



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: OCTOBER 3, 2019

Record No.: 2018-013963CUA
Project Address: 855 Geary Street
Zoning: RC-4 (Residential-Commercial, High Density) Zoning District
80-T Height and Bulk District
North of Market Residential 1
Block/Lot: 0320/019
Project Sponsor: Ashley Breakfield
Farella Braun + Martel LLP
235 Montgomery Street, 17th Floor
San Francisco, CA 94104
Property Owner: Waldman Michael Trust, c/o Waldman Management Group
459 Fulton Street, Ste 307
San Francisco, CA 94102
Staff Contact: Nancy Tran – (415) 575-9174
nancy.h.tran@sfgov.org
Recommendation: **Approval with Conditions**

1650 Mission St.
Suite 400
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CA 94103-2479

Reception:
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415.558.6377

PROJECT DESCRIPTION

The Project proposes to legalize the change of use from non-conforming vehicle storage to automotive use in order to operate a parking garage (public parking at ground level and private parking at basement and 2nd floors). Six voluntary Class 2 bicycle parking spaces and three car share spaces will be provided on site to benefit the surrounding area with commuting alternatives. No alterations to the building or number of available parking spaces are proposed.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 209.3 and 303 to establish automotive use within the RC-4 Zoning District.

ISSUES AND OTHER CONSIDERATIONS

Public Comment. The Department did not receive any correspondence concerning the Project.

ENVIRONMENTAL REVIEW

The Project is not a project under CEQA Guidelines Sections 15060(c) and 15378 because there is no direct or indirect physical change in the environment.

BASIS FOR RECOMMENDATION

The Department finds that the Project is, on balance, consistent with the Objectives and Policies of the General Plan. The legalization of the automotive use on site will not intensify uses on site since the unauthorized parking use is already in existence and has been for decades within the existing building. 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 with Conditions of Approval
Exhibit B – Plans and Renderings
Exhibit C – Land Use Data
Exhibit D – Maps and Context Photo
Exhibit E – Geary Garage Parking Survey



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

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ADOPTING FINDINGS TO APPROVE A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 209.3 AND 303, TO LEGALIZE THE CHANGE OF USE FROM NON-CONFORMING VEHICLE STORAGE TO AUTOMOTIVE USE IN ORDER TO OPERATE A PARKING GARAGE LOCATED AT 855 GEARY STREET, LOT 019 IN ASSESSOR'S BLOCK 0320, WITHIN THE RC-4 (RESIDENTIAL-COMMERCIAL, HIGH DENSITY) ZONING DISTRICT, NORTH OF MARKET RESIDENTIAL 1 SPECIAL USE DISTRICT, AND 80-T HEIGHT AND BULK DISTRICT.

PREAMBLE

On January 7, 2019, Ashley Breakfield of Farella Braun + Martell LLP (hereinafter "Project Sponsor") filed Application No. 2012018-013963CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to legalize the change of use from non-conforming vehicle storage to automotive use in order to operate a parking garage (hereinafter "Project") at 855 Geary Street, Block 0320 Lot 019 (hereinafter "Project Site").

The Project is not a project under CEQA Guidelines Sections 15060(c) and 15378 because there is no direct or indirect physical change in the environment.

On October 3, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2018-013963CUA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2018-013963CUA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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. 2018-013963CUA, 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 proposes to legalize the change of use from non-conforming vehicle storage to automotive use in order to operate a parking garage (public parking at ground level and private parking at basement and 2nd floors). Three car share spaces and six voluntary Class 2 bicycle parking spaces will be provided on site to benefit the surrounding area with commuting alternatives. No alterations to the building or number of available parking spaces are proposed.
3. **Site Description and Present Use.** The Project is located on the south side of Geary Street between Larkin and Hyde Streets. The 11,343 square foot lot has approximately 82.5 feet of frontage along Geary Street and contains an existing a building with three levels. The structure was originally constructed as a garage and its last legally permitted use was for vehicle storage associated with a taxi cab company. Currently, the building is utilized for parking and has been in operation for decades without proper permitting. The building is considered an “A” resource and is located within the Uptown Tenderloin Historic District. Currently, a non-complying sign is attached to the building. A condition of approval has been added that would require the owner to obtain permits to remove the sign.
4. **Surrounding Properties and Neighborhood.** The Project Site is located within the Downtown/Civic Center neighborhood and is also within the Uptown Tenderloin National Register Historic District. The Historic District as described as “largely intact, visually consistent, inner-city high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression. It comprises 18 whole and 15 partial city blocks in the zone where the city has required fire-resistant construction since 1906. The district is formed around its predominant building type: a three- to seven-story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete.” Land uses in the vicinity primarily include dwelling units above ground floor commercial uses, residential and tourist hotels.

5. **Public Outreach and Comments.** The Department did not receive any correspondence concerning the Project.
6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Non-Residential Use Size Limits.** Planning Code Section 121.6 requires Conditional Use Authorizations for uses of 6,000 square feet or larger.

The Project proposes to legalize the change of use from non-conforming vehicle storage to automotive use exceeding 6,000 square foot in size within the existing building. Pursuant to Zoning Administrator interpretation of Planning Code Sections 183 and 121.1, a nonconforming use size that "has not been reduced in size by a new tenant may be re-occupied by a new use at its original size, without seeking a new Conditional Use authorization."

- B. **Car Share.** Planning Code Section 166 requires that one car share space be provided for each 50 parking spaces in a non-accessory parking facility.

The project proposes a 152-parking non-accessory parking facility and will provide the required three (3) car share parking spaces.

- C. **Bicycle Parking.** Planning Code Section 155.1 requires that one Class 2 bicycle parking space be provided for each 20 car spaces in a non-accessory parking garage.

No bicycle parking is required as the Project does not propose an addition or intensification of use. However, the Project Sponsor is voluntarily providing six (6) Class 2 bicycle parking spaces at the ground floor.

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

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

The Project does not propose new development or increase in size/intensity of the existing use. Rather, the Project proposes to legalize the change of use from non-conforming vehicle storage to automotive use for use as a parking garage, maintaining the existing building envelope, use size and number of available parking spaces. The proposed use is compatible with the neighborhood and community.

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

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

The Project does not include any physical improvements except for the addition of six (6) Class 2 bicycle parking and future signage. No physical changes to the building envelope are proposed within the subject property as the proposed use utilizes an existing structure currently used as an unauthorized parking garage that was last legally permitted as vehicle storage. The Project will not add any new curb cuts that would interfere with pedestrian, vehicular or MUNI traffic. The Project will benefit the surrounding neighborhood by providing needed parking for the commercial uses within the vicinity.

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

Traffic conditions will remain substantially unaltered by this project because the proposed use provides 152 existing spaces and six (6) Class 2 bicycle parking spaces. The Project could potentially alleviate traffic as the existing on-street demand for parking will be reduced by providing unused spaces for the public to park their vehicles.

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

The Project will not entail renovations and will remain as a parking garage. No additional parking spaces will be added. The Project utilizes existing parking spaces and will therefore not create any additional noxious or offensive emissions such as glare, dust or odors.

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

The proposed change in use does not require any additional tenant improvements. The Department shall review all new lighting and signs proposed for the use as required under Planning Code.

- C. 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.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Use District.

The project is consistent with the stated purposes of RC-4 District in that the intended use will provide a compatible convenience service for the immediately surrounding neighborhood during daytime hours.

8. **Planning Code Section 303(t)(1)** establishes criteria, considerations and procedures for non-accessory parking facilities. On balance, the Project does comply with said criteria applicable to all districts in that:

- A. Demonstration that trips to the use or uses to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future, by car pool arrangements, by more efficient use of existing on-street and off-street parking available in the area, and by other means;

The proposed automotive use parking garage will utilize existing spaces in an existing vehicle storage garage. The project is a conversion of an existing facility, not a creation of a new parking facility and does not propose additional parking spaces. The late-2018 opening of Sutter Health CMPC's new Van Ness campus will mean a significant increase in traffic in the neighborhood. The proposed change of use will help alleviate traffic congestion and provide alternative off-street parking for the neighborhood.

- B. Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to those that may already be required by Section 166 of this Code;

The Project is required to provide a total of three (3) car share, vanpool, rideshare, or other co-operative auto programs parking spaces in this already-existing parking facility. As noted above, the Project is not new construction, but rather conversion from a non-conforming vehicle storage use to conforming automotive use for a parking garage.

- C. The absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services, walking, and cycling;

The Project is a conversion of an existing facility, not a creation of a new parking facility. The Project does not involve any construction or demolition activities, as it is a change in use from an existing vehicle storage presently used as an unpermitted automobile parking garage. Further, the Project does not propose to alter curb cuts or change access patterns from the existing configuration. Because the parking use is already in existence, and has been for decades, the site is well-equipped to handle any traffic in and out of the garage. Additionally, there are no existing conflicts with transit services in that the 38 Geary bus runs on the northern lane of Geary Street and the garage entrance/exits are off of the

southern lane, and given that the same number of parking spaces will be available under the new use, the project sponsor does not anticipate new conflicts will arise. Finally, the project proposes to add Class 2 bicycle parking on the ground floor, thereby making a positive contribution to the City's commitment to bicycle use and parking.

- D. In the case of uses other than housing, limitation of the proposed parking to short-term occupancy by visitors rather than long-term occupancy by employees; and

The Project involves the change in use to provide public parking at the ground floor of the garage for short-term visitor vehicle occupancy. The basement and second floors will be operated as private parking for long-term employee occupancy with discounted weekly or monthly parking.

- E. Availability of the proposed parking to the general public at times when such parking is not needed to serve the use or uses for which it is primarily intended.

The Project is not tied to another use; instead, it is a standalone parking use. The parking garage at the ground floor will be available to the public during all hours of operation, as that is the use for which the project is primarily intended.

9. **Planning Code Section 303(t)(3)** establishes criteria, considerations and procedures for non-accessory parking facilities. On balance, the Project does comply with said criteria applicable for Non-Accessory Parking in RC Districts in that:

- A. The rate structure of Section 155(g) shall apply;

The Project shall comply with Section 155(g) rate structure use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

- B. The project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within one-half mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations;

The project sponsor has completed and submitted a survey. Of the 44 parking facilities within one-half mile, the project sponsor's consultant was able to gather data from 28 publicly-accessible facilities. Based on the data collected, the subject property will provide 37 publicly accessible spaces where the capacity of public garages in the area ranged from 17 to 474 spaces.

- C. In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space efficient techniques, including valet operation or mechanical stackers;

The Project does not involve expansion of the existing facility.

- D. The proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section 155(r);

The Project is a conversion of an existing facility, not a creation of a new parking facility. The Project does not involve any construction or demolition activities, as it is a change in use from an existing vehicle storage presently used as an unpermitted automobile parking garage.

- E. Non-accessory parking facilities shall be permitted in new construction only if the ratio between the amount of Occupied Floor Area of principally or conditionally-permitted non-parking uses to the amount of Occupied Floor Area of parking is at least two to one;

The Project is a conversion of an existing facility, not a creation of a new parking facility.

- F. The proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location. These spaces shall not be used for long-term storage or to satisfy the requirement of Section 166, but rather are intended for use by short-term visitors and customers. Parking facilities intended for sole and dedicated use as long-term storage for company or government fleet vehicles, and not to be available to the public nor to any employees for commute purposes, are not subject to this requirement;

The Project is required to provide a total of three (3) car share, vanpool, rideshare, or other co-operative auto programs; this amount represents approximately 8% of the overall spaces proposed public parking spaces at the ground floor of the existing parking facility.

- G. For new or expanding publicly owned non-accessory parking facilities in the C-3, RC, NCT, and RTO Districts, the following shall also apply:

Not applicable.

- i. Expansion or implementation of techniques to increase utilization of existing public parking facilities in the vicinity has been explored in preference to creation of new facilities, and has been demonstrated to be infeasible;

- ii. The City has demonstrated that all major institutions (cultural, educational, government) and employers in the area intended to be served by the proposed facility have Transportation Demand Management programs in place to encourage and facilitate use of public transit, carpooling, car sharing, bicycling, walking, and taxis;
 - iii. The City has demonstrated that conflicts with pedestrian, cycling, and transit movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration, have been minimized, and such impacts have been mitigated to the fullest extent possible; and
 - iv. The proposed parking conforms to the objectives and policies of the General Plan and any applicable area plans, and is consistent with the City's transportation management, sustainability, and climate protection goals.
10. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 6:

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1: Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

The availability parking on the subject site for use as a public and parking garage offers relief in parking demand, thereby contributing to the economic vitality of the area. The Project will support the viability of existing industry and the attractiveness and favorable business climate of the City by providing parking spaces to employees in the area and to visitors without additional development. The Project makes use of an existing facility and would not displace any existing commercial activity.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1:

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER

PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.6: Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

OBJECTIVE 7:

DEVELOP A PARKING STRATEGY THAT ENCOURAGES SHORT-TERM PARKING AT THE PERIPHERY OF DOWNTOWN AND LONG-TERM INTERCEPT PARKING AT THE PERIPHERY OF THE URBANIZED BAY AREA TO MEET THE NEEDS OF LONG-DISTANCE COMMUTERS TRAVELING BY AUTOMOBILE TO SAN FRANCISCO OR NEARBY DESTINATIONS.

Policy 7.1: Reserve a majority of the off-street parking spaces at the periphery of downtown for short term parking.

The Project will promote short term parking by complying with the requirements of Planning Code Section 155(g) to maintain a rate or fee structure that will discourage long-term parking. The Project will provide parkin within the existing building without requiring the construction of a new facility; and providing short-term, public automobile parking at the periphery of the Downtown area.

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

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

The Project will not displace any neighborhood-serving retail use. The proposal will alleviate on-street parking demand and therefore support the retail uses within the district.

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

The proposal utilizes an existing vehicle storage garage and proposes no alterations; therefore, the Project will not have any effect on the cultural or economic diversity of the neighborhood.

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

The Project would not have any effect on the City's supply of affordable housing.

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

The Project will not impede MUNI services or overburden streets or neighborhood parking. The Project will reduce the neighborhood's parking scarcity by using the existing vehicle storage facility for public and private parking.

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

The Project will not displace any service or industry establishment. 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.

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

The Project proposes conversion of the existing structure; this proposal will not affect the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

The Project is located within the Uptown Tenderloin Historic District but does propose any alterations to the existing building.

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

The Project will have no negative effect on existing parks and open spaces.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2018-013963CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated May 23, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. 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 October 3, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: October 3, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to legalize the change of use from non-conforming vehicle storage to automotive use in order to operate a parking garage located at 855 Geary Street, 0320, and 019 pursuant to Planning Code Sections 209.3 and 303 within the RC-4 (Residential-Commercial, High Density) District and a 80-T Height and Bulk District; in general conformance with plans, dated May 23, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2018-013963CUA and subject to conditions of approval reviewed and approved by the Commission on October 3, 2019 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 October 3, 2019 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

PARKING AND TRAFFIC

6. **Car Share.** Pursuant to Planning Code Section 166, no fewer than **three (3)** car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

MONITORING - AFTER ENTITLEMENT

7. **Signage.** The owner shall obtain proper permitting to remove the existing non-complying sign attached to the building. The Department shall review all new signage proposed as required under Planning Code.

8. **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

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

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

OPERATION

10. **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>

11. **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 and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups 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

12. **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

855 GEARY STREET PARKING GARAGE EXISTING FLOOR PLANS

SAN FRANCISCO

SAN FRANCISCO COUNTY

CALIFORNIA

Date: 05/23/19	No.	Revisions
Scale: 1"=10'		
Design:		
Drawn:		
Approved:		
Job No: 20181834		

FIG 1
1 OF 2



NOTE:
1. THIS PLAN IS ACCURATE FOR PARKING LAYOUT
AND PAVEMENT MARKINGS ONLY.

GRAPHIC SCALE



10 0 10 20

DRAWING NAME: K:\2018\181834_655_Geory_Street\Exp\arch-plan.dwg

Revisions

No.

Date: 05/23/19
Scale: 1"=10'

Design:

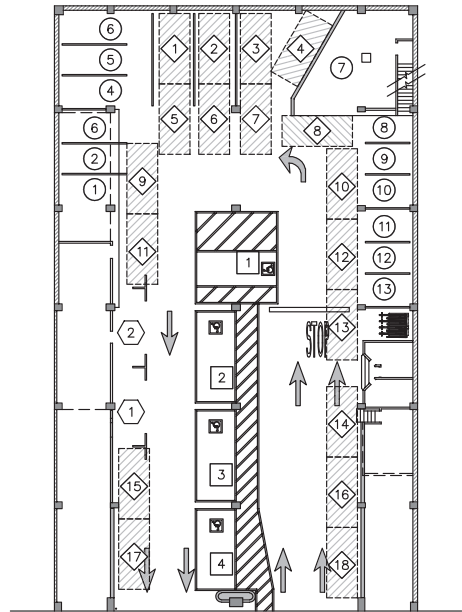
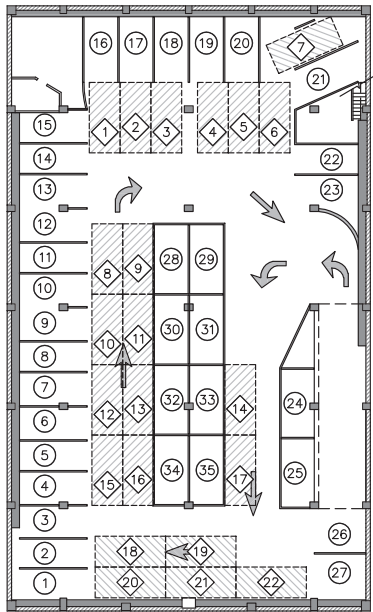
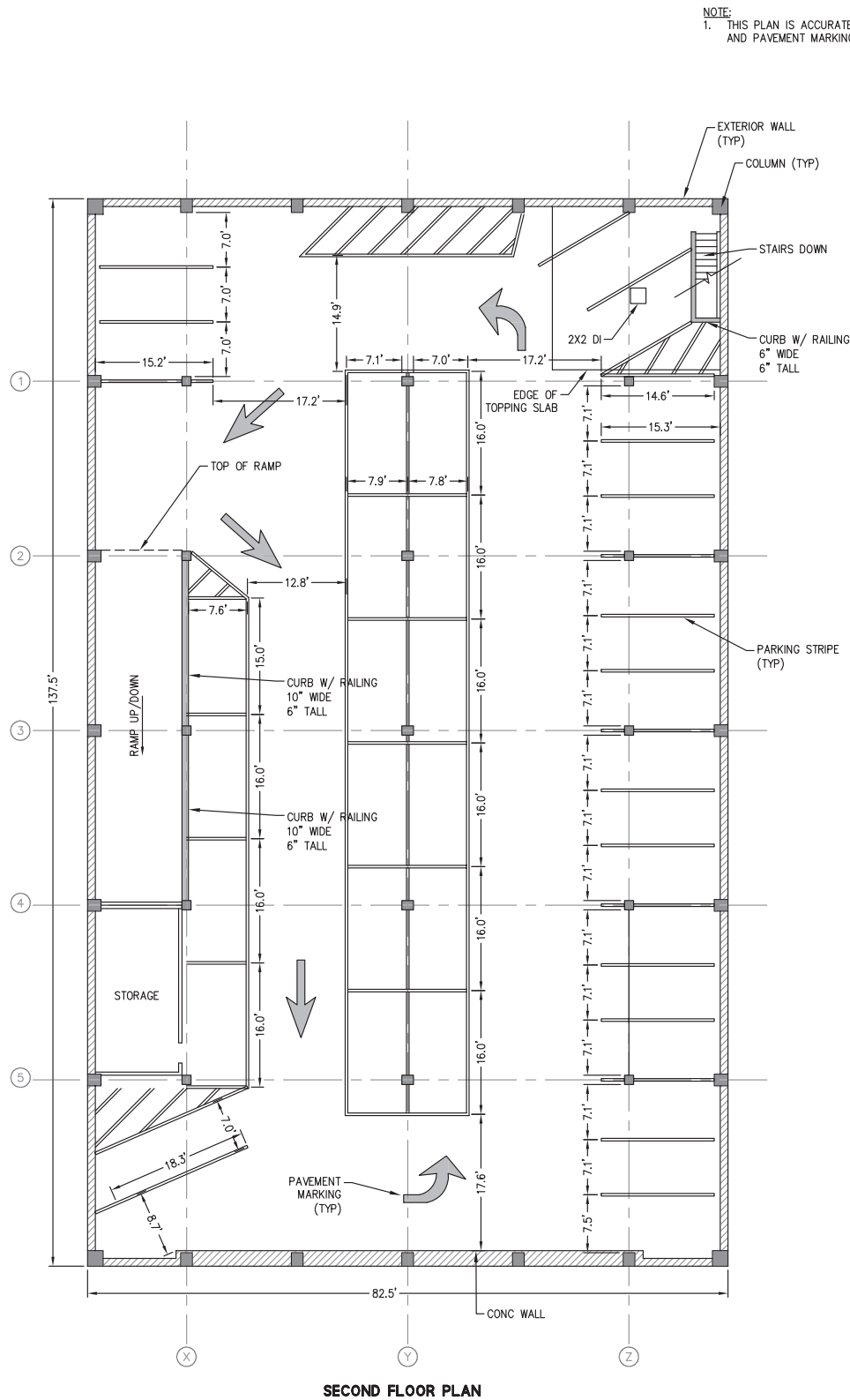
Drawn:

Approved:

Job No: 20161534

Drawing Number:

FIG 2
2 OF 2



- NOTE:
1. THIS PLAN IS ACCURATE FOR PARKING LAYOUT AND PAVEMENT MARKINGS ONLY.
2. PARKING WILL BE VALET PARKING SERVICE FOR HOURLY, SHORT TERM, AND LONG TERM PARKING.

FLOOR	STANDARD	ACCESSIBLE	VALET	CAR SHARE	TOTAL
BASEMENT	35	-	22	-	57
LEVEL 1	13	4	18	2	37
LEVEL 2	38	-	20	-	58
TOTAL	86	4	60	2	152

FLOOR	QUANTITY
BASEMENT	-
LEVEL 1	6
LEVEL 2	-
TOTAL	6

LEGEND

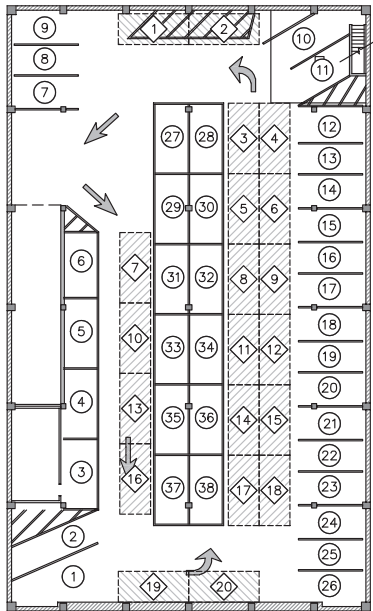
REGULAR PARKING COUNT #

VALET PARKING COUNT #

CAR SHARE COUNT #

ACCESSIBLE PARKING

TYPICAL VALET STALL
7.00
16.00





SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 855 GEARY ST
RECORD NO.: 2018-013963CUA

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

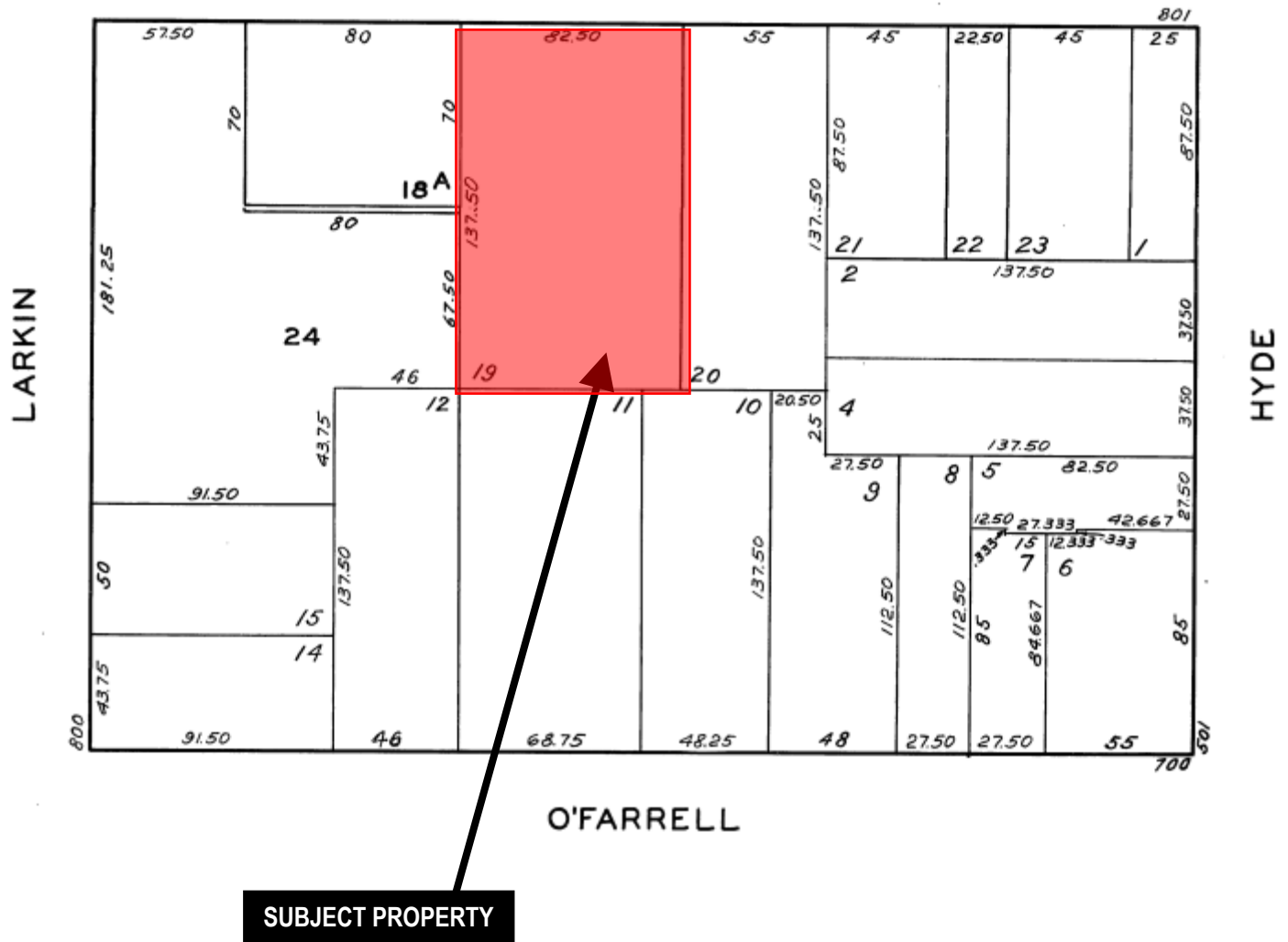
Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

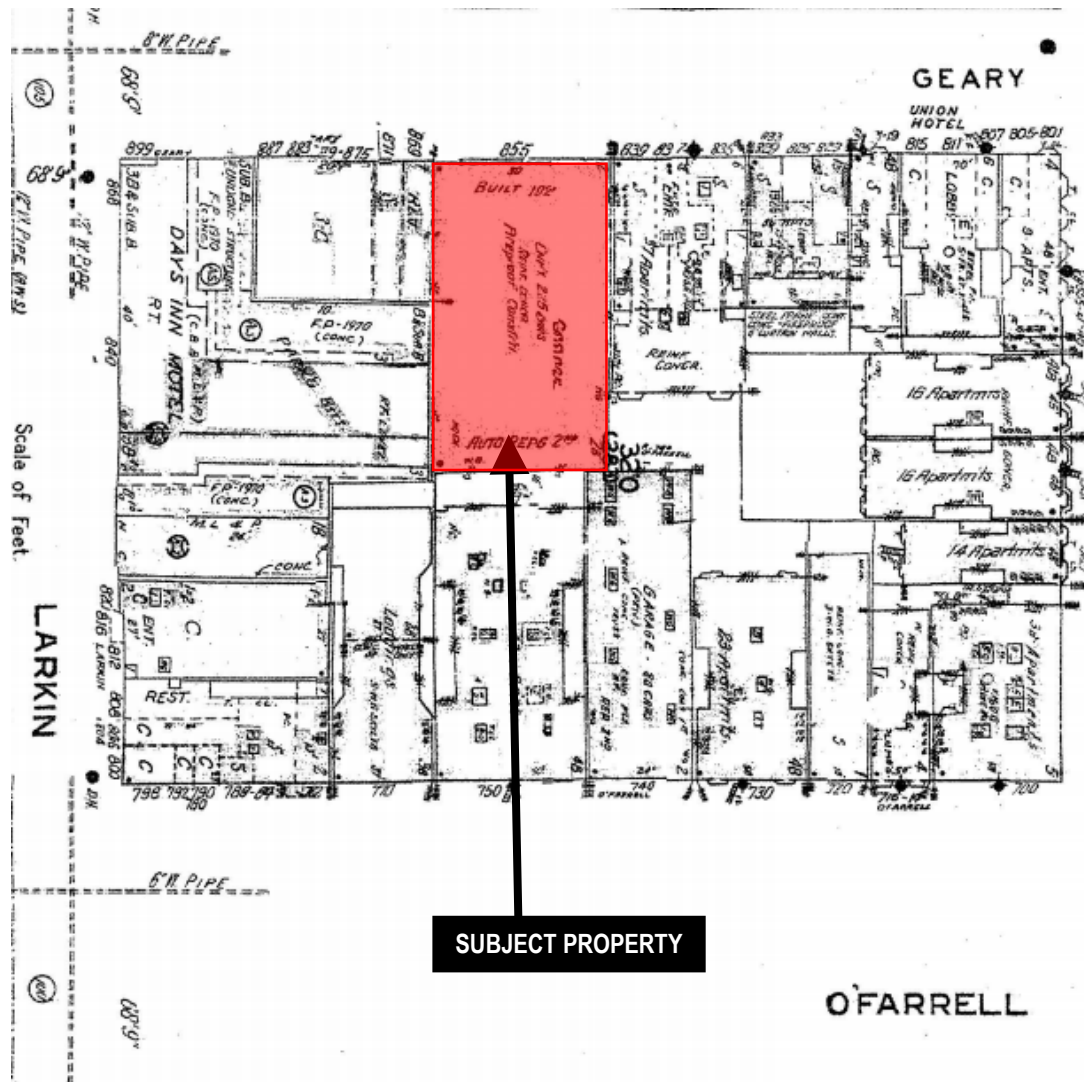
	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	34,029	0	34,029
Residential GSF	-	-	-
Retail/Commercial GSF	-	-	-
Office GSF	-	-	-
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	-	-	-
Medical GSF	-	-	-
Visitor GSF	-	-	-
CIE GSF	-	-	-
Usable Open Space	-	-	-
Public Open Space	-	-	-
TOTAL GSF	34,029	0	34,029
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	-	-	-
Dwelling Units - Market Rate	-	-	-
Dwelling Units - Total	-	-	-
Hotel Rooms	-	-	-
Number of Buildings	1	0	1
Number of Stories	3	0	3
Parking Spaces	152	0	152
Loading Spaces	0	0	0
Bicycle Spaces	0	6	6
Car Share Spaces	0	3	3

Block Book Map



Conditional Use Authorization Hearing
Case Number 2018-013963CUA
855 Geary Street

Sanborn Map*

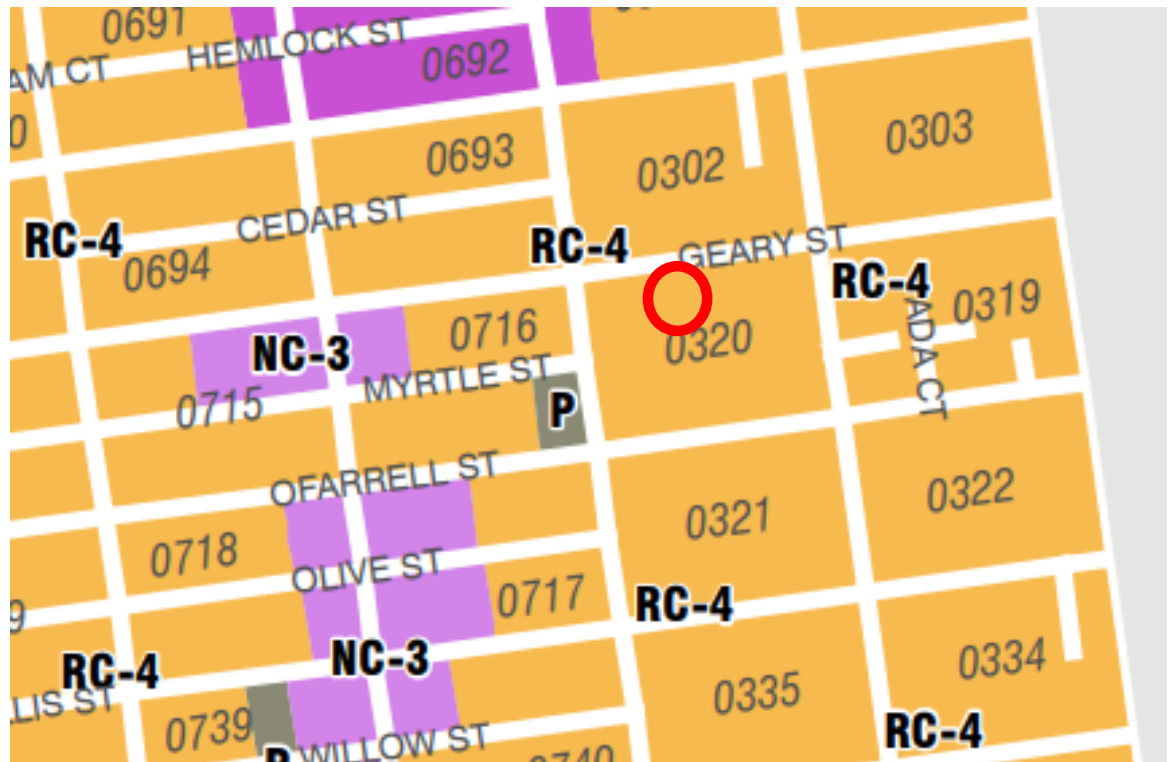


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



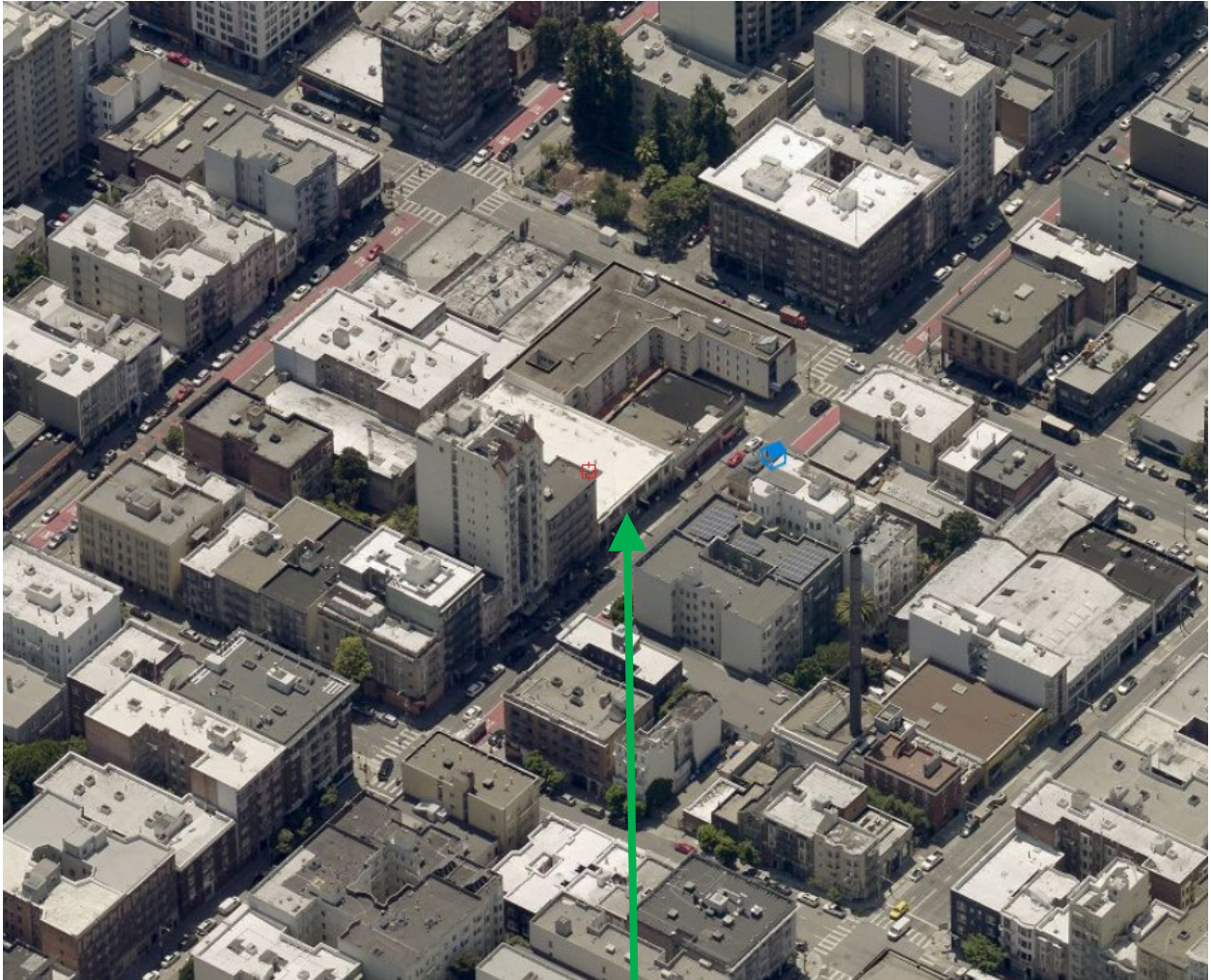
Conditional Use Authorization Hearing
Case Number 2018-013963CUA
855 Geary Street

Zoning Map



Conditional Use Authorization Hearing
Case Number 2018-013963CUA
855 Geary Street

Aerial Photo



SUBJECT PROPERTY



Conditional Use Authorization Hearing
Case Number 2018-013963CUA
855 Geary Street

Context Photo





DATE: February 26, 2019
TO: Dan Waldman
COMPANY: Waldman Management Group, Inc.
FROM: Chrissy Mancini Nichols
PROJECT NAME: Geary Garage Public Parking Survey
PROJECT NUMBER: 33-2090

BACKGROUND

The owners of the Geary Garage located at 855 Geary Street are exploring changing the use of a portion of the garage from private to public. Because the garage is located in an RC Zoning District, the City of San Francisco requires a Conditional Use Permit.

As part of the permit process the City of San Francisco Planning Code, the City requires data collection at parking locations within one-half mile of 855 Geary Street. Section 303 of the Planning Code states:

“The project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within one-half mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations”

Figure 1 on page 2 displays a list provided by Waldman Management Group, Inc. of 44 survey locations within one-half mile of 855 Geary Street for data collection.



Figure 1: Parking Data Collection Sites Provided by Waldman Management Group, Inc.

Location	name	ns1:value
1000 VAN NESS AVE	Primary Parking Type	Paid publicly available
1080 SUTTER ST	Primary Parking Type	Paid publicly available
1101 SUTTER ST	Primary Parking Type	Paid publicly available
1150 POST ST	Primary Parking Type	Paid publicly available
1199 BUSH ST	Primary Parking Type	Paid publicly available
1220 BUSH ST	Primary Parking Type	Paid publicly available
1234 Pine St	Primary Parking Type	Paid publicly available
1340 BUSH ST	Primary Parking Type	Paid publicly available
1375 Sutter St	Primary Parking Type	Paid publicly available
1388 Sutter St	Primary Parking Type	Paid publicly available
1391 Sutter St	Primary Parking Type	Paid publicly available
1399 Bush Street	Primary Parking Type	Paid publicly available
1480 Sutter St	Primary Parking Type	Paid publicly available
150 Turk St	Primary Parking Type	Paid publicly available
1567 CALIFORNIA ST	Primary Parking Type	Paid publicly available
175 Turk St	Primary Parking Type	Paid publicly available
191 Turk St	Primary Parking Type	Paid publicly available
210 TAYLOR ST	Primary Parking Type	Paid publicly available
261 ELLIS ST	Primary Parking Type	Paid publicly available
265 EDDY ST	Primary Parking Type	Paid publicly available
333 OFARRELL ST	Primary Parking Type	Paid publicly available
376 Larkin St	Primary Parking Type	Paid publicly available
400 TAYLOR ST	Primary Parking Type	Paid publicly available
415 TAYLOR ST	Primary Parking Type	Paid publicly available
469 EDDY ST	Primary Parking Type	Paid publicly available
50 Cosmo Place	Primary Parking Type	Paid publicly available
525 JONES ST	Primary Parking Type	Paid publicly available
530 TURK ST	Primary Parking Type	Paid publicly available
541 ELLIS ST	Primary Parking Type	Paid publicly available
542 GEARY ST	Primary Parking Type	Paid publicly available
550 OFARRELL ST	Primary Parking Type	Paid publicly available
560 Geary St	Primary Parking Type	Paid publicly available
565 GEARY ST	Primary Parking Type	Paid publicly available
569 POST ST	Primary Parking Type	Paid publicly available
601 VAN NESS AVE	Primary Parking Type	Paid publicly available
644 GEARY ST	Primary Parking Type	Paid publicly available
660 SUTTER ST	Primary Parking Type	Paid publicly available
665 SUTTER ST	Primary Parking Type	Paid publicly available
700 EDDY ST	Primary Parking Type	Paid publicly available
80 HEMLOCK ALLEY	Primary Parking Type	Paid publicly available
818 LEAVENWORTH ST	Primary Parking Type	Paid publicly available
840 SUTTER ST	Primary Parking Type	Paid publicly available
855 GEARY ST	Primary Parking Type	Paid publicly available
999 POLK ST	Primary Parking Type	Paid publicly available

QTY	DESCRIPTION
7	Parking Accumulation Counts Survey Count
1	Location(s) for time period(s): 5:00 PM -- 6:00 PM (Friday)
	- 44 Public Parking Surveys .5 Miles Around 855 Geary St (Observations + Inventory, San Francisco, CA)
1	Location(s) for time period(s): 5:00 PM -- 6:00 PM (Monday)
	- 44 Public Parking Surveys .5 Miles Around 855 Geary St (Observations + Inventory, San Francisco, CA)
1	Location(s) for time period(s): 5:00 PM -- 6:00 PM (Saturday)
	- 44 Public Parking Surveys .5 Miles Around 855 Geary St (Observations + Inventory, San Francisco, CA)
1	Location(s) for time period(s): 5:00 PM -- 6:00 PM (Sunday)
	- 44 Public Parking Surveys .5 Miles Around 855 Geary St (Observations + Inventory, San Francisco, CA)
1	Location(s) for time period(s): 5:00 PM -- 6:00 PM (Thursday)
	- 44 Public Parking Surveys .5 Miles Around 855 Geary St (Observations + Inventory, San Francisco, CA)
1	Location(s) for time period(s): 5:00 PM -- 6:00 PM (Tuesday)
	- 44 Public Parking Surveys .5 Miles Around 855 Geary St (Observations + Inventory, San Francisco, CA)
1	Location(s) for time period(s): 5:00 PM -- 6:00 PM (Wednesday)
	- 44 Public Parking Surveys .5 Miles Around 855 Geary St (Observations + Inventory, San Francisco, CA)
1	Data Entry

Source: Waldman Management Groups, Inc.

To verify each garage listed in Figure 1 provides public parking, Walker conducted both a Google Earth survey and contacted each parking facility. For locations where we could not verify that public parking exists via Google Earth or a phone conversation, Walker conducted a physical verification. Figure 2 displays address that were eliminated from the parking survey because no public parking exists at the location.

Figure 2: Parking Data Collection Sites Eliminated Because no Public Parking Exists at the Location (Based on physical verification)

Eliminated Survey Locations: No Public Parking	
1080 Sutter St	Private Residence (apartment building)
1340 Bush St	Not public parking, monthly parking only. Gate is chained
1391 Sutter St	Address does not exist - Public garage at 1355-1375 Sutter included in the survey
1480 Sutter St	Private Residence (apartment building)
210 Taylor St	No, New Building under construction
541 Ellis St	No, private lot behind chained fence
700 Eddy St	No, motel with private lot
1480 Sutter Street	Private Residence (apartment building)
1567 California	No, private lot behind chained fence
1220 Bush Street	St. Francis Hospital Parking, No public parking
261 Ellis Street	No public parking, Enterprise Rental
855 Geary Street	No public parking
265 Eddy St	Auto Body Shop

Walker Consultants, 2019

Walker also contacted each survey location to speak with the garage operator or owner to answer any questions and gain access. Figure 3 displays the five locations where field technicians were not granted access to collect occupancy data.

Figure 3: Parking Data Collection Sites Denied Access

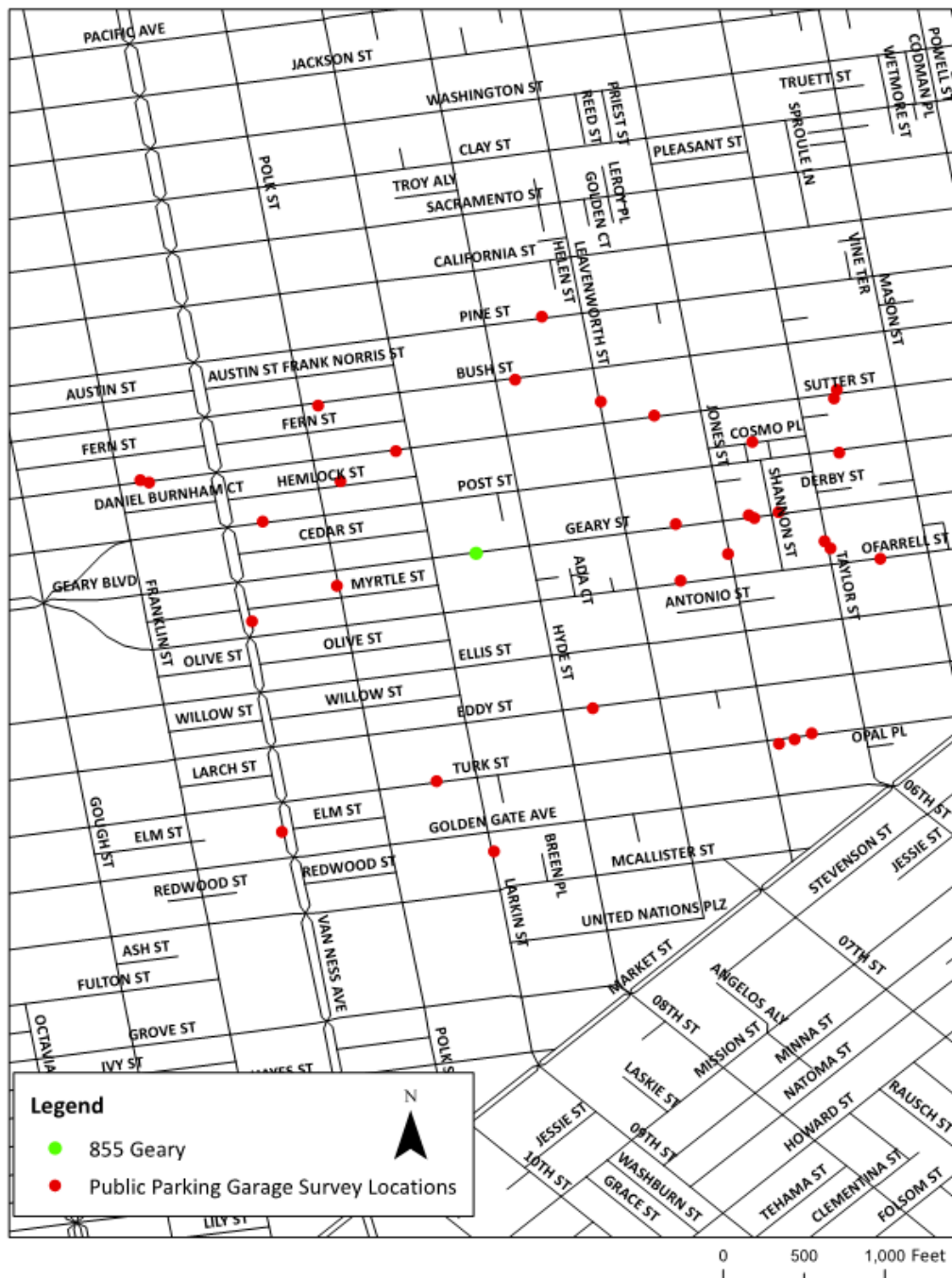
Parking Lot/Garage Address Denied Access	Notes
1150 Post Street (1200 Van Ness Garage)	Tried to access the site and denied access no contact given
175-191 Turk Street	Denied access to the garage per the owner - No access for third parties
376 Larkin Street	Contact operator Angel Solano. Mr. Solano contracted the owners of the garage who denied access
1234 Pine	Given contact information for garage managers Mr. Tenzin and Mr. Johnson, who did not respond to several phone calls. Denied access upon arrival.
1199 Bush St (Same Operator as 1234 Pine)	Given contact information for garage managers Mr. Tenzin and Mr. Johnson, who did not respond to several phone calls. Denied access upon arrival.

Walker Consultants, 2019



The final set of survey locations consisted of 28 public parking garages. Figure 4 shows displays the location of all parking data collection sites.

Figure 4: Parking Data Collection Sites



For each site listed in Figure 4, inventory and occupancy data was collected each day of the week, Monday through Sunday during the 5:00pm to 6:00 pm hour. Figure 5 displays inventory and occupancy data collected for each site as well as the occupancy rate of the garage.

Figure 5: Inventory, Occupancy, and Occupancy Rate of Each Public Parking Location

	Parking Lot/Garage Address	Date of Survey	Time of Survey	Capacity/Number of Public Parking Spaces	Number of Public Parking Spaces Occupied	Number of Public Parking Spaces Vacant	Occupancy Rate
1	1101 Sutter St	Monday 1/21/19	5PM	80	37	43	46%
	1101 Sutter St	Tuesday 1/22/19	5PM	80	49	31	61%
	1101 Sutter St	Wednesday 1/23/19	5PM	80	42	38	53%
	1101 Sutter St	Thursday 1/24/19	5PM	80	58	22	73%
	1101 Sutter St	Friday 1/25/19	5PM	80	62	18	78%
	1101 Sutter St	Saturday 1/26/19	5PM	80	41	39	51%
	1101 Sutter St	Sunday 1/27/19	5PM	80	23	57	29%
2	199 Turk Street	Monday 1/28/19	5PM	23	15	8	65%
	199 Turk Street	Tuesday 1/29/19	5PM	23	13	10	57%
	199 Turk Street	Wednesday 1/30/19	5PM	23	7	16	30%
	199 Turk Street	Thursday 1/31/19	5PM	23	10	13	43%
	199 Turk Street	Friday 2/1/19	5PM	23	10	13	43%
	199 Turk Street	Saturday 2/2/19	5PM	23	9	14	39%
	199 Turk Street	Sunday 2/3/19	5PM	23	7	16	30%
3	1375 Sutter St	Monday 1/28/19	5PM	65	52	13	80%
	1375 Sutter St	Tuesday 1/29/19	5PM	65	44	21	68%
	1375 Sutter St	Wednesday 1/30/19	5PM	65	43	22	66%
	1375 Sutter St	Thursday 1/31/19	5PM	65	30	35	46%
	1375 Sutter St	Friday 2/1/19	5PM	65	41	24	63%
	1375 Sutter St	Saturday 2/2/19	5PM	65	CLOSED	N/A	N/A
	1375 Sutter St	Sunday 2/3/19	5PM	65	CLOSED	N/A	N/A
4	1388 Sutter St	Monday 1/21/19	5PM	165	87	78	53%
	1388 Sutter St	Tuesday 1/22/19	5PM	165	98	67	59%
	1388 Sutter St	Wednesday 1/23/19	5PM	165	127	38	77%
	1388 Sutter St	Thursday 1/24/19	5PM	165	132	33	80%
	1388 Sutter St	Friday 1/25/19	5PM	165	145	20	88%
	1388 Sutter St	Saturday 1/26/19	5PM	165	127	38	77%
	1388 Sutter St	Sunday 1/27/19	5PM	165	83	82	50%
5	1399 Bush St	Monday 1/28/19	5PM	129	125	4	97%
	1399 Bush St	Tuesday 2/19/19	5PM	129	45	84	35%
	1399 Bush St	Wednesday 2/20/19	5PM	129	48	81	37%
	1399 Bush St	Thursday 2/21/19	5PM	129	55	74	43%
	1399 Bush St	Friday 2/22/19	5PM	129	40	89	31%
	1399 Bush St	Saturday 2/23/19	5PM	129	55	74	43%
	1399 Bush St	Sunday 2/24/19	5PM	129	29	100	22%
6	150 Turk St	Monday 1/28/19	5PM	46	29	17	63%
	150 Turk St	Tuesday 1/29/19	5PM	46	26	20	57%
	150 Turk St	Wednesday 1/30/19	5PM	46	25	21	54%
	150 Turk St	Thursday 1/31/19	5PM	46	Access Denied	N/A	N/A
	150 Turk St	Friday 2/1/19	5PM	46	Access Denied	N/A	N/A
	150 Turk St	Saturday 2/2/19	5PM	46	Access Denied	N/A	N/A
	150 Turk St	Sunday 2/3/19	5PM	46	Access Denied	N/A	N/A
7	333 O'Farrell St	Monday 1/21/19	5PM	474	185	289	39%
	333 O'Farrell St	Tuesday 1/22/19	5PM	474	206	268	43%
	333 O'Farrell St	Wednesday 1/23/19	5PM	474	236	238	50%
	333 O'Farrell St	Thursday 1/24/19	5PM	474	237	237	50%
	333 O'Farrell St	Friday 1/25/19	5PM	474	245	229	52%
	333 O'Farrell St	Saturday 1/26/19	5PM	474	282	192	59%
	333 O'Farrell St	Sunday 1/27/19	5PM	474	271	203	57%
8	400 Taylor St	Monday 1/28/19	5PM	120	61	59	51%
	400 Taylor St	Tuesday 1/22/19	5PM	120	61	59	51%
	400 Taylor St	Wednesday 1/23/19	5PM	120	68	52	57%
	400 Taylor St	Thursday 1/24/19	5PM	120	67	53	56%
	400 Taylor St	Friday 1/25/19	5PM	120	59	61	49%
	400 Taylor St	Saturday 1/26/19	5PM	120	71	49	59%
	400 Taylor St	Sunday 1/27/19	5PM	120	55	65	46%



	Parking Lot/Garage Address	Date of Survey	Time of Survey	Capacity/Number of Public Parking Spaces	Number of Public Parking Spaces Occupied	Number of Public Parking Spaces Vacant	Occupancy Rate
9	415 Taylor St	Monday 1/28/19	5PM	108	85	23	79%
	415 Taylor St	Tuesday 1/22/19	5PM	108	63	45	58%
	415 Taylor St	Wednesday 1/23/19	5PM	108	54	54	50%
	415 Taylor St	Thursday 1/24/19	5PM	108	72	36	67%
	415 Taylor St	Friday 1/25/19	5PM	108	78	30	72%
	415 Taylor St	Saturday 1/26/19	5PM	108	64	44	59%
	415 Taylor St	Sunday 1/27/19	5PM	108	51	57	47%
10	469 Eddy St	Monday 1/21/19	5PM	125	73	52	58%
	469 Eddy St	Tuesday 1/22/19	5PM	125	87	38	70%
	469 Eddy St	Wednesday 1/23/19	5PM	125	82	43	66%
	469 Eddy St	Thursday 1/24/19	5PM	125	67	58	54%
	469 Eddy St	Friday 1/25/19	5PM	125	97	28	78%
	469 Eddy St	Saturday 1/26/19	5PM	125	107	18	86%
	469 Eddy St	Sunday 1/27/19	5PM	125	65	60	52%
11	50 Cosmo Place	Monday 1/21/19	5PM	177	21	156	12%
	50 Cosmo Place	Tuesday 1/22/19	5PM	177	69	108	39%
	50 Cosmo Place	Wednesday 1/23/19	5PM	177	62	115	35%
	50 Cosmo Place	Thursday 1/24/19	5PM	177	100	77	56%
	50 Cosmo Place	Friday 1/25/19	5PM	177	50	127	28%
	50 Cosmo Place	Saturday 1/26/19	5PM	177	87	90	49%
	50 Cosmo Place	Sunday 1/27/19	5PM	177	21	156	12%
12	525 Jones St	Monday 1/21/19	5PM	125	77	48	62%
	525 Jones St	Tuesday 1/22/19	5PM	125	82	43	66%
	525 Jones St	Wednesday 1/23/19	5PM	125	65	60	52%
	525 Jones St	Thursday 1/24/19	5PM	125	89	36	71%
	525 Jones St	Friday 1/25/19	5PM	125	92	33	74%
	525 Jones St	Saturday 1/26/19	5PM	125	110	15	88%
	525 Jones St	Sunday 1/27/19	5PM	125	70	55	56%
13	530 Turk St	Monday 1/28/19	5PM	57	11	46	19%
	530 Turk St	Tuesday 1/29/19	5PM	57	8	49	14%
	530 Turk St	Wednesday 1/30/19	5PM	57	8	49	14%
	530 Turk St	Thursday 1/31/19	5PM	57	11	46	19%
	530 Turk St	Friday 2/1/19	5PM	57	12	45	21%
	530 Turk St	Saturday 2/2/19	5PM	57	11	46	19%
	530 Turk St	Sunday 2/3/19	5PM	57	9	48	16%
14	542 Geary St	Monday 1/21/19	5PM	42	22	20	52%
	542 Geary St	Tuesday 1/22/19	5PM	42	23	19	55%
	542 Geary St	Wednesday 1/23/19	5PM	42	29	13	69%
	542 Geary St	Thursday 1/24/19	5PM	42	21	21	50%
	542 Geary St	Friday 1/25/19	5PM	42	32	10	76%
	542 Geary St	Saturday 1/26/19	5PM	42	27	15	64%
	542 Geary St	Sunday 1/27/19	5PM	42	20	22	48%
15	560 Geary St	Monday 1/28/19	5PM	25	15	10	60%
	560 Geary St	Tuesday 1/22/19	5PM	25	16	9	64%
	560 Geary St	Wednesday 1/23/19	5PM	25	21	4	84%
	560 Geary St	Thursday 1/24/19	5PM	25	21	4	84%
	560 Geary St	Friday 1/25/19	5PM	25	23	2	92%
	560 Geary St	Saturday 1/26/19	5PM	25	22	3	88%
	560 Geary St	Sunday 1/27/19	5PM	25	9	16	36%
16	565 Geary St	Monday 1/28/19	5PM	42	20	22	48%
	565 Geary St	Tuesday 1/22/19	5PM	42	42	-	100%
	565 Geary St	Wednesday 1/23/19	5PM	42	28	14	67%
	565 Geary St	Thursday 1/24/19	5PM	42	28	14	67%
	565 Geary St	Friday 1/25/19	5PM	42	25	17	60%
	565 Geary St	Saturday 1/26/19	5PM	42	22	20	52%
	565 Geary St	Sunday 1/27/19	5PM	42	9	33	21%
17	569 Post St	Monday 1/21/19	5PM	90	33	57	37%
	569 Post St	Tuesday 1/22/19	5PM	90	81	9	90%
	569 Post St	Wednesday 1/23/19	5PM	90	87	3	97%
	569 Post St	Thursday 1/24/19	5PM	90	80	10	89%
	569 Post St	Friday 1/25/19	5PM	90	63	27	70%
	569 Post St	Saturday 1/26/19	5PM	90	52	38	58%
	569 Post St	Sunday 1/27/19	5PM	90	45	45	50%
18	601 Van Ness Ave	Monday 2/4/19	5PM	215	101	114	47%
	601 Van Ness Ave	Tuesday 2/19/19	5PM	215	113	102	53%
	601 Van Ness Ave	Wednesday 2/20/19	5PM	215	98	117	46%
	601 Van Ness Ave	Thursday 2/21/19	5PM	215	36	179	17%
	601 Van Ness Ave	Friday 2/22/19	5PM	215	74	141	34%
	601 Van Ness Ave	Saturday 2/23/19	5PM	215	101	114	47%
	601 Van Ness Ave	Sunday 2/24/19	5PM	215	114	101	53%



	Parking Lot/Garage Address	Date of Survey	Time of Survey	Capacity/Number of Public Parking Spaces	Number of Public Parking Spaces Occupied	Number of Public Parking Spaces Vacant	Occupancy Rate
19	644 Geary St	Monday 1/21/19	5PM	90	25	65	28%
	644 Geary St	Tuesday 1/29/19	5PM	90	88	2	98%
	644 Geary St	Wednesday 1/230/19	5PM	90	75	15	83%
	644 Geary St	Thursday 1/31/19	5PM	90	82	8	91%
	644 Geary St	Friday 2/1/19	5PM	90	65	25	72%
	644 Geary St	Saturday 2/2/19	5PM	90	68	22	76%
	644 Geary St	Sunday 2/3/19	5PM	90	80	10	89%
20	660 Sutter St	Monday 1/21/19	5PM	80	40	40	50%
	660 Sutter St	Tuesday 1/22/19	5PM	80	31	49	39%
	660 Sutter St	Wednesday 1/23/19	5PM	80	34	46	43%
	660 Sutter St	Thursday 1/24/19	5PM	80	25	55	31%
	660 Sutter St	Friday 1/25/19	5PM	80	17	63	21%
	660 Sutter St	Saturday 1/26/19	5PM	80	16	64	20%
	660 Sutter St	Sunday 1/27/19	5PM	80	10	70	13%
21	665 Sutter St	Monday 1/21/19	5PM	150	37	113	25%
	665 Sutter St	Tuesday 1/22/19	5PM	150	80	70	53%
	665 Sutter St	Wednesday 1/23/19	5PM	150	70	80	47%
	665 Sutter St	Thursday 1/24/19	5PM	150	81	69	54%
	665 Sutter St	Friday 1/25/19	5PM	150	64	86	43%
	665 Sutter St	Saturday 1/26/19	5PM	150	65	85	43%
	665 Sutter St	Sunday 1/27/19	5PM	150	37	113	25%
22	80 Hemlock Alley	Monday 2/4/19	5PM	70	Access Denied	N/A	N/A
	80 Hemlock Alley	Tuesday 2/19/19	5PM	70	Access Denied	N/A	N/A
	80 Hemlock Alley	Wednesday 1/30/19	5PM	70	20	50	29%
	80 Hemlock Alley	Thursday 1/31/19	5PM	70	27	43	39%
	80 Hemlock Alley	Friday 2/1/19	5PM	70	17	53	24%
	80 Hemlock Alley	Saturday 2/2/19	5PM	70	11	59	16%
	80 Hemlock Alley	Sunday 2/3/19	5PM	70	2	68	3%
23	818 Leavenworth St	Monday 1/21/19	5PM	120	69	51	58%
	818 Leavenworth St	Tuesday 1/22/19	5PM	120	72	48	60%
	818 Leavenworth St	Wednesday 1/23/19	5PM	120	92	28	77%
	818 Leavenworth St	Thursday 1/24/19	5PM	120	85	35	71%
	818 Leavenworth St	Friday 1/25/19	5PM	120	80	40	67%
	818 Leavenworth St	Saturday 1/26/19	5PM	120	105	15	88%
	818 Leavenworth St	Sunday 1/27/19	5PM	120	65	55	54%
24	840 Sutter St	Monday 2/4/19	5PM	118	118	-	100%
	840 Sutter St	Tuesday 2/19/19	5PM	118	71	47	60%
	840 Sutter St	Wednesday 1/30/19	5PM	118	80	38	68%
	840 Sutter St	Thursday 1/31/19	5PM	118	91	27	77%
	840 Sutter St	Friday 2/1/19	5PM	118	105	13	89%
	840 Sutter St	Saturday 2/2/19	5PM	118	101	17	86%
	840 Sutter St	Sunday 2/3/19	5PM	118	72	46	61%
25	999 Polk St	Monday 1/28/19	5PM	17	14	3	82%
	999 Polk St	Tuesday 1/29/19	5PM	17	14	3	82%
	999 Polk St	Wednesday 1/30/19	5PM	17	10	7	59%
	999 Polk St	Thursday 1/31/19	5PM	17	13	4	76%
	999 Polk St	Friday 2/1/19	5PM	17	12	5	71%
	999 Polk St	Saturday 2/2/19	5PM	17	12	5	71%
	999 Polk St	Sunday 2/3/19	5PM	17	3	14	18%
26	550 O'Farrell St	Monday 1/21/19	5PM	140	92	48	66%
	550 O'Farrell St	Tuesday 1/22/19	5PM	140	98	42	70%
	550 O'Farrell St	Wednesday 1/23/19	5PM	140	107	33	76%
	550 O'Farrell St	Thursday 1/24/19	5PM	140	89	51	64%
	550 O'Farrell St	Friday 1/25/19	5PM	140	103	37	74%
	550 O'Farrell St	Saturday 1/26/19	5PM	140	Access Denied	N/A	N/A
	550 O'Farrell St	Sunday 1/27/19	5PM	140	Access Denied	N/A	N/A
27	1399 Bush	Monday 1/28/19	5PM	129	125	4	97%
	1399 Bush	Tuesday 2/19/19	5PM	129	45	84	35%
	1399 Bush	Wednesday 2/20/19	5PM	129	48	81	37%
	1399 Bush	Thursday 2/21/19	5PM	129	55	74	43%
	1399 Bush	Friday 2/22/19	5PM	129	40	89	31%
	1399 Bush	Saturday 2/23/19	5PM	129	55	74	43%
	1399 Bush	Sunday 2/24/19	5PM	129	29	100	22%
28	1375 Sutter (Only open M-F)	Monday 1/28/19	5PM	65	52	13	80%
	1375 Sutter (Only open M-F)	Tuesday 1/29/19	5PM	65	44	21	68%
	1375 Sutter (Only open M-F)	Wednesday 1/30/19	5PM	65	43	22	66%
	1375 Sutter (Only open M-F)	Thursday 1/31/19	5PM	65	30	35	46%
	1375 Sutter (Only open M-F)	Friday 2/1/19	5PM	65	41	24	63%

STATEMENT OF LIMITING CONDITIONS

1. This report is to be used in whole and not in part.
2. Walker's report and recommendations are based on certain assumptions pertaining to the future performance of the local economy and other factors typically related to individual user characteristics that are either outside Walker's control or that of the client. To the best of Walker's ability, we analyzed available information that was incorporated in projecting future performance of the proposed subject site.
3. The financial projections presented in this report are conceptual estimates in nature and will differ from actual results.
4. Sketches, photographs, maps and other exhibits are included to assist the reader in visualizing the property. It is assumed that the use of the land and improvements is within the boundaries of the property described, and that there is no encroachment or trespass unless noted.
5. All information, estimates, and opinions obtained from parties not employed by Walker Parking Consultants/Engineers, Inc. are assumed to be true and correct. We assume no liability resulting from misinformation.
6. Unless noted, we assume there are no encroachments, zoning, violations, or building violations encumbering the subject property.
7. All mortgages, liens, encumbrances, leases, and servitudes have been disregarded unless specified otherwise.
8. None of this material may be reproduced in any form without our written permission, and the report cannot be disseminated to the public through advertising, public relations, news, sales, or other media.
9. We take no responsibility for any events or circumstances that take place subsequent to the date of our field inspections.
10. The quality of a parking facility's on-site management has a direct effect on a property's economic viability. The financial projections presented in the analysis assume responsible ownership and competent management. Any departure from this assumption may have a significant impact on the projected operating results.
11. The Preliminary Financial model is based upon an evaluation of the overall economy and does not take into account nor make provisions for the effect of any rise or decline in local or national economic conditions. We do not warrant that the projections will be attained, but they have been prepared on the basis of information obtained during the course of this study and are intended to reflect the expectations of a typical parking patron.
12. Many of the numeric figures presented in this report were generated using computer models that make calculations based on numbers carried out to three decimal places. In the interest of simplicity, most numbers have been rounded to the nearest thousand; therefore, these figures may be subject to small rounding errors.
13. This report was prepared by Walker Parking Consultants; all opinions, recommendations, and conclusions expressed during the course of this assignment are rendered by the staff of Walker Parking Consultants as employees, rather than as individuals.
14. The conclusions and recommendations presented were reached based on Walker's analysis of the information obtained from the client and our own sources. Information furnished by others, upon which portions of this study may be based, is believed to be reliable; however, it has not been verified in all cases. No warranty is given to the accuracy of such information; moreover, any significant differences between these assumptions and actual performance may impact the financial projections for the subject parking operations.