



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use/PUD

HEARING DATE: MAY 15, 2014

Hearing Date: May 15, 2014
Case No.: **2011.1306C**
Project Address: **1634-1690 Pine Street**
Zoning: NC-3 (Neighborhood Commercial, Moderate Scale) District
130-E Height and Bulk District
Partially within the Van Ness Automotive Special Use District
Block/Lot: 0647/007, 008, 009, 010, 011, and 011A
Project Sponsor: Dean Givas, Oyster Development Corp.
355 1st Street, #809
San Francisco, CA 94105
Staff Contact: Glenn Cabreros – (415) 558-6169
glenn.cabreros@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project proposes to demolish most of the five existing buildings at the project site. For the purposes of the Planning Code, the buildings are considered to be demolished, although the project proposes to retain the façades of some of the existing buildings. The project proposes a 13-story Planned Unit Development (PUD) with 261 residential units in two tower structures and ground floor commercial spaces. One level of below grade parking would contain 201 parking spaces through the use of car stackers. Thirty-one (31) of the 261 residential units are proposed to be on-site affordable units, reflecting the unit mix of one- and two-bedroom units proposed at the project.

SITE DESCRIPTION AND PRESENT USE

The project is located at 1634-1690 Pine Street on the north side of Pine Street between Franklin Street and Van Ness Avenue on Lots 007, 008, 009, 010, 011 and 011A in Assessor's Block 0647. The property is located within the NC-3 (Neighborhood Commercial, Moderate-Scale) Zoning District and a 130-E Height and Bulk District. The eastern portion of Lot 007 is partially within the Van Ness Automotive Special Use District. The project site occupies 260 feet of street frontage along Pine Street and 138 feet of frontage along Franklin Street. The frontage along Franklin Street slopes upward, while the entire project site slopes downhill from Franklin Street to Van Ness Avenue. The project site is a large lot, over a half-acre in size, containing 35,500 square feet.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project is located in the northeast corner of the Western Addition neighborhood. The block to the north is within Pacific Heights neighborhood, and the block to the east is within the Nob Hill

neighborhood. The adjacent lot to the east is a corner lot containing a gas station at Pine Street and Van Ness Avenue. Across Pine Street is an existing 13-story PUD known as San Francisco Towers (senior housing) which occupies the entire block. The block face to the west and across Franklin Street from the project site includes a two-story automotive repair building and large apartment buildings four to six stories in height. The adjacent lots to the rear of the project site contain large, three-story commercial structures housing a grocery store use (Whole Foods Market) that fronts onto Franklin and California Streets.

ENVIRONMENTAL REVIEW

Prior to approval for the Conditional Use request, the San Francisco Planning Commission will need to certify the Final Environmental Impact Report, Case No. 2011.1306E, and approve CEQA Findings for the Planned Unit Development project at 1634-1690 Pine Street. (See attached.)

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	April 25, 2011	April 25, 2011	20 days
Posted Notice	20 days	April 25, 2011	April 25, 2011	20 days
Mailed Notice	10 days	April 25, 2006	April 25, 2011	20 days

PUBLIC COMMENT

Public comment to date has included concerns regarding various aspects of the project (scale, mass, demolition, etc.); however the Department has not received formal opposition to the project. As evidenced in the letters of support submitted by the Middle Polk Neighborhood Association and the Cathedral Hill Neighbors Association, both neighborhood groups expressed concerns which were addressed by the project sponsor as part of the sponsor's public outreach. Six letters in support of the project have been included as part of the project sponsor's submittal.

ISSUES AND OTHER CONSIDERATIONS

As the project is greater than 40 feet in height, the Department conducted a shadow fan as part of a Preliminary Project Assessment, Case No. 2011.1306U, for the project pursuant to Planning Code Section 295. On January 25, 2012, the Department concluded that the shadow fan found that the project would not cast shadows on any Recreation and Park Department properties, and a formal shadow study application was not required to further review shadow created by the project. (See attached.)

REQUIRED COMMISSION ACTION

Pursuant to Planning Code Sections 303 and 304, the Commission will need to approve the requested Conditional Use authorization to allow for the demolition of most of the five existing buildings and to authorize the proposed PUD within the NC-3 (Neighborhood Commercial, Moderate-Scale) Zoning

District, the 130-E Height and Bulk District and partially within the Van Ness Automotive Special Use District.

BASIS FOR RECOMMENDATION

The project is necessary and desirable in that:

- The project would not eliminate any residential uses, particularly affordable residential uses.
- The project provides 261 new housing units, including 31 on-site affordable housing units, at an underutilized site. The project will directly help to alleviate the City's housing shortage and create more affordable housing.
- The project would construct a Planned Unit Development that is in keeping with the scale, massing and density of other structures in the immediate vicinity.
- The project is directly adjacent to the Van Ness corridor, and the Van Ness Avenue Area Plan calls for increasing housing development with the goal of establishing a mixed-use neighborhood. The project is the type of development encouraged for the project site.
- The project would create two new opportunities of neighborhood commercial serving uses.
- The project is in keeping with the goals of the City's Transit First policy by proposing a number of parking spaces below the amount required by Code, especially as the project is within a transit rich neighborhood.
- The project is desirable for, and compatible with, the surrounding neighborhood.

RECOMMENDATION:	Approval with Conditions
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Attachments:

CEQA Findings Draft Motion
CU/PUD Draft Motion
Shadow Fan
Parcel Map
Sanborn Map
Zoning Map
Aerial & Site Photographs
Inclusionary Affordable Housing Affidavit
Project Sponsor Submittal, including:
 Reduced Plans
 Illustrative Renderings

Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | 3-D Renderings (new construction or significant addition) |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Wireless Telecommunications Materials |
| <input checked="" type="checkbox"/> Context Photos | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> RF Report |
| | <input type="checkbox"/> Community Meeting Notice |
| | <input checked="" type="checkbox"/> Housing Documents |
| | <input checked="" type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |
| | <input type="checkbox"/> Residential Pipeline |

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

Planner's Initials

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SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission CEQA Findings Draft Motion

HEARING DATE: MAY 15, 2014

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Case No.: 2011.1306E
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ADOPTING ENVIRONMENTAL FINDINGS FOR A PROPOSED PROJECT THAT WOULD MERGE SIX LOTS CONTAINING APPROXIMATELY 35,500 SQUARE FEET, DEMOLISH MOST OF THE FIVE BUILDINGS ON THE PROJECT SITE, AND CONSTRUCT A 130-FOOT-TALL, 13-STORY, APPROXIMATELY 353,000-GROSS-SQUARE-FOOT MIXED-USED BUILDING CONTAINING 261 RESIDENTIAL UNITS IN TWO TOWERS, 4,000 SQUARE FEET OF COMMERCIAL USE ON THE GROUND FLOOR, AND ONE LEVEL OF BELOW-GRADE PARKING FOR 201 VEHICLES. THE PROJECT WOULD REQUEST EXCEPTIONS TO THE PLANNING CODE PROVISIONS RELATED TO BULK, REAR YARD, USABLE OPEN SPACE, STREET FRONTAGE REQUIREMENTS, VEHICULAR PARKING, LOADING AND DWELLING UNIT EXPOSURE THROUGH A PLANNED UNIT DEVELOPMENT SUBJECT TO CONDITIONAL USE AUTHORIZATION BY THE PLANNING COMMISSION.

Whereas, the City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"); and

Whereas, the Department determined that an Environmental Impact Report (hereinafter "EIR") was required for the proposed Planned Unit Development ("PUD") and provided public notice of that determination by publication in a newspaper of general circulation on March 20, 2013; and

Whereas, the PUD proposes to demolish most of the five existing buildings at the project site and proposes to construct a 130-foot tall, 13-story, mixed-used building containing 261 units within two-tower structures and ground floor commercial spaces; and

Whereas, on October 2, 2013, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice; and

Whereas, notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by the project sponsor on October 2, 2013; and

Whereas, on October 2, 2013, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse; and

Whereas, Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on October 2, 2013; and

Whereas, the Commission held a duly advertised public hearing on said DEIR on November 7, 2013, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on November 18, 2013; and

Whereas, the Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 47-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on April 30, 2014, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department; and

Whereas, the Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document all as required by law; and

Whereas, the project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission; and

Whereas, on May 15, 2014, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code; and

Whereas, the Planning Commission hereby does find that the FEIR concerning File No. 2011.1306E, 1634-1690 Pine Street, reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no

significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines; and

Whereas, the Commission, in certifying the completion of said FEIR, hereby does find that the project described in the EIR:

- A. Will have the following significant project-specific effects on the environment: (1) the demolition and *de facto* demolition of the buildings located at 1634–1670 Pine Street will cause a substantial adverse change in the significance of historic architectural resources, and (2) the project will cause a substantial increase in traffic that would cause the level of service at the intersection of Van Ness Avenue/Pine Street to decline from LOS D to LOS E in the AM peak hour and from LOS E to F in the PM peak hour.
- B. Will have the following significant cumulative effects on the environment: (1) in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, result in significant cumulative impact on historic architectural resources; and (2) contribute considerably to future cumulative traffic increases that will cause levels of service to deteriorate to unacceptable levels; and

Whereas, the Planning Commission, on May 15, 2014, by Motion No. _____, reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the provisions of CEQA, the CEQA Guidelines and Chapter 31; and

Whereas, the Planning Commission, by Motion No. _____, also certified the FEIR and found that the EIR was adequate, accurate, and objective, reflected the independent judgment of the Planning Commission, in compliance with CEQA, the CEQA Guidelines, and Chapter 31; and

Whereas, the Planning Department prepared proposed Environmental Findings, as required by CEQA, regarding the alternatives, mitigation measures and significant environmental impacts analyzed in the FEIR and overriding considerations for approving the Project, including all the actions listed in Attachment A and a proposed Mitigation Monitoring and Reporting Program, attached as Attachment B, which material was made available to the public and this Planning Commission for the Commission's review, considerations and actions.

DECISION

THEREFORE, LET IT BE RESOLVED, that the Planning Commission has reviewed the actions associated with the Project and, in reference to the Approval Actions, hereby adopts the Environmental Findings included as Attachment A to this Motion, including a statement of overriding considerations; and be it

FURTHER RESOLVED, that the Planning Commission hereby adopts a Mitigation Monitoring and Reporting Program for the Project, as set forth in Attachment B to this Motion.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of May 15, 2014

Jonas Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

EXCUSED:

ACTION: Adoption of CEQA Findings

Attachment A

PREAMBLE

In determining to approve the project described in Section I, Project Description below, the ("Project"), the San Francisco Planning Commission ("Planning Commission," "Commission" or "City") makes and adopts the following findings of fact and decisions regarding the Project description and objectives, significant impacts, mitigation measures and alternatives, including a statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. ("CEQA"), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 et seq. ("CEQA Guidelines"), and Section 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"). The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA. In approving the Project, the Planning Commission has required the Project Sponsor to commit to implementing all mitigation measures identified in the Final EIR; the Project Sponsor has acknowledged in writing the feasibility of the mitigation measures contained in the MMRP.

This document is organized as follows:

Section I provides a description of the proposed Planning Unit Development (PUD) project at 1634-1690 Pine Street, the environmental review process for the Project, the Planning Commission actions to be taken, and the location and custodian of the record.

Section II lists the Project's less-than-significant impacts and sets forth findings as to the disposition of the mitigation measures proposed in the Final EIR. (The Draft EIR and the Comments and Responses document together comprise the Final EIR.) Attachment B to this Planning Commission Motion contains the Mitigation Monitoring and Reporting Program ("MMRP"), which provides a table setting forth each mitigation measure listed in the Final Environmental Impact Report that is required to reduce or avoid a significant adverse impact. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. The MMRP specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

Section III identifies significant project-specific or cumulative impacts that would not be eliminated or reduced to a less-than-significant level by the mitigation measures presented in the Final EIR.

Section IV identifies the project alternatives that were analyzed in the EIR and discusses the reasons for their rejection.

Section V sets forth the Planning Commission's Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

I. PROJECT DESCRIPTION AND PROCEDURAL BACKGROUND

a. Project Description

These environmental findings refer to the project identified in the Final EIR as the "Proposed Project" (see Comments and Responses Document, Section C), referred to herein as the "Project." The Project proposes to demolish most of the five existing buildings at the project site, 1634-1690 Pine Street, Lots

007, 008, 009, 010, 011 and 011A in Assessor's Block 0647. The Project proposes a 13-story PUD with 261 residential units in two tower structures and ground floor commercial spaces containing 4000 square feet. One level of below grade parking would contain 201 parking spaces through the use of car stackers. Thirty-one (31) of the 261 residential units are proposed to be on-site affordable units, reflecting the unit mix of one- and two-bedroom units proposed at project. (See Project Objectives in Section IV(b), below.)

The project is located at 1634-1690 Pine Street on the north side of Pine Street between Franklin Street and Van Ness Avenue., within the within the NC-3 (Neighborhood Commercial, Moderate-Scale) Zoning District and a 130-E Height and Bulk District. The eastern portion of Lot 007 is partially within the Van Ness Automotive Special Use District. The project site occupies 260 feet of street frontage along Pine Street and 138 feet of frontage along Franklin Street. The frontage along Franklin Street slopes upward, while the entire project site slopes downhill from Franklin Street to Van Ness Avenue. The project site is a large lot, over a half-acre in size, containing 35,500 square feet.

The project is within the northeast-most portion of the Western Addition neighborhood. The block to the north is within Pacific Heights neighborhood, and the block to the east is within the Nob Hill neighborhood. The adjacent lot to the east is a corner lot containing a gas station at Pine Street and Van Ness Avenue. Across Pine Street is an existing 13-story PUD known as San Francisco Towers which occupies an entire block. The block face to the west and across Franklin Street from the project site, includes a two-story automotive repair building and large apartment buildings four to six stories in height. The adjacent lots to the rear of the project site contain large, three-story commercial structures housing a grocery store use (Whole Foods Market) that fronts onto Franklin and California Streets.

b. Environmental Review

The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on March 20, 2013.

On October 2, 2013, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by the project sponsor on October 2, 2013.

On October 2, 2013, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on October 2, 2013.

The Commission held a duly advertised public hearing on said DEIR on November 7, 2013, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on November 18, 2013.

The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 47-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on April 30, 2014, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.

A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document all as required by law.

Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.

On May 15, 2014, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

c. Planning Commission Actions

The Planning Commission is currently considering various actions ("Approval Actions") in furtherance of the Project, which include the following:

- Conditional Use authorization pursuant to Planning Code 303 for:
 - A Planned Unit Development (Planning Code Section 304)
 - Development of a Lot greater than 10,000 square feet (Section 121.1)
- Establishment of a Planned Unit Development, with Planning Code exceptions sought for:
 - Parking (Planning Code Sections 151 and 307(i))
 - Common usable open space (Planning Code Section 135)
 - Rear Yard (Planning Code Section 136)
 - Dwelling Unit Exposure (Planning Code Section 140)
 - Street Frontage (Planning Code Section 145.1)
 - Off Street Loading (Section 152)
 - Bulk Exceptions (Planning Code Section 271)

d. Location of Records

The records upon which all findings and determinations related to the adoption of the proposed project are based include the following:

- The EIR, and all documents referenced in or relied upon by the EIR;
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the EIR;
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission;
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the project or the EIR;
- All applications, letters, testimony, and presentations presented to the City by the project sponsor and its consultants in connection with the project;
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the project and the EIR;
- The MMRP; and
- All other documents comprising the record pursuant to Public Resources Code Section 21167.6(e).

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco. The Planning Department is the custodian of these documents and materials.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

II. LESS-THAN-SIGNIFICANT IMPACTS AND FINDINGS REGARDING MITIGATION MEASURES

The Final EIR finds that implementation of the Project would result in less-than-significant impacts in the following environmental topic areas: Land Use and Land Use Planning; Aesthetics;; Population and Housing; Transportation and Circulation; Wind; Noise; Air Quality; Greenhouse Gas Emissions; Shadow; Utilities and Service Systems; Public Services; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Materials; Mineral Resources; and Agricultural and Forestry Resources.

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible. The findings in this section concern mitigation measures discussed in the Final EIR and presented in a Mitigation Monitoring and Reporting Program ("MMRP"). A copy of the MMRP is included as Attachment B to the Planning Commission Motion adopting these findings, The Final EIR includes a series of mitigation measures that have been identified that would eliminate or reduce to a less-than-significant level potential environmental impacts of the Project listed in this section. All of the mitigation measures set forth in the Final EIR that are needed to reduce or avoid these significant adverse environmental impacts are contained the MMRP.

The Project Sponsor has agreed to implement all mitigation measures and improvement measures identified in the Final EIR (and MMRP). As authorized by CEQA Section 21081 and CEQA Guidelines Section 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that, unless otherwise stated, the Project has been required to incorporate mitigation measures identified in the EIR into the project to mitigate or to avoid significant or potentially significant environmental impacts. Except as otherwise noted, these mitigation measures will reduce or avoid the potentially significant impacts described in the Final EIR, and the Commission finds that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the City and County of San Francisco to implement or enforce.

Additionally, the required mitigation measures are fully enforceable and are included as conditions of approval in the Planning Commission's Planning Code Section 303 proceeding or will be enforced through inclusion as conditions of approval in any building permits issued for the Project by the San Francisco Department of Building Inspection. With the required mitigation measures, all potential project impacts, except for those associated with historical architecture resource impacts, would be avoided or reduced to a less-than-significant level (see Section III, below). The Planning Commission finds that the mitigation measures presented in the MMRP are feasible and shall be adopted as conditions of project approval.

III. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that there are significant project-specific and cumulative impacts that would not be eliminated or reduced to an insignificant level by the mitigation measures listed in the MMRP. The Final EIR identifies a significant and unavoidable adverse effect to transportation and circulation and to historical architectural resources related to the demolition of the existing buildings at 1634-1690 Pine Street. The Final EIR also indicates that implementation of the project would result in an adverse cumulative impacts related to the loss of an eligible historic resource in the Western Addition neighborhood. The FEIR identifies the following mitigation measure, which has been agreed to by the project sponsor.

a. Cultural Resources (Historic Architectural Resources)

Mitigation Measure M-CP-4a, Historic Preservation Plan and Protective Measure: A historic preservation plan shall be prepared and implemented to aid in preserving those portions of the historic district and individual historical resources that would be incorporated into the project. The plan shall establish measures to protect the remaining elements of the historical resources during construction, particularly the unreinforced masonry building façades, from vibration effects. If deemed necessary upon further condition assessment of the buildings, the plan shall include the preliminary stabilization of deteriorated or damaged masonry prior to construction. The historic preservation plan shall also further investigate and incorporate preservation recommendations regarding the potential historic materials that comprise the façades and other elements of the historical resources to be retained. The plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualification Standards. The project sponsor shall ensure that the contractor follows these plans. The protection plan, specifications, monitoring schedule, and other supporting documents shall be incorporated into the building permit application plan sets. The documentation shall be reviewed and approved by a Planning Department Preservation Specialist.

Mitigation Measure M-CP-4b, Historical Resource Documentation and Protection: Prior to construction, a historic preservation architect and a structural engineer shall undertake an existing condition study of the three buildings whose facades are to be retained. The purpose of the study would be to establish the baseline condition of the buildings prior to construction. The documentation shall take the form of written descriptions and visual illustrations, including those physical characteristics of the resource that convey its historic significance and that justify its inclusion on, or eligibility for inclusion on, the California Register. The documentation shall be reviewed and approved by a Planning Department Preservation Specialist.

The structural engineer shall make periodic site visits to monitor the condition of the resource, including monitoring of any instruments such as crack gauges. The structural engineer shall consult with the historic preservation architect to ensure that character-defining features are protected, especially if any problems with character-defining features of the historic resource are discovered. If in the opinion of the structural engineer, in consultation with the historic preservation architect, substantial adverse impacts to the historic resource related to construction activities are found during construction, the monitoring team shall so inform the project sponsor or designated representative responsible for construction activities. The project sponsor shall adhere to the monitoring team's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger the historic resource. The monitoring team shall prepare site visit reports and submit them for review by a Planning Department Preservation Specialist.

Mitigation Measure M-CP-4c, Historic Documentation: Prior to the issuance of demolition or site permits, the project sponsor shall undertake HABS (Historic American Building Survey) documentation of the subject property, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:

- **Measured Drawings:** A set of measured drawings that depict the existing size, scale and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings;
- **HABS-Level Photography:** Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service Standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS Photography; and,
- **HABS Historical Report:** A written historical narrative and report, per HABS Historical Report Guidelines.

The professional shall prepare the documentation and submit it for review and approval by the Planning Department's Preservation Specialist prior to the issuance of building permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest

Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

Mitigation Measure M-CP-4d, Permanent Interpretive Exhibits: The project sponsor shall install permanent interpretive exhibits on the property that provide information to visitors and occupants regarding the history of the Pine Street Auto Shops Historic District, the development of Van Ness Auto Row, and the buildings' association during the period of Japanese-American internment during World War II. The interpretive exhibit shall utilize images, narrative history, drawings, or other archival resources. The interpretive exhibits may be in the form of, but are not necessarily limited to plaques or markers, interpretive display panels, and/or printed material for dissemination to the public. The interpretive exhibits shall be installed at a pedestrian-friendly location, and be of adequate size to attract the interested pedestrian.

b. Transportation and Circulation

Mitigation Measure M-TR-1, Payment of Fair share Cost of Near-Term Intersection Improvements: The project sponsor shall be responsible for making a fair-share contribution to the cost of any improvement(s) at the Van Ness Avenue/Pine Street intersection deemed necessary by the San Francisco Municipal Transportation Agency in the near-term, defined as the period between Existing (2013) Conditions and implementation of the Van Ness Avenue Bus Rapid Transit Project (in 2016 or later).

Mitigation Measure M-C-TR-1, Payment of Fair share Cost of Near-Term Intersection Improvements: The project sponsor shall make a fair share contribution for implementation of Van Ness Avenue Bus Rapid Transit and the intersection of Van Ness Avenue/Pine Street.

The Commission considers these measures feasible, and although the sponsor has agreed to adopt the measures, though their implementation would not reduce the impacts to historical architectural resources and to transportation and circulation to less-than-significant levels.

IV. EVALUATION OF PROJECT ALTERNATIVES

a. Alternatives Analyzed in the FEIR

This section describes the Project as well as alternatives and the reasons for approving the Project and for rejecting the alternatives. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the Project location that generally reduce or avoid potentially significant impacts of the Project. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

The Planning Department considered a range of alternatives in Chapter VI of the Final EIR. The Final EIR considered but rejected an Off-Site Alternative and an Alternate Full Preservation Alternative due to inability to meet most of the Project's objectives and infeasibility. The Final EIR analyzed the No Project (Alternative A), a Partial Preservation Alternative (Alternative B) and Full Preservation Alternative (Alternative C). Each alternative is discussed and analyzed in these findings, in addition to being analyzed in Chapter VI of the Final EIR. The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the Final EIR and in the record. The Final EIR reflects the Planning Commission's and the City's independent judgment as to the

alternatives. The Planning Commission finds that the Project provides the best balance between satisfaction of Project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the Final EIR, and adopts a statement of overriding considerations.

b. Project Objectives

As described above, the Project seeks to demolish five existing buildings to construct a 261-unit Planned Unit Development, including 31 affordable housing units and two commercial spaces. The following are the Project Sponsors' objectives, as identified in Chapter III of the Final EIR:

- Construct a high-quality mixed-use residential and retail project that will maximize the creation of new residential units and ground-floor commercial space that will serve neighborhood residents, enliven the surrounding streets, contribute to a safe, active neighborhood, and meet the demands of the expanding San Francisco economy and growth in the project area.
- Develop a project that is consistent with and enhances the existing scale and urban design character of the area, furthers the City's housing policies and applicable General Plan policies, and preserves portions of the historic buildings on the site.
- Provide parking that serves the needs of residents and visitors as generated by the project.
- Increase the affordable housing supply in the City in accordance with City requirements.
- Complete the project on schedule and within budget.

c. Alternatives Rejected and Reasons for Rejection

CEQA provides that alternatives analyzed in an EIR may be rejected if "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible . . . the project alternatives identified in the EIR." (CEQA Guidelines § 15091(a)(3).) The Commission has reviewed each of the alternatives to the Project as described in the Final EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make these Alternatives infeasible, for the reasons set forth below.

In making these determinations, the Planning Commission is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." The Commission is also aware that under CEQA case law the concept of "feasibility" encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is "desirable" from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

FEIR Alternative A: No Project Alternative

Under the No Project Alternative, the Project Site would remain in its existing condition. The existing buildings would likely continue to remain vacant for the foreseeable future. Conditions described in detail for each environmental topic in Chapter IV, Environmental Setting, Impacts, and Mitigation Measures, of the Final EIR, would remain and none of the impacts associated with the Project would occur.

The existing parking lot on the project site would continue to be used for parking. No new construction would occur at the site. Three of the existing buildings at the site (1650, 1656, and 1660 Pine Street) are unreinforced masonry buildings (“UMB”), subject to the requirements of San Francisco UMB Ordinance No. 225-92. Under the UMB ordinance, in order to further the earthquake hazard prevention policies of the City, the buildings must either be demolished or undergo a costly seismic retrofit before being re-occupied. The required seismic work necessary for any user to re-occupy the buildings would be cost prohibitive. Therefore, the buildings would likely remain vacant under the No Project Alternative. Overall, this alternative would result in the development of no residential units and the retention of approximately 43,847 square feet of vacant space.

The No Project Alternative would be inconsistent with key goals of the General Plan with respect to housing production. With no new housing created here and no construction, the No Project Alternative would not increase the City’s housing stock of both market rate and affordable housing, would not create new job opportunities for construction workers, and would not expand the City’s property tax base. This alternative would also fail to serve any of the Project Sponsor’s objectives, as described in the EIR, including the construction of a high-quality mixed-use residential and retail project that will maximize the creation of new residential units and ground-floor commercial space that will serve neighborhood residents, enliven the surrounding streets, contribute to a safe, active neighborhood, and meet the demands of the expanding San Francisco economy and growth in the project area.

For the foregoing reasons, the Planning Commission rejects the No Project Alternative.

FEIR Alternative B: Partial Preservation Alternative

The Partial Preservation Alternative would construct a 13-story residential tower and a six story residential building with commercial uses on the ground floor and second floors. The Partial Preservation Alternative would have a total area of 251,695 gross square feet (gsf) and would include approximately 155 new residential units totaling approximately 137,510 sf; and 5,700 sf of retail space with 159 parking spaces. The Planning Commission rejects the Full Preservation Alternative as infeasible because would fail to meet Project Sponsor Objectives for reasons including, but not limited to, the following:

- 1) The Partial Preservation Alternative would limit the project to 155 dwelling units; whereas the proposed project would provide 261 units to the City’s housing stock and including 31 affordable housing units. The proposed density at 261 units would be consistent other mixed-use residential developments in the vicinity, and the proposed project will maximize the creation of new residential units and provide ground-floor commercial space to serve neighborhood residents, enliven the surrounding streets, contribute to a safe, active neighborhood, while meeting the demands of the expanding San Francisco economy and growth in the project area.
- 2) The Partial Preservation Alternative would create a project that would not fully utilize this site for housing production. While the Partial Preservation Alternative would preserve more of the existing historical resources, the alternative would not create a project that is consistent with and enhances the existing scale and urban design character of the area or furthers the City’s housing policies to create more housing, particularly affordable housing opportunities.

- 3) The Partial Preservation Alternative would create a project that would still create significant and unavoidable transportation and circulation impacts, including both project specific and cumulative transportation impacts at the intersection of Pine Street and Van Ness Avenue.
- 4) The Partial Preservation Alternative is also economically infeasible. If a project cannot attract investors, it will not be developed. Large scale development projects are capital-intensive and depend on a developer's ability to obtain financing from investors. Typically, a developer needs to be able to attract an equity investor to cover a significant portion of the project's costs, obtain a construction loan for the bulk of construction costs, and be prepared to independently provide up to 10 percent of the costs out-of-pocket. Equity investors require a certain profit margin in order to finance a development project. The larger the size of the proposed development, the higher the return required in order to compensate for increased risks associated with the expanded project timeline and its impact on investors' internal rate of return. Investors need to achieve established targets for both their internal rate of return and their return multiple on the investment.
- 5) The Partial Preservation Alternative would result in a project that is approximately 101,028 square feet smaller than the Project, and contains 106 less residential units. The reduced unit count results in a lower total potential for generating revenue; lower revenue per square foot of development due to fewer units capable of being located on higher floors which would yield view premiums; higher construction costs per square foot, associated with increased restoration efforts and fewer economies of scale; and the impact of fixed project costs given the reduced size of development. Because of the reduced unit count, a developer would not be able to proceed with the project. The Partial Preservation Alternative would not generate a sufficient economic return and therefore would not get financing and would not be built.

For the foregoing reasons, the Planning Commission rejects the Partial Preservation Alternative.

FEIR Alternative C: Full Preservation Alternative

The Full Preservation Alternative would preserve the front 38 percent and back 15 percent of the buildings on the project site, but would construct an eight-story building at the rear of the lots immediately behind the historic buildings so that the new building would be set back from Pine Street. The west wing of this alternative would also be eight stories at the corner of Pine Street and Franklin Street. The Full Preservation Alternative would have a total area of 176,500 gross square feet (gsf) and would include approximately 100 new residential units totaling approximately 100,200 sf; and 14,000 sf of retail space. The Planning Commission rejects the Full Preservation Alternative as infeasible because would fail to meet Project Sponsor Objectives for reasons including, but not limited to, the following:

- 6) The Full Preservation Alternative would limit the project to 100 dwelling units; whereas the proposed project would provide 261 units to the City's housing stock and including 31 affordable housing units. The proposed density at 261 units would be consistent other mixed-use residential developments in the vicinity, and the proposed project will maximize the creation of new residential units and ground-floor commercial space to serve neighborhood residents, enliven the surrounding streets, contribute to a safe, active neighborhood, while meeting the demands of the expanding San Francisco economy and growth in the project area.

- 7) The Full Preservation Alternative would create a project well-below the prescribed 130-foot height limit for the project site, and would not fully utilize this site for housing production. While the Full Preservation Alternative would preserve more of the existing historical resources, the alternative would not create a project that is consistent with and enhances the existing scale and urban design character of the area or furthers the City's housing policies to create more housing, particularly affordable housing opportunities.
- 8) Like the Partial Preservation Alternative, the Full Preservation Alternative is also economically infeasible for identical reasons. The Full Preservation Alternative would result in a project even smaller and would produce even fewer units. The Full Preservation Alternative would result in a project that is approximately 176,869 square feet smaller than the Project, and contains 161 less residential units. Again, the reduced unit count results in a lower total potential for generating revenue; lower revenue per square foot of development due to fewer units capable of being located on higher floors which would yield view premiums; higher construction costs per square foot, associated with increased restoration efforts and fewer economies of scale; and the impact of fixed project costs given the reduced size of development. Because of the significantly reduced unit count, a developer would not be able to proceed with the project. The Partial Preservation Alternative would not generate a sufficient economic return and therefore would not get financing and would not be built.
- 9) The Full Preservation Alternative would create a project that would still create significant and unavoidable transportation and circulation impacts, including both project specific and cumulative impacts at the intersection of Pine Street and Van Ness Avenue.

For the foregoing reasons, the Planning Commission rejects the Full Preservation Alternative.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

The Planning Commission finds that, notwithstanding the imposition of all feasible mitigation measures and alternatives, significant impacts related to Historic Resources and Transportation and Circulation will remain significant and unavoidable. Pursuant to CEQA section 21081 and CEQA Guideline Section 15093, the Planning Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs these significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the record, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Planning Commission specifically finds that there are significant benefits of the Project to support approval of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement

of Overriding Considerations. The Commission further finds that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. All mitigation measures proposed in the EIR and MMRP are adopted as part of the Approval Actions described in Section I, above.

Furthermore, the Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social and other considerations.

The Project will have the following benefits:

1. The Project would add 261 dwelling units to the City's housing stock, including 31 affordable housing units.
2. The Project promotes a number of General Plan Objectives and Policies, including Housing Element Policy 1.1, which provides that the City should "Future housing policy and planning efforts must take into account the diverse needs for housing. The RHNA projections indicate housing goals for various income levels, these provide basic planning goals for housing affordability. San Francisco's housing policies and programs should provide strategies that promote housing at each income level, and furthermore identify sub-groups, such as middle income and extremely low income households that require specific housing policy. In addition to planning for affordability, the City should plan for housing that serves a variety of household types and sizes." The Project will provide on-site affordable housing as well as market rate housing, increasing the diversity of housing in this area of the City.
3. The Project's innovative design also furthers Housing Element Policy 11.1, which provides that "The City should continue to improve design review to ensure that the review process results in good design that complements existing character."
4. The Project Site is currently underused. Constructing 261 new housing units at this underutilized site will directly help to alleviate the City's housing shortage and lead to more affordable housing. As evidenced by the Van Ness Avenue Area Plan, the Van Ness corridor is slated for increasing housing development with the goal of creating a new mixed-use neighborhood. The Project is the type of development encouraged for the Project Site.
3. The Project would create two new opportunities of neighborhood commercial serving uses.
4. The Project would construct a Planned Unit Development that is in keeping with the scale, massing and density of other structures in the immediate vicinity.
5. The Conditions of Approval for the Project include all the mitigation and improvement measures that would mitigate the Project's potentially significant impact to insignificant levels, except for its impact on an Architectural Historic Resource and Transportation and Circulation.
6. The Project will substantially increase the assessed value of the Project Site, resulting in corresponding increases in tax revenue to the City.

7. The Project will create temporary construction jobs and permanent jobs in the office and retail sectors. These jobs will provide employment opportunities for San Francisco residents, promote the City's role as a commercial center, and provide additional payroll tax revenue to the City.

Having considered the above, the Planning Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects identified in the Final EIR, and that those adverse environmental effects are therefore acceptable.



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Conditional Use/PUD Draft Motion

HEARING DATE: MAY 15, 2014

Hearing Date: May 15, 2014
Case No.: **2011.1306C**
Project Address: **1634-1690 Pine Street**
Zoning: NC-3 (Neighborhood Commercial, Moderate Scale)
 130-E Height and Bulk District
 Partially within the Van Ness Automotive Special Use District
Block/Lot: 0647/007, 008, 009, 010, 011, and 011A
Project Sponsor: Dean Givas, Oyster Development Corp.
 355 1st Street, #809
 San Francisco, CA 94105
Staff Contact: Glenn Cabreros – (415) 558-6169
glenn.cabreros@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303 AND 304 TO ALLOW A PLANNED UNIT DEVELOPMENT PROPOSING TO MERGE SIX LOTS CONTAINING APPROXIMATELY 35,500 SQUARE FEET, DEMOLISH MOST OF THE FIVE BUILDINGS ON THE PROJECT SITE, AND CONSTRUCT A 13-STORY, 130-FOOT TALL APPROXIMATELY 353,000-GROSS-SQUARE-FOOT MIXED-USED BUILDING CONTAINING 261 RESIDENTIAL UNITS IN TWO TOWERS, 4000 SQUARE FEET OF COMMERCIAL USE ON THE GROUND FLOOR, AND ONE LEVEL OF BELOW-GRADE PARKING FOR 201 VEHICLES WITHIN THE NC-3 (NEIGHBORHOOD COMMERCIAL, MODERATE-SCALE) ZONING DISTRICT, THE 130-E HEIGHT AND BULK DISTRICT AND PARTIALLY WITHIN THE VAN NESS AUTOMOTIVE SPECIAL USE DISTRICT.

PREAMBLE

On March 16, 2011, Oyster Development Corporation (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 303 and 304 for a Planned Unit Development ("PUD") proposing to merge six

lots, demolish most of the five existing buildings and to construct a 13-story, 130-foot tall mixed-use building containing 261 dwelling units in two towers, 4000 square feet of ground floor commercial space and one level of below-grade parking for 201 vehicles within the NC-3 (Neighborhood Commercial, Moderate-Scale) Zoning District, the 130-E Height and Bulk District and partially within the Van Ness Automotive Special Use District.

On January 25, 2012, the Department conducted a shadow fan as part of a Preliminary Project Assessment, Case No. 2011.1306U, for the project pursuant to Planning Code Section 295. The shadow fan found that the project would not cast shadows on any Recreation and Park Department properties, and a formal shadow study application was not required to further review shadow created by the project.

On May 15, 2014, the San Francisco Planning Commission (hereinafter "Commission"), by Motion No. _____ certified the Final Environmental Impact Report, Case No. 2011.1306E, for the project at 1634-1690 Pine Street.

On May 15, 2014, the San Francisco Planning Commission (hereinafter "Commission"), by Motion No. _____ approved CEQA findings, Case No. 2011.1306E, for approval of the proposed PUD at 1634-1690 Pine Street.

On May 15, 2014, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2011.1306C requesting authorization to construct a Planned Unit Development.

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 for a Planned Unit Development requested in Application No. 2011.1306C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located at 1634-1690 Pine Street on the north side of Pine Street between Franklin Street and Van Ness Avenue on Lots 007, 008, 009, 010, 011 and 011A in Assessor's Block 0647. The property is located within the NC-3 (Neighborhood Commercial, Moderate-Scale) Zoning District and a 130-E Height and Bulk District. The eastern portion of Lot 007 is partially within the Van Ness Automotive Special Use District. The project site occupies 260 feet of street frontage along Pine Street and 138 feet of frontage along Franklin Street. The frontage along Franklin Street slopes upward, while the entire project site slopes

downhill from Franklin Street to Van Ness Avenue. The project site is a large lot, over a half-acre in size, containing 35,500 square feet.

3. **Surrounding Properties and Neighborhood.** The project is located in the northeast corner of the Western Addition neighborhood. The block to the north is within Pacific Heights neighborhood, and the block to the east is within the Nob Hill neighborhood. The adjacent lot to the east is a corner lot containing a gas station at Pine Street and Van Ness Avenue. Across Pine Street is an existing 13-story PUD known as San Francisco Towers (senior housing) which occupies the entire block. The block face to the west and across Franklin Street from the project site includes a two-story automotive repair building and large apartment buildings four to six stories in height. The adjacent lots to the rear of the project site contain large, three-story commercial structures housing a grocery store use (Whole Foods Market) that fronts onto Franklin and California Streets.
4. **Project Description.** The project proposes to demolish most of the five existing buildings at the project site. For the purposes of the Planning Code, the buildings are considered to be demolished, although the project proposes to retain the façades of some of the existing buildings. The project proposes a 13-story PUD with 261 residential units in two tower structures and ground floor commercial spaces. One level of below grade parking would contain 201 parking spaces through the use of car stackers. Thirty-one (31) of the 261 residential units are proposed to be on-site affordable units, reflecting the unit mix of one- and two-bedroom units proposed at the project.
5. **Public Comment.** Public comment to date has included concerns regarding various aspects of the project (scale, mass, demolition, etc.); however the Department has not received public comment in opposition to the project. As evidenced in the letters of support submitted by the Middle Polk Neighborhood Association and the Cathedral Hill Neighbors Association, both neighborhood groups had expressed concerns which were addressed by the project sponsor as part of the project sponsor's public outreach. Six letters in support of the project have been provided by the project sponsor.
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. **Planned Unit Development.** Per Planning Code Section 304 provisions governing PUD applications, the gross floor area of the project shall not exceed the floor area ratio (FAR) limit permitted for the NC-3 District. Per Planning Code Section 712.20, the floor area ratio in the NC-3 District is 3.6 to 1, and residential uses are not counted toward FAR. As such, based on a lot area of 35,500 square feet, the gross floor area of the project shall not exceed 127,638 square feet exclusive of residential uses.

Excluding the residential use, the project proposes a FAR of 4000 square feet.

- B. **Height.** Per Article 2 of the Planning Code and the 130-E Height and Bulk District, the maximum allowable building height for the project site shall be 130 feet.

As measured from Franklin Street, the height of the PUD is proposed at 130 feet.

- C. **Bulk.** Per the E Bulk District, above a height of 65 feet, the plan dimensions of each proposed tower shall have a maximum length of 110 feet and a maximum diagonal dimension of 140 feet.

The project requests exceptions from the dimensions specified by the E Bulk District. See Bulk Exception Findings below.

- D. **Unit Density.** Per Article 2 of the Planning Code and per Planning Code Section 304, a PUD shall be limited in dwelling unit density to less than the density that would be allowed by Article 2 for a district permitting a greater density, so that the PUD will not be substantially equivalent to a reclassification of the property.

The NC-3 District allows for a dwelling unit density equal to the density of the nearest R District. The closest R District is the adjacent RC-4 District, which allows a dwelling unit density of 1:200. The next zoning district permitting a greater density would be the C District, which allows for a density of 1:125. Thus, based on a lot area of 35,500 square feet, the maximum dwelling unit density that could be permitted at the project site is 284 units. The project proposes 261 dwelling units.

- E. **Rear Yard.** Per Planning Code Sections 134 and 712.12, a 25-percent rear yard is required at all residential levels in the NC-3 District. An approximately 35-foot deep rear yard from the rear lot line would need to be provided for the project (with front lot line assumed along Pine Street); however, the rear yard requirement may be modified as part of a PUD application pursuant to the criteria listed under Planning Code Section 304.

The project does not meet the rear yard depth per Planning Code Section 134; however the project seeks modifications to the rear yard requirement as part of the PUD authorization. See CU/PUD Findings below.

- F. **Unit Exposure.** Planning Code Section 140 requires every dwelling unit to face onto a Code-complying rear yard or a 25-foot wide street or side yard. Per Planning Code Section 304, the Commission in considering a Planned Unit Development may approve exceptions to Planning Code requirements in order to achieve an outstanding overall design.

As a Code-complying rear yard is not provided, the dwelling units that face the rear or east side property line or that face the open space provided between the two tower structures do not meet the dwelling unit exposure requirement. The project seeks modifications to the dwelling unit exposure requirements as part of the PUD authorization. See CU/PUD Findings below.

- G. **Open Space.** Per Planning Code Section 135, in Neighborhood Commercial Districts, the amount of usable open space to be provided shall be the amount required in the nearest Residential District. The adjacent RC-4 District requires 36 square feet of private open space per unit or 48 square feet of common open space per unit. Section 135 also provides additional open space criteria, such as minimum dimensions and minimum areas.

The project requires 9,396 sf of private open space or 12, 528 sf of common open space. The open space requirement may be met using a combination of private and common open space areas. The project exceeds the amount of open space area required by the Code; however not all of the open space areas proposed meet the minimum dimensions and areas prescribed by the Code. The project seeks modification of the open space requirement via the PUD authorization. See PUD Findings below.

- H. **Streetscape.** Per Planning Code Section 138.1, the project shall provide pedestrian and streetscape improvements in accordance with the City's "Better Streets Plan." Included in Section 138.1 is the requirement for twenty, 24-inch-box-sized street trees in addition to other "Better Streets" requirements.

The project provides twenty, 24-inch box-sized street trees. In the event that the Department of Public Works, Bureau of Urban Forestry determines the required street tree(s) cannot be planted, an in-lieu fee for each street tree not planted will be assessed.

- I. **Street Frontage.** Per Planning Code Section 145.1, the treatment of the street frontages at the project shall be designed to preserve, enhance and promote attractive, clearly defined street frontages that are pedestrian-oriented, fine-grained, and which are appropriate and compatible with the buildings and uses in the NC-3 District. The project requires that 60 percent of the building perimeter at the ground floor be transparent and the first 25 feet of the ground floor to be devoted to active uses.

The project proposes the ground floor to be 51 percent transparent. As building utilities are also proposed at the ground floor, the project seeks PUD modifications to the street frontage requirements of the Code via the PUD authorization. See CU/PUD Findings below.

- J. **Parking.** Per Planning Code Section 151, one parking space is required for each dwelling unit. As 261 dwelling units are proposed, 261 parking spaces are required for the project. Per Planning Code Section 307, the Planning Commission may reduce or modify the parking requirements.

The project proposes 201 parking spaces. The project seeks a parking reduction pursuant to Planning Code Section 307. See Parking Reduction Findings below.

- K. **Loading.** Per Planning Code Section 152, as the proposed gross floor area of the project is greater than 200,000 square feet and does not exceed 500,000 square feet, two off-street loading spaces are required.

The project proposes no loading spaces. The project seeks modification to the loading requirements via the PUD authorization. See CU/PUD Findings below.

- L. **Bicycle Parking.** Per Planning Code Section 155.5, 25 Class 1 bicycle parking spaces plus 1 bicycle parking space for every 4 dwelling units above 50 units is required for new construction projects. As the project proposes 260 dwelling units, 78 Class 1 bicycle parking spaces are required for the project.

The project proposes 141 Class 1 bicycle parking spaces at the garage level.

- M. **Affordable Housing.** Per Planning Code Section 415, all projects that include five or more units must participate in the Inclusionary Affordable Housing Program. Of the total number of proposed dwelling units, the project shall provide 12-percent on-site affordable units.

The project proposes 31 on-site affordable housing units, which equals 12-percent of the 261 units proposed at the project. See Inclusionary Affordable Housing Program Findings below.

7. **Inclusionary Affordable Housing Program Findings.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements would apply to projects that consist of 10 or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 15% of the proposed dwelling units as affordable. Pursuant to San Francisco Charter Section 16.110 (g), adopted by the voters in November, 2012, beginning on January 1, 2013, the City shall reduce by 20% the on-site inclusionary housing obligation for all on-site projects subject to the Inclusionary Affordable Housing, but in no case below 12%. Thus, under Charter Section 16.110 (g) all the on-site requirements here are reduced by 3% (20% of 15%) to 12%.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on April 23, 2014. The EE application was submitted on May 4, 2012. Pursuant San Francisco Charter Section 16.110 (g) the 15% on-site requirement stipulated in Planning Code Section 415.6, is reduced by 3% (20% of 15%) to 12%. Thirty-one (31) units (16 one-bedroom and 15 two-bedroom units) of the 261 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.

8. **Parking Reduction Findings:** Planning Code Section 307(i) provides criteria for the Reduction or Modification of Off-Street Parking Requirements. In approving a reduction or modification of off-street requirements the Planning Commission shall consider and apply the following criteria:
- a. the reduction in the parking requirement is justified by the reasonably anticipated automobile usage by residents of and visitors to the project; and
 - b. the reduction in the parking requirement will not be detrimental to the health, safety, convenience, or general welfare of persons residing in or working in the vicinity; and
 - c. the minimization of conflict of vehicular and pedestrian movements; and
 - d. the availability of transportation modes other than the automobile; and
 - e. the pattern of land use and character of development in the vicinity;

The project currently proposes 201 parking spaces, where 261 spaces are required. The reduction of parking spaces is in keeping with the City's Transit First Policy. The amount of proposed parking is desirable, as the project is within a transit-rich neighborhood and is close to State Highway 101 (Van Ness Avenue). The project does not propose the two required loading spaces; however the project is not expected to create the need for regular loading activity, as the project is comprised of mostly residential uses and two smaller commercial spaces. The project's Environmental Impact Report has fully analyzed the project's impact on traffic and parking. The project's vehicular parking is proposed via one access point, thus limiting the potential for pedestrian and vehicular conflicts. The garage access is proposed on Pine Street; therefore the traffic flow along Franklin Street, which is a well-travelled north-south traffic route, will be unimpeded. The project incentivizes bicycle use by proposing 141 Class 1 bicycle parking spaces at the garage level.

9. **Bulk Exception Findings:** Planning Code Section 271 permits exceptions to the bulk limits in districts other than the C-3 District, subject to the Conditional Use requirements of Section 303 (below). Section 271 requires that the Commission consider certain criteria in granting any exception to the Bulk limits in addition to those criteria required in Section 303. The additional criteria are:
- A. 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:
 - i. Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass;
 - ii. Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements;
 - iii. Differences in materials, colors or scales of the facades that produce separate major elements;
 - iv. 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
 - v. 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 project exceeds the maximum length dimension of 110 by 28 feet as the longest portion of the proposed building is approximately 138 feet. The project exceeds the maximum diagonal dimension of 140 feet by 24 feet with a proposed diagonal dimension of 164 feet.

The appearance of the proposed bulk is reduced by employing various design techniques. The project is designed with two tower structures with a 40-foot separation between the towers. Each tower is designed to have a floor plate that is staggered in plan view which creates an exterior appearance of two slender towers constructed side-by-side. This illusion of slender towers is further expressed by differentiating the use of exterior materials and window proportions. At the north, west and east property lines, the towers step down to a six-story podium level which further breaks up the massing of the project. The six-story podium level also helps to complement the lower scale residential development across Franklin Street from the project.

- B. 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:
- i. A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits;
 - ii. Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character;
 - iii. Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and
 - iv. Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

The project's bulk would be in keeping with the building scale and massing of other residential buildings on corner lots found in the area of the Van Ness Avenue corridor, and the project is specifically in keeping with the height of the San Francisco Towers PUD across Pine Street from the project. The six-story podium level helps to transition the project to adjacent lower scaled development. The various use of materials, colors and exterior façade patterns/textures are of a modern architectural aesthetic, but are complimentary to building materials, colors and scales found in the surrounding neighborhood. At the sidewalk level, a 14-foot high ground floor, use of windows and two commercial tenant spaces would enhance the pedestrian environment at the project.

- C. 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.

Both maximum bulk dimensions for each tower are exceeded; however the project is sensitively designed to give the appearance of a less bulky building. The façades are proposed to be clad with high-quality building materials. The spatial relationships at the project in relation to the immediate vicinity are well-designed, and the project is designed so all facades are visually attractive.

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

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

The proposed project is necessary as it adds 261 new dwelling units to the City's housing stock, including 31 affordable housing units. The project is desirable, as the affordable units are provided on site. The project is also desirable in that it is well-designed and in keeping with the scale and density of the immediate neighborhood. As is typical in most residential neighborhoods throughout the City, large corner buildings often serve as structures that define and anchor city blocks.

- E. 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 proposes a 40-foot separation between the two towers and for each tower to be set back from the rear and both side lot lines. The arrangement of both towers allows for all façades to be architecturally designed and to include windows.

- 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;

The parking proposed at the project is reasonable and in keeping with the City's Transit First Policy. The project does not propose the two required loading spaces; however the project is not expected to create the need for regular loading, as the project is comprised of mostly residential uses and two smaller commercial spaces. The project's Environmental Impact Report has fully analyzed the project's impact on traffic and parking. The project's vehicular parking is proposed via one access point, thus limiting the potential for pedestrian and vehicular conflicts. The garage access is proposed on Pine Street; therefore the traffic flow along Franklin Street, which is a well-travelled north-south traffic route, will be unimpeded

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

Noxious or offensive emissions are not associated with the residential uses and smaller commercial spaces proposed.

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

The project proposes a variety of common and private open spaces in the form of balconies, roof decks and at the ground floor level. New street trees are proposed along Pine and Franklin Streets. The required parking is screened from view by a garage door, and parking is proposed within the basement level.

- F. 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 the relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

- G. That the use as proposed would provide development that is in conformity with the purpose of the NC-3 Neighborhood Commercial District.

The proposed project is consistent with the stated purpose of the NC-3 Neighborhood Commercial District. The project will allow for ground floor commercial opportunities with residential uses located at the upper floors.

11. **Planned Unit Development Findings:** Planning Code Section 304 sets forth criteria, which must be met before the Commission may authorize a Conditional Use for a Planned Unit Development. This project generally complies with all applicable criteria:

- A. The development shall affirmatively promote applicable objectives and policies of the General Plan.

See "General Plan Compliance" findings below.

- B. The development shall provide off-street parking adequate for the occupancy proposed.

The project currently proposes 201 parking spaces, where 261 spaces are required. The reduction of parking spaces is in keeping with the City's Transit First Policy. The amount of proposed parking is desirable, as the project is within a transit-rich neighborhood and is close to State Highway 101 (Van Ness Avenue).

- C. The development shall provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open space required by the Planning Code.

The project exceeds the amount of open space area required by the Code. In some areas, the open space areas do not meet the prescriptive measurements of the Code; however the residents of the project are afforded options to various open space areas: a solarium, a ground floor courtyard, a roof deck and private balconies at some units.

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

The NC-3 District allows for a dwelling unit density equal to the density of the nearest R District. The closest R District is the adjacent RC-4 District, which allows a unit density of 1:200. The next zoning district permitting a greater density would be the C Districts, which allow for a density of 1:125. Thus, based on a lot area of 35,500 square feet, the maximum dwelling unit density that could be permitted at the project site is 284 units. The project proposes 261 dwelling units.

- E. The development shall include commercial uses only to the extent that such uses are necessary to the serve residents of the immediate vicinity.

Two commercial spaces are proposed as part of the project. The future commercial uses are subject to the permitted or conditional uses allowed in the NC-3 District.

- F. The development shall under no circumstances be excepted from any height limit.

The project is within the 130-foot height limit. The project is proposed at a height of 130 feet as measured from Franklin Street.

- G. Provide street trees as required by the Code.

The project proposes the required number of street trees as prescribed by Code.

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

HOUSING ELEMENT – ISSUE 1: ADEQUATE SITES

OBJECTIVE 1: IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY’S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

- Policy 1.1 Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

The project proposes a mix of one- and two-bedroom units. The requirements of the Inclusionary Affordable Housing Program are proposed to be met by providing 31 affordable dwelling units (12 percent of the total unit count) reflecting the mix of the proposed market rate units.

HOUSING ELEMENT – ISSUE 6: REMOVE CONSTRAINTS TO THE CONSTRUCTION AND REHABILITATION OF HOUSING

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.
- Policy 11.6 Foster a sense of community through architectural design, using features that promote community interaction.

The project design is of a contemporary style, but in keeping with the building patterns, scale and massing of the existing neighborhood character. The project design does not replicate previous traditional building styles, but the project relies on window proportions, variation of facade planes and select exterior materials to produce a building that is harmonious with its surroundings. The residential density is comparable to other large apartment/condominium buildings found in the immediate vicinity particularly along the Van Ness Avenue corridor. A sense of community is fostered by the project in terms of the location of the residential entry and the active commercial uses that front onto Pine Street, the provision of residential balconies and the use of residential-scaled exterior materials.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 1: MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

- Policy 1: Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

The project would add 261 units to the City's housing stock in a zoning district that encourages the development of high density housing and commercial uses at the lower levels of the building. The number of units and the building size and shape are proposed to create a design that is beneficial to residents and users of the project and also to the urban landscape and existing development patterns.

OBJECTIVE 2: MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

- Policy 2.1: Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

The project proposes two ground floor commercial spaces. The size and number of commercial spaces would promote a variety of uses that would be complimentary to the existing commercial uses in the

immediate vicinity, particularly as the main commercial areas in the immediate vicinity are concentrated along Van Ness Avenue.

URBAN DESIGN ELEMENT

OBJECTIVE 1: EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1: Recognize and reinforce the existing street pattern, especially as it is related to the topography.

The project's height of 130 feet is comparable to the residential PUD structure (SF Towers) across Pine Street, thus framing this portion of Pine Street. As the project is uphill of the PUD across Pine Street, it recognizes and reinforces the existing street pattern and topography, as Franklin Street rises toward the crest of Cathedral Hill. As discussed above, the project's massing, articulation and scale are in keeping with existing neighborhood patterns and residential uses.

Policy 3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

The project is of a modern architectural style that relates positively to the nearby residential buildings. The project is grounded in the common rhythms and elements of architectural expression found in the surrounding neighborhood. The massing of the project is broken down into two towers that are more compatible with the massing of other tower structures in the immediate vicinity. The scale is broken down further with the use of varied window proportions and the expression and use of various exterior materials. The project will complement and be harmonious with the surrounding neighborhood character.

OBJECTIVE 3: MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 1: Promote harmony in the visual relationship and transitions between new and older buildings.

Beyond the massing and architectural features described in Objective 1, Policy 3, the project will relate to the massing of the neighborhood buildings. The two tower structures are of similar height of the PUD (SF Towers) across Pine Street, while the shorter portions of the project at the east and west property lines step down to address the existing pattern of lower scaled development.

Policy 3: Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

The project has been divided into distinct volumes/segments to reflect the proportion and scale of existing nearby residential buildings, and the project's architectural style complements the older residential

buildings as well as the newer mixed-use and commercial buildings in the neighborhood. The project is designed so that the massing, bulk, height, design, color, shape and other features will be contextually appropriate to the neighborhood.

Policy 6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

See Objective 1 Policy 3 and Objective 3 Policy 1, above, for a description of how the bulk and massing of the building is related to the neighborhood.

Policy 7: Recognize the special urban design problems posed in development of large properties.

Some of the design problems typically occurring in larger urban developments are addressed by the project by responding to the visual character of the neighborhood with regard to the project's site design and the building scale and form. The project building will draw from elements that are common to the block including a tall ground floor with commercial uses. Additional problems often occur at the base of larger developments where multiple garage entrances dominate the pedestrian level as seen in many large residential buildings in the neighborhood. The base of the project building will have one garage entrance on Pine Street. The massing of the building will reflect the site characteristics of the existing topography and will not obscure any public views. The massing of the proposed building will reflect the pattern of each block-face with the taller massing at the corner and along Pine Street and with the building mass stepping down to respond to the context of lower residential buildings across Franklin Street.

OBJECTIVE 4: IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 1: Protect residential areas from the noise, pollution and physical danger of excessive traffic.

The Transportation Study for the Draft Environmental Impact Report concluded that the project will not generate excessive traffic. The San Francisco Noise Ordinance (Police Code Article 29) and Title 24 of the California Building Code will ensure that the nearby residences will not be exposed to excessive noise. As the project is primarily a residential use with a reduced amount of parking, the project will not expose the nearby residential areas to noise, pollution or the physical danger of excessive traffic.

Policy 10: Encourage or require the provisions of recreation space in private development.

In addition to private open space, the project will include both indoor and outdoor recreational space for the residents by providing common usable open space for the residents at a ground floor solarium and outdoor space that is visible from the public right-of-way.

Policy 12: Install, promote and maintain landscaping in public and private areas.
The required street trees are proposed to be planted as approved by the Department of Public Works.

TRANSPORTATION ELEMENT

OBJECTIVE 2: USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT

OBJECTIVE 11: MAINTAIN PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

The project site is easily accessible by public transit. MUNI lines 1, 31, 38, 47, 49 AX, BX and NX are within one block of the project site. MUNI lines 2, 3 and 19 are within 2-4 blocks from the project site.

OBJECTIVE 28: PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1: Provide Secure and bicycle parking in new governmental, commercial, and residential developments.

141 secured bicycle parking spaces (Class 1) are proposed in the basement level.

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

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

The project would not affect neighborhood-serving retail uses, as there is currently no neighborhood-serving retail use at the Site. The project would provide future commercial opportunities, as two ground floor commercial spaces are proposed.

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

There are no existing dwelling units on the site. The neighborhood character will not be impaired and the residential component of the project will add economic diversity to the neighborhood including a mix of affordable units on-site

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

The buildings to be demolished do not contain housing. The addition of 31 affordable units will enhance the City's supply of affordable housing.

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

The Transportation Study and the Final EIR concluded that the project will not have any significant effect on the streets, neighborhood parking and MUNI services. The reduction in the amount of required parking would help in reducing commuter traffic by way of private vehicles.

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

Industrial or service sector businesses are not permitted in the prescribed zoning district for the project site.

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

The proposed building will comply with all current Building Code seismic and fire safety standards.

- G. That landmarks and historic buildings be preserved.

The project would demolish historic resources to make way for a new construction project. The adverse impact of the project on the historic resources has been fully analyzed in the Project EIR. While the project proposes demolition of the existing buildings, the project would increase much needed housing, including 31 integrated on-site affordable units, by 261 units.

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

The project proposes a building up to 130 feet in height. A shadow fan study was prepared by the Planning Department and determined that the Project will not affect the sunlight access to any public parks or open space. The building is an infill development and will not impair any public view corridor.

14. 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.

15. 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 Application No. 2011.1306C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated _____, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on May 15, 2014.

Jonas Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: May 15, 2014

EXHIBIT A

AUTHORIZATION

1. This authorization is for a conditional use for a project that proposes to demolish most of the five existing buildings at the project site and to construct a 13-story PUD with 261 residential units in two tower structures, two ground floor commercial spaces, one level of below grade parking containing 201 parking spaces, and thirty-one (31) on-site affordable units at 1634-1690 Pine Street, between Franklin Street and Van Ness Avenue, on Lots 007, 008, 009, 010, 011 and 011A in Assessor's Block 0647 within the NC-3 (Neighborhood Commercial, Moderate-Scale) Zoning District, the 130-E Height and Bulk District with the eastern portion of Lot 007 is within the Van Ness Automotive Special Use District; in general conformance with plans, dated _____, and stamped "EXHIBIT B" included in the docket for Case No. 2011.1306C and subject to conditions of approval reviewed and approved by the Commission on May 14, 2014 under Motion No _____. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.
2. The "Mitigation Monitoring and Reporting Program," attached herein as EXHIBIT C and which identifies Mitigation Measures and Improvement Measures to be included as part of the project as outlined in the Final Case No. 2011.1306C, shall be Conditions of Approval and are accepted by the project applicant and the successors-in-interest. If any measures of the Mitigation Monitoring and Reporting Program are less restrictive than the following conditions of approval, the more restrictive and more protective condition of approval shall apply.

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

PERFORMANCE

3. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. 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. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

RECORDATION OF CONDITIONS OF APPROVAL

4. 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 15, 2014** under Motion No _____.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

6. 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

7. 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.

DESIGN – COMPLIANCE AT PLAN STAGE

8. **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.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.
9. **Glazing.** Final glazing selection, particularly at the ground floor shall be subject to Department staff review and approval in order to ensure light maximum transparency and minimal reflectivity. 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.
10. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.
11. **Street Trees.** A total of 20 street trees shall be proposed along Pine and Franklin Streets. The Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved

species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

AFFORDABLE UNITS

12. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 15% of the proposed dwelling units as affordable to qualifying households. Pursuant San Francisco Charter Section 16.110 (g) the 15% on-site requirement stipulated in Planning Code Section 415.6, is reduced by 3% (20% of 15%) to 12%. The Project contains 261 units; therefore, 31 affordable units are required. The Project Sponsor will fulfill this requirement by providing the 31 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 ("MOH").

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

13. **Unit Mix.** The Project contains 143 one-bedroom, 117 two-bedroom and 1 three-bedroom units; therefore, the required affordable unit mix is 16 one-bedroom and 15 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 MOH.

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

14. **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 at 415-701-5500, www.sf-moh.org.

15. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) of 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 at 415-701-5500, www.sf-moh.org.

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

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

17. **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 MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

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

- a. The affordable 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, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco." The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and 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. MOH shall be

- responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- d. 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 MOH 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 or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties, if applicable.

PARKING AND TRAFFIC

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

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

19. **Car Share.** Pursuant to Planning Code Section 166, no less than two (2) 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.

20. **Bicycle Parking (Residential Only).** The Project shall provide no fewer than 125 Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5.

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

MONITORING

21. **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.

22. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

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

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

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

23. **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.

OPERATION

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

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

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

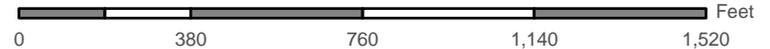
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org



Title: 1634 Pine Street - PPA Shadow Analysis

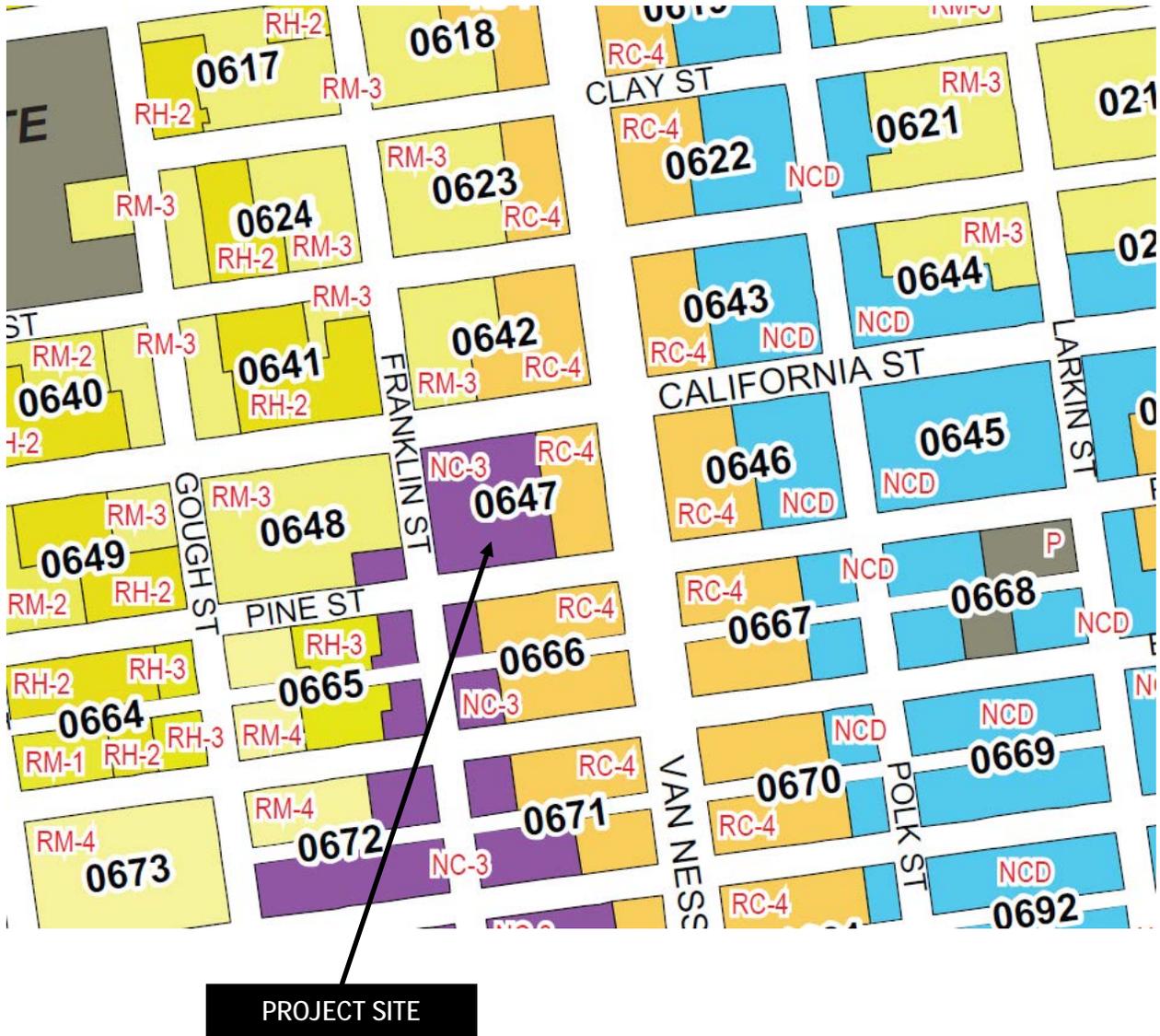
Comments: Block 0647
Lots 7, 8, 9, 10, 11 & 11A

Printed: 25 January, 2012



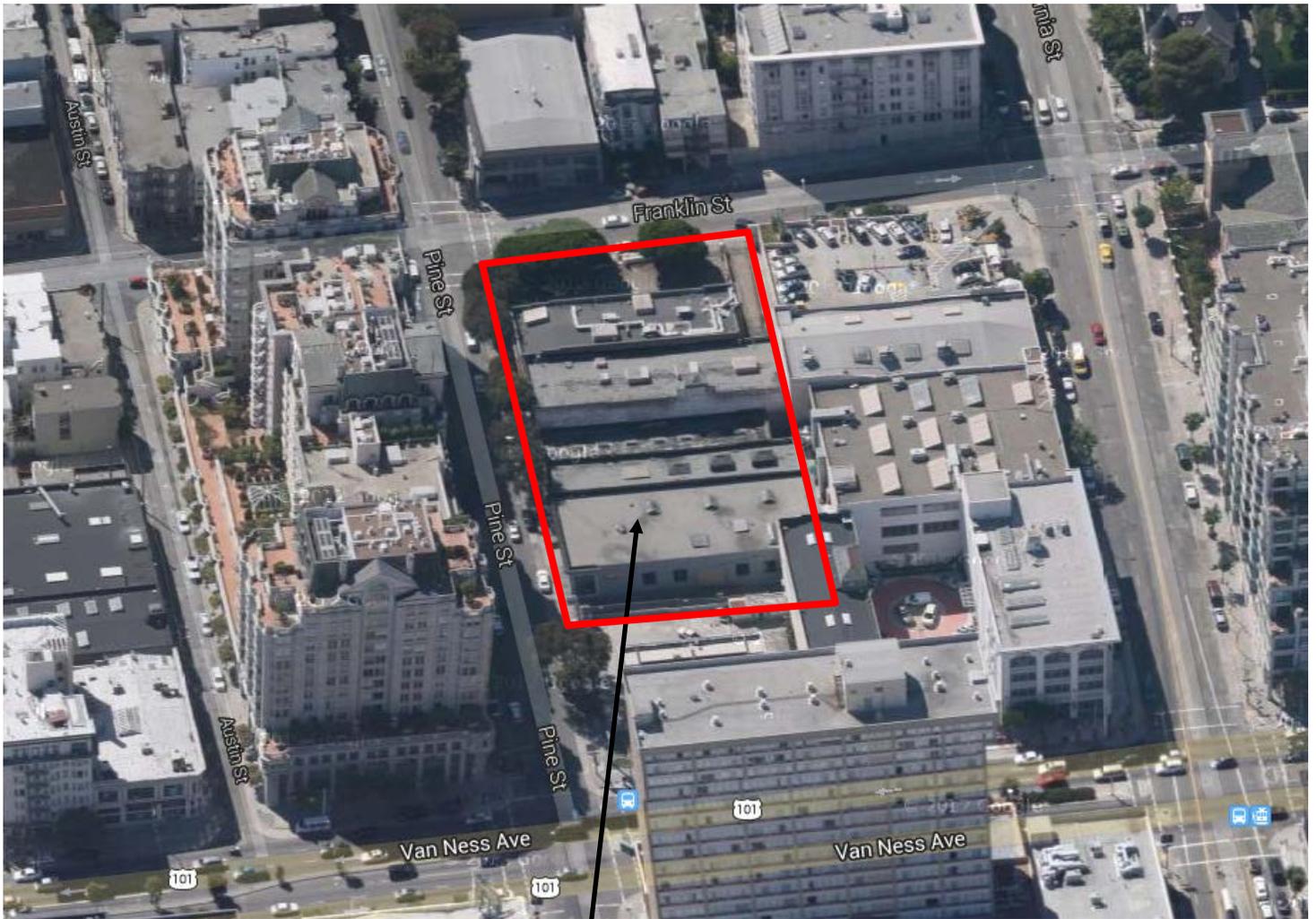
The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

Zoning Map



Conditional Use / PUD Authorization
Case Number 2011.1306C
1634-1690 Pine Street
Hearing Date: May 15, 2014

Aerial Photo 1

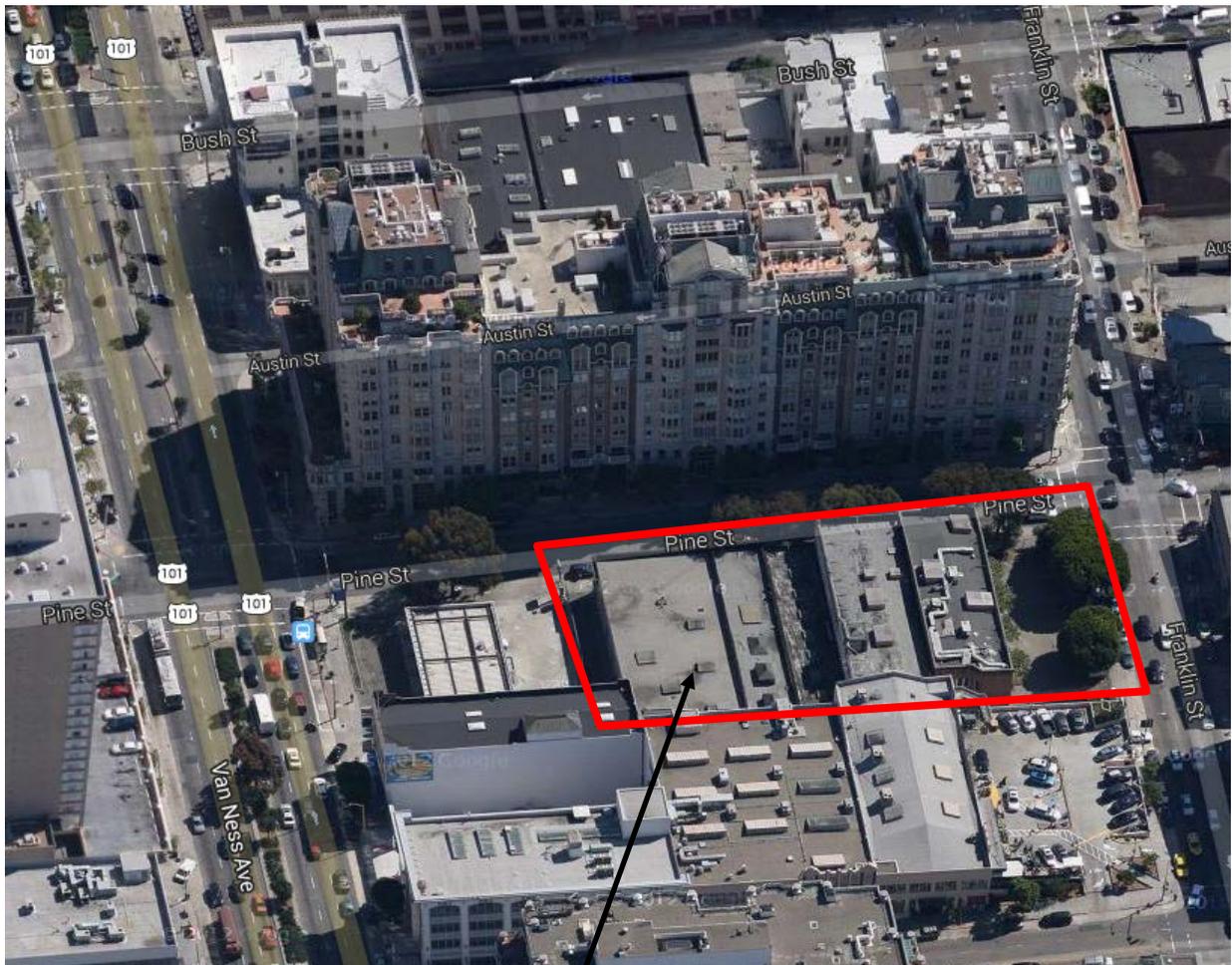


PROJECT SITE



Conditional Use / PUD Authorization
Case Number 2011.1306C
1634-1690 Pine Street
Hearing Date: May 15, 2014

Aerial Photo 2



PROJECT SITE



Conditional Use / PUD Authorization
Case Number 2011.1306C
1634-1690 Pine Street
Hearing Date: May 15, 2014

Site Photo – View from Van Ness



PROJECT SITE

Conditional Use / PUD Authorization
Case Number 2011.1306C
1634-1690 Pine Street
Hearing Date: May 15, 2014

Site Photo – View from Franklin Street



PROJECT SITE

Conditional Use / PUD Authorization
Case Number 2011.1306C
1634-1690 Pine Street
Hearing Date: May 15, 2014



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

Date: January 11, 2013

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

T: 415.558.6378
F: 415.558.6409

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

From: San Francisco Planning Department

Re: Compliance with the Inclusionary Affordable Housing Program

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

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

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

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

4/23/14
Date

I, Andrew Junius, do hereby declare as follows:

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

1634-1690 Pine Street
Address

0647/ 007, 008, 009, 010, 011
Block / Lot & 011A

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

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

2011.1306C
Planning Case Number

N/A
Building Permit Number

This project requires the following approval:

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

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

Glenn Cabreros
Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

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

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

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

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

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

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

Ownership. All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.

Rental. Exemption from Costa Hawkins Rental Housing Act.² The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:

Direct financial contribution from a public entity.

Development or density bonus or other public form of assistance.

Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

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

(1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

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

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

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

One Bush Street, Suite 600, San Francisco CA 94104

Location

4-24-14

Date

Andrew Junius

Signature

Attorney/ Authorized Agent

Name (Print), Title

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

(415) 567-9000

Contact Phone Number

² California Civil Code Section 1954.50 and following.

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
261	0	0	143	117	1

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

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

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
31	0	0	17	14	0

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

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
Area of Dwellings in Principal Project (in sq. feet)		Off-Site Project Address			
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)		Motion No. (if applicable)		Number of Market-Rate Units in the Off-site Project	

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

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

1. Fee _____ % of affordable housing requirement.

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

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

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

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
Area of Dwellings in Principal Project (in sq. feet)		Off-Site Project Address			
Area of Dwellings in Off-Site Project (in sq. feet)					
Off-Site Block/Lot(s)		Motion No. (if applicable)		Number of Market-Rate Units in the Off-site Project	

Affidavit for Compliance with the Inclusionary Affordable Housing Program

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name 1634 Pine Street, LLC c/o Oyster Development Corp.	Company Name
Print Name of Contact Person Dean Givas	Print Name of Contact Person
Address 50 California Street, Suite 1500	Address
City, State, Zip San Francisco, CA 94111	City, State, Zip
Phone, Fax (415) 298-3326 (phone) (415) 447-8578 (fax)	Phone, Fax
Email dean@oysterdev.com	Email
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
<div style="text-align: center;">  _____ Signature </div>	<div style="text-align: center;"> _____ Signature </div>
Name (Print), Title Dean Givas, President of Van Ness <i>Clay Corp., Managing Member</i>	Name (Print), Title

REUBEN, JUNIUS & ROSE, LLP

May 5, 2014

President Cindy Wu
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

**Re: 1634-1690 Pine Street
Planning Case No. 2011.1306CE
Hearing Date: May 15, 2014
Our File No.: 1062.05**

Dear President Wu and Commissioners:

This office represents Oyster Development Corp., the Project sponsor (“Sponsor”) of a proposed mixed-use development (the “Project”) at 1634-1690 Pine Street, between Van Ness Avenue and Franklin Street. The Project would revitalize the surrounding block by replacing five vacant, industrial and commercial buildings and a surface parking lot with an attractive new mixed-use building containing 261 for-sale residential units and neighborhood-serving retail uses. Four of the five buildings are unreinforced brick buildings which have been vacant since 2006.

The Sponsor respectfully requests that the Planning Commission grant Conditional Use Authorization to allow the Project to proceed. We look forward to presenting the Project to you on May 15, 2014.

A. Surrounding Neighborhood

The property consists of six adjacent lots located on the north side of Pine Street between Van Ness Avenue and Franklin Street, occupied by five vacant one- and- two-story industrial/commercial buildings and a surface parking lot at the northeast corner of Pine and Franklin Streets. To the east, the property is separated from the busy Van Ness Avenue corridor by one lot containing a Chevron gas station with the 26-story Holiday Inn on the other side of Van Ness Avenue. The 14-story San Francisco Towers residential project occupies the entire block face to the south across Pine Street. To the west along Franklin Street are two- to six-story residential and commercial buildings. To the north (at the rear of the Property) is a whole Foods grocery store fronting on California Street and a 10-story building at 1700 California on the north side of California Street.

The property is within Subarea 1 of the Van Ness Avenue Area Plan, which is noted for being located close to the City’s major employment center, well-served by transit and surrounded by well-developed infrastructure. The Van Ness Avenue Area Plan recognizes the existence of several large and substantially underdeveloped sites in this area, and encourages the development of additional high-density housing over commercial uses.

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin
Sheryl Reuben¹ | David Silverman | Thomas Tunny | Jay F. Drake | John Kevlin
Lindsay M. Petrone | Melinda A. Sarjapur | Kenda H. McIntosh | Jared Eigerman^{2,3} | John McInerney III²

1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

B. Site History – Previous Project

In 2004, a previous owner A.F. Evans proposed a project at this site which would have fully demolished all five existing buildings to construct a new mixed-use development of 15 and 24-stories containing 283 dwelling units, 6,295 square feet of ground floor commercial space, and a below below-grade parking garage with 317 parking spaces. The previous proposal required a height and bulk reclassification from a 130-E District to a 240-G District, allowing development at **110 feet taller than is currently permitted and with significantly bulkier massing**. Ultimately, the previous developer put the project on hold after filing for bankruptcy in late 2008 and subsequently sold to the present project sponsor.

The Sponsor purchased the Property in November 2011 and began planning the Project, which is consistent with the scale and character of development in the surrounding neighborhood. Unlike the previous proposal, the **Project complies with the site's current height and bulk limits, incorporates the restored facades of three existing potentially historic buildings, and will have no meaningful effect on the existing wind conditions in the area**. Further, the Project will provide ample open space, incorporate significant setbacks and tower separation, and construct less than the maximum residential density and parking that is allowed on the site.

C. Project Description

The Project would construct an attractive, mixed-use residential and retail building with two 13-story towers containing **261 new for-sale residential units**, approximately **4,000 square feet of ground-floor retail space** fronting on Pine Street, and approximately **9,245 square feet of usable open space** in the form of spacious residential balconies, an inviting central courtyard, a solarium and a landscaped rooftop deck. The project sponsor is creatively repurposing three of the existing facades to serve as the vehicular entrance, a solarium that provides a visual connection from the street to the courtyard and the residential entry. The project would also offer a range of amenity areas to its occupants including a community room with kitchen facilities that open on to the courtyard, fitness center, courtyard with a fire pit and barbecue area and a 13th floor lounge and view deck. A below-grade garage accessible from Pine Street would contain 198 off-street parking spaces and **3 car share spaces (in excess of the requirement)** accessible via mechanical stackers and 155 secure bicycle parking spaces.

The Project would create two new ground-floor retail spaces along Pine Street to provide neighborhood commercial and activate the street front. The residences would include a mix of unit sizes and types including 143 one-bedroom units, 117 two-bedroom units, and 1 three-bedroom unit ranging in size from 480 to 1800 square feet. This diverse mix would accommodate a broad range of housing needs including first-time homebuyers. The Project Sponsor would satisfy the project's Inclusionary Affordable Housing Program obligations by providing **31 on-site, below-market rate units**.

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tel: 415-567-9000
fax: 415-399-9480

Further, the Project has been consciously designed for the context of the neighborhood. The project architect uses various techniques to break-up the massing on all four sides of the property to convey the impression of multiple smaller buildings. Secondly, the exterior building material of precast concrete and the color palette were chosen to relate to the immediate surroundings. Thirdly, the project team has highlighted the remaining existing facades by contrasting them with modern materials. Finally, the design of the common courtyard is evocative of the automotive significance of the Van Ness Auto Row.

D. Summary of Project Benefits

The Project will provide significant benefits to the City, including the following:

- **Smart Infill Development.** The Project will construct an attractive new mixed-use residential and retail development on an underutilized site just off Van Ness Avenue and within easy walking distance to numerous forms of public transit. As stated in the Van Ness Avenue Area Plan, the Van Ness corridor is slated for increased housing development with the goal of creating a new mixed-use neighborhood. **The Project is the precise type of development encouraged for this area.**
- **Addition of 261 New Dwelling Units To the City's Housing Stock.** San Francisco is suffering from a housing shortage that has resulted in pent-up demand and an undesirable escalation in rental and for-sale housing prices. **The lack of new residential development in the surrounding neighborhoods has been particularly acute.** The Project would construct **261 new dwelling units**, increasing the amount of available housing within the City. These units would be provided in a **diverse mix of sizes and configurations** (143 one-bedroom, 117 two-bedroom, and 1 three-bedroom unit ranging in size from 480 to 1,800 square feet). Although no minimum unit mix is required in this District, forty-five percent of the dwelling units would contain two or more bedrooms.
- **On-site Affordable Housing Units.** While we are experiencing an affordability crisis in San Francisco, the Project would **quickly add to the inventory of affordable housing** by commencing construction likely in October on **31 new on-site below market rate for-sale units** in a diverse mix of type and sizes, representing 12% of the Project's total housing units.
- **Improving Neighborhood Safety.** The property is presently occupied by five vacant commercial buildings and a surface parking lot which, despite the best efforts of the Project Sponsor, is subject to break-ins, loitering and graffiti. The addition of both ground floor neighborhood serving retail and the residents for 261 units will **activate the street to discourage the aforementioned activities** and make the neighborhood safer.

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tel: 415-567-9000
fax: 415-399-9480

- **Historic Restoration.** The project would restore the **facades of three buildings** which will continue to convey their contribution as support structures to the Van Ness Auto Row.
- **Job Creation.** The Project will create approximately **300 union construction jobs** and increase the City's workforce. The attractive new ground floor retail spaces will also create the potential for new full and part-time positions, many of which are anticipated to be filled by local residents.
- **Highly-Qualified Local Development Team.** The Project will be developed by Oyster Development Corp., which is owned by Dean Givas, a 26-year resident of San Francisco. Oyster Development has **extensive experience in developing high-quality residential projects in the City** including the recently completed Marlow at 1800 Van Ness Avenue and Vida at 2558 Mission Street which is currently under construction. The Project architect, Kwan Henmi Architecture, is also a local San Francisco firm that worked on numerous projects in the City over the past 30 years including Vida, Marlow, Arterra in Mission Bay, SOMA Grand at 1160 Mission Street, the Watermark and The Paramount.

E. Required Project Approvals.

The Project requires conditional use authorization under Planning Code Section 121.1 for development of a lot exceeding 10,000 square feet, and for a Planned Unit Development ("PUD") under Section 304. As part of the PUD, the Project is allowed an increase in permitted residential density, and requests modifications from the Planning Code as described below.

Residential Density. The underlying zoning principally permits the construction of up to 177 dwelling units at the site. However, pursuant to Planning Code Section 304, up to 283 units may be permitted at the site with Conditional Use and PUD authorization. The Project would contain 261 units, less than the maximum that could be permitted with PUD authorization. This density bonus is appropriate, as the **Van Ness Avenue Area Plan expressly encourages the development of high-density housing in this area.** In addition, the Project is located within a 130-foot height district. Additional residential density at this location will allow the Project to take advantage of the height limit and better fulfill the policies of the Van Ness Avenue Area Plan.

Rear Yard. In the NC-3 District, Planning Code Section 134 requires that a rear yard equal to 25% of lot depth be provided at the lowest story containing a dwelling unit and above. A traditional rear yard at the property, with the building's front along Pine Street, would expose the Project's rear yard directly to Franklin Street and would eliminate the ability to design the Project in a two-tower configuration, significantly reducing the number of dwelling units. This would directly conflict with the intent of the Van Ness Avenue Area

Plan. Instead, the Project proposes a modified rear yard in the form of an inviting, landscaped central courtyard. This area will provide a **more usable and enjoyable open area for building residents, providing privacy and protection from wind, noise, and automobile emissions** from the heavily-travelled Van Ness Avenue and Franklin Street. This design will also allow for a coherent street wall along Franklin Street, which is more appropriate for the surrounding urban neighborhood.

Off-Street Parking. Planning Code Section 151 requires the Project to provide one off-street parking space for each dwelling unit, totaling 261 parking spaces. Modification is requested to allow the Project to provide 201 spaces, including three car share spaces, accessible via mechanical stackers located in a below-grade garage. However, it is anticipated to be adequate to serve the needs of the Project's residents and visitors. The Project is located within a vibrant neighborhood commercial district close to the City's major employment center, and containing a range of amenities, goods, and services. It is located just one assessor's lot away from the site of the proposed Van Ness Avenue Bus Rapid Transit line, and within a few hundred feet of numerous MUNI bus lines including the 1 California, 31 Balboa Express, 38 Geary Express, 47 Van Ness, 49 Van Ness/Mission, 76 Marin headlands, and 90 OWL. It would also contain 141 secure "Class 1" bicycle parking spaces. As a result, it is anticipated that many of the Project's residents will walk, bike, or utilize public transit for their daily travel, rather than relying on personal automobiles. The proposed reduction in off-street parking in the Project would therefore promote the City's Transit First policy.

Off-Street Loading. Because the Project would contain more than 200,000 square feet of residential floor area, Planning Code Section 152 requires that two off-street loading spaces be provided. The Project requires a modification from this Section, as it proposes to convert two metered parking spaces along Pine Street to a "yellow" loading zone in lieu of providing off-street loading spaces. This loading area is anticipated to be more than adequate for the Project. In addition, providing access for off-street loading spaces is not desirable at this site because it would require expansion of the proposed curb cut and garage entrance along Pine Street, eroding the active street frontage, and would require the elimination of usable building areas in order to facilitate the maneuvering of loading vehicles.

Bulk Limits. The Project sites is within an "E" bulk district, which requires a maximum diagonal dimension of 140 for building areas above a height of 65 feet. The Project would include a maximum diagonal dimension on its west tower of approximately 162 feet, and a maximum diagonal dimension for its east tower of approximately 164 feet, four inches. However, a modification from this requirement is justified because the variation will likely be unnoticeable by pedestrians, and will allow the project to better fulfill the policies of the Van Ness Avenue Area Plan by allowing development of greater residential density. In addition, the Project's bulk will be less significant than other large housing developments in the vicinity that provide no setbacks above 65 feet in height, including the

adjacent San Francisco Towers project across Pine Street. The Project as designed would be consistent with the existing character of the Van Ness Avenue corridor.

Dwelling Unit Exposure. The Planning Code requires that all dwelling units face a public street, alley, or open space that is at least 25 feet in every horizontal dimension at the floor containing the unit and above, increasing by five feet in every horizontal dimension at each subsequent floor. Units at and below the Project's 9th floor which face the 40-foot wide central courtyard area would not meet this requirement. Likewise, units with primary exposure along the north or east side of the building would not overlook a public street or open space meeting these strict dimensional requirements. Modification from this section is justified, as many of the Project's units along its north and east sides would be set back significantly from the adjacent property lines, and all units would meet the intent of the Code by facing open areas which provide ample access to light and air.

Street Frontage. Planning Code Section 145.1 requires that new development in the NC-3 District provide active uses within the first 25 feet of building depth at the ground floor, and that 60% of the street frontage be fenestrated with transparent windows and doorways. The Project requires modification from this section to allow a ground floor with approximately 59% transparency along Pine Street and 37% along Franklin Street (averaging approximately 52%), and to allow some building areas within the first 25 feet of depth to house mechanical and storage areas necessary to serve the remaining active uses. This modification is justified, as the discrepancy is slight and the Project would meet the intent of the Code by providing a range of active uses along both frontages that would enhance and promote attractive, clearly defined, and pedestrian-oriented street frontages.

Open Space. Planning Code Section 135 requires that the Project provide 36 square feet of private usable open space per dwelling unit, or 48 square feet per unit if commonly-accessible. **In total, the Project would include approximately 16,081 square feet of open space in the form of a ground floor solarium, landscaped central courtyard, attractive rooftop deck, and 127 spacious private decks.** This would exceed the amount of open space required by the Code. However, some of the Project's private decks would not meet technical requirements of the Code for usable open space because they are recessed into the building façade. A modification under this section is justified because the Project would exceed the area of open space required, and its recessed private decks would conform to the intent of the Code by providing residents with easy access to usable outdoor space.

These modifications are minor and appropriate pursuant to the criteria and intent of the Planning Code.

F. Community Support

BergDavis Public Affairs has been conducting community outreach on behalf of Oyster Development for the Project since March 2013. Since that time, Oyster Development has met repeatedly with its immediate neighbor, San Francisco Towers, and engaged with

immediate neighbors, adjacent community organizations, local businesses and District 2 Supervisor Mark Farrell. Groups the project presented to include:

- Pacific Heights Residents Association
- Middle Polk Neighborhood Association
- Cathedral Hill Neighbors¹
- Lower Polk Neighbors²

Positioned directly across the street from the proposed project, Oyster Development has met with the residents of the San Francisco Towers senior living facility multiple times to ensure they are well informed and any concerns they have about the about the project have been addressed.

Additionally, a project open house was held on October 28, 2013 at the First Church of Christ in the lower meeting rooms. Invitations were sent to nearby residents and businesses to come and meet the project team and ask question about the proposed project.

As a result of this outreach, the project has received letters of support from individual neighbors as well as the Middle Polk Neighborhood Association (“MPNA”), the Carpenter’s Local Union No. 22, the Greater Divisadero Merchants Association, and the Cathedral Hill Neighbors Association (“CHNA”). Copies of these letters are attached as Exhibit A.

G. Conclusion

The Project would create an attractive new mixed-use residential and retail building on a currently underutilized site. Its ground-floor retail uses would reactivate the adjacent street frontage and safer atmosphere for nearby residents and pedestrians. In addition, the Project will provide 261 desirable new rental housing units serving a range of housing needs including 31 new on-site below market rate units, directly furthering goals of the Van Ness Avenue Area Plan. For all of these reasons and those listed in the application, we urge that you to support this Project.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Andrew J. Junius

¹ Sponsor met multiple times with leadership and members attended the Middle Polk presentation.

² Information was sent to their members.

President Wu and Commissioners

May 5, 2014

Page 8

Enclosures

cc: Vice-President Rodney Fong
Commissioner Michael Antonini
Commissioner Gwyneth Borden
Commissioner Rich Hillis
Commissioner Kathrin Moore
Commissioner Bill Sugaya
Jonas P. Ionin – Acting Commission Secretary
John Rahaim – Planning Director
Scott Sanchez – Zoning Administrator
Glenn Cabrerros – Project Planner
Dean Givas – Oyster Development

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

REUBEN, JUNIUS & ROSE, LLP

www.reubenlaw.com



April 10, 2014

Mr. Dean D. Givas
President
Oyster Development Corp.
355 1st Street, #809
San Francisco, CA 94105

Dear Dean:

Thank you very much for the extensive amount of time that you have taken in answering our many questions about your new development at Pine and Franklin. As with your project at The Marlow on Van Ness, you have been very open and forthcoming in our discussions. In short, it once again has been a pleasure working with you.

The Middle Polk Neighborhood Association had some concerns about mass and scaling as well as wind impact at your project at Pine and Franklin. We thank you for coming to our March monthly meeting, along with your architect, to fully address all of these concerns. As you witnessed at our meeting, your new project received strong support from the Middle Polk Neighborhood Association. We appreciate you working with us and including us in this decision making process. Many of our neighbors have also applauded your use of the historic facades within the new project. This adds a refreshing reminder of what that neighborhood once looked- liked and in the opinion of many of us; adds a dimension of character to the project.

We are happy to once again add our support to one of your projects. Thank you, we wish you the best in this endeavor.

Kindest regards,

Dawn S. Trennert

Dawn S. Trennert
Chair
Middle Polk Neighborhood Association



United Brotherhood of Carpenters and Joiners of America

LOCAL UNION NO. 22

May 1, 2014

Director John Rahaim
Mr. Glenn Cabreros
San Francisco Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Re: Support for 1634-1690 Pine Street

Director Rahaim and Mr. Cabreros,

Carpenters Local Union No. 22 fully supports the project proposed by Oyster Development on 1634-1690 Pine Street. The project will be a benefit to the local community and the City of San Francisco for the following reasons:

- Stimulate the local economy by providing approximately 300 union labor jobs during the construction project
- Make the neighborhood safer by activating a site that has been largely vacant since 2006
- Provide much needed housing for a neighborhood which rarely has seen new housing and for a City which is historically undersupplied
- Provide 31 on-site affordable units at a time when the City is experiencing an affordability crisis

It is commendable that the project developer has a long track record of using union labor to build his projects. The recently completed Marlow, Vida is an example which is presently under construction, Artera and The Hayes.

This is a real benefit for the working men and women of San Francisco. The jobs that are created during this project will provide not only living wages, health and retirement benefits, but also access to workers who are looking to enter real apprenticeship and training programs in our great City!

I urge the Planning Commission to approve the project at 1634-1690 Pine Street as proposed.

Sincerely,

Todd Williams
Senior Field Representative

TW/ir
opeiu-3-afl-cio(38)

Allen R. Simpson

March 25, 2013

San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

RE: 1634-1690 Pine Street
San Francisco, CA
Case #2011-1306E

Attention: Jeanie Poling

Dear Jeanie,

Thank you for your note regarding the project at 1634-1690 Pine Street .

I would like to support this project, as it will mean more housing for the city, and will clear up the vacant units that are currently on the property. It will also provide jobs for those that work on the project, and an increase in earnings from those businesses that are near the project while it is being built. It will also mean an increase in the tax base and income for the City. Once the units are complete, and they are fully occupied, there will also be a permanent increase of foot traffic to those businesses that are near the units.

I hope to attend the next meeting on the project, and will review in detail the EIR's that have been provided.

Thank you again, and it is my pleasure to support this project.

Regards,



Allen R. Simpson
President, Greater Divisadero Merchants Association

RECEIVED

APR 01 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Dean Givas

From: Marlayne Morgan <marlayne16@gmail.com>
Sent: Saturday, May 03, 2014 3:52 PM
To: Cindy Wu; Kathrin Moore; Bill Sugaya; Gwyneth Borden; richhillissf@yahoo.com; rodney@waxmuseum.com; Rahaim, John (CPC); Wordweaver21@aol.com; jonas.ionin@sfgov.org
Subject: 1634-1690 Pine Street, Case 2011.1306E

May 4, 2014

President Cindy Wu
San Francisco Planning Commission

Submission via email only

Re: 1634-1690 Pine Street, Case 2011.1306E

Dear President Wu:

After the presentation of the DEIR on this project in November of 2013, the **Cathedral Hill Neighbors Association (CHNA)** submitted the following comments on this project:

The initial study determines incorrectly that the proposed project would have "less than significant impact" on several CEQA criteria, in some cases using misleading photographs or ignoring SF Planning Department prior reports in reaching those conclusions.

Specific Comments:

*A) p.287 of the pdf, p32 of the Initial Study: Impact LU3 - The report concludes that there would be a less than significant impact on the character of the neighborhood. Concluding that this is a less than significant impact to neighborhood character ignores the **demolition or partial demolition of the Historic Auto Row buildings and replacing a layered landscape with a wall to wall glass box.***

*B) page 303 of the pdf, Initial study, p. 4: Impact C-PH-1 - concludes that this would "... result in less than significant cumulative impacts on population and housing." This conclusion ignores prior Planning Dept studies on the **demand for low/moderate income housing created by adding market rate housing. The DEIR fails to analyze if this project provides adequate onsite BMR units to accommodate that moderate income demand increase.***

After receipt of these and other comments from **CHNA**, we were contacted by the Oyster Development Corporation to discuss our concerns. The President of Oyster, Mr. Dean Givas, also met with **CHNA** and representatives of other neighborhood associations and buildings in the area.

As a result of these meetings and our requests, Oyster has changed their project application to reflect **CHNA** concerns, as follows:

The project is code-compliant, with no requests for height and/or density variances;

Affordable housing will be provided on-site;

Several appropriate historic buildings will be preserved in a more attractive grouping than in the first submission;

Forty-four parking spaces are being eliminated, while one zip car space and sixty-five bicycle parking spots are being added;

The facade colors are being modified and the building edges are softened and blended into the surrounding areas on two sides by additions of a landscaped wall and additional windows on the Whole Foods parking lot;

Large historic street trees are being preserved, with newer trees added to compensate for trees which will age out.

Based on the project sponsor's willingness to engage and respond to neighborhood concerns as part of their community outreach process and the creation of a much improved housing development on a busy traffic corridor, the **Cathedral Hill Neighbors Association** hereby endorses the amended application for 1634-1690 Pine Street.

Very truly yours,

Marlayne Morgan, President
Cathedral Hill Neighbors Association

From: [Daniel Bane](#)
To: [Poling, Jeanie](#)
Subject: 1634 Pine
Date: Friday, October 18, 2013 4:12:19 PM
Attachments: image001.png

Dear Ms. Poling:

I live two block from the project and walk by everyday on the way to work. This project would be very beneficial for the neighborhood. Right now it's homeless people and unsafe to walk by at night. It would make Van Ness street more interesting and vibrant (possibly a BVLD. with cafes and restaurants, shops and a lot of foot traffic). (I walk a half hour to work each way a day) In regards to historical buildings, these are some of the ugliest buildings in San Francisco residential area and should be destroyed. There are also enough auto dealers in the city. This project would create living space for 21 1st century workers and give an economic boost to the area, A car rental used to be there, and there is nothing historical about it. I believe there was an accounting firm in one of the buildings.

Also the residential towers would complement the senior residence home across the street.

Please let me know if I should send my comments to someone else and whether I should attend the hearing.

Thank you for your time

Dan

Dan Bane, CPA | Director
Montage Services, Inc.
Direct: 415.659.9234 | Mobile: 415.572.3933
dan@montage-services.com www.montage-services.com

OFFICES IN: HOUSTON | LONDON | SAN FRANCISCO | SHANGHAI

San Francisco: 140 Clay Street, Suite 1000, San Francisco, California 94108



MONTAGE SERVICES INC

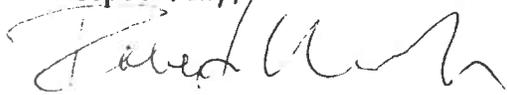
October 28, 2013

Jeanie Poling
Planning Dept. San Francisco

Dear Jeanie,

Thank you for responding to my email concerning the development of the 1600 block of Pine Street. Enclosed is the article mentioned in my email, along with the letter I sent to the developer. Please include this information in the Draft EIR for reference, as it respects the preservation of the building facade of my family's business.

Respectfully,

A handwritten signature in black ink, appearing to read "Roberta Wackler", written in a cursive style.

Roberta Wackler
1262 Pine Street
San Francisco, CA 94109
rwackler@comcast.net

Mr. Dean Givas, President

Oyster Development Corporation
50 California Street #1500
San Francisco CA, 94111

October 18, 2013

Dear Mr. Givas,

I feel that a letter of gratitude to you and your firm is appropriate for your role in creating a most respectful building on the Pine Street corridor.

My family owned three properties of the parcel since 1929, where the family business served the San Francisco Bay Area. Enclosed is an article written about the business, which respects its history and contribution. My father, uncle and grandfather have passed away and selling the business was certainly inevitable. I reviewed the prospective plans for the entire site and tears came to my eyes. You and the architect firm of Kwan Henmi preserved the spirit and beauty of the old brick buildings. I cannot tell you how much that means to my family.

Deovlet and Sons furniture store supported the Japanese community during the time of the internment camps, in the 1940's, by storing their belongings during such an unfortunate time. There are countless stories about the history of the 1600 block of Pine Street. I have some old pictures you may be interested in seeing.

I thoroughly support your plans of development and deeply respect your preserving the history of my family's lineage and history of San Francisco.

With deepest respect,

Roberta Wackler

(daughter of Robert Deovlet,
past owner of Deovlet and Sons).

1262 Pine Street
San Francisco, CA 94109
415-307-5024
rwackler@comcast.net

A Family Name Fades Away

For 67 years, Pops Deovlet and Sons furnished the neighborhood

BY JOE BEYER

IT WON'T BE LONG now before the fading neon sign proclaiming Deovlet and Sons Furniture on the shuttered storefront at 1660 Pine Street gives way to the wrecking ball and a pair of condominium towers begins to rise.

But for 67 years, Deovlet and Sons — known as “the Friendly Furniture Folks” — served thousands of neighborhood residents from its one and only location between Van Ness Avenue and Franklin Street.

Benjamin “Pops” Deovlet and his two sons, Philip and Robert, opened the furniture store in 1938. Pops died in 1972. But the sons continued to operate the business until they were well into their 80s. The cost of seismically strengthening the brick buildings finally forced them to close the store in November 2005.

According to Robert Deovlet’s daughter, Roberta Wackler, the family bought the original building in 1929 for \$19,000 — not to sell furniture, but to sell dried fruit.

The fruit was shipped in from Fresno and dried in the building with the help of a furnace installed on the third floor. It was packed into wooded crates and shipped all over the country and abroad. As the rising cost of fruit made their business less profitable, the family decided to try something new.

Pops and his two sons opened the Yellow Pages to “fruit” and found that “furniture” was the next alphabetical listing. And so they decided to go into the furniture business.

Deovlet and Sons Furniture served generations of San Franciscans and others throughout the Bay Area. The Deovlets supplied appliances for many homes and apartment buildings in the neighborhood, with free



Robert (center) and Philip Deovlet show a new dishwasher in the 1970s. Appliances from their store are in many neighborhood homes and apartments.

delivery, negotiable prices and, as promised, friendly service. For all of the 67 years they ran the store, Phil and Bob Deovlet were the only salesmen. They also did the accounting and billing, all on handwritten records.

Phil said shortly before the store closed that Bob at one point had wanted to retire, but Phil talked him out of it by saying, “If you retire you will die.”

Pops Deovlet immigrated from Armenia in 1908 and initially settled in Fresno’s Armenian farming community. In 1914 he married Rose Mahdesian, who had immigrated from Armenia in 1904. Sons Philip and Robert were born in Fresno.

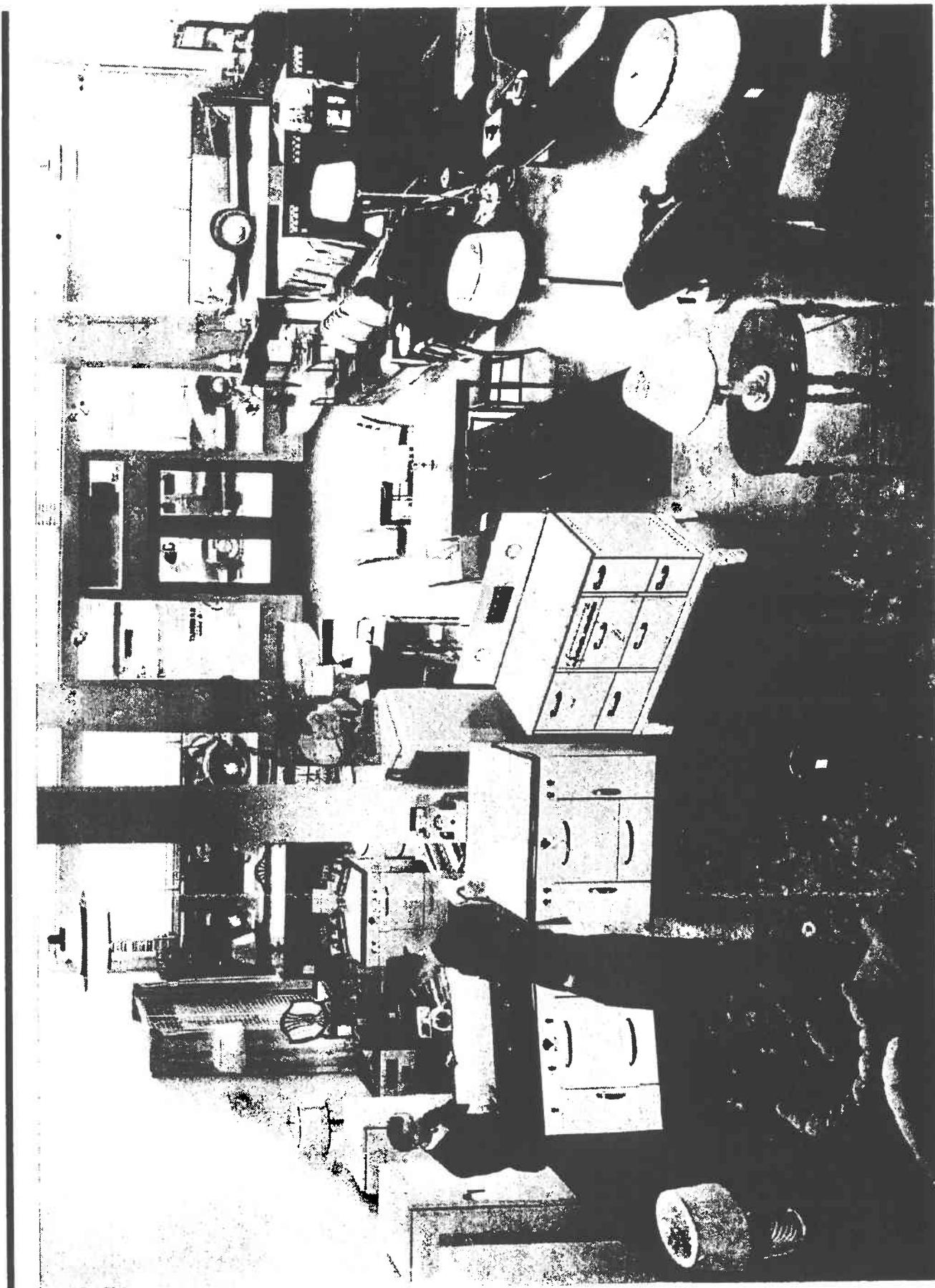
After moving to San Francisco, the family joined the Bethel Armenian Presbyterian Church, which met in the Victorian at 2409 Washington Street, now a Seventh Day Adventist Church. When that church closed in 1957, the entire Deovlet family joined Calvary Presbyterian Church, sometimes filling three pews in the balcony on Sunday mornings. Phil was ordained as a deacon in 1958, “Pops” Benjamin Deovlet was ordained as an elder in 1960, and Robert was ordained as a deacon in 1969 and as an elder in 1976.

The sons had attended nearby Redding Elementary School and Galileo High School, where they had many friends in the Japanese-American community. The association continued when they entered the business world. The Deovlets advertised solely in the *Nichi Bei Times*.

In 1942, when their Japanese-American neighbors were ordered to internment camps, some trusted the family so completely they asked them to store their personal belongings. The Deovlets agreed, keeping the items in locked compartments on the third floor of their building. After the war, when the Japanese-Americans returned, all items stored were safely retrieved.

This service to the Japanese-American community was recognized during a Day of Remembrance candle lighting ceremony in 2003. According to Hiroshi Shimizu, a master of ceremony at the service, Phil and Bob Deovlet were honored guests. Bob was invited to light one of the 11 giant candles that symbolized each of the internment camps.

Philip Deovlet died in July 2006 at age 91. Robert died earlier this month, also at 91. A memorial service will be held at Calvary Presbyterian Church on Saturday, November 8, at 1 p.m.



Robert Deovlet demonstrates for a customer the latest in stoves in the early years of Deovlet and Sons, located from 1938 to November 2005 at 1660 Pine Street.



1634

PINE ST

Project Sponsor:

Oyster Development Corp.
355 1st Street #809
San Francisco, CA 94105
Contact: Dean Givas
Tel: 415 298 3326
Fax: 415 447 8578
Email: dean@oysterdev.com

Architect:

Kwan Henmi Architecture/Planning
456 Montgomery Street
Suite 300
San Francisco, CA 94104
Contact: Faraaz Mirza
Tel: 415 901 7215
Fax: 415 777 5102
Email: Faraaz.Mirza@kwanhenmi.com

05 May 2014

KH

Cover

A0.0

1634

PINE ST



1634

PINE ST

05 May 2014

KH

Title Page

A1.0



Urban Location

NTS

Sheet List

- A1.0** - Title Page
- A1.1** - Location Map and Sheet List
- A1.2** - Survey
- A1.3** - Courtyard Landscape Plan
- A1.4** - Courtyard Landscape Lighting
- A1.5** - Amenity Terrace Landscape Plan
- A1.6** - Site Plan
- A1.7** - Project Data
- A1.8** - Unit Matrix and Typical Units

- A2.0** - Floor Plan - Level P1
- A2.1** - Floor Plan - Level 1
- A2.2** - Floor Plan - Level 2
- A2.3** - Floor Plan - Level 3
- A2.4** - Floor Plan - Level 4
- A2.5** - Floor Plan - Level 5
- A2.6** - Floor Plan - Level 6
- A2.7** - Floor Plan - Level 7
- A2.8** - Floor Plan - Level 8
- A2.9** - Floor Plan - Level 9
- A2.10** - Floor Plan - Level 10
- A2.11** - Floor Plan - Level 11
- A2.12** - Floor Plan - Level 12
- A2.13** - Floor Plan - Level 13
- A2.14** - Roof Plan

- A3.0** - Existing Elevation - Pine
- A3.1** - Elevation - Pine
- A3.2** - Elevation - Franklin
- A3.3** - Elevation - North
- A3.4** - Elevation - East
- A3.5** - Elevation - Courtyard West Tower
- A3.6** - Elevation - Courtyard East Tower
- A3.7** - Material Palette

- A4.0** - Section - North to South
- A4.1** - Section - East to West

- A5.0** - Rendering - Corner of Pine and Franklin
- A5.1** - Rendering - Pine from Van Ness
- A5.2** - Rendering - Pine Street
- A5.3** - Rendering - North Facade

1634

PINE ST

Project Sponsor:

Oyster Development Corp.
 355 1st Street #809
 San Francisco, CA 94105
 Contact: Dean Givas
 Tel: 415 298 3326
 Fax: 415 447 8578
 Email: dean@oysterdev.com

Architect:

Kwan Henmi Architecture/Planning
 456 Montgomery Street
 Suite 300
 San Francisco, CA 94104
 Contact: Faraaz Mirza
 Tel: 415 901 7215
 Fax: 415 777 5102
 Email: Faraaz.Mirza@kwanhenmi.com

05 May 2014

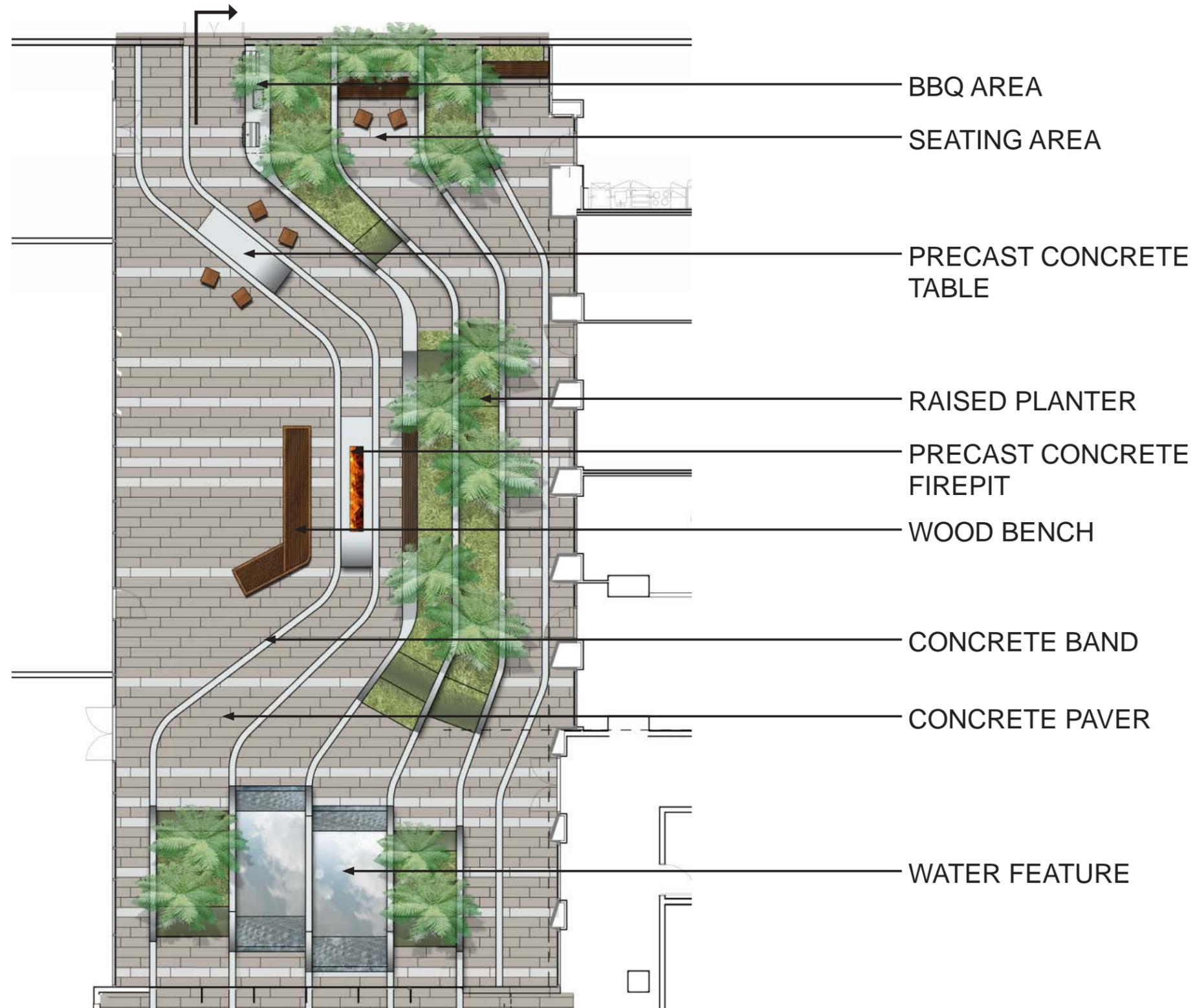


Location Map
and Sheet List

A1.1

1634

PINE ST



CLIFF
LOWE
ASSOCIATES
1175 FOLSOM STREET
SAN FRANCISCO, CA. 94103
415.431.0394
415.431.0396 FAX

05 May 2014

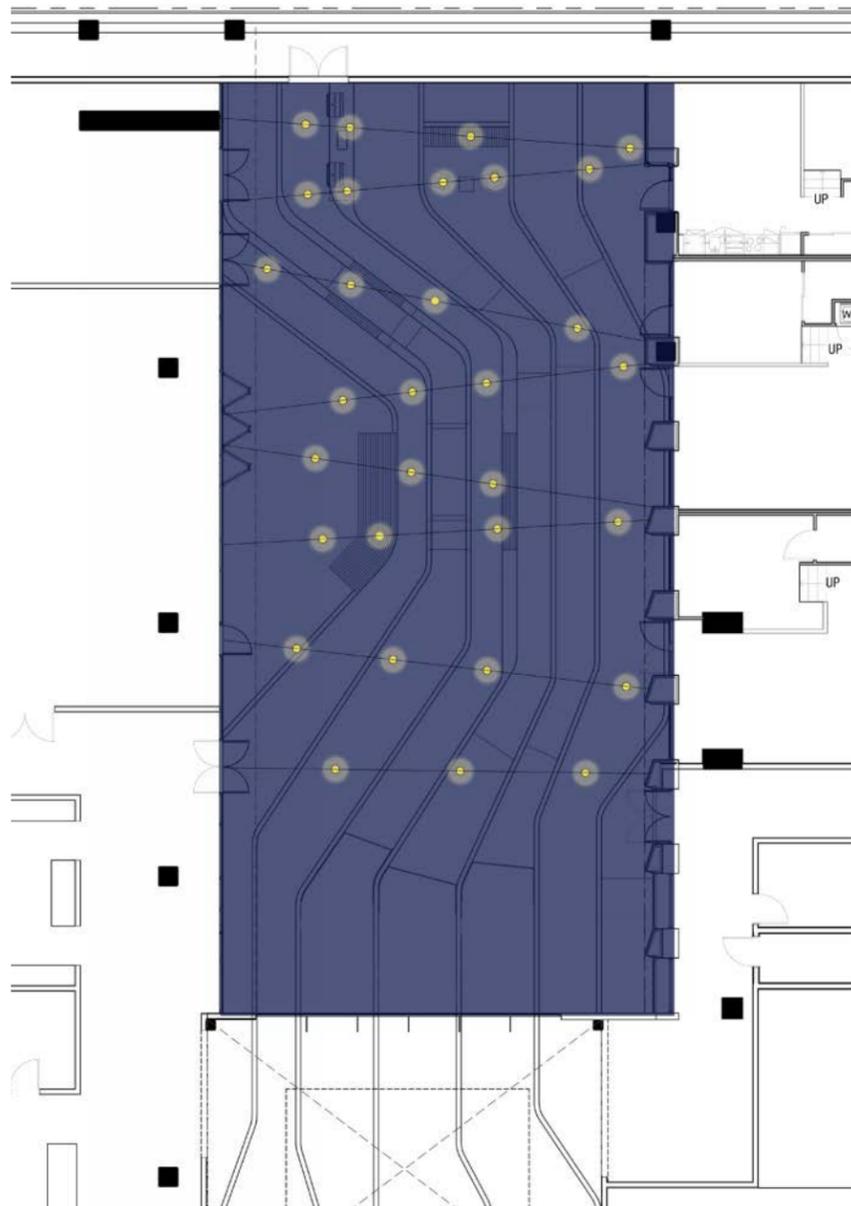


Courtyard Landscape Plan

A1.3

1634

PINE ST



CLIFFE
LOWE
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1175 FOLSOM STREET
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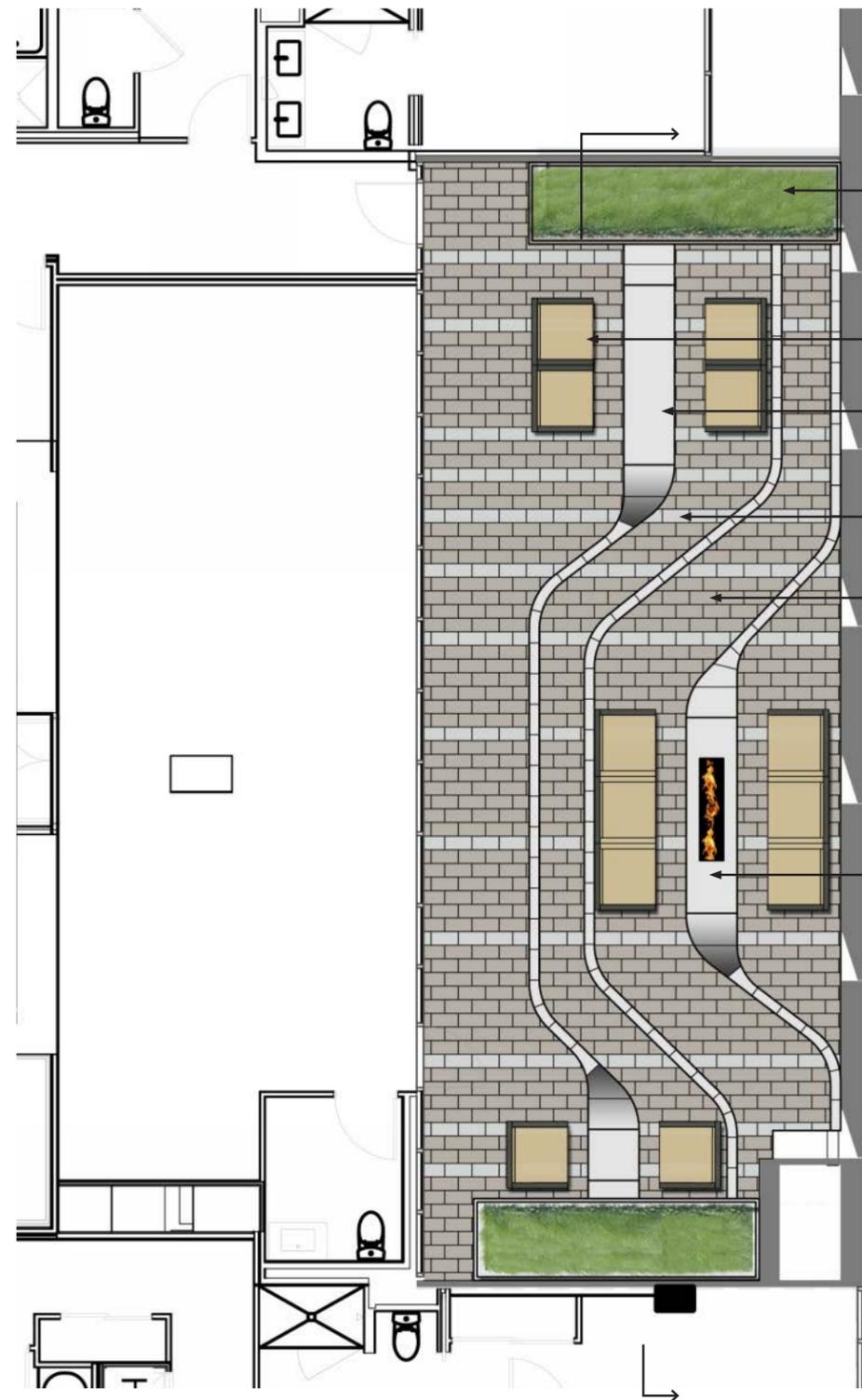
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**Courtyard Landscape
Lighting**

A1.4

1634

PINE ST



PLANTER

MOVABLE FURNITURE

PRECAST CONCRETE
TABLE

ROOF TILE TYPE 1

ROOF TILE TYPE 2

PRECAST CONCRETE
FIRE PLACE

CLIFF
LOWE
ASSOCIATES

1175 FOLSOM STREET
SAN FRANCISCO, CA. 94103
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05 May 2014

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Level 13 - Amenity Terrace
Landscape Plan

A1.5

Site Plan

6 Story Building

LOT 12
1 Story Parking Garage

LOT 12
2 Story Building

LOT 12
3 Story Building
and Parking Garage

LOT 2
Fenced at Grade Parking

1634

PINE ST

Roof Deck
8 Stories

Roof Deck
8 Stories

Roof Deck
8 Stories

LOT 3
3 Story Building

West Tower
13 Stories

Easy Tower
13 Stories

LOT 4
Gas Station

Roof Deck
12 Stories

Roof Deck
7 Stories

Solarium
(below)
3 Stories

Roof Deck
2 Stories

7 Class II Bicycle
Parking Spaces

Pine Street - (68'-9" WIDE)

Franklin Street - (68'-9" WIDE)

-  Existing Tree to Remain
-  New Tree

05 May 2014



Site Plan

A1.6

4 Story Building

4 Story Building

2 Story Building

4 Story Building

13 Story Building



PROJECT

Project Data

Lot Area		Parking Spaces		Bicycle Spaces	
35,463		Total	201	Class I	141
		Residential	192	Class II	14
		Res - HC	5		
		Res - HC - Van	1		
		Car Share	3		

Level	Gross Area	Retail	Saleable	Unit Count				Open Space					
				1Br	2Br	3Br	TOT	Private		Common		Outdoor	Solarium
								Tot #	Comp #	Tot Δ	Comp Δ		
P	34,600												
1	28,040	4,000	4,985	5	2		7	4	4	1,096	144	4,136	1,254
2	26,100		16,285	13	7		20	8	5	913	180		
3	25,500		19,495	15	9		24	9	6	982	216		
4	25,500		19,495	15	9		24	7	4	282	144		
5	25,500		19,495	15	9		24	7	4	282	144		
6	25,500		19,495	15	9		24	8	5	329	180		
7	24,770		18,960	14	9		23	9	6	989	216		
8	22,850		17,745	9	11		20	13	7	1,783	252		
9	23,000		17,745	9	11		20	13	7	570	252		
10	23,000		17,745	9	11		20	13	7	570	252		
11	23,000		17,745	9	11		20	13	7	570	252		
12	23,000		17,745	9	11		20	13	7	570	252		
13	21,500		15,820	6	8	1	15	10	6	600	216	1,155	
Total	351,860	4,000	222,755	143	117	1	261	127	75	9,536	2,700	6,545	

Required Open Space

Private (36sf/unit)	9,396 sf OR
Common	12,497 sf

Provided Open Space

Private	127 Balconies	2,700 sf provided
	leaves	8,906 sf common space req.
Common		6,545 sf Provided

1634

PINE ST

05 May 2014

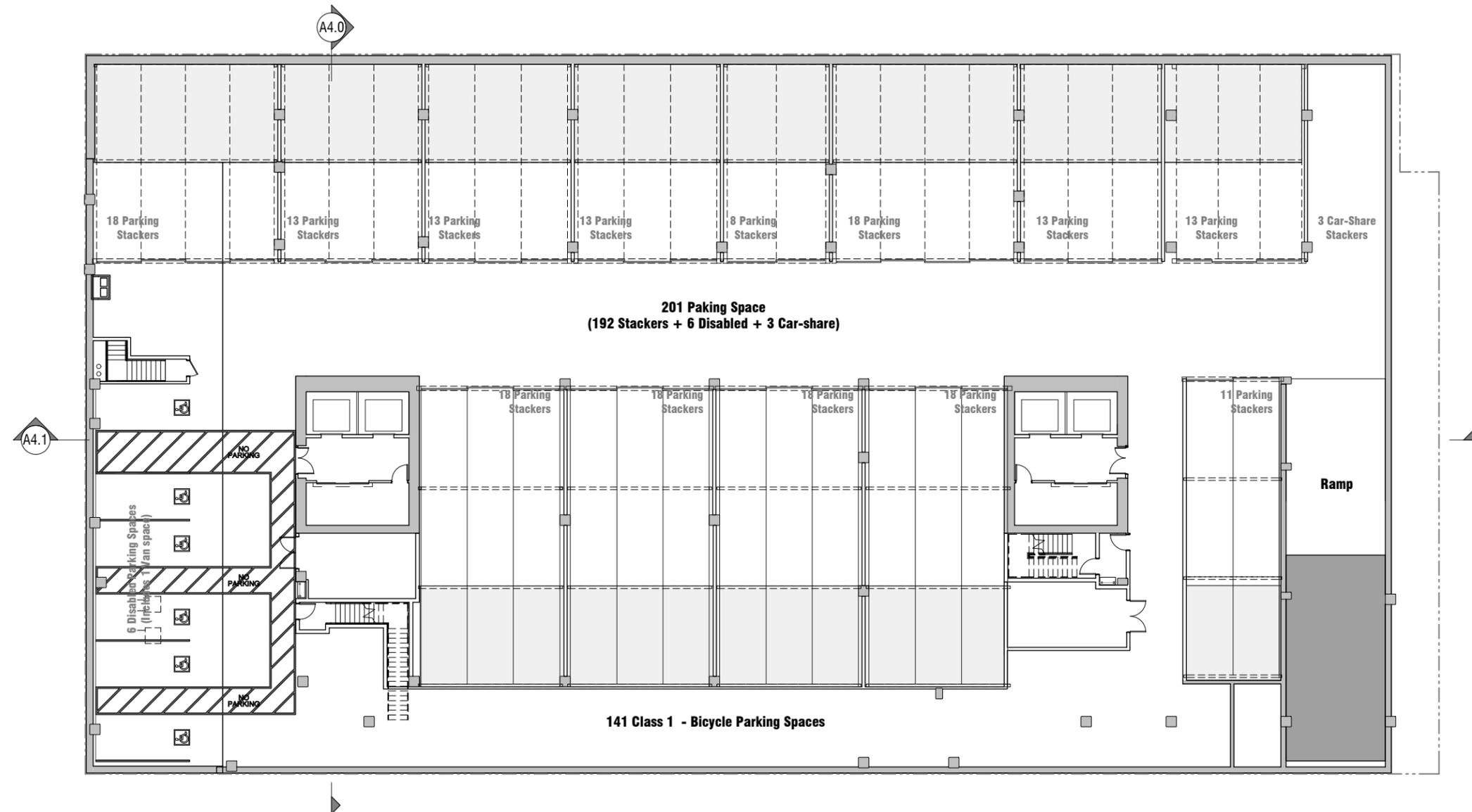
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Project Data

A1.7

1634

PINE ST



05 May 2014

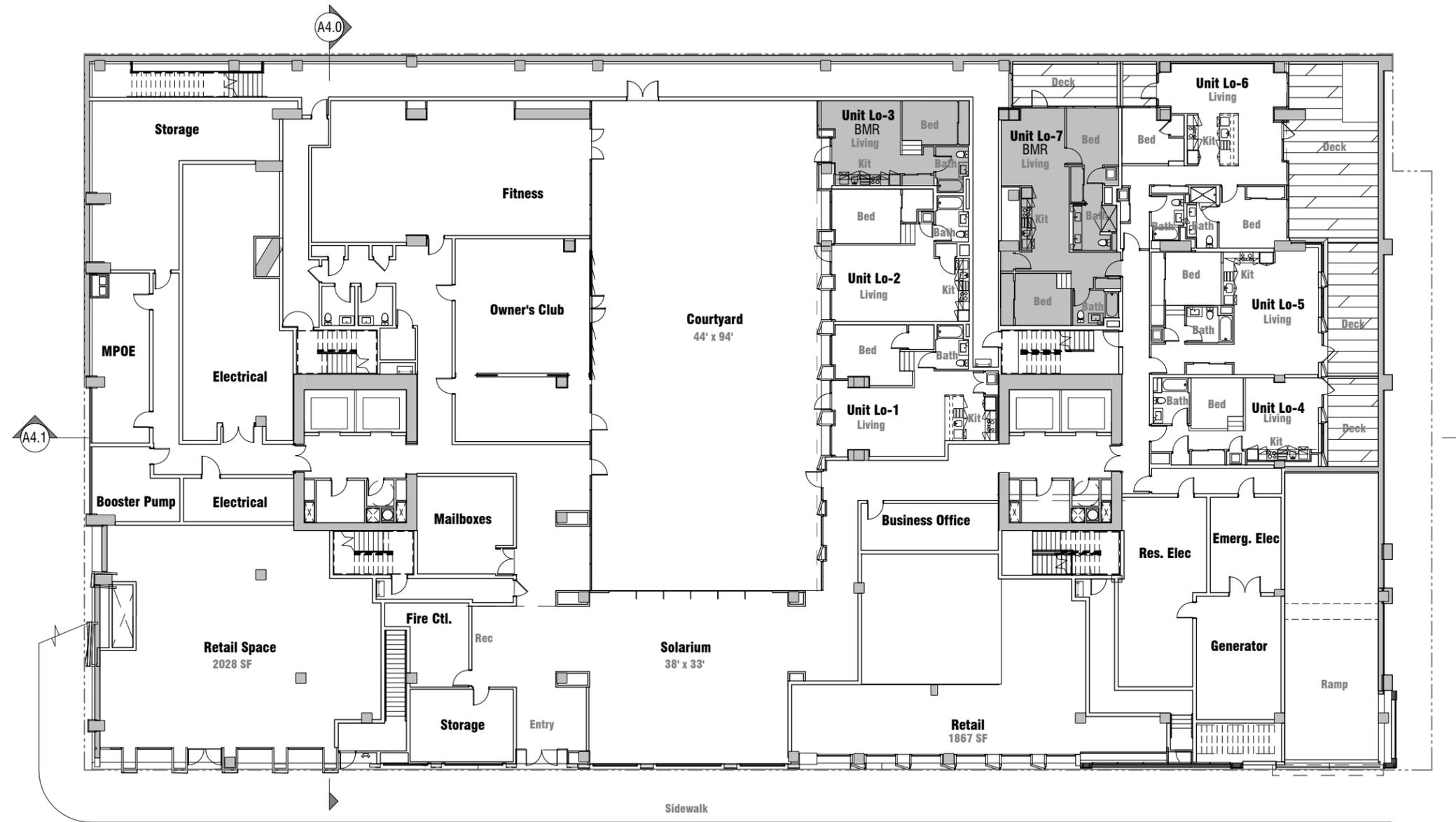
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Floor Plan
- Level P1

A2.0

1634

PINE ST



05 May 2014



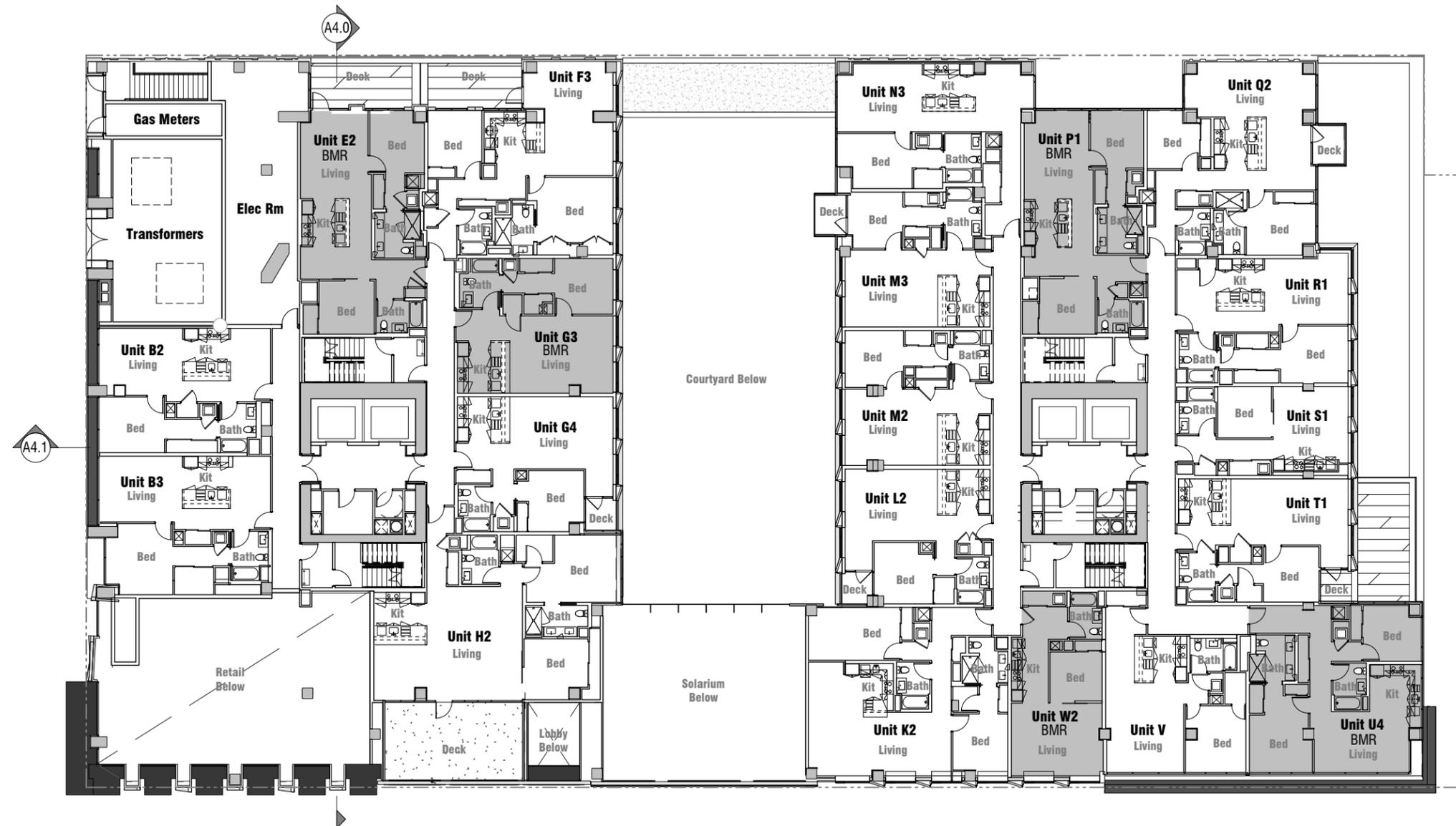
Floor Plan
- Level 1

A2.1



1634

PINE ST



05 May 2014

KH

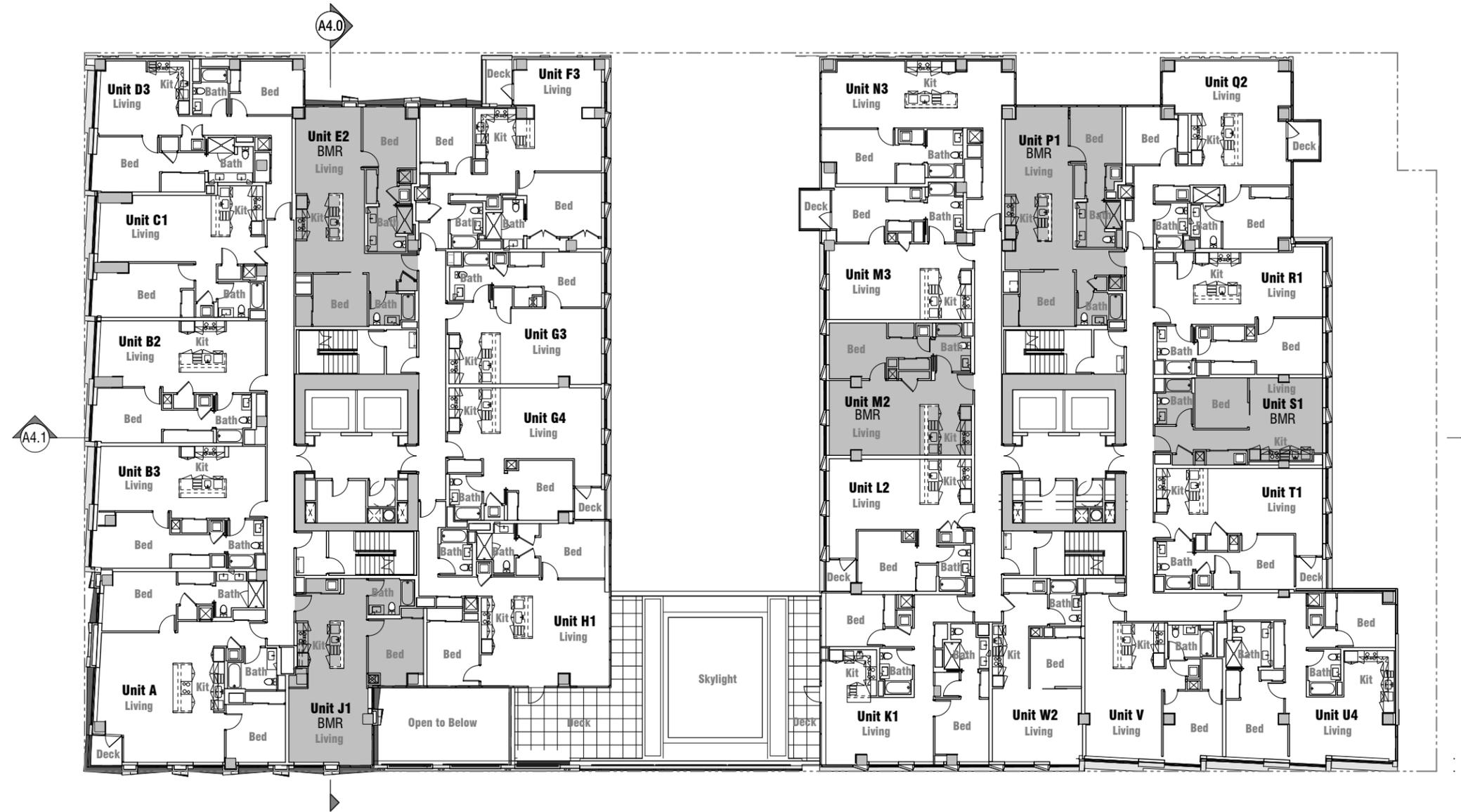


Floor Plan
- Level 2

A2.2

1634

PINE ST



05 May 2014

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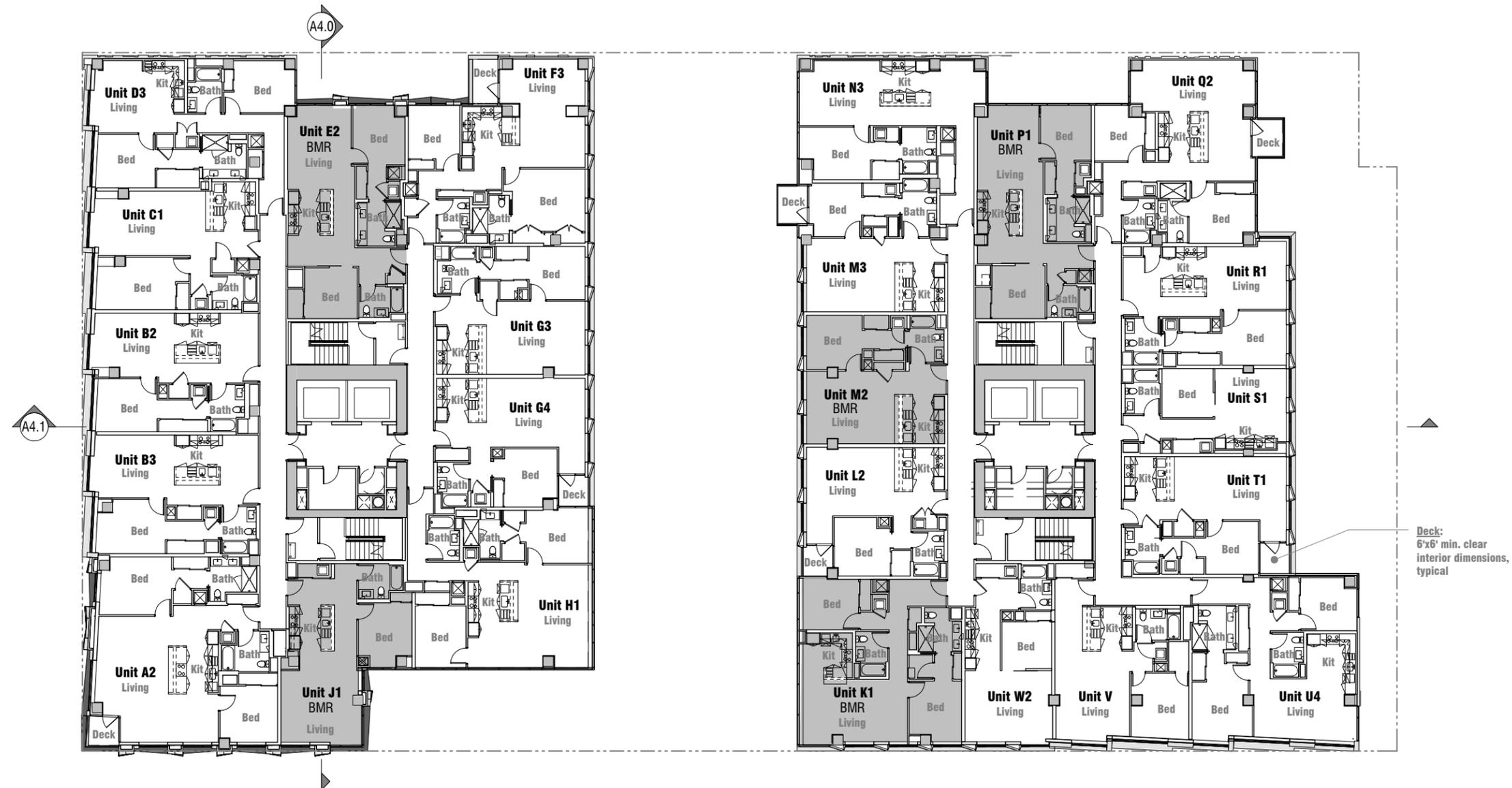


Floor Plan
- Level 3

A2.3

1634

PINE ST



05 May 2014

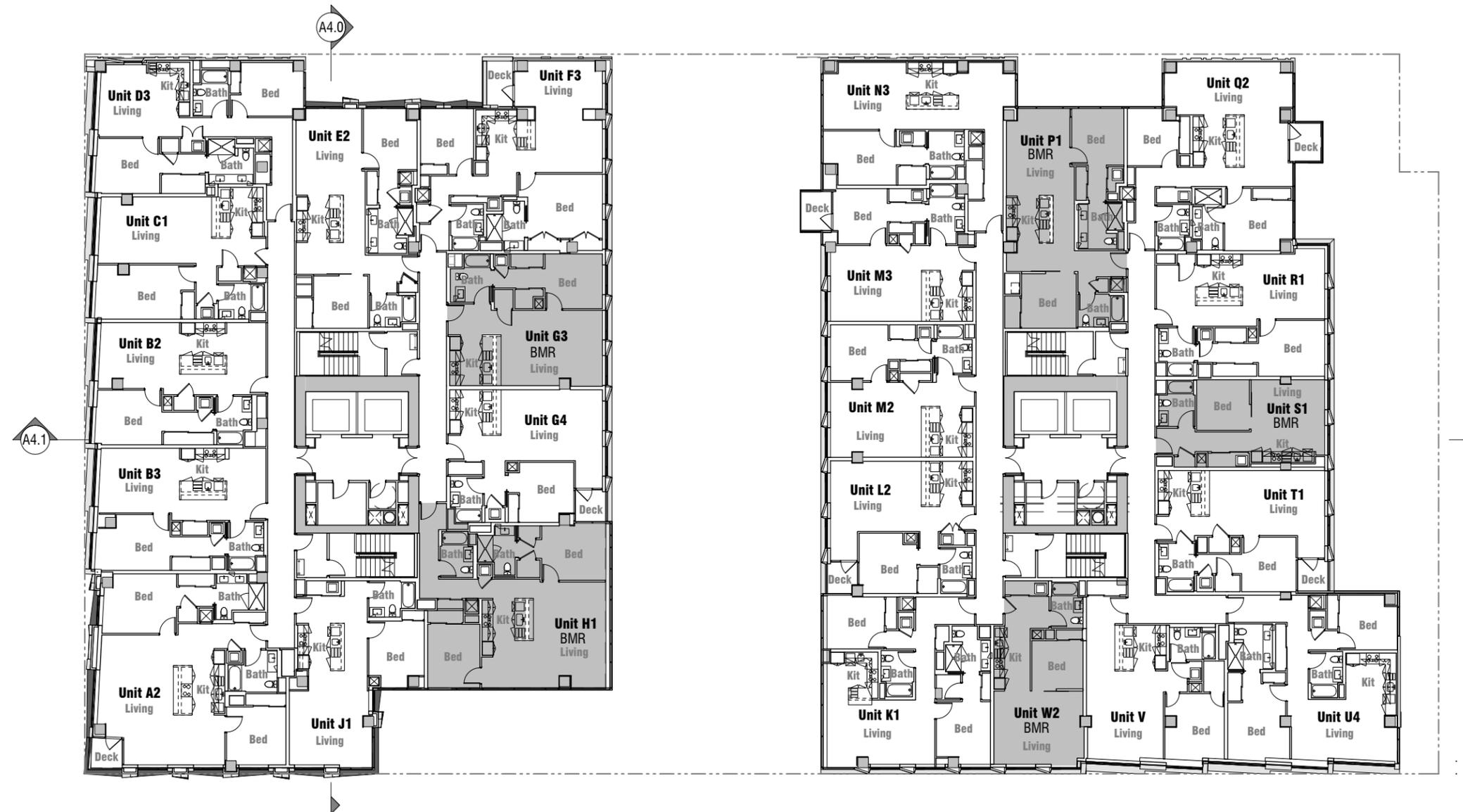
KH

Floor Plan
- Level 4

A2.4

1634

PINE ST



05 May 2014

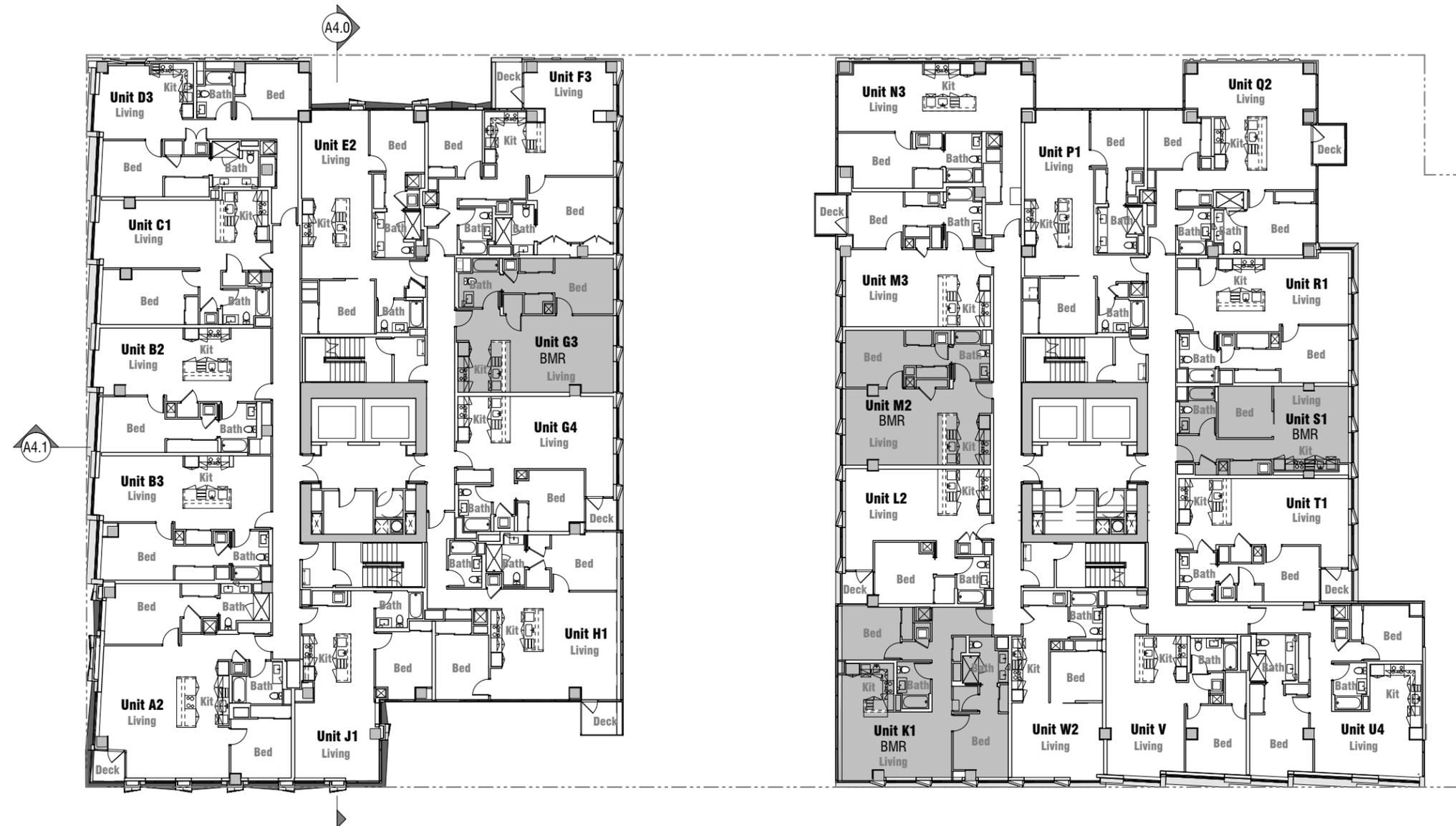


Floor Plan
- Level 5

A2.5

1634

PINE ST



05 May 2014

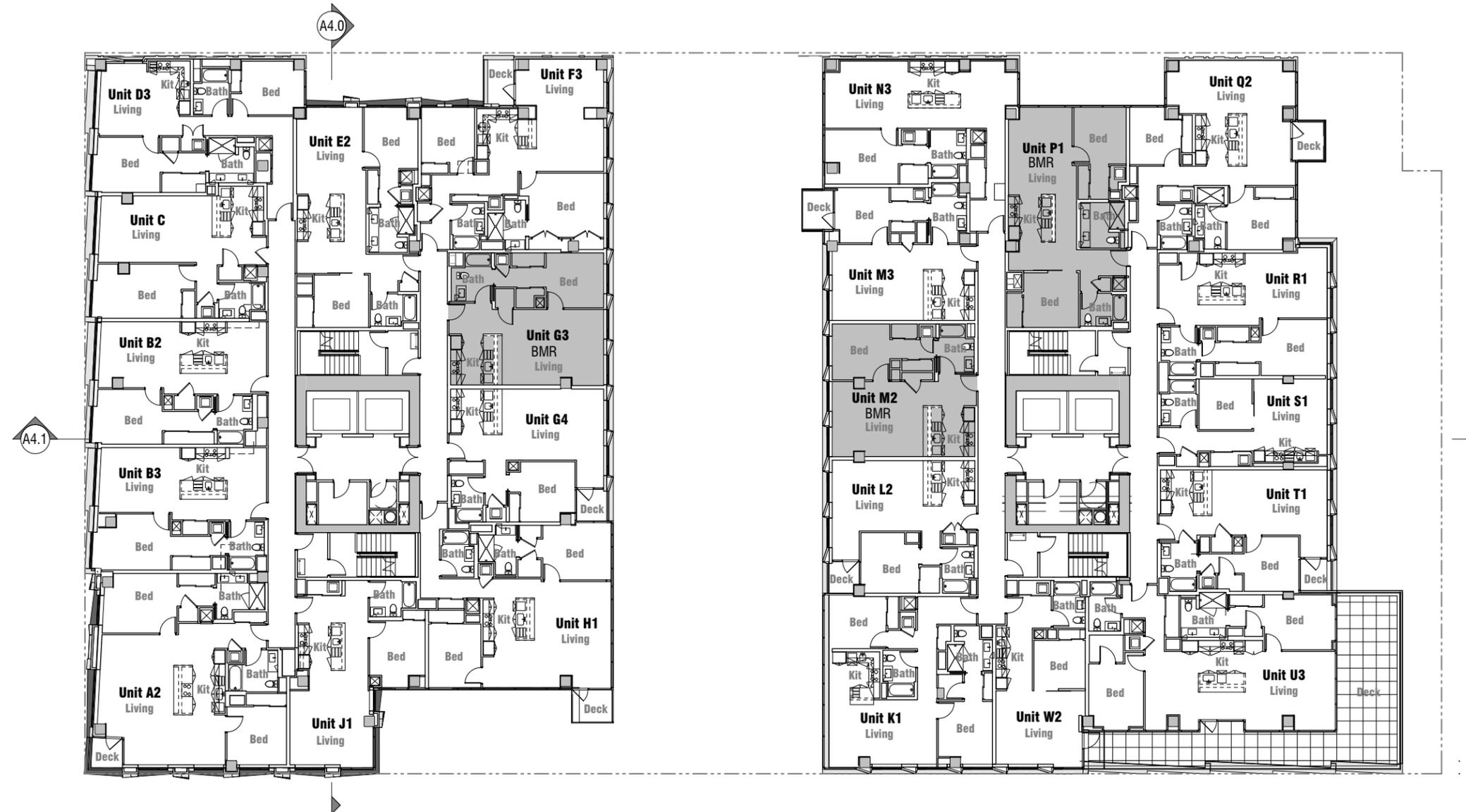
KH

Floor Plan
- Level 6

A2.6

1634

PINE ST



05 May 2014

KH

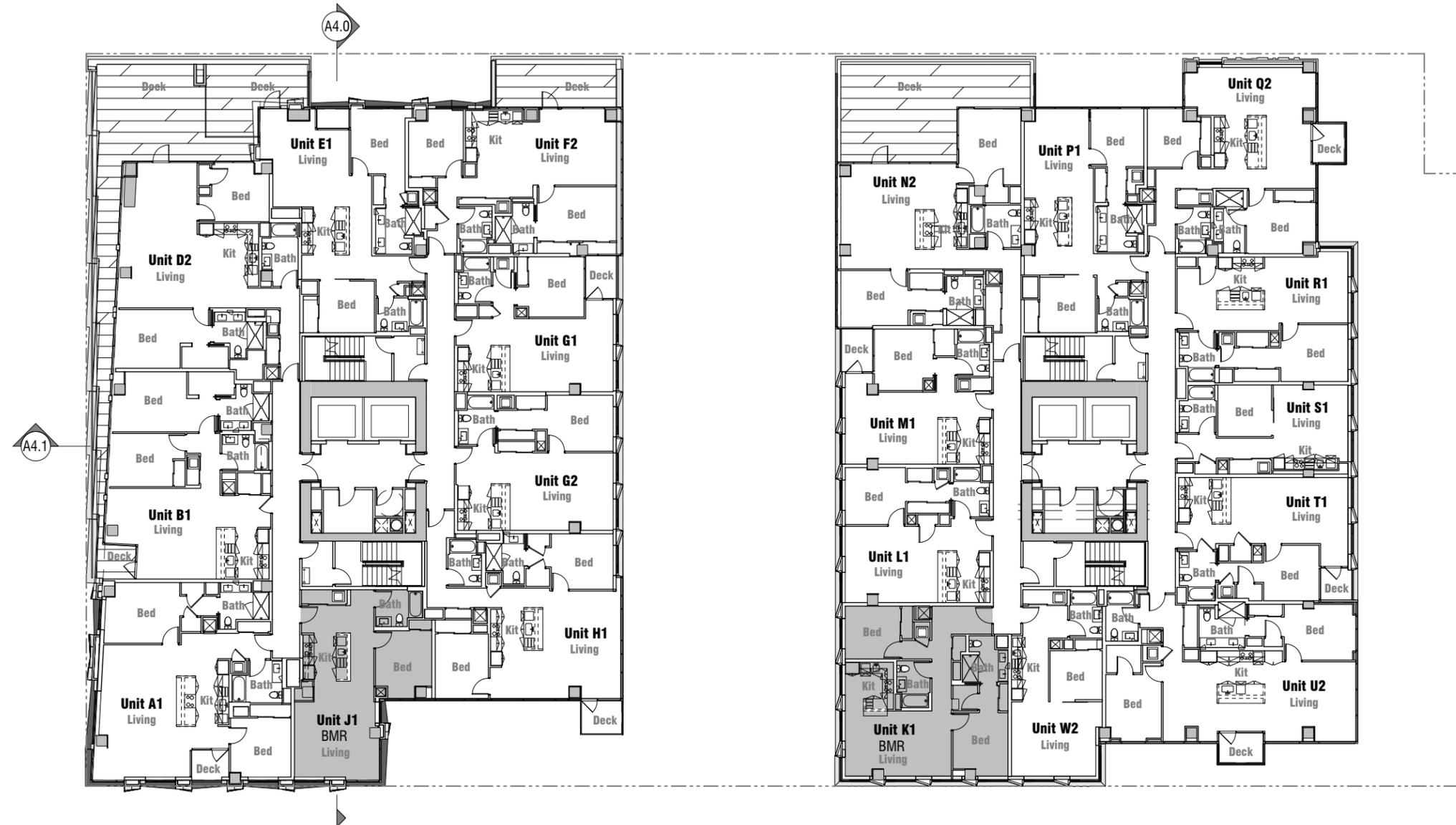
Floor Plan
- Level 7

A2.7



1634

PINE ST



05 May 2014

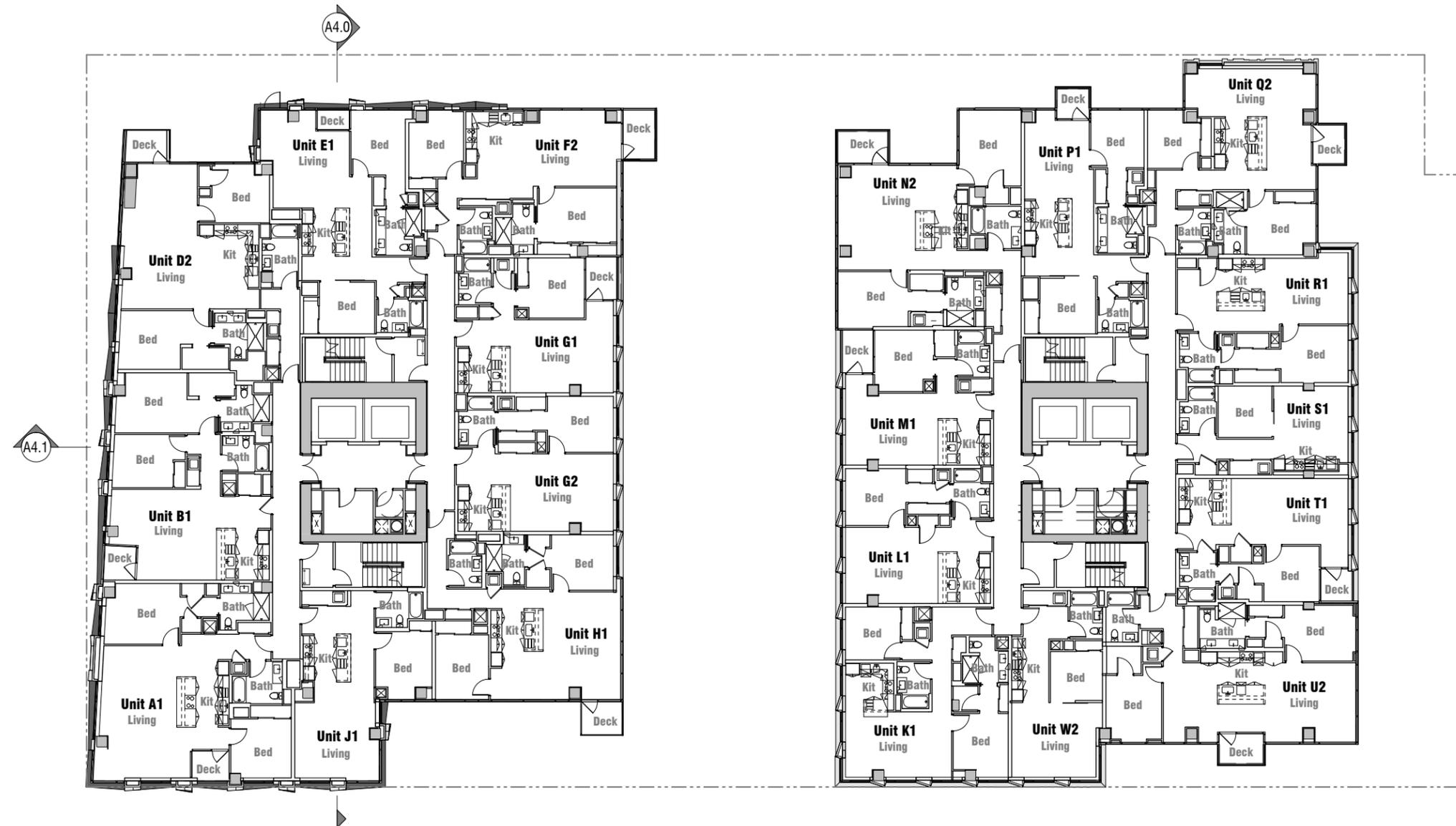
KH

Floor Plan
- Level 8

A2.8

1634

PINE ST



05 May 2014

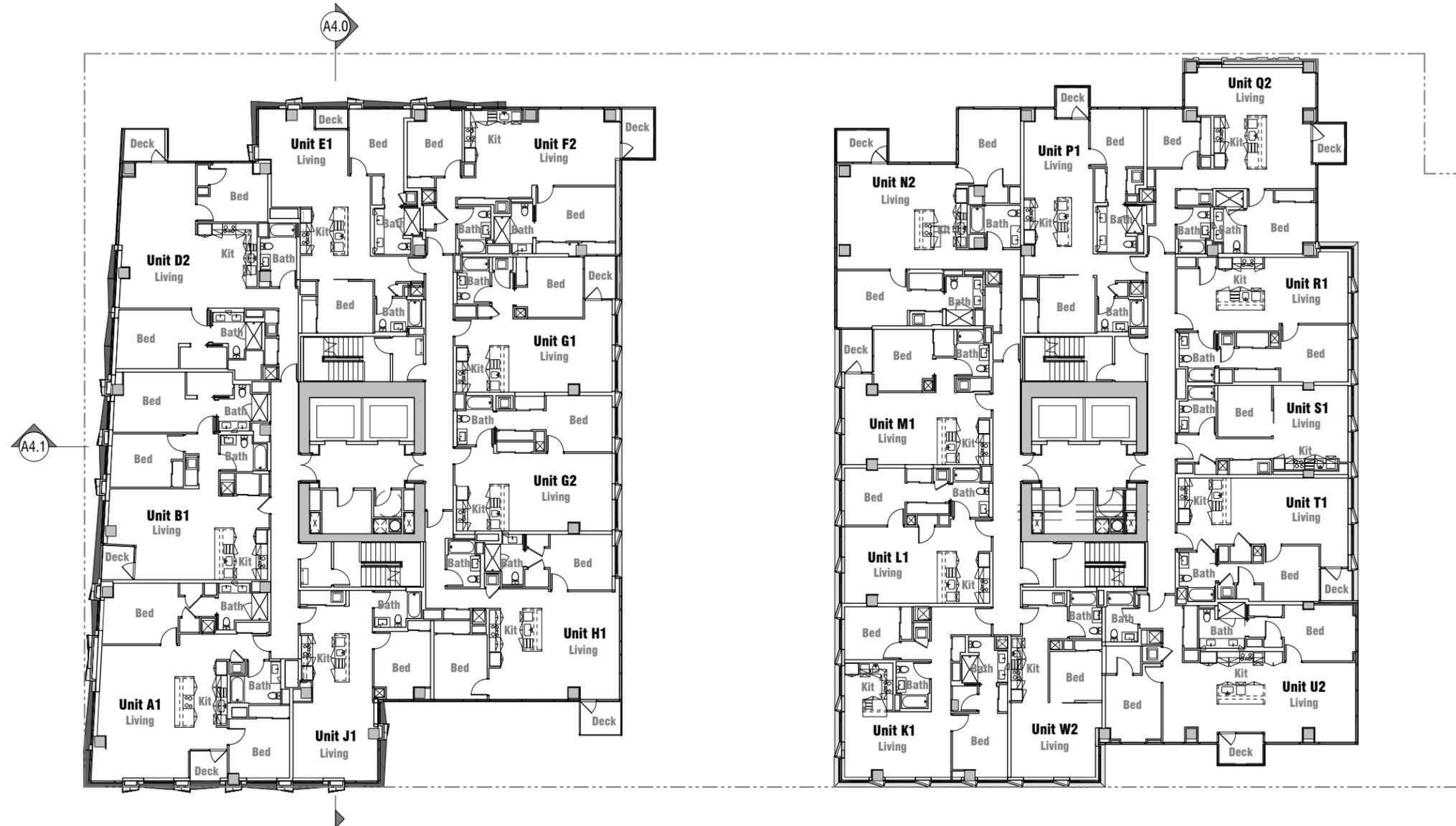


Floor Plan
- Level 9

A2.9

1634

PINE ST



05 May 2014

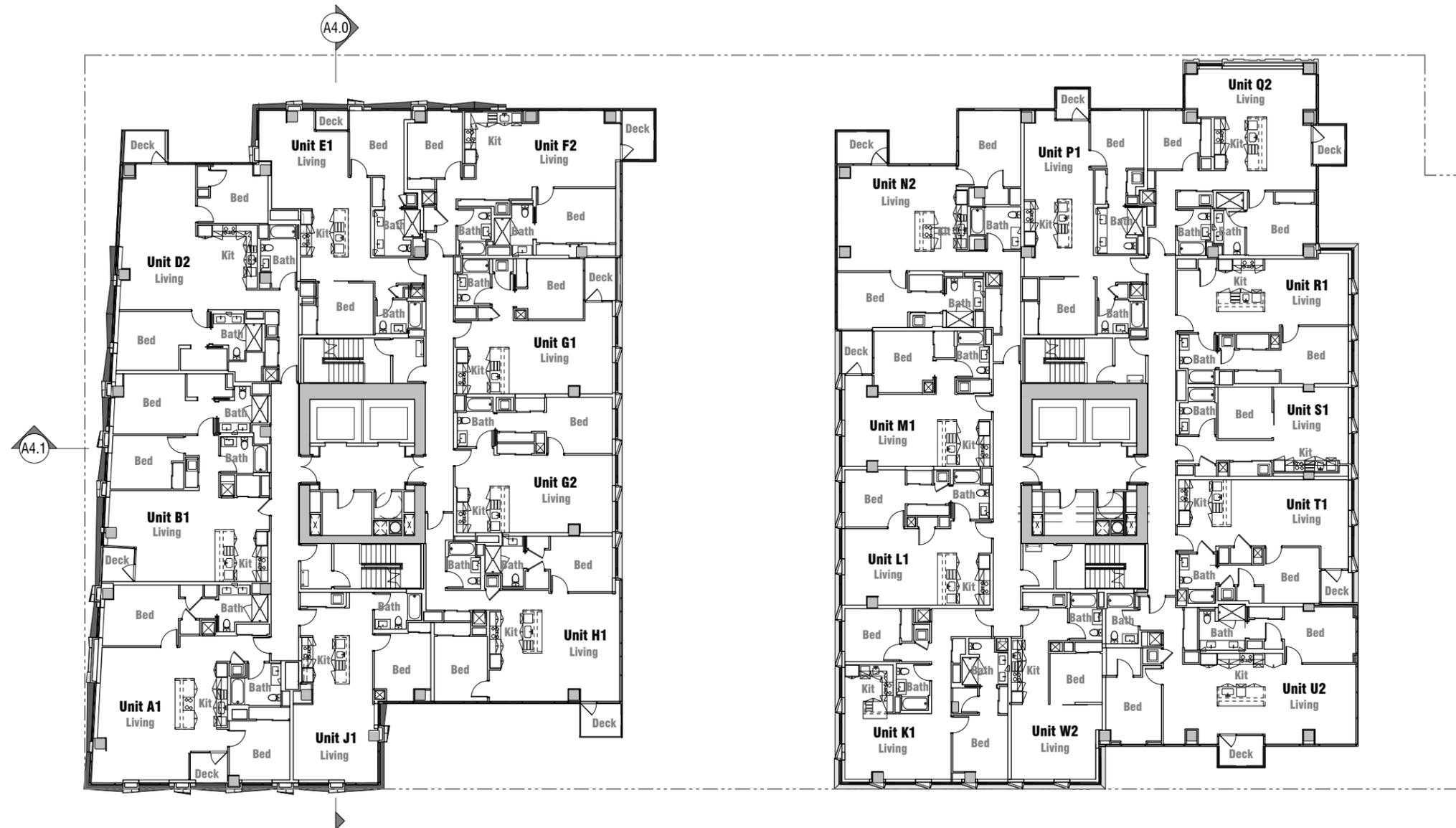


Floor Plan
- Level 10

A2.10

1634

PINE ST



05 May 2014

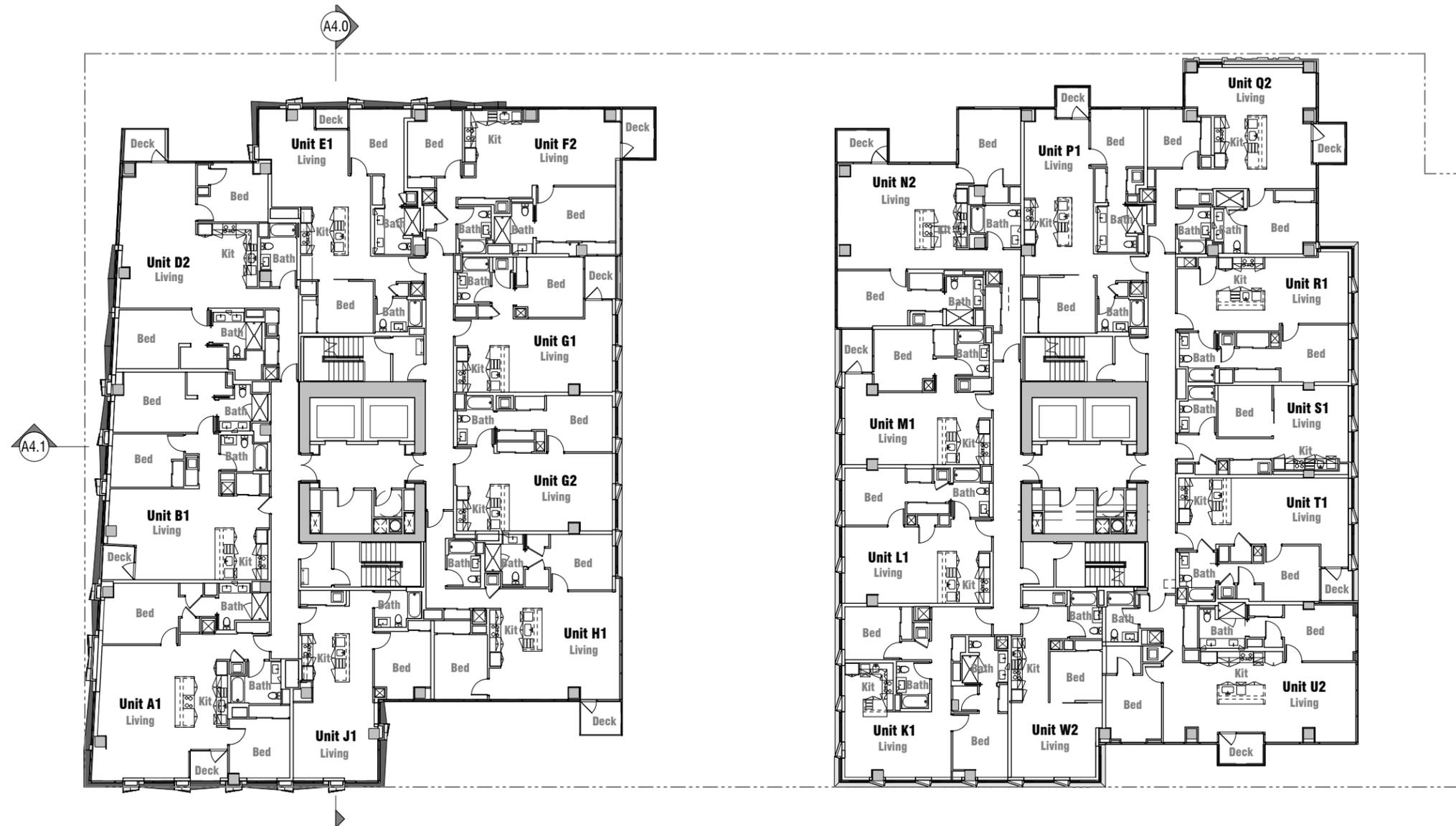


Floor Plan
- Level 11

A2.11

1634

PINE ST



05 May 2014

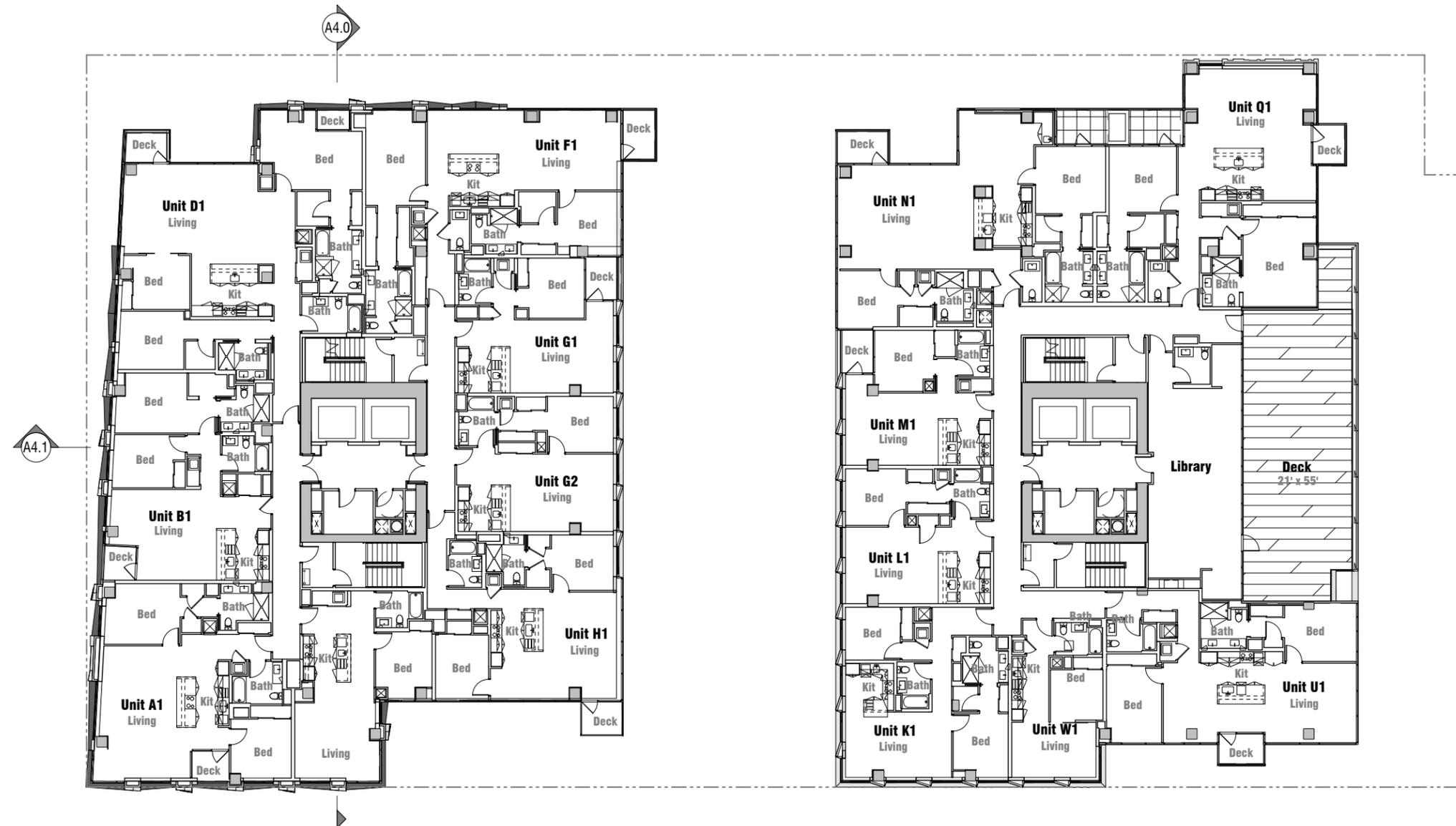


Floor Plan
- Level 12

A2.12

1634

PINE ST



05 May 2014

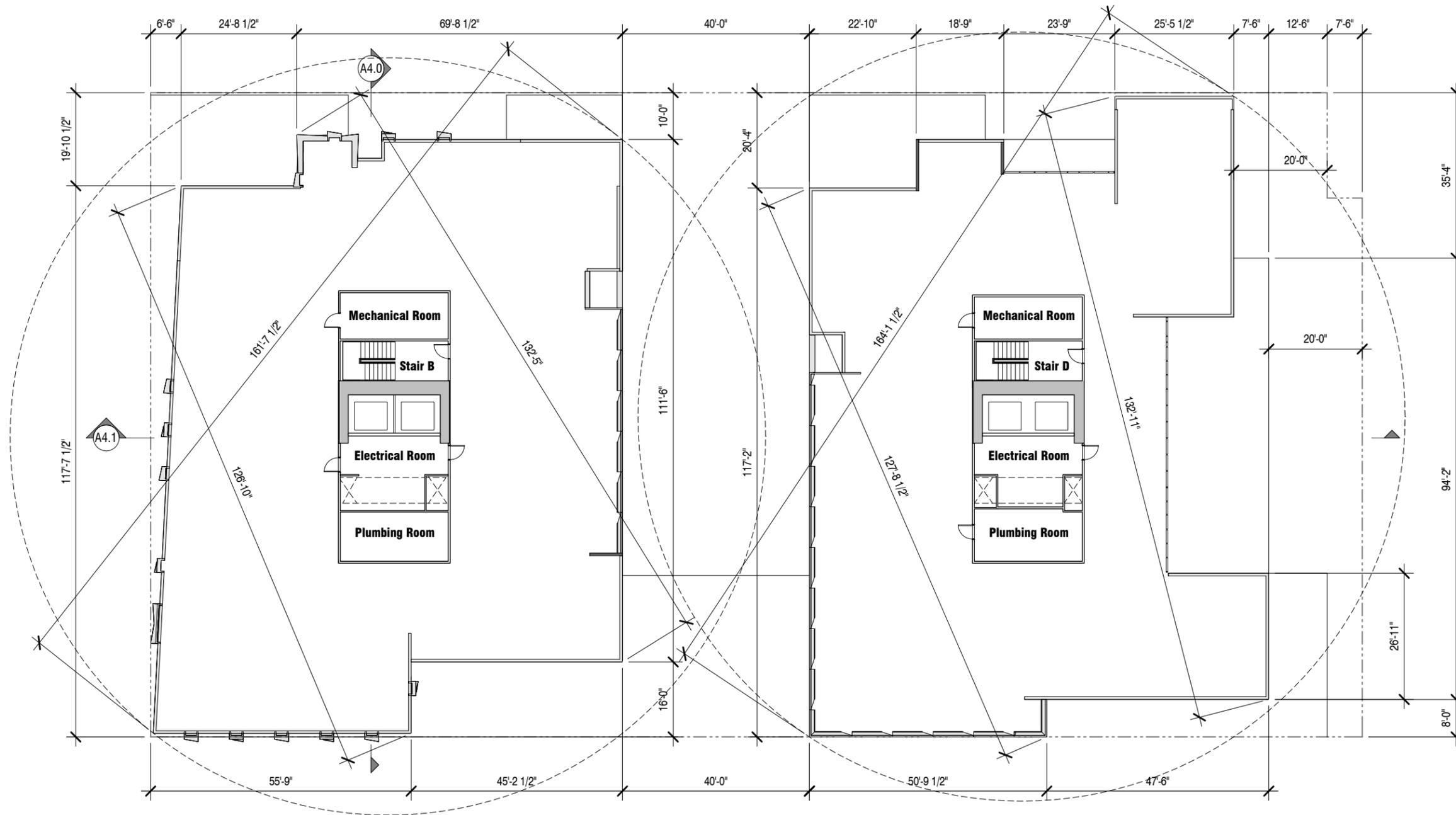


Floor Plan
- Level 13

A2.13

1634

PINE ST



05 May 2014

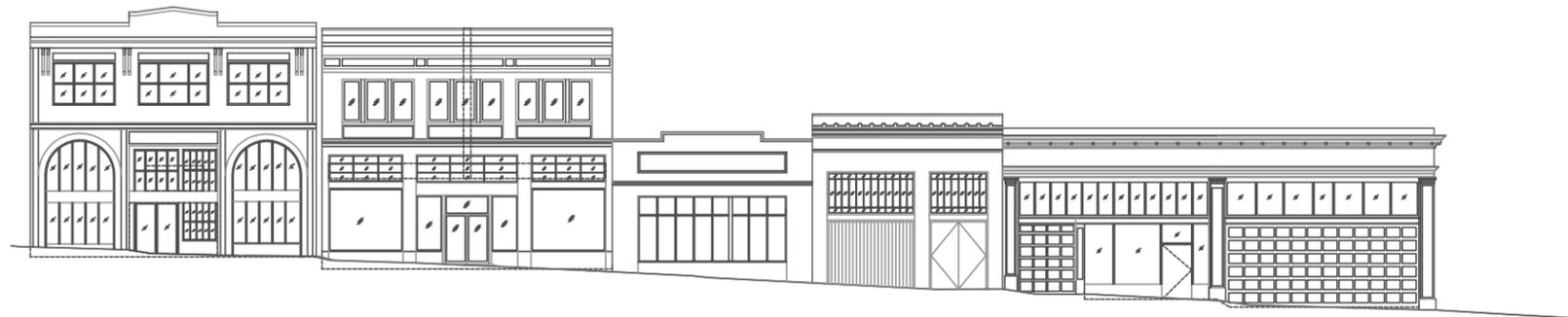


Roof Plan

A2.14

1634

PINE ST



Level 6 T.O.S. 248'-6"
Level 5 T.O.S. 237'-0"
Level 4 T.O.S. 227'-4"
Level 3 T.O.S. 217'-8"
Level 2 T.O.S. 208'-0"

0 Datum (Mid-Franklin) 203'-6"

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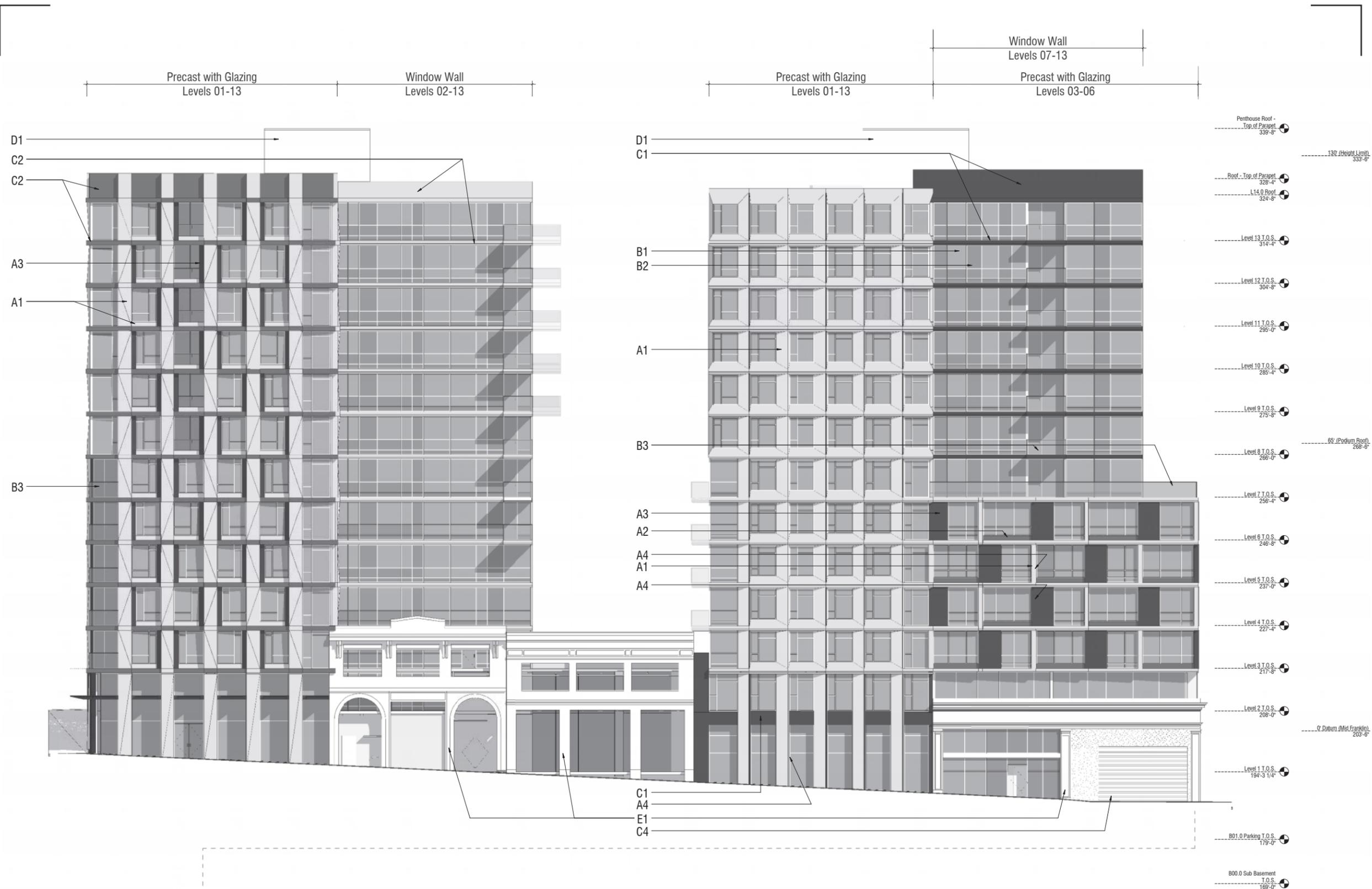


Existing Elevation
- Pine

A3.0

1634

PINE ST



Keynotes (See A3.7 for Materials Palette)

A1	Precast - color 01	A5	Sealed structural concrete with climbing plants	C1	Metal panel - color 03	D1	Fiber cement panel cladding
A2	Precast - color 02	B1	Vision glazing	C2	Metal panel - white	E1	(E) facade to remain
A3	Precast - color 03	B2	Spandrel glazing	C3	Louver		
A4	Porcelain at return/oblique face	B3	Laminated glass guardrail	C4	Overhead coiling door		

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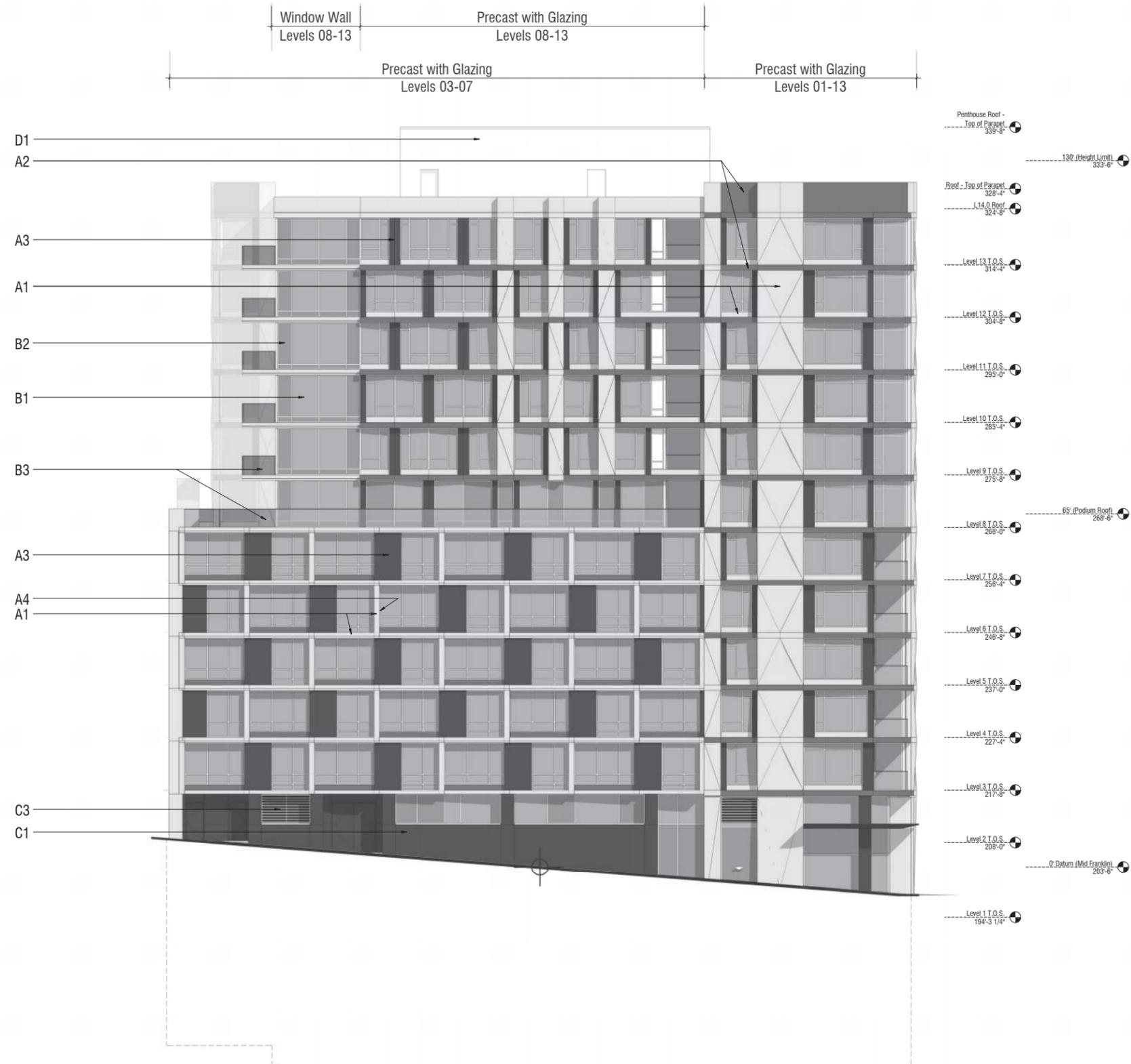
KH

Elevation
- Pine

A3.1

1634

PINE ST



Keynotes (See A3.7 for Materials Palette)

A1	Precast - color 01	A5	Sealed structural concrete with climbing plants	C1	Metal panel - color 03	D1	Fiber cement panel cladding
A2	Precast - color 02	B1	Vision glazing	C2	Metal panel - white	E1	(E) facade to remain
A3	Precast - color 03	B2	Spandrel glazing	C3	Louver		
A4	Porcelain at return/oblique face	B3	Laminated glass guardrail	C4	Overhead coiling door		

05 May 2014

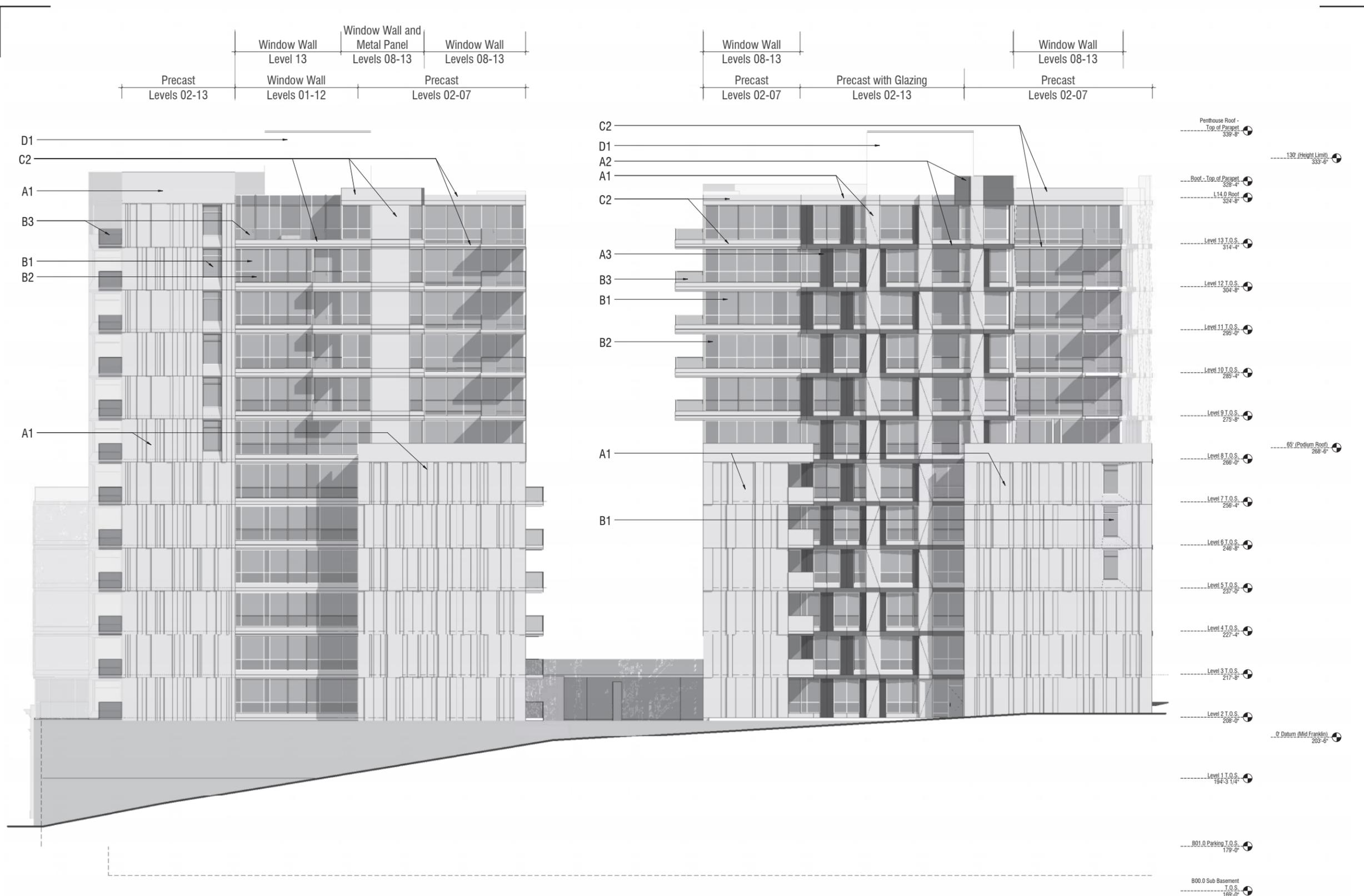
KH

Elevation
- Franklin

A3.2

1634

PINE ST



Keynotes (See A3.7 for Materials Palette)

A1	Precast - color 01	A5	Sealed structural concrete with climbing plants	C1	Metal panel - color 03	D1	Fiber cement panel cladding
A2	Precast - color 02	B1	Vision glazing	C2	Metal panel - white	E1	(E) facade to remain
A3	Precast - color 03	B2	Spandrel glazing	C3	Louwer		
A4	Porcelain at return/oblique face	B3	Laminated glass guardrail	C4	Overhead coiling door		

05 May 2014

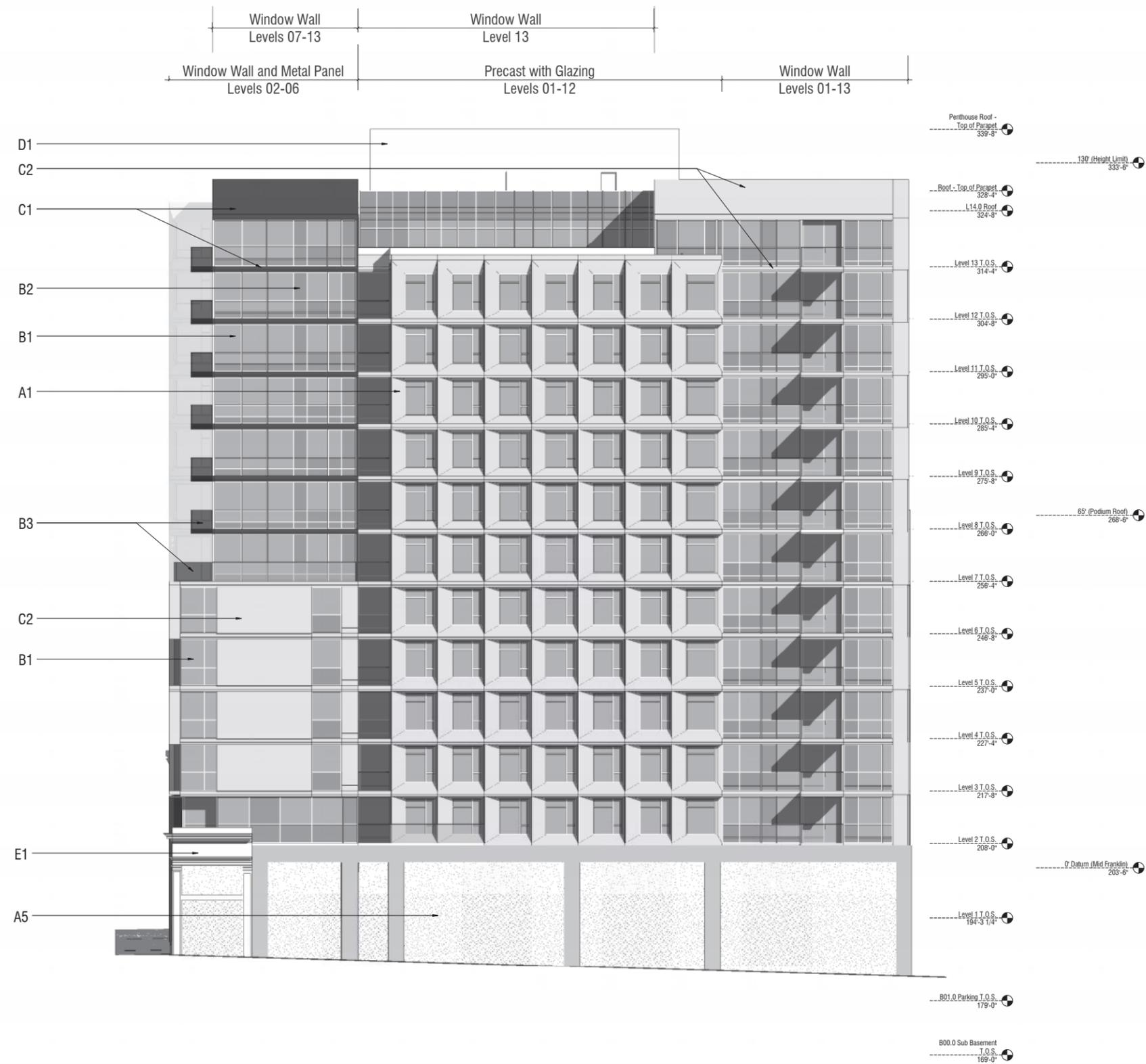
Elevation
- North

A3.3

KH

1634

PINE ST



Keynotes (See A3.7 for Materials Palette)

A1	Precast - color 01	A5	Sealed structural concrete with climbing plants	C1	Metal panel - color 03	D1	Fiber cement panel cladding
A2	Precast - color 02	B1	Vision glazing	C2	Metal panel - white	E1	(E) facade to remain
A3	Precast - color 03	B2	Spandrel glazing	C3	Louver		
A4	Porcelain at return/oblique face	B3	Laminated glass guardrail	C4	Overhead coiling door		

05 May 2014

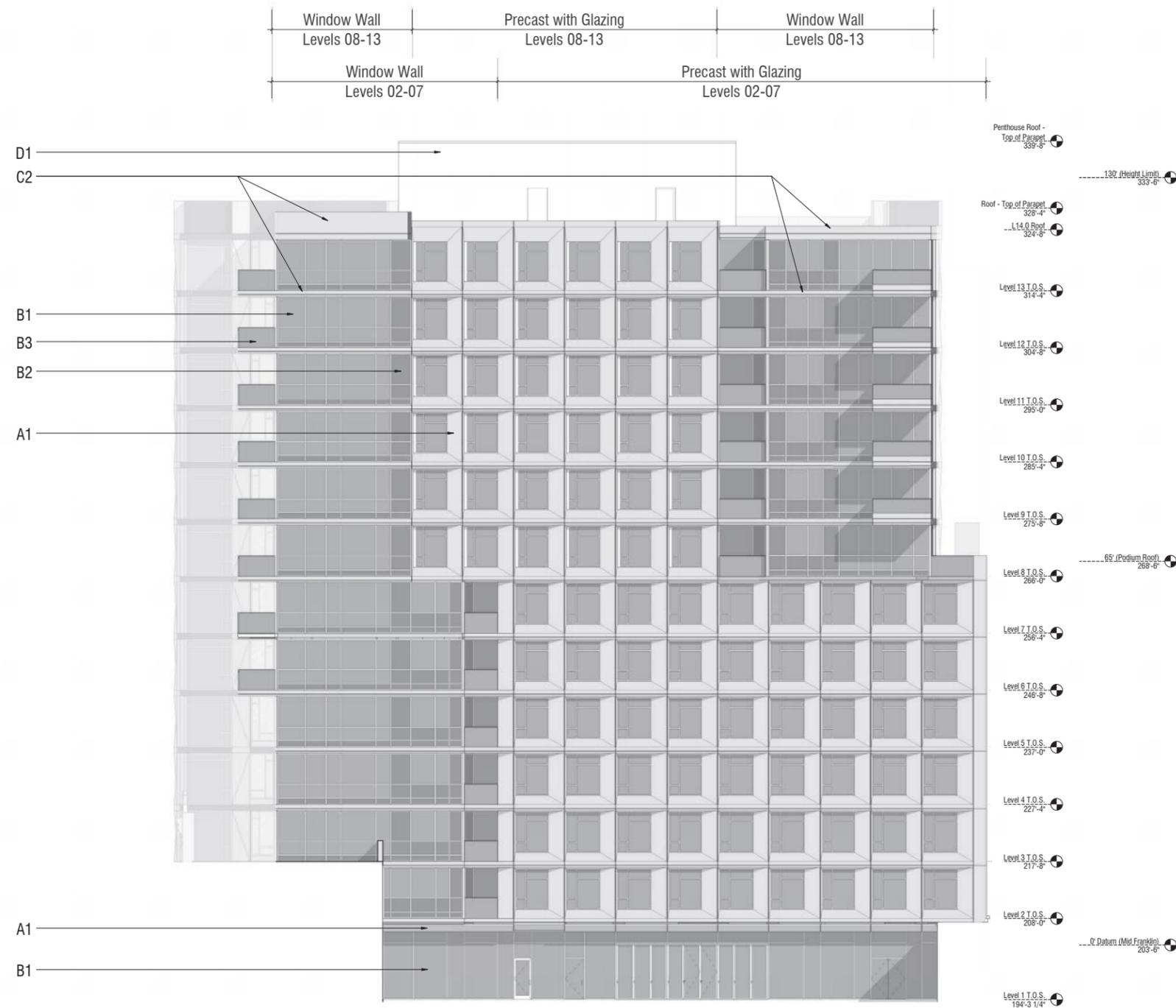
KH

Elevation
- East/VN

A3.4

1634

PINE ST



Keynotes (See A3.7 for Materials Palette)

A1	Precast - color 01	A5	Sealed structural concrete with climbing plants	C1	Metal panel - color 03	D1	Fiber cement panel cladding
A2	Precast - color 02	B1	Vision glazing	C2	Metal panel - white	E1	(E) facade to remain
A3	Precast - color 03	B2	Spandrel glazing	C3	Louver		
A4	Porcelain at return/oblique face	B3	Laminated glass guardrail	C4	Overhead coiling door		

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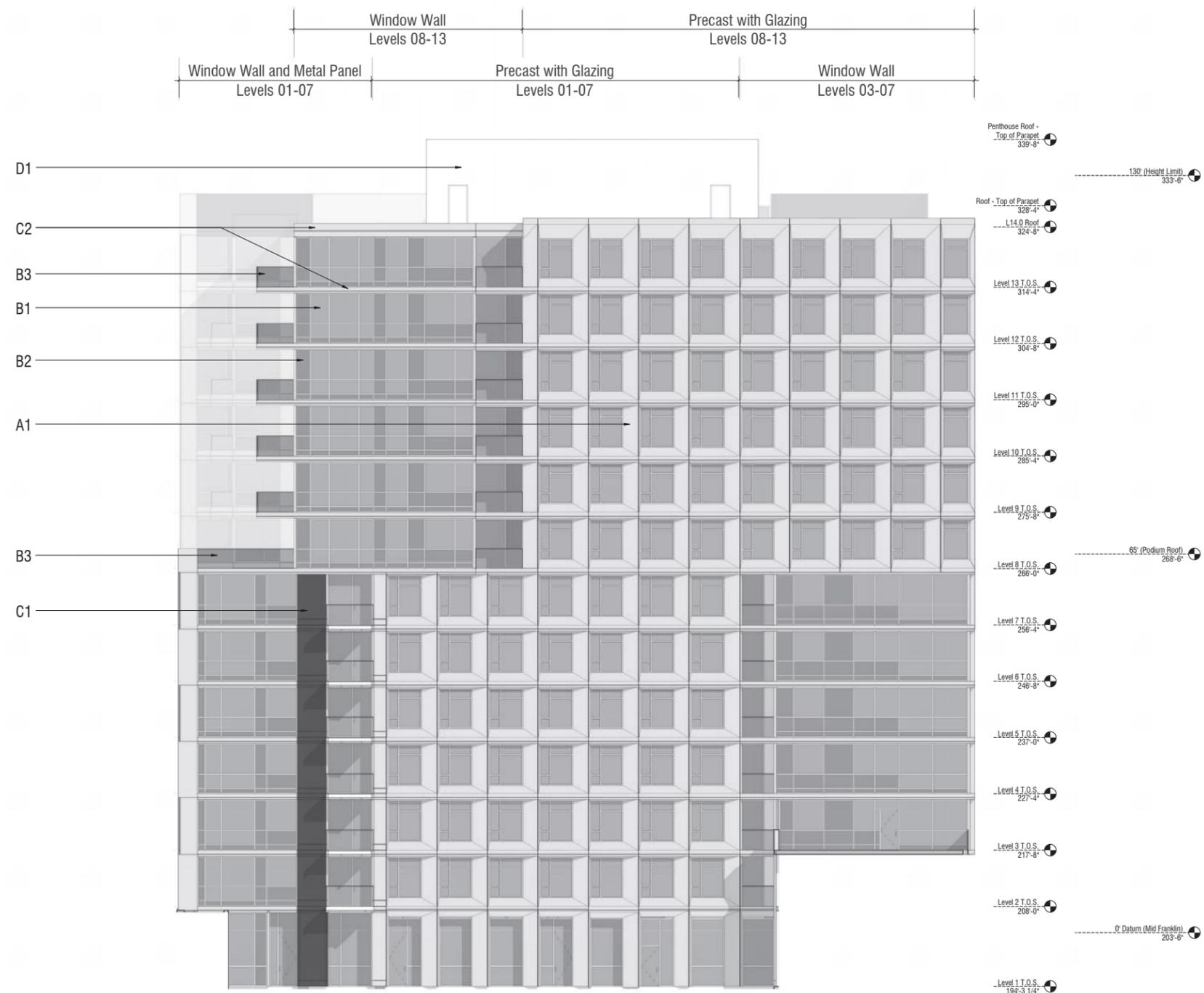
KH

Elevation
- Courtyard West Tower

A3.5

1634

PINE ST



Keynotes (See A3.7 for Materials Palette)

A1	Precast - color 01	A5	Sealed structural concrete with climbing plants	C1	Metal panel - color 03	D1	Fiber cement panel cladding
A2	Precast - color 02	B1	Vision glazing	C2	Metal panel - white	E1	(E) facade to remain
A3	Precast - color 03	B2	Spandrel glazing	C3	Louver		
A4	Porcelain at return/oblique face	B3	Laminated glass guardrail	C4	Overhead coiling door		

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Elevation
- Courtyard East Tower

A3.6



Material Palette

Window Wall

- Vision Clear Low-e Coated
- Spandrel Opaque Blue-Grey
- Metal Dark Grey
- Metal White

Pre-cast Concrete

- Light Grey - Light Sandblast
- Medium Grey - Light & Heavy Sandblast
- Dark Grey - Light & Heavy Sandblast
- Inlay Porcelain Panel

1634

PINE ST

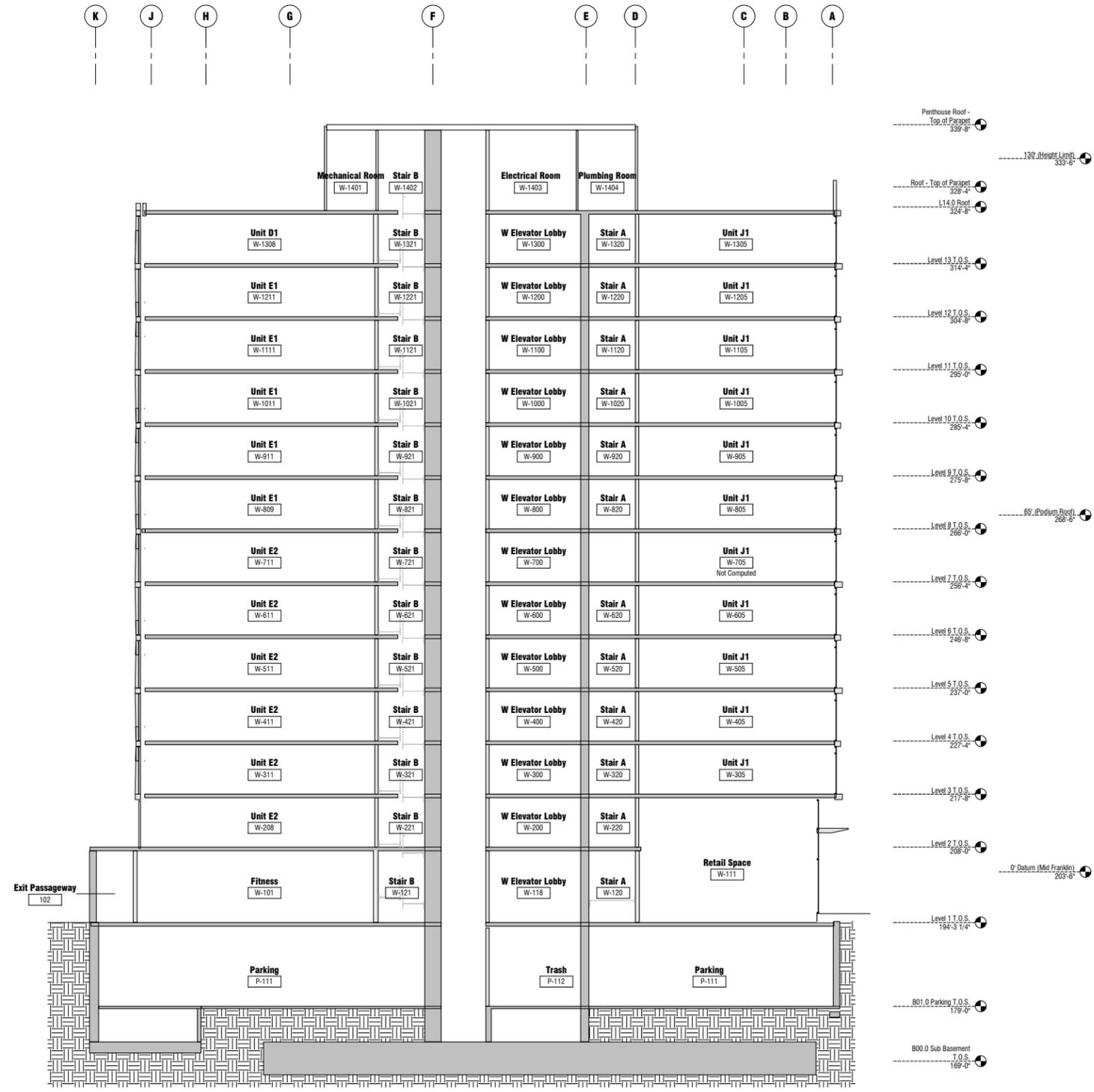
05 May 2014



Materials Palette

A3.7

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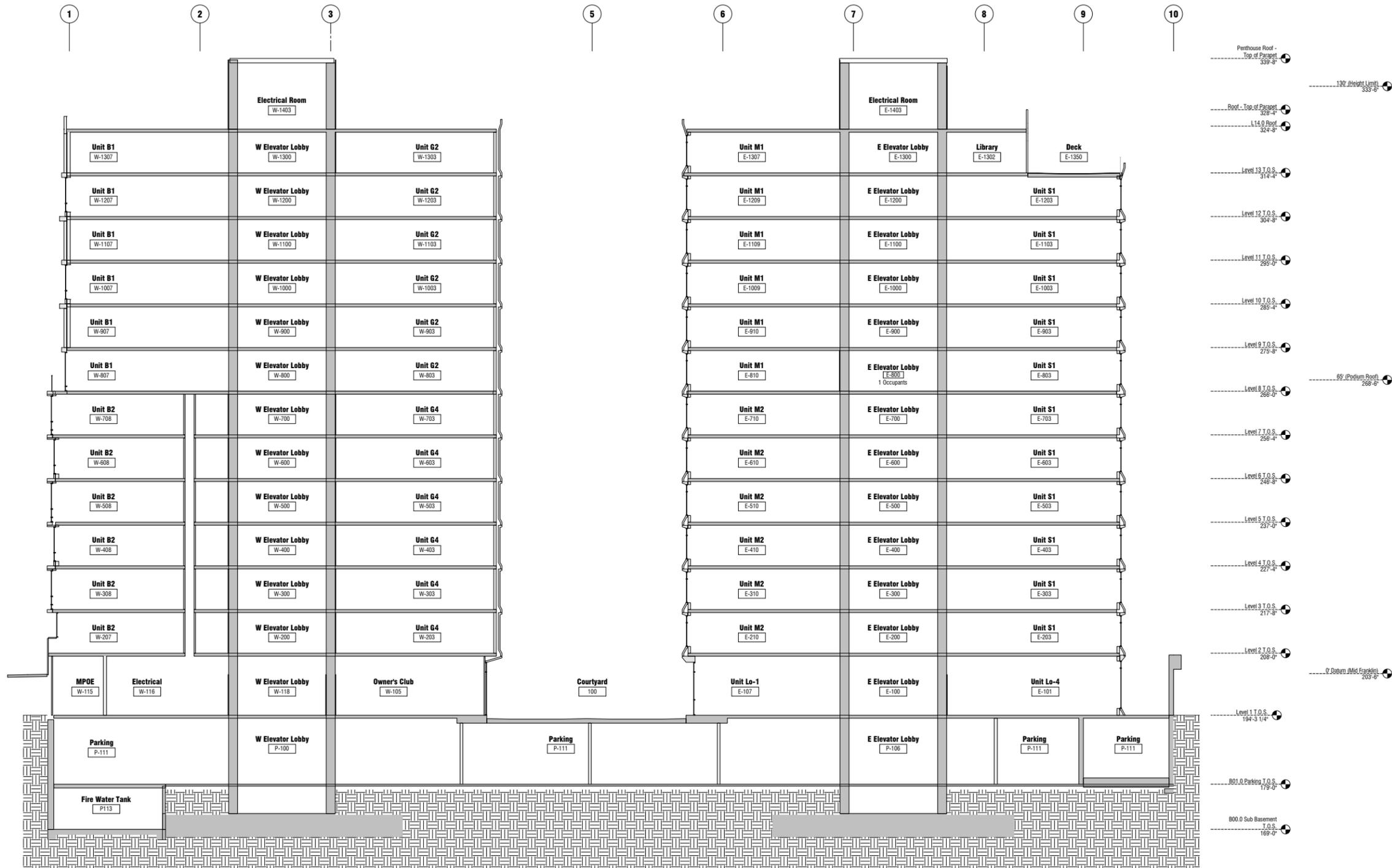
05 May 2014



Building Section
- North to South

A4.0

1634 PINE ST



05 May 2014



Building Section
- East to West

A4.1



1634

PINE ST

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Rendering -
Corner of Pine/Franklin

A5.0



1634

PINE ST

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Rendering -
Pine from Van Ness

A5.1

1634

PINE ST



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Rendering - Pine Street

A5.2

1634

PINE ST



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Rendering -
North Facade

A5.3