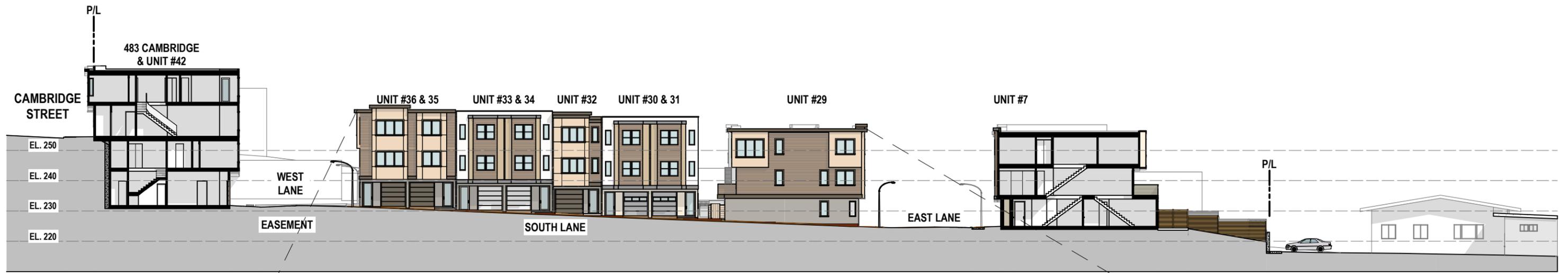


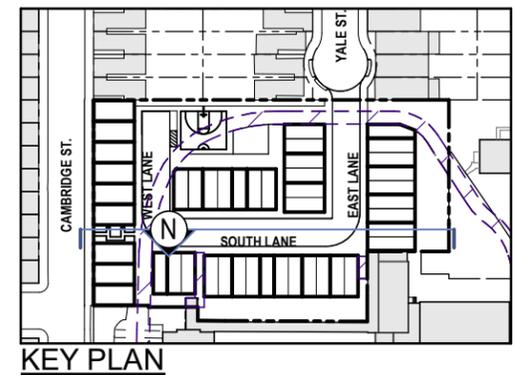


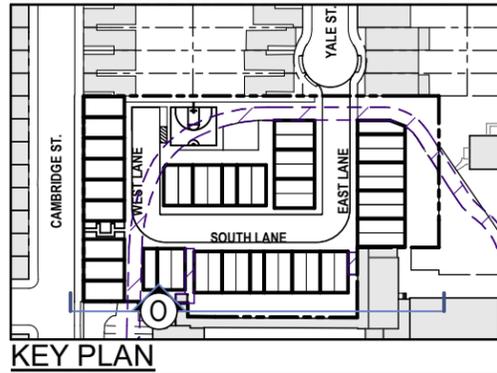
KEY PLAN











**SLA**  
 SCHAUB LY ARCHITECTS  
 SCHAUB LY ARCHITECTS  
 1360 9<sup>TH</sup> AVENUE, SUITE 210  
 SAN FRANCISCO CA 94122  
 415-682-8060

**CAMBRIDGE ESTATES**  
**495 CAMBRIDGE STREET**  
**#2013-1711 CUA, HEARING DATE: MAY 18<sup>TH</sup>, 2017**  
 BLOCK 5992A, LOT 060  
 SAN FRANCISCO, CA 94134

ELEVATION O (SOUTH LANE BEHIND, LOOKING NORTH)  
 SCALE: 1/32" = 1'-0"  
 1/16" = 1'-0"

DATE: MAY 4<sup>TH</sup>, 2017

A-3.14

