



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: 5/17/2018

Record No.: **2014.1102CUA/ENV/SHD/TDM**
Project Address: **555 GOLDEN GATE AVENUE**
Zoning: RC-4 (Residential-Commercial, High Density) District and
Van Ness Avenue Special Use District
130-V Height and Bulk District
Area Plan: Van Ness Avenue
Block/Lot: 0766/010
Applicant: Calvin Hom
2044 Fillmore Street, 3rd Floor, San Francisco, CA 94115
Staff Contact: Mary Woods – (415) 558-6315
mary.woods@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project includes demolition of the existing one-story over basement commercial building, and new construction of an 11-story, 112-foot tall, approximately 60,000 gross square-foot mixed use building containing approximately 1,600 square feet of ground floor commercial/retail space, 55 dwelling units (including seven below-market-rate units), 21 off-street parking spaces including 1 car-share parking space, 55 Class 1 bicycle parking spaces, and 6 Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 3 three-bedroom units, 35 two-bedroom units, and 17 one-bedroom units. The project is also seeking an administrative Zoning Administrator modification of the rear yard requirement pursuant to Planning Code Sections 243 and 307.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Conditional Use Authorization for building height above 50 feet, street frontage greater than 50 feet where the height exceeds 40 feet, bulk exception, and wind comfort level exception.

ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.** The project sponsor had met with nearby building owners and local neighborhood organizations on various occasions over the past four years with regard to issues raised in the design of the building, building amenities, and construction management. Local neighborhood organizations and building owners supporting the project include: the Public Utilities Commission (PUC), SF Housing Action Coalition (SFHAC), Van Ness Corridor

Neighborhood Council (VNCNC), Lower Polk Neighbors, Middle Polk Neighborhood Association, Tenderloin Housing Clinic, C5 Children's School, 590 Van Ness Avenue, and 600 Van Ness Avenue.

The Department has received three letters in support of the Project from PUC, SFHAC and VNCNC. The Department has not received any letters or calls in opposition to the project.

BASIS FOR RECOMMENDATION

The Department finds that the project is, on balance, consistent with the RC-4 District and the Van Ness Avenue Area Plan and the Objectives and Policies of the General Plan. The Van Ness Avenue Area Plan encourages increasing housing development with the goal of establishing a mixed-use neighborhood. The proposed project is the type of development encouraged for the project site. The project provides 55 new housing units (including seven new on-site below-market rate units) at an underutilized site. The project will help to alleviate the City's housing shortage and create more affordable housing. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

ATTACHMENTS:

Draft Motion – Conditional Use Authorization
Exhibit A – Conditions of Approval
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination
Exhibit D – Land Use Data
Exhibit E – Maps and Context Photos
Exhibit F – Public Correspondence
Exhibit G – Inclusionary Affordable Housing Affidavit
Exhibit H – Anti-Discriminatory Housing Affidavit
Exhibit I – First Source Hiring Affidavit



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: MAY 17, 2018

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Record No.: **2014.1102CUA/ENV/SHD/TDM**
Project Address: **555 GOLDEN GATE AVENUE**
Zoning: **RC-4 (Residential-Commercial, High Density)**
130-V Height and Bulk District
Van Ness Avenue Special Use District
Area Plan: **Van Ness Avenue Area Plan**
Block/Lot: **0766/010**
Project Sponsor: **Calvin Hom**
JS Sullivan Development
2044 Fillmore Street, 3rd Floor
San Francisco, CA 94115
Property Owner: **555 Golden Gate Avenue, LLC**
2044 Fillmore Street, 3rd Floor
San Francisco, CA 94115
Staff Contact: **Mary Woods – (415) 558-6315**
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 243, 253, 253.2, 271 AND 303, TO DEMOLISH A ONE-STORY OVER BASEMENT COMMERCIAL BUILDING AND CONSTRUCT AN 11-STORY, APPROXIMATELY 60,000 SQUARE-FOOT MIXED USE BUILDING CONTAINING APPROXIMATELY 1,600 SQUARE FEET OF GROUND FLOOR COMMERCIAL/RETAIL SPACE, 55 DWELLING UNITS (INCLUDING SEVEN BELOW MARKET RATE UNITS), 21 OFF-STREET PARKING SPACES INCLUDING ONE CAR-SHARE PARKING SPACE, 55 CLASS 1 BICYCLE PARKING SPACES, AND SIX CLASS 2 BICYCLE PARKING SPACES. THE PROJECT IS SEEKING AN ADMINISTRATIVE MODIFICATION OF THE REAR YARD REQUIREMENT PURSUANT TO PLANNING CODE SECTIONS 243 AND 307. THE SUBJECT PROPERTY IS LOCATED AT 555 GOLDEN GATE AVENUE, LOT 010 IN ASSESSOR'S BLOCK 0766, WITHIN AN RC-4 (RESIDENTIAL-COMMERCIAL, HIGH DENSITY) ZONING DISTRICT AND THE VAN NESS AVENUE SPECIAL USE DISTRICT, AND A 130-V HEIGHT AND BULK DISTRICT.

PREAMBLE

On March 25, 2015, JS Sullivan Development (hereinafter "Project Sponsor") filed Application No. 2014.1102CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to demolish a one-story over basement commercial building and construct an 11-story, approximately 60,000 gross square-foot mixed use building containing approximately 1,600 square feet of ground floor commercial space, and 55 dwelling units including seven below market rate units (hereinafter "Project") at 555 Golden Gate Avenue, Block 0766 Lot 010 (hereinafter "Project Site").

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2014.1102CUA is located at 1650 Mission Street, Suite 400, San Francisco, California.

On May 17, 2018, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2014.1102CUA.

On March 19, 2018, the Project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 32 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this Project;

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

MOVED, that the Commission hereby authorizes the Conditional Use Authorization as requested in Application No. 2014.1102CUA, 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. **Project Description.** The Project includes demolition of the existing one-story over basement commercial building on the Project site, and new construction of an 11-story, 112-foot tall, approximately 60,000 gross square-foot mixed use building containing approximately 1,600 square feet of ground floor commercial space, 55 dwelling units (including seven below market rate units), 21 off-street parking spaces including 1 car-share parking space, 55 Class 1 bicycle parking spaces, and 6 Class 2 bicycle parking spaces. The Project includes a dwelling unit mix consisting of 3 three-bedroom units, 35 two-bedroom units, and 17 one-bedroom units. The Project includes approximately 400 square feet of common open space via a roof deck for seven units, and approximately 4,000 square feet of private open space via balconies and a roof deck for the remaining 48 units. The Project is also seeking an administrative Zoning Administrator modification of the rear yard requirement pursuant to Planning Code Sections 243 and 307.
3. **Site Description and Present Use.** The Project site is on an approximately 7,919 square-foot through lot with 66-foot wide frontages on both Golden Gate Avenue and Redwood Alley. The Project site is occupied by a one-story over basement commercial building, containing approximately 15,800 gross square feet. The 20-foot tall building, constructed in 1909, is currently occupied by a restaurant (d.b.a. "Fine and Rare") and a night club/lounge (d.b.a. "The Empire Room").
4. **Surrounding Properties and Neighborhood.** The Project site is located within the RC-4 Zoning District and the Van Ness Avenue Special Use District in the Van Ness Avenue Area Plan. The

immediate context is mixed in character with commercial, institutional, and residential uses. The immediate neighborhood includes: two-to-four-story commercial and institutional uses to the west and north, the 13-story Public Utilities Commission (PUC) building immediately to the east at 525 Golden Gate Avenue, a series of court house and civic buildings, City Hall, and the Civic Center Plaza to the south and east. The Project site is located in the south end of an RC-4 Zoning District which extends northward from Civic Center to Broadway and into the Tenderloin neighborhood. The property is also at the southern edge of the Van Ness Special Use District, directly reflecting the Van Ness Avenue Area Plan, which extends from Golden Gate Avenue to Chestnut Street and calls for well-designed high-density mixed-use development along the north/south Van Ness Avenue corridor. This area along Van Ness Avenue includes a combination of commercial, institutional, and residential uses that reflect the convergence of the Civic Center, Tenderloin, and Hayes Valley neighborhoods. Further west of the Project Site, on Van Ness Avenue and Golden Gate Avenue is the Opera Plaza, a mixed-use development containing neighborhood-serving retail uses such as the Max's Opera Café and the Landmark Theater, as well as 449 dwelling units.

5. **Public Outreach and Comments.** According to the Project Sponsor, the Project Sponsor had met with nearby building owners and local neighborhood organizations on various occasions over the past four years with regard to issues raised in the design of the building, building amenities, and construction management. The Project Sponsor had multiple meetings with PUC since 2014 and received support of the Project in May 2018. The Project Sponsor also met with the Superior Court of California in 2016 on construction related issues. Local neighborhood organizations and building owners supporting the Project include: SF Housing Action Coalition (SFHAC), Van Ness Corridor Neighborhood Council (VNCNC), Lower Polk Neighbors, Middle Polk Neighborhood Association, Tenderloin Housing Clinic, C5 Children's School, 590 Van Ness Avenue, and 600 Van Ness Avenue.

As of the drafting of this motion, the Department has received three letters in support of the Project from PUC, SFHAC and VNCNC. The Department has not received any letters or calls in opposition to the Project.

6. **Anti-Discriminatory Housing Policy.** The Project is subject to the requirements of the Anti-Discriminatory Housing Policy (Administrative Code Section 1.61) for projects creating ten (10) or more new residential units. The Project Sponsor is required to submit the supplemental information form as part of the required entitlement application. The Department is not to review the responses other than to confirm that all questions have been answered. Upon confirmation, the information is sent to the Human Rights Commission by email at: hrc.info@sfgov.org.

The Project Sponsor has submitted a complete Affidavit for Anti-Discriminatory Housing Policy on April 4, 2018.

7. **First Source Hiring Program.** The Project is subject to the requirements of the First Source Hiring Program (Chapter 83 of the Administrative Code) for projects creating ten (10) or more new residential units. The Project Sponsor will comply with the requirements of this Program. Prior to the issuance of any Building Permit or a First Addendum to a Site Permit, the Project Sponsor will have an approved and signed First Source Hiring Memorandum of Understanding (MOU)

from the First Source Hiring Administrator, which will be evidenced in writing. This MOU will include Exhibit A, Construction First Source Hiring Agreement, and Exhibit B, End-Use First Source Hiring Agreement. Before the Commission can act on the Project, the Project Sponsor must complete the "Affidavit for First Source Hiring Program".

The Project Sponsor has submitted a complete Affidavit for First Source Hiring Program on April 4, 2018.

8. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Residential Density.** Planning Code Section 243(c)(2) states that the restrictions on density set forth in the Zoning Control Tables shall not apply to the Van Ness Special Use District.

The Project proposes 55 dwelling units with a mix of one-, two- and three-bedroom units.

- B. **Building Height.** Planning Code Section 253 requires a Conditional Use authorization for review of any new building or structure exceeding 40 feet in height in a RC District with more than 50 feet of street frontage, and any building or structure exceeding 50 feet in height in the RC Districts, and Section 252 of the Planning Code limits the height of development at the site to 130 feet.

The Project site is situated on a through lot with frontages on Golden Gate Avenue and Redwood Alley. The proposed building height varies from approximately 112 feet tall on Golden Gate Avenue to approximately 118 feet tall on Redwood Alley (due to its gradual downward descent toward Redwood Alley). The building has been sculpted and provides setbacks from Levels 2 to 11 so as to be compatible with the scale and massing of the surrounding buildings.

- C. **Bulk.** Planning Code Sections 243(c)(3) and 270 states that the "V" Bulk District shall have a maximum length of 110 feet and a maximum diagonal dimension of 140 feet, at a setback height of 50 feet established per Section 253.2. Section 271(c) allows a bulk exception if certain criteria are met through the Conditional Use authorization process.

The Project proposes a single tower with a maximum horizontal dimension of 120 feet and a maximum diagonal dimension of 126.6 feet above a height of 50 feet. The Project is seeking a bulk exception for exceeding the maximum length dimension by 10 feet through the Conditional Use authorization process. Findings under Section 271(c) are set forth below.

- D. **Basic Floor Area Ratio (FAR) and Floor Area Premium.** Planning Code Section 124(d) limits the basic FAR in the Van Ness Special Use District to 7:1 square feet of building area for every 1 square foot of lot area, or approximately 55,433 square feet of building area for the subject site. Planning Code Section 125(b) allows an interior lot, which abuts along its rear lot line upon an alley, by increasing the depth of the lot, for purposes of floor area computation, by 10 feet, resulting in approximately 4,620 square feet.

The Project site contains approximately 7,919 square feet of lot area, which would allow approximately 55,433 gross square feet of floor area. The Project is seeking a floor area premium under Section

125(b). It would allow an increase in gross floor area from 55,433 gsf to 60,053 gsf, increasing the permitted FAR from 7:1 to 7.58:1. The Project proposes 60,043 gsf or an FAR of 7.58:1.

- E. **Rear Yard.** Planning Code Section 134(a)(1) requires that in RC-4 Districts a 25 percent rear yard be provided. An approximately 30-foot deep rear yard from the rear lot line would need to be provided for the Project. However, in the Van Ness Special Use District, Section 243(c)(6) allows an administrative Zoning Administrator modification. The Project is seeking an administrative modification from the rear yard requirement pursuant to Sections 243(c)(6) and 307.

The Project does not meet the rear yard depth per Planning Code Section 134(a)(1); however, the Project is seeking an administrative modification to the rear yard requirement from the Zoning Administrator under Sections 243(c)(6) and 307. The Project is required to provide a rear yard of approximately 1,980 square feet. The Project proposes to provide open spaces totaling approximately 4,400 square feet via a common roof deck, private balconies and decks.

- F. **Open Space.** Planning Code Section 135 requires 48 square feet of common usable open space or 36 square feet of private usable open space per dwelling unit.

The Project will provide private usable open space for 48 units through a combination of balconies and a roof deck, totaling approximately 4,000 square feet. Common usable open space will be provided for 7 units in the form of a roof deck on Level 10, totaling approximately 400 square feet. The combined usable open space for the Project would be approximately 4,400 square feet.

- G. **Standards for Bird-Safe Buildings.** Planning Code Section 139 establishes the Bird-Safe Standards for new building construction to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." The two circumstances regulated by this Section are (1) location-related hazards, where the siting of a structure creates increased risk to birds, and (2) feature-related hazards, which may create increased risk to birds regardless of where the structure is located. Location-related hazards are created by structures that are located inside of, or within a clear flight path of less than 300 feet from an Urban Bird Refuge. The subject property is not within 300 feet from any Urban Bird Refuge. However, the Project will comply with provisions related to feature-related hazards, such as roof deck glass railings and balcony railings.

The Project meets the standards for bird-safe buildings.

- H. **Dwelling Unit Exposure.** Planning Code Section 140 requires that all dwelling-unit face a public street or side yard at least 25 feet in width, a required rear yard, or an open area of 25 feet in width.

All of the units in the Project meet this requirement.

- I. **Street Frontages in Residential-Commercial (RC) Districts.** Planning Code Section 145.1 requires in RC Districts containing specific uses, including retail stores, that building lobbies do not exceed 40 feet of building frontage, that parking entrances are no more than 20 feet

wide, that ground floors have a minimum 14-foot floor-to-floor height, and that the ground floor non-residential street frontage be at least 60% transparent in order to allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area. Any decorative railings or decorated grille work, other than wire mesh, which is placed in front or behind ground floor windows, shall be at least 75 percent open to perpendicular view.

The proposed Project is consistent with the relevant provisions under Section 145.1. The proposed ground floor level is set back 6 feet along Golden Gate Avenue to provide a buffer along the streetscape and an opportunity for outdoor uses by the commercial units. The storefronts of the commercial units have been designed to include tall slender operable glass doors with transom windows. Additionally, landscaping is proposed along the Golden Gate Avenue frontage. The ground floor commercial/retail floor-to-floor height is at 15 feet along Golden Gate Avenue and 20 feet along Redwood Alley. New transparency/glazing will be added to the frontages along Golden Gate Avenue and Redwood Alley exceeding the 60 percent threshold: 82% on Golden Gate Avenue and 68% on Redwood Alley. No curb cut is proposed on Golden Gate Avenue, but the one curb cut proposed on Redwood Alley is 10 feet wide.

- J. **Off-Street Parking - Commercial.** Planning Code Section 151.1 permits one off-street parking space for each 500 square feet of occupied floor area up to 20,000 square feet for commercial or retail stores.

Off-street parking is not required for any use in the RC District. The amount of parking specified in Section 151.1 is the maximum amount of off-street parking allowed at the Project site. The Project proposes approximately 1,600 square feet of commercial/retail space. The allowed parking maximum would be 3 spaces. The Project is not proposing any commercial/retail parking spaces due to its proximity to public transit and available bicycle parking spaces.

- K. **Off-Street Parking - Residential.** Planning Code Sections 151 and 243(c)(9) state that one off-street parking space is permitted as of right for each two dwelling units.

The Project proposes a total of 20 residential parking spaces for 55 dwelling units, a ratio of 0.36:1.

- L. **Off-Street Freight Loading - Commercial.** Planning Code Section 152 requires one off-street freight loading space for retail stores where the occupied floor area of structure or use is over 10,000 square feet.

The Project proposes approximately 1,600 square feet of commercial/retail space. Therefore, an off-street freight loading space is not required.

- M. **Off-Street Freight Loading - Residential.** Planning Code Section 152 requires one off-street freight loading space for residential uses where the occupied floor area of structure or use is over 100,000 square feet.

The Project proposes approximately 60,000 square feet of residential use. Therefore, an off-street freight loading space is not required.

- N. **Handicapped Parking.** Planning Code Section 155(i) requires one handicapped parking space for each 25 off-street parking spaces provided.

The Project proposes a total of 21 off-street parking spaces (including one car-share parking space). While handicapped parking is not required for the Project, nonetheless, one is provided on-site.

- O. **Bicycle Parking - Class 1.** Planning Section 155.2 requires one Class 1 space for every dwelling unit. For retail sales and services, one Class 1 space is required for every 7,500 of occupied floor area. All bicycle parking must meet the standards set forth under Section 155.1.

The Project will provide 55 Class 1 bicycle parking spaces for the proposed 55 dwelling units and none are required for the proposed sales and services or commercial/retail space at approximately 1,600 square feet.

- P. **Bicycle Parking - Class 2.** Planning Code Section 155.2 requires one Class 2 space for every 20 dwelling unit and a minimum of two Class 2 space and one for every 2,500 square feet of occupied floor area for retail sales and services space. All bicycle parking must meet the standards set forth under Section 155.1.

The Project will provide 4 Class 2 bicycle parking spaces for the proposed 55 dwelling units and 2 Class 2 bicycle parking spaces for the approximately 1,600 square feet of commercial/retail space.

- Q. **Car-Share Parking Spaces.** Planning Code Section 166 requires one car-share space for projects with more than 50 units but not exceeding 200 units.

The Project containing 55 dwelling units will provide one car-share parking space.

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

The Department prepared a preliminary shadow fan, under Case No. 2014.1102E, to determine whether the proposed Project would have the potential to cast new shadow on nearby parks or open spaces under the jurisdiction of the Recreation and Park Department. The preliminary analysis indicated that the proposed Project could potentially shade Civic Center Plaza. The Project was subsequently revised to address the shadow issue and also light and air issues raised by PUC. Modifications include: a reduction in the overall building height from 119 feet to 112 feet; incorporation of an approximately 25-foot rear setback of the top two floors along the south side (Redwood Alley) of the building, and a 10-foot side setback above the third floor along the east side of the building at its north and south ends. As a result, the Project would not result in any net new shading on Civic Center Plaza, nor on any other parks or open spaces under the jurisdiction of the Recreation and Park Department.

- S. **Wind Currents on Ground Level.** Planning Code Section 243(c)(15) states that new buildings be shaped, or other wind baffling measures be adopted, so that the development will not cause year-round ground level wind currents to exceed, more than 10 percent of the time, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of pedestrian use and seven m.p.h. equivalent wind speed in public seating areas. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement. It further states that an exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.

According to the Project's CEQA determination, wind tunnel testing indicated that existing wind conditions exceed the 11-mph pedestrian comfort criterion at a number of locations. The proposed Project would result in a new wind comfort exceedance adjacent to the Project site, but it would reduce overall pedestrian comfort exceedances by approximately 2% and would reduce the overall average wind speed at the measured locations by 0.5 mph. The Project is seeking an exception to the wind comfort level through the Conditional Use authorization. Findings under Section 243(c)(15) are set forth below.

- T. **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 October 1, 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 April 27, 2018. 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 October 1, 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 (2 one-bedroom, and 5 two-bedroom) of the total 55 units provided will be affordable units. If the

Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

- U. **Child-Care and Transportation Sustainability Impact Fees.** Sections 411 and 414 authorize the imposition of certain development impact fees on new development projects to offset impacts on child-care services and the transit system. Land use categories for all impact fees are defined in Section 401.

The Project Sponsor will comply with the requirements of this section prior to the issuance of the first construction document.

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

- W. **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 7 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 7 points for the residential use and none is required for the commercial/retail use. As currently proposed, the Project will achieve its required 7 points through the following TDM measures:

- *Unbundled Parking*
- *Parking Supply*
- *Bicycle Parking (Option B)*
- *Car-share Parking (Option A)*
- *On-Site Affordable Housing*

9. **Planning Code Section 243(c)(15) Findings Relating to Reduction of Ground Level Wind Currents.** Section 243(c)(15) establishes criteria for the Planning Commission to consider when reviewing applications for projects seeking an exception to the ground level wind comfort level in the Van Ness Special Use District through the Conditional Use authorization process. On balance, the Project does comply with said criteria in that:

- (A) New buildings and additions to existing buildings shall be shaped, or other wind baffling measures shall be adopted, so that the development will not cause year-round ground level wind currents to exceed, more than 10 percent of the time, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of pedestrian use and seven m.p.h. equivalent wind speed in public seating areas. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.

- (B) An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.

(i) The exception may permit the building or addition to increase the time that the comfort level is exceeded, but only to the extent necessary to avoid undue restriction of the development potential of the site.

The proposed Project would satisfy the wind hazard criteria of Section 243(c)(15), but would require an exception for exceedances of the wind comfort criteria. The Project is seeking an exception to the wind comfort criteria because changing the massing of the building to further reduce existing wind conditions would unduly restrict the development potential of the building site. According to the Project's CEQA determination, wind tunnel testing indicated that existing wind conditions exceed the 11-mph pedestrian comfort criterion at a number of locations. The proposed Project would result in a new wind comfort exceedance adjacent to the Project site, but it would reduce overall pedestrian comfort exceedances by approximately 2% and would reduce the overall average wind speed at the measured locations by 0.5 mph.

The Project site is currently developed with a one-story over basement commercial building. The Project is proposing an 11-story, 112-foot tall, dense mixed-use development that was envisioned under the Van Ness Special Use District's development standards. The Project would provide 55 dwelling units of a variety of unit sizes, including 38 family-sized units in a transit-rich location that is also within easy access of numerous dedicated bicycle routes. The site is within walking distance of 2 long-standing and diverse neighborhood commercial corridors located on Van Ness Avenue and Polk Street. The Project would enhance to the existing neighborhood-serving retail uses by providing approximately 1,600 square feet of ground floor commercial/retail space in the building. The Project is providing 21 parking spaces (including 1 car-share space), most of which will be parked in mechanical stackers (minimizing excavation at the site). 55 Class 1 bicycle spaces would also be provided at the site to facilitate travel by bicycle. Common and private open spaces are also proposed in the form of roof decks and private balconies, totaling approximately 4,400 square feet.

If the building were to be redesigned to limit or tailor the bulk at the upper stories to reduce the wind exceedances, there would be a loss of a wide range of units and of the uniquely situated open spaces at the upper stories. The Project site is well-suited for housing in dense, transit-rich, and established neighborhoods. The Project proposes to maximize density and to provide for a wide range of unit sizes to accommodate a variety of households.

(ii) Notwithstanding the above, no exception shall be allowed and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 m.p.h. for a single hour of the year. For the purposes of this Section, the term "equivalent wind speed" shall mean an hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

The Project would not exceed the hazard criterion under existing conditions plus Project conditions.

10. **Planning Code Section 253 Findings Relating to Height Above 50 Feet and Street Frontage Greater Than 50 Feet in Residential-Commercial Districts.** Section 253 establishes criteria for the Planning Commission to consider when reviewing applications for projects where the building height exceeds 50 feet and street frontage is greater than 50 feet where the building height exceeds 40 feet through the Conditional Use authorization process. On balance, the Project does comply with said criteria in that:

(a) Notwithstanding any other provision of this Code to the contrary, in any RH, RM, or RC District, established by the use district provisions of Article 2 of this Code, wherever a height limit of more than 40 feet in a RH District, or more than 50 feet in a RM or RC District, is prescribed by the height and bulk district in which the property is located, any building or structure exceeding 40 feet in height in a RH District, or 50 feet in height in a RM or RC District, shall be permitted only upon approval by the Planning Commission according to the procedures for conditional use approval in Section 303 of this Code; provided, however, that a building over 40 feet in height in a RM or RC District with more than 50 feet of street frontage on the front façade is subject to the conditional use requirement.

(b) **Commission Review of Proposals.**

(i) In reviewing any such proposal for a building or structure exceeding 40 feet in height in a RH District, 50 feet in height in a RM or RC District, or 40 feet in a RM or RC District where the street frontage of the building is more than 50 feet the Planning Commission shall consider the expressed purposes of this Code, of the RH, RM, or RC Districts, and of the height and bulk districts, set forth in Sections 101, 209.1, 209.2, 209.3, and 251 hereof, as well as the criteria stated in Section 303(c) of this Code and the objectives, policies and principles of the General Plan, and may permit a height of such building or structure up to but not exceeding the height limit prescribed by the height and bulk district in which the property is located.

The proposed Project will be 112 feet in height with 66-foot wide frontages at both Golden Gate Avenue and Redwood Alley. It complies with the 130-foot height limit. The intent of the Van Ness Special Use District and the 130-foot height limit is to increase residential density in order to increase housing supply and to provide for high-quality, visually interesting urban design, and activation of the ground floor of the block on which the Project is located. The proposed 11-story building is comparable to other mid-rise buildings in the neighborhood. Its street frontage reflects the dense and urban nature of the surrounding commercial area on Golden Gate Avenue, Van Ness Avenue, and Polk Street. The proposed building would provide a substantial amount of open space in both private (decks/balconies) and common areas. By allowing a height of 112 feet, the Commission would enable the creation of 55 dwelling units, including 38 family-sized units. These features would not be feasible were the height of the building limited to 50 feet.

11. **Planning Code Section 253.2 Findings Relating to Height Above 50 Feet in the Van Ness Special Use District.** Section 253.2 establishes criteria for the Planning Commission to consider when reviewing applications for projects where the height exceeds 50 feet through the

Conditional Use authorization process. On balance, the Project does comply with said criteria in that:

(1) On Narrow Streets and Alleys. The Planning Commission may require that the permitted bulk and required setbacks of a building be arranged to maintain appropriate scale on and maximize sunlight to narrow streets (rights-of-way 40 feet in width or narrower) and alleys.

While the Project is within the Van Ness Avenue Special Use District, the Project site is situated farther east of Van Ness Avenue and closer to Polk Street, on a through lot with frontage on Redwood Alley. The Project was revised to address light and air issues raised by the Public Utilities Commission, immediately east of the Project at 525 Golden Gate Avenue. Modifications include: a reduction in the overall building height from 119 feet to 112 feet tall; incorporation of an approximately 25-foot rear setback of the top two floors along the south side (Redwood Alley) of the building, and a 10-foot side setback above the third floor along the east side of the building at its north and south ends. With these changes, the PUC is supportive of the Project.

12. **Planning Code Section 271(c) Findings Relating to Bulk Limit Exceptions in Districts Other Than C-3.** Section 271(c) establishes standards and criteria for the Planning Commission to consider when reviewing applications for projects seeking bulk limit exceptions through the Conditional Use authorization process. On balance, the Project does comply with said standards and criteria in that:

(1) The appearance of bulk in the building, structure or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass:

(A) Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass;

In the "V" bulk district, the maximum horizontal dimension above 50 feet is 110 feet and the maximum diagonal dimension is 140 feet. The Project proposes a maximum horizontal dimension of 120 feet and a maximum diagonal dimension of 126.5 feet above a height of 50 feet. A bulk-compliant alternative, however, would allow fewer units or smaller units. The proposed Project provides multiple setbacks with active uses along Golden Gate Avenue and Redwood Alley.

(B) Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements;

The proposed building massing is designed with multiple setbacks at the ground level, side and rear, creating distinct portions of the building at different heights. The Project site is situated on a through lot with frontages on Golden Gate Avenue and Redwood Alley. The proposed building height varies from approximately 112 feet on Golden Gate Avenue to approximately 118 feet on Redwood Alley (due to its gradual downward descent toward Redwood Alley). The building has been sculpted and provides setbacks from Levels 2 to 11 so as to be compatible with the scale and massing of the surrounding buildings.

(C) Differences in materials, colors or scales of the facades that produce separate major elements;

Various materials, colors, and scales have been used to accentuate the differences of the main massing components. The vertical bias of the building has been emphasized by grouping clusters of balconies together in a vertical orientation. Similarly, blocks of residential windows also follow this pattern creating a relationship of solids and voids that strengthen the vertical bias. The balconies have been segmented into smaller more detailed components with a panelized façade. The amount of glazing on the frontage has been reduced and solid materials have been introduced to articulate the building into smaller groups of elements.

(D) Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted; and

The Project exceeds the maximum horizontal dimension by 10 feet on floor levels 5 through 9. A “bulk compliant” Project alternative would result in fewer units and smaller units. In addition, a bulk compliant alternative would not have allowed for the significant setbacks on the side and rear of the building to address light and air issues raised by PUC. The proposed Project would provide significantly more light and air to PUC than the bulk-compliant alternative. In order to improve access to light and air for the dwelling units, the Project also includes an approximately 570 square-foot (25 feet wide by 23 feet deep) interior light court above level 2. The circulation of the dwelling units will be served by metal grating bridges, which will provide more transparency, minimize light obstruction, and facilitate better air circulation in the light court. As part of the Conditions of Approval under Exhibit A, this interior light court is to remain open to the sky, and cannot be filled-in in the future.

(E) In cases where two or more buildings, structures or towers are contained within a single development, a wide separation between such buildings, structures or towers.

The proposed Project consists of one building only.

(2) In every case, the building, structure or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors:

(A) A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits;

The proposed Project is on an interior lot between Van Ness Avenue and Polk Street. The new building, at a height of 112 feet, complements the pattern of other buildings in the surrounding neighborhood.

(B) Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character;

The Project conforms to the height and guidelines of the Van Ness Avenue Special Use District. The 13-story, 525 Golden Gate Avenue PUC building, directly east of the Project site, is two stories taller than the Project. The Phillip Burton Federal Building and Courthouse at 450 Golden Gate Avenue, located half a block east of the Project site, on the opposite side of Golden Gate Avenue, is 21 stories tall.

(C) Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and

The Project's massing, material, color and scale are complementary of nearby buildings. The primary massing of the building is a light-stucco frame expression in recognition of the buildings in the neighborhood.

(D) Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

The proposed Project would enhance the pedestrian environment by activating the frontages on both Golden Gate Avenue and Redwood Alley with approximately 1,600 square feet of ground floor commercial/retail uses, and the creation of a ground level landscaping area east of the residential lobby on Golden Gate Avenue.

(3) While the above factors must be present to a considerable degree for any bulk limit to be exceeded, these factors must be present to a greater degree where both the maximum length and the maximum diagonal dimension are to be exceeded than where only one maximum dimension is to be exceeded.

The Project is seeking only an exception to the maximum horizontal length dimension permitted, to allow 120 feet in length rather than the permitted 110 feet. The Project provides setbacks and sculpts the massing of the building. This approach has been supported by the immediate neighbors.

13. **Conditional Use Findings.** Planning Code Section 303(c) establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies with said criteria in that:

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

The Project site is currently occupied by a restaurant (d.b.a. "Fine and Rare) and a night club/lounge (d.b.a. "The Empire Room") on month-to-month leases. The Project is necessary and desirable because it will replace a one-story over basement commercial building with an 11-story mixed-use development containing 55 dwelling units and commercial/retail spaces on the ground level along Golden Gate Avenue and Redwood Alley. Of the 55 residential units, about 31% (17 units) would be one-bedroom units, 64% (35 units) would be two-bedroom units, and 5% (3 units) would be three-bedroom units. The Project would assist in alleviating the City's housing shortage for numerous families and smaller households. The Project would add both residential and ground-floor neighborhood-serving retail, both of which support policies in the Van Ness Area Plan. Additionally, the Project is compatible in use, scale and massing with the surrounding area.

The influx of residents would enliven this area of Golden Gate Avenue, and strengthen the retail establishments in the neighborhood. The Project proposes to add approximately 1,600 square feet of commercial/retail amenities. It would also generate a substantial amount of pedestrian activity throughout the area.

The Project Sponsor will comply with the inclusionary housing requirement by providing seven on-site below market rate units.

The CU authorizations for construction over 50 feet in height and a bulk exception would allow the Project to maximize the dwelling unit density in an efficient building configuration, and, thereby increase the Project's contribution to the City's inclusionary affordable housing program. The added bulk in the north-south direction also provides the opportunity to create a large ground floor outer courtyard in the center of the building, which would provide for more light and air to bedrooms located in the center of the building. As of right, the Project is allowed a parking ratio of 0.50 space to each dwelling unit. The Project will provide 21 off-street parking spaces, including one car-share parking space; thereby minimizing the need for on-street parking in the neighborhood. The main residential lobby is located on Golden Gate Avenue. Pedestrian entrances to the commercial/retail space are provided at both the Golden Gate Avenue frontage as well as the Redwood Alley frontage. Vehicular access to parking is located on Redwood Alley.

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

- (A) Nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The size and shape of the site are adequate for accommodating a high-density, mid-rise residential development. The building height varies from approximately 112 feet tall on Golden Gate Avenue to approximately 118 feet tall on Redwood Alley due to its gradual downward descent toward Redwood Alley. The Project is, therefore, in compliance with the 130-foot height limit. The design of the Project is intended to complement the massing of the neighborhood. The added bulk in the north-south direction provides the opportunity to create a large ground floor open courtyard in the center of the building, which would provide for more light and air to bedrooms located in the center of the building. As such, the Project is seeking an administrative modification of the rear yard requirement by providing an open courtyard in the middle of the building rather than in the rear of the building.

In order to ensure that ample light and air is maintained for the adjacent PUC building to the east at 525 Golden Gate Avenue, the Project proposes side and rear setbacks on various floors abutting the east property line. Starting from Level 2 to Level 9, an approximately 10-foot deep side setback is provided at both the front (north) and rear (south) corners of the building along the east property line. The lengths of these side setbacks vary from 35 feet long on Golden Gate Avenue to 29 feet long on Redwood Alley. On Levels 10 and 11, side setbacks (approximately 10 feet deep by 35 feet long) are provided at the front of the building along the east property line, while the rear building wall on these two levels is set back approximately 25 feet from the rear property line, equivalent to a 21% rear yard setback.

- (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 and of

proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section [166](#) of this Code.

The Project will provide 21 off-street parking spaces, including one car-share parking space. The Planning Code does not require parking or loading for a 1,600 square-foot commercial/retail space. The Project will provide 55 Class 1 bicycle parking spaces for the proposed 55 dwelling units, and 6 Class 2 bicycle parking spaces located on the sidewalk, for a total of 61 bicycle parking spaces. The site is also well-served by public transit with transit stops located near the site. Van Ness Avenue is a transit rich corridor with transit lines serving San Francisco and Marin County. Local transit lines are also nearby and are within walking distance of the site.

The proposed Project is designed to meet the needs of the immediate neighborhood and should not generate significant amounts of vehicular trips from the immediate neighborhood or citywide.

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

The Project, which is predominantly residential in nature, will not emit any noxious odors or other offensive emissions. During construction, the Project will adhere to the City's relevant noise, dust and emission control requirements.

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

The Project is required to provide six new street trees. However, four trees would be installed on the Golden Gate frontage while none would be provided on Redwood Alley due to site constraints. An in-lieu fee would be paid for the two trees. The Project would provide usable open space through a combination of roof decks and balconies, totaling approximately 4,400 square feet. Vehicular access would be provided via a single curb cut on Redwood Alley.

All proposed lighting and signage would comply with the requirements of the Planning Code.

- (3) That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

- (4) That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

Not applicable; the proposed Project is in an RC District.

14. **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.

OBJECTIVE 4:

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

OBJECTIVE 11:

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

Policy 11.1:

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

Policy 11.3:

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

OBJECTIVE 12:

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

OBJECTIVE 13:

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1:

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

Policy 13.2:

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 2:

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

VAN NESS AVENUE AREA PLAN

Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING. CONTINUE EXISTING COMMERCIAL USES AND ADD A SIGNIFICANT INCREMENT OF NEW HOUSING.

Policy 1.3

Allow residential densities to be established by building volume rather than lot size.

Policy 1.4

Maximize the number of housing units.

Policy 1.5

Employ various techniques to provide more affordable housing.

OBJECTIVE 5

ENCOURAGE DEVELOPMENT WHICH REINFORCES TOPOGRAPHY AND URBAN PATTERN, AND DEFINES AND GIVES VARIETY TO THE AVENUE.

Policy 5.4

(Setbacks) Preserve existing view corridors.

Policy 5.5

(Rear Yards) Encourage full lot development resulting in a maximum number of dwelling units.

OBJECTIVE 6

ENCOURAGE DISTINGUISHED ARCHITECTURE WHOSE SCALE, COMPOSITION AND DETAILING ENHANCES THE OVERALL DESIGN STRUCTURE OF THE AVENUE AND RELATES TO HUMAN SCALE.

Policy 6.1

Design exterior facades which complement and enhance significant works of architecture along the Avenue.

Policy 6.3

Incorporate setbacks and/or stepping down of building form on new developments — and major renovations when necessary — to increase sun exposure on sidewalks.

Policy 6.4

Differentiate bases of buildings and incorporate detail at ground level through variety in materials, color, texture and architectural projections. Provide windows with clear glass throughout the building.

OBJECTIVE 7

PROVIDE SAFE AND ATTRACTIVE ENVIRONMENTS WITHIN EACH MIXED USE DEVELOPMENT.

Policy 7.1

Ensure safety, security and privacy within new residential developments while encouraging efficient use of common open space areas.

Policy 7.2

Provide wind protection and sun exposure to private and common open space areas.

Policy 7.3

Generally maintain existing open space requirements for residential use. Allow common open space requirements to be met by a variety of recreation and open space features.

OBJECTIVE 8

CREATE AN ATTRACTIVE STREET AND SIDEWALK SPACE WHICH CONTRIBUTES TO THE TRANSFORMATION OF VAN NESS AVENUE INTO A RESIDENTIAL BOULEVARD.

Policy 8.1

Require sponsors of major renovation or new development projects to improve and maintain the sidewalk space abutting their properties according to the guidelines contained in this Plan.

Policy 8.2

Where there are no trees, plant trees within the sidewalk space and the median strip. Maintain existing healthy trees and replace unhealthy ones.

Policy 8.3

Provide street trees with tree grates that have removable sections to adequately accommodate tree growth.

Policy 8.4

Incorporate low-growing ground cover around the tree plantings within the median strip.

Policy 8.5

Maintain existing sidewalk widths.

Policy 8.9

Provide attractive street furniture at convenient locations and intervals throughout the length of the street.

The Project is a high-density residential development, providing 55 new dwelling units in a mixed-use area. The Project includes 7 on-site affordable housing units, which assist in meeting the City's affordable housing goals. The Project also provides a diversity of housing types (from one bed-room to larger family-sized units). The Project is also in proximity to ample public transportation.

Overall, the Project features an appropriate use encouraged by the RC District and the Van Ness Avenue Area Plan for this location. The Project introduces a contemporary architectural vocabulary that is sensitive to the prevailing scale and neighborhood fabric. The Project provides for a high quality designed exterior, which features a variety of materials, colors and textures, including painted stucco on primary facades, fiber cement board sidings, aluminum storefront, glass railings, and bronze anodized aluminum frame windows and doors. The Project provides ample useable open space and also improves the public rights of way with new street trees and landscaping. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

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

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

The Project provides 55 new dwelling units, which will enhance the nearby retail uses by providing new residents, who may patronize and/or own these businesses. The Project would also enhance the district by providing new commercial/retail uses, providing opportunities for local resident employment in and/or ownership of such businesses.

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

The existing housing in the surrounding neighborhood would not be affected. There are no existing dwelling units on the site. The Project proposes to add 55 new dwelling units to the City's housing stock. The Project reflects the mix of residential and retail uses in the area.

- (3) That the City's supply of affordable housing be preserved and enhanced,

The Project site does not currently contain any affordable housing. The Project will comply with the City's Inclusionary Housing Program by providing 7 below-market-rate, on-site dwelling units. Therefore, the Project will increase the stock of affordable housing units in the City.

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

The Project will provide 21 off-street parking spaces, including one car-share parking space. The Project is not expected to result in significant cumulative effects related to transit or neighborhood parking. The on-site parking spaces would reduce the burden on local streets and neighborhood parking. The site is served by nearby public transportation options. The Project also provides sufficient bicycle parking spaces for its residents.

- (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 include commercial office development. The Project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this Project.

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

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code.

- (7) That landmarks and historic buildings be preserved.

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

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

The Project proposes a building approximately 112 feet in height. The Department has determined that, based on shadow analysis for the Project, the Project will not affect sunlight access to any public parks or open space.

16. 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.
17. 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. 2014.1102CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated May 8, 2018, and labeled "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. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on May 17, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: May 17, 2018

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow a mixed use development of 55 dwelling units with ground floor commercial/retail space located at 555 Golden Gate Avenue, Block 0766, and Lot 010 pursuant to Planning Code Sections 243, 253, 253.2, 271 and 303 within the RC-4 District, and the Van Ness Avenue Special Use District and a 130-V Height and Bulk District; in general conformance with plans, dated May 8, 2018, and labeled "EXHIBIT B" included in the docket for Record No. 2014.1102CUA and subject to conditions of approval reviewed and approved by the Commission on May 17, 2018 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 17, 2018 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

DESIGN – COMPLIANCE AT PLAN STAGE

6. **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
7. **Interior Light Court.** The Project Sponsor shall not fill-in the approximately 570 square-foot (25 feet wide by 23 feet deep) interior light court above level 2. It shall remain open to the sky.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
8. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
9. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
10. **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>

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

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

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

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

13. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans. Odor control ducting shall not be applied to the primary façade of the building.

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

PARKING AND TRAFFIC

14. **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.

For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

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

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

16. **Car-Share.** Pursuant to Planning Code Section 166, no fewer than one (1) car-share parking 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

17. **Bicycle Parking** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 61 bicycle parking spaces (55 Class 1 spaces for the residential portion of the Project and 6 Class 2 spaces for the residential and commercial uses of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA’s bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

18. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 21 off-street parking spaces, including the one car-share parking space.

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

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

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

PROVISIONS

20. **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

21. **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

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

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

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

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

24. **Inclusionary Affordable Housing Program.** Pursuant to Planning Code Section 415, 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 55 units; therefore, 7 affordable units are currently required. The Project Sponsor will fulfill this requirement by providing the 7 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 or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

2. **Unit Mix.** The Project contains 17 one-bedroom, 35 two-bedroom, and 3 three-bedroom units; therefore, the required affordable unit mix is 2 one-bedroom, and 5 two-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.
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 or the Mayor's Office of Housing and Community Development at 415-701-5500, 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 13.5 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 or the Mayor's Office of Housing and Community Development at 415-701-5500, 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.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.
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 or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

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

MONITORING - AFTER ENTITLEMENT

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

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

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

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

- 27. **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>

- 28. **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

29. **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

555 Golden Gate Avenue, San Francisco

55 New Residential Units

Owner:
555 Golden Gate Avenue LLC
2044 Fillmore St., 3rd Floor
San Francisco, CA 94115
415.530.2307
Calvin Hom
c.hom@js-sullivan.com

Architect:
RG-Architecture
428 South Van Ness Ave
San Francisco, CA 94103
415.649.6202
Riyad Ghannam, AIA, Principal
riyad@rg-architecture.com





TOTAL BUILDING AREA, GROSS

AREA CALCULATIONS	
FLOOR	TOTAL BLDG AREA, GROSS (SQ FT)
BASEMENT	3,480
GROUND FLOOR 0'	7,262
MEZZANINE	1,159
STORY 2 +15'-0"	6,643
STORY 3 +24'-8"	6,032
STORY 4 +34'-4"	6,032
STORY 5 +44'-0"	6,107
STORY 6 +53'-8"	6,129
STORY 7 +63'-4"	6,129
STORY 8 +73'-0"	6,054
STORY 9 +82'-8"	6,054
STORY 10 +92'-4"	4,855
STORY 11 +102'-0"	4,855
TOTAL	70,791 sq ft

UNIT COUNT

UNIT INVENTORY		
Unit Type	Quantity	Unit Mix %
1B		
	17	31%
2B		
	35	64%
3B		
	3	5%
	55	100%

INCLUSIONARY HOUSING

BMR	7	13.5%
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SITE INFORMATION

ADDRESS:	555 GOLDEN GATE AVE., SF, CA 94102
CROSS STREET:	VAN NESS AVENUE AND POLK STREET
BLOCK/ LOT:	0766 / 010
ZONING:	RC-4 VAN NESS SPECIAL USE DISTRICT
HEIGHT DISTRICT:	130-V
LOT SIZE / AREA:	7,919 SQ FT; LENGTH: 120'-0"; WIDTH: 66'-0

BUILDING INFORMATION

TOTAL BUILDING AREA, GROSS: (BY USE)	COMMERCIAL	1,635
	LOBBY	478
	PARKING	3,706
	RESIDENTIAL	59,793
	UTILITIES	5,179
TOTAL		70,791 sq ft

ZONING BUILDING AREA (FLOOR AREA, SEE PAGE 18)

FLOOR AREA PERMITTED: 60,053
FLOOR AREA PROPOSED: 60,043

SUSTAINABLE INFORMATION

GREENPOINT RATED PROJECT

GREEN FEATURES AS PART OF GREENPOINT RATING:

- HIGH EFFICACY LIGHTING
- LOW-E GLAZING
- ON-SITE STORM WATER MANAGEMENT

PROJECT DESCRIPTION

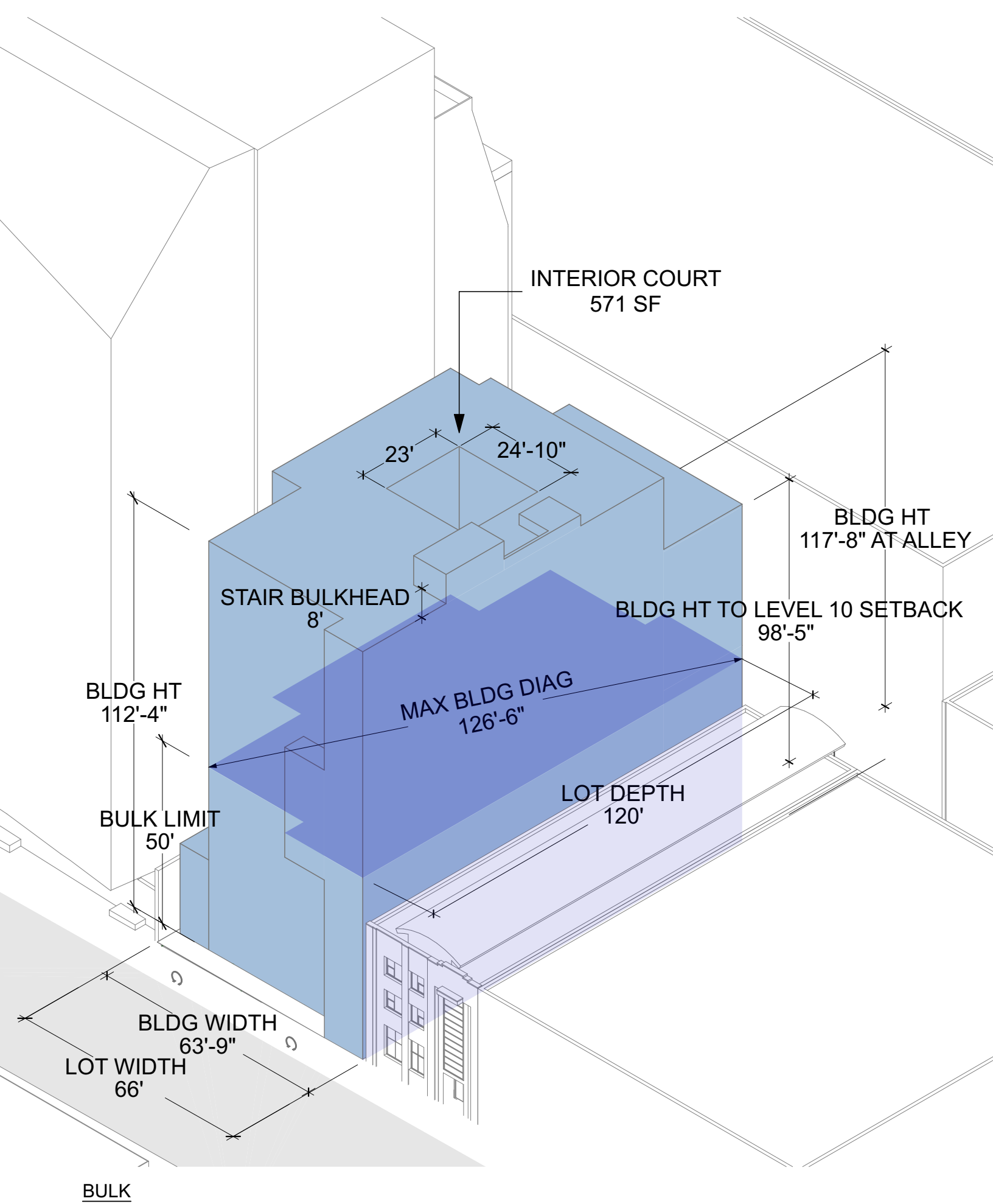
DEMOLISH AN EXISTING ONE-STORY OVER BASEMENT COMMERCIAL BUILDING ON A THROUGH LOT AND CONSTRUCT AN 11-STORY, 112'-4" TALL MIXED-USE BUILDING, CONSISTING OF 55 DWELLING UNITS OVER 2 GROUND FLOOR COMMERCIAL/ RETAIL SPACES & A 21-CAR ON GRADE GARAGE OFF REDWOOD ALLEY.

EXISTING SITE CONDITION

ONE-STORY OVER BASEMENT COMMERCIAL BUILDING WITH FULL LOT COVERAGE. SITE IS PART OF VAN NESS SPECIAL USE DISTRICT. ZONING IS RC-4.

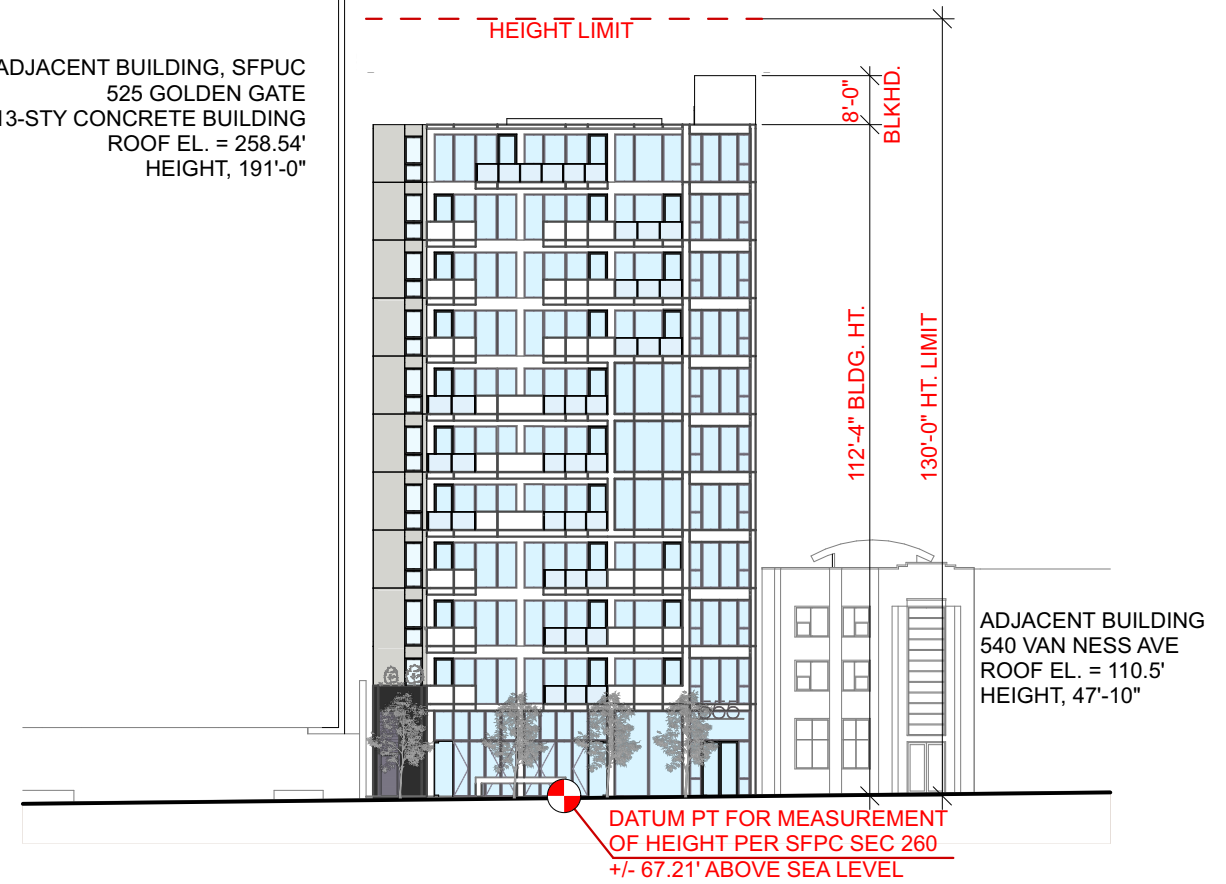
SHEET INDEX

01	RENDERING
02	RENDERING
03	SITE INFORMATION
04	PLANNING INFORMATION
05	SITE STUDY
06	SITE CONTEXT
07	SITE CONTEXT
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09	PLANNING CODE ANALYSIS
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19	BASEMENT LEVEL
20	LEVEL 1
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29	LEVEL 9
30	LEVEL 10
31	LEVEL 11
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33	ROOF BULKHEAD
34	STREET CONTEXT ELEVATION
35	STREET CONTEXT ELEVATION
36	GOLDEN GATE AVE ELEVATION
37	REDWOOD ALLEY ELEVATION
38	EAST ELEVATION
39	WEST ELEVATION
40	SECTION A-A
41	SECTION B-B
42	SECTION C-C



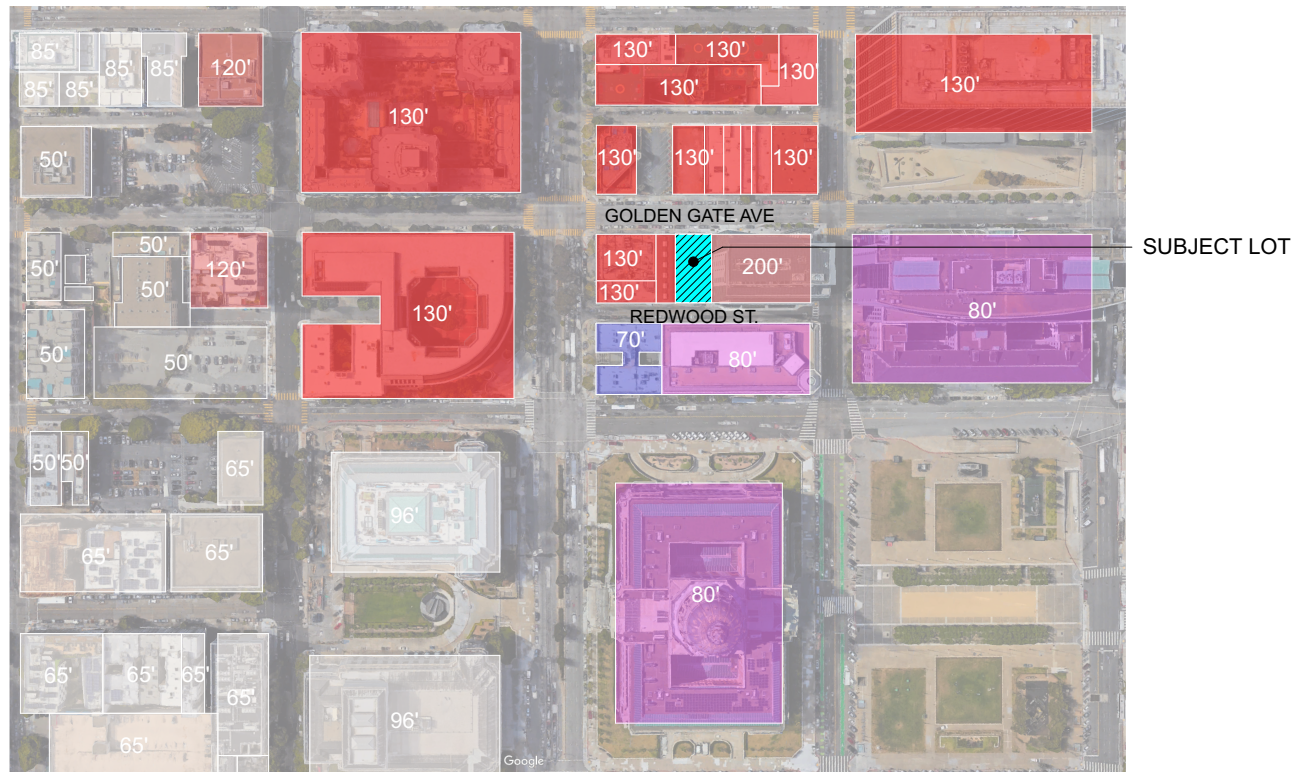
HEIGHT

ADJACENT BUILDING, SFPUC
525 GOLDEN GATE
13-STY CONCRETE BUILDING
ROOF EL. = 258.54'
HEIGHT, 191'-0"

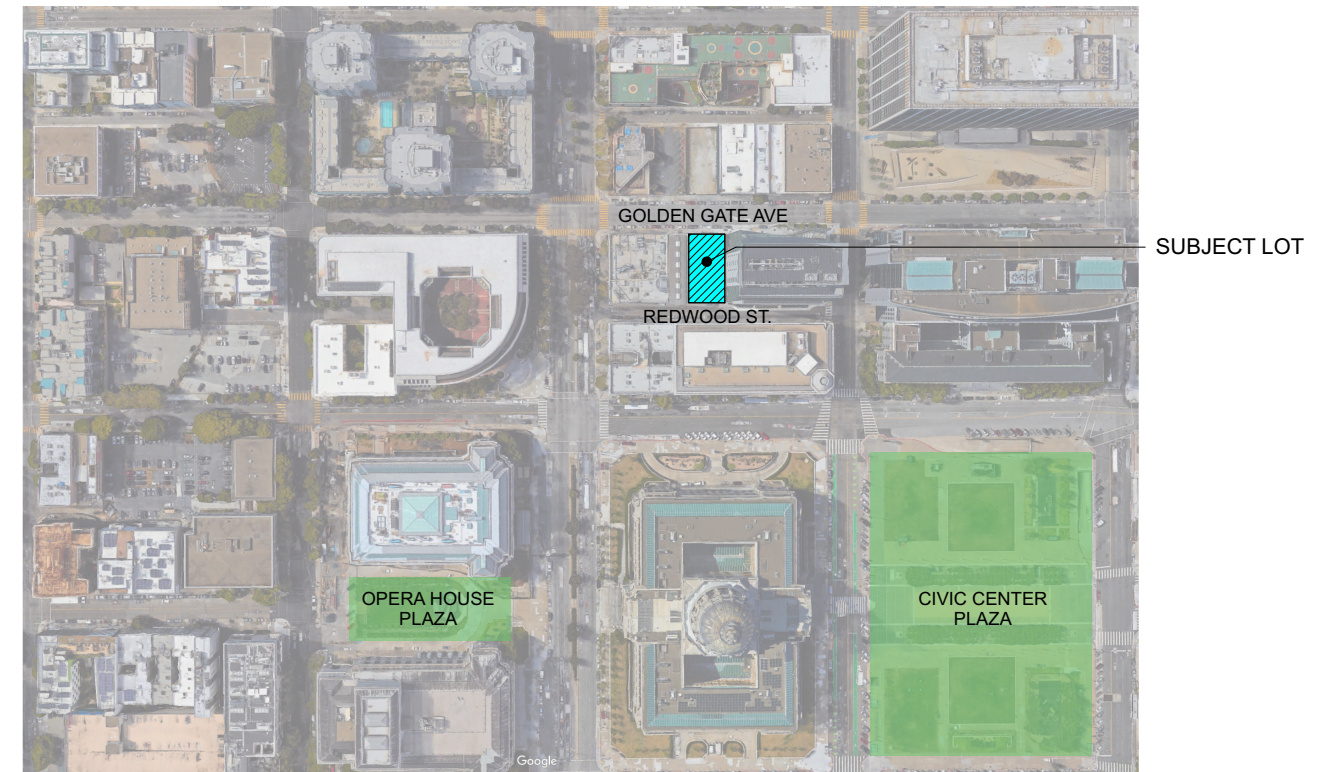


BIRD SAFE BUILDING

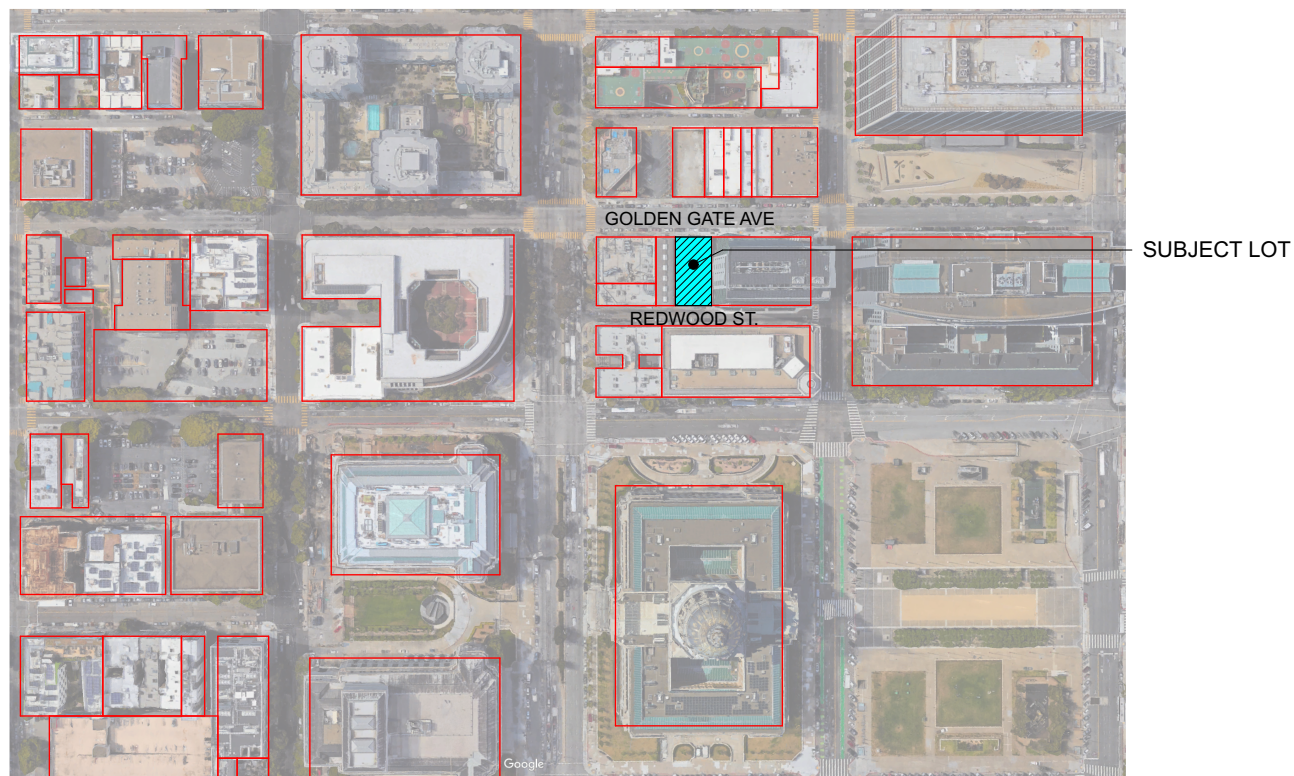
90% OF GLAZING WILL BE TREATED WITH UV PATTERNS VISIBLE TO BIRDS PER SFPC SEC. 139



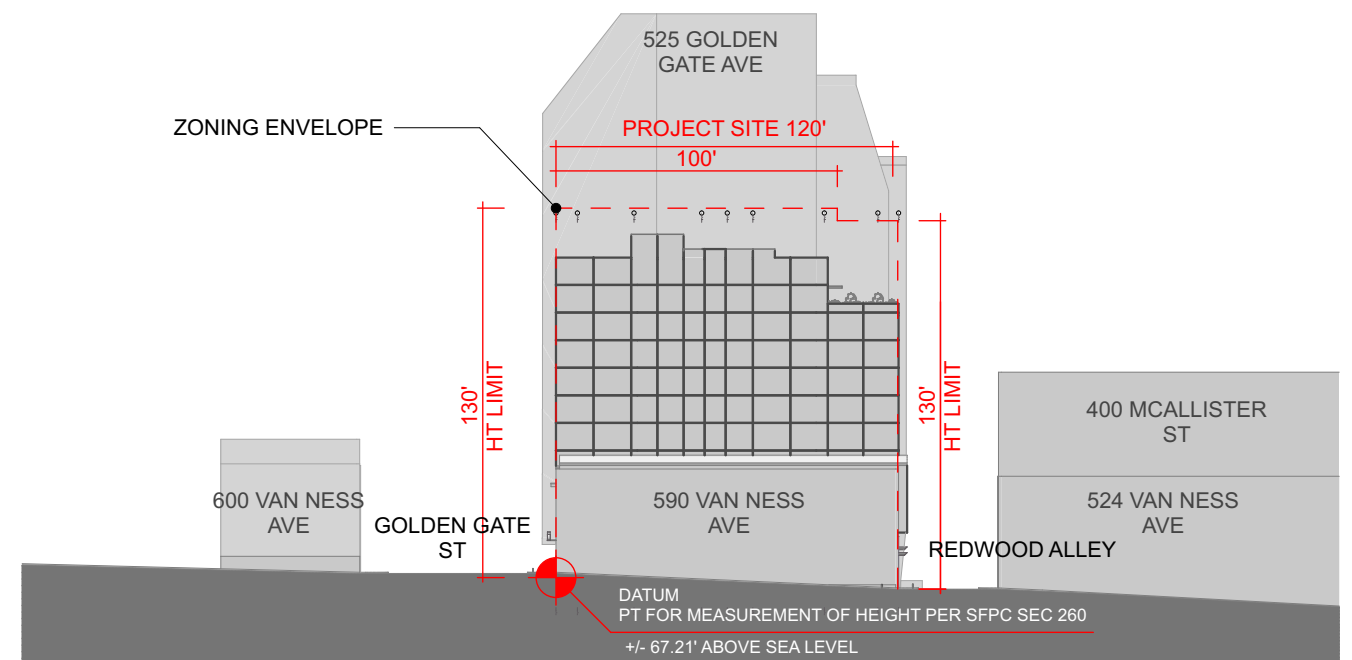
HEIGHT LIMITS



AREA PARKS

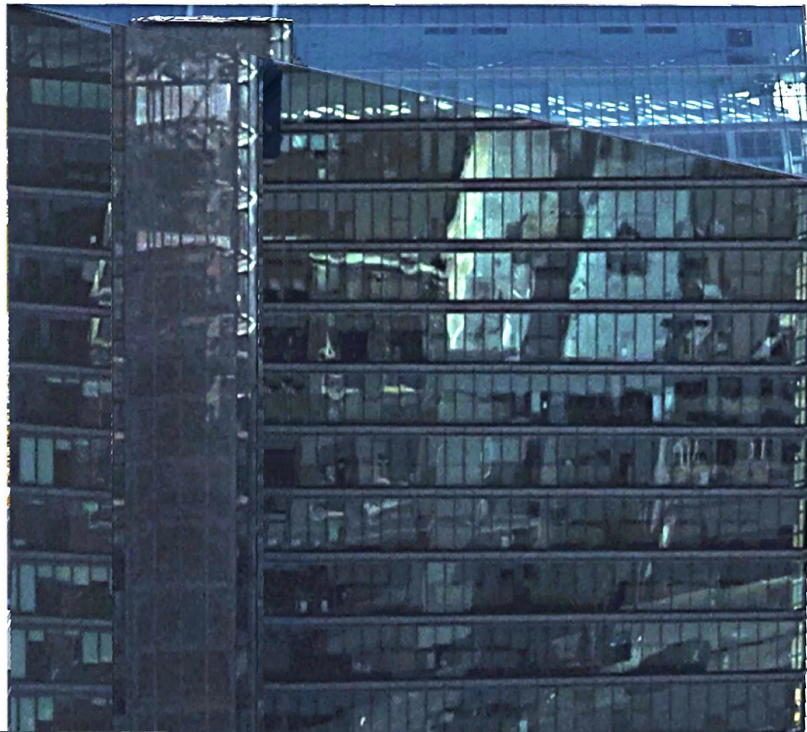


LOT PATTERN



VAN NESS AVE ELEVATION, VIEW AND CONTEXT

ADJACENT PUC BUILDING
525 GOLDEN GATE AVE.
HEIGHT, 191'-0"



POLK ST.



PROJECT SITE
555 GOLDEN GATE AVE.



ADJACENT BUILDING
540 GOLDEN GATE AVE.
HEIGHT, 47'-10"



VAN NESS AVE.



EXISTING SOUTH ELEVATION OF GOLDEN GATE AVE.

1

VAN NESS AVE.



OPPOSITE PROJECT SITE



POLK ST.

EXISTING NORTH ELEVATION OF GOLDEN GATE AVE.

2



EXISTING NORTH ELEVATION OF REDWOOD ALLEY

1



EXISTING SOUTH ELEVATION OF REDWOOD ALLEY

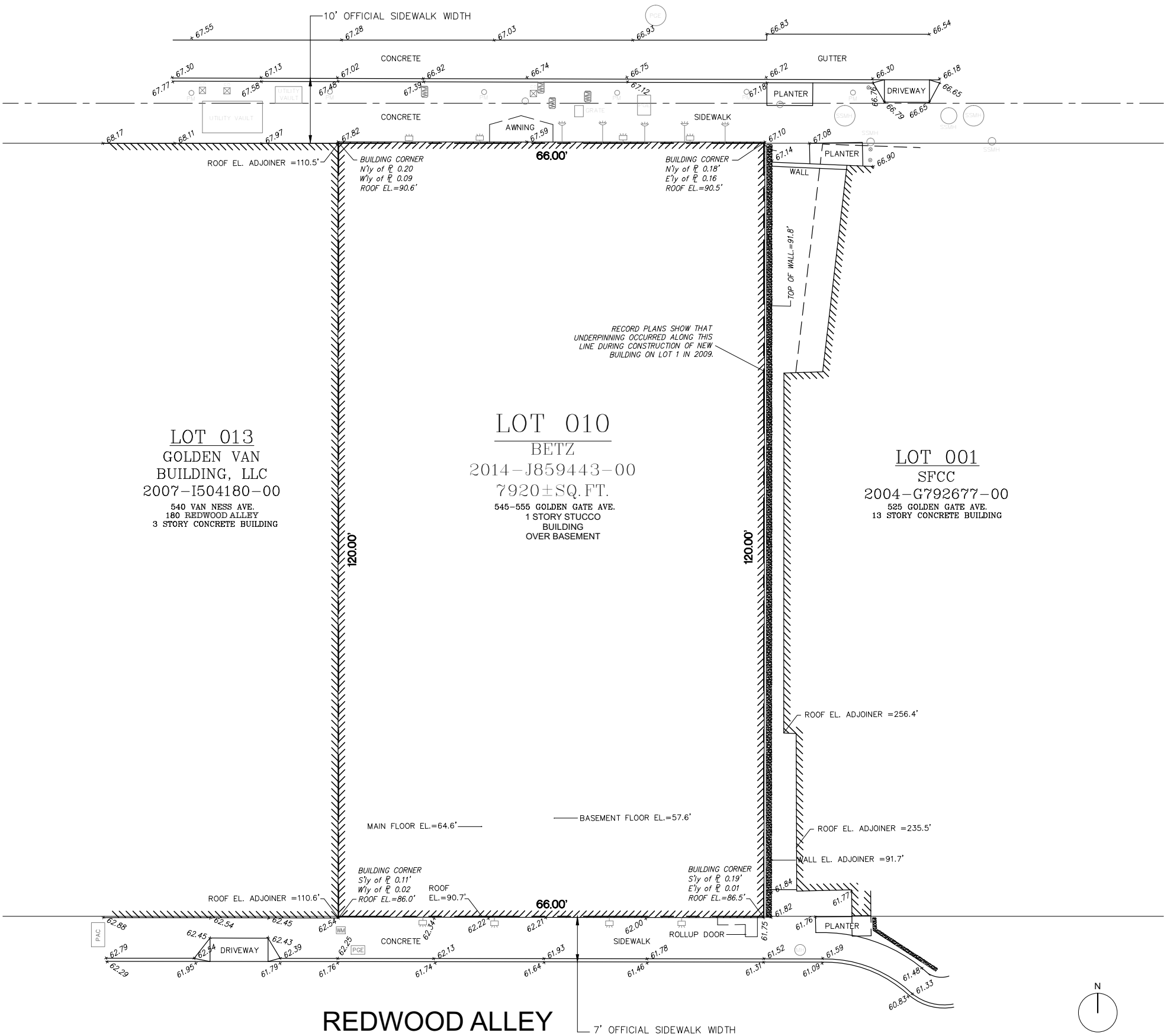
2

PLANNING CODE ANALYSIS TABLE

CODE REFERENCE	REQUIRED/ALLOWED	PROPOSED	CU
RESIDENTIAL DENSITY			
SEC.207	No density limits in the Van Ness SUD	55 dwelling units	-
FLOOR AREA RATIO			
SEC.125(b); SEC.243(c)(1)	The basic floor area ratio limit shall be 7.0 to 1 in the 130-foot height district; A floor area premium may be added by increasing the depth of the lot or portion along such street or alley by one-half the width of such street or alley or 10 feet, whichever is the lesser: Base (7 FAR x 7,919 SF = 55,433 GSF) + Premium (7 FAR x 10' x 66' = 4,620 GSF) = Total 60,053 GSF	Complies; 60,043 GSF	-
HEIGHT LIMITS			
SEC.253	130-V; Any new construction in the Van Ness SUD exceeding 50 feet in height shall be permitted only as a conditional use upon approval by the Planning Commission; A building over 40 feet in height in a RC District with more than 50 feet of street frontage on the front façade is subject to the conditional use requirement.	112 feet; CUA required for exceeding 50 feet in Van Ness SUD and exceeding 40 feet with more than 50 feet of street frontage in RC-4	CU Required
BULK LIMITS			
SEC.270; SEC 271	110 feet maximum length and 140 feet maximum diagonal; Deviations from the bulk limits under this section shall be permitted only upon approval by the City Planning Commission according to the procedures for conditional use approval	Length: 120 feet; Diagonal: 126.5 feet CUA required for building length exceeding the bulk limits	CU Required
INCLUSIONARY HOUSING REQUIREMENT			
SEC.415	20 percent fee; 13.5 percent on-site; 20 percent off-site	Complies; 13.5 percent onsite (7 units)	-
WIND COMFORT LEVEL			
SEC.243(c)(15)	Reduction of Ground Level Wind Currents: New buildings shall be shaped, or other wind baffling measures shall be adopted, so that the development will not cause year-round ground level wind currents to exceed, more than 10 percent of the time, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 mph equivalent wind speed in areas of pedestrian use. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.	The proposed project will require a CUA exception for exceedances of the Planning Code wind comfort criteria. Wind testing showed that the existing wind speeds currently exceed the comfort levels specified in SEC.243(c) (15)(A) at all but two test points. With the addition of the proposed project, 17 of the 19 test locations meet the comfort criteria, the same number of locations as with the existing scenario. The proposed project is expected to reduce the average 10 percent exceeded wind speeds by 0.5 mph for an average of 13.7 mph, reduce the average percentage of time the wind speed exceeds the 11-mph criterion by two (2) percent, and satisfy the wind hazard criteria.	CU Required
STANDARDS FOR BIRD-SAFE BUILDINGS			
SEC.139	Bird-Safe Glazing Treatment is required such that (i) the building facade beginning at grade and extending upwards for 60 feet or (ii) glass facades directly adjacent to landscaped roofs two (2) acres or larger and extending upwards 60 feet from the level of the subject roof facing the Urban Bird Refuge consists of no more than 10% untreated glazing	Complies; the proposed project is expected to utilize Bird-Safe glazing and glass railing compliant to the codes	-
SHADOWS ON PARKS			
SEC.295	No building permit authorizing the construction of any structure that will cast any shade or shadow upon any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission may be issued except upon prior action of the Planning Commission.	The proposed project is not expected to result in significant impacts related to shadow. Please refer to the Exemption from Environmental Review Case Number 2014.1102E	-
STORMWATER MANAGEMENT			
SFPUC	Requires new and redevelopment projects to manage stormwater using green infrastructure (i.e. stormwater controls or best management practices) and to maintain that green infrastructure for the lifetime of the project.	Complies; the proposed project is expected to comprise four (4) flow-through planters	-

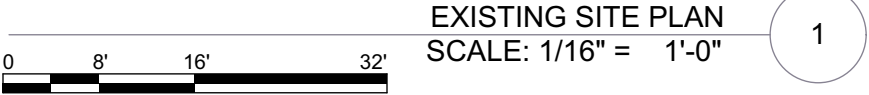
REAR YARD SETBACK			
SEC.134; SEC.243(c)(6); SEC. 307	Required at first residential level and above 25 percent of the lot depth, but in no case less than 15 feet Lot area 7,919 SF x 25% = 1,980 SF required.	Administrative modification for the rear yard required. 4,408 SF of qualifying private & common open space provided & 803 SF of non-qualifying open space provided for a total of 5,211 SF of combined open space in lieu of a 25% (1,980 SF) rear yard. Qualifying open space is provided on each level containing residential dwelling units.	-
USABLE OPEN SPACE			
SEC.135; TABLE 135A	36 square feet if private, or a ratio of 1.33 (48 square feet) per dwelling unit if common 44 private balconies @ 36 square feet = 1,584 square feet; Common open space for 11 units @ 48 square feet = 528 square feet Total open space required: 2,112 square feet	Complies; 44 units are expected to have private open space of 3,879 square feet. Common open space provided by common roof deck of 529 square feet at 10th floor. (Total Open Space: 4,408 square feet)	-
STREET TREES			
SEC.138.1(c)(1)	One tree per 20 feet; six (6) street trees are required	Four (4) new street trees; seek in-lieu fee waiver for remaining two (2) trees due to site conflict	-
EXPOSURE			
SEC.140	At least one room measuring 120 square feet must face an open area (street, rear yard, or light court)	Complies; All units have a 120-square-foot room that faces Golden Gate Avenue or Redwood Alley	-
STREET FRONTAGE			
SEC.145.1	Active uses required within first 25 feet of building depth; 60 percent of frontages must be transparent	Active uses are provided on both Golden Gate Avenue and Redwood Alley; ground floor is modified per UDAT comments	-
GROUND FLOOR CEILING HEIGHT			
SEC.145.1(c)(4)	Minimum floor-to-floor height of 14 feet	Complies; 15'-0" +/- provided at the Golden Gate commercial spaces. 20'-4" +/- provided at the Redwood Alley commercial spaces.	-
OFF-STREET PARKING: RESIDENTIAL USES			
SEC.151.1; TABLE 209.3	None required. Up to one space for every two units permitted (28 spaces)	Complies; 21 total spaces: 19 spaces, 1 space for persons with disabilities, 1 car share	-
OFF-STREET PARKING: NON-RESIDENTIAL USES			
SEC.151.1; TABLE 209.3	(TABLE 151.1) Up to one car for each 500 square feet of occupied floor area up to 20,000 square feet; (TABLE 209.3) None required. Up to one space for every two (2) units permitted	Complies; None	-
OFF-STREET FREIGHT LOADING SPACES			
SEC.152; TABLE 152	Retail Sales, Services, and Industrial Uses: None required for Occupied Floor Area below 10,000 square feet All Other Uses: None required for Occupied Floor Area below 100,000 square feet	Complies; None	-
CAR SHARE			
SEC.166	None required for 49 or less units; one (1) required for 50-200 units	Complies; the proposed project is expected to provide one (1) off-street car share parking space	-
BICYCLE PARKING: RESIDENTIAL USES			
SEC.155.2	One (1) Class-1 space for every dwelling unit; One (1) Class-2 stall per 20 units	Complies; Class-1: 55 stalls located in building. ; Class-2: 4 stalls located on sidewalk.	-
BICYCLE PARKING: NON-RESIDENTIAL USES			
SEC.155.2	Sales and Services Use Category: One (1) Class-1 space for every 7,500 square feet of occupied floor area; Minimum two (2) Class-2 spaces. One (1) Class 2 space for every 2,500 square feet of occupied floor area	Complies; Class-2: 2 stalls located on sidewalk.	-

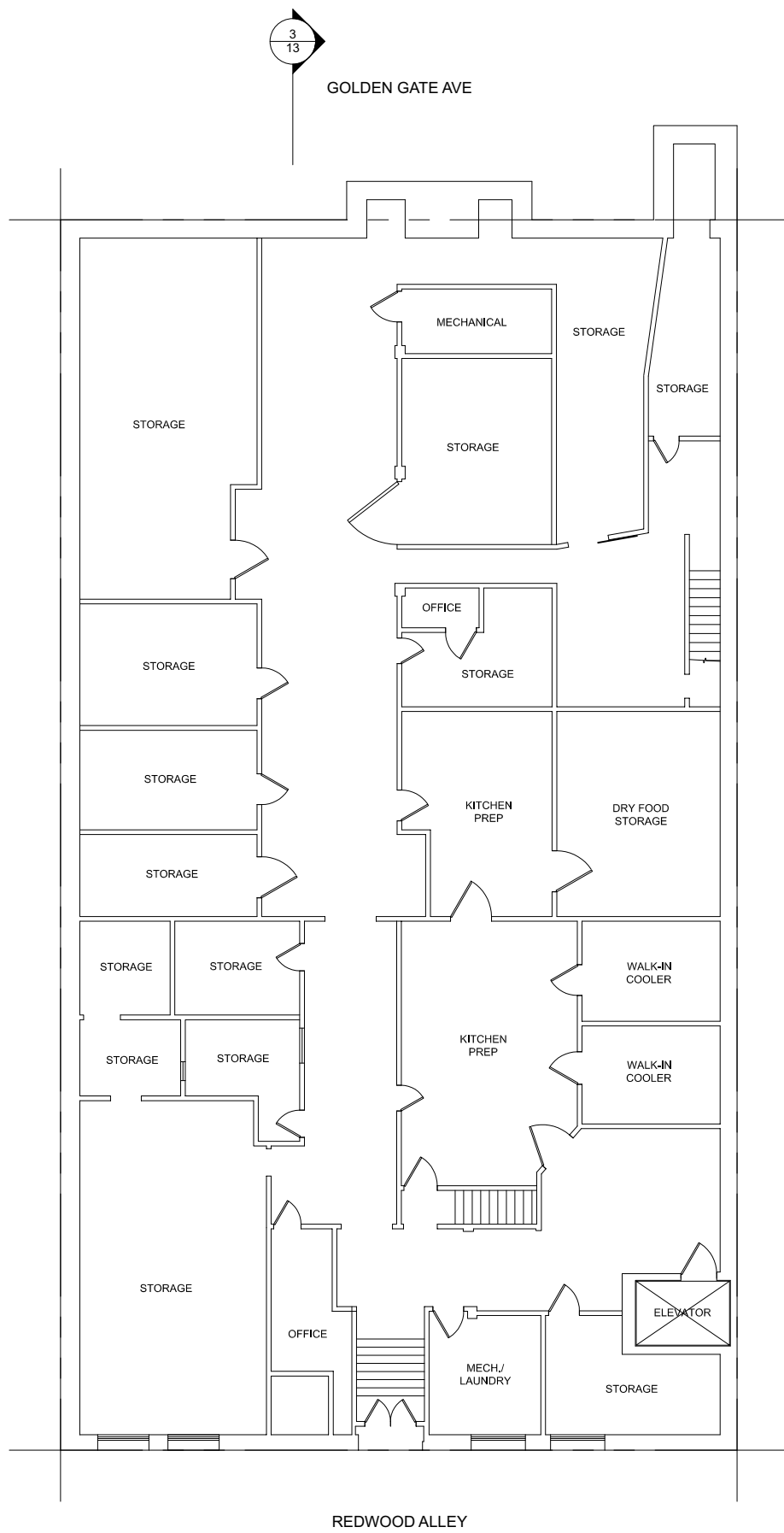
GOLDEN GATE AVE. (68.75' WIDE)





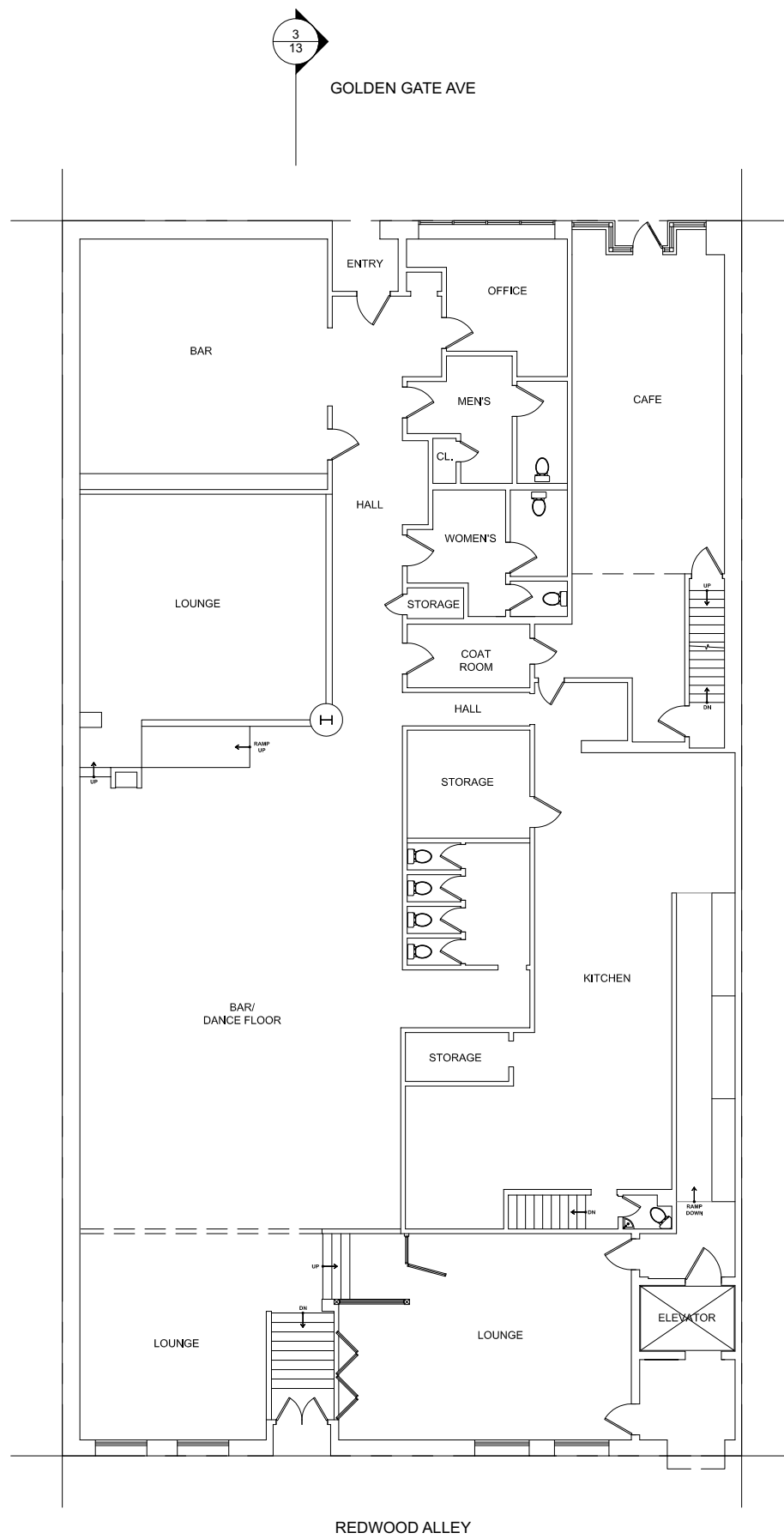
REDWOOD ALLEY





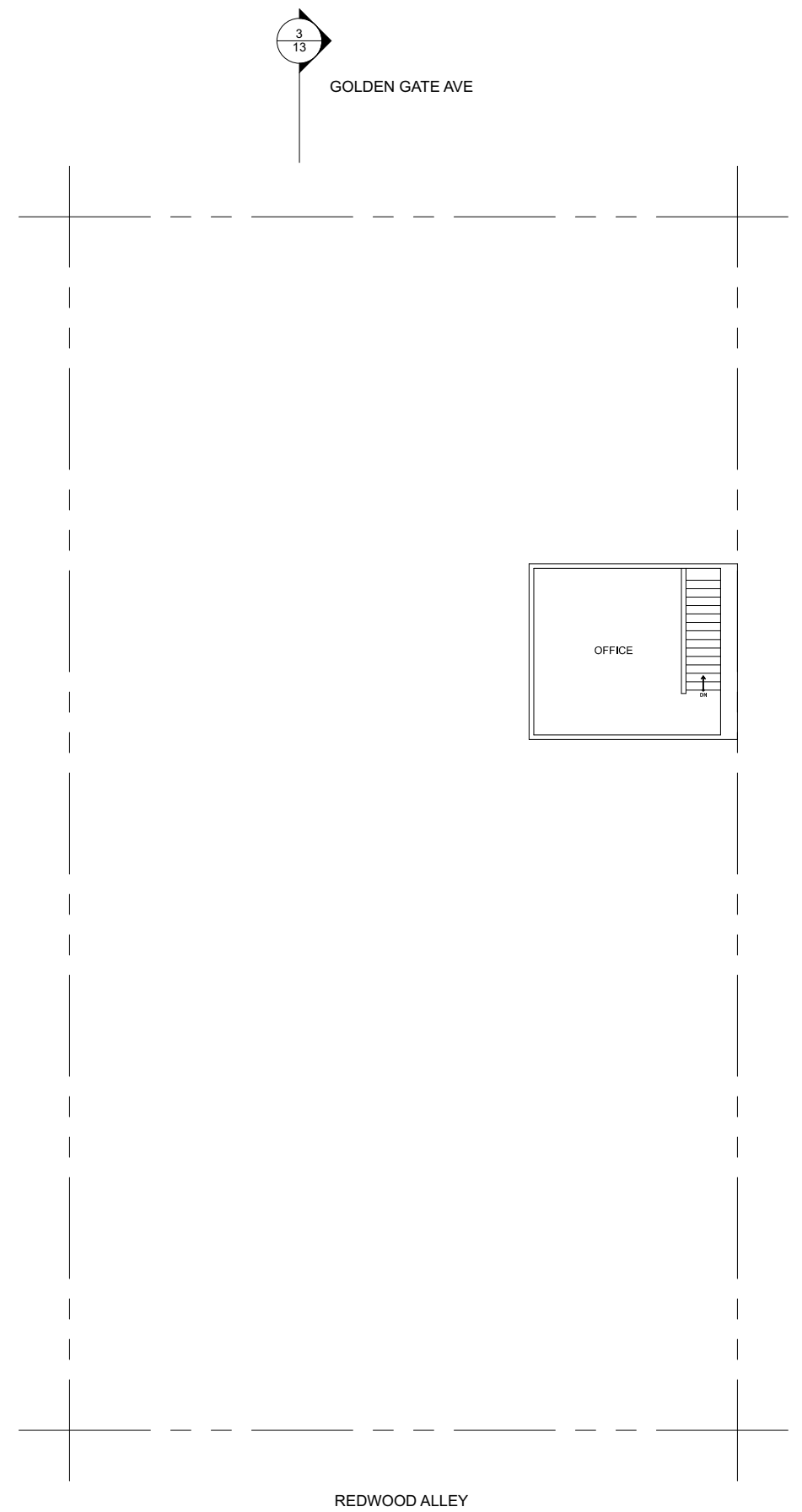
BASEMENT FLOOR PLAN
SCALE: 1/16" = 1'-0"

1



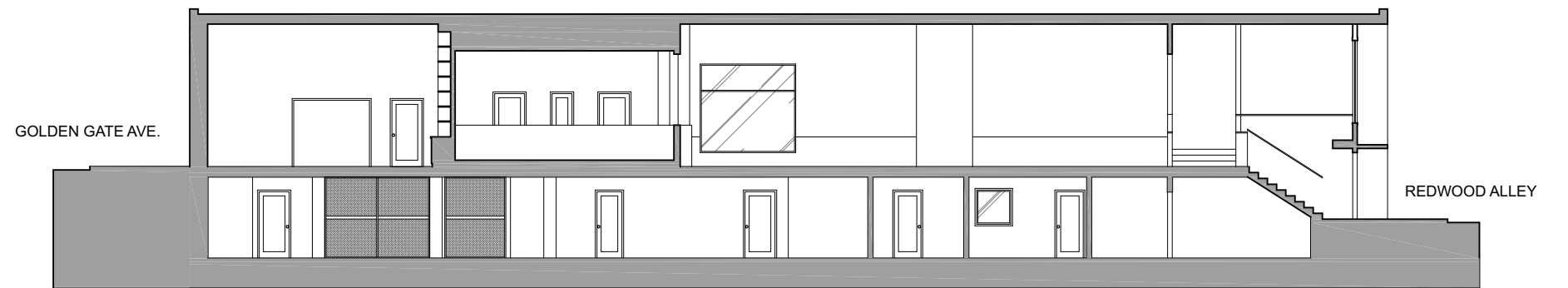
GROUND FLOOR PLAN
SCALE: 1/16" = 1'-0"

2



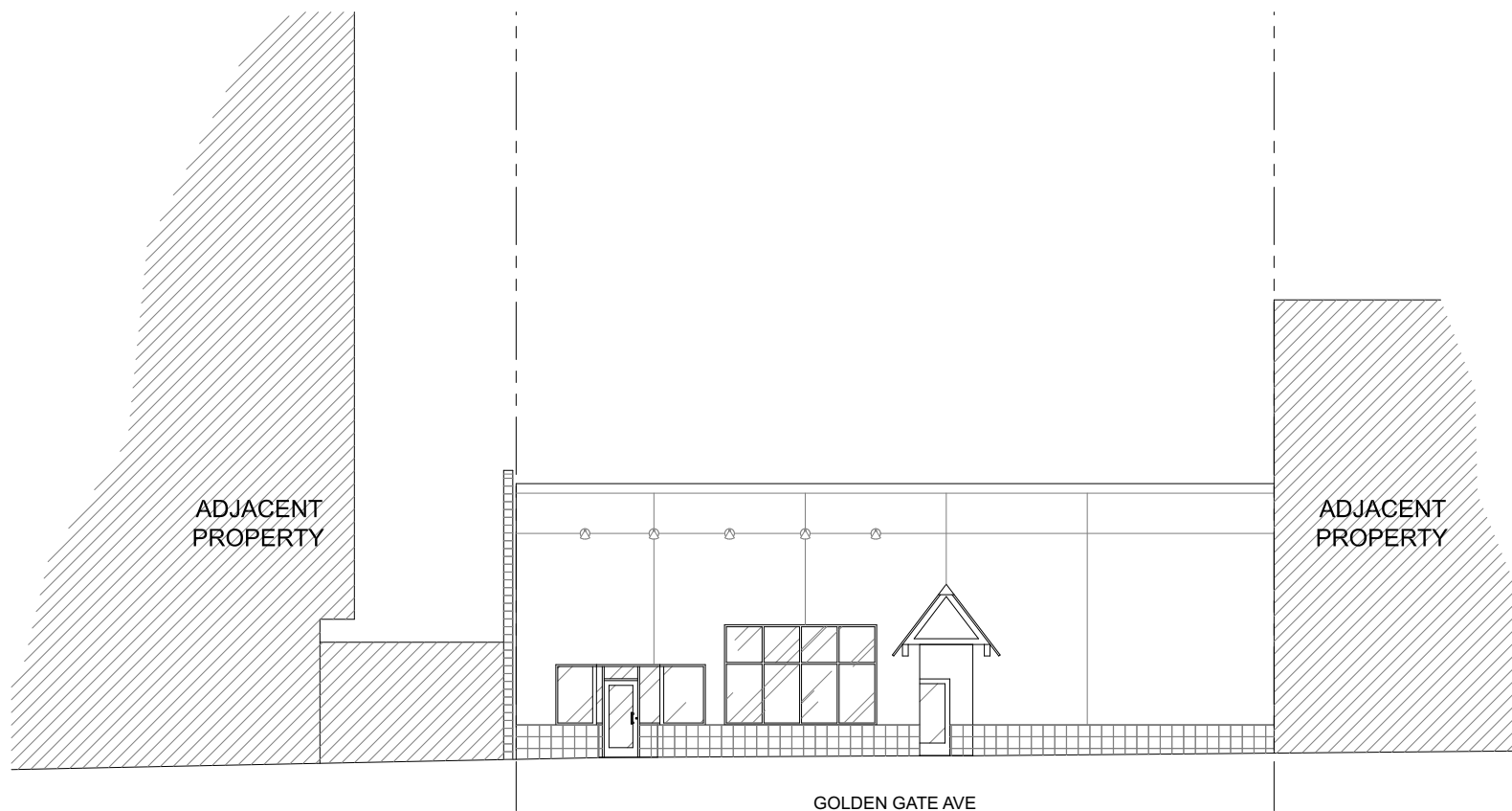
SECOND FLOOR PLAN
SCALE: 1/16" = 1'-0"

3



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

3



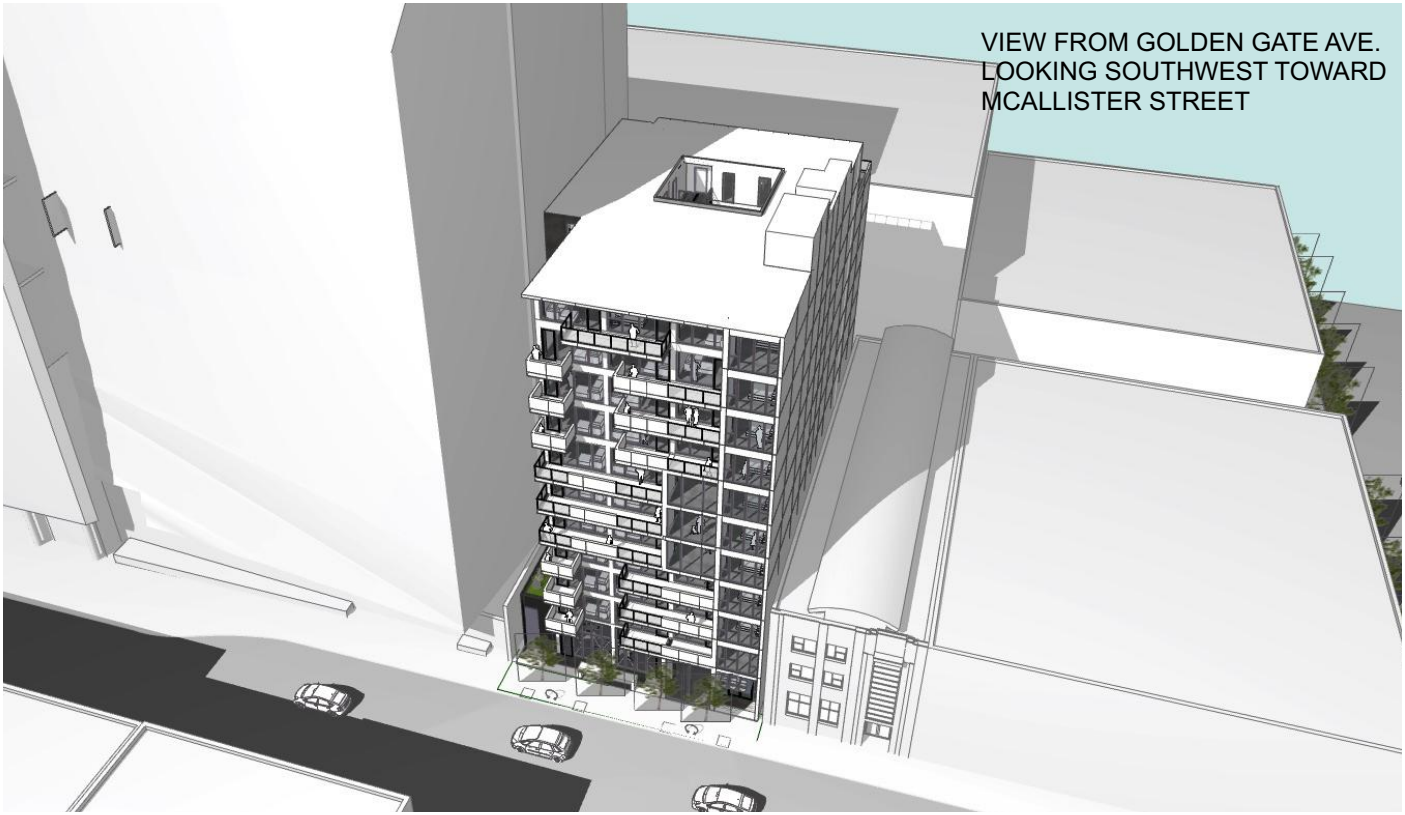
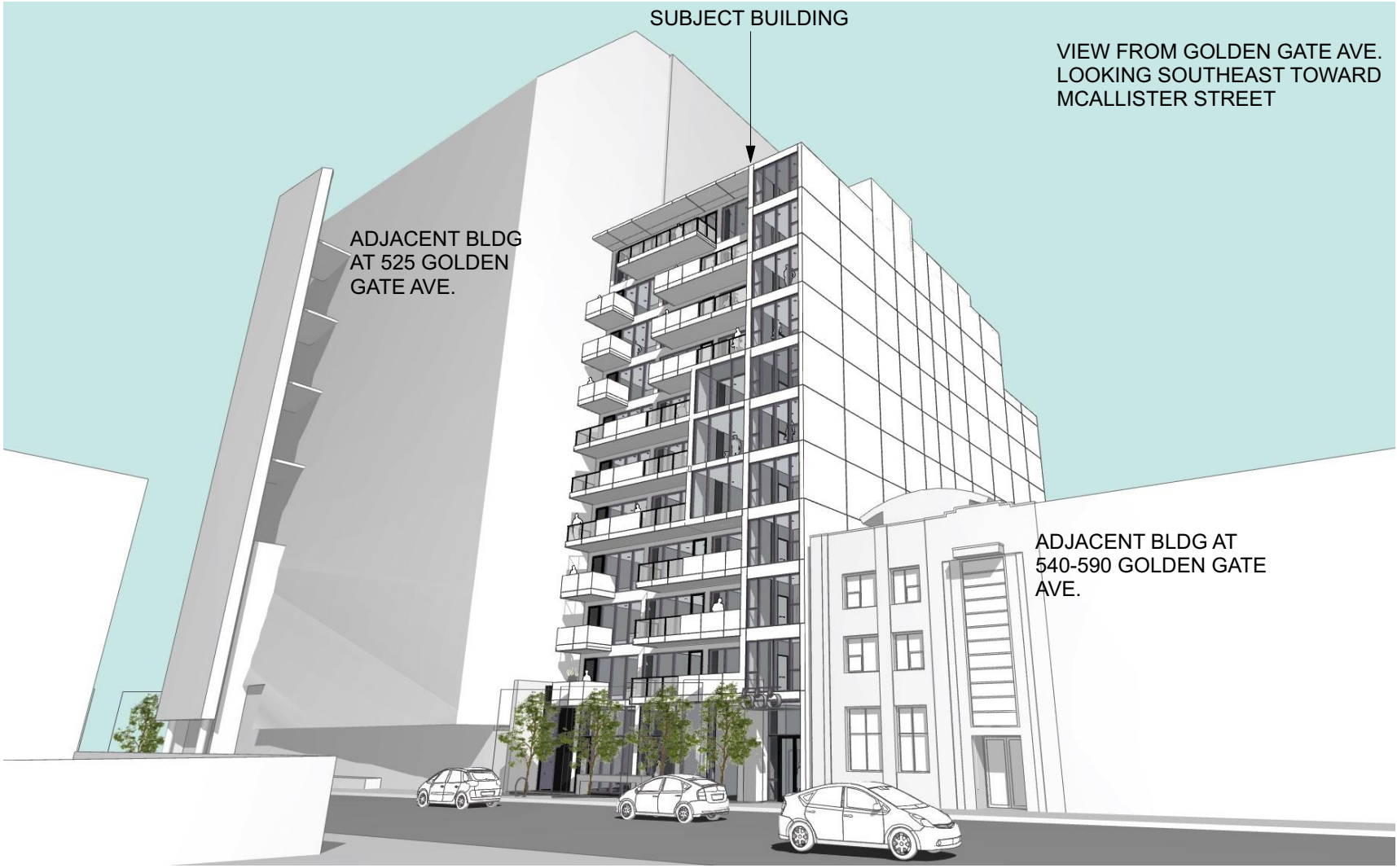
EXISTING NORTH ELEVATION
SCALE: 1/16" = 1'-0"

2

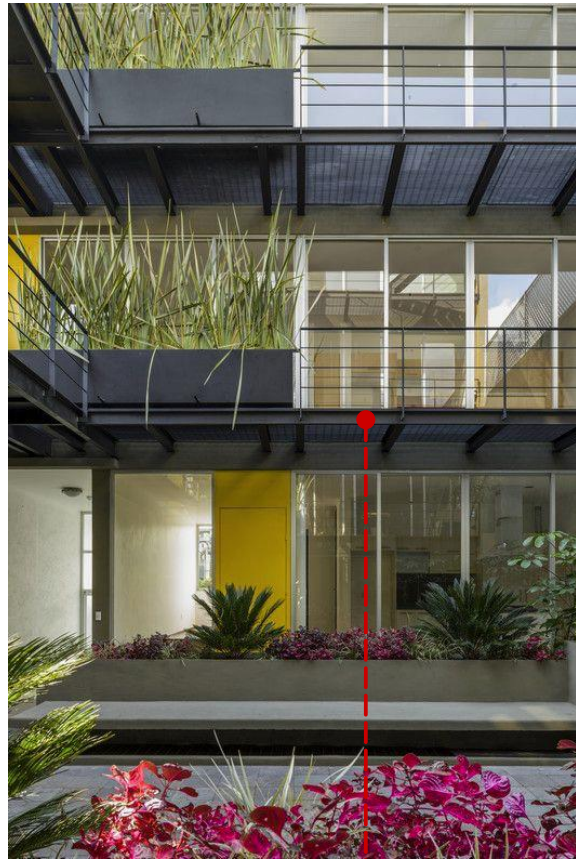


EXISTING SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

1



OPEN GRADING BRIDGE
(INTERIOR COURT CONCEPT)



REFERENCE IMAGE
BRIDGE CONCEPT



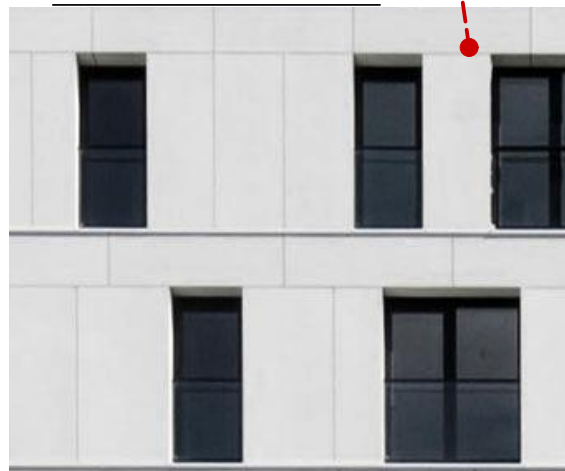
PAINTED STUCCO



REFERENCE IMAGE



FIBER CEMENT PANEL



REFERENCE IMAGE

SUBJECT BUILDING

GLASS RAILING



NOTE: GLASS PANELS TO
BE LESS THAN 24SF PER
PANEL PER PLANNING
CODE SEC 139 FOR BIRD
SAFE STANDARDS

REFERENCE IMAGE

STOREFRONT



REFERENCE IMAGE

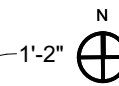
GOLDEN GATE AVE. (68.75' WIDE)

66'

GOLDEN GATE AVE.

54'-9 1/2"

8'-11 1/2"



RESIDENTIAL ENTRY

COMMERICAL ENTRY

UCD

COMMERICAL ENTRY

19'-5 1/2"

26'-4 1/4"

18'-4 1/4"

24'-9"

25'-9"

24'-9 1/2"

10'-2"

+187.99

STAIR BULKHEAD

+182.83

ELEVATOR BULKHEAD

10'

25'-10"

OPEN INTERIOR COURT (571 SF)

24'

+179.82'

+82.82'

FLOW THROUGH PLANTER

10'-1 1/2"

4'-9"

ADJACENT BUILDING (PUC BLDG)
525 GOLDEN GATE AVENUE
LOT 001
13 STORIES

ADJACENT BUILDING
540 VAN NESS AVENUE
LOT 013
3 STORIES

TRADITIONAL PLANTER

+169.82'

PRIVATE BALCONY

COMMON ROOF DECK
15.33' x 24'

+160.15'

PRIVATE ROOF DECK

+160.15'

FLOW THROUGH PLANTER

10'-1 1/2"

15'-1 1/2"

+85.82'

RESIDENTIAL ENTRY/EXIT

1'-1"

10'

+62.07'

COMMERICAL ENTRY

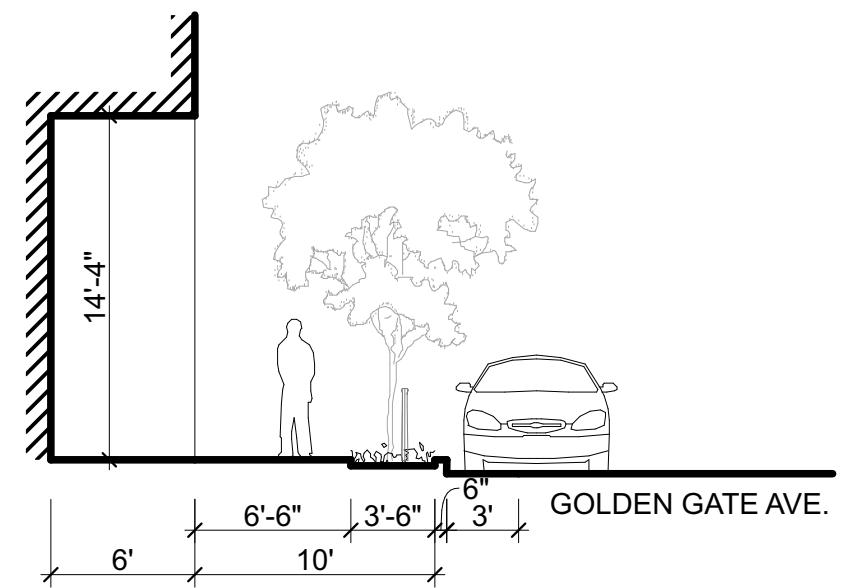
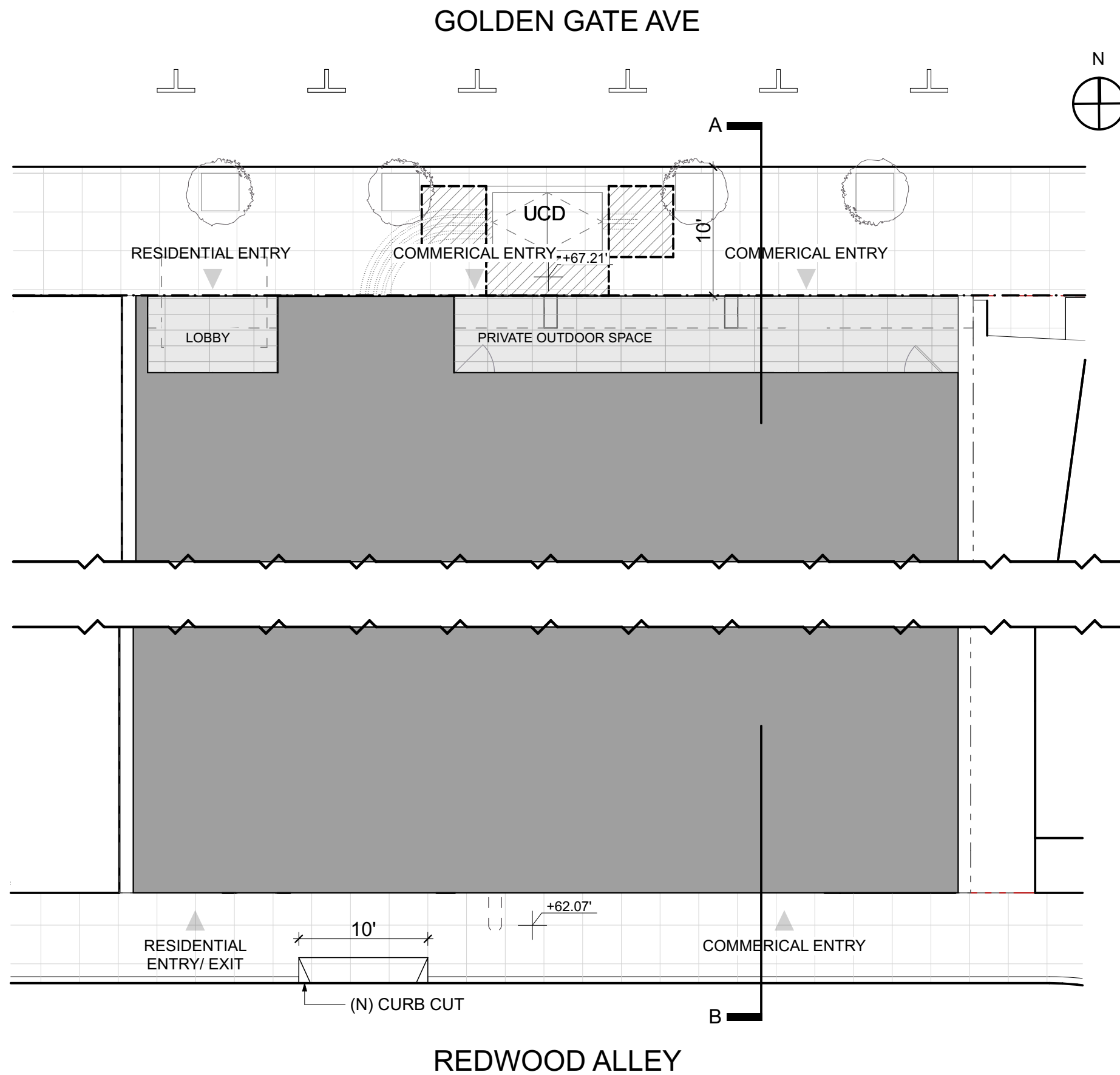
1'-2"

REDWOOD ALLEY (35' WIDE)

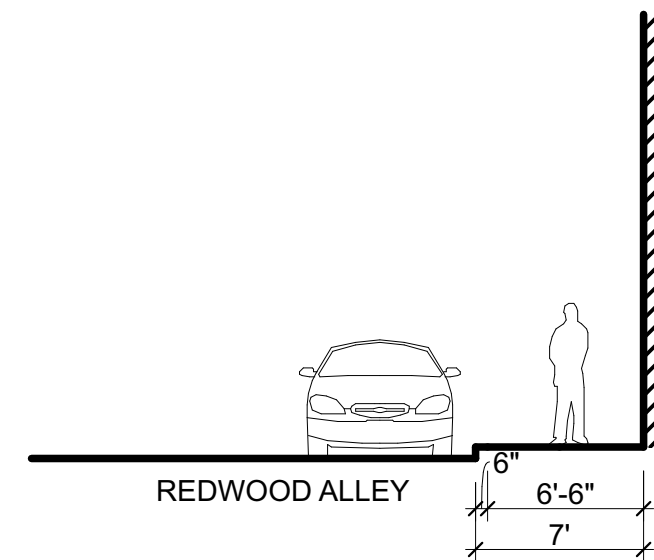
0 8' 16' 32'

PROPOSED SITE PLAN
SCALE: 1/16" = 1'-0"

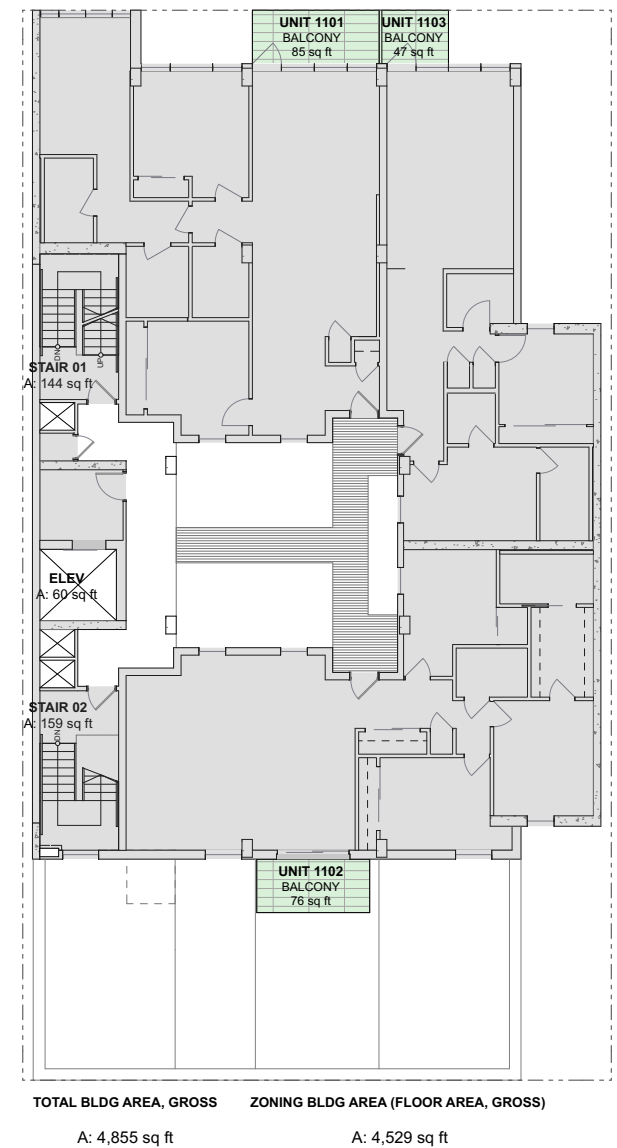
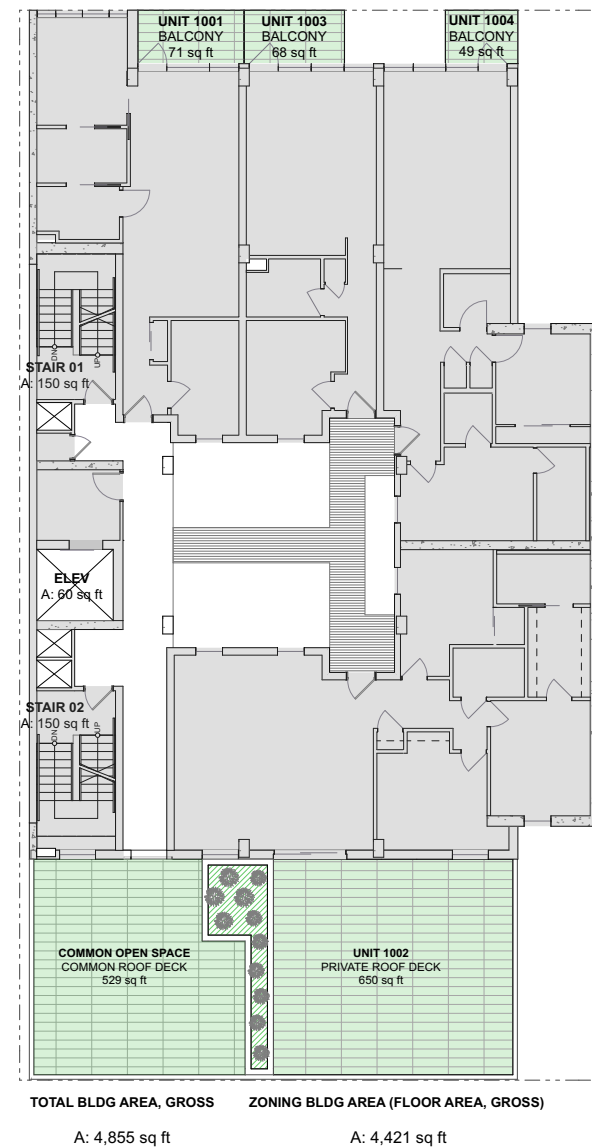
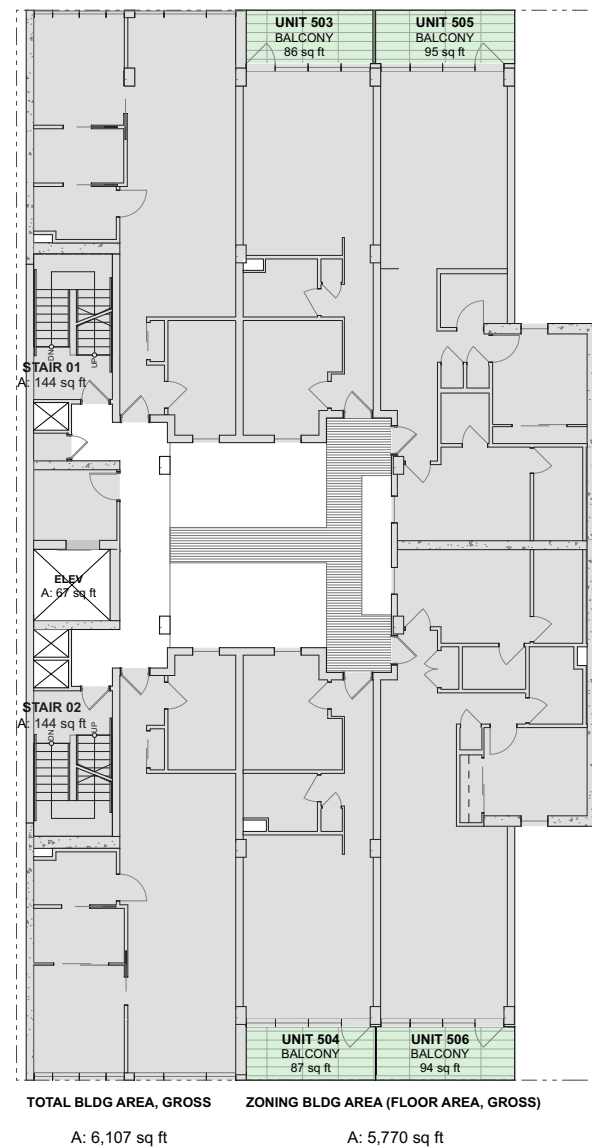
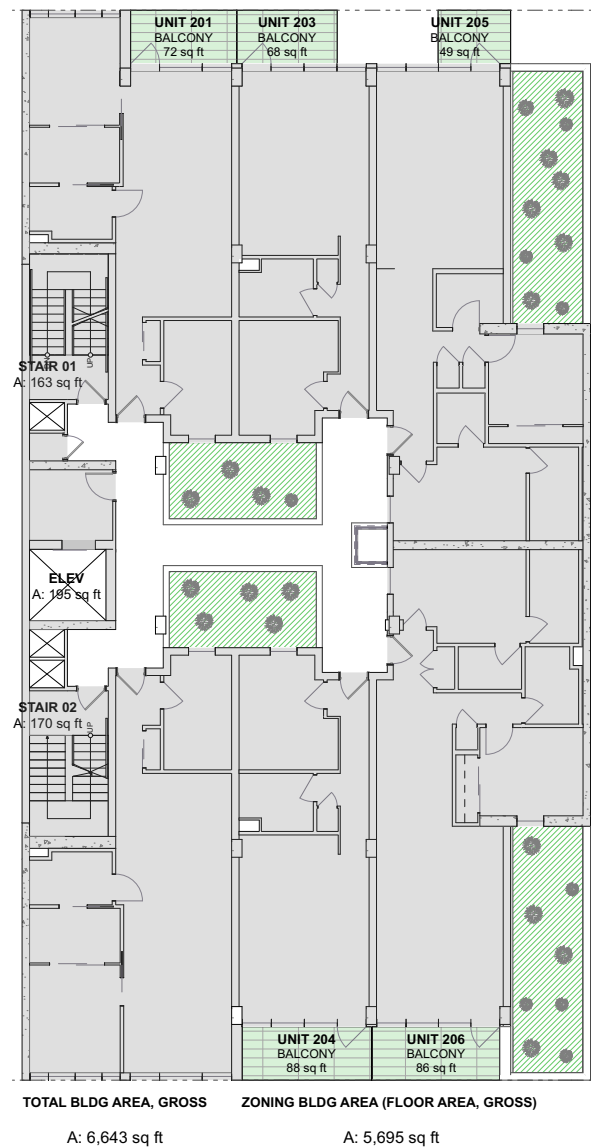
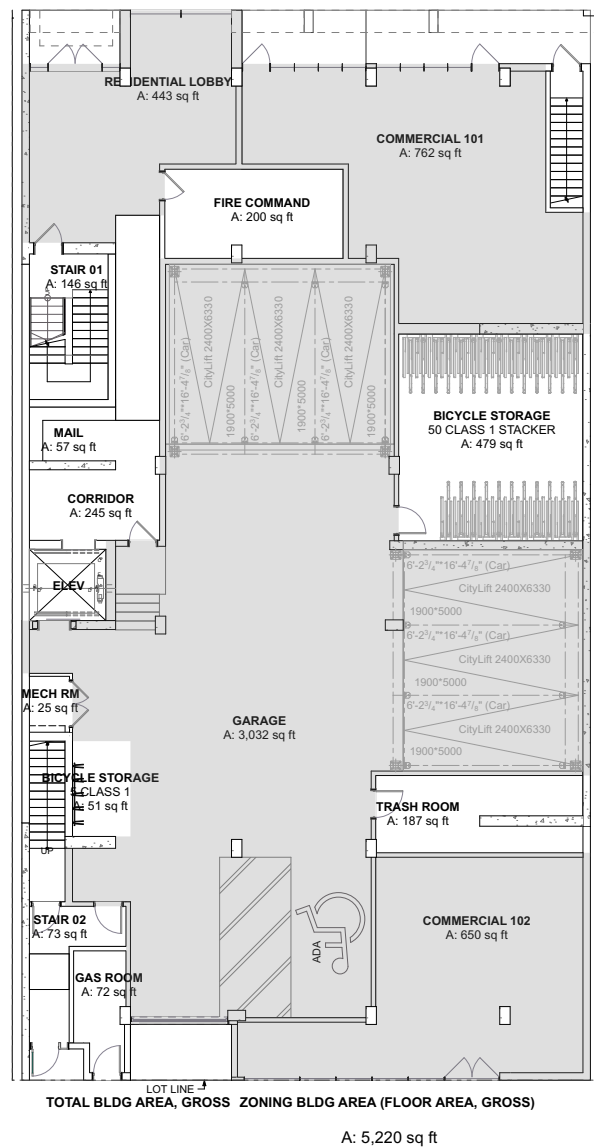
1



SECTION A






SECTION B



GENERAL ZONING DATA		AREA CALCULATIONS		
SITE AREA:	120'L x 66'W = 7,919 SF	FLOOR	TOTAL BLDG AREA, GROSS (SQ FT)	ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)
ZONING DISTRICT:	RC-4	BASEMENT	3,480	0
RESIDENTIAL DENSITY:	N/A	GROUND FLOOR 0'	7,262	5,220
F.A.R.:	7 : 1	MEZZANINE	1,159	0
APPLICATION TO RESIDENTIAL:	YES	STORY 2 +15'-0"	6,643	5,695
F.A.R. PREMIUM	YES	STORY 3 +24'-8"	6,032	5,695
		STORY 4 +34'-4"	6,032	5,695
F.A.R. PREMIUM PER SECTION 125		STORY 5 +44'-0"	6,107	5,770
MAXIMUM RESIDENTIAL DENSITY:	N/A	STORY 6 +53'-8"	6,129	5,792
PERMITTED FLOOR AREA BY ZONING:	55,433 GSF	STORY 7 +63'-4"	6,129	5,792
F.A.R. PREMIUM BONUS:	4,620 GSF	STORY 8 +73'-0"	6,054	5,717
		STORY 9 +82'-8"	6,054	5,717
TOTAL FLOOR AREA PERMITTED:	60,053 GSF	STORY 10 +92'-4"	4,855	4,421
		STORY 11 +102'-0"	4,855	4,529
		TOTAL	70,791 sq ft	60,043 sq ft

OPEN SPACE CALCULATIONS		
OPEN SPACE (QUALIFYING) (SQ FT)	OPEN SPACE (NON- QUALIFYING) (SQ FT)	QUALIFYING & NON- QUALIFYING OPEN SPACE (SQ FT)
0	0	0
0	0	0
0	0	0
363	723	1,086
369	0	369
369	0	369
362	0	362
339	0	339
339	0	339
346	0	346
346	0	346
1,367	80	1,447
208	0	208
4,408 sq ft	803 sq ft	5,211 sq ft

KEY	
	SAN FRANCISCO PLANNING CODE 2013: SEC.102 -DEFINITION -FLOOR AREA, GROSS
	OPEN SPACE, (QUALIFYING)
	OPEN SPACE, (NON-QUALIFYING)

NET FLOOR AREA

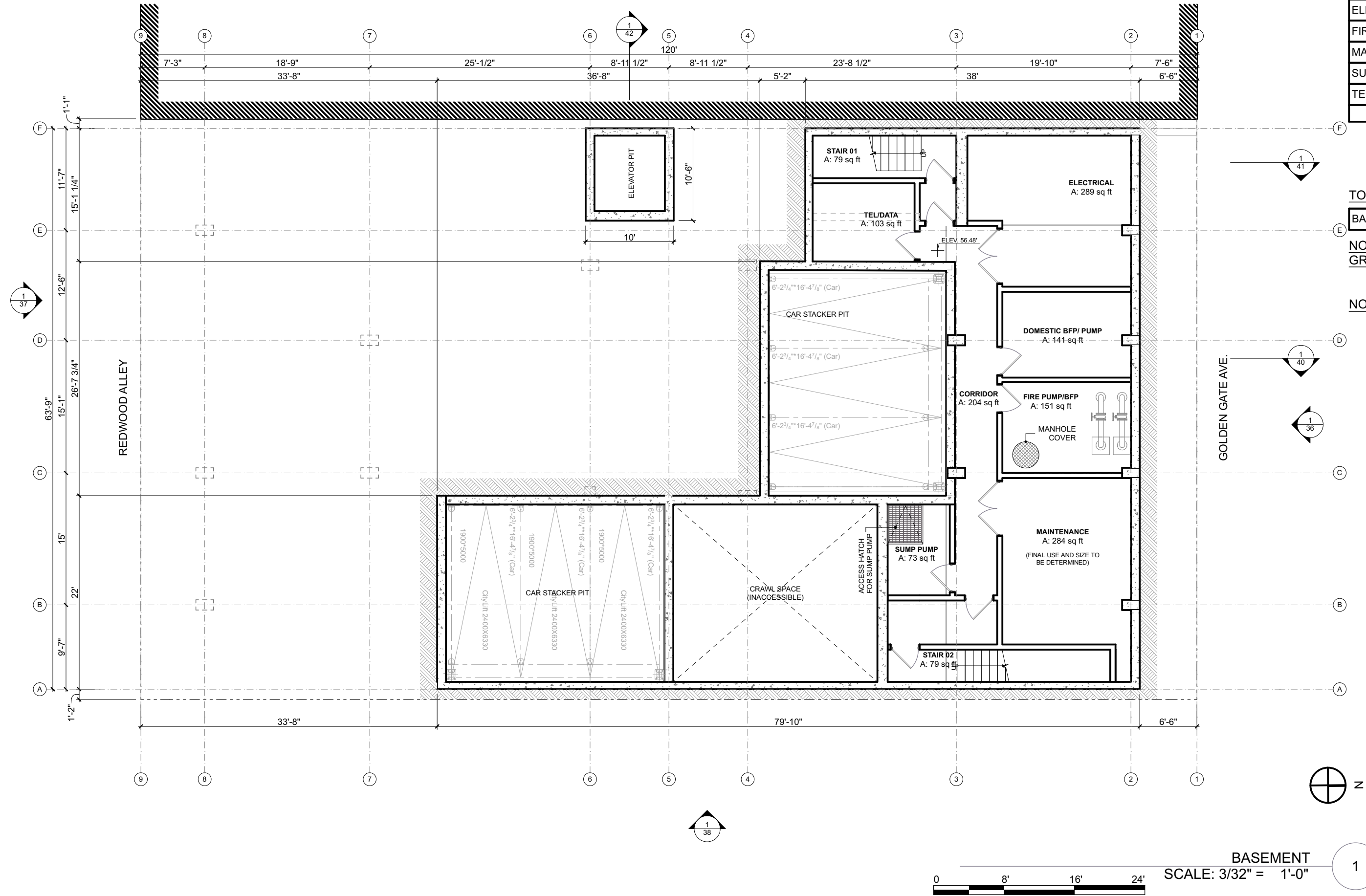
DOMESTIC BFP/ PUMP	141
ELECTRICAL	289
FIRE PUMP/BFP	151
MAINTENANCE	284
SUMP PUMP	73
TEL/DATA	103
	1,041 sq ft

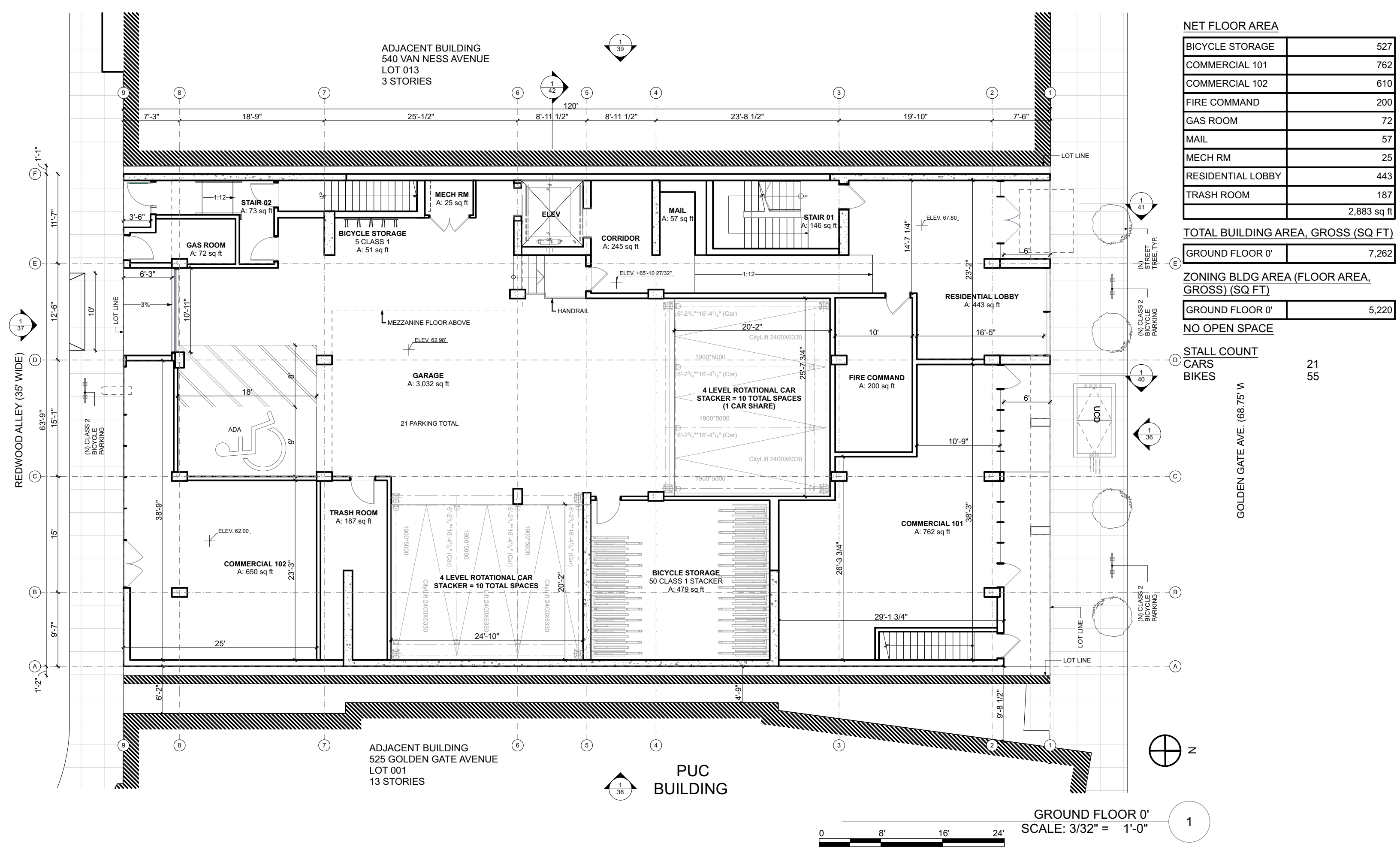
TOTAL BUILDING AREA, GROSS (SQ FT)

BASEMENT	3,480
----------	-------

NO ZONING BLDG AREA (FLOOR AREA, GROSS)

NO OPEN SPACE





NET FLOOR AREA

BICYCLE STORAGE	527
COMMERCIAL 101	762
COMMERCIAL 102	610
FIRE COMMAND	200
GAS ROOM	72
MAIL	57
MECH RM	25
RESIDENTIAL LOBBY	443
TRASH ROOM	187
	2,883 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

GROUND FLOOR 0'	7,262
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

GROUND FLOOR 0'	5,220
-----------------	-------

NO OPEN SPACE

STALL COUNT	
CARS	21
BIKES	55

GOLDEN GATE AVE. (68.75' W)

NET FLOOR AREA

GENERATOR	510
MECH/BOILER	204
VESTIBULE	33
	747 sq ft

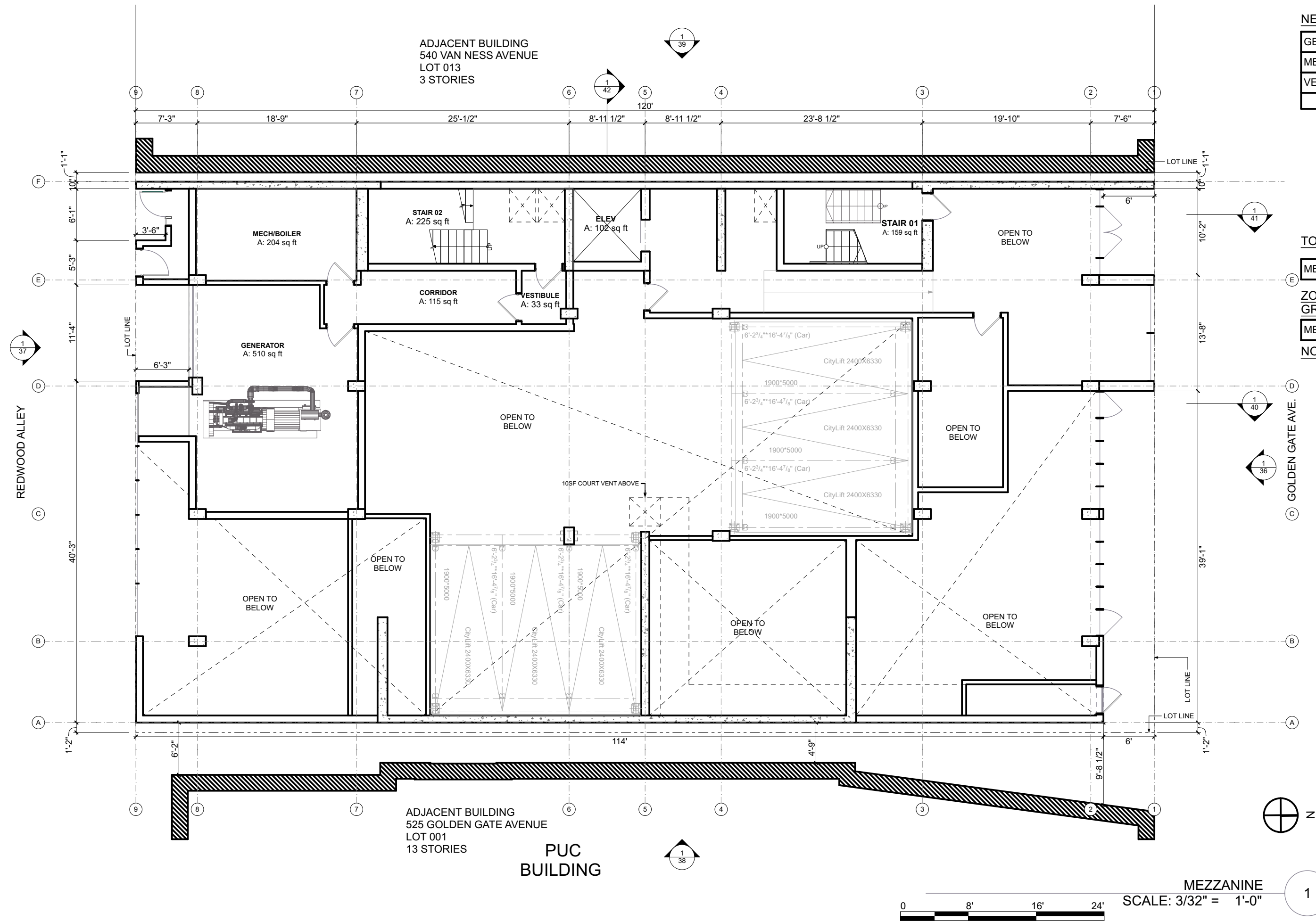
TOTAL BUILDING AREA, GROSS (SQ FT)

MEZZANINE	1,159
-----------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

MEZZANINE	0
-----------	---

NO OPEN SPACE



MEZZANINE
SCALE: 3/32" = 1'-0"
1

NET FLOOR AREA & UNIT COUNT

UNIT 201	2B	758
UNIT 202	2B	823
UNIT 203	1B	562
UNIT 204	1B	578
UNIT 205	2B	956
UNIT 206	2B	1,016
TOTAL	6 UNITS	4,693 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

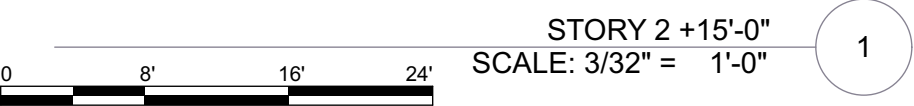
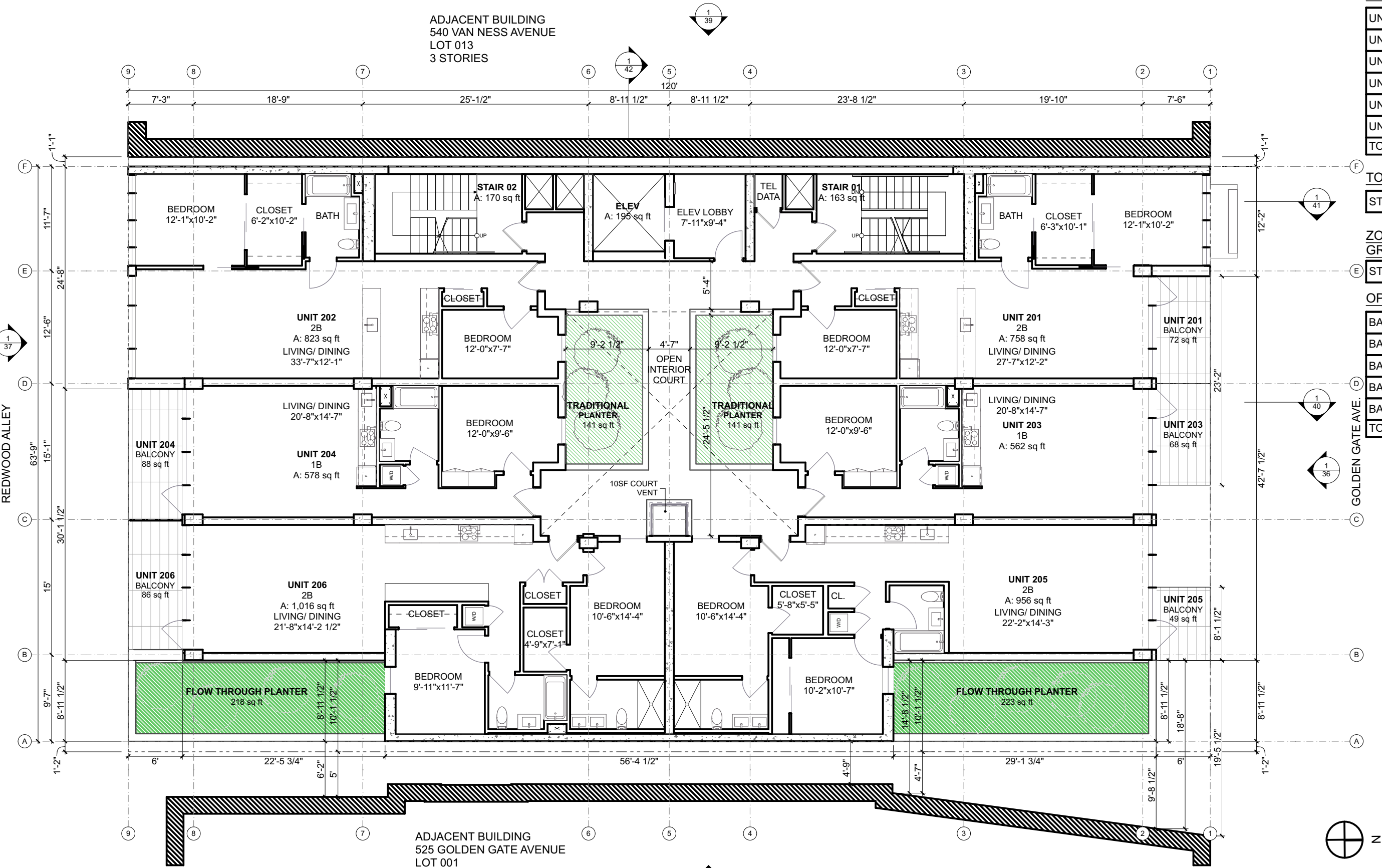
STORY 2 +15'-0"	6,643
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 2 +15'-0"	5,695
-----------------	-------

OPEN SPACE

BALCONY	UNIT 201	72
BALCONY	UNIT 203	68
BALCONY	UNIT 204	88
BALCONY	UNIT 205	49
BALCONY	UNIT 206	86
TOTAL		363 sq ft



NET FLOOR AREA & UNIT COUNT

UNIT 301	2B	748
UNIT 302	2B	822
UNIT 303	1B	562
UNIT 304	1B	578
UNIT 305	2B	934
UNIT 306	2B	994
TOTAL	6 UNITS	4,638 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

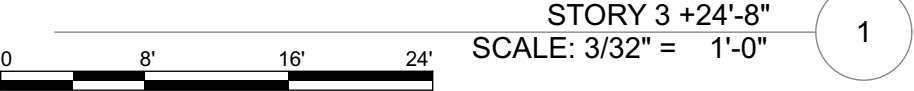
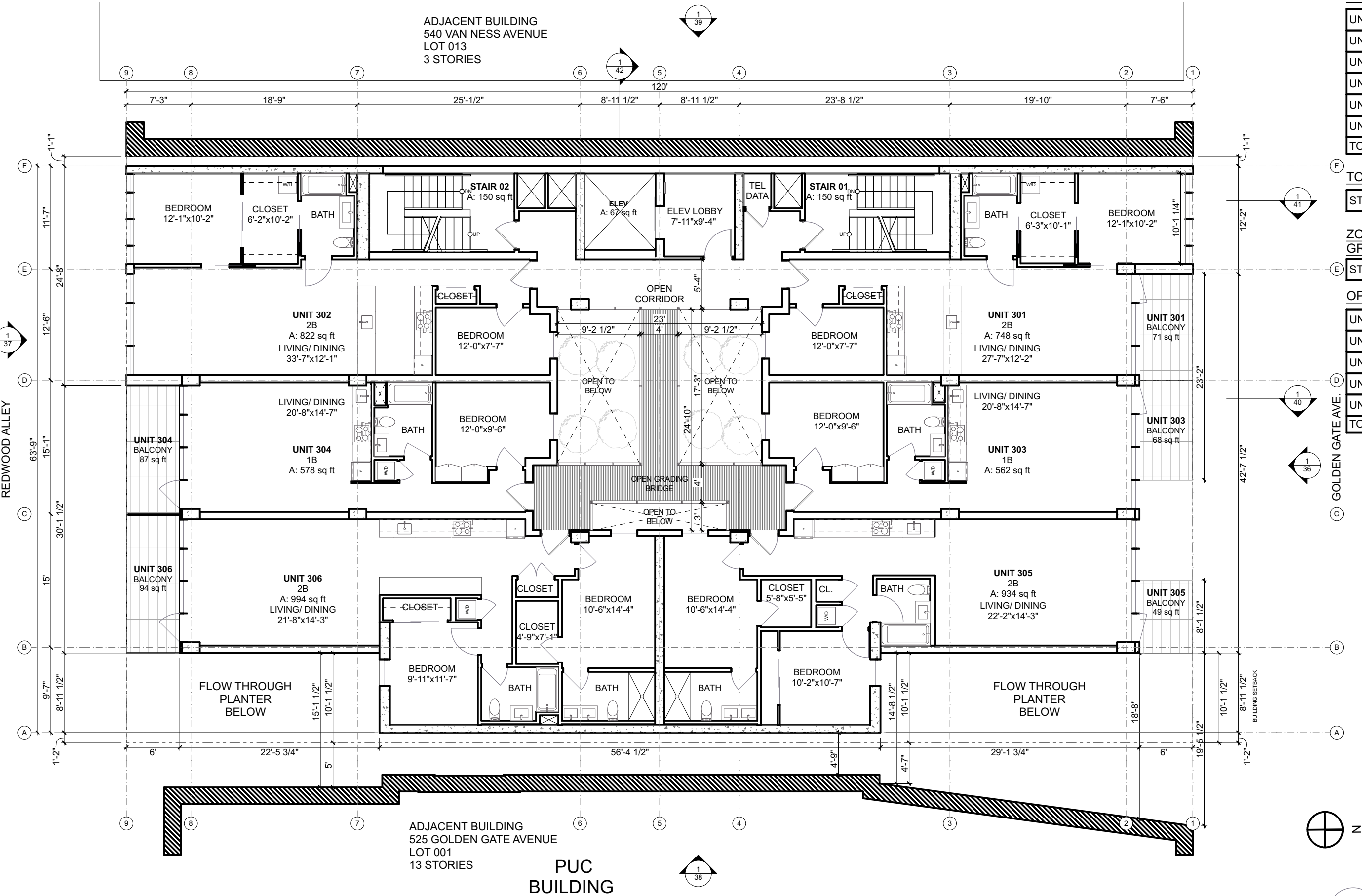
STORY 3 +24'-8"	6,032
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 3 +24'-8"	5,695
-----------------	-------

OPEN SPACE

UNIT 301	BALCONY	71
UNIT 303	BALCONY	68
UNIT 304	BALCONY	87
UNIT 305	BALCONY	49
UNIT 306	BALCONY	94
TOTAL		369 sq ft



NET FLOOR AREA & UNIT COUNT

UNIT 401	2B	748
UNIT 402	2B	822
UNIT 403	1B	562
UNIT 404	1B	578
UNIT 405	2B	969
UNIT 406	2B	1,029
TOTAL	6 UNITS	4,708 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

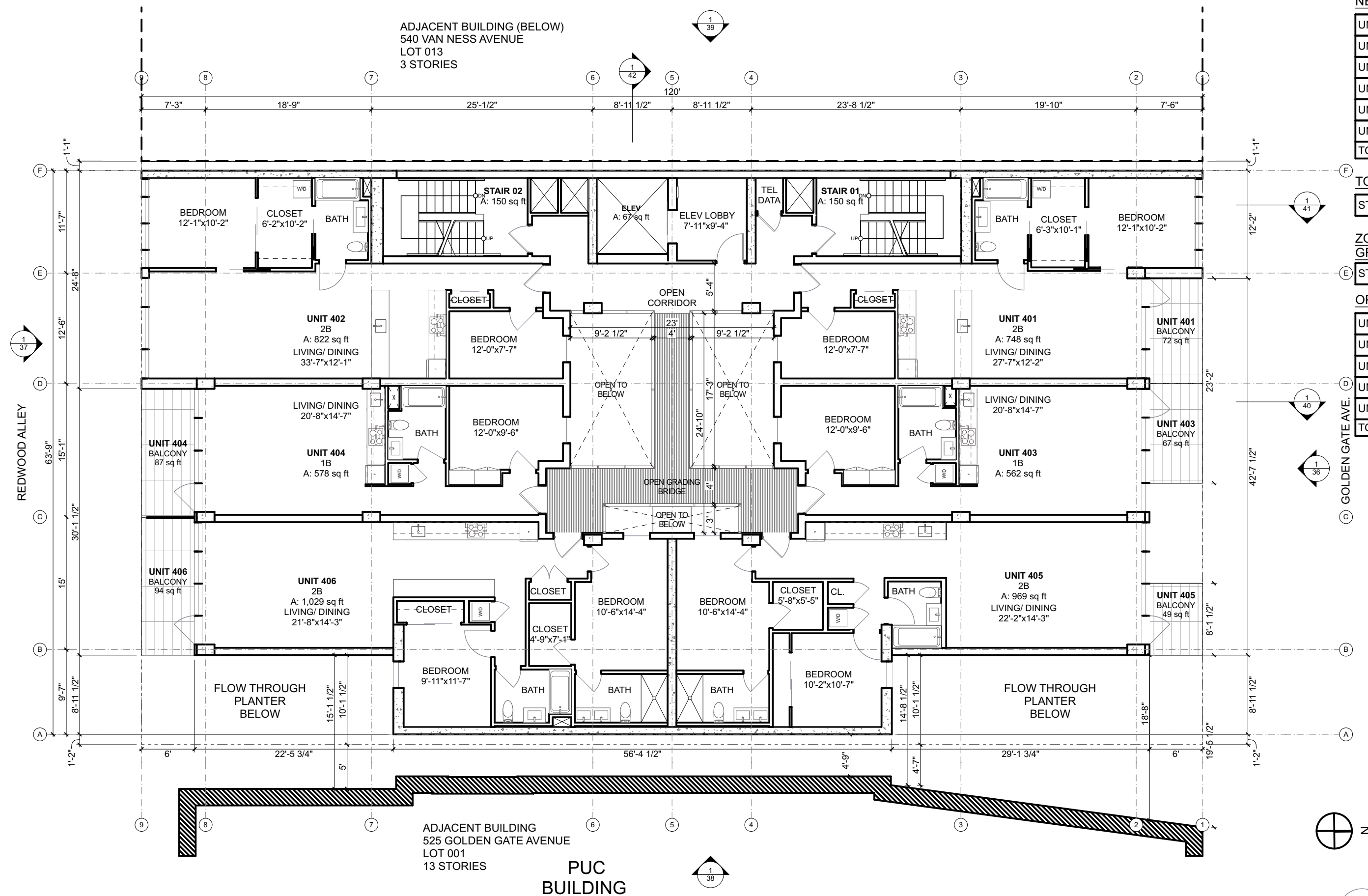
STORY 4 +34'-4"	6,032
-----------------	-------

ZONING BLDG AREA (FLOOR AREA,
GROSS) (SQ FT)

STORY 4 +34'-4"	5,695
-----------------	-------

OPEN SPACE

UNIT 401	BALCONY	72
UNIT 403	BALCONY	67
UNIT 404	BALCONY	87
UNIT 405	BALCONY	49
UNIT 406	BALCONY	94
TOTAL		369 sq ft



STORY 4 +34'-4"
SCALE: 3/32" = 1'-0"

NET FLOOR AREA & UNIT COUNT

UNIT 501	2B	823
UNIT 502	2B	822
UNIT 503	1B	562
UNIT 504	1B	578
UNIT 505	2B	969
UNIT 506	2B	1,029
TOTAL	6 UNITS	4,783 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

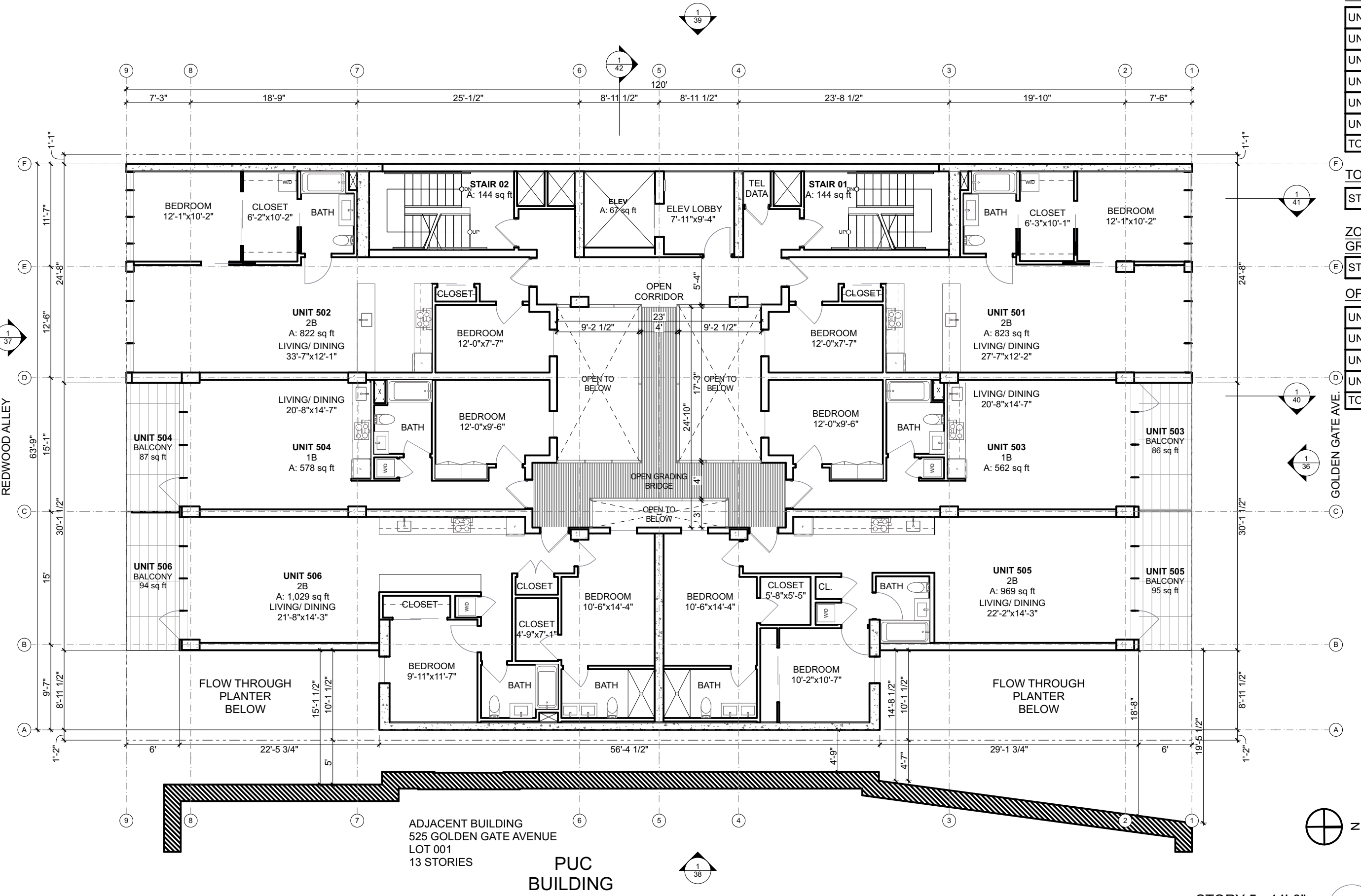
STORY 5 +44'-0"	6,107
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 5 +44'-0"	5,770
-----------------	-------

OPEN SPACE

UNIT 503	BALCONY	86
UNIT 504	BALCONY	87
UNIT 505	BALCONY	95
UNIT 506	BALCONY	94
TOTAL		362 sq ft



1

STORY 5 +44'-0"
SCALE: 3/32" = 1'-0"

NET FLOOR AREA & UNIT COUNT

UNIT 601	2B	823
UNIT 602	2B	747
UNIT 603	1B	562
UNIT 604	1B	664
UNIT 605	2B	970
UNIT 606	2B	1,029
TOTAL	6 UNITS	4,795 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

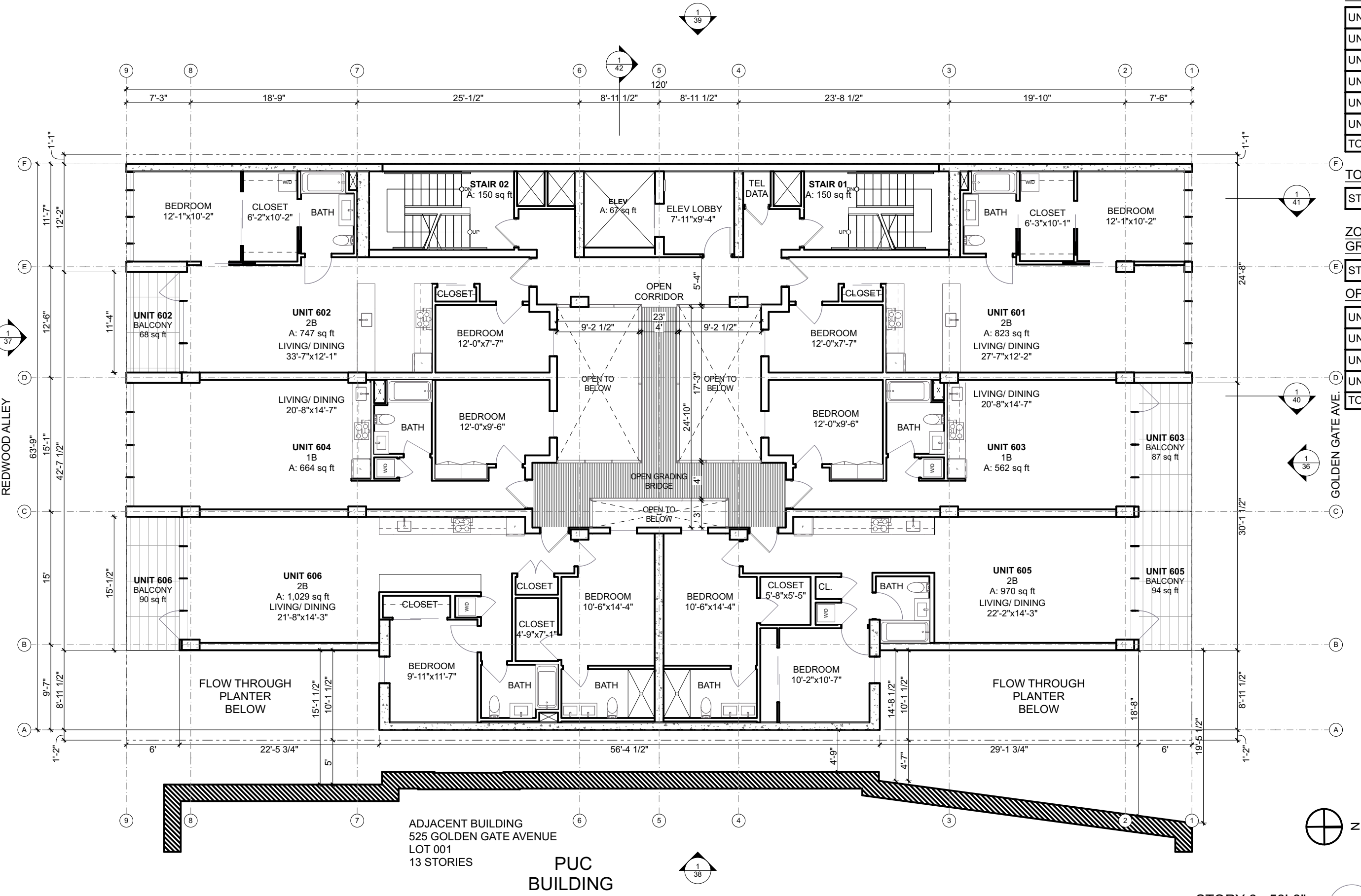
STORY 6 +53'-8"	6,129
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 6 +53'-8"	5,792
-----------------	-------

OPEN SPACE

UNIT 602	BALCONY	68
UNIT 603	BALCONY	87
UNIT 605	BALCONY	94
UNIT 606	BALCONY	90
TOTAL		339 sq ft



08'16'24'

STORY 6 +53'-8"

SCALE: 3/32" = 1'-0"

1

NET FLOOR AREA & UNIT COUNT

UNIT 701	2B	823
UNIT 702	2B	747
UNIT 703	1B	562
UNIT 704	1B	664
UNIT 705	2B	970
UNIT 706	2B	1,029
TOTAL	6 UNITS	4,795 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

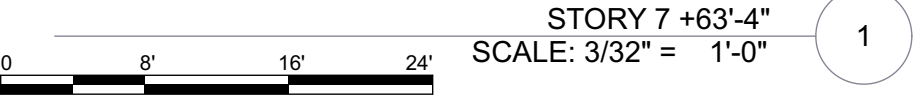
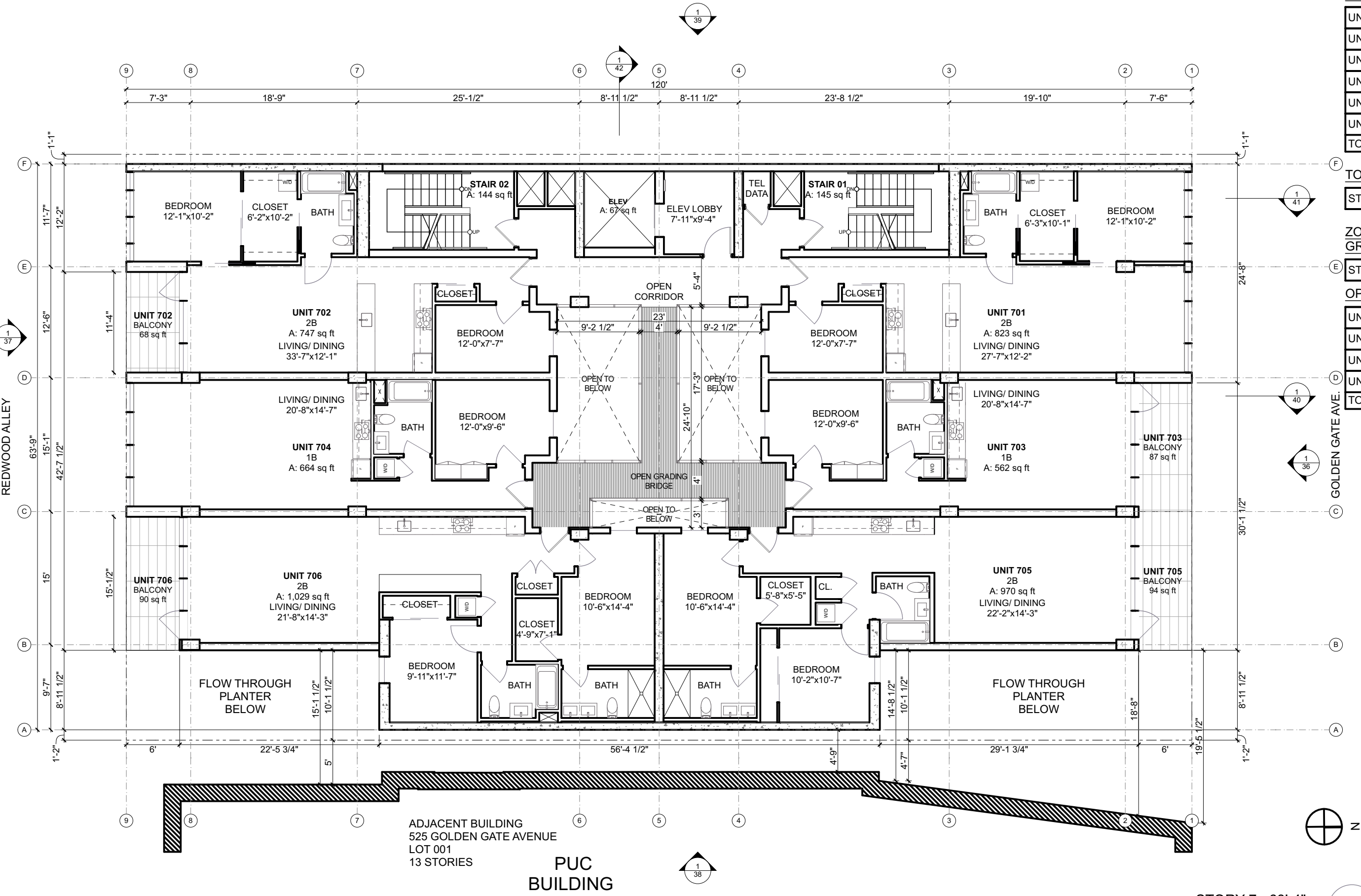
STORY 7 +63'-4"	6,129
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 7 +63'-4"	5,792
-----------------	-------

OPEN SPACE

UNIT 702	BALCONY	68
UNIT 703	BALCONY	87
UNIT 705	BALCONY	94
UNIT 706	BALCONY	90
TOTAL		339 sq ft



NET FLOOR AREA & UNIT COUNT

UNIT 801	2B	748
UNIT 802	2B	747
UNIT 803	1B	562
UNIT 804	1B	661
UNIT 805	2B	970
UNIT 806	2B	1,029
TOTAL	6 UNITS	4,717 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

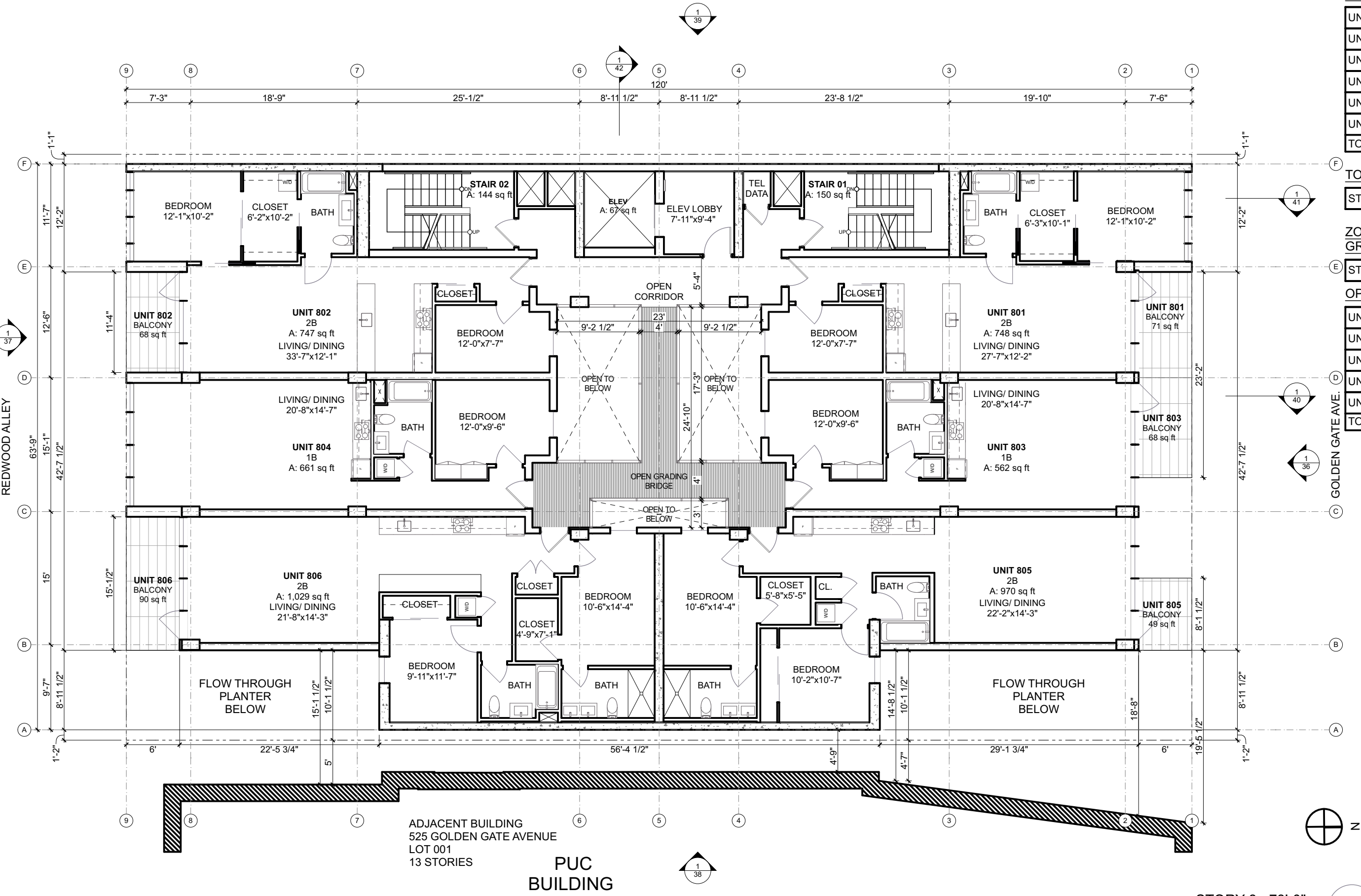
STORY 8 +73'-0"	6,054
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 8 +73'-0"	5,717
-----------------	-------

OPEN SPACE

UNIT 801	BALCONY	71
UNIT 802	BALCONY	68
UNIT 803	BALCONY	68
UNIT 805	BALCONY	49
UNIT 806	BALCONY	90
TOTAL		346 sq ft



1

STORY 8 +73'-0"
SCALE: 3/32" = 1'-0"

NET FLOOR AREA & UNIT COUNT

UNIT 901	2B	748
UNIT 902	2B	747
UNIT 903	1B	555
UNIT 904	1B	664
UNIT 905	2B	970
UNIT 906	2B	1,029
TOTAL	6 UNITS	4,713 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

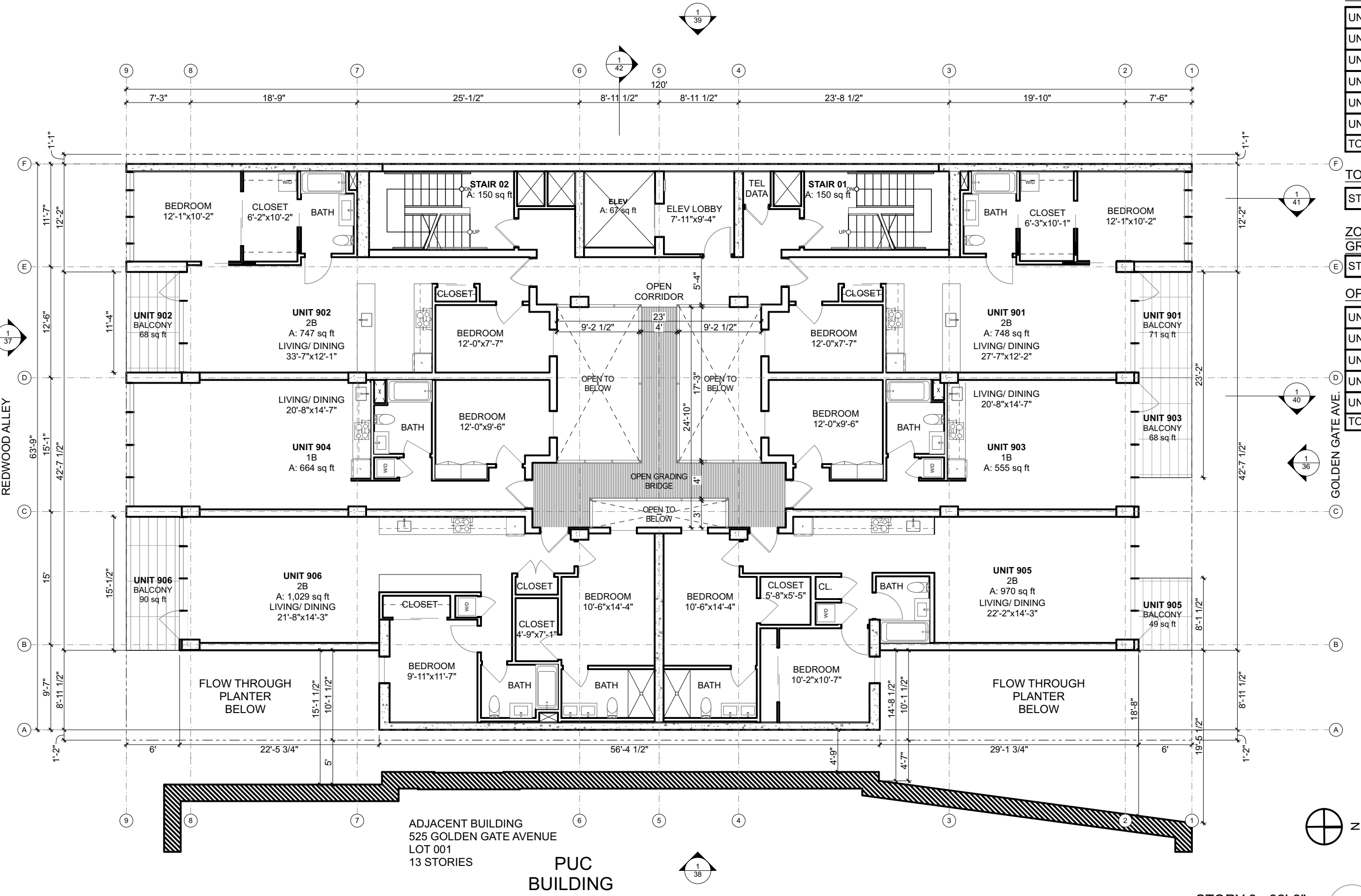
STORY 9 +82'-8"	6,054
-----------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 9 +82'-8"	5,717
-----------------	-------

OPEN SPACE

UNIT 901	BALCONY	71
UNIT 902	BALCONY	68
UNIT 903	BALCONY	68
UNIT 905	BALCONY	49
UNIT 906	BALCONY	90
TOTAL		346 sq ft



NET FLOOR AREA & UNIT COUNT

UNIT 1001	2B	758
UNIT 1002	3B	1,198
UNIT 1003	1B	570
UNIT 1004	2B	929
TOTAL	4 UNITS	3,455 sq ft

TOTAL BUILDING AREA, GROSS (SQ FT)

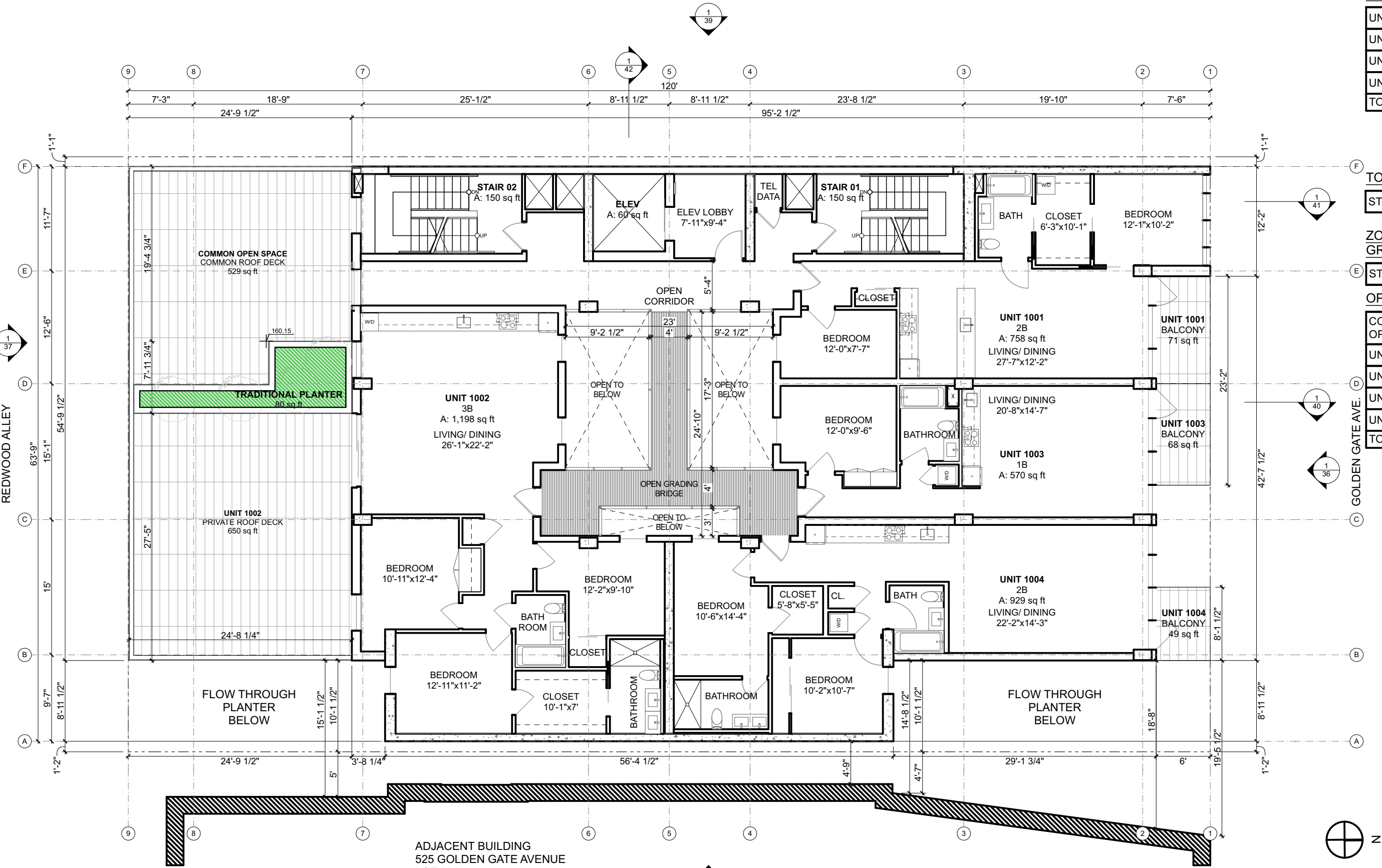
STORY 10 +92'-4"	4,855
------------------	-------

ZONING BLDG AREA (FLOOR AREA, GROSS) (SQ FT)

STORY 10 +92'-4"	4,421
------------------	-------

OPEN SPACE

COMMON OPEN SPACE	COMMON ROOF DECK	529
UNIT 1001	BALCONY	71
UNIT 1002	PRIVATE ROOF DECK	650
UNIT 1003	BALCONY	68
UNIT 1004	BALCONY	49
TOTAL		1,367 sq ft

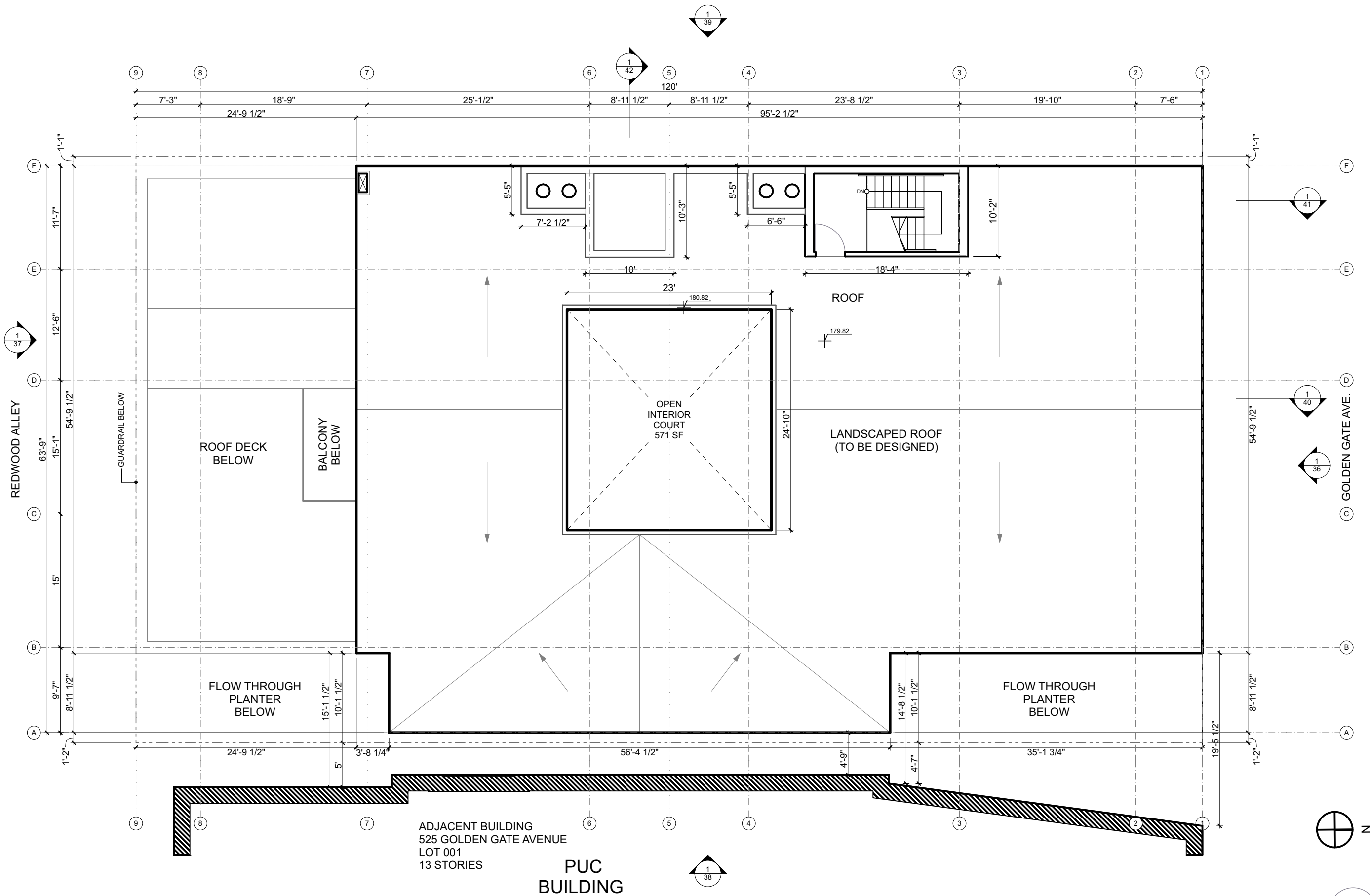


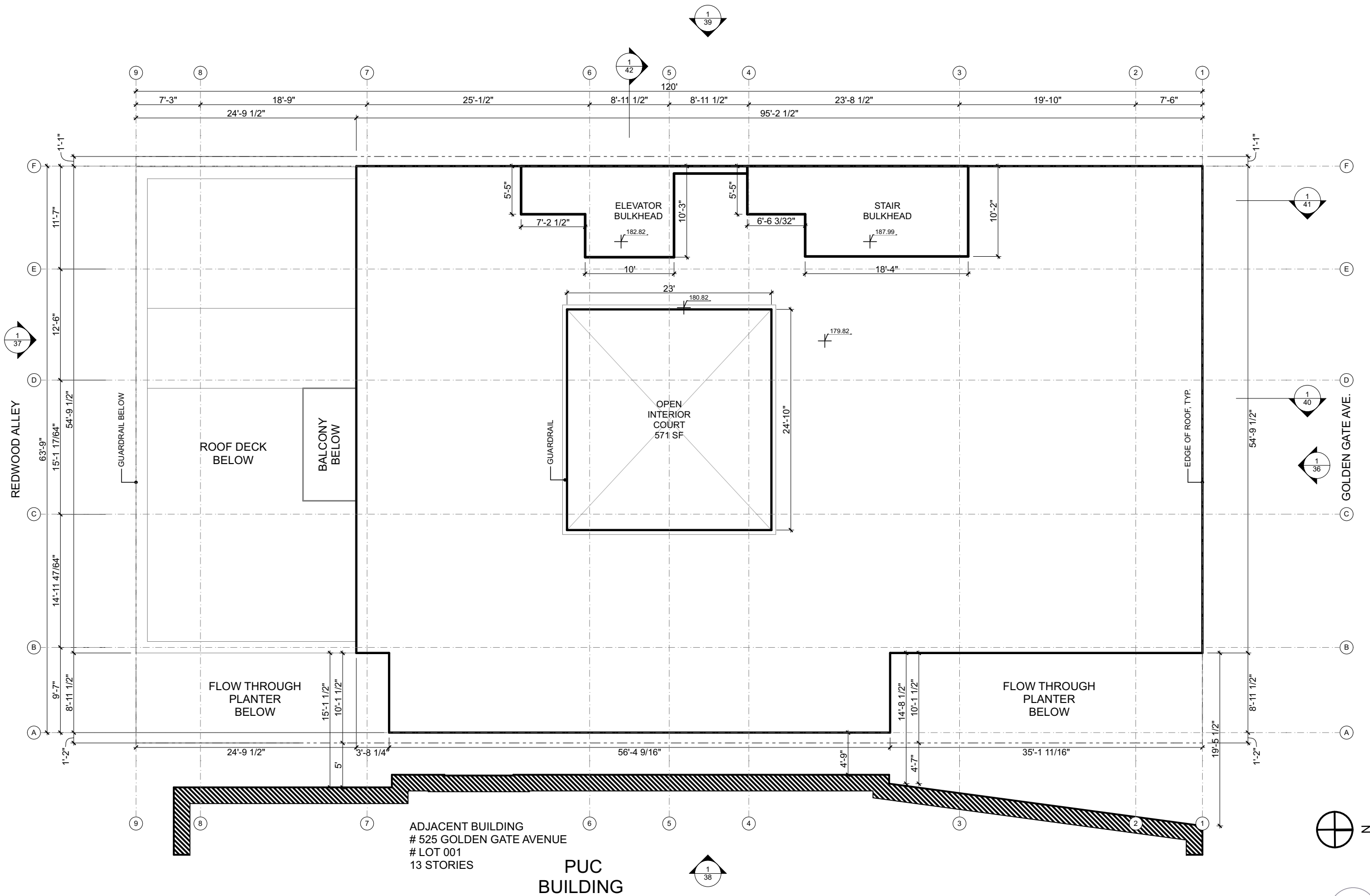
ADJACENT BUILDING
525 GOLDEN GATE AVENUE
LOT 001
13 STORIES

PUC
BUILDING

STORY 10 +92'-4"
SCALE: 3/32" = 1'-0"

1



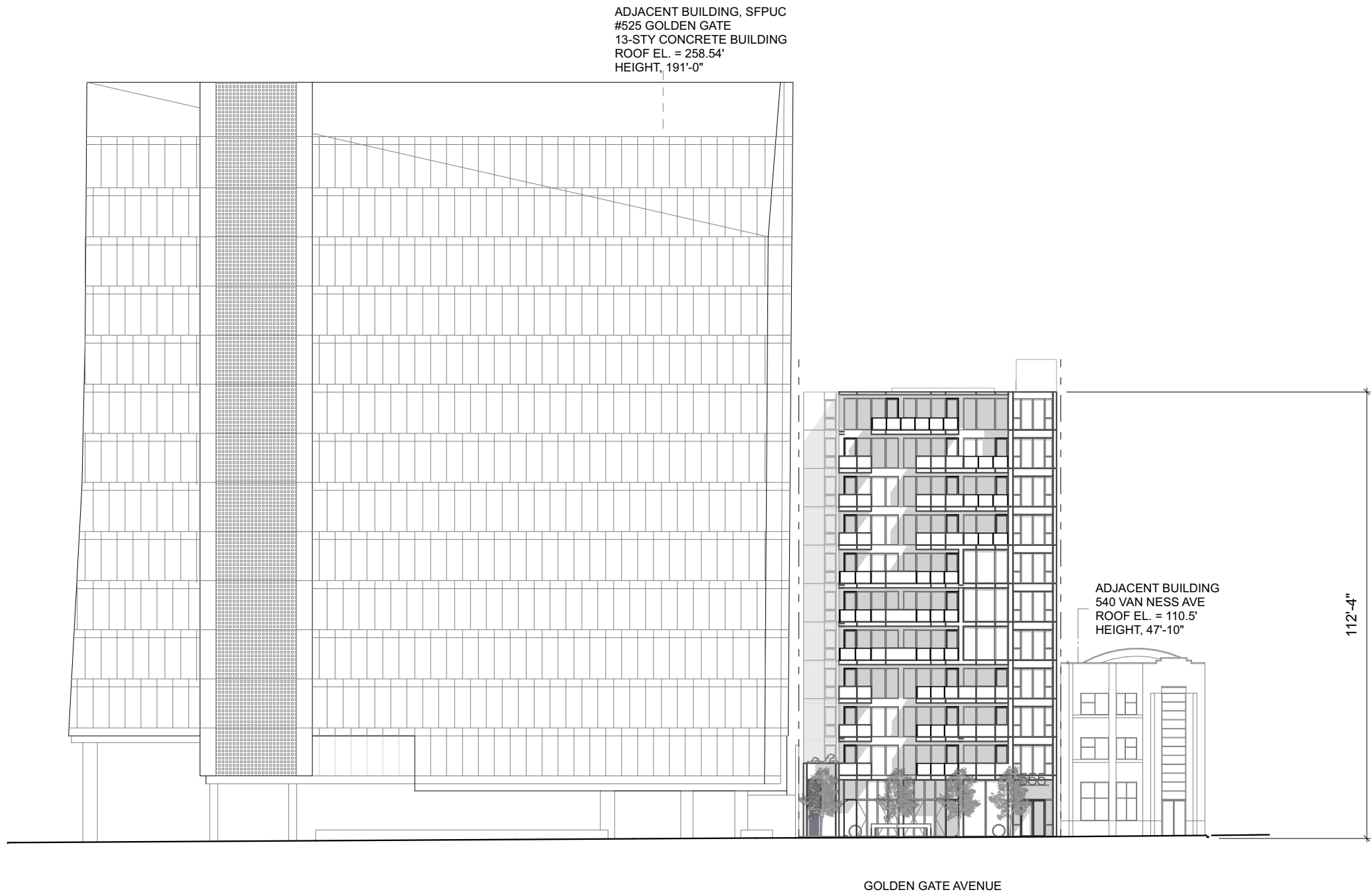


ADJACENT BUILDING
525 GOLDEN GATE AVENUE
LOT 001
13 STORIES

PUC
BUILDING

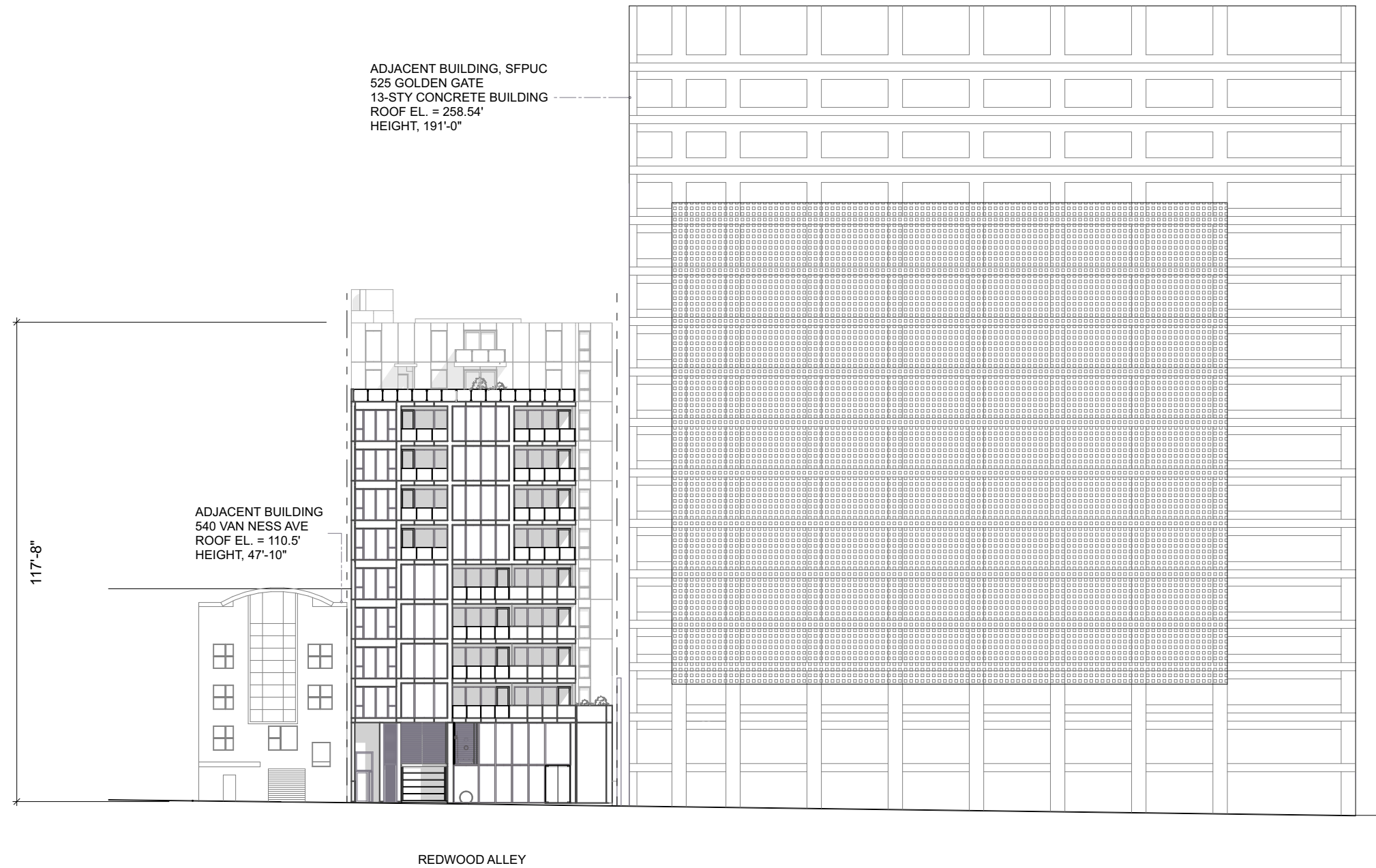
T.O. STAIR PENTHOUSE +118'-0"
SCALE: 3/32" = 1'-0"

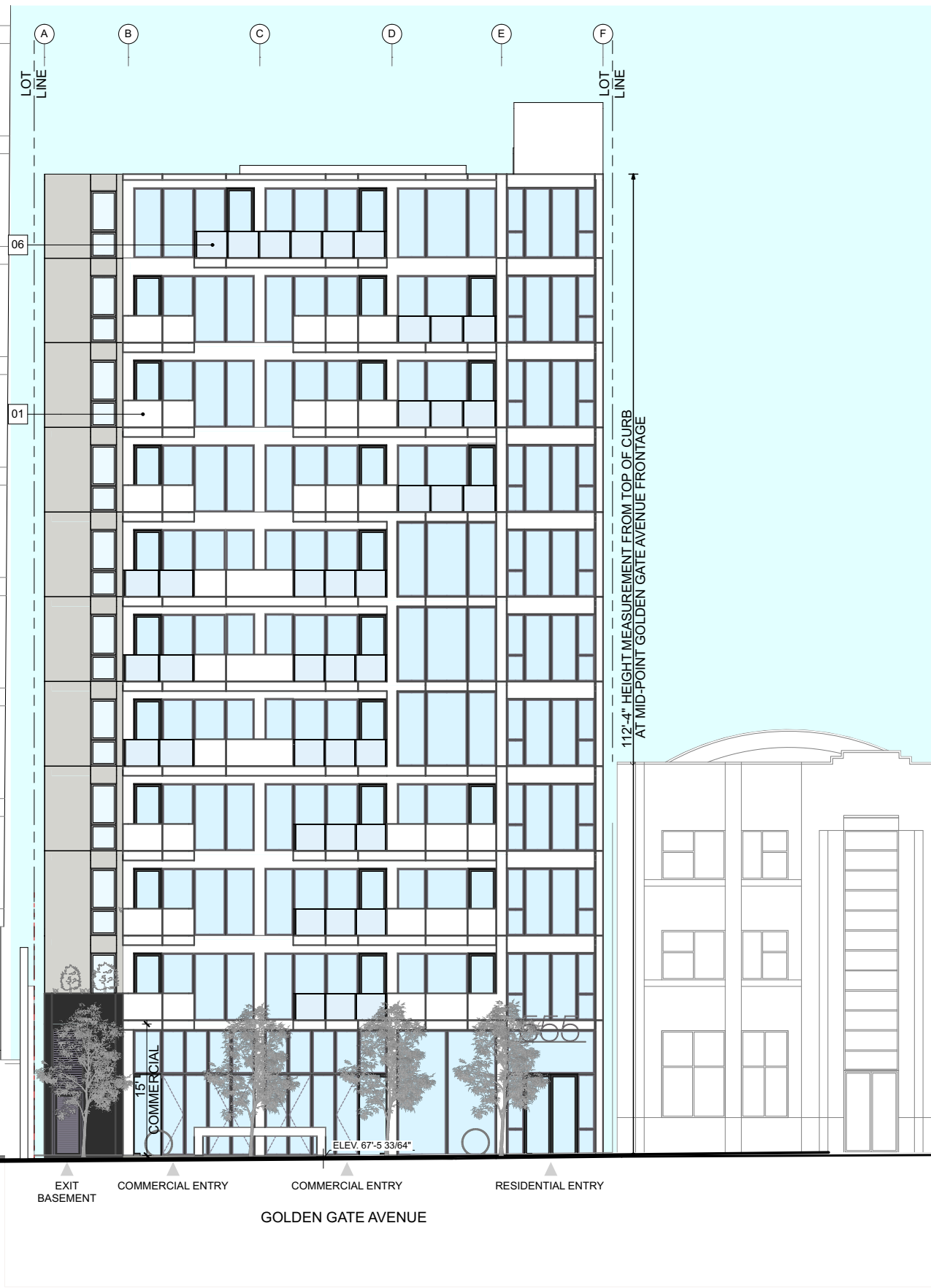
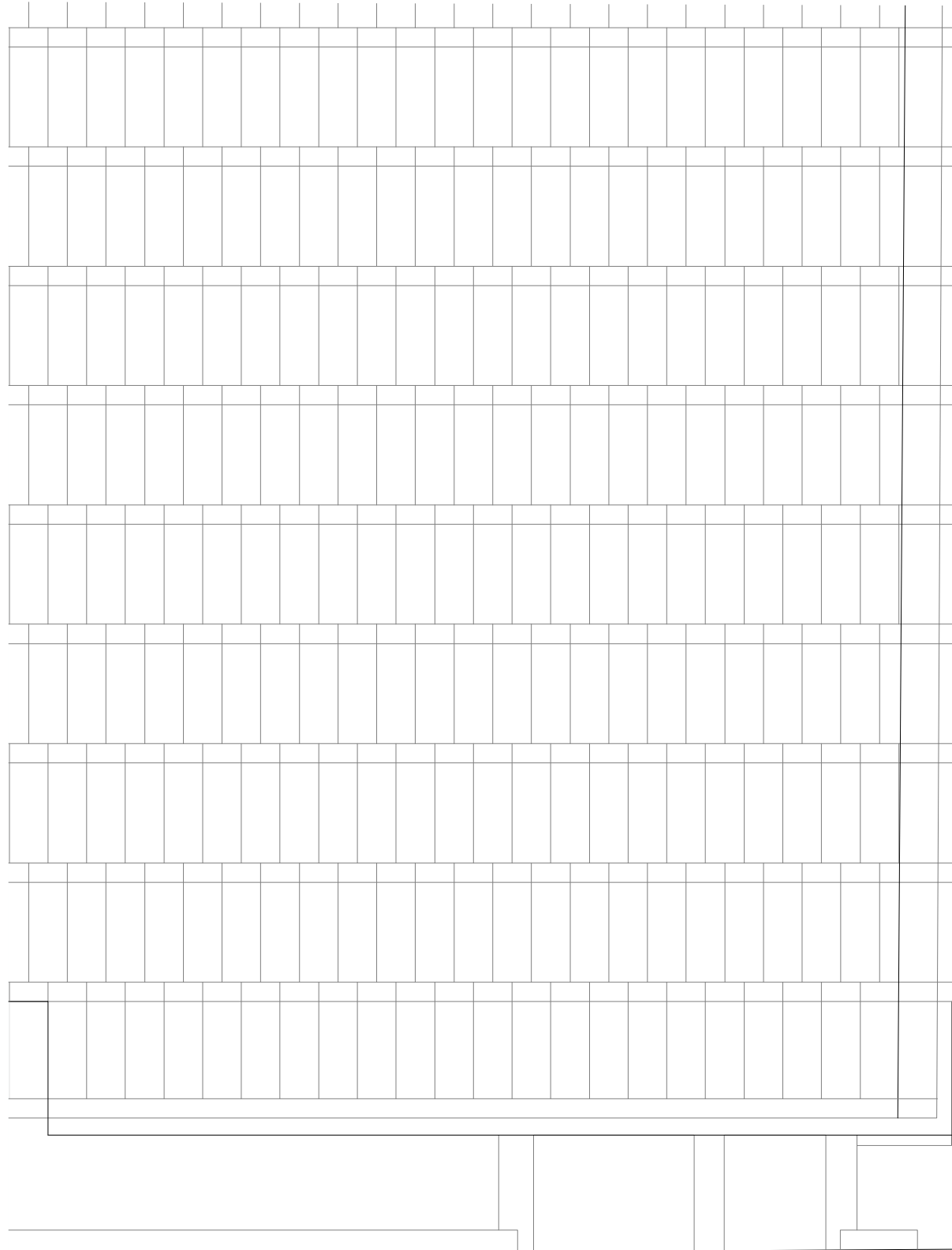
1



NORTH ELEVATION
SCALE: 1/32" = 1'-0"

1





ID	DESCRIPTION
01	FIBER CEMENT BOARD
02	INTEGRAL COLOR STUCCO
03	EXPOSED CONCRETE
04	BRONZE ANODIZED ALUMINUM FRAME WINDOWS & DOORS
05	MTL. CONTROL JOINT, PTD.
06	GLASS GUARDRAIL

⊕ +187.99'	T.O. STAIR PENTHOUSE +118'-0"
⊕ +179.82'	ROOF +112'-0"
⊕ +169.82'	STORY 11 +102'-0"
⊕ +160.15'	STORY 10 +92'-4"
⊕ +150.49'	STORY 9 +82'-8"
⊕ +140.82'	STORY 8 +73'-0"
⊕ +131.15'	STORY 7 +63'-4"
⊕ +121.49'	STORY 6 +53'-8"
⊕ +111.82'	STORY 5 +44'-0"
⊕ +102.15'	STORY 4 +34'-4"
⊕ +92.49'	STORY 3 +24'-8"
⊕ +82.82'	STORY 2 +15'-0"
⊕ +72.07'	MEZZANINE
⊕ +67.82'	GROUND FLOOR 0'
⊕ +56.49'	BASEMENT
⊕ +45.32'	WATER STORAGE

GOLDEN GATE AVENUE FENESTRATION AREA = 858 SQ FT
GOLDEN GATE AVENUE COMMERCIAL FRONTAGE AREA = 705 SQ FT

82% PROVIDED > 60% REQUIRED = COMPLIES

PER SEC. 145.1. STREET FRONTAGES



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



+187'-11 27/32"
T.O. STAIR PENTHOUSE +118'-0"

+179'-9 27/32"
ROOF +112'-0"

+169'-9 27/32"
STORY 11 +102'-0"

+160'-11 27/32"
STORY 10 +92'-4"

+150'-5 27/32"
STORY 9 +82'-8"

+140'-9 27/32"
STORY 8 +73'-0"

+131'-1 27/32"
STORY 7 +63'-4"

+121'-5 27/32"
STORY 6 +53'-8"

+111'-9 27/32"
STORY 5 +44'-0"

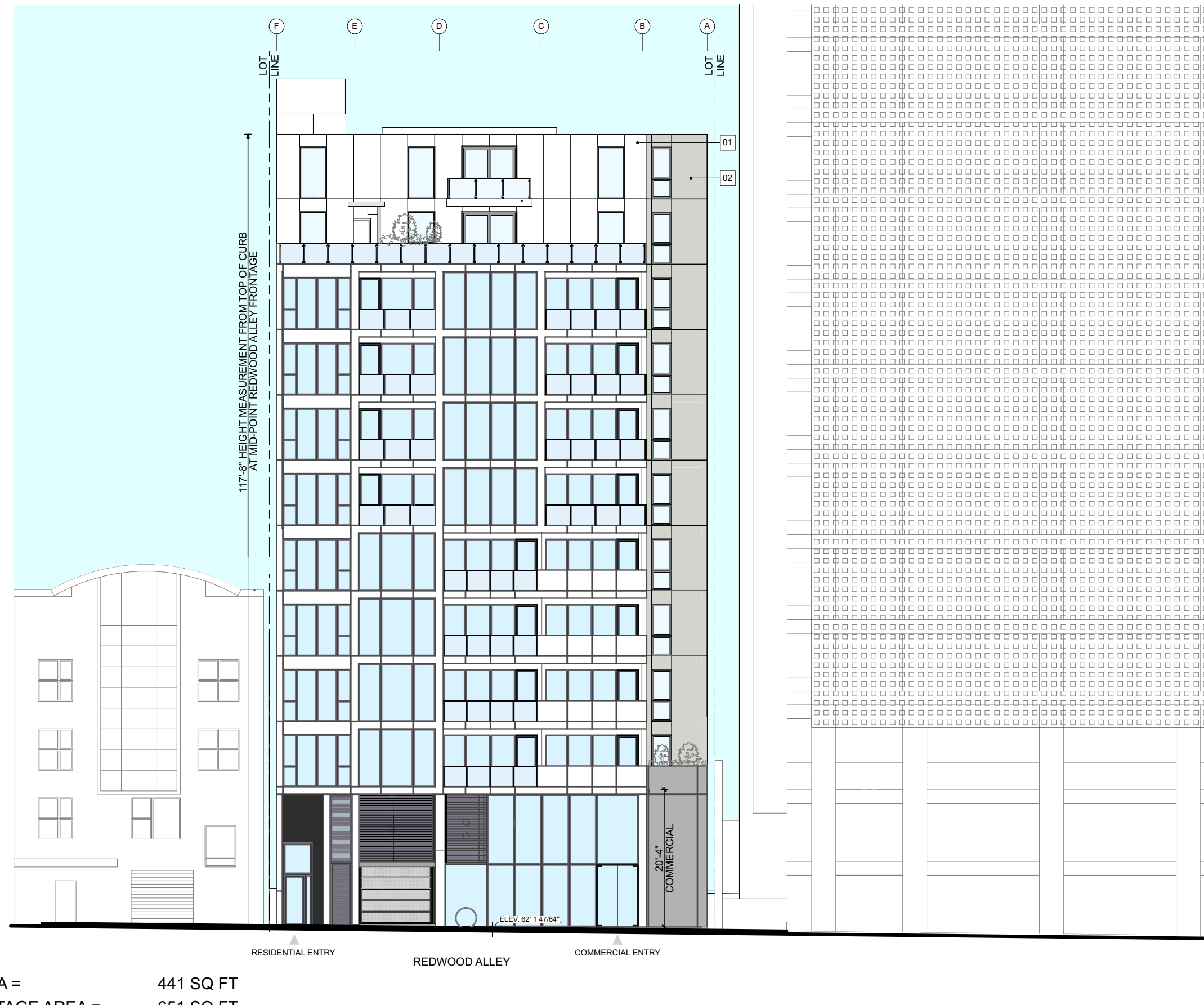
+102'-11 27/32"
STORY 4 +34'-4"

+92'-5 27/32"
STORY 3 +24'-8"

+82'-9 27/32"
STORY 2 +15'-0"

+72'-27/32"
MEZZANINE

+67'-9 27/32"
GROUND FLOOR 0"



ID	DESCRIPTION
01	FIBER CEMENT BOARD
02	INTEGRAL COLOR STUCCO
03	EXPOSED CONCRETE
04	BRONZE ANODIZED ALUMINUM FRAME WINDOWS & DOORS
05	MTL. CONTROL JOINT, PTD.
06	GLASS GUARDRAIL

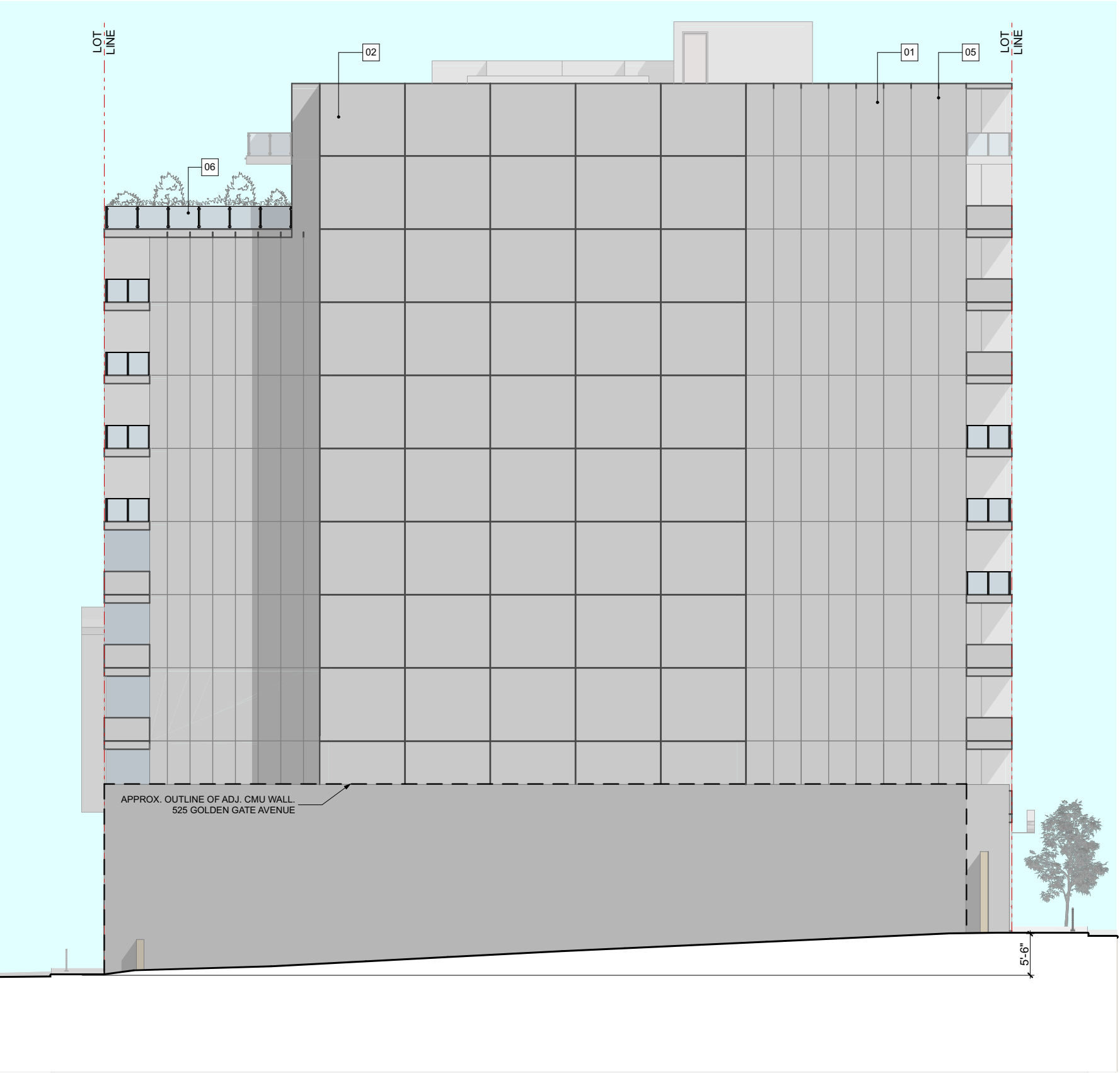
REDWOOD STREET FENESTRATION AREA = 441 SQ FT

REDWOOD STREET COMMERCIAL FRONTAGE AREA = 651 SQ FT

68% PROVIDED > 60% REQUIRED = COMPLIES

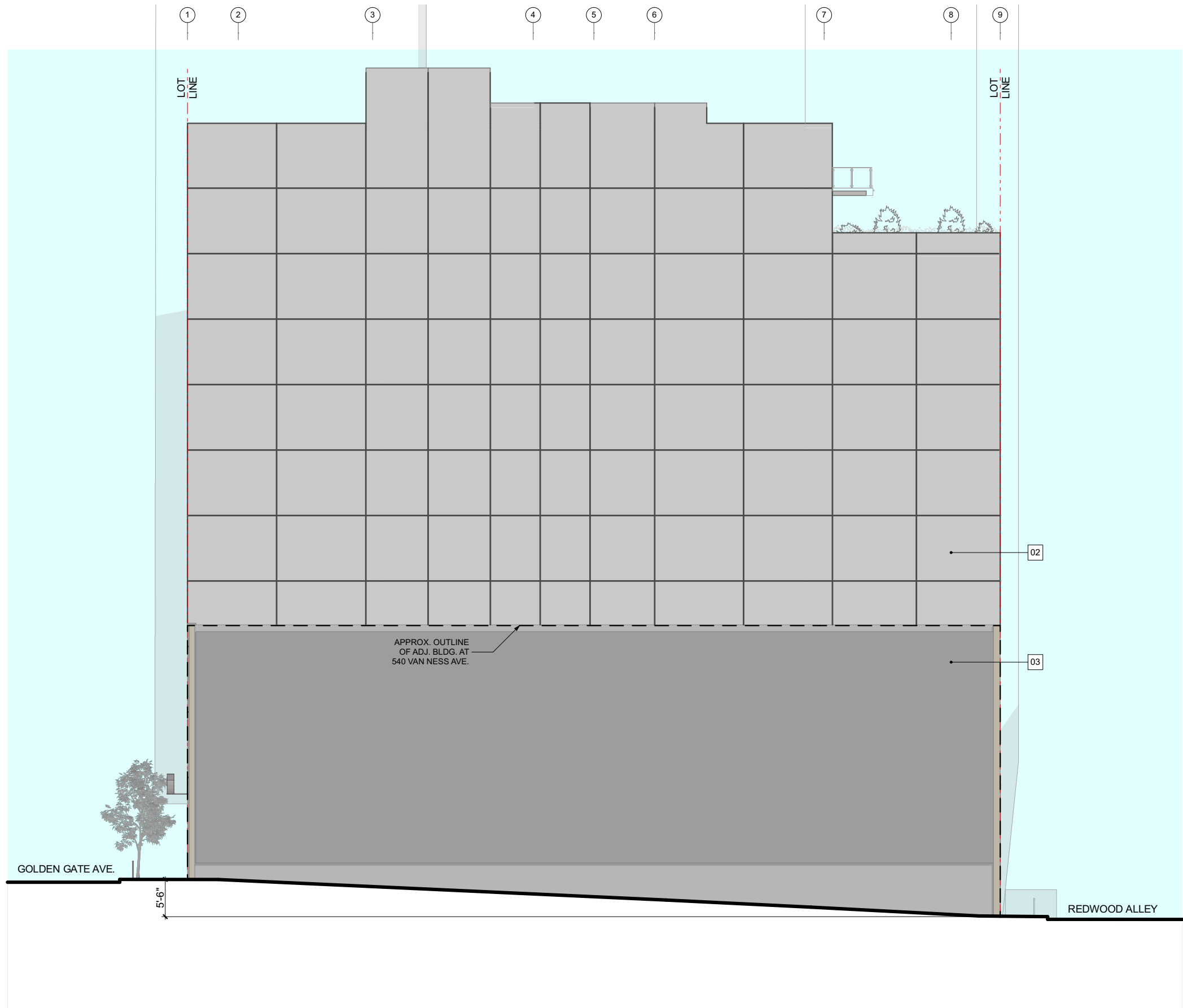
PER SEC. 145.1. STREET FRONTAGES





ID	DESCRIPTION
01	FIBER CEMENT BOARD
02	INTEGRAL COLOR STUCCO
03	EXPOSED CONCRETE
04	BRONZE ANODIZED ALUMINUM FRAME WINDOWS & DOORS
05	MTL. CONTROL JOINT, PTD.
06	GLASS GUARDRAIL

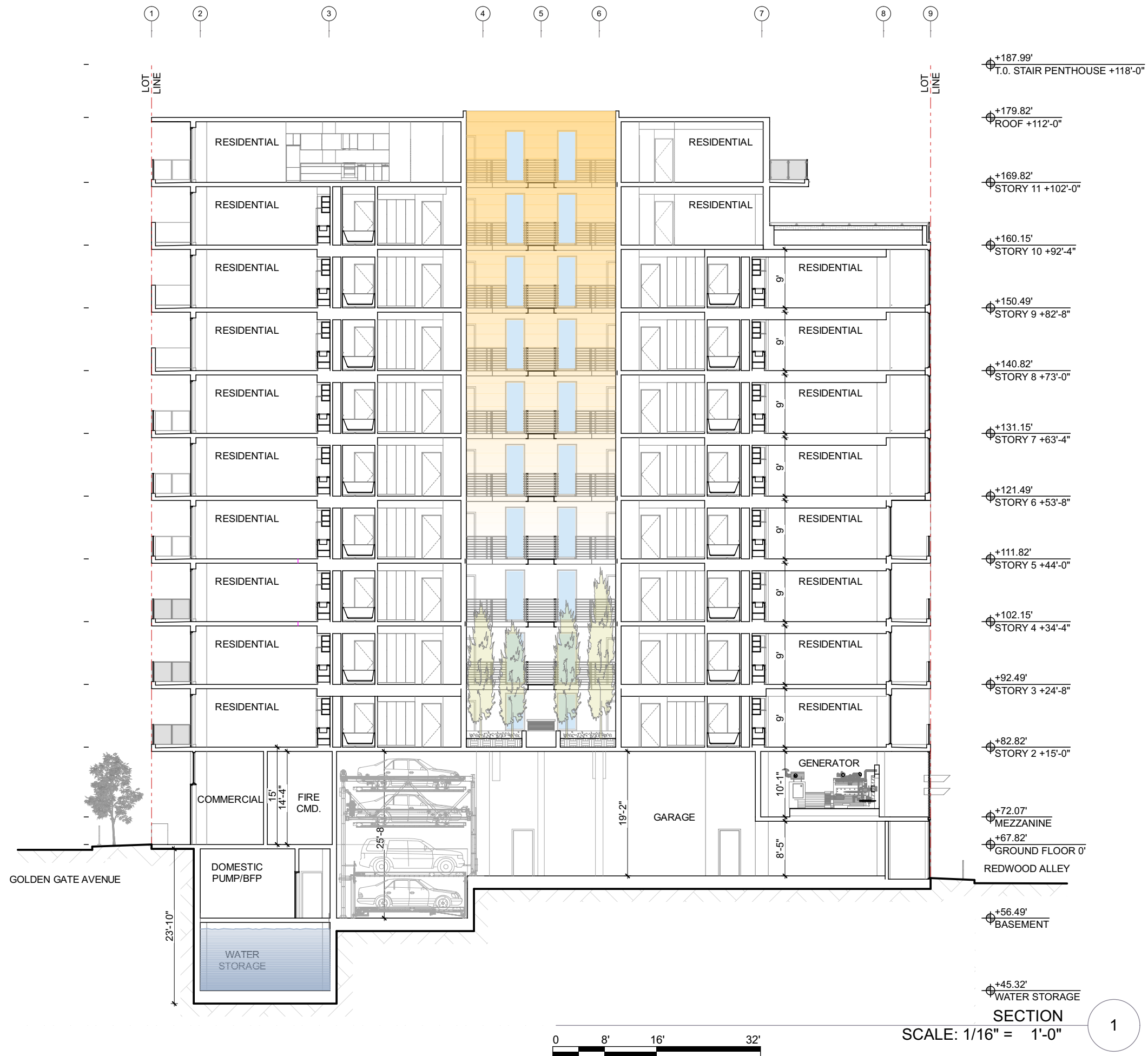
⊕ +187.99'	T.O. STAIR PENTHOUSE +118'-0"
⊕ +179.82'	ROOF +112'-0"
⊕ +169.82'	STORY 11 +102'-0"
⊕ +160.15'	STORY 10 +92'-4"
⊕ +150.49'	STORY 9 +82'-8"
⊕ +140.82'	STORY 8 +73'-0"
⊕ +131.15'	STORY 7 +63'-4"
⊕ +121.49'	STORY 6 +53'-8"
⊕ +111.82'	STORY 5 +44'-0"
⊕ +102.15'	STORY 4 +34'-4"
⊕ +92.49'	STORY 3 +24'-8"
⊕ +82.82'	STORY 2 +15'-0"
⊕ +72.07'	MEZZANINE
⊕ +67.82'	GROUND FLOOR 0'
⊕ +56.49'	BASEMENT
⊕ +45.32'	WATER STORAGE

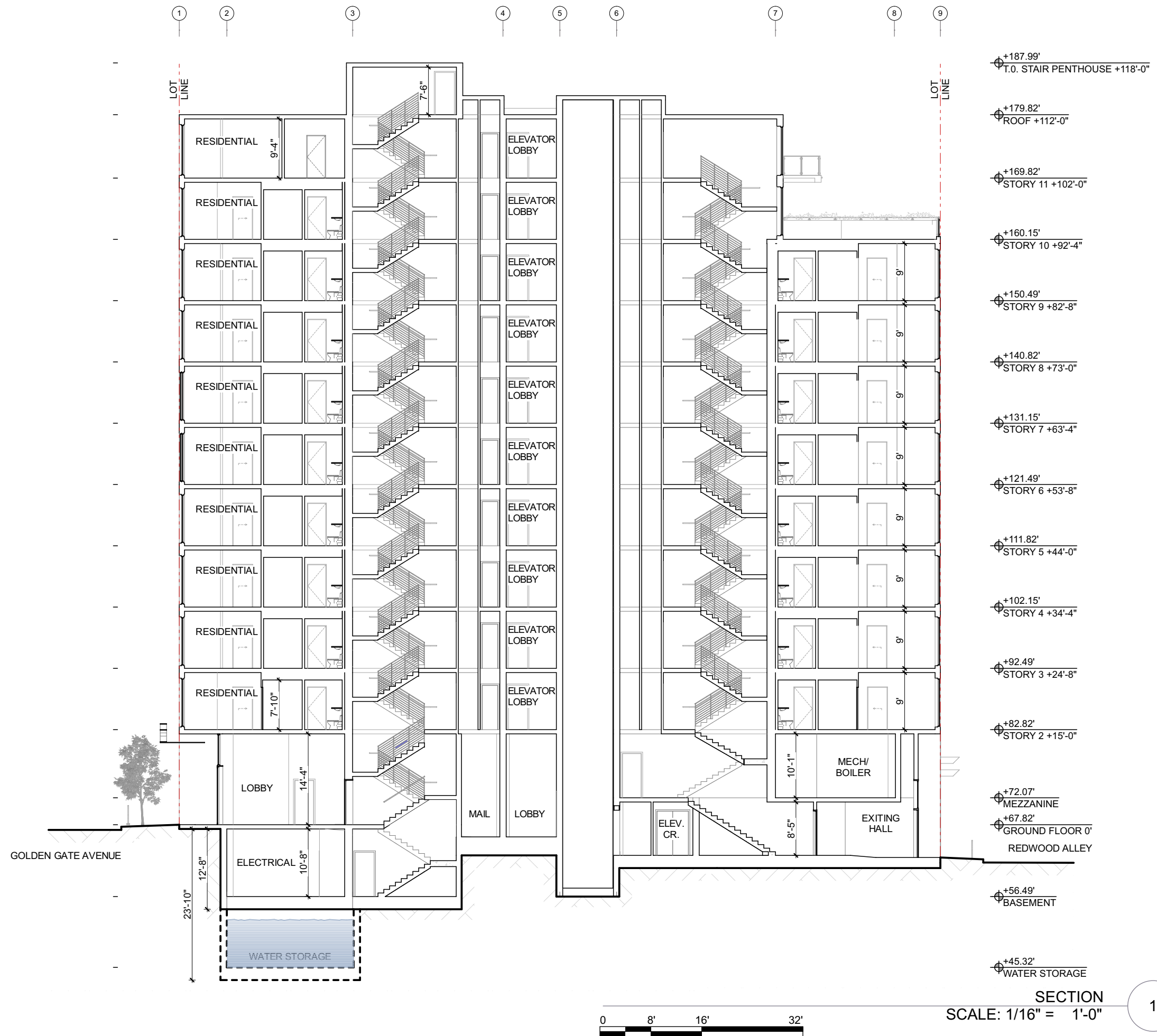


- +187.99'
T.O. STAIR PENTHOUSE +118'-0"
- +179.82'
ROOF +112'-0"
- +169.82'
STORY 11 +102'-0"
- +160.15'
STORY 10 +92'-4"
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- +140.82'
STORY 8 +73'-0"
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STORY 7 +63'-4"
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STORY 6 +53'-8"
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STORY 2 +15'-0"
- +72.07'
MEZZANINE
- +67.82'
GROUND FLOOR 0'
- +56.49'
BASEMENT
- +45.32'
WATER STORAGE

ID	DESCRIPTION
01	FIBER CEMENT BOARD
02	INTEGRAL COLOR STUCCO
03	EXPOSED CONCRETE
04	BRONZE ANODIZED ALUMINUM FRAME WINDOWS & DOORS
05	MTL. CONTROL JOINT, PTD.
06	GLASS GUARDRAIL

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







SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2014.1102E
Project Title: 555 Golden Gate Avenue
Zoning: RC-4 (Residential-Commercial, High Density) District
Van Ness Avenue Special Use District
130-V Height and Bulk District
Block/Lot: 0766/010
Lot Size: 7,920 square feet
Project Sponsor: Sean Solomon, JS Sullivan Development
(415) 501-0944
Staff Contact: Sally Morgan – (415) 575-9024
Sally.Morgan@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The project site is an approximately 7,900-square-foot (sf), rectangular-shaped through lot in the Downtown/Civic Center neighborhood. The lot has frontages on both Golden Gate Avenue and Redwood Alley, in the block bounded by Golden Gate Avenue on the north, Redwood Alley on the south, Van Ness Avenue on the west, and Polk Street on the east. The project site is presently developed with an approximately 15,800-gross-square-foot (gsf), one-story commercial building with a semi-subterranean basement. The 20-foot-tall building, constructed in 1909, is presently occupied by a restaurant and a nightclub.

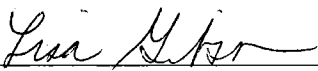
[Continued on next page]

EXEMPTION CLASS:

Categorical Exemption, Class 32 (California Environmental Quality Act (CEQA) Guidelines Section 15332). See page 3.

DETERMINATION:

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



Lisa M. Gibson
Environmental Review Officer

3/19/18

Date

cc: Sean Sullivan, Project Sponsor
Mary Woods, Current Planner
Pilar LaValley, Preservation Planner

Supervisor Jane Kim, District 6 (via Clerk of the Board)
Historic Preservation Distribution List
Virna Byrd, M.D.F.

EXHIBIT C

PROJECT DESCRIPTION (continued):

The proposed project would demolish the existing structure and construct an approximately 69,800-gross square foot (gsf), eleven-story mixed-used residential building with ground-floor retail on the site. The approximately 112-foot-tall building (up to 120 feet including stairwell and mechanical penthouses) would include approximately 44,400 square feet (sf) of indoor residential space, with approximately 55 residential dwelling units, and approximately 1,500 sf of retail space. Residential open space would be provided through private balconies and decks, and an approximately 500-square-foot common roof deck.

The proposed design (October 2017) includes 10-foot setbacks on the third through eleventh floors on a portion of the east face of the building, and an approximately 25-foot setback on the tenth and eleventh floors on the south face of the building to maximize access to sunlight and air for residents and for users of nearby buildings. These design elements would also reduce potential building shadows and wind effects as compared with the original project design. The current design also includes a green roof, and a 375-sf light shaft through the center of the building from the second through eleventh floors.

Ground floor areas would include a residential lobby, a partially subterranean parking garage, an 830-sf retail space on the Golden Gate Avenue frontage, and a 700-sf retail space on the Redwood Alley frontage. The garage would provide trash, recycling and compost collection facilities, 20 stacked off-street motor vehicle parking spaces, one unstacked ADA-accessible parking space, and approximately 55 *class 1* bicycle parking spaces. A water tank and fire pump, electrical equipment and parking stackers would be located in an approximately 2,700-sf subsurface partial basement.

Vehicle access for the garage and basement would be provided via a new approximately 10-foot-wide curb cut on Redwood Alley. Pedestrian access to the garage would be available from both the residential lobby on Golden Gate Avenue and from Redwood Alley. Construction would entail excavation of approximately 800 cubic yards of material to a maximum depth of approximately 5 feet below grade, and is anticipated to require approximately 24 months.

Project Approvals

The proposed project is subject to notification under Section 303 of the *City and County of San Francisco* (the City) *Planning Code* and would require the following approvals:

- **Conditional Use Authorization:** The proposed project would require a Conditional Use Authorization (CUA) from the Planning Commission for new construction over 50 feet in height and with more than 50 feet of street frontage in a Residential-Commercial District/ the Van Ness Special Use District, pursuant to Planning Code sections 253 and 253.2. It also would require an exception to bulk requirements as prescribed in Planning Code section 271. The CUA would also require a Van Ness Special Use District exception, because the project would not eliminate wind comfort level exceedances pursuant to Planning Code section 243(c)(15)(B).
- **Rear Yard Modification:** The proposed project would require authorization from the Zoning Administrator for a rear yard modification pursuant to Planning Code section 243(c)(6).

- **Site Permit:** The proposed project would require the issuance of a site permit by the Department of Building Inspection (DBI).

Approval Action: The Conditional Use Authorization is the approval action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to San Francisco Administrative Code section 31.04(h).

EXEMPTION CLASS (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 Class 32 exemption.

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

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

Height and Bulk. The project site is a developed lot located in a RC-4 District and a 130-V Height and Bulk District. The project site is also within the Van Ness Special Use District. Pursuant to Planning Code section 243, the Van Ness Special Use District requirements prevail over the RC-4 and 130-V Height and Bulk District requirements with respect to basic floor area ratio, housing density, height and bulk restrictions, required rear yard, and required setbacks. The proposed project's floor area ratio and housing density are permitted within the Van Ness Special Use District.

The proposed project would be 112 feet tall (maximum of approximately 120 feet with rooftop appurtenances), with a plan length of approximately 120 feet and a diagonal length of approximately 127 feet. Planning Code sections 253 and 253.2, and Planning Code section 270, respectively, require a Conditional Use Authorization by the Planning Commission for proposed new development greater than 50 feet in height in a Residential-Commercial District and with a plan length greater than 110 feet in a 130-V Height and Bulk District. Therefore, the proposed project requires a Conditional Use Authorization to receive an exception to the height and bulk limits, pursuant to the criteria in Planning Code Section 271(c).

Rear Yard Modification: Pursuant to Planning Code section 134(a)(1)(C), the proposed project is required to provide an approximately 1,980-sf rear yard, open to each level that includes a residential dwelling unit. The project would provide an approximately 1,268-sf interior court to serve as the rear yard on the second through eleventh residential floors. Therefore, the proposed project requires a rear yard modification authorization from the Zoning Administrator pursuant to Planning Code section 243(c)(6).

Wind Hazard and Comfort. Van Ness Special Use District zoning requires that new buildings and additions are designed to ensure that ground-level wind currents do not exceed pedestrian comfort and hazard thresholds. The proposed project would satisfy the wind hazard criteria of Planning Code section 243(c)(15), but would require an exception for exceedances of the Planning Code wind comfort criteria. See the *Discussion of Environmental Issues* section, below, for additional information.

Conclusion

As proposed, the project is principally permitted within the RC-4 District and Van Ness Special Use District in which the project site is located. As such the proposed project would not conflict with Planning Code requirements. In light of the above, the proposed project would not conflict with General Plan objectives or policies, and would meet applicable controls for the area. Therefore, the proposed project would be consistent with General Plan designations and policies and applicable zoning designations for the site.

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

The project site is an approximately 0.18-acre (7,920-sf) undeveloped lot located within a developed area of San Francisco. The lots adjacent to the project site are fully developed and serve commercial, institutional, residential, and recreational uses. City Hall, Civic Center Plaza, the Phillip K. Burton Federal Building, the SFPUC building, multi-story residential buildings, retail stores, restaurants, and an elementary school are located in the immediate project vicinity. Therefore, the proposed project would be appropriately characterized as in-fill development on fewer than five acres, surrounded by urban uses.

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

The project site is a fully developed lot with no landscaping, located within a densely developed urban area. As such, the project site does not contain any known rare or endangered plant or animal species, or habitat for such species. Therefore, the project site has no value as a habitat for endangered, rare, or threatened 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 CEQA¹ to use the Vehicle Miles Traveled (VMT) metric instead of automobile delay to evaluate the transportation impacts of projects

¹ California Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, January 2016. Available at https://www.opr.ca.gov/s_sb743.php, accessed March 8, 2016.

(Resolution 19579)². Accordingly, this categorical exemption does not contain a separate discussion of automobile delay (i.e., traffic) impacts. Instead, a VMT and induced automobile travel impact analysis is provided here. 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.

For residential projects, a project would be considered to generate substantial additional VMT if it would generate VMT per capita at a rate in excess of 85 percent of the existing regional household VMT per capita.³ For retail projects, the Planning Department uses a VMT efficiency metric approach: a project would be considered to generate substantial additional VMT if its per capita VMT would exceed 85 percent of the existing regional VMT per retail employee. This approach is consistent with CEQA Section 21099 and the thresholds of significance for other land uses recommended in OPR's proposed transportation impact guidelines. For mixed-use projects, such as the proposed project, which would construct an approximately 69,800-gsf, mixed-used building (55 residential units) and approximately 1,500 square feet of retail uses, each proposed land use is evaluated independently, using the significance criteria above.

Vehicle Miles Traveled Analysis – Residential. As shown in Table 1, below, existing average daily household VMT per capita for the transportation analysis zone (TAZ) in which the project site is located (TAZ 648) is 2.3, as compared with an existing regional average daily household VMT of 17.2. Eighty-five percent of the regional average daily household VMT is 14.6. As the project site is located in an area where existing per capita VMT is substantially less than 85 percent of the existing regional average, the proposed project's residential uses would not result in substantial additional VMT, and impacts would be less than significant. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates that the proposed project's residential uses would not cause substantial additional VMT.⁴ The impact of the project with respect to residential VMT generation therefore would not be significant.

Vehicle Miles Traveled Analysis – Retail. The existing regional average daily retail employee VMT is 14.9 per capita. Eighty-five percent of the regional average daily retail employee per capita VMT is 12.6. Existing average daily retail employee VMT per capita for the transportation analysis zone in which the project site is located is 7.8. As the existing per capita VMT in the traffic analysis zone in which the project is located is less than 85 percent of the existing regional average, it can be assumed that the proposed project's retail uses would not result in substantial additional VMT. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates that the proposed project's retail uses would not cause substantial

² The VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.

³ OPR's proposed transportation impact guidelines states a project would cause substantial additional VMT if it would generate per capita VMT in excess of 85 percent of both the existing City household VMT per capita and the existing regional household VMT per capita. In San Francisco, average VMT generated per capita (8.4) is less than 50 percent of the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis.

⁴ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 555 Golden Gate Avenue, March 16, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2014.1102E. Note that the proposed number of dwelling units was reduced slightly subsequent to preparation of this checklist: thus, traffic generation by the project would be slightly less than previously calculated.

additional VMT.⁵ Project impacts with respect to retail-generated VMT therefore would be less than significant.

Induced Automobile Travel Analysis. A project would have a significant effect on the environment if it would induce substantial additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. The proposed project is not a transportation project. While it would include installation of a new parking garage with a new curb cut on Redwood Alley and installation of approximately four class 2 bicycle parking spaces on Golden Gate Avenue, these features are not among the types of projects that would not substantially induce automobile travel, as defined by State Office of Planning and Research's proposed transportation impact guidelines⁶ (November 2017) VMT impacts therefore would be less than significant.

Transit, Pedestrians, and Bicycles. The Planning Department used the *Transportation Impact Analysis Guidelines for Environmental Review* (the "Transportation Guidelines") to evaluate transit, bike and pedestrian conditions during the weekday p.m. peak period (4:00 p.m. – 6:00 p.m.), the time when the transportation system is most heavily used and therefore has the potential to reach maximum capacity.

Based on the residential trip generation rates in the Transportation Guidelines, the proposed project is estimated to add 546 daily transit, pedestrian and other (e.g., bicycle) trips, 83 of which would occur during p.m. peak hours. The project site is located within an established pedestrian network that includes continuous sidewalks, striped crosswalks, curb ramps, pedestrian walk signals, and other pedestrian amenities. The estimated 83 additional peak-hour trips would be distributed among transit, pedestrian, and bicycle modes, and are not anticipated to substantially increase transit, pedestrian or bicycle activity relative to the existing capacity of the surrounding area's circulation and transit system. Therefore, the proposed project would not result in significant impacts on transit or pedestrian and bike circulation.

Construction Traffic. While there would be a flow of construction-related traffic to and from the project site throughout the construction period, construction-related impacts, generally, would not be considered significant due to their temporary and limited duration. Construction workers who drive to the project site would temporarily increase traffic volume and demand for street parking, but the additional trips would not substantially affect traffic conditions. The project sponsor and general contractor would be responsible for all phases of construction, and would be required to follow San Francisco Municipal Transportation Agency's (SFMTA) Regulations for Working in San Francisco Streets (the Blue Book). In addition, the project sponsor and general contractor would meet with the SFMTA Department of Parking and Traffic, the San Francisco Fire Department, San Francisco Municipal Railway (Muni), and other applicable agencies, such as Caltrans, to determine feasible traffic modifications to reduce traffic congestion and other potential traffic disruption and pedestrian circulation effects in the site vicinity during

⁵ Ibid.

⁶ *Analyzing Transportation Impacts.* Text of the Proposed New Section 15064.3, Determining the Significance of Transportation Impacts. Governor's Office of Planning and Research, November 2017. Accessed online, November 27, 2017. http://www.opr.ca.gov/docs/20171127_Text_of_15064-3.pdf.

construction of the project. The contractor would be responsible for complying with all city, state, and federal codes, rules and regulations. In addition, prior to commencing with construction activities, the general contractor would coordinate construction activities with Muni's Street Operations and Special Events Office to reduce any impacts on transit operations in the site vicinity. Should any closure or relocation of sidewalks, travel lanes, and transit facilities be required, the work would be coordinated with SFMTA's Transportation Advisory Staff Committee, which consists of representatives of City departments including SFMTA, Public Works, the Fire Department, the Police Department, the Department of Public Health, the Port of San Francisco, and the Taxi Commission.

As demonstrated by the discussions above, the proposed project would not result in a significant impact on traffic.

Noise

Operations-related noise primarily comes from two sources: (1) increased vehicular traffic generated by project residents, employees, and service and delivery trucks requiring access to the project site; and (2) mechanical building noise. Typically, traffic volume would have to double to produce an increase in ambient noise levels noticeable to most people. Potential residents and visitors to the project would increase the number of trips taken within the project area, but, as described above, this would not result in a doubling of traffic. The San Francisco Noise Ordinance (Article 29 of the *Police Code*) establishes allowable noise thresholds for project operational mechanical noise, as from elevator operation. The project sponsor would be required to ensure that such noise does not exceed five dBA above the ambient noise level at any point outside of the property plane, when the windows and doors of the dwelling unit are closed. Further, no fixed noise source may cause the noise level measured inside any sleeping or living room in any residential dwelling unit to exceed 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed. Therefore, the proposed project would not substantially increase operational noise at the project site and the impact of operational noise would be less than significant.

The Noise Ordinance also regulates construction-related noise. The ordinance stipulates when it is permissible to engage in construction activities (7:00 a.m. - 8:00 p.m.), the type of equipment that can be used, and the conditions under which that equipment may be utilized. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source of the noise. Impact tools (e.g., jackhammers) must have both the intake and exhaust muffled to the satisfaction of the San Francisco Public Works (Public Works) or Department of Building Inspection. The proposed building can be supported by a reinforced mat foundation, and thus would not require use of pile driving.⁷ Soldier piles used for shoring during construction would be installed in pre-drilled holes rather than through pile driving or other vibration-inducing methods, and therefore would not have the potential to result in significant vibration impacts. The Department of Building Inspection would ensure that construction is implemented consistent with engineering recommendations.

⁷ Rockridge Geotechnical, *Proposed Residential Building, 555 Golden Gate Avenue*, August 13, 2014.

Based on mandatory compliance with all applicable state and municipal codes and the intermittent and temporary duration of construction activities, the proposed project would not result in a significant impact with respect to construction noise or vibration.

Air Quality

The state and federal Clean Air Acts identify air pollutant standards for six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and lead. These criteria air pollutants are regulated based on specific public health- and welfare-based criteria for permissible levels. Common sources of criteria air pollutants include stationary sources (e.g., diesel backup generators, dry cleaners, and gasoline stations), on-road motor vehicles, and off-road construction equipment. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Air Quality Guidelines (May 2011)⁸, has developed screening criteria for residential development based on the number and type of proposed dwelling units, to determine if projects potentially 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. The proposed project would construct 44,000 sf of residential space for 55 residences, plus approximately 1,500 sf of retail space, a level of development that is below the screening criteria threshold⁹. Project air emissions therefore would not exceed significance thresholds, and therefore would not result in significant criteria air pollutant or make a cumulatively considerable contribution to cumulative air quality impacts.

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs) from stationary sources, on-road motor vehicles, and off-road construction equipment. TACs are air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe in the short-term) adverse effects to human health. San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco, and identified areas with poor air quality, termed "Air Pollutant Exposure Zone," based on health-protective criteria. Land use projects within Air Pollutant Exposure Zones require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations. The project site is not located within an Air Pollutant Exposure Zone, and would not include the operation of stationary sources of air emissions. Therefore, the proposed project would not result in a significant impact with respect to exposure of sensitive receptors to substantial levels of air pollution.

Although the proposed project would require construction activities for the approximate 24-month construction phase, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial concentrations of air pollutants. Further, the proposed project would be subject to, and comply with, California regulations limiting construction motor vehicle idling to no more than five minutes,¹⁰ which

⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_53_11.ashx

⁹ Ibid., Table 3-1

¹⁰ *California Code of Regulations*, Title 13, Division 3, § 2485.

would further reduce nearby sensitive receptors' exposure to temporary and variable TAC emissions. Therefore, construction-period TAC emissions would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution, nor would the proposed project result in any other significant air quality impacts.

Water Quality

The project site is a developed lot covered with impervious surfaces under existing conditions. The proposed project would not increase the footprint development. Any wastewater and storm water discharge resulting from the proposed project would flow into the City's combined sewer system and be treated to the standards of the City's National Pollutant Discharge Elimination System Permit prior to discharge to a receiving water body.

Furthermore, the City's Stormwater Management Ordinance requires any project that involves ground disturbance of 5,000 sf or greater to prepare a Stormwater Control Plan. The proposed project would exceed this threshold and is therefore subject to the ordinance. The project sponsor therefore will be required to prepare a Stormwater Control Plan that demonstrates how the project will adhere to the performance measures outlined in the November 2009 Stormwater Design Guidelines (the "Guidelines") including reduction in total volume and peak flow rate of stormwater for areas in combined sewer systems. The Guidelines also require a signed maintenance agreement to ensure proper care of the stormwater control system. Approval of this plan by the SFPUC Wastewater Enterprise, Urban Watershed Management Program is required before a site or building permit can be issued. Compliance with the ordinance requires the project to maintain or reduce the existing volume and rate of stormwater runoff at the subject property by retaining runoff onsite, promoting stormwater reuse, and limiting the volume of site stormwater discharge and other runoff that would enter the combined sewer system. Consistent with this requirement, about 5,300 sf of the project footprint would include a 5,300-sf green roof and flow-through planters, which are designed to retain or detain stormwater and reduce runoff rates. Therefore, the proposed project would not substantially alter existing groundwater quality or surface flow conditions and would not result in significant water quality impacts.

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

The project site is located in a dense urban area where all public services and utilities are currently available, and where expected growth has been taken into account and provided for in service and utility planning. While the proposed project would increase demand on public services and utilities, project demand would not be expected to exceed the existing capacity for this area. As required by the SFPUC, which provides water and sewer infrastructure, a hydraulic analysis will be required, to confirm the adequacy of the water distribution system for proposed new potable, non-potable and fire water services. If the current distribution system pressures and flows were determined to be inadequate, the project sponsor would be responsible for any capital improvements required to meet the proposed project's water demands, as determined by SFPUC. The project sponsor would be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City Distribution Division and San Francisco Fire Department standards and practices. In addition, the project would be required to minimize potable water

usage in the proposed buildings, and subsequently the volume of wastewater discharged (as discussed above), through compliance with the City's Residential Water Conservation Ordinance (*Building Code* Chapter 12A) and the residential requirements for increasing indoor water efficiency, pursuant to *Green Building Code* Chapter 4. Therefore, the proposed project would be adequately served by all required utilities and public services.

DISCUSSION OF ENVIRONMENTAL ISSUES

CEQA Guidelines section 15300.2 establishes exceptions to the application of a categorical exemption for a project. Guidelines section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As discussed above, the proposed project would not have a significant effect on traffic, noise, air quality and water quality. In addition, the proposed project would not have a significant effect on the environment due to unusual circumstances for other environmental topics, including those discussed below. None of the established exceptions applies to the proposed project.

Historic Architectural Resources

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

Under CEQA Section 21084.1, a property may be considered a historic resource if it is "listed in, or determined to be eligible for listing in, the California Register of Historical Resources" (California Register). The two-story commercial building at 555 Golden Gate Avenue was built in 1909. Since the proposed project would include demolition of a building constructed 45 or more years ago, the project is subject to historic resource review. The project sponsor retained an architectural firm to prepare a Historical Resource Evaluation (HRE),¹¹ which details the architectural design, historical background, and construction history of the subject property. The Planning Department reviewed the HRE and provided a historic resource determination.¹²

The historic resource determination applied criteria set forth by the California Register to evaluate the potential historical significance of the subject property, its architecture, and the neighborhood in which it is located. The California Register stipulates that a property may be considered a historical resource if the property is associated with a historically significant event (Criterion 1), person (Criterion 2), or architectural quality (Criterion 3), or if it has the potential to provide historically significant information (Criterion 4). Properties must also possess historic integrity with respect to location, design, setting, workmanship, materials, aesthetics, and historic events or people associated with the subject property. The historic resource determination found that no historic events are known to have occurred at the subject property that might make it eligible for inclusion in the California Register under Criterion 1. None of the owners or occupants of the subject property has been identified as important to local, California, or national history; the building thus is not eligible for inclusion in the California Register under Criterion 2. The subject property was originally an auto body and sales shop that was converted to

¹¹ ICF International, *Historical Resource Evaluation, 555 Golden Gate Avenue, San Francisco, CA*, September 2015.

¹² San Francisco Planning Department, *Preservation Team Review Form, 555 Golden Gate Avenue*, September 9, 2015.

restaurant uses in the 1960s, and has undergone extensive exterior and interior alterations. The property is vernacular in style, does not display high artistic merit, and was designed by an unknown architect. Therefore, the property is ineligible for inclusion in the California Register under Criterion 3. While the property is located just north of the existing Civic Center Landmark District, the historic resource determination found that the subject property is not located within an identified historic district or an area that appears to be eligible for inclusion in the California Register as a historic district.

The historic resource determination concluded that the subject property is not eligible for listing in the California Register either individually or as a contributor to a historic district. Therefore, the proposed project would not have a significant adverse impact on historic resources.

Shadow

Planning Code Section 295 ("Proposition K") generally prohibits new structures above 40 feet in height that would increase shadowing of on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission (Recreation and Park Commission) between one hour after sunrise and one hour before sunset at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. In addition, Planning Department CEQA review considers whether new projects have the potential to substantially impair the use of outdoor open spaces in the project vicinity.

The proposed project would construct an approximately 112-foot-tall building (up to 120 feet with staircase and elevator penthouses). The Planning Department conducted a review of open space in the site vicinity and prepared a preliminary shadow fan to determine whether the proposed project would have the potential to cast new shadow on nearby parks, open spaces, and schools.^{13,14} The preliminary analysis indicated that the proposed project could potentially shade Civic Center Plaza, Phillip Burton Federal Plaza (the Federal Plaza), and Tenderloin Community School playground. SFPUC subsequently commented that project shadowing also would affect the outdoor play area of its privately-operated daycare facility, on Redwood Alley adjacent to the project site. Of these spaces, only the Civic Center Plaza (the Joseph L. Alioto Performing Arts Piazza and Helen Diller Civic Center Playgrounds) is under Recreation and Park Commission jurisdiction.

Based on the results of the preliminary shadow fan analysis, a shadow study was prepared for the proposed project by a shadow expert¹⁵, to assess whether the project would result in significant shadow impacts on section 295 jurisdictional open space (Civic Center Plaza) or, for non-jurisdictional publicly-accessible open spaces (Federal Plaza), would create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. The Tenderloin Community School playground, located on the roof of the school, is accessible only under the auspices of the public school; similarly, the SFPUC daycare facility is not publicly accessible. Nonetheless, these were included in the shadow analysis for informational purposes.

¹³ San Francisco Planning Department, *Preliminary Shadow Fan Analysis*, 555 Golden Gate Avenue, February 26, 2015.

¹⁴ San Francisco Planning Department, *555 Golden Gate Avenue: Open/Public Spaces and Schools*, April 14, 2015.

¹⁵ Adam Philips, Prevision Design, *Shadow Analysis Report for the Proposed 555 Golden Gate Avenue per SF Planning and California Environmental Quality Act Standards*. December 11, 2017.

Subsequent to preparation of the preliminary shadow fan, the proposed project was modified through negotiations between SFPUC and the project sponsor¹⁶. Modifications included a modest overall reduction in building height, and incorporation in the design of an approximately 25-foot setback of the top two floors along the south (Redwood Alley) side of the building, and a 10-foot setback above the third floor along the east side of the building near its north and south ends.

The expert shadow analysis assessed the shadow effects of this revised design¹⁷ using the methodology established by the Recreation and Park Commission and the Planning Department¹⁸. Results are detailed below.

Civic Center Plaza. Civic Center Plaza is an approximately 4.5-acre, full-block plaza bounded by Polk Street to the west, McAllister Street to the north, Larkin Street to the east, and Grove Street to the south and located about a block southeast of the project site. The analysis determined that the proposed project would not result in any net new shading on Civic Center Plaza, nor on any other parks or open spaces under the jurisdiction of the San Francisco Recreation and Parks Department; therefore the project would have no effect to any Section 295 property.

Federal Building Plaza. Phillip Burton Federal Plaza is an approximately 1-acre, publicly-accessible plaza adjacent to the Phillip Burton Federal Building and Courthouse, located half a block east of the project site on the opposite side of Golden Gate Avenue. The plaza is paved, with angular sloping concrete forms interspersed with planting areas, and with pedestrian ramps that provide access to the plaza and the federal building. The plaza includes several seating areas with fixed seats and benches, which are used primarily around the lunch hour. The majority of use was transitory, as users passed through the plaza on their way to/from the Phillip K. Burton Federal Building entries.

The shadow analysis indicated that while net new shadow on the Federal Plaza would at times fall on fixed seating areas, maximum shading is estimated to occur in the late afternoon and early evening, when potential users are less likely to use the seating for lunch-time activities. Maximum net new shadow on the plaza due to the proposed project would occur on February 22 and October 18, when the proposed project would shade up to approximately 10 percent of the plaza area between approximately 5 pm and 5:30 pm. Due to the limited and generally transitory use of the space and short duration of the new shade, shadow from the proposed project is not expected to substantially affect the use and enjoyment of the Federal Plaza. Therefore, the proposed project's shadow effect on the Phillip Burton Federal Plaza, as a publicly-accessible open space, would be less than significant.

Tenderloin Community School and SFPUC Daycare Center. These facilities, which do not include privately owned public open spaces, are discussed here for information purposes only. The shading analysis prepared for the project¹⁹ indicated that, due to the presence of intervening buildings, the proposed

¹⁶ Project plans dated October 27, 2017, on file in project case file, case number 2014-1102E..

¹⁷ Adam Philips, Prevision Design, *Shadow Analysis Report for the Proposed 555 Golden Gate Avenue per SF Planning and California Environmental Quality Act Standards*. January 8, 201 (revised).

¹⁸ San Francisco Planning Department, *Proposition K – The Sunlight Ordinance Memorandum*, February 3, 1989. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

¹⁹ Included in the shadow technical report referenced above.

building would not have the potential to shadow the rooftop playgrounds at Tenderloin Community School.

The SFPUC daycare center outdoor area is a narrow yard that runs along the base of the SFPUC building's south façade at street level, with a 7-foot-high wall/fence along the sidewalk. Redwood Alley is a narrow (one lane) street, flanked by the tall SFPUC building on the north and the tall Superior Court building on the south. The yard is "tucked in" under the slightly overhanging second story of the SFPUC building. This area is used for outdoor play for infants, toddlers and preschool-aged children at various times of the day. While this is not a publicly-accessible open space and as such was not analyzed in detail as part of the shadow study, the shadow assessment noted that the outdoor play area is shaded approximately 80 percent of the time under existing conditions. The original design of the proposed project would have slightly increased the duration of shading on this area. The design modifications by the sponsor in response to SFPUC input, which produced the design analyzed in the shadow study, resulted in a net reduction of the amount of new shadow that would be cast on the exterior portions of the SFPUC daycare center.

Other Public Areas. The proposed project would not affect other public open spaces in the site vicinity, but would shade portions of nearby streets, sidewalks, and private property in the project vicinity, as is typical along developed streets in an urban environment. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

For the above reasons, the proposed project would not result in significant impacts related to shadow.

Wind

Due to the 112-foot height of the building height of the proposed building (up to 120 feet with stair and elevator penthouses), the sponsor was required to retain a qualified consultant to conduct a wind analysis of the proposed project's potential effects on the existing wind environment. The findings from the wind analysis were reported in a Wind Technical Memorandum²⁰ and are summarized below.

The project site is currently developed with an approximately 20-foot-tall, two-story commercial building. The project site is adjacent to the SFPUC office building, a 13-story, through-block building extending from roughly the project site's eastern property line to Polk Street. The remainder of the block is developed with approximately three-story commercial buildings. The buildings on the block immediately south of the project site are three to four stories tall. The block directly north of the project site is developed with one- to three-story tall buildings and a surface parking lot. Thus, the proposed 11-story building would be taller than most of the buildings in the immediate vicinity of the project site, but shorter than the adjacent SFPUC office building.

The project site is located within the Van Ness Special Use District. Wind analysis for this area applies the wind hazard and wind comfort criteria in Planning Code section 243(c)(15). As there are no fixed pedestrian seating areas in the immediate vicinity of the project site, the 11-mph pedestrian comfort criterion is used in the wind comfort evaluation.

²⁰ ESA, *Evaluation of Wind Hazard Potential*, 555 Golden Gate Avenue, San Francisco, CA ESA 150446, June 8, 2016, Updated for revised design, February 14, 2018.

The study concluded that existing wind conditions in the project vicinity slightly exceed the wind hazard criterion at one test location. Construction of the proposed project would not result in a new exceedance of the wind hazard criterion, and the existing wind hazard exceedance would not intensify in speed or duration, and the project therefore would not result in a significant wind hazard impact.

Wind tunnel testing also indicated that existing wind conditions exceed the 11-mph pedestrian comfort criterion at a number of locations. The proposed project would result in a new wind comfort exceedance adjacent to the project site, but it would reduce overall pedestrian comfort exceedances by approximately two percent and would reduce the overall average wind speed at the measured locations by 0.5 mph.

For these reasons, the proposed project would not result in significant impacts with regards to wind.

Hazardous Materials

The proposed project would disturb more than 50 cubic yards of soil on a property historically associated with industrial uses. The project is therefore subject to Article 22A of the San Francisco Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health. To comply with the Maher Ordinance²¹, the project sponsor submitted a Maher Application and a Phase I Environmental Assessment (ESA)²² to the department to determine the potential for site soil contamination and level of exposure risk associated with the project. Pursuant to the Maher Ordinance, the public health department reviewed and approved the Phase I ESA and determined that a Phase II Site Characterization and a Work Plan is warranted.²³

The existing structure was constructed in 1909 and therefore may contain hazardous construction materials such as asbestos and lead. Should additional analysis reveal the presence of contaminated soil or groundwater, the department would require the project sponsor to submit a Site Mitigation Plan and remediate any contamination in accordance with article 22A of the Health Code, section 19827.5 of the California Health and Safety Code, and section 3426 of the California Building Code, and the Department of Building Inspection would not issue the required permit until the applicant has complied with applicable requirements. These regulations and procedures, which are enforced as a part of the permitting process, would ensure that the proposed project would not result in a significant hazard to the public or the environment through exposure to or the release of hazardous materials.

Geology and Soils

A geotechnical investigation for the project site consisted of project site reconnaissance, review of engineering studies and observations made at properties in the project site vicinity, a review of pertinent geotechnical data, and geotechnical analysis of all findings.²⁴ Soils at the project site appear to consist of loose native dune sand to depths of approximately eight to 10 feet below grade and medium to very

²¹ JS Sullivan Development, LLC, *Maher Ordinance Application*, 555 Golden Gate Avenue, April 2, 2015.

²² Innovative and Creative Environmental Solutions, *Phase I Preliminary Environmental Site Assessment*, 555 Golden Gate Avenue, San Francisco, California, July 29, 2014.

²³ San Francisco Department of Public Health, *Maher Application Review and Approval, Residential Development*, 555 Golden Gate Avenue at Block 0766 Lot 010, EHB-SAM No. SMED 1236, December 22, 2015.

²⁴ Rockridge Geotechnical, Inc., *Geotechnical Consultation, Proposed Residential Building*, 555 Golden Gate Avenue, San Francisco, California, August 13, 2014.

dense sand to depths ranging from approximately 35 to 62 feet below grade. Near-surface sands are underlain with Colma formation (a consolidated, older sand dune formation) to the maximum depth explored. Free groundwater is estimated to be present at 20 to 25 feet below street grade.

The report found that the project site is not located in an Earthquake Fault Zone nor in a Seismic Hazard Zone (i.e., subject to landslide or liquefaction hazards). The potential risk of surface faulting, secondary ground failure, and liquefaction is low. However, due to the presence of medium dense dune sand above the groundwater table, there is the potential for differential compaction (settling) on the site.

Geotechnical considerations for project design included the presence of loose to medium sand on the site, and the potential to undermine basement walls and foundations on properties that border the site. The project geotechnical report²⁵ concludes that the site is suitable for construction of the proposed building in accordance with the recommendations and specifications provided in the report.

The proposed project would be required to conform to the *Building Code*, which ensures the safety of all new construction in the City. Appropriate foundation and structural design are reviewed as part of the Department of Building Inspection permit process. The potential for construction vibration is addressed under "Noise", page 7, above. The department would review background information including geotechnical and structural engineering reports to ensure that the security and stability of adjoining properties and the subject property is maintained during and following construction, pursuant to its implementation of the Building Code. In light of the above, the proposed project would not result in a significant effect with respect to seismic and geologic hazards.

Neighborhood Concerns

A "Notification of Project Receiving Environmental Review" was mailed on April 21, 2015 to owners and occupants of properties within a 300 foot radius of the project site and other interested parties. Overall concerns raised by the public in response to the notice were taken into consideration and incorporated into this Certificate of Determination, as appropriate, for CEQA analysis.

The Planning Department received comments from several individuals, the SFPUC, the Tenderloin Community School, the Bay Area Women's and Children's Center, and Caltrans. Concerns related to physical environmental effects were raised regarding construction-related traffic, construction vibration, times of day when construction activities would take place, the provision of off-street parking, and potential shadow and wind impacts on school and day care facilities in the vicinity. These concerns are addressed in the *Discussion of Other Environmental Issues* section of this document, above. Additional comments regarding the potential physical environmental effects of the proposed project include: (1) new shadow obstructing light to the SFPUC office building's solar panels; (2) emissions from vehicles that would access the proposed garage; (3) the location of the eastern façade of the proposed building in relation to the existing air intake valves on the western façade of the SFPUC building; and (4) additional traffic on Redwood Alley. These concerns are addressed below.

Solar Access. The proposed building would be approximately 112 feet tall (up to 120 feet tall with mechanical and stair penthouses), and constructed adjacent to the San Francisco Public Utilities

²⁵ Rockridge Geotechnical, Inc., *Geotechnical Consultation, Proposed Residential Building, 555 Golden Gate Avenue, San Francisco, California*, August 13, 2014.

Commission (SFPUC) office building at 525 Golden Gate Avenue. The 13-story, approximately 190-foot-tall SFPUC building uses solar array panels on its roof to collect sunlight to generate power. The SFPUC expressed concern that the proposed project would reduce the amount of daylight harvesting its building can achieve. The shadow study, detailed above, determined that the proposed building, which would be substantially shorter than the SFPUC building, would have no potential to shade the solar array panels. While the proposed building would add new shade to portions of the project site and surrounding private properties, including the day care facility, the new shade would be typical of that found in urban areas and would not constitute an unusual circumstance. Therefore, for the purposes of CEQA analysis, the proposed project would not result in significant shadow impacts or impair solar access for existing buildings in the project site vicinity.

Vehicle Emissions and Traffic. The proposed project would provide approximately 21 stacked parking spaces in a semi-subterranean parking garage. The garage would be accessed via a new curb cut on Redwood Alley near the project site's southeast property line, adjacent to the SFPUC's childcare center outdoor play area. SFPUC raised concerns regarding increased vehicle traffic in Redwood Alley, and regarding potential impacts on the day care children from emissions generated by vehicles idling while accessing the proposed garage.

Vehicle trips into and out of Redwood Alley would be constrained by the limited availability of parking spaces in the proposed project's garage. Because of the limited availability of on-site parking, it can be assumed that only a portion of the 96 total projected daily motor vehicle trips would traverse Redwood Alley in originating or terminating at the garage. On this basis, motor vehicle trips projected to be generated by the proposed project would not substantially increase traffic relative to street capacity or create hazardous traffic or air quality conditions in Redwood Alley or on adjacent streets.

Of the approximately 96 daily vehicle trips estimated to be generated by the project, 14 would occur during p.m. peak hours (4:00 p.m.-6:00 p.m.); the remainder would be distributed throughout the day. If the 14 p.m. peak-hour trips were evenly divided throughout the p.m. peak period, approximately one vehicle would access the garage every 8.5 minutes. While most of the provided parking would be stacked, access time for stacked parking is estimated at one to four minutes per car²⁶. If multiple cars were to arrive at the garage at one time, a car potentially could idle briefly in Redwood Alley while waiting to access parking. However, it is anticipated that the garage would provide sufficient circulation space to accommodate parking/car retrieval without leading to vehicle idling in Redwood Alley that could result in substantial air emissions concentrations. Furthermore, as assessed in the Air Quality subsection of this document, the proposed project (including associated vehicle operations) would not result in significant criteria air pollutant impacts or exposure of sensitive receptors to substantial levels of air pollution. Thus, vehicle trips on Redwood Alley generated by the proposed project would not have a significant impact on the air quality near the day care center's outdoor area.

Ventilation. SFPUC expressed concern that the proposed building would interfere with the operation of the SFPUC building's ventilation system. SFPUC also expressed a concern regarding the placement of the proposed garage and the potential for vehicle emissions to affect the SFPUC building's air quality. The air intake valves on the western façade of the SFPUC building service the lower, first, and mezzanine levels of the building and the rooftop air intakes service the second through fourteenth floors. Through

²⁶ <https://www.parkingtoday.com/articledetails.php?id=181>

negotiation with SFPUC, the project design was modified to increase the proposed building's setback from the SFPUC façade. The eastern façade of the proposed building at 555 Golden Gate Avenue would be set back approximately 10 feet foot from the SFPUC property line and approximately 13 feet from the SFPUC building's closest air intake valve. The location of the proposed building in relation to its property line or boundary is not unusual for urban infill development projects, and would not constitute an unusual circumstance. Further, the proposed project's ventilation plans would be subject to Department of Building Inspection's review and approval, to ensure appropriate ventilation for the existing and proposed buildings.

Comments that do not pertain to physical environmental issues and comments on the merits of the proposed project will be considered in the context of project approval or disapproval, independent of the environmental review process. While local concerns or other planning considerations may be grounds for modifying or denying the proposed project, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project would have a significant effect on the environment.

CONCLUSION

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



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 555 GOLDEN GATE AVE
RECORD NO.: 2014.1102CUA

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

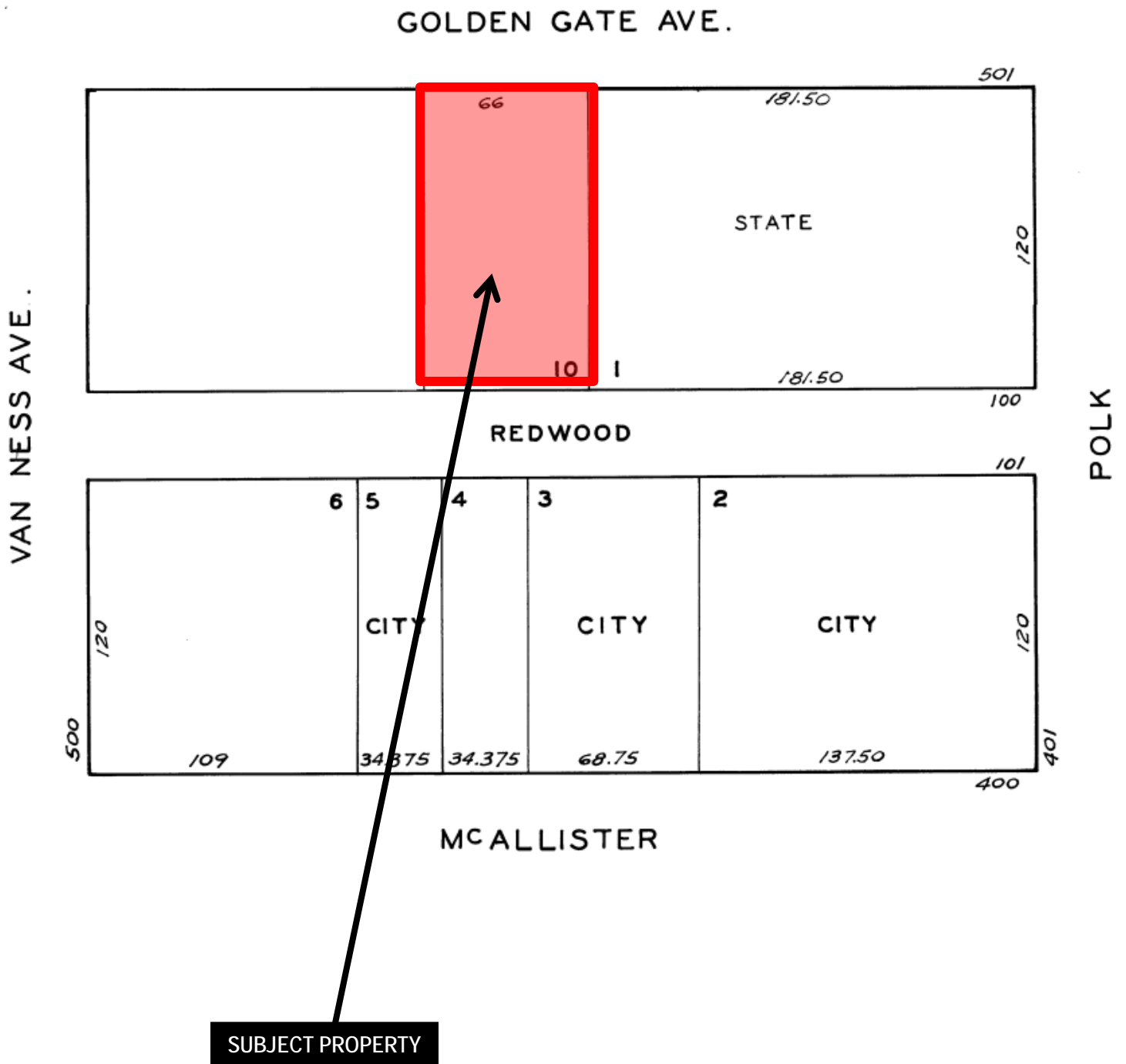
Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Lot Area	7,919	7,919	0
Residential	0	59,793	59,793
Commercial/Retail	0	1,635	1,635
Office	0	0	0
Industrial/PDR <i>Production, Distribution, & Repair</i>	0	0	0
Parking	0	3,706	3,706
Usable Open Space	0	4,408	4,408
Public Open Space	0	0	0
Other ()			
TOTAL GSF			69,542
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Market Rate	0	48	48
Dwelling Units - Affordable	0	7	7
Hotel Rooms	0	0	0
Parking Spaces	0	20	20
Loading Spaces	0	0	0
Car Share Spaces	0	1	1
Bicycle Spaces	0	61	61
Number of Buildings	1	1	1
Number of Stories	1	10	11
Height of Building(s)	20	92	112
Other ()			

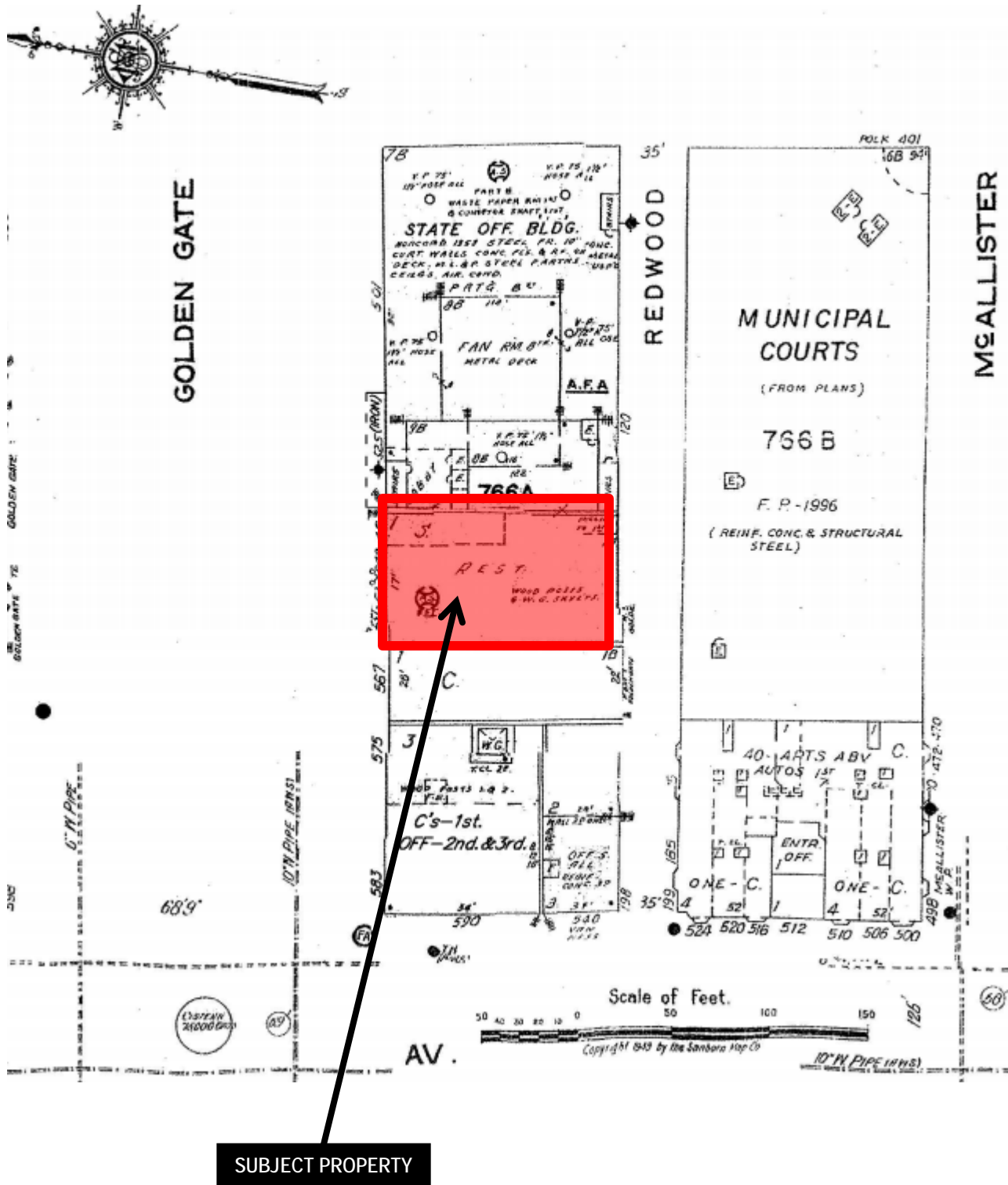
Parcel Map



Conditional Use Hearing
Record Number 2014.1102CUA
555 Golden Gate Avenue

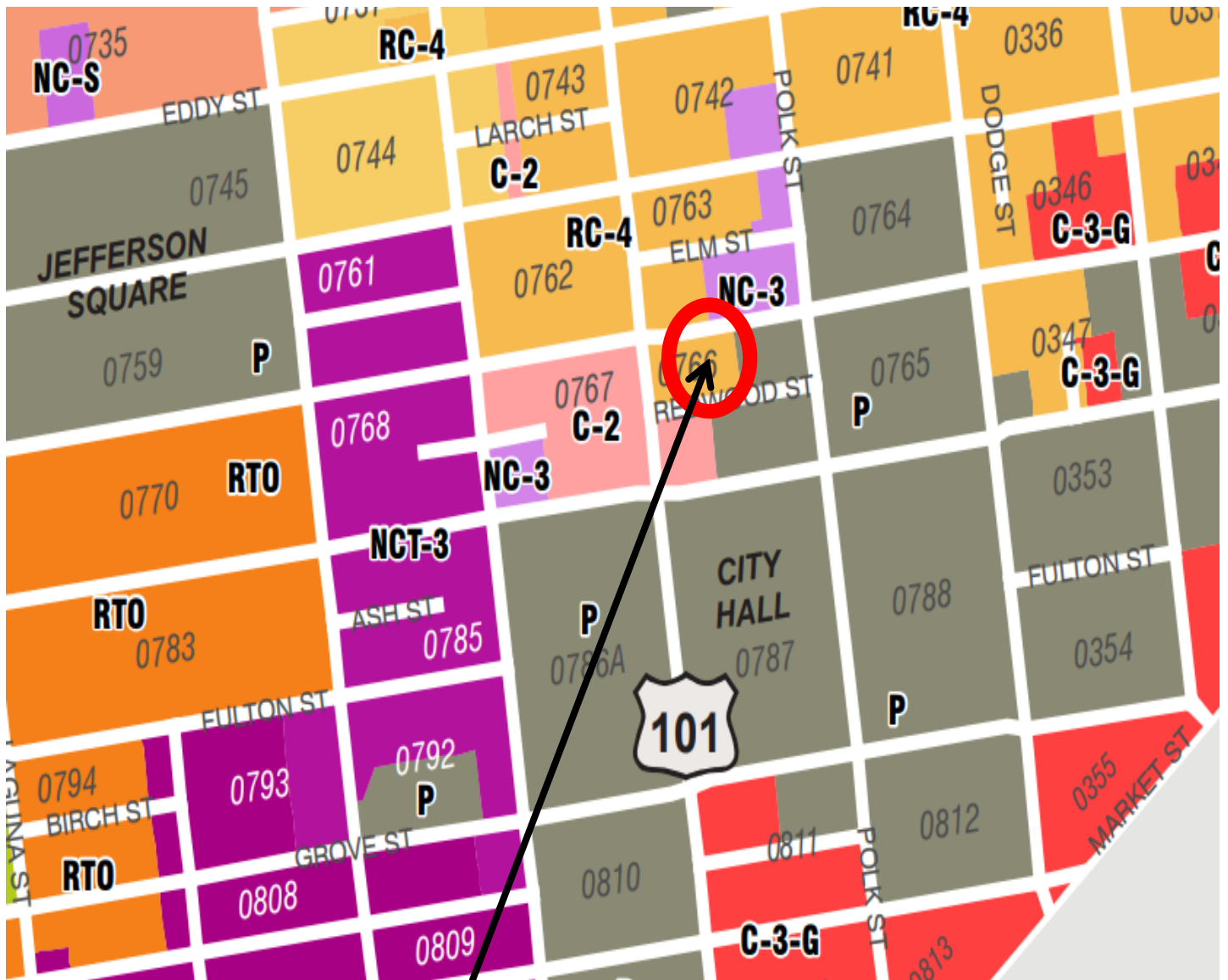
Sanborn Map*

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



Conditional Use Hearing
Record Number 2014.1102CUA
555 Golden Gate Avenue

Zoning Map



PROJECT SITE



Conditional Use Hearing
Record Number 2014.1102CUA
555 Golden Gate Avenue

Site Photo Looking South Toward McAllister Street

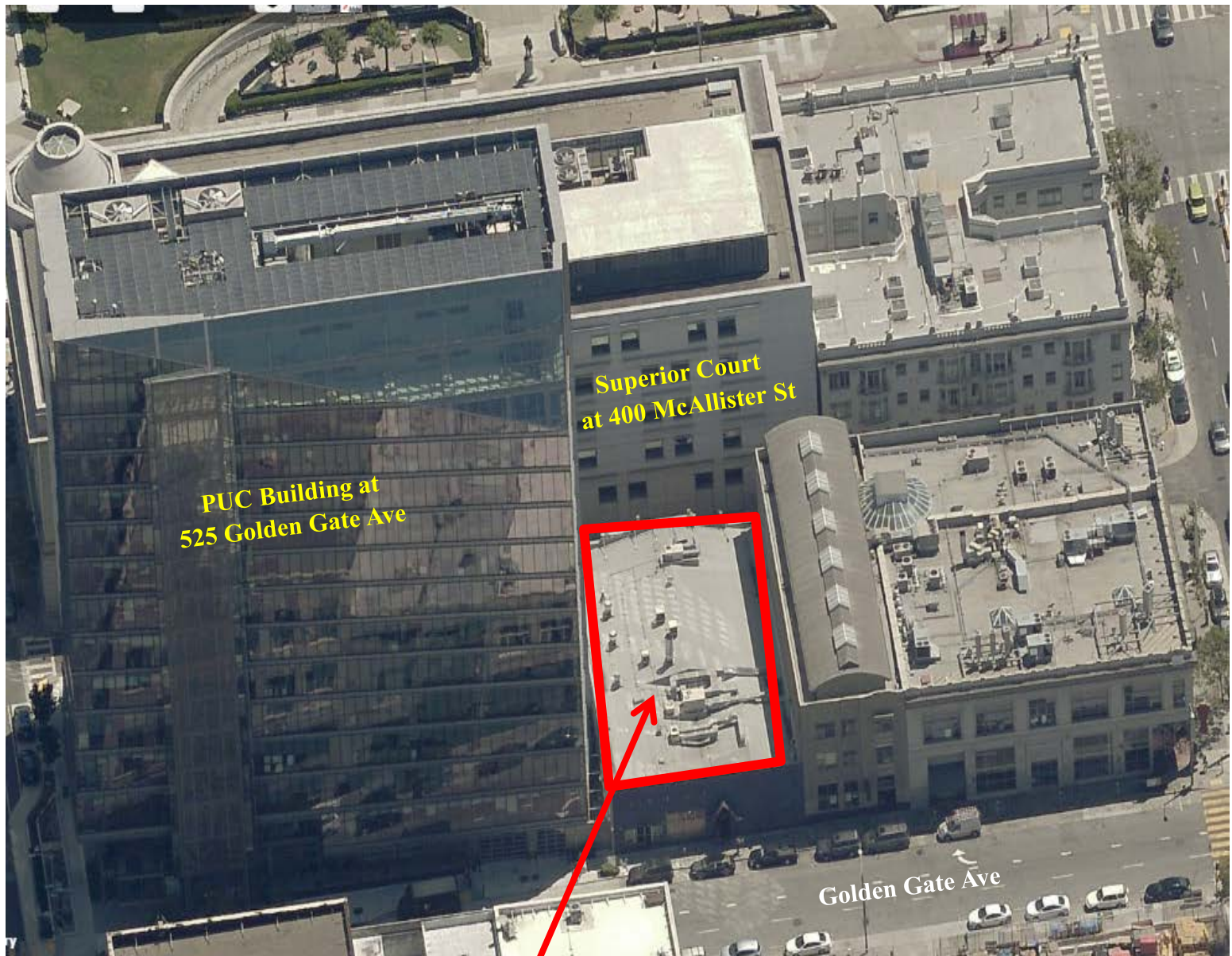


SUBJECT PROPERTY



Conditional Use Hearing
Record Number 2014.1102CUA
555 Golden Gate Avenue

Aerial Site Photo Looking South Toward McAllister Street



SUBJECT PROPERTY



Conditional Use Hearing
Record Number 2014.1102CUA
555 Golden Gate Avenue

Woods, Mary (CPC)

From: Petrick, Molly <MPetrick@sfgwater.org>
Sent: Tuesday, May 01, 2018 1:33 PM
To: Sean Sullivan; Woods, Mary (CPC)
Subject: 555 Golden Gate

Hi Mary,

Sean was able to brief us on the latest plans for 555 Golden Gate. After careful review of the latest plans, the SFPUC has no further issues with the project. We really appreciate your help and the project sponsor's willingness to work with us on solving our issues. We look forward to having a new neighbor.

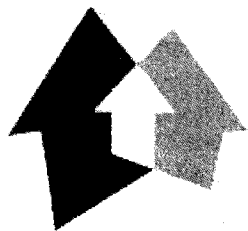
Sean – thanks again for the briefing! I was really helpful. Would you be at all willing to come back at some point in the near future to brief our General Manager on the final plans? While we don't have any remaining issues, he would just like to know more about the project in general and what to expect, etc.

Thanks again to you both!

Best,
Molly

Molly Petrick
Program Development and Policy Manager
SFPUC
525 Golden Gate Ave, 13th Floor
San Francisco, CA 94102
T: 415.934.5767
mpetrick@sfgwater.org

San Francisco Water, Power, and Sewer | Services of the San Francisco Public Utilities Commission



San Francisco
**HOUSING
ACTION
COALITION**

PROJECT REVIEW REPORT CARD

Project Address: 555 Golden Gate Avenue

Project Sponsor: JS Sullivan Development

Date of SFHAC Review: March 23, 2016

Grading Scale

1= Fails to meet project review guideline criteria

2= Meets some project review guideline criteria

3= Meets basic project review guideline criteria

4 = Exceeds basic project review guideline criteria

5 = Goes far beyond what is required

Criteria for SFHAC Endorsement

1. The development must have been presented to the SFHAC Project Review Committee

2. The Project must score a minimum of 3/5 on any given guideline

<i>Guideline</i>	<i>Comments</i>	<i>Grade</i>
Land Use	The developer proposes to demolish the existing one-story commercial building and construct a 120-foot, mixed-used building with 58 for-sale homes, two ground-floor retail spaces and subterranean parking for 14 cars. The site is currently underutilized and housing with active ground floor space is a significantly better use.	5
Affordability	The developer has elected to provide the below-market-rate units on-site. Twelve percent, or seven, of the units will permanently affordable, for-sale homes. The developer has mentioned interest in using a density bonus to provide more units and improve affordability, but is uncertain on how to approach it since the law is still not built into our code.	3
Density	The project will provide one-, two- and three-bedroom units. SFHAC is familiar with the architect and has toured one of their developments before. We believe they use an efficient unit layout that allows for ample natural light.	5
Community Input	SFHAC feels the developer has responsibly engaged the site's surrounding neighborhoods and other members of the community. In addition to the adjacent property owners, the developer has met with the Tenderloin Community Center and the Alliance for a Better District 6. We encourage continued community outreach.	4

Urban Design	Our members present during the presentation are in agreement that the urban design elements of this project are excellent. We support the creativity of the mid-block passage between Golden Gate and Redwood and the double-height ground floor. We believe the plan to have gates on both ends that could be closed if needed is appropriate but encourage the project sponsor to show these gates in the renderings. The retail spaces seem very small. We hope that they can be successful and affordable to smaller-business owners. We appreciate your project referencing older buildings that successfully use more homogeneous materiality. With that said, the facade is well articulated, which we believe will result in an attractive building.	5
Parking & Alternative Transportation	This site is centrally located, within walking distance to BART, Muni the City's large job centers, and accessible to major bike lanes. The project provides a low car-parking ratio, which we strongly support, and 58 bicycle parking spaces that are easily accessible at the ground floor, something we appreciate it. We encourage the project sponsor to provide one bicycle parking space per bedroom.	4
Environmental Features	The project sponsor has stated they will meet the basic requirements set forth by the City. The architect mentioned it's challenging with a project of this smaller scale to exceed these requirements, particularly due to the costs associated with them. We would support additional features that further green the building, particularly those that address water conservation	3
Preservation	There are no structures of significant cultural or historic merit on or near the site that would be impacted by the proposed development.	N/A
Additional Comments	One of our members noted that they're concerned with the numerous empty retail spaces in new buildings around the City. We hope the smaller spaces in this project will be within financial reach of more "mom-and-pop" businesses	N/A
Final Comments	The SF Housing Action Coalition endorses the proposed project at 555 Golden Gate Avenue without reservation.	4.1/5

V N C N C

VAN NESS CORRIDOR NEIGHBORHOODS COUNCIL

*Cathedral Hill Neighbors Association * Golden Gate Valley Neighborhood Association * Hayes Valley Neighborhood Association * Lower Polk Neighbors * Middle Polk Neighborhood Association * Pacific Heights Residents Association * Russian Hill Community Association * Russian Hill Neighbors * Western SoMa Voice*

March 9, 2018

President Rich Hillis
SF Planning Commission

Re Case No: 555 Golden Gate Avenue

Dear President Hillis and Commissioners:

We write in support of this project, which appropriately adds both market-rate and affordable housing to an underutilized site in the Civic Center neighborhood with great access to transit. We commend the project sponsor for including a mix of 1,2 and 3 bedroom units as well as a parking ratio far below the permitted maximum of .5. The retail spaces of the development are appropriately sized for attracting local merchants. The design of the building is attractive and has appropriately apportioned units with no nested bedrooms, which is commendable. The project is particularly sensitive to its surroundings, namely the large PUC building to the east and City Hall to the west.

We would also like to note the sponsors' good track record with our neighborhoods of actually building projects (Larkin and Olive and 1433 Bush) which they have entitled versus other sponsors who treat entitlements as speculative endeavors.

We are disappointed that this project has yet to complete environmental review and we urge the department to move forward with its review expeditiously and to schedule a Planning Commission hearing on this project for May 2018.

Regards,

/S/
Marlayne Morgan and Jim Warshell
Co-Chairs

cc. Jonas Ionin
John Rheum
Supervisor Jane Kim

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM



Date: October 25, 2017

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 and Community Development.

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 provisions of the Inclusionary Housing Program have recently been revised by the Board of Supervisors, effective on August 26, 2017 (Ord. No. 158-17 and File NO. 161351). Please be aware that the inclusionary requirements may differ for projects depending on when a complete Environmental Evaluation Application (EEA) was deemed complete by the Department ("EEA Accepted date"). Please also note that there are different requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached charts to determine the applicable requirement. Charts 1-3 include two sections. The 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.

For new projects with complete EEA's accepted on or after January 12, 2016, the Inclusionary Affordable Housing Program requires the provision of on-site and off-site affordable units at a mix of income levels. The number of units provided at each income level depends on the project tenure, date the EEA for the project is deemed complete, and the applicable schedule of on-site rate increases. Income levels are defined as a percentage of the Area Median Income (AMI), for low-income, moderate-income, and middle-income units, as shown in Chart 5. Projects with a complete EEA accepted prior to January 12, 2016 must provide the all of the inclusionary units at the low income AMI. **NOTE: Any project with a complete EEA accepted prior to January 12, 2016 must obtain a site or building permit by December 7, 2018, or will be subject to the Inclusionary Housing rates and requirements in effect at the time the project proceeds to pursue a permit.**

Summary of requirements. Please determine what requirement 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 deemed complete by Planning Staff. Chart 1-A applies to all projects throughout San Francisco with EEA's accepted prior to January 12, 2016, whereas Chart 1-B specifically addresses UMU (Urban Mixed Use District) Zoning Districts. Charts 2-A and 2-B apply to rental projects and Charts 3-A and 3-B apply to ownership projects with a complete EEA accepted on or after January 12, 2016. Charts 4-A and 4-B apply to three geographic areas with higher inclusionary requirements: the North of Market Residential SUD, SOMA NCT, and Mission Area Plan.

Projects that received a first discretionary approval prior to January 12, 2016 are not subject to the revised Inclusionary requirement. The applicable requirements for these projects are those listed in the "EEA accepted before 1/1/13" column.

The Project contains: 55	UNITS	The zoning of the property is: RC-4 / VAN NESS SUD	Complete EEA was submitted on: 10/1/2014
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CHART 1-A: Inclusionary Requirements for all projects with Complete EEA accepted before 1/12/2016

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

* 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, which are subject to the requirements of 25+ unit projects at or below 120 feet.

CHART 1-B: Requirements for all projects in UMU Districts with Complete EEA accepted before 1/12/2016

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

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

10/1/2014[illegible][illegible]

10/1/2014

CHART 4-A: Inclusionary Requirements for Rental projects with Complete EEA accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

[illegible]

CHART 4-B: Inclusionary Requirements for Owner projects with Complete EEA accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

[illegible]

Projects with complete EEA Application on or after January 12, 2016 are subject to the Inclusionary rates identified in Charts 2 and 3. For projects that propose on-site or off-site Inclusionary units, the Inclusionary Affordable Housing Program requires that inclusionary units be provided at three income tiers, which are split into three tiers. Annual increases to the inclusionary rate will be allocated to specific tiers, as shown below. Projects in the UMU Zoning District are not subject to the affordability levels below. Rental projects with 10-24 units shall provide all of the required Inclusionary units with an affordable rent at 55% Area Median Income (AMI), and ownership projects with 10-24 units shall provide all of the required Inclusionary units at sales price set at 80% AMI.

[illegible]

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419



**San Francisco
Planning**

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

4/27/2018

Date

I, CALVIN HOM,
do hereby declare as follows:

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

555 GOLDEN GATE AVENUE

Address

0766 / 010

Block / Lot

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

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

2014.1102

Planning Case Number

2017-12-15-6653

Building Permit Number

This project requires the following approval:

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

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

MARY WOODS

Planner Name

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

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

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

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

Is this project a HOME-SF Project?

- ☐ Yes ☒ No

Is this project a State Density Bonus Project?

- ☐ Yes _____ ☒ No
- (If yes, please indicate whether the project is an Analyzed or Individually Requested State Density Bonus Project)

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)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)
- ☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)
- ☐ Land Dedication (Planning Code Section 419)

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

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

E The Project Sponsor acknowledges that any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F 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.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notify the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

H For projects with EEA's accepted before January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor proceeds with pursuing a permit.

I For projects with EEA's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

J If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the 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.

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

¹ California Civil Code Section 1954.50 and following.

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

4/27/2018

Date

Sign Here



Signature

CALVIN HOM, PROJECT MANAGER

Name (Print), Title

415.501.0952

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:
55	NIL	NIL	17	35	3

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.3. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

☒ **On-site Affordable Housing Alternative** (Planning Code Section 415.6): 13.5 % 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:
7	NIL	NIL	2	5	NIL

LOW-INCOME N/A	Number of Affordable Units	% of Total Units	AMI Level
MODERATE-INCOME N/A	Number of Affordable Units	% of Total Units	AMI Level
MIDDLE-INCOME N/A	Number of Affordable Units	% of Total Units	AMI Level

☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7): N/A % 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:	

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
	Number of Affordable Units	% of Total Units	AMI Level
	Number of Affordable Units	% of Total Units	AMI Level

UNIT MIX TABLES: CONTINUED

- ☐ **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. On-Site % of affordable housing requirement.

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

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:

2. 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:		

Income Levels for On-Site or Off-Site Units in Combination Projects:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

3. Fee % of affordable housing requirement.

Is this Project a State Density Bonus Project? ☐ Yes ☒ No

If yes, please indicate the bonus percentage, up to 35% _____, and the number of bonus units and the bonus amount of residential gross floor area, if applicable _____

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project

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

This project will replace the affordable units to be demolished, converted, or removed using the following method:

- ☐ On-site Affordable Housing Alternative
- ☐ Payment of the Affordable Housing Fee prior to the first construction document issuance
- ☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

555 GOLDEN GATE AVENUE, LLC

Company Name

CALVIN HOM, PROJECT MANAGER

Name (Print) of Contact Person

2044 FILLMORE STREET, THIRD FLOOR

Address

SAN FRANCISCO, CA 94115

City, State, Zip

415.501.0952

Phone / Fax

C.HOM@JS-SULLIVAN.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:

CALVIN HOM, PROJECT MANAGER

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

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

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

Sign Here

Signature:

Name (Print), Title:

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: 555 GOLDEN GATE AVENUE, LLC	
PROPERTY OWNER'S ADDRESS: 2044 FILLMORE STREET, THIRD FLOOR SAN FRANCISCO, CA 94115	TELEPHONE: (415) 206-1578 EMAIL:

APPLICANT'S NAME: JS SULLIVAN DEVELOPMENT, LLC		Same as Above <input type="checkbox"/>
APPLICANT'S ADDRESS: 2044 FILLMORE STREET, THIRD FLOOR SAN FRANCISCO, CA 94115	TELEPHONE: (415) 206-1578 EMAIL:	

CONTACT FOR PROJECT INFORMATION: CALVIN HOM, PROJECT MANAGER		Same as Above <input type="checkbox"/>
ADDRESS: 2044 FILLMORE STREET, THIRD FLOOR SAN FRANCISCO, CA 94115	TELEPHONE: (415) 501-0952 EMAIL: C.HOM@JS-SULLIVAN.COM	

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):		Same as Above <input checked="" type="checkbox"/>
ADDRESS:	TELEPHONE: ()	
	EMAIL:	

2. Location and Project Description

STREET ADDRESS OF PROJECT: 555 GOLDEN GATE AVENUE		ZIP CODE: 94012 94102
CROSS STREETS: VAN NESS AVENUE / POLK STREET		
ASSESSORS BLOCK/LOT: 0766 / 010	ZONING DISTRICT: RC-4 / VAN NESS SUD	HEIGHT/BULK DISTRICT: 130-V

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	NIL	55 UNITS	55 UNITS
<input checked="" type="checkbox"/> Demolition			
<input type="checkbox"/> Alteration			
<input type="checkbox"/> Other: _____			

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? N/A

- 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 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: 4/4/2018

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

CALVIN HOM, PROJECT MANAGER

~~Owner / Authorized Agent (circle one)~~
OWNER'S REPRESENTATIVE

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: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:
2017.12.15. 6652 (Demolition)	12/15/2017
2017.12.15. 6653 (New Construction)	12/15/2017
RECORD NUMBER:	DATE FILED:
2014.1102 CUA/ENV/SHD/TDM	3/25/2015
VERIFIED BY PLANNER:	
Signature: <u>Mary Cheung</u>	Date: <u>5/10/2018</u>
Printed Name: <u>Mary Cheung</u>	Phone: <u>(415) 558-6315</u>
ROUTED TO HRC:	DATE:
<input checked="" type="checkbox"/> Emailed to: <u>mullane.ahern@sfgov.org</u>	<u>5/10/2018</u>



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)	
555 GOLDEN GATE AVENUE		0766 / 010	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
2017-12-15-6653	2014.1102		
PROJECT SPONSOR	MAIN CONTACT	PHONE	
555 GOLDEN GATE AVENUE, LLC	CALVIN HOM	415.501.0952	
ADDRESS			
2044 FILLMORE STREET, THIRD FLOOR			
CITY, STATE, ZIP		EMAIL	
SAN FRANCISCO, CA 94115		C.HOM@JS-SULLIVAN.COM	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
55	1,350 SQFT	112' / 11 FLOORS	\$15,931,373
ANTICIPATED START DATE			
JANUARY 2019			

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input type="checkbox"/>	Project is wholly Commercial
<input checked="" 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.
<p>NOTES:</p> <ul style="list-style-type: none"> If you checked C, 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. If you checked A or 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. For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.org 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. 	

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.

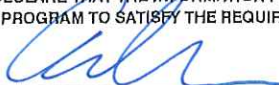
Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

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		0	2	Laborer		0	6
Boilermaker		N/A	N/A	Operating Engineer		0	2
Bricklayer		N/A	N/A	Painter		0	3
Carpenter		2	4	Pile Driver		N/A	N/A
Cement Mason		1	4	Plasterer		0	6
Drywall/Latherer		3	10	Plumber and Pipefitter		0	6
Electrician		2	6	Roofer/Water proofer		0	4
Elevator Constructor		0	2	Sheet Metal Worker		0	5
Floor Coverer		0	4	Sprinkler Fitter		0	4
Glazier		0	10	Taper		0	6
Heat & Frost Insulator		N/A	N/A	Tile Layer/ Finisher		0	4
Ironworker		0	5	Other:		N/A	N/A
		TOTAL:	47			TOTAL:	46

1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? ☒ YES ☐ NO
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? ☐ YES ☒ NO
3. Will hiring and retention goals for apprentices be established? ☐ YES ☒ NO
4. What is the estimated number of local residents to be hired? 30

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
CALVIN HOM, PROJECT MANAGER	C.HOM@JS-SULLIVAN.COM	415.501.0952
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.		
		4/4/2018
(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.workforcedevelopmentstf.org Email: CityBuild@sfgov.org		