



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: DECEMBER 15, 2011

Date: December 8, 2011
Case No.: **2011.1046C**
Project Address: **1401 CALIFORNIA STREET**
Zoning: Polk Street Neighborhood Commercial District
65-A Height and Bulk District
Block/Lot: 0250/001 and 020
Project Sponsor: Don Bragg
The Prado Group
150 Post Street
San Francisco, CA 94108
Staff Contact: Rick Crawford – (415) 558-6358
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The applicant proposes to modify the existing grocery store for a new grocery store (d.b.a. Trader Joe's) and a new pharmacy store (d.b.a. CVS Pharmacy). The project would divide the existing 30,087 square-foot retail space into a 14,578 square-foot grocery store (Trader Joe's, a formula retail use), a 10,956 square-foot pharmacy store (CVS, a formula retail use), and provide 4,553 square feet of common area. The project would reconfigure the parking arrangement to provide up to 86 parking spaces and replace the existing vehicle ramp between the parking levels with a pedestrian elevator.

Trader Joe's would provide a general grocery store use, which would include the sale of groceries, including specialty foods, meat, produce, bakery items, health and beauty aids, beverages, fresh cut flowers and plants, prepared foods and alcoholic beverages to be consumed off site.

The CVS pharmacy store would provide a retail drug store and pharmacy use which would include the sale of pharmaceutical products requiring the services of a registered pharmacist, vitamins and health supplements, health and beauty aids, greeting cards, party goods, photo supplies, processing and printing, candy and food items and alcoholic beverages for off-premise consumption. The CVS store would be open 24-hours a day, seven days a week, the same hours as the existing Cala Foods store.

SITE DESCRIPTION AND PRESENT USE

The project is located at the southwest corner of California and Hyde Streets, Block 0250, Lots 001, and 020, within the Polk Street Neighborhood Commercial District and the 65-A Height and Bulk District. The property is rectangular with 137.5 feet of frontage on Hyde Street and 117 feet of frontage on California Street. The property is occupied by a 30,087 square foot grocery store (d.b.a. Cala Foods, a formula retail use) on the top level of a two-story parking garage. The parking garage contains 79 parking spaces, 21 spaces on top, 58 spaces and an area for off-street loading on the bottom level. The garage has two-way access to both California and Hyde Streets and a ramp provides vehicle access between the two parking levels. The existing Cala Foods store is open 24-hours a day, seven days a week. The Cala Foods store is closing and vacating the property in 2012. The property was developed in 1961 and the retail building is considered a historic resource because of the building's design.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located at the intersection of California and Hyde Streets at the eastern extremity of the Polk Street NCD. The surrounding neighborhood is primarily comprised of small to medium sized apartment buildings. Some of the buildings at the intersection of California and Hyde Streets, and toward the west on California Street, feature ground floor commercial. With the exception of the properties to the west along California Street and directly across Hyde Street, which are in the Polk Street NCD, the surrounding properties are located within the RM-3 (Residential Mixed, Medium Density) and RC-4 (Residential Commercial Combined, High Density) Districts.

ENVIRONMENTAL REVIEW

The Department determined that the project is not subject to the California Environmental Quality Act ("CEQA") as a nonphysical activity that would not result in a direct or reasonably foreseeable indirect physical change in the environment per CEQA Guidelines Section 15060(c)(2).

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	November 24, 2011	November 21, 2011	23 days
Posted Notice	20 days	November 24, 2011	November 21, 2011	23 days
Mailed Notice	10 days	December 5, 2011	November 22, 2011	22 days

The proposal requires a Section 312-neighborhood notification, which was conducted in conjunction with the conditional use authorization process.

PUBLIC COMMENT

The Department has received public comment on this Project from 16 people in support and one person in opposition to the project. The person objecting to the project is concerned that Trader

Joe's does not offer as wide a range of product options as Cala Foods and will be less affordable for low-income patrons.

ISSUES AND OTHER CONSIDERATIONS

- Concerns are generally raised regarding the queuing of vehicles entering the parking lot of grocery stores. The estimated maximum inbound queue at either vehicular entrance would be less than one vehicle for this project. Nonetheless, to prevent queues on the public right-of way from occurring, the project would be required to implement a no queue condition of approval, which includes monitoring for queues and implementing abatement measures, if necessary, to eliminate recurrent queuing.
- The current arrangement of parking and driveways on the upper level of the parking garage does not provide well-marked pathways for pedestrians entering the property. The project would enhance the upper parking level to create a more pedestrian friendly zone connecting Hyde Street and the entrance to the retail stores along the north side of the lot. Improvements proposed include; a landscaped seating area with benches and granite block seating, a landscaped trellis to shade the seating area and a different surface material to distinguish the pedestrian area from the vehicle use areas.
- The operation of the loading dock has the potential to block traffic on California Street for short periods while a tractor-trailer rig is backing into the loading dock. A condition of approval limiting hours for loading activities and requiring a loading dock manager on site is recommended to ensure that loading operations do not disrupt the neighborhood or block traffic for an inordinate amount of time.
- With regard to a conditional use authorization application for a formula retail use, the Planning Commission is required to consider the following additional criteria [Section 303(i)], in addition to the standard Conditional Use findings:
 - The existing concentrations of formula retail uses within the district.
 - The availability of other similar retail uses within the district.
 - The compatibility of the proposed formula retail use with the existing architectural and aesthetic character of the district.
 - The existing retail vacancy rates within the district.
 - The existing mix of Citywide-serving retail uses and neighborhood-serving retail uses within the district.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization to allow the modification of the existing grocery store for a new grocery store (d.b.a. Trader Joe's) and a new pharmacy store (d.b.a. CVS Pharmacy), within the Polk Street NCD, pursuant to Planning Code Sections 303, 703.4 (Formula Retail), and 723.21 (Non-residential Use Size greater than 1,999 square feet).

BASIS FOR RECOMMENDATION

- The project would maintain one of the three general grocery stores in the area.
- The project would prevent a major retail vacancy in the district due to the pending departure of Cala Foods.
- The Polk Street NCD currently features three Walgreens pharmacy stores. The proposed CVS pharmacy store would add more competition to the surrounding marketplace and reduce Walgreens' current monopoly in the neighborhood. The CVS store would provide 24-hour pharmacy service that would benefit the residents and patients from St. Francis Hospital that do not currently enjoy this type of service from any existing pharmacy.
- The project replaces a Formula Retail Use with two new such uses that will occupy the same floor area as the existing use.
- The introduction of two new anchor type stores, Trader Joe's and CVS, to the district can be expected to increase business and leasing activity among the neighborhood's retail spaces.
- The existing building is a historic resource. No permanent alterations to the building façade are proposed and the project would have no effect on the historic character of the building.
- The project meets all applicable requirements of the Planning Code.
- The project advances the Objectives and Policies of the General Plan
- The project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION: Approval with Conditions
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Attachments:

Block Book Map
Sanborn Map
Zoning Map
Aerial Photographs
Context Photographs
Site Photographs
Reduced Plans
Site Access, Queuing and Loading Assessment Memorandum

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 | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> RF Report |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Community Meeting Notice |
| <input checked="" type="checkbox"/> Context Photos | <input type="checkbox"/> Inclusionary Affordable Housing Program:
Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | |

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

_____ RC _____
Planner's Initials

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SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 303, 703.4, (FORMULA RETAIL) AND 723.21 (NON-RESIDENTIAL USE SIZE GREATER THAN 1,999 SQUARE FEET), OF THE PLANNING CODE TO MODIFY THE EXISTING GROCERY STORE FOR A NEW GROCERY STORE (D.B.A. TRADER JOE'S) AND A NEW PHARMACY STORE (D.B.A. CVS PHARMACY), WITHIN THE POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT AND 65-A HEIGHT AND BULK DISTRICT.

PREAMBLE

On September 8, 2011 Don Bragg of Prado Group (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 303, 703.4 (Formula Retail), and 723.21 (Non-residential Use Size greater than 1,999 square feet) to modify the existing grocery store for a new grocery store (d.b.a. Trader Joe's) and a new pharmacy store (d.b.a. CVS Pharmacy), within the Polk Street Neighborhood Commercial District and 65-A Height and Bulk District.

On December 15, 2011, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2011.1046C.

The Department determined that the project is not subject to the California Environmental Quality Act ("CEQA") as a nonphysical activity that would not result in a direct or reasonably foreseeable indirect physical change in the environment per CEQA Guidelines Section 15060(c)(2).

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2011.1046C, 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 the southwest corner of California and Hyde Streets, Block 0250, Lots 001, and 020, within the Polk Street Neighborhood Commercial District and the 65-A Height and Bulk District. The property is rectangular with 137.5 feet of frontage on Hyde Street and 117 feet of frontage on California Street. The property is occupied by a 30,087 square foot grocery store (d.b.a. Cala Foods, a formula retail use) on the top level of a two-story parking garage. The parking garage contains 79 parking spaces, 21 spaces on top, 58 spaces and an area for off-street loading on the bottom level. The garage has two-way access to both California and Hyde Streets and a ramp provides vehicle access between the two parking levels. The existing Cala Foods store is open 24-hours a day, seven days a week. The Cala Foods store is closing and vacating the property in 2012. The property was developed in 1961 and the retail building is considered a historic resource because of the building's design.
3. **Surrounding Properties and Neighborhood.** The project site is located at the intersection of California and Hyde Streets at the eastern extremity of the Polk Street NCD. The surrounding neighborhood is primarily comprised of small to medium sized apartment buildings. Some of the buildings at the intersection of California and Hyde Streets, and toward the west on California Street, feature ground floor commercial. With the exception of the properties to the west along California Street and directly across Hyde Street, which are in the Polk Street NCD, the surrounding properties are located within the RM-3 (Residential Mixed, Medium Density) and RC-4 (Residential Commercial Combined, High Density) Districts.

4. **Project Description.** The applicant proposes to modify the existing grocery store for a new grocery store (d.b.a. Trader Joe's) and a new pharmacy store (d.b.a. CVS Pharmacy). The project would divide the existing 30,087 square-foot retail space into a 14,578 square-foot grocery store (Trader Joe's, a formula retail use), a 10,956 square-foot pharmacy store (CVS, a formula retail use), and provide 4,553 square feet of common area. The project would reconfigure the parking arrangement to provide up to 86 parking spaces and replace the existing vehicle ramp between the parking levels with a pedestrian elevator.

Trader Joe's would provide a general grocery store use, which would include the sale of groceries, including specialty foods, meat, produce, bakery items, health and beauty aids, beverages, fresh cut flowers and plants, prepared foods and alcoholic beverages to be consumed off site.

The CVS pharmacy store would provide a retail drug store and pharmacy use which would include the sale of pharmaceutical products requiring the services of a registered pharmacist, vitamins and health supplements, health and beauty aids, greeting cards, party goods, photo supplies, processing and printing, candy and food items and alcoholic beverages for off-premise consumption. The CVS store would be open 24-hours a day, seven days a week, the same hours as the existing Cala Foods store.

5. **Public Comment.** The Department has received public comment on this Project from 16 people in support and one person in opposition to the project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Use Size Limits.** Planning Code Section 121.2 states that Conditional Use Authorization is required for uses within this District that exceed 2,999 square feet. The proposed use sizes are approximately 14,578 square feet and 10,956 square feet in area. In addition to the criteria set forth in Section 303(c) as set forth, the project is consistent with the following criteria set forth in Section 121.2.

- i. The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-serving uses in the area.

The existing building is a noncomplying structure due to its floor area, and the project would only alter the building interior in order to demise the space for two tenants and strengthen the buildings structural elements. Trader Joe's has a smaller store footprint than the existing Cala Foods store. To accommodate this difference the Project Sponsor would divide the existing 30,087 square foot building to accommodate two discrete uses. Trader Joe's would occupy the majority of the space with 14,578 square feet and a CVS pharmacy store would occupy the remaining 10,956 square feet of retail space. The two uses would share 4,553 square feet of common area that includes a shared loading dock.

The project would not increase the intensity of activity on the site or within the district, nor would it foreclose the location of other neighborhood serving uses in the area. The project would maintain the existing building footprint and retail floor area. The tenants are complimentary and together would provide local residents with a similar variety of grocery and everyday needs items currently sold by the existing Cala Foods store.

- ii. The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function.

The proposed Trader Joe's and CVS pharmacy store would serve residents of Polk Gulch, Nob Hill, Russian Hill and the Tenderloin, similar to how the existing Cala Foods currently serves these surrounding neighborhoods. Due to the area's significant residential density, the immediate neighborhood and residents within a one-half mile radius would be severely affected if another grocery store did not replace the existing Cala Foods when the store closes in 2012 as scheduled. The loss of a grocery store would force residents out of the neighborhood to fulfill their grocery needs. The resulting increase in traffic flows and loss of local foot traffic in the area would be detrimental to surrounding businesses. By including the CVS pharmacy store in the project, shoppers would be able to accomplish one-stop shopping by purchasing groceries at Trader Joes' and their health care and pharmaceutical needs at CVS.

- iii. The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district.

The existing building is a legal nonconforming use in excess of the size limitations of Planning Code Section 121.2. The proposed project would not increase the degree of nonconformity or otherwise modify the building's height of building footprint. The building was designed for one tenant occupying the entire 30,087 square-foot retail space. The project would divide the large space into two discrete elements of 14,578 square-feet (Trader Joe's grocery store), and 10,956 square-feet (CVS pharmacy store), and provide 4,553 square feet of common area. With this division, the uses in the building would be in closer compliance with the use limits of Section 121.2 and the building could not be restored to the current configuration of one large tenant occupying 30,087 square feet.

- B. Formula Retail.** Planning Code Section 703.3 states that a Conditional Use Authorization is required for Retail Uses within this District. The proposed use, CVS is a national chain establishment with more than eleven stores. Section 303(i) requires that, with respect to an application for Conditional Use authorization for formula retail use, the Planning Commission shall consider the following criteria:

- i. The existing concentrations of formula retail uses within the Neighborhood Commercial District.

In addition to the existing Cala Foods store on the Project Site, the Polk Street NCD includes approximately 16 other formula retail uses. The Polk Street NCD extends approximately 0.9 miles along Polk Street and includes a four-block stretch along Larkin Street and one block on Hyde Street. With seventeen formula retail uses, this large Neighborhood Commercial District has a fairly low concentration of such uses relative to other NCDs in the City. The project would replace one existing formula retail use with two new formula retail uses, adding one more such use to the District.

- ii. The availability of other similar retail uses within the Neighborhood Commercial District.

Trader Joe's would replace the largest general grocery store in the District. Currently there are three general grocery stores within one half mile of the Project Site, Cala Foods (1401 California Street), Whole Foods (1765 California Street) and Big Apple Discount Center (1650 Polk Street). With over 52,000 residents living within that radius, the neighborhood would be at a significant loss if the Cala Foods store were not replaced with another general grocery store. The project would maintain one of the three general, grocery stores in the area.

The Polk Street NCD currently features three Walgreens pharmacy stores. The proposed CVS pharmacy store would add more competition to the surrounding marketplace and reduce Walgreens' current monopoly in the neighborhood. The CVS store would provide 24-hour pharmacy service that would benefit the residents and patients from St. Francis Hospital that do not currently enjoy this type of service from any existing pharmacy.

- iii. The compatibility of the proposed formula retail use with the existing architectural and aesthetic character of the Neighborhood Commercial District.

The Project Sponsor is not proposing to alter the exterior of the building and therefore the project is compatible with the existing character of the neighborhood. The project would improve the visual quality of the property by repainting the building, restriping the parking lot, and upgrading and increasing the landscaping on the property.

- iv. The existing retail vacancy rates within the Neighborhood Commercial District.

The project would replace an existing formula retail grocery store with a new formula retail grocery store and a formula retail pharmacy store within the same space occupied by the existing formula retail use. The project would prevent a major retail vacancy in the district due to the pending departure of Cala Foods. The introduction of two new anchor type stores, Trader Joe's and CVS, to the district can be expected to increase business and leasing activity among the neighborhood's retail spaces.

- v. The existing mix of Citywide-serving retail uses and neighborhood-serving retail uses within the Neighborhood Commercial District.

The District is comprised primarily of small neighborhood serving retail uses including beauty shops, laundromats, dry cleaners, restaurants, flower shops, bars, jewelry stores, medical and dental offices, hardware stores, liquor stores, fitness centers, bookstores, drug stores, specialty retail stores and a post office, in addition to the existing Cala Foods grocery store. The project would not change this mix of uses but would replace an existing formula retail grocery store with a new grocery store and add more competition to Walgreens' current monopoly on the neighborhood's pharmacies with the addition of the CVS pharmacy store.

- C. **Parking.** Section 151.1 requires one off-street parking space for each 500 square feet of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 square feet, plus one for each 250 square feet of occupied floor area in excess of 20,000.

The project includes 30,087 square feet of occupied floor area and is required to provide a minimum of 80 off-street parking spaces. The project would provide 86 off-street parking spaces for its customers, 23 in the upper level and the remaining 63 in the lower level, for an increase of approximately 7 spaces. Project employees would not be allowed to park on the premises. The area is well served by public transportation, and the new tenants would promote local hiring and provide alternative transportation amenities such as secured indoor bicycle parking to discourage employees from driving to work.

The estimated maximum inbound queue at either vehicular entrance would be less than one vehicle. Nonetheless, to prevent queues on the public right-of way from occurring, the project would be required to implement a no queue condition of approval, which includes monitoring for queues and implementing abatement measures, if necessary, to eliminate recurrent queuing.

- D. **Loading.** Planning Section 152 of the Planning Code requires one off-street loading space for a retail store up to 60,000 square feet in area.

The project would continue to provide one off-street freight loading space at the loading dock with direct access to California Street. In addition, there are six metered commercial/service spaces on the south side of California Street adjacent to the site, as well as five more on Hyde Street, one adjacent to the site, two across the street, and the remaining two on the west side, immediately to the south of the project.

The existing off-street loading dock would remain in its current configuration while the rear of the loading dock area would be modified, including a new service elevator, to provide loading dock access for both tenants. The dock is about 64 feet long from the roll up door to the loading area, and approximately 24 feet wide from column to column. The clearance heights are approximately 15.5 feet at the sidewalk and 13.5 at the rear.

Current deliveries to Cala Foods are approximately 18 trucks per weekday, plus 3 on weekends. About one fourth (four to five) of the daily trucks are tractor-trailer combinations

(about 60 feet long), half (nine) are single-unit body (about 30 to 40 feet long) and the rest (four to five) are small vans and pickups, up to 20 feet long. Per current operations at Cala Foods, general receiving hours are from 7 AM to 11 AM although trucks have been observed to arrive outside this time period; Cala Foods has implemented a truck delivery curfew between 10 PM and 5 AM.

In order for a tractor-trailer truck to back into the loading area, drivers approach the site from eastbound California Street, positioning the truck within the first (center) eastbound travel lane prior to backing into the loading dock (a tractor-trailer typically has a turning radius of about 50 feet). During the time (less than one minute) it takes for such a truck to maneuver into the loading dock, traffic on California Street, potentially including cable cars, are briefly blocked. The loading dock manager assists truckers to maneuver into the loading dock and to control bicycle, pedestrian and vehicular traffic on California Street. Single-unit body trucks are able to back into the loading dock from the curb lane.

A condition of approval limiting hours for loading activities and requiring a loading dock manager on site is recommended to ensure that loading operations do not disrupt the neighborhood or block traffic for an inordinate amount of time.

- E. **Bicycle Parking.** Planning Code Section 155.4 requires three Class I bicycle parking spaces in a retail building with an area between 25,000 square feet and 50,000 square feet. The Section only requires this parking for new construction or renovations costing over \$1,000,000. The estimated cost of construction of the project is \$3,465,000 and three bicycle parking spaces are required.

The project would provide 15 Class II publicly accessible bicycle spaces on bike racks in the upper level of the garage, to the east of the new elevator near the pedestrian entrance. The project would also provide a minimum of three Class I bicycle spaces inside the building for use by its employees. The Project Sponsor would be utilizing bike-parking criteria designed in conjunction with the San Francisco Bicycle Coalition.

- F. **Screening and Greening of Parking and Vehicle Use Areas.** Section 142 of the Planning Code requires that off-street parking and "vehicle use areas" adjacent to the public right-of-way shall be screened. Screening is required for existing developments when; the floor area of the building on the property is expanded by 20%, the number of existing parking spaces is increased by 20% or more than 4 spaces, or the removal of more than 200 square feet of paving.

The project features a two-story parking garage with open parking on the second level off Hyde Street. The project would reconfigure the parking to provide an additional seven spaces and replace the existing pedestrian ramp to the lower parking level with an elevator. The project would also upgrade the screening and greening of the parking structure.

The Hyde Street frontage would be enhanced with decorative fencing with vines and low shrubbery in planters. A small open plaza would be created on the Project Site at the corner

of Hyde and California Streets. The plaza would include an overhead metal trellis to shade bench seating. Planters with low shrubs and vines would be added to the plaza. The California Street frontage would be treated in two different ways. The edge of the top level of the parking garage would be treated with fencing and plants in the same manner as the Hyde Street frontage. This area would also feature a headlight height panel to screen headlights for the upper-level residential uses across California Street. Finally, the lower level of the parking garage along California Street would feature plantings of vines and other climbing plants on metal trellises attached to the existing blank walls to soften the look of the garage.

- G. **Signage.** The Project Sponsor has submitted a sign program for the project. The proposed signage complies with the limitations of the Planning Code and individual signs are subject to the review and approval of the Planning Department.
- H. **Hours of Operation.** Planning Code Section 723.27 principally permits hours of operation from 6 a.m. to 2 a.m., as defined by Planning Code Section 790.48.

The Trader Joes store proposes hours of operation from 8:00 a.m. to 10:00 p.m. The CVS pharmacy store proposes to operate 24-hours a day, seven days a week. The Cala Foods store existing on the property currently operates 24-hours a day and seven days a week. The definition of "Hours of Operation" in Planning Code Section 790.48 includes an exception for pharmacy stores permitting 24-hour operations provided that the following conditions are met during any period between 11:00 p.m. and 6:00 a.m. in which the pharmacy is open for business:

- i. A pharmacist licensed by the State of California in accordance with the California Business and Professions Code is on duty on the premises;

The CVS pharmacy store would have a pharmacist licensed by the State of California in accordance with the California Business and Professions Code on duty on the premises 24-hours a day, seven days a week.

- ii. The pharmacy provides prescription drugs for retail sale;

The CVS pharmacy store would provide prescription drugs for retail sale 24-hours a day, seven days a week.

- iii. The pharmacy provides adequate lighting and security for the safety of customers, residents and the adjoining property, including adequate lighting and security for any parking facilities provided. Such lighting and security may not negatively affect neighborhood character.

The CVS pharmacy store would use the same lighting and security arrangements as the Cala Foods store currently in operation on the property. Cala Foods has operated 24-hours a day and seven days a week for many years without a negative affect on the neighborhood. The continuation of this practice by CVS would have a similar affect.

7. **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:
- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The proposed project is both necessary and desirable because it would continue to provide a grocery store use for Nob Hill, Russian Hill, Polk Gulch, and Tenderloin residents upon closure of the existing Cala Foods grocery store when the lease expires on December 31, 2011. Cala Foods is owned and operated by Kroger's and they no longer have any operating grocery stores in Northern California, with the exception of this store. This is the last of their planned closures and they do not plan to open any new stores in the area at this time. The site has been used as a grocery store since the building was constructed in 1961 and this project would continue the grocery use.

The existing grocery store is closing and would leave the surrounding residents with few grocery store options. Currently the existing grocery stores within one-half a mile of the project are Whole Foods (1765 California Street) and Big Apple Discount Center (1650 Polk Street). The existing grocery store did not include a pharmacy department and had a limited health product section. The addition of a full service pharmacy to the site as a co-tenant with the grocery store would help to serve the neighborhood's needs and convenience.

There are over 52,500 residents' living within one half of a mile radius of the project, and these neighborhood residents would experience a significant loss and hardship if the existing grocery store was not replaced by another grocery store and convenience oriented shopping. In addition, the project site is one block from St. Francis Memorial Hospital that has a significant daytime population that would benefit from the proposed project. Many hospital employees and visitors utilize the existing grocery store due to its close proximity. The proposed pharmacy at the site anticipates a significant portion of its customer base coming from activity at St. Francis Memorial Hospital.

The project would provide an anchor for the other retail uses along California Street. Grocery stores and pharmacies are a vital asset to local communities and neighborhoods. Numerous planning policy organizations have cited the ability of grocery stores to serve as a retail anchor to commercial districts, attracting more customers to surrounding neighborhood serving businesses such as drycleaners, video stores, and restaurants. Further, grocery stores generate new jobs. In San Francisco, at least five grocery stores have closed their doors in recent years, leaving local residents with fewer nearby grocery shopping options

The City of San Francisco has adopted policies that show the necessity of maintaining grocery store uses in the City. For instance, a change in use or demolition of a general grocery store use that exceeds 5,000 gross square feet requires conditional use authorization under the Planning Code. The Office of Economic and Workforce Development has specifically targeted and encouraged grocery stores to open in San Francisco through various economic incentive

programs, such as Enterprise Zone (EZ) Tax Credits, EZ Payroll Tax Credits, EZ Loan Programs, and Expedited Planning Review for grocery stores that exceed 15,000 SF.

The existing Cala Foods grocery store operates 24-hours per day. The Project Sponsor is proposing the same hours for the CVS pharmacy store in order to continue to provide the availability and convenience of basic items, beauty products, and household goods at any time of the day to residents of the surrounding neighborhood who have benefitted from Cala Foods' 24-hours of operation. Nearby St. Francis Memorial Hospital serves patients 24-hours a day and the addition of a 24-hour pharmacy would be a significant benefit to those who need prescriptions filled when leaving the hospital at later hours. No other pharmacies in the nearby vicinity operate 24-hours a day so a CVS pharmacy store operating 24-hours a day would be especially desirable at this location.

- B. The proposed project will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:
- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The existing legal, non-conforming building is used as a general grocery store. The proposed project is a general grocery store and retail pharmacy store. As the building would continue to be occupied by a grocery store and would only be altered or modified on the interior to accommodate a full service pharmacy and bring the building to code compliance, the vast majority of the building's exterior, the proposed site, its shape and form, as well as the size, shape and arrangement of the structure would remain the same as in its existing condition. The addition of the proposed elevator would improve accessibility from the retail level to the parking garage. As previously stated, most buildings along California Street and Hyde Street are three stories in height. The existing building on the project site is primarily one story, above a parking garage, and thus in conformity with existing height and bulk requirements. The project does not include exterior alterations that would affect the size, shape, or arrangement of the structure on the lots.

- 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 project area is well served by MUNI and is within short walking distance of several transit lines. The cable car on California Street and the MUNI 27 Bryant bus line on Hyde Street run directly in front of the property; the MUNI 1 California bus line runs one and two blocks from the property on Sacramento Street and Clay Street, depending on direction traveled; and the MUNI 19 Polk bus line runs two blocks from the property on Polk Street. In addition, the project would retain the existing parking levels, which

were sufficient for the previous grocery store use. California Street and Hyde Street also provide additional metered on-street public parking. A large portion of Cala Foods' customers reside in the neighborhood and therefore could walk or bike to the store and have little impact on vehicle traffic and parking.

The project would replace an existing formula retail grocery store with a smaller formula retail grocery store and formula retail pharmacy store. As such, it is anticipated that this similar retail use would generate the same amount of traffic as the existing grocery store. The project would likely result in similar traffic patterns to those that presently exist, and the project would have no significant impact on the neighborhood parking capacity or traffic.

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

The proposed use, by the nature of the business, should not produce noxious or offensive emissions such as noise, glare, dust, and odor. Furthermore, this project includes no change of use, and the existing formula retail grocery store does not have a history of producing any of these noxious emissions.

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

The project design does not propose any changes but would only improve the existing landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signage, and add an elevator for easier access to the retail level from the lower parking level.

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

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

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

Trader Joe's is expected to maintain operating hours between 8:00 a.m. and 10:00 p.m. and the CVS pharmacy store would be open 24-hours a day. It is anticipated that the predominance of shoppers would live or work in the surrounding neighborhood areas of Nob Hill, Russian Hill, Polk Gulch, and the Tenderloin. It is also anticipated that CVS would receive a significant portion of its customer base from patients and workers at St. Francis Memorial Hospital, which is located one block from the project.

The scale of the proposed project is in relation to other buildings in the neighborhood commercial district, as it would not alter or modify the existing building. The proposed grocery store would not be a troublesome commercial use, and would not cause problems with traffic, congestion, noise, or late-night activity. The existing Cala Foods is open 24-hours a day. The proposed Trader Joe's would be open 14-hours a day and CVS would operate up to 24-hours a day. As previously stated, the project area is well served by the cable car, MUNI, and is within short walking distance of several transit lines. The project would retain the existing off-street parking spaces, which were sufficient for the previous formula retail grocery store. The project would provide fifteen Class II (bicycle racks) publicly accessible bicycle spaces in the upper level of the garage, to the east of the new elevator near the pedestrian entrances. The project sponsor would be utilizing bike-parking criteria designed in conjunction with the San Francisco Bicycle Coalition. Neither Trader Joe's nor CVS would operate an on-site eating or drinking establishment, as those terms are defined by the Planning Code, nor would Trader Joe's or CVS offer ground floor entertainment or financial service uses. For all of these reasons, the proposed Trader Joe's and CVS would be in conformity with the purpose of the Polk Street Neighborhood Commercial District.

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

TRANSPORTATION

Objectives and Policies

OBJECTIVE 2:

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

Policy 2.2:

Reduce pollution, noise and energy consumption.

The project preserves a critical neighborhood serving use in the intersection of the Nob Hill, Tenderloin, and Polk Gulch neighborhoods, allowing residents to walk, bicycle or take public transit to their local grocery store.

The cable car on California Street and the MUNI 27 Bryant bus line on Hyde Street run directly in front of the property; the MUNI 1 California bus line runs one and two blocks from the property on Sacramento Street and Clay Street, depending on direction traveled; and the MUNI 19 Polk bus line runs two blocks from the property on Polk Street. The high density of the neighborhood with residential buildings and the easy access by public transportation encourages residents, employees, and customers to utilize public transit.

Objective 35:

MEET SHORT-TERM PARKING NEEDS IN NEIGHBORHOOD SHOPPING DISTRICTS CONSISTENT WITH PRESERVATION OF A DESIRABLE ENVIRONMENT FOR PEDESTRIANS AND RESIDENTS.

The project supports this objective by effectively maintaining the property's existing parking levels. While the proposed grocery store's location encourages use of public transportation, large grocery store trips can result in heavy loads not readily carried by customers. The parking spaces would provide ready access to convenient parking for such customers, while also maintaining a pedestrian-friendly environment as presently exists.

URBAN DESIGN

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.6:

Make centers of activity more prominent through design of street features and by other means.

Policy 1.8:

Increase the visibility of major destination areas and other points for orientation.

The upper parking level would be enhanced to create a more pedestrian friendly zone connecting Hyde Street and the entrance to the retail stores. Additionally, the combined elevator-stair access from California Street would allow walking shoppers' convenient access to the store from California Street.

OBJECTIVE 3:

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

Policy 3.1

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.2

Avoid extreme contrasts in color, shape and other characteristics, which will cause new buildings to stand out in excess of their public importance.

Policy 3.5

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

The project is not altering the existing building façade and only is planning to add an exterior elevator and wrap around stair to enhance access from the lower level parking to the retail entrance on the upper level. The sponsor is not proposing significant modifications or alterations to the building's façade other than incorporating Trader Joe's and CVS trademark designs onto the building and pylon signage and other aesthetic enhancements appropriate to the building. The project's height would not be altered. By maintaining the existing structure, the proposed grocery store and drug store and pharmacy would maintain the existing city pattern, as well as height and character, of the existing neighborhood.

NEIGHBORHOOD COMMERCE

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

Encourage development, which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

The project would support this Policy by creating jobs at Trader Joe's and CVS and by increasing foot traffic in this neighborhood commercial district. The project would retain an existing neighborhood-serving grocery store, as the existing large grocery store has terminated their lease with the property owner and would be vacating the building December 2011.

OBJECTIVE 3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

Policy 3.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

The project proposes to replace an existing formula retail grocery store use with a new formula retail grocery store use and a new formula retail pharmacy store, thus retaining the existing level of commercial activity in that location.

OBJECTIVE 6:

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

Policy 6.1:

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

The project proposes to replace an existing formula retail grocery store use with a new formula retail grocery store use and a new formula retail pharmacy store, thus retaining the existing level of commercial activity in that location. The project would promote diversity within the District by including a pharmacy store to compete with Walgreens that currently has a monopoly in the pharmacy business in the District.

9. **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 is located within the Polk Street NCD. The project would replace the existing neighborhood serving general grocery store with a new neighborhood serving general grocery store and a pharmacy store that would occupy the same floor area as the existing use.

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

The project would have no effect on housing, as the project proposes a grocery store and pharmacy store to replace an existing grocery store. No housing units exist on the property.

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

The project would have no effect on affordable housing. The project proposes a grocery store and pharmacy store to replace an existing grocery store.

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

The project would replace an existing grocery store with a grocery store and a pharmacy store. As there is no change in use, the new tenants are not expected to generate increased traffic. The project is well served by public transit with the California Street cable car line, the 27 Bryant bus line, the 1 California bus line and the 19 Polk bus line all operating adjacent to the Project Site on California and Hyde Streets, or one to two blocks away on Sacramento, Clay and Polk Streets. The Department is recommending conditions of approval relating to queuing and loading operations that would minimize any affect on local traffic.

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

The project would not displace any service or industry establishment and includes no general office uses. The project would contribute to a diverse economic base by replacing an existing general grocery store with a new general grocery store and a pharmacy store. The project would retain approximately the same number of unskilled and semi-skilled jobs for residents as presently employed by the existing grocery store. The pharmacy would add more skilled workers to the project by hiring of pharmacist and pharmacy technicians.

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

The project would include the renovation of the existing building shell and accessibility improvements including emergency exiting. The building would receive voluntary improvements to enhance the building's structural integrity including life safety upgrade by the tenants. All of the improvements to the building are intended to enhance the functionality, durability, and aesthetics of the existing building.

- G. That landmarks and historic buildings be preserved.

The existing building is a historic resource. No permanent alterations to the building façade are proposed and the project would have no effect on the historic character of the building.

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

The project does not propose any modifications or additions to the existing building, is not located in the vicinity of any parks or public open space and therefore, would have no affect on access to sunlight or vistas.

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

11. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings,

and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2011.1046C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 21, 2011, 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. XXXXX. 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 December 15, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 15, 2011

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow a grocery store (d.b.a. Trader Joe's) and a pharmacy store (d.b.a. CVS) located at 1401 California Street, Lots 001 and 020 in Assessor's Block 0250 pursuant to Planning Code Sections 303, 703.4 and 723.21 within the Polk Street Neighborhood Commercial District and a 65-A Height and Bulk District; in general conformance with plans, dated October 21, 2011, and stamped "EXHIBIT B" included in the docket for Case No. 2011.1046 and subject to conditions of approval reviewed and approved by the Commission on December 15, 2011 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on December 15, 2011 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity 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.

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

2. **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.

DESIGN

3. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

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

4. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

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

5. **Signage.** The Project Sponsor shall develop a signage program for the Project, which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall

conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.

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

6. **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

7. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), 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

8. **Landscaping, Screening of Parking and Vehicular Use Areas.** Pursuant to Planning Code Section 142, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating the screening of parking and vehicle use areas not within a building. The design and location of the screening and design of any fencing shall be as approved by the Planning Department. The size and specie of plant materials shall be as approved by the Department of Public Works.

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

PARKING AND TRAFFIC

9. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4., the Project shall provide no fewer than three Class 1 and fifteen Class 2 bicycle parking spaces.

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

PROVISIONS

10. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

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

MONITORING

11. **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

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

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

OPERATION

13. **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/>*
14. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

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

14. **No Queue Condition.** It shall be the responsibility of the owner/operator of any off-street parking facility primarily serving a non-residential use, as determined by the Planning Director, with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility layout to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles or delivery services; and/or parking demand management strategies such as parking time limits, paid parking or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

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

16. **Loading.** For large trucks, which require the temporary blockage of California Street travel lanes and sidewalk, loading dock delivery hours shall be limited to 5 a.m. to 7 a.m.; 9 a.m. to 4 p.m., and 7 p.m. to 10 p.m.; in order to retain existing truck delivery curfew hours (10 p.m. to 5 a.m.) and avoid a.m. and p.m. peak traffic periods (7 to 9 a.m. and 4 to 6 p.m., respectively). A loading dock manager shall assist trucks to maneuver into the loading dock and to control bicycle, pedestrian and vehicular traffic on California Street.

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

17. **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.

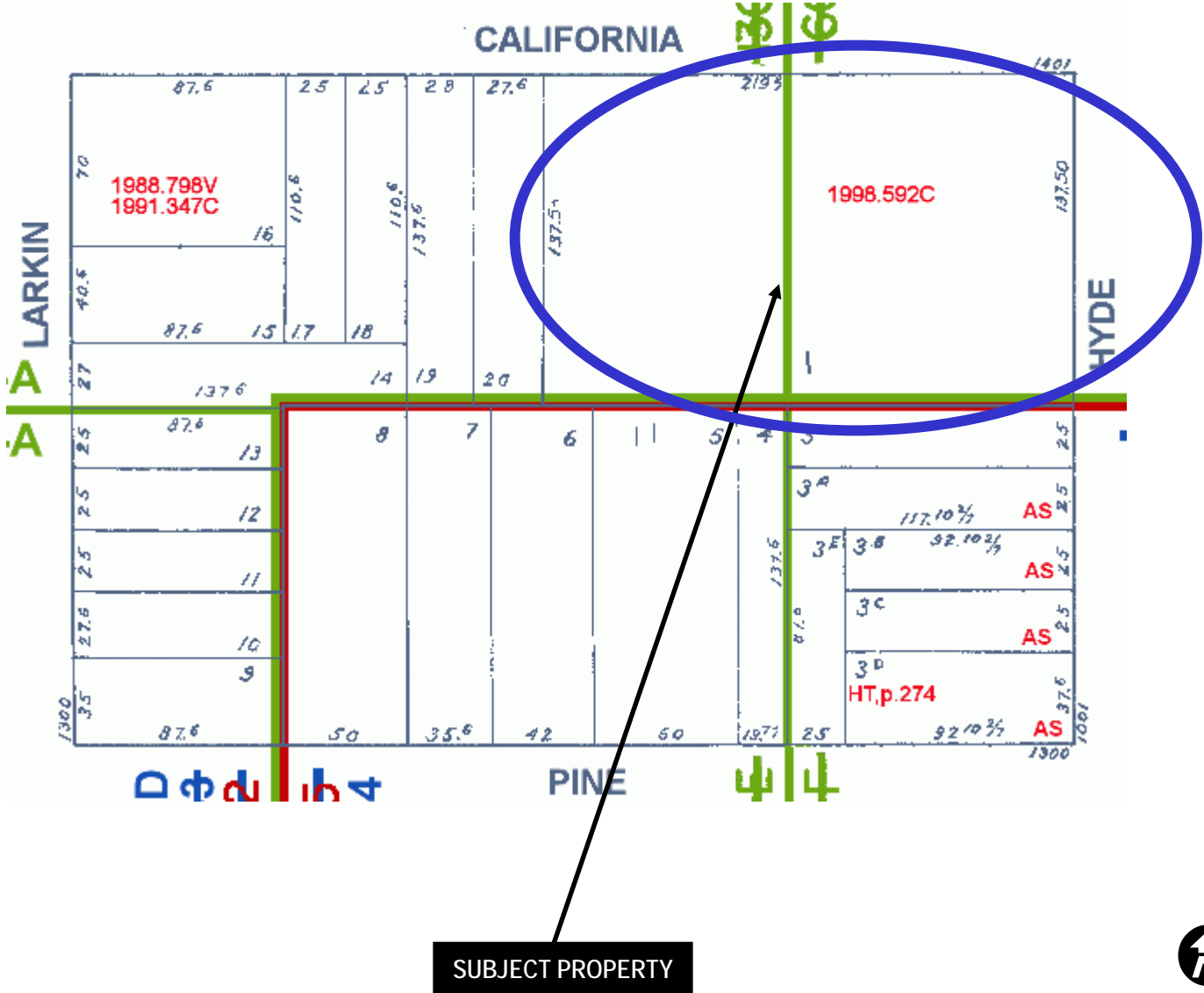
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

18. **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.

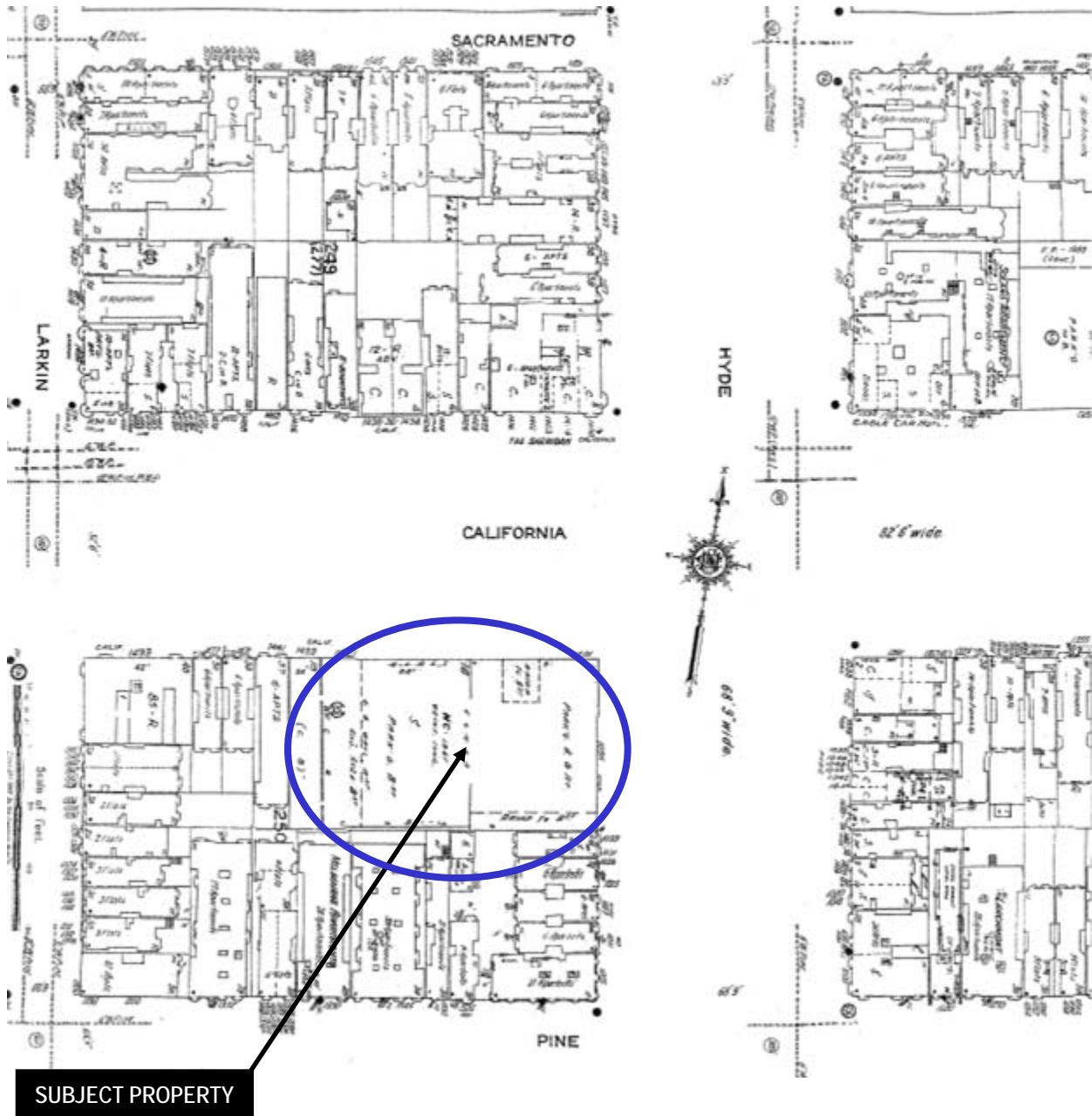
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Parcel Map



Conditional Use Authorization
 Case Number 2011.1046C
 1401 California Street

Sanborn Map*

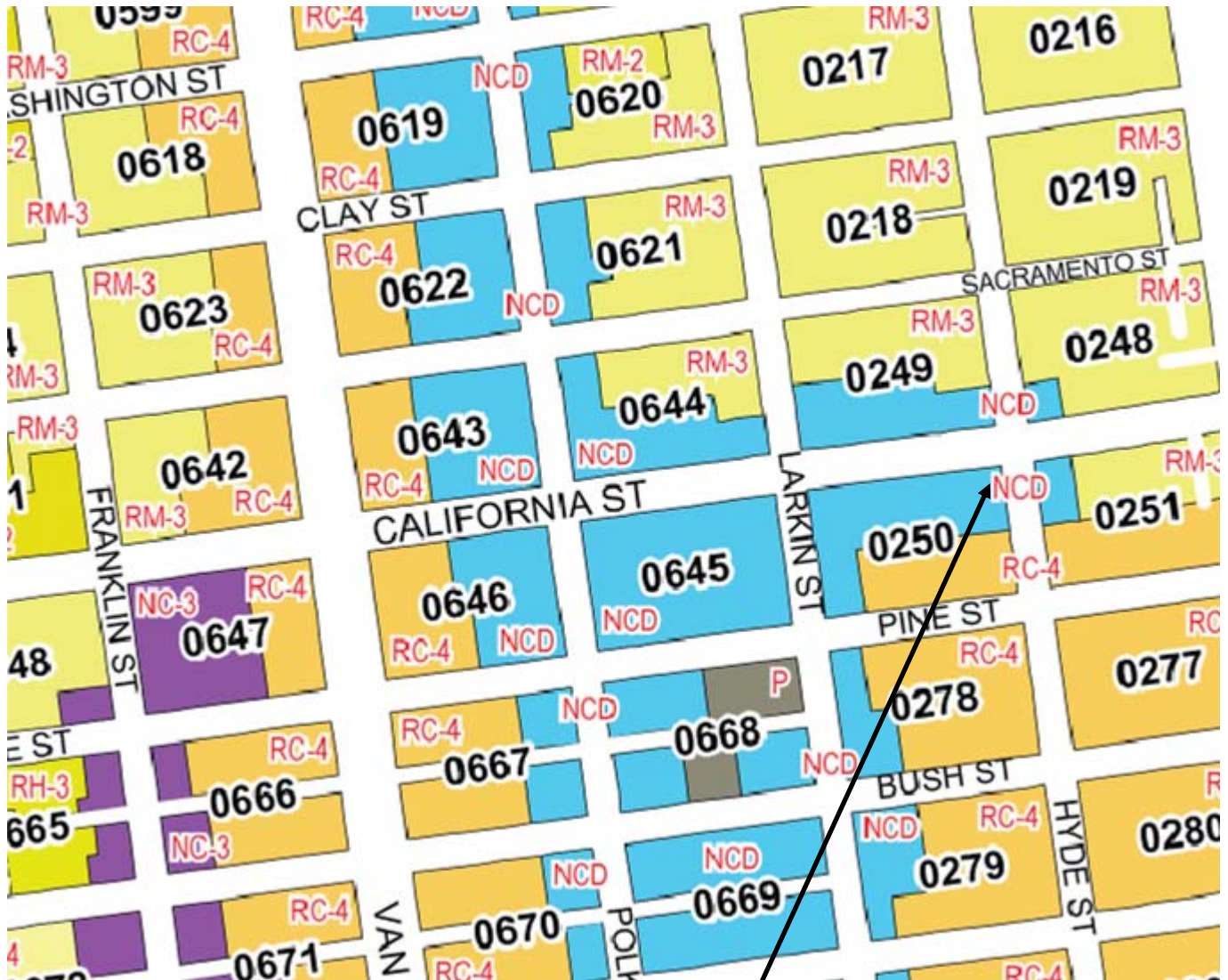


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Conditional Use Authorization
Case Number 2011.1046C
1401 California Street

Zoning Map



SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2011.1046C
1401 California Street

Aerial Photo



SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2011.1046C
1401 California Street

Site Photos



Conditional Use Authorization
Case Number 2011.1046C
1401 California Street

Context Photo



SUBJECT PROPERTY

Conditional Use Authorization
Case Number 2011.1046C
1401 California Street

Context Photo



SUBJECT PROPERTY

Conditional Use Authorization
Case Number 2011.1046C
1401 California Street

Memorandum

To: Viktoriya Wise, Sue Mickelsen – San Francisco Planning Department

Copy: Don Bragg – Director of Development, The Prado Group

From: José I. Farrán

Date: October 7, 2011

Re: 1401 California Street Commercial Project – Site Access, Queuing and Loading Assessment

The purpose of this technical memorandum is to provide a brief transportation assessment for the proposed re-tenanting of the existing Cala Foods supermarket store located at 1401 California Street with similar commercial uses. The proposed project will replace the existing formula retail grocery store with a formula retail grocery store (Trader Joe's) and a formula retail drug store and pharmacy use (CVS Pharmacy). As such, the existing site access, queuing and loading patterns for the site will be maintained. The proposed re-tenanting of the building will require a formula retail approval by the San Francisco Planning Department because the proposed co-tenants, Trader Joe's Market and CVS Pharmacy, are both considered national chains.

SETTING

The existing Cala Foods supermarket is located at the corner of California and Hyde Streets in the Lower Nob Hill neighborhood (See Figure 1 on the next page). There is a two-level off street parking facility with two-way access from both California and Hyde Streets, with approximately 21 spaces currently striped on the top and about 58 spaces on the bottom level. There is also direct vehicle access from the Hyde Street to the bottom parking level. The Cala Foods store is open 24 hours a day, seven days a week.

California Street is a two-way, east-west roadway, approximately 60 feet wide, with two travel lanes each way and 12-foot sidewalks on each side. The California cable car line operates in the center lanes of California Street, which is shared with the general traffic, between Van Ness Avenue and downtown at a scheduled headway between six and eight minutes; a cable-car stop is located at California and Hyde Streets. Metered on-street parking is provided on both sides of the street. Average two-way daily traffic on California Street is about 11,000 vehicles.

Hyde Street is a two-way north-south roadway, approximately 45 feet wide, with one lane each way north of California Street, and a one-way southbound three-lane roadway between California and Market Streets. Non-revenue service cable car tracks are located on Hyde Street, north of California Street for access to the cable car barn. Metered or residential on-street parking is provided on both sides of Hyde Street. Muni's 27-Bryant motor coach line operates southbound on Hyde Street at 12-minute headways; a bus stop is located at the

northwest corner of California and Hyde Streets. Average two-way daily traffic on Hyde Street is approximately 8,000 vehicles.



Figure 1
Propose Project Site

EXISTING CIRCULATION AND ACCESS

The project site is accessible from multiple locations (See Figure 1). Secondary inbound and primary outbound vehicle access to the lower level garage is available from a single driveway off of California Street; inbound access is also available from Hyde Street via a dedicated ramp. Inbound and outbound vehicle access to the upper level parking lot is available off of Hyde Street.

The supermarket pedestrian entrance is at the upper level, facing the parking lot. Pedestrian access is available at level from Hyde Street, and from California Street via a pedestrian-only ramp, which will be replaced with a new elevator and stairway as part of the proposed project.

PROPOSED PROJECT DESCRIPTION

The existing structure will remain under its current configuration (See project drawings in Appendix A), and will not be adding or subtracting any leasable square footage. The project sponsor will provide for a new vertical circulation core (stairs and elevator) to improve accessibility from the existing lower level garage to the upper level, and will make some minor modifications to the existing at-grade parking layout to slightly increase its capacity, pedestrian access and circulation. Existing vehicular access and internal circulation will not be modified. In addition, the project will improve the existing pedestrian plaza area at the northeast corner of the site, where the cable car stop is located, by removing the some of the barrier elements and reducing clutter, as shown in Appendix A.

The existing single-tenant building will be subdivided. Trader Joe's will occupy approximately 16,900 gross square feet (gsf) of use (56% of the total), while CVS Pharmacy will occupy approximately 13,200 gsf (44% of the total). The pedestrian entrances to both tenants will be located on the upper level, in a similar configuration to the existing Cala Foods store. Normal hours of operation for CVS Pharmacy will be from 7 AM to 11 PM, seven days a week, while Trader Joe's will typically operate from 8 AM to 10 PM, seven days a week. Both stores might extend these business hours if customer demand warrants.

The project will provide a total of 86 off-street parking spaces for its customers, 23 in the upper level and the remaining 63 in the lower level, which represents an increase of approximately seven spaces. As it is the case with the existing use, project employees will not be allowed to park on the premises. The area is well served by public transportation; the new tenants will promote local hiring and provide alternative transportation amenities such as secured indoor bicycle parking to discourage employees from driving to work.

The existing off-street loading dock will remain in its current configuration while the rear of the loading dock area will be modified, including a new service elevator, to provide loading dock access for both tenants. The dock is about 64 feet long from the roll up door to the loading area, and approximately 24 feet wide from column to column. The clearance heights are approximately 15.5 feet at the sidewalk and 13.5 at the rear.¹

TRAVEL AND PARKING DEMAND

The proposed project travel demand would be expected to be somewhat higher but comparable to the existing values. Although field count data previously collected in San Francisco suggest that Trader Joe's facilities attract on average about 60 percent more customers than a standard supermarket use², the drug store use would be expected to attract 50 percent less customers than a supermarket on a per square foot basis³.

¹ MCG Architecture, August 1, 2011.

² 1285 Sutter Street - Trader Joe's Trip Generation Recommendations Technical Memorandum to SF Planning Department, Korve Engineering, May 9, 2006.

³ Transportation Impact Analysis Guidelines for Environmental Review, San Francisco Planning Department, October, 2002.

The two-tenant project would attract almost 120 vehicles during the evening peak hour (the 60-minute period with highest demand between 4 and 6 PM); approximately half of the vehicles would be entering the site. The peak customer parking demand would be approximately 59 spaces assuming a parking turnover of 17 vehicles per space⁴ for supermarket uses. A more conservative turnover value of 11 vehicles per space⁵ would yield a peak customer parking demand of 78 spaces. (See Appendix B). Both values are below the on-site parking capacity of 86 spaces, and do not account for potential additional reductions in parking demand due to shared vehicle trips between the supermarket and pharmacy stores.

The estimated maximum inbound queue (95% probability) at either vehicular entrance under these assumptions would be less than one vehicle. Nonetheless, to prevent queues on the public right-of-way from occurring, the project will be required to implement a No Queue Condition of Approval (see Appendix C), which includes monitoring for queues and implementing abatement measures, if necessary, to eliminate recurrent queuing..

COMMERCIAL/SERVICE LOADING

The project would continue to provide one off-street freight loading space at the loading dock with direct access to California Street. In addition, there are six metered commercial/service spaces on the south side of California Street adjacent to the site, as well as five more on Hyde Street, one adjacent to the site, two across the street, and the remaining two on the west side, immediately to the south of the project.

Current deliveries to Cala Foods are approximately 18 trucks per weekday, plus three on weekends.⁶ About one fourth (four to five) of the daily trucks are tractor-trailer combinations (about 60 feet long), half (nine) are single-unit body (about 30 to 40 feet long) and the rest (four to five) are small vans and pickups, up to 20 feet long.⁷ Per current operations at Cala Foods, general receiving hours are from 7 AM to 11 AM although trucks have been observed to arrive outside this time period; Cala Foods has implemented a truck delivery curfew between 10 PM and 5 AM.

In order for a tractor-trailer truck to back into the loading area, drivers approach the site from eastbound California Street, positioning the truck within the first (center) eastbound travel lane prior to backing into the loading dock (a tractor-trailer typically has a turning radius of about 50 feet). During the time (less than one minute) it takes for such a truck to maneuver into the loading dock, traffic on California Street, potentially including cable cars, are briefly blocked. The loading dock manager assists truckers to maneuver into the loading dock and to control bicycle, pedestrian and vehicular traffic on California Street. Single-unit body trucks are able to back into the loading dock from the curb lane.

Based on the SF Guidelines and supermarket delivery field data previously collected by Adavant Consulting (See Appendix B), the proposed project would generate a daily loading

⁴ Based on SFMTA surveys of supermarket uses; 690 Stanyan Street Transportation Study, January 3, 2008.

⁵ Half point between 17 vehicles per space (SFMTA) and 5.5 vehicles per space (SF Guidelines).

⁶ The Prado Group, August 5, 2011.

⁷ Joseph Vance, Cala Foods, August 12, 2011.

demand of 71 commercial vehicles, 49 for the drug store (based on standard rates taken from SF Guidelines) and 22 for the supermarket (based on field surveys of other supermarkets). On the other hand, the two prospective tenants, based on other stores in the City, have indicated that their expected loading demand would be substantially lower, about 12 trucks per week for CVS Pharmacy (two of them tractor-trailer combinations), and four trucks a day for Trader Joe's (all of them tractor-trailers). Under the proposed project, commercial deliveries would take place outside of the existing truck delivery curfew (10 PM to 5 AM) and would not be scheduled during peak traffic periods (7 to 9 AM and 4 to 6 PM).

Using the more conservative loading demand assumptions developed from the SF Guidelines and prior studies, as described above, the proposed project would generate a loading demand for four commercial/service spaces during the average loading hour and five commercial/service spaces during the peak loading hour. These demands could be accommodated between the existing off-street loading space, capable of accommodating a tractor-trailer combination, and the seven commercial/service spaces immediately adjacent to the project site. The project sponsor will be required to implement a Loading Dock Operations Condition of Approval (see Appendix C).

Deliveries to the proposed project would not deviate from current operations, including access to the loading dock. The total number of deliveries will be reduced approximately in half.

TRANSIT

Existing Muni operations (California Street cable car service and 27 Bryant motor coach service) would not be expected to be substantially affected by the project. The project would not affect existing bus stop locations or facilities. The project could result in an up to 12 percent increase in the number of vehicles in its vicinity. However, this increase would not, in itself, be enough to affect transit operations in the area. The project would be required to implement the City's No Queue Condition of Approval to limit recurrent queuing on Hyde and California Streets.

The overall number of freight loading and unloading activity at the California Street loading dock will be reduced, but the number of tractor-trailer deliveries would remain approximately the same, (up to five a day). This would represent a less than one minute delay per delivery for California Street traffic, including potentially the Cable Car service, as it is currently the case. Per the Loading Dock Manager Condition of Approval, loading dock personnel will assist truckers to quickly maneuver into and out of the loading dock and deliveries would occur outside of the AM and PM peak traffic periods so the potential effects on traffic and Muni are reduced.

PEDESTRIANS AND BICYCLES

Existing pedestrian paths within the site and in the adjacent sidewalks would not be modified by the proposed project. Vertical circulation would be enhanced by the provisions of a new public elevator from the lower level garage to the upper level. The project will also improve the existing pedestrian plaza area at the northeast corner of the site by removing the some of the existing barriers and reducing clutter, as shown in Appendix A. All existing driveways will remain in their current configuration.

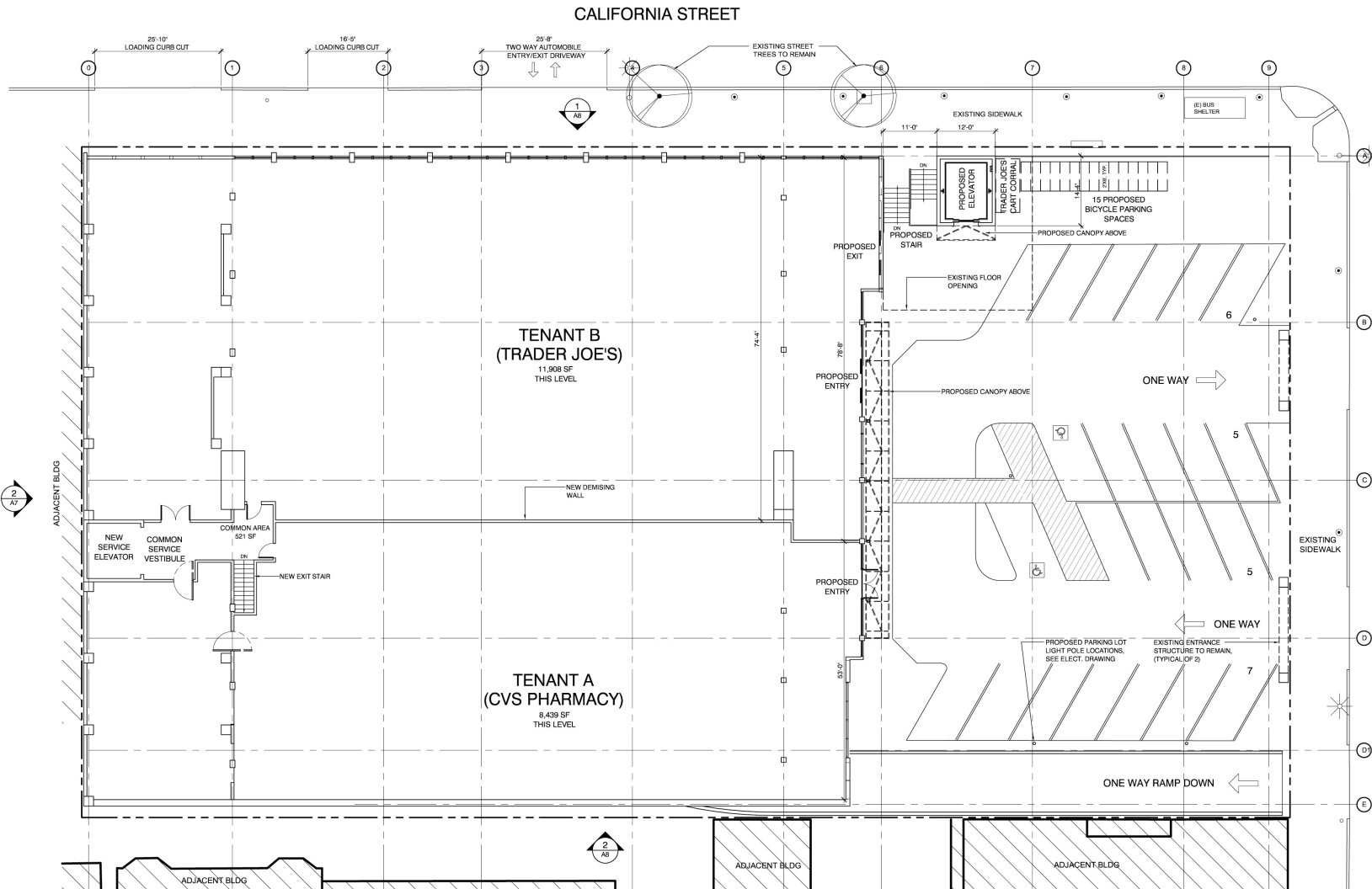
The project would provide 15 Class II (bicycle racks) publicly accessible bicycle spaces in the upper level of the garage, to the east of the new elevator near the pedestrian entrances; the project is required to provide four spaces for bicycles based on the number of vehicle parking spaces (one bicycle space for each 20 off-street spaces). The project would also provide a minimum of three Class I or Class II bicycle spaces inside the building for use by its employees⁸. The project sponsor will be utilizing bike parking criteria designed in conjunction with the San Francisco Bicycle Coalition.

In summary the proposed uses would be expected to have a negligible effect, in any, on the transportation system as compared to the current grocery store use.

⁸ The project sponsor will meet the SF Planning Code Requirements for the provision of bicycle parking for employees as if the project was a new construction, rather than a change in tenants. Lisa Congdon, The Prado Group, personal communication; October 3, 2011.

APPENDIX A

PROJECT PLANS



CALCULATIONS

TENANT A	8,439 SF
UPPER LEVEL:	2,476 SF
LOWER LEVEL:	10,915 SF
TOTAL:	
TENANT B	11,908 SF
UPPER LEVEL:	2,570 SF
LOWER LEVEL:	14,578 SF
TOTAL:	
COMMON AREA	521 SF
UPPER LEVEL:	4,072 SF
LOWER LEVEL:	4,593 SF
TOTAL:	

UPPER LEVEL
PROPOSED FLOOR PLAN

1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

A5

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



PRADO GROUP

250 Sutter Street, Suite 500
San Francisco, California 94108
415.974.6002 (F) 415.974.1556
mcgarchitecture.com

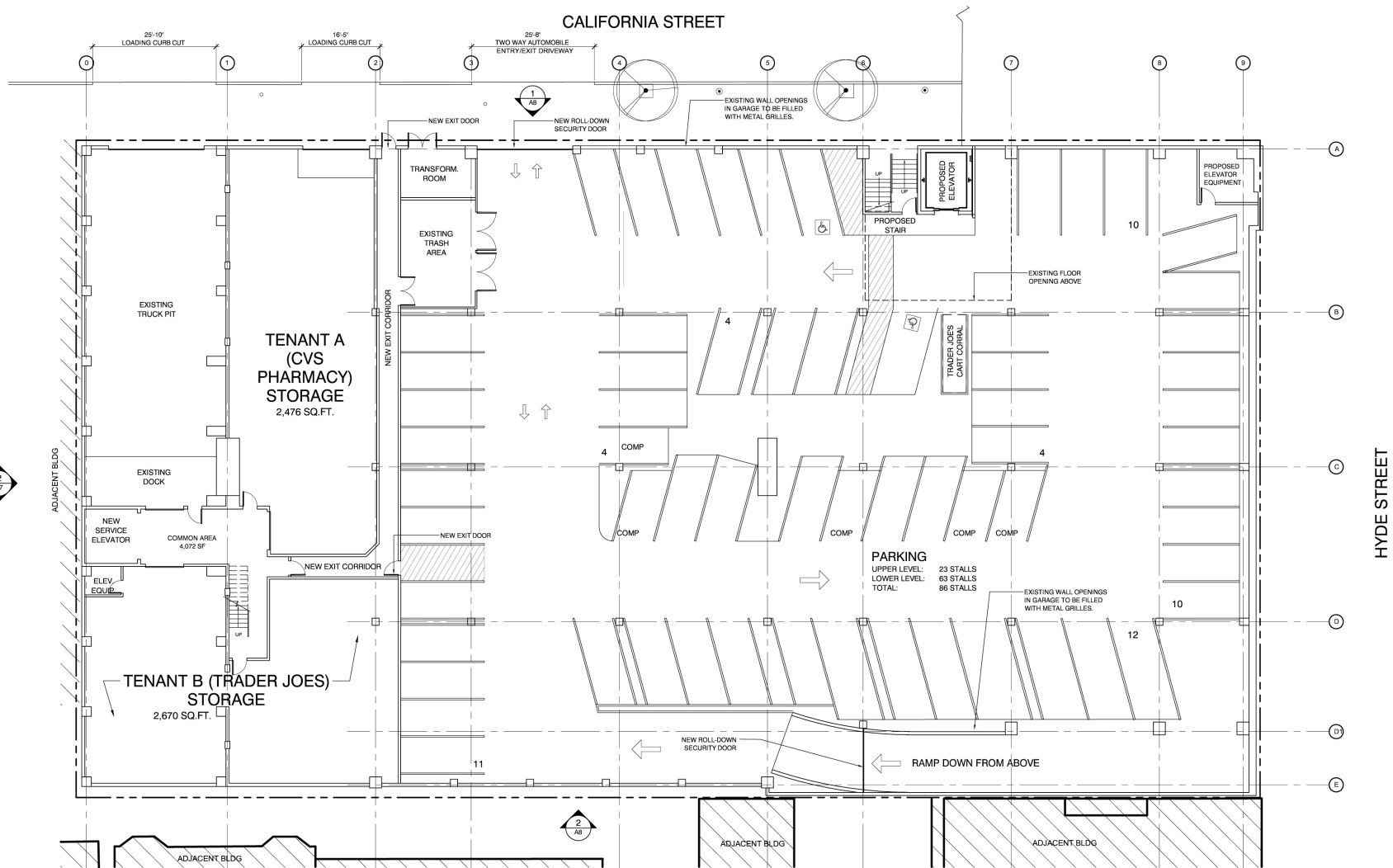


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DATE: OCTOBER 4, 2011
MCG JOB #: 10099.01

DATE	REVISIONS

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1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

A6

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SM

LOWER LEVEL
PROPOSED FLOOR PLAN

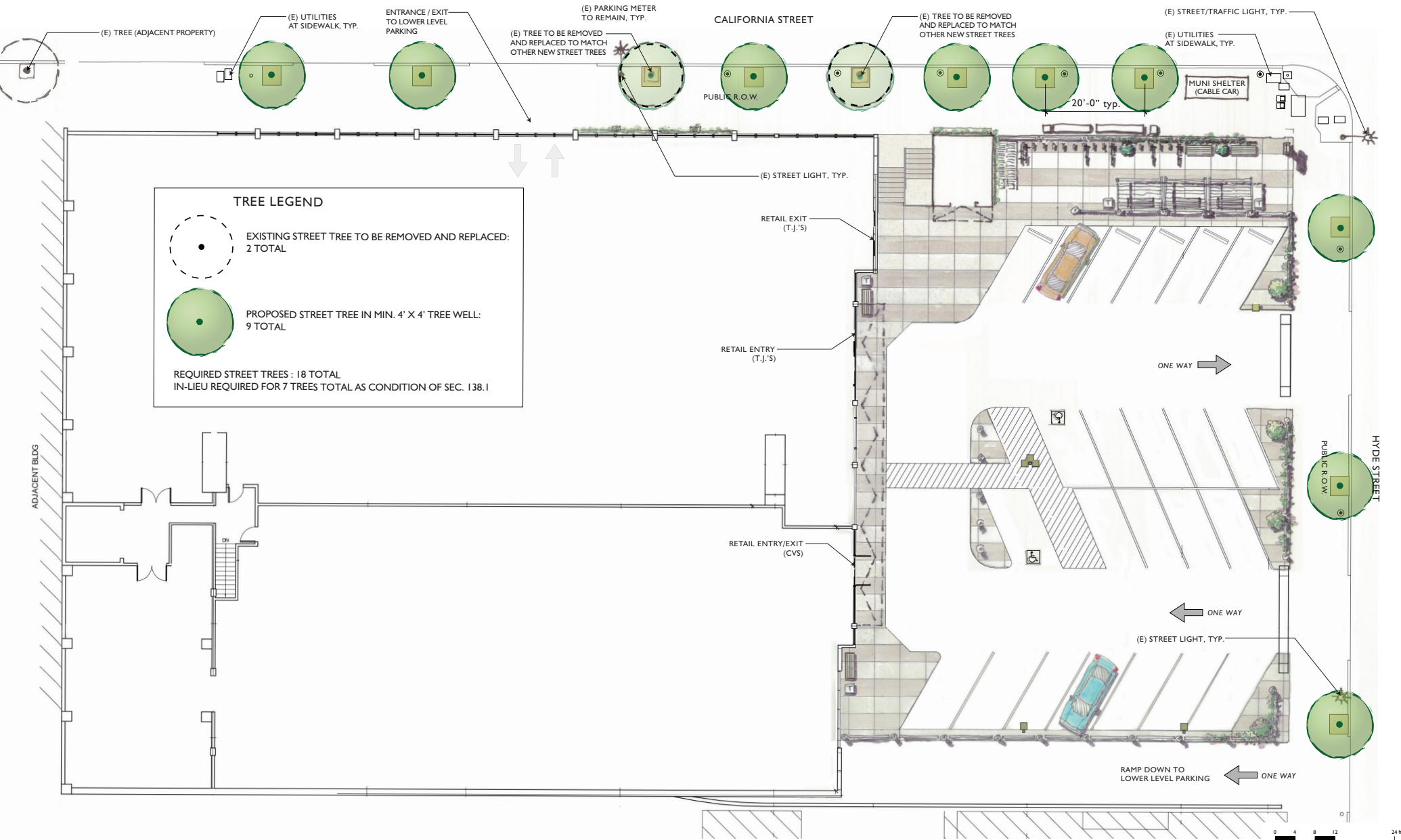
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DATE: OCTOBER 4, 2011
MCG JOB #: 10099.01

DATE	REVISIONS

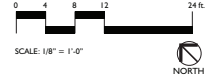
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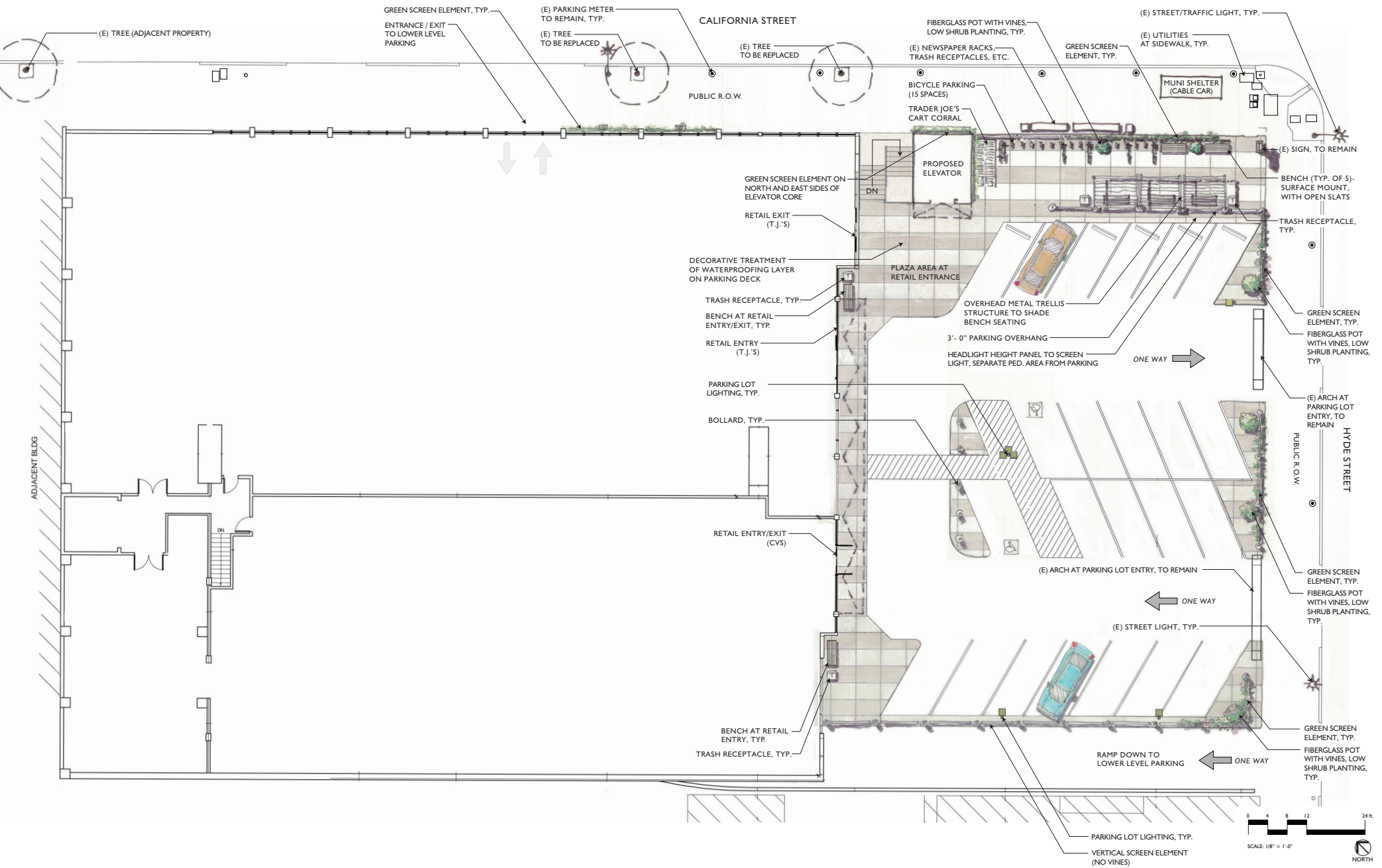


TREE LEGEND

- EXISTING STREET TREE TO BE REMOVED AND REPLACED: 2 TOTAL
- PROPOSED STREET TREE IN MIN. 4' X 4' TREE WELL: 9 TOTAL

REQUIRED STREET TREES : 18 TOTAL
 IN-LIEU REQUIRED FOR 7 TREES TOTAL AS CONDITION OF SEC. 138.1





ADJACENT BLDG



APPENDIX B

PARKING AND LOADING DEMAND

1401 CALIFORNIA ST TRAVEL DEMAND

PARKING DEMAND

PROJECT SIZE

Drug Store:	13,200 sq.ft. ^[a]
Supermarket:	16,900 sq.ft. ^[a]
Total	30,100 sq.ft.

PROJECT SUPPLY

Upper level	23 spaces
Lower level	63 spaces
Total	86 spaces ^[b]

^[a] Includes a portion of the common area

^[b] No employees to park on premises

PEAK PARKING DEMAND**Drug Store Use:**

Short-Term	679 daily visitor auto-trips
	2.43 avg. veh occupancy
	279 daily visitor vehicle-trips
	5.5 turn-over rate ^[1]
	100% of the peak demand
	25 spaces
Long-Term	350 sq.ft. per employee ^[2]
	38 daily employees
	100% of the peak demand
	10 spaces
Total	35 spaces

Supermarket Use:

Short-Term	2,831 daily visitor auto-trips
	2.43 avg. veh occupancy
	1,163 daily visitor vehicle-trips
	11.0 turn-over rate ^[3]
	100% of the peak demand
	53 spaces
Long-Term	350 sq.ft. per employee ^[4]
	48 daily employees
	100% of the peak demand
	12 spaces
Total	65 spaces

Total Peak Parking Demand:

Short-Term (customers)	78 spaces
Long-Term (employees)	22 spaces (no employees to park on premises)
TOTAL	100 spaces total parking demand
	78 spaces parking demand for customers only;
	86 spaces are proposed as part of the proposed project

Notes

[1] SF Guidelines, Appendix G - Commercial Parking.

[2] SF Guidelines, Appendix C - Table C-1 (Retail)

[3] SF Guidelines, Appendix G - Commercial Parking. Average between SF Guidelines (5.5) and field surveys conducted by DPT for supermarket uses indicate a turnover rate of 17 vehicles per space.

[4] SF Guidelines, Appendix C - Table C-1 (Supermarket)

Parking Demand Equations

Short-term: Number of daily visitor vehicle-trips / 2 / turnover rate

Long-term: Number of employees on a daily basis x % of employees who drive / average vehicle occupancy

1401 CALIFORNIA ST TRAVEL DEMAND

LOADING DEMAND CALCULATIONS

PROJECT SIZE

Drug Store:	13,200 sq.ft.
Supermarket:	16,900 sq.ft.
Total	30,100 sq.ft.

DEMAND

Drug Store:	R ^[1] = 3.7	(based on average survey data of various drug stores in San Francisco; not specific to CVS Pharmacy)
Daily Trips	49 commercial vehicles	
Average Hour	2.3 spaces	
Peak Hour	2.8 spaces	

Supermarket^[2]:	14 utility/step vans	64%
	7 single body	32%
	1 tractor-trailer	5%
Daily Trips	22 commercial vehicles	100%
Average Hour	1.3 spaces	
Peak Hour ^[3]	2.0 spaces	

Total Demand:	
Daily Trips	71 commercial vehicles
Average Hour	3.6 spaces
Peak Hour	4.8 spaces

Notes

[1] *SF Guidelines*, Appendix H, Table H-1, Drug store daily truck trip generation rate

[2] Based on survey conducted at Whole Foods Market store (40,500 sq.ft.) at 450 Rhode Island St. in July 2009; a 42% reduction has been applied to account for the smaller size of the Proposed Project (16,900/40,500=0.42)

[3] Peak hour truck generation for the supermarket typically occurs between 6 a.m. and 11 a.m.

Loading Demand Calculations for Residential Use

$$\text{Daily Trips} = (\text{GSF} / 1,000) * R$$

$$\text{Average Hour} = (\text{GSF} / 1,000) * R / 9 / 2.4$$

$$\text{Peak Hour} = (\text{GSF} / 1,000) * (R * 1.25) / 9 / 2.4$$

APPENDIX C
CONDITIONS OF APPROVAL

“No Queue” Condition of Approval

It shall be the responsibility of the owner/operator of any off-street parking facility primarily serving a non-residential use, as determined by the Planning Director, with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility layout to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles or delivery services; and/or parking demand management strategies such as parking time limits, paid parking or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

Loading Dock Operation Condition of Approval

For large trucks, which require the temporary blockage of California Street travel lanes and sidewalk, loading dock delivery hours shall be limited to 5 AM to 7 AM; 9 AM to 4 PM, and 7 PM to 10 PM; in order to retain existing truck delivery curfew hours (10 PM to 5 AM) and avoid AM and PM peak traffic periods (7 to 9 AM and 4 to 6 PM, respectively). A loading dock manager shall assist trucks to maneuver into the loading dock and to control bicycle, pedestrian and vehicular traffic on California Street.



PRADO GROUP

December 7, 2011

VIA MESSENGER

Ms. Christina Olague, President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

**Re: Trader Joe's and CVS Pharmacy – 1401 California Street
Planning Department Case No. 2011.0146C
Hearing Date: December 15, 2011**

Dear President Olague and Commissioners:

Prado Group ("Prado") is the sponsor of a proposed re-tenanting of an existing grocery store building with Trader Joe's grocery store and CVS Pharmacy ("Project") to be located at 1401 California Street ("Project Site"), at the corner of Hyde and California Streets. The Trader Joe's will occupy roughly 14,000 square feet and the CVS will occupy roughly 11,000 square feet.

The Project Site has been operated as a grocery store since it was constructed in 1961 and was occupied by Cala Foods until December 2011. Cala Foods is owned and operated by Kroger's and they no longer operate Cala Food grocery stores in Northern California. Cala Foods closed on December 3rd.

Prado has worked hard to maintain a grocery store at the Project Site to serve the surrounding neighborhood and was successful in working with Supervisor Chiu's office to negotiate a one-year extension with Cala Foods that ends this month. Prado now proposes to re-tenant the existing building at the Project Site with two new tenants: a Trader Joe's grocery store and a CVS Pharmacy. The combination of these two tenants will provide a full range of products and services similar to what Cala Foods provided. In fact, they are anticipated to provide goods and services above and beyond what was provided previously, including a quality pharmacy option for the neighborhood.

Previously, Prado had put forth an application for a larger mixed use project. However, the timing related entitlement and construction for this project was four to five years, which would have left the neighborhood without a grocery use for a prolonged period of time. During Prado's community outreach for the larger project, the number one issue the community expressed was concern for the loss of the grocery store in their neighborhood. As a result, Prado decided to seek the re-tenanting of the existing building.

Based upon the complexities related to a larger project, the pending closure of the Cala Foods Store and the interest by Trader Joes and CVS to locate at this property in the short term, the renovation project seemed to be the best option for the overall community.

The primary approval required for this Project is a conditional use authorization for two formula retail uses. CVS is also requesting that it be allowed to operate 24 hours a day, giving the store flexibility with respect to evening hours to accommodate the demands of the neighborhood. Cala operated 24 hours a day and CVS's operation during these hours will maintain this convenience for the neighborhood. The Project will make slight modifications to the existing legal, non-conforming structure and will add new elevator access from the lower level garage to the retail level. The Project will also improve access to the site by increasing the number of parking spaces on site from 79 to 86 through a re-stripping of the existing parking area and eliminating dead space. The Project will also add 15 bicycle parking spaces and an enhanced landscape and hardscape.

A site plan and elevations for the proposed store are included in your packet, along with photos of existing site conditions.

A. Benefits of the Project

Benefits of the Project will include:

- Maintaining a grocery store at the Project Site.
- Increasing the variety of goods and services provided at the Project Site.
- Provide 100 to 150 jobs at the Project Site.
- Providing a new pharmacy that accepts healthcare plans that are not accepted at existing pharmacies in the neighborhood.

B. The Project Will Maintain and Expand the Services Provided by Cala

The proposed project is both necessary and desirable because it will continue to provide a grocery store use for Nob Hill, Russian Hill, Polk Gulch, and Tenderloin residents. Without the Project, Cala's closing will leave the surrounding residents with few grocery store options. The only other grocery stores within one half a mile of the Project Site are Whole Foods (1765 California Street) and Big Apple Discount Center (1650 Polk Street). The Polk Street neighborhood is one of the densest in the City, with over 100,000 people in a one mile radius, and would be underserved by just two local grocery stores.

Cala Foods did not include a pharmacy department and had a limited offering of health products. The addition of a CVS Pharmacy to the site as a co-tenant with Trader Joe's will help to serve the neighborhood's needs and convenience. Like Cala Foods, Trader Joes accepts food stamps, and will continue to serve lower-income residents of the neighborhood.

The loss of a grocery store would force residents out of the neighborhood to fulfill their grocery needs which would then result in increased traffic flows and a loss of local foot traffic for surrounding businesses. The existing building is of a large and unique size and can only be occupied by a limited number of retailers. The proposed Trader Joe's and CVS are uniquely-positioned to keep the Project Site occupied during a difficult economic time when few retailers are expanding their operations.

C. The Project Will Expand Job Opportunities at the Project Site

Cala Foods employed 85 employees. Combined, Trader Joe's and CVS will employ 100 to 150 workers – including entry level positions and management positions, as well as professional positions at the pharmacy. Prado has already obtained a list of Cala employees and will provide this list to Trader Joe's and CVS to incorporate into their hiring process as they get closer to opening their store. Both Trader Joe's and CVS are committed to filling these positions locally.

D. The Project Will Better Serve Patients at St. Francis Memorial Hospital

The existing Cala grocery store operates 24 hours per day. The project sponsor is requesting that the proposed CVS Pharmacy also be granted the flexibility to operate 24 hours in order to continue to provide the availability and convenience of basic needs items, quality health care products, beauty products, and household goods at any time of the day to residents of the surrounding neighborhood who have benefitted from Cala's 24 hours of operation. Nearby St. Francis Memorial Hospital serves patients 24 hours a day and the addition of a 24 hour pharmacy would be a significant benefit to those who need prescriptions filled when leaving the hospital at later hours. No other pharmacies in the nearby vicinity operate 24 hours a day so a CVS Pharmacy with the ability to operate 24 hours would be especially desirable at the Project Site.

Further, due to contractual issues between PMB Express Scripts and Walgreens, effective January 1, 2012, all members of Anthem/Blue Cross health care plans, TRICARE plans (serving active and retired military members), Medicare Part D plans, and many other employer-provided plans will no longer be eligible to fill their prescriptions at Walgreens. CVS will be able to fill the prescriptions of employees enrolled in these plans.

E. Construction

Prado wants to move quickly to get the Trader Joe's and CVS Pharmacy open. Assuming the Project is approved by the Commission, Prado expects to begin work on the Project in January of 2012, with an expected opening in the Fall of 2012. Prado will work to minimize construction impacts on the community and is working closely with surrounding neighbors to minimize inconveniences.

F. Community Outreach

Prado has conducted extensive community outreach since the summer and leading up to this hearing. In addition to the Project's first community-wide public meeting in July, Prado has also attended and presented the Project at a joint meeting of the Polk Merchant's

Association, the Lower Polk Neighborhood Association, and the Middle Polk Neighborhood Association. Prado has had several follow-up meetings with the leaders of these groups since.

Prado has conducted focused community outreach over the past 30 days in the immediate neighborhood surrounding the Project Site, including meeting with individual merchants on California and Hyde Streets. Our conversations have found that the merchants are overwhelmingly in support of the project, as evidenced by the attached merchant petition with twenty signatures.

Outreach included a store display with an image of the proposed Trader Joes and CVS Pharmacy, a detailed flyer with a link to the project website and supporter cards was set-up in Cala Market the day prior to closing. Twenty-five supporter cards from nearby neighbors and shoppers were collected and a petition with the signatures of 57 nearby residents was also completed. The flyer was also hand-delivered to residents that border the proposed site on California and Pine Streets between Van Ness Avenue and Jones Streets. The website www.1401california.com includes contact information for any comments or questions, and contains up to date information on the status of the project. All of these efforts have been undertaken to ensure the neighborhood-at-large is kept informed and engaged.

In response to requests by neighborhood groups, CVS is working to reduce by one the number of "problem" alcohol retailers in the neighborhood and is working directly with the Lower Polk Neighbors and Polk District Merchants Association to identify an appropriate alcohol license. CVS is seeking to purchase an existing Type 21 - ABC license from a local retailer that is considered non-desirable by the neighborhood in order for CVS to sell beer and wine. In addition to removing a neighborhood nuisance retailer, there will be an added benefit in that the Type 21 license acquired which permits the sale of liquors, hard alcohols, spirits, and other nuisance products will be voluntarily conditioned for the sale of beer and wine only. CVS has significant and longstanding experience with alcohol sales and takes the responsible sale of alcohol, or in this case beer and wine, seriously, as is evident in their effective and State ABC-approved training and management policy for controlling the sale of alcohol. By transferring the ABC license from a "problem" retailer to CVS, and limiting sales to beer and wine only, the safety and security of alcohol sales in the neighborhood will increase. CVS will also continue to work with the area neighborhood groups and the SFPD to develop additional voluntary conditions which will be submitted to the State ABC as mitigation measures to address concerns related to off-premises sales at this location, including but not limited to restricting the types of products and added check-out controls at the registers.

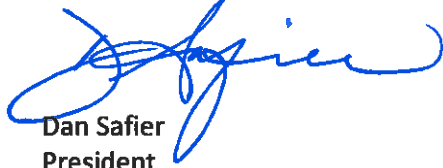
Prado has conducted extensive neighborhood outreach, and worked with neighborhood groups on resolving many of their concerns, and, as a result, Prado has received generally positive support for the Project. The outreach process demonstrates Prado's good faith in providing a project that is consistent with the needs of the neighborhood.

G. Conclusion

This project requires a conditional use for formula retail, non-residential use size and 24 hour operation. It provides substantial benefits to the City by maintaining a grocery store in this neighborhood, increasing the variety of products provided at the Project Site, and increases the number of workers employed at the site. The neighborhood is very supportive and anxious for

the store to open as quickly as possible. For all of these reasons and those listed in the application, we respectfully request the Commission grant this conditional use authorization for this Project.

Very truly yours,



Dan Safier
President
The Prado Group

Encls.

cc: Commissioner Michael Antonini
Commissioner Gwen Borden
Commissioner Rodney Fong
Commissioner Ron Miguel
Commissioner Kathrin Moore
Commissioner Hisashi Sugaya
John Rahaim - Planning Director
Scott Sanchez - Zoning Administrator
Linda Avery - Commission Secretary
Rick Crawford – Neighborhood Planner
Doug Yokomizo – Trader Joe's
Holly Grzywacz – Landmark Retail Group

MERCHANTS

TRADER JOE'S

CVS
pharmacy

Dear San Francisco Planning Commissioner,

As a business owner, I support the Prado Group's proposal to bring a Trader Joe's and CVS drug store to 1401 California Street, the former location of Cala Food Markets. The two stores will provide an enhanced shopping experience for all of the neighborhood shoppers who have depended on Cala over the years. Please vote in favor of this project.

Name	Address	Email/Phone
CHERISH NAIL SALON	1044 HYDE ST	PINK HEART. 3010@.com
GILBERT LEE	1026 HYDE ST	77-9611
SALON FLUX	1042 HYDE ST	829 3805 TRISH @SALONFLUX CF.COM
COSTUME PARTY!	1058 Hyde St	415/885-3377 SIS president
Cable Car Cleaners	1398 California ⁽⁴¹⁵⁾	928-4848
DIANA MA	1402 California St 94109	
Deneice Holbert	1426 California St.	SF 94109 415 771-3577
MIHAIL FECKETE	Do it Best - #3277 Nob Hill Hardware 1414 California Street San Francisco, CA 94109	415-342-3221
1501 C.	SF 94109	415. mt opp. LLC
Infotech Solutions	1515 California St SF, CA 94109	OUARSATIT@netscape.net
Cut-Up BARBER Shop	1517 Calif 94109	
Jubilee Martinez	1555 Calif St SF	SF

415 94109
3459167



PRADO GROUP

MERCHANTS

TRADER JOE'S

CVS
pharmacy

Dear San Francisco Planning Commissioner,

As a business owner, I support the Prado Group's proposal to bring a Trader Joe's and CVS drug store to 1401 California Street, the former location of Cala Food Markets. The two stores will provide an enhanced shopping experience for all of the neighborhood shoppers who have depended on Cala over the years. Please vote in favor of this project.

Name	Address	Email/Phone
CORDON BLEU	1574 CALIFORNIA ST.	(415) 673-5637
Encore Karaoke Lounge	1550 California St 2nd floor SF 94109	(415) 775-0442
THE FRONT ROOM	1550 CALIFORNIA ST.	(415) 771-1591
LANE FORMER WEAR	1516 CALIFORNIA ST	(415) 771-2005
PIZZA PINKO	1534 California	(415) 775-2525
DAVID KIDD	1526 CALIFORNIA ST SF	921 28 28

RESIDENTS

TRADER JOE'S

CVS
pharmacy

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Name	Address	Email/Phone
John Hill	1388 California St	415-7563803
Jerry Allen	940 Leavenworth St	415-5639854
Adam Tallman	834 Jones St. Apt 1	415-238-0004
Dan Larkin	810 Bush St. #405 SF	415-235-9643
Phuong Vu	1452 Bush St	415-289-2916-2867
Nick Carrel	1148 Leavenworth	nickcarrel@gmail
Alyson Paine	1482 Washington St.	415-589-2215
Shawn Cordeiro	1448 Bush St.	925-577-4496
Tyler Potter	825 Post St	410-632-9006
JOSEPH KRIVANOVIC	955 PINE	415 627 8329
Jodi Fleishman	955 PINE	970 390 5557
Sandra Zentner	1525 Pacific Ave	415 474 3278
Tan Armstrong	1108 California	415 757 7097



PRADO GROUP

RESIDENTS

TRADER JOE'S

CVS
pharmacy

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Name	Address	Email/Phone
Don Oaney	1367 California Street	(415) 624-7197
L. Duheine	1177 " "	415 302 8161
Todd Strelitz	1390 Washington Street	626 257-1111
Michael Wolas	1325 Hyde St #5	415 570 2600
RICHARD RAPUJURF	1200 CALIF ST	415 922-2091
JUSTINE ANDREWS	1520 SACRAMENTO ST #1	415-820-2420
Ile Padley	1280 Pine	415-999-7232
Sophie Herting	1235 Pine	415 202 3502
Hyeok Lee	851 California St. #319	301-741-2693
Craig Sheppard	1456 Jones St 94109	
FRANK Ambrosi	1303-611 Turk St	415-673-1255
LORENA ROSALES	995 Pine St #402	415-328-5690
Craig Boyle	995 Pine St #403	615-691-0381



PRADO GROUP

RESIDENTS

TRADER JOE'S

CVS
pharmacy

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Name	Address	Email/Phone
Alex Mozo	1137 Hyde St. Apt 11	alexmozo@gmail.com
MIRCEA TIGADAN	1414 CALIFORNIA ST	415-623-4979
Nikolas Miller	1250 California St. Apt 3	nmiller23@gmail.com
STEPHEN NEWHOUSE	734 BUSH ST APT 37	STEPHEN.NEWHOUSE@GMAIL.COM
Jack Tuller	946 LEAVENWORTH	Jack.Tuller@mac.com
Jane Jacobs	1333 Jones St	jjacobs@earthlink.net
FRED ANDERSON	1155 PINE #	FRIS00P50@GMAIL.COM
Kerri Kelting-Leslie		KerriKelting@yahoo.com
Niccolo Patria	1139 LEAVENWORTH	niccolo.patria@gmail.com
Andy McCormick	1324 Hyde	andy.mccormick@gmail.com
Randall Melendez	745 Sutter St	RandallMelendez@aol.com
Mona Munka	745 Sutter St	



PRADO GROUP

RESIDENTS




Dear San Francisco Planning Commissioner,

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Name	Address	Email/Phone
DANNY COGGIN	1750 1750 Pacific St	925-413-3908
Kyle Zuvella	1750 Pacific St	925-788-3312
Vernadialo		925-413-3713
Kate Stephenson		415-310-5311
Eric Jaso		714-433-2942
Cassy Shedd	3450 Buchanan	419-412-3022
Johna Burrell	3450 Buchanan	801-680-457
Nick DeRorbetta	3450 Buchanan	-
Christina Ruocco	1400 Polk St	914-276-2732
ALEX LITTE	1400 POLK ST.	(358) 205-3916
Olga Valerik		(415) 947-1813
Chris Dobson - Palohina	707 Lombard St.	510-305-2094
JESSICA BREWER		(415) 221-3017



PRADO GROUP

RESIDENTS



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Name	Address	Email/Phone
Dylan Flinn	2000 Van Ness St.	818-448-9945
Mitchell Forster	2060 Van Ness St	850-320-5039
Chelsea Tombs	203 Riviera	415-640-3236
MATT BERGAM		408-832-8511
Sandy Ferguson	1365 Taylor St ^{#2}	





1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

PRADO GROUP

PROJECT TEAM

DEVELOPER

PRADO GROUP

150 POST STREET, SUITE 320
SAN FRANCISCO, CALIFORNIA 94108
ATTN: DON BRAGG, LISA CONGDON
TEL: 415-395-0880

ARCHITECT

MCG ARCHITECTURE

250 SUTTER STREET, SUITE 500
SAN FRANCISCO, CALIFORNIA 94108
ATTN: KEVIN JAMES, DAVID BLAIR
415-974-6002

CONSULTANT

REUBEN & JUNIUS, LLP

ONE BUSH STREET, SUITE 600
SAN FRANCISCO, CALIFORNIA 94104
ATTN: ANDREW JUNIUS
TEL: 415-567-9000

GRAPHICS AND SIGNAGE

SCOTT/AG

1275 NORTH DUTTON AVENUE
SANTA ROSA, CALIFORNIA 95401
ATTN: MICHAEL BURCH
TEL: 707-545-4519

LANDSCAPE ARCHITECT

GATES AND ASSOCIATES

2671 CROW CANYON ROAD
SAN RAMON, CALIFORNIA 94583
ATTN: DAVID GATES
TEL: 925-736-8176

ELECTRICAL/MECHANICAL ENGINEER

ACIES ENGINEERING

111 W. EVELYN AVENUE, SUITE 301
SUNNYVALE, CALIFORNIA 94086
ATTN: WILSON LEE
TEL: 408-522-5255

STRUCTURAL ENGINEER

HOBACH-LEWIN, INC.

717 MARKET STREET, SUITE 200
SAN FRANCISCO, CALIFORNIA 94103
ATTN: ANTHONY LEE, KEVIN MORTON
TEL: 415-318-8520

TRAFFIC CONSULTANT

ADAVANT CONSULTING

200 FRANCISCO STREET, 2ND FLOOR
SAN FRANCISCO, CALIFORNIA 94133
ATTN: JOSE FARRAN
TEL: 415-362-3552

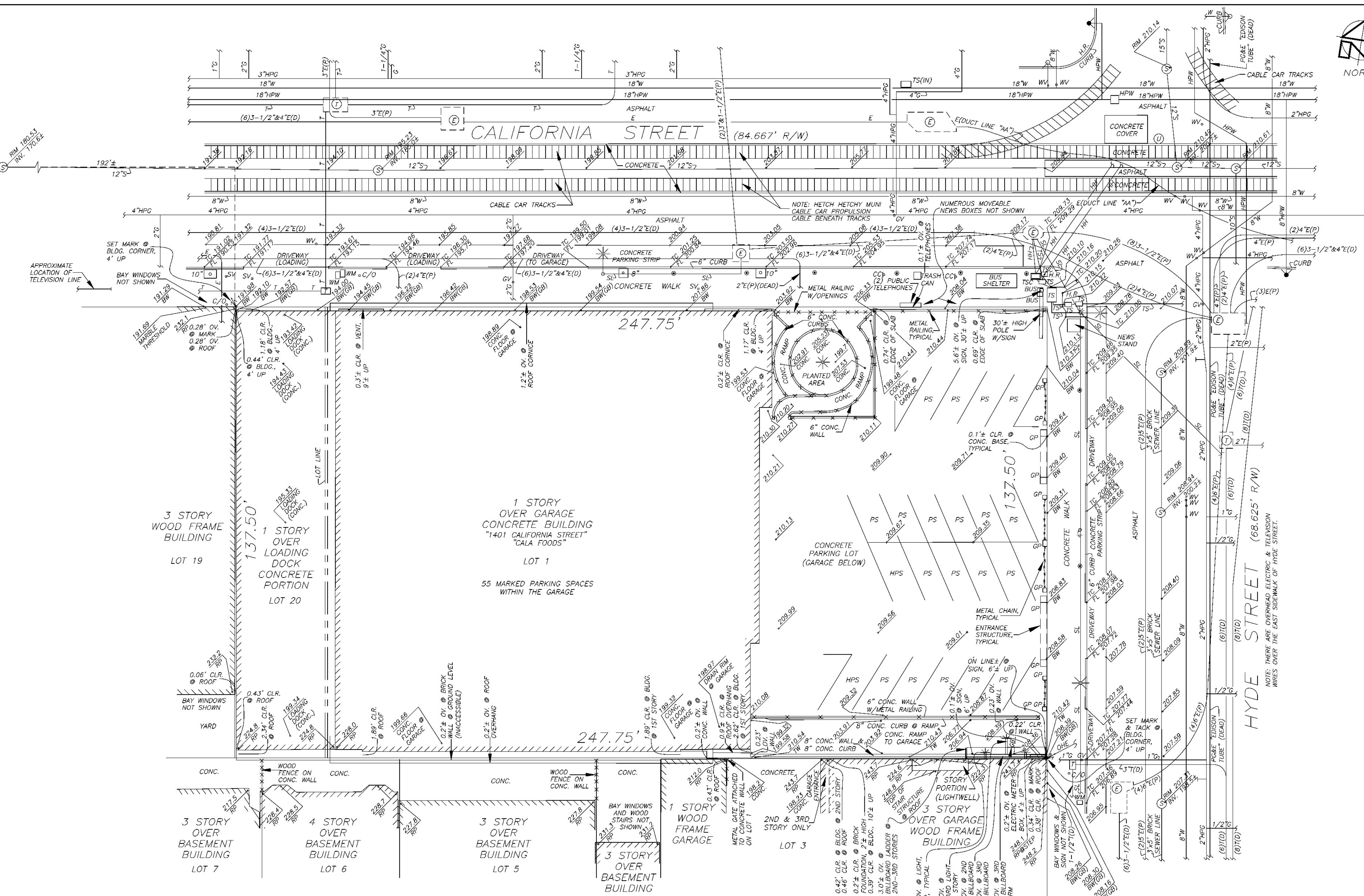
SHEET INDEX

COVER SHEET

- C1 SITE SURVEY
- A1 EXISTING UPPER LEVEL PLAN
- A2 EXISTING LOWER LEVEL PLAN
- A3 EXISTING EAST AND WEST ELEVATIONS
- A4 EXISTING NORTH AND SOUTH ELEVATIONS
- A5 PROPOSED UPPER LEVEL PLAN
- A6 PROPOSED LOWER LEVEL PLAN
- A7 PROPOSED ELEVATIONS
- A8 PROPOSED ELEVATIONS
- A9 CANOPY DETAILS
- A10 COLORED ELEVATIONS
- A11 COLORED ELEVATIONS
- L1 LANDSCAPE PLAN
- L1a PROPOSED TREE LOCATIONS
- L2 PLANTING PALETTE
- L3 NORTH AND EAST ELEVATIONS - LANDSCAPE
- E1 PHOTOMETRIC PLAN

DATE: OCTOBER 21, 2011
MCG JOB #: 10099.01

COVER SHEET



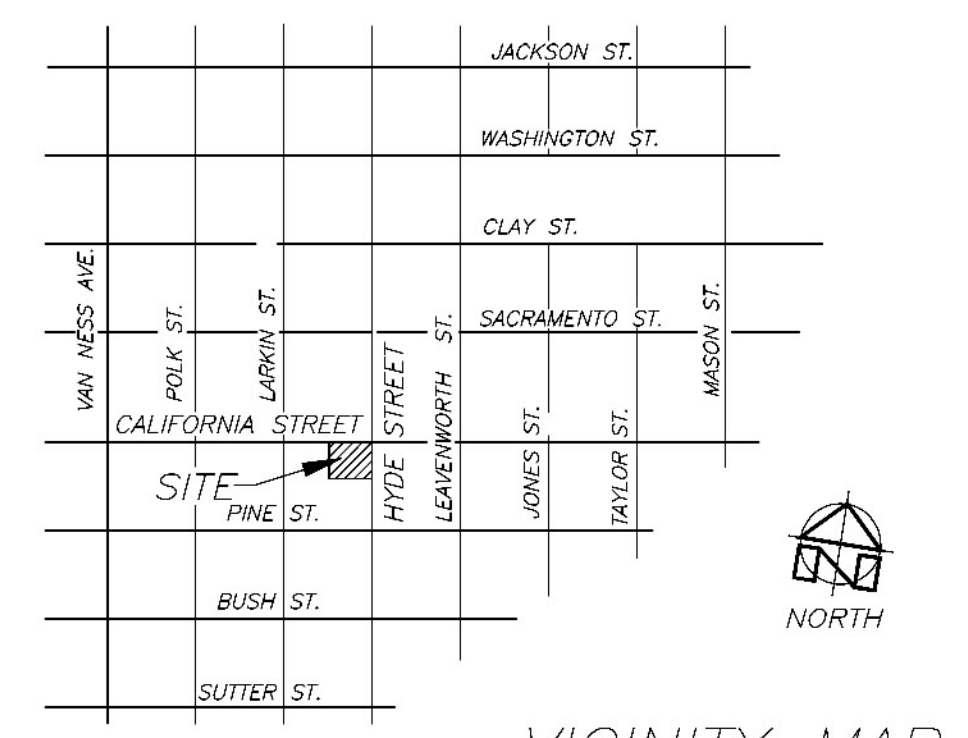
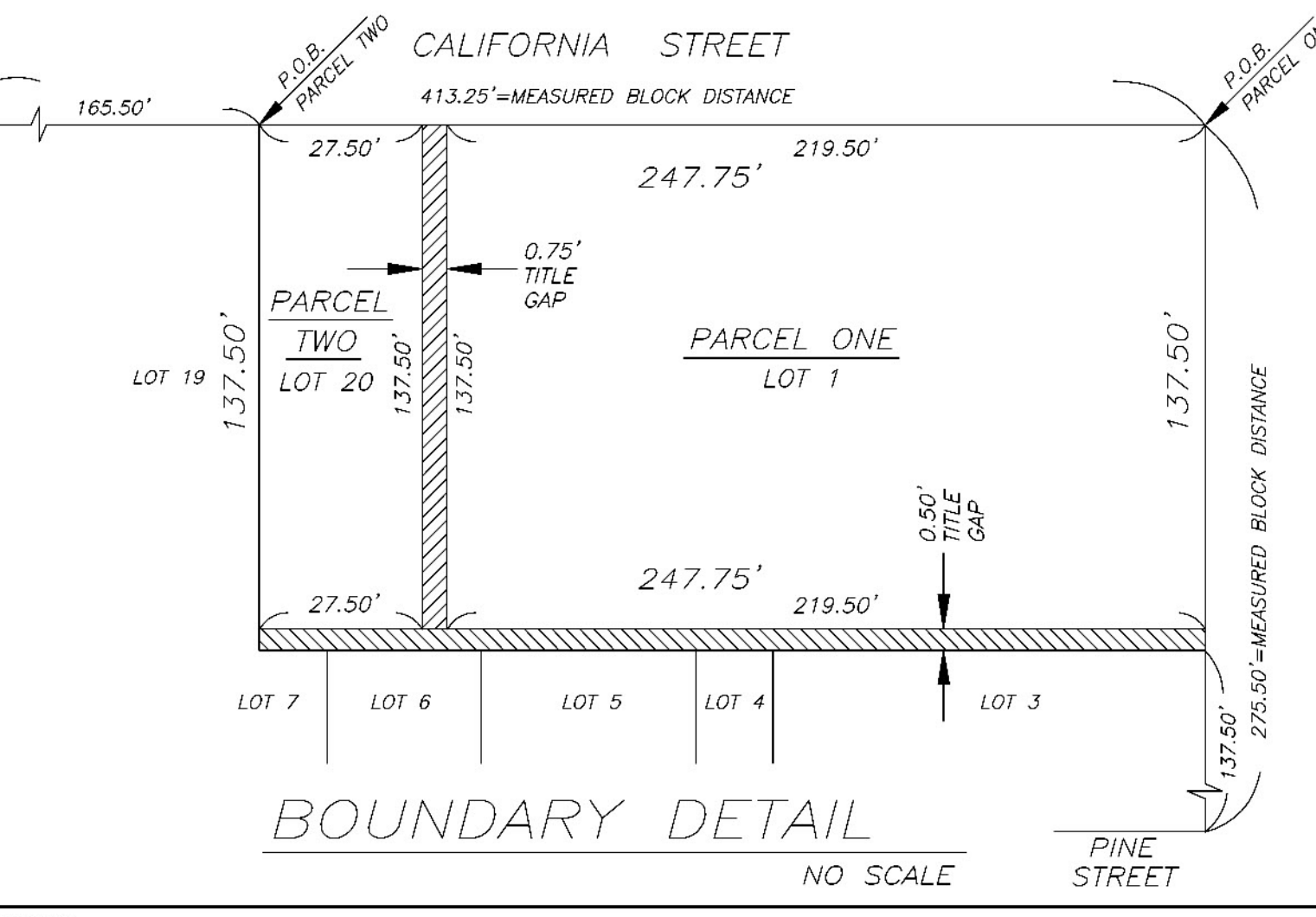
LEGEND

CLR	CLEAR OF PROPERTY LINE	U	UNKNOWN MANHOLE
OV	OVER PROPERTY LINE	Ⓜ	TELEPHONE PULLBOX
R/W	RIGHT OF WAY	⊗	ELECTROUER
BLDG.	BUILDING	⊗	ELECTROUER & TRAFFIC SIGNALS
CONC.	CONCRETE	⊗	BUS SHELTER PULLBOX
PS	PARKING SPACE	⊗	TRAFFIC SIGNAL CONTROL BOX ON POST, 6"± HIGH
HPS	HANDICAP PARKING SPACE	⊗	TRAFFIC SIGNAL CONTROL BOX 7"± HIGH ON CONCRETE PAD
H.R.	HANDICAP RAMP	⊗	
TC	TOP OF CURB	⊗	
FL	FLOW LINE	⊗	
BW	BACK OF WALK	⊗	
TW	TOP OF WALL	⊗	
INV.	INVERT	⊗	
RP	ROOF PARAPET	⊗	
GB	GRADE BREAK	⊗	
SV	SEWER VENT	⊗	
Ⓜ	TELEPHONE PULLBOX	⊗	
GV	GAS VALVE	⊗	
GP	GUARD POST ON CONCRETE BASE	⊗	
+C/O	SEWER CLEANOUT	⊗	
WM	WATER METER	⊗	
OHE	OVERHEAD ELECTRIC WIRES	⊗	
EMH	ELECTRIC MANHOLE	⊗	
WV	WATER VALVE	⊗	
Ⓜ	TELEPHONE PULLBOX	⊗	
Ⓜ(N)	TRAFFIC SIGNAL PULLBOX MARKED "INTERCONNECT"	⊗	
Ⓜ	TELEPHONE MANHOLE	⊗	
HPW	HIGH PRESSURE WATER MANHOLE	⊗	
SM	SEWER MANHOLE	⊗	
Ⓜ	HIGH PRESSURE FIRE HYDRANT	⊗	
Ⓜ	LOW PRESSURE FIRE HYDRANT	⊗	

LEGAL DESCRIPTION
 ALL THAT REAL PROPERTY SITUATED IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL ONE:
 BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF CALIFORNIA STREET WITH THE WESTERLY LINE OF HYDE STREET; RUNNING THENCE WESTERLY ALONG SAID LINE OF CALIFORNIA STREET 219 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE SOUTHERLY 137 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE EASTERLY 219 FEET AND 6 INCHES TO THE WESTERLY LINE OF HYDE STREET; THENCE AT A RIGHT ANGLE NORTHERLY ALONG SAID LINE OF HYDE STREET 137 FEET AND 6 INCHES TO THE POINT OF BEGINNING.
 BEING A PORTION OF 50 VARA BLOCK NO. 306.
PARCEL TWO:
 BEGINNING AT A POINT ON THE SOUTHERLY LINE OF CALIFORNIA STREET, DISTANT THEREON 165 FEET AND 6 INCHES EASTERLY FROM THE EASTERLY LINE OF LARKIN STREET; AND RUNNING THENCE EASTERLY ALONG SAID LINE OF CALIFORNIA STREET 27 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE SOUTHERLY 137 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE WESTERLY 27 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE NORTHERLY 137 FEET AND 6 INCHES TO THE POINT OF BEGINNING.
 BEING A PORTION OF 50 VARA BLOCK NO. 306.
 LOTS 001 AND 020, BLOCK 0250

SURVEY REFERENCE
 OLD REPUBLIC TITLE COMPANY PRELIMINARY REPORT NO. 0436004678-MK DATED JUNE 8, 2006 2ND AMENDED REPORT.
BASIS OF SURVEY
 1. CITY OF SAN FRANCISCO MONUMENT MAP NO. 13 ON FILE IN THE OFFICE OF THE CITY ENGINEER.
 2. BLOCK DIAGRAM OF 50 VARA BLOCK 306 DATED JUNE 11, 1909, FILED IN BOOK 34, PAGE 14 IN THE OFFICE OF THE CITY ENGINEER.
GENERAL NOTES
 1. DETAILS NEAR PROPERTY LINES ARE NOT TO SCALE.
 2. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
 3. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 4. ELEVATIONS ARE ON SAN FRANCISCO CITY DATUM.

FLOOD NOTE
 THE FEDERAL EMERGENCY MANAGEMENT AGENCY HAS NOT IDENTIFIED ANY SPECIAL FLOOD HAZARD AREAS WITHIN THE CITY OF SAN FRANCISCO, CALIFORNIA. THE CITY DOES NOT PARTICIPATE IN THE NATIONAL FLOOD INSURANCE PROGRAM.
ZONING
 POLK NCD - POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT
 HEIGHT AND BULK DISTRICT: 65-A
UTILITY NOTE
 THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY. DUE TO THE PROLIFERATION OF TELECOMMUNICATION COMPANIES, NOT ALL UNDERGROUND RECORDS ARE AVAILABLE. THEREFORE, THERE MAY BE TELECOMMUNICATION LINES NOT SHOWN HEREON.



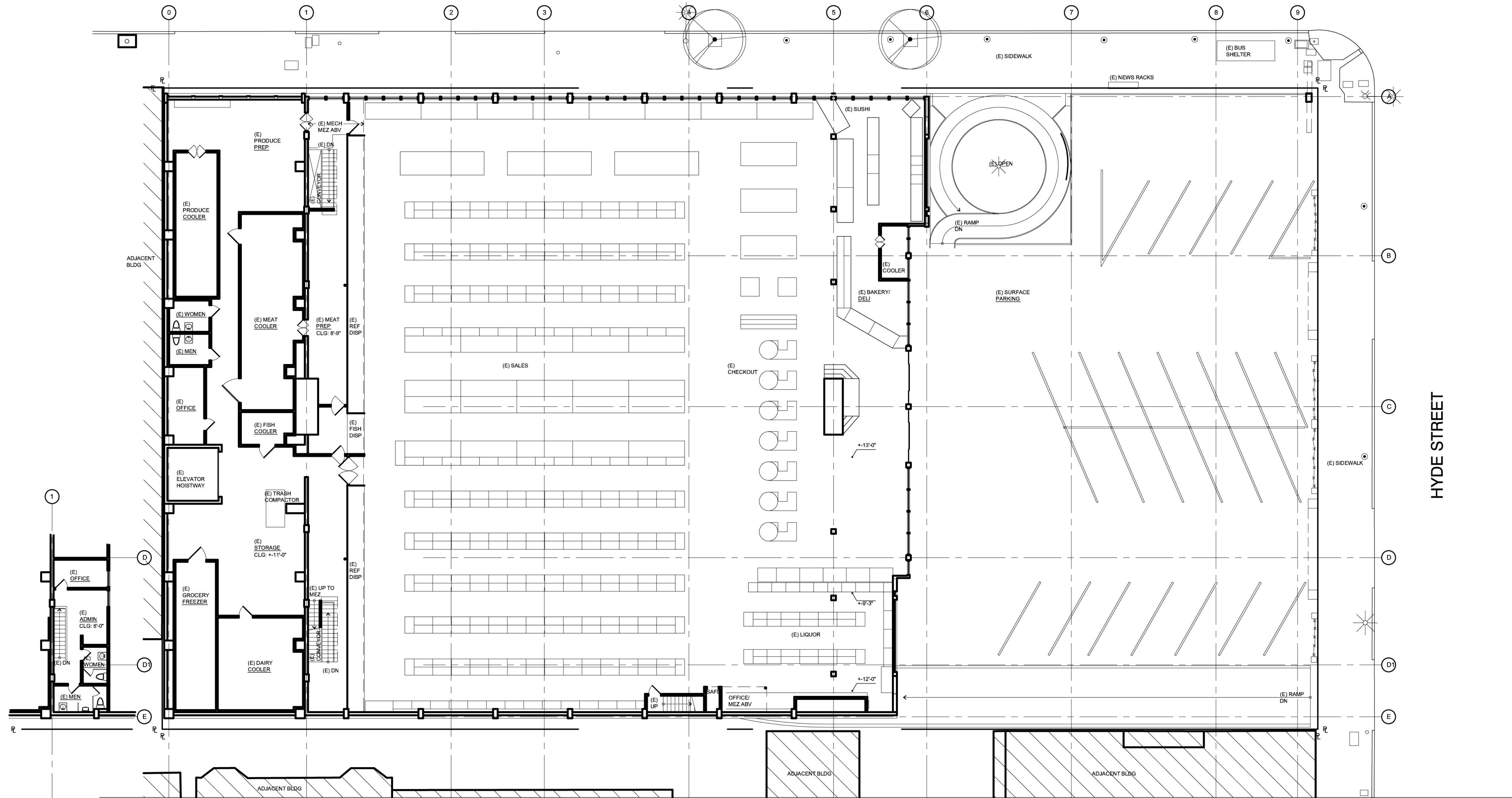
SITE AREA = 34,066± SQ.FT.

SITE SURVEY
 OF A PORTION OF ASSESSOR'S BLOCK NO. 250
 FOR
PRADO GROUP, INC.

SAN FRANCISCO	CALIFORNIA
SCALE: 1" = 16'	SURV: DD
DATE: 8/6/07	DES:
SHEET: 1	DRV: JP
OF: 1	CHK: BR
JOB NO. S-6581	REV. NO.

MARTIN M. RON ASSOCIATES
 LAND SURVEYORS
 859 HARRISON STREET, SUITE 200
 SAN FRANCISCO, CA 94107
 (415) 543-4800

CALIFORNIA STREET

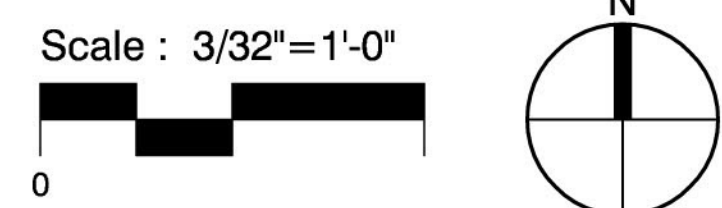


AREA CALCULATIONS:
 LOWER LEVEL
 COVERED PARKING + CIRCULAR PEDESTRIAN RAMP: 23,713 SQ. FT.
 TRUCK PIT + DOCK: 2,272 SQ. FT.
 LOADING STORAGE + ELEVATOR: 1,170 SQ. FT.
 INTERMEDIATE STORAGE: 4,249 SQ. FT..
 UPPER LEVEL
 OPEN SALES: 16,075 SQ. FT.
 BACK STORAGE + ELEVATOR: 4,042 SQ. FT..
 INTERMEDIATE STORAGE: 1,250 SQ. FT..
 MEZZANINE: 425 SQ. FT..
 UPPER PARKING + CIRCULAR PEDESTRIAN RAMP: 10,712 SQ. FT..
 RAMPED DRIVEWAY: 1,183 SQ. FT..

1401 CALIFORNIA STREET
 SAN FRANCISCO, CALIFORNIA

PRADO GROUP

UPPER LEVEL
 EXISTING FLOOR PLAN



DATE: OCTOBER 21, 2011
 MCG JOB #: 10099.01

DATE	REVISIONS

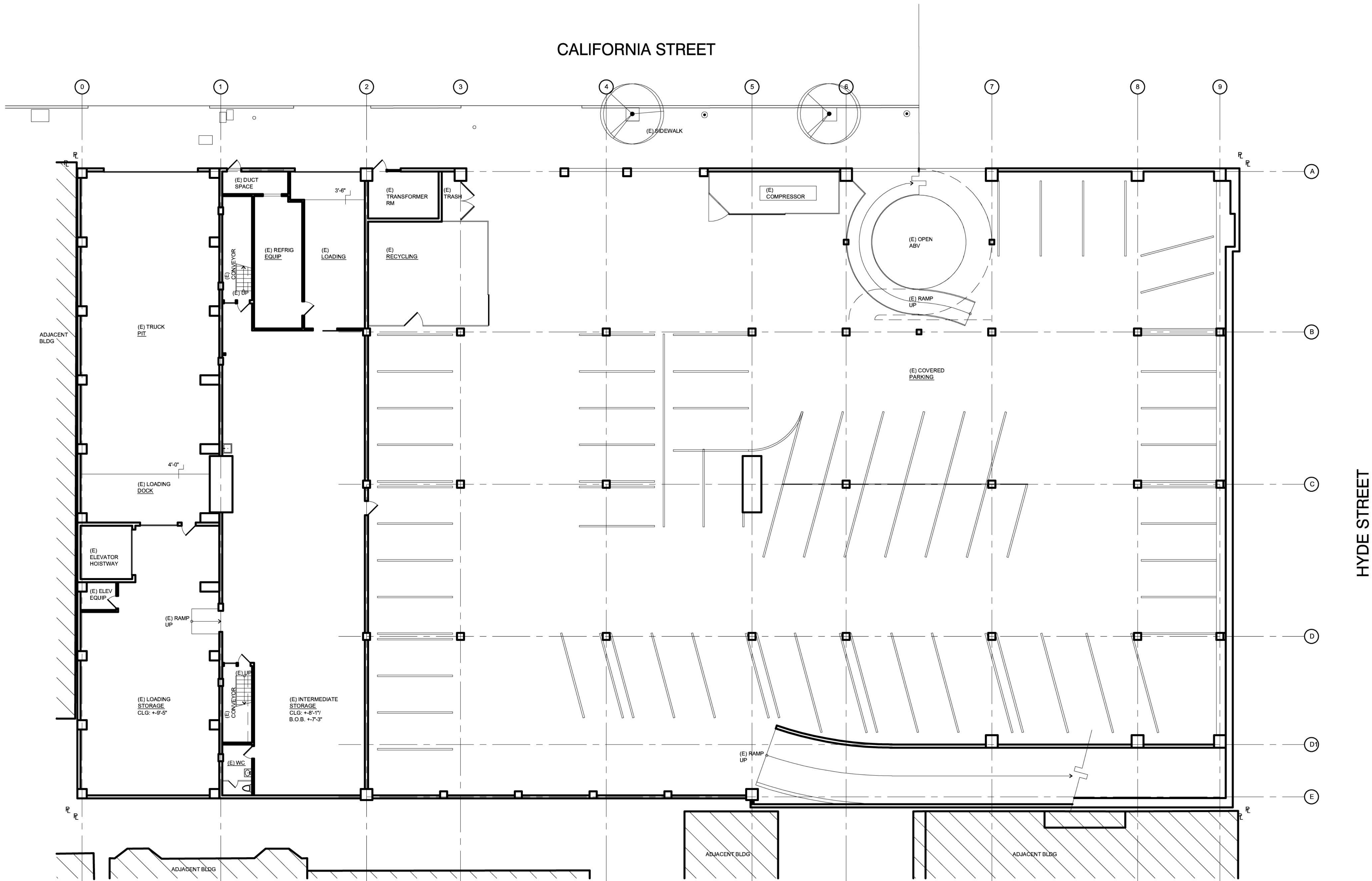
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A1

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 mcgarchitecture.com



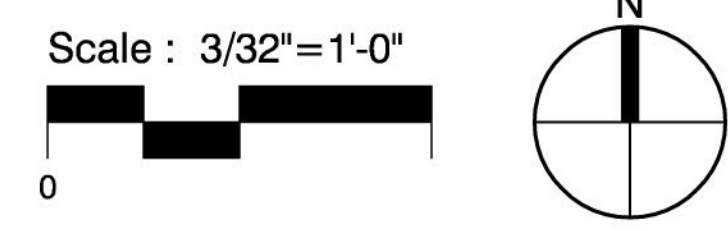
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1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

PRADO GROUP

LOWER LEVEL
EXISTING FLOOR PLAN



DATE: OCTOBER 21, 2011
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DATE	REVISIONS

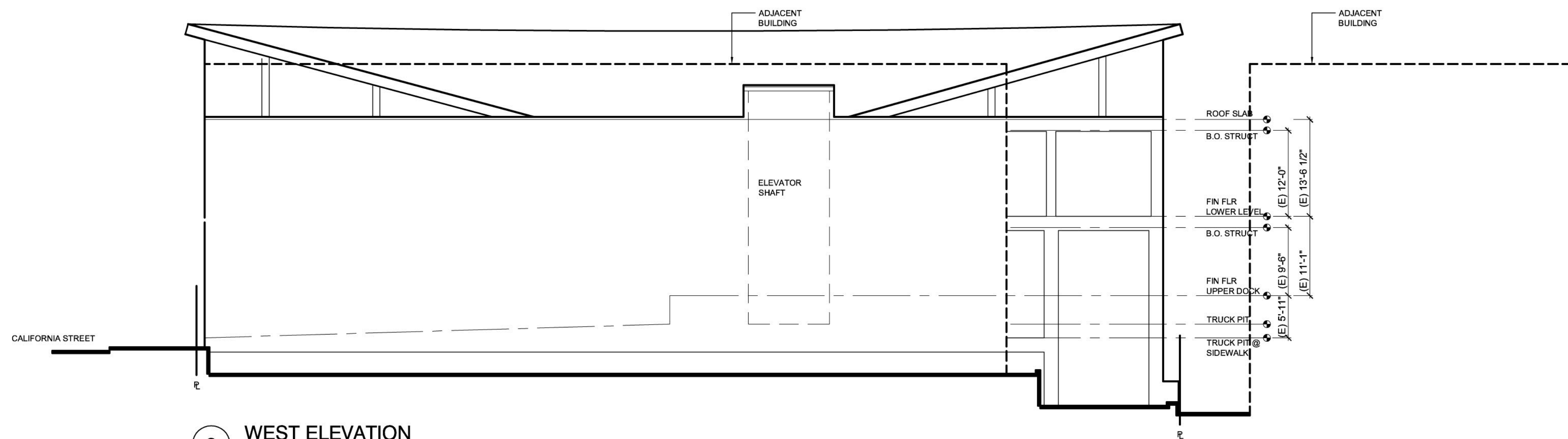
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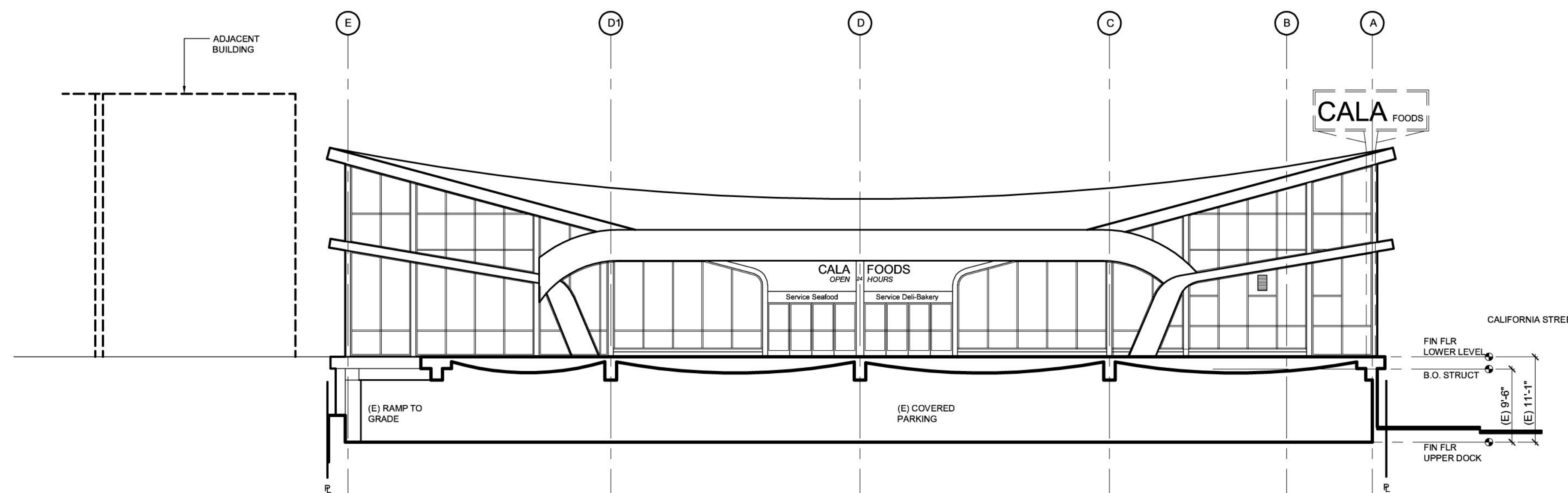
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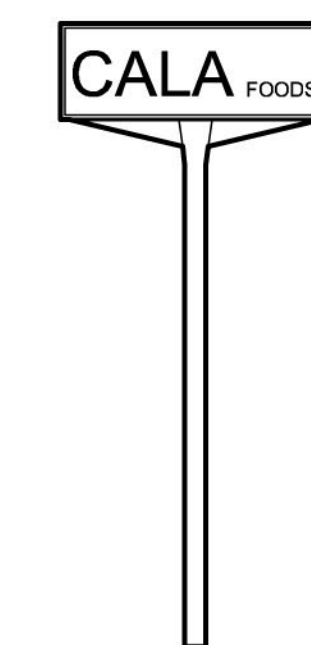
SM



2 WEST ELEVATION
SCALE: 3/32"=1'-0"



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



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

1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

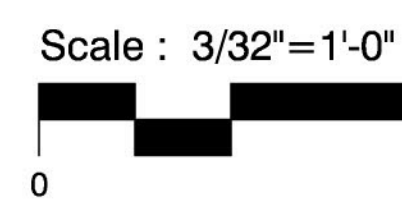
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EXISTING ELEVATIONS

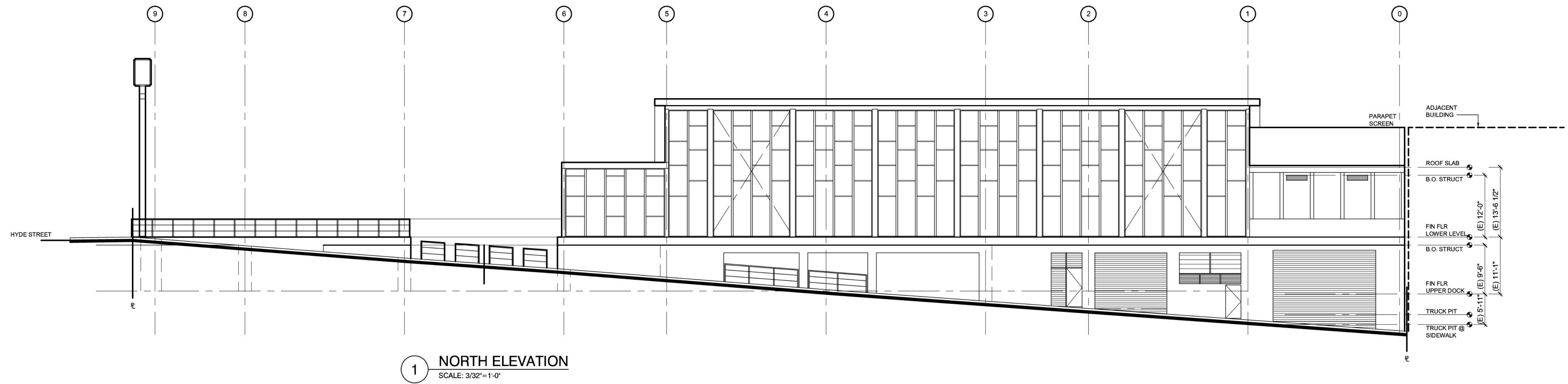
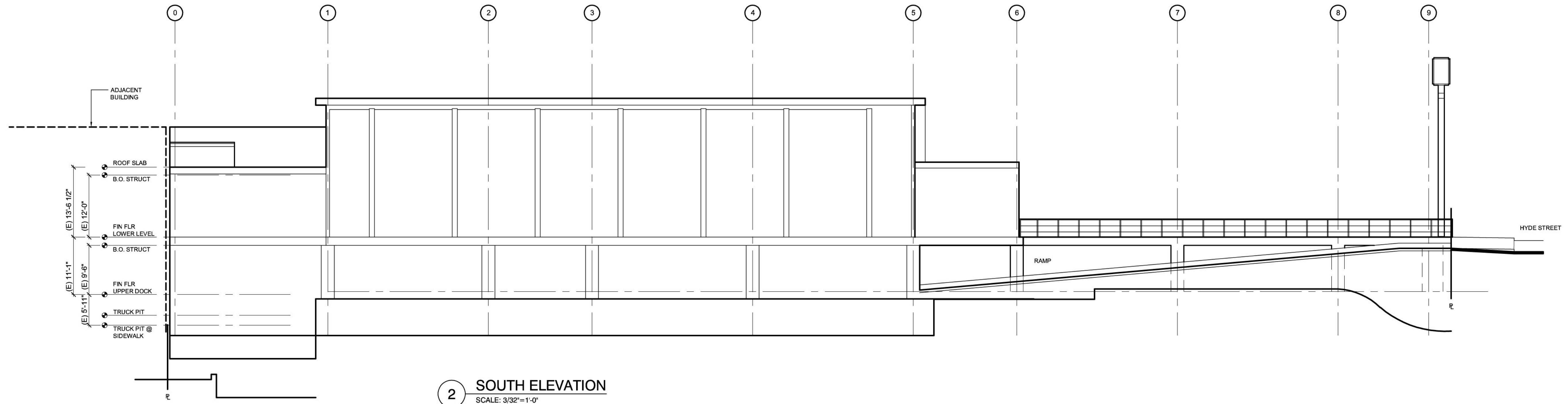


A3

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SM



1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

PRADO GROUP

DATE: OCTOBER 21, 2011
MCG JOB #: 10099.01

DATE	REVISIONS

EXISTING ELEVATIONS

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



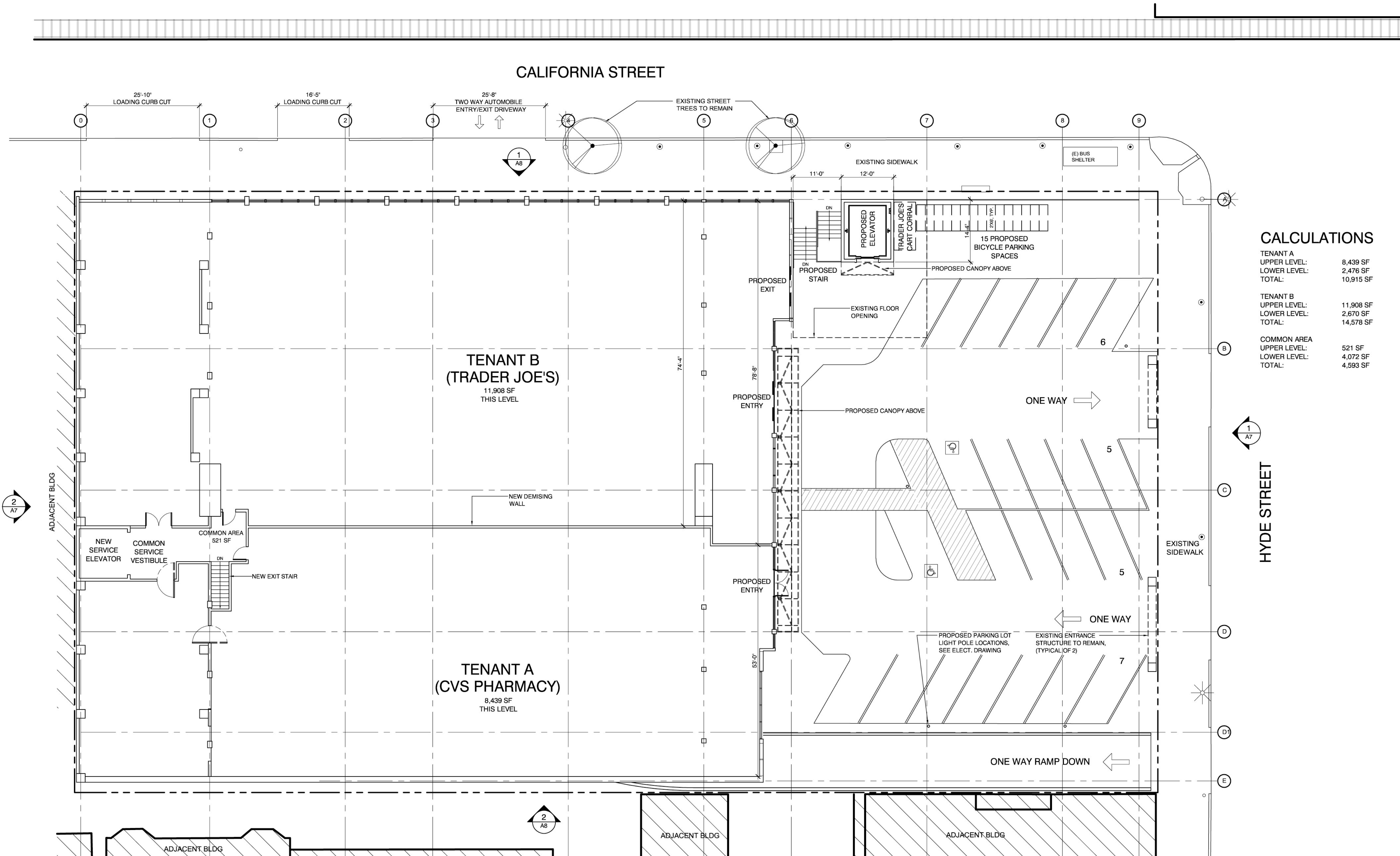
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SM



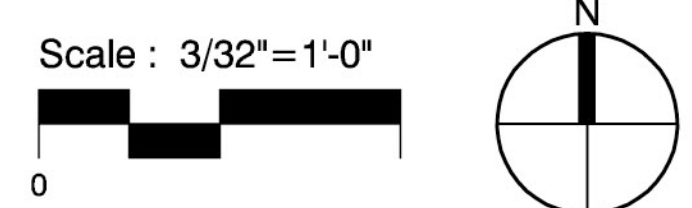
CALCULATIONS

TENANT A	
UPPER LEVEL:	8,439 SF
LOWER LEVEL:	2,476 SF
TOTAL:	10,915 SF
TENANT B	
UPPER LEVEL:	11,908 SF
LOWER LEVEL:	2,670 SF
TOTAL:	14,578 SF
COMMON AREA	
UPPER LEVEL:	521 SF
LOWER LEVEL:	4,072 SF
TOTAL:	4,593 SF

**1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA**

PRADO GROUP

**UPPER LEVEL
PROPOSED FLOOR PLAN**



DATE: OCTOBER 21, 2011
MCG JOB #: 10099.01

DATE	REVISIONS

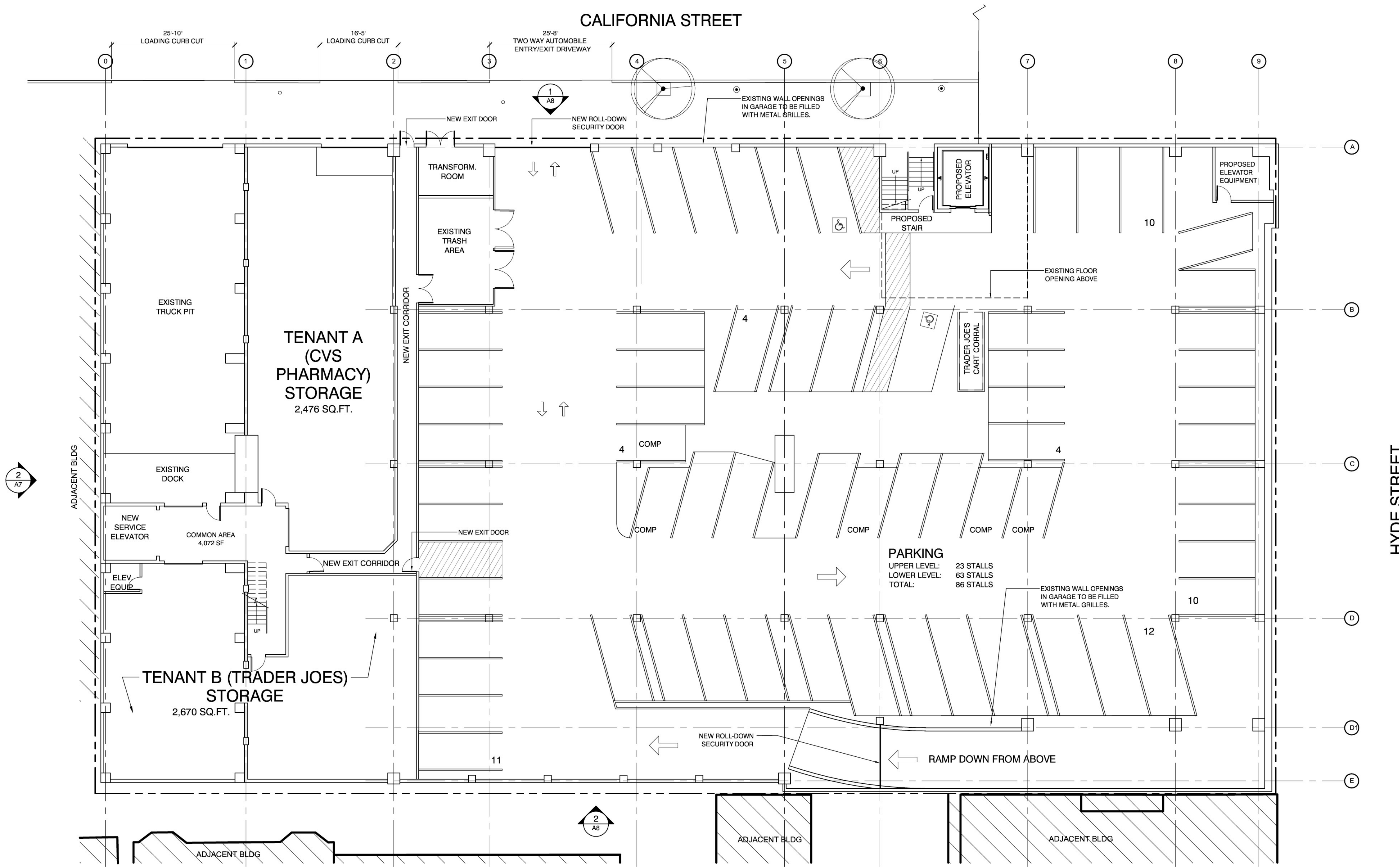
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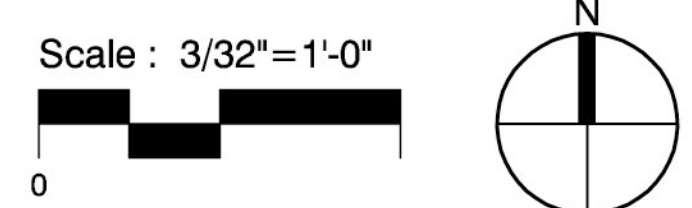
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1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

PRADO GROUP

LOWER LEVEL
PROPOSED FLOOR PLAN



DATE: OCTOBER 21, 2011
MCG JOB #: 10099.01

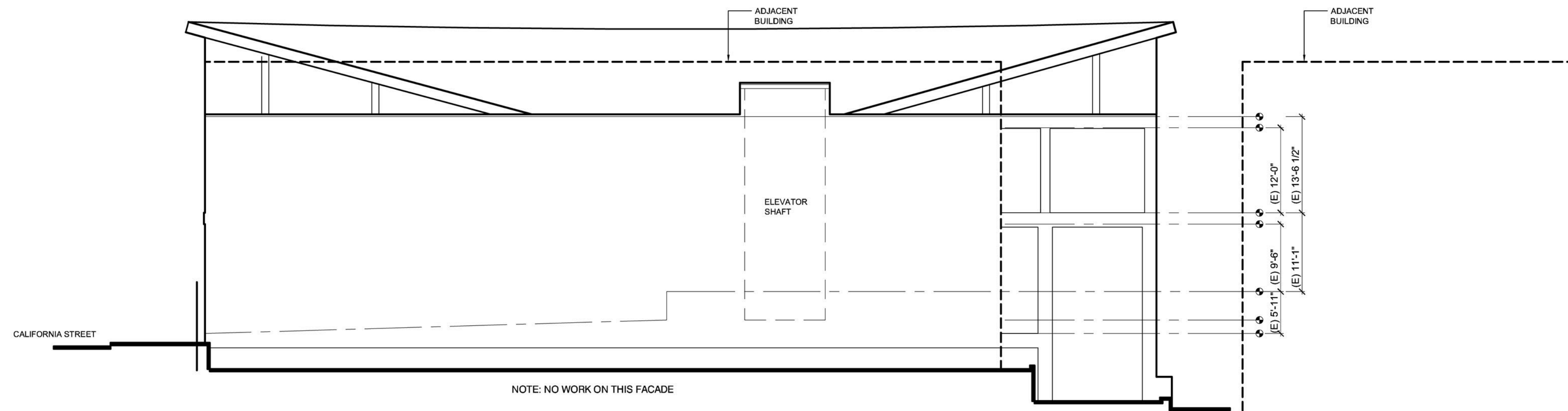
DATE	REVISIONS

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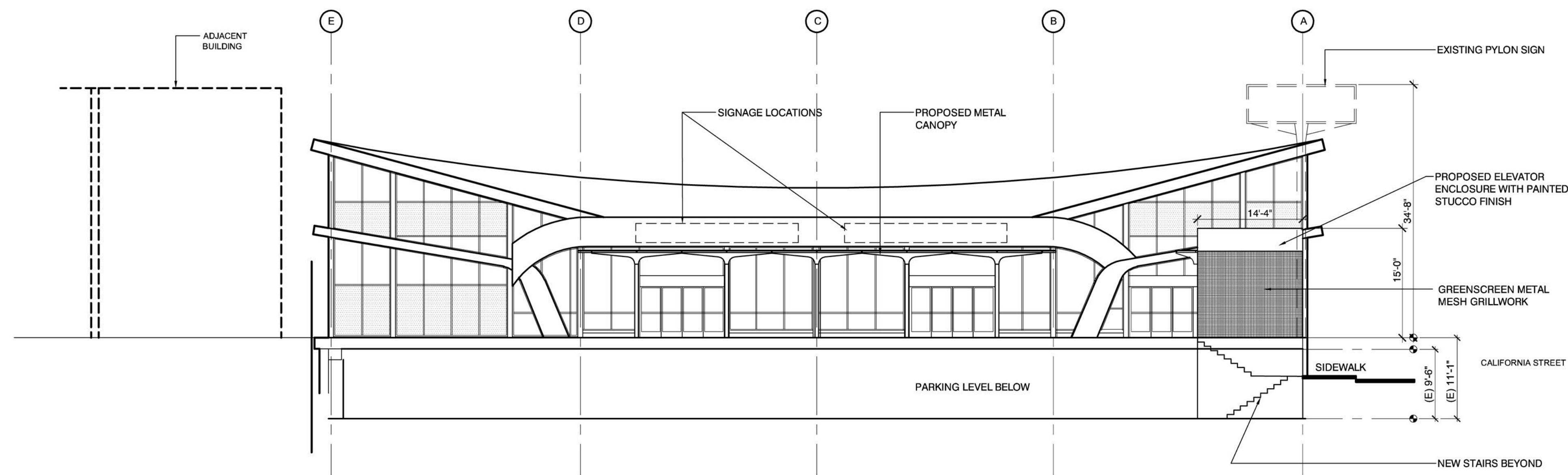
A6

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San Francisco, California 94108
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mcgarchitecture.com





2 WEST ELEVATION
SCALE: 3/32"=1'-0"



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

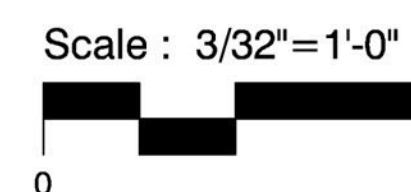
1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

PRADO GROUP

DATE: OCTOBER 21, 2011
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PROPOSED ELEVATIONS

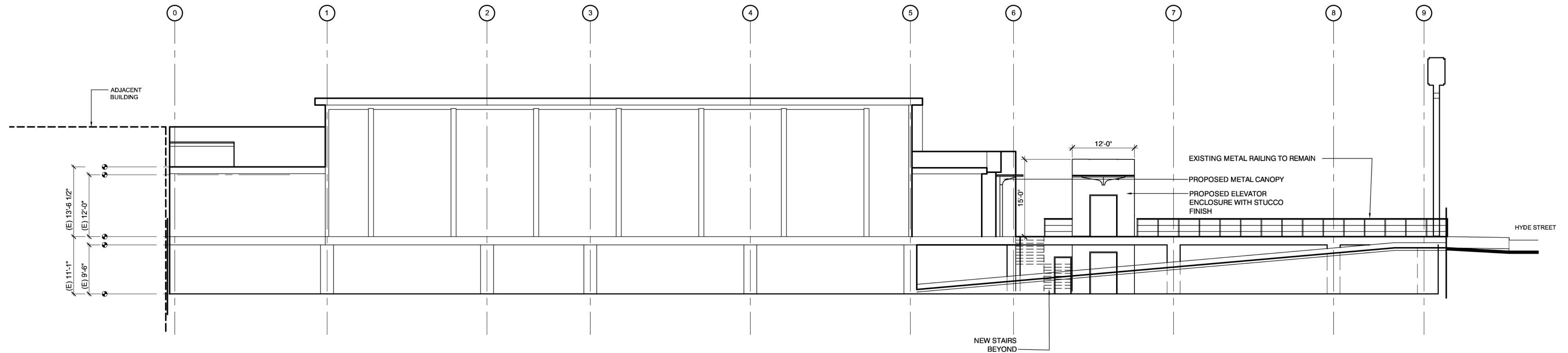


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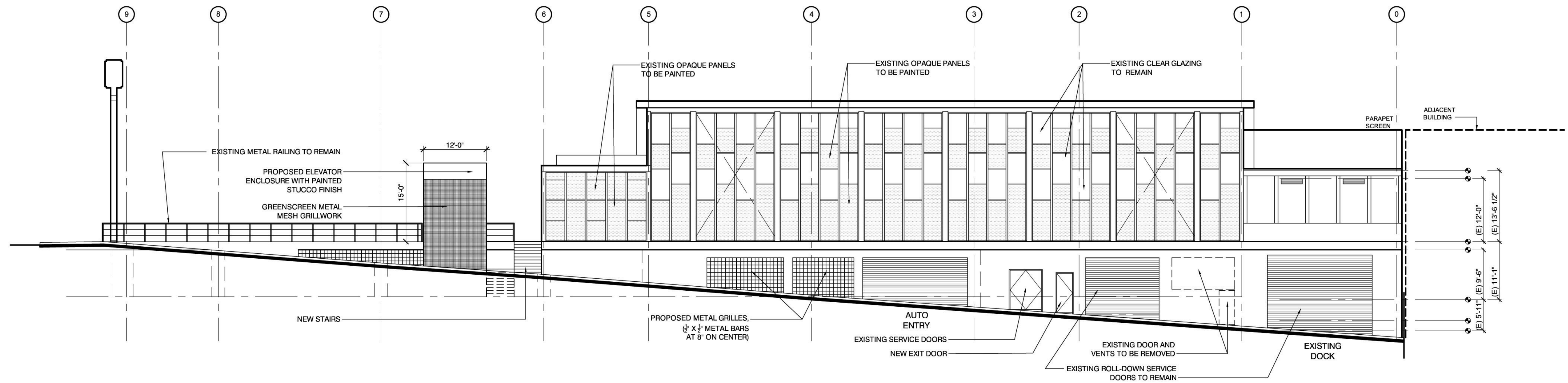
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San Francisco, California 94108
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A7





2 SOUTH ELEVATION
SCALE: 3/32"=1'-0"

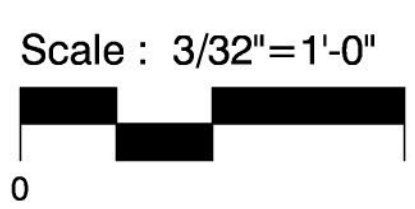


1 NORTH ELEVATION
SCALE: 3/32"=1'-0"

1401 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

PRADO GROUP

PROPOSED ELEVATIONS



DATE: OCTOBER 21, 2011
MCG JOB #: 10099.01

DATE	REVISIONS

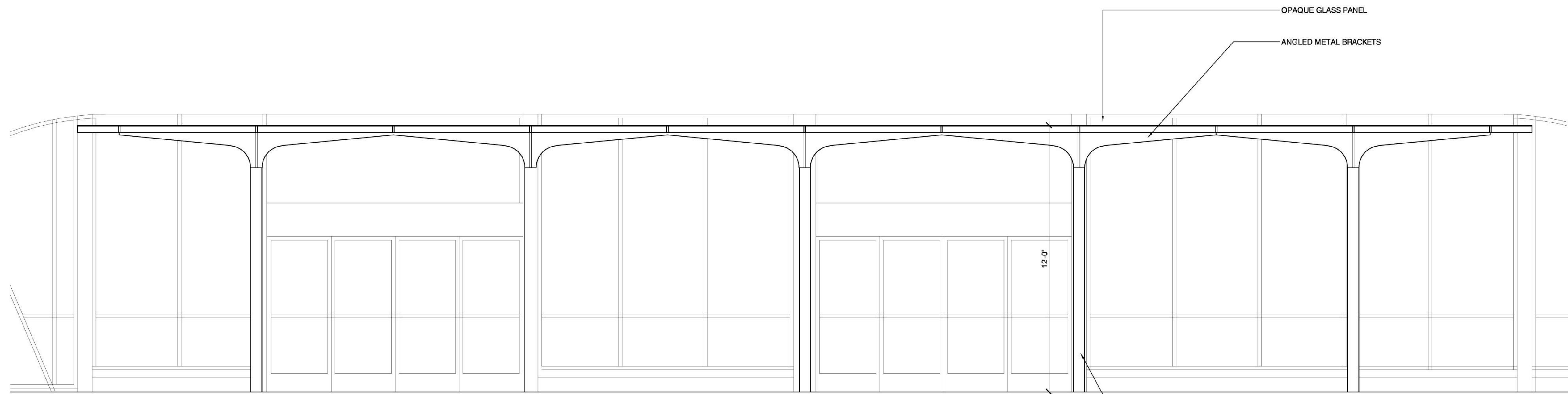
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A8

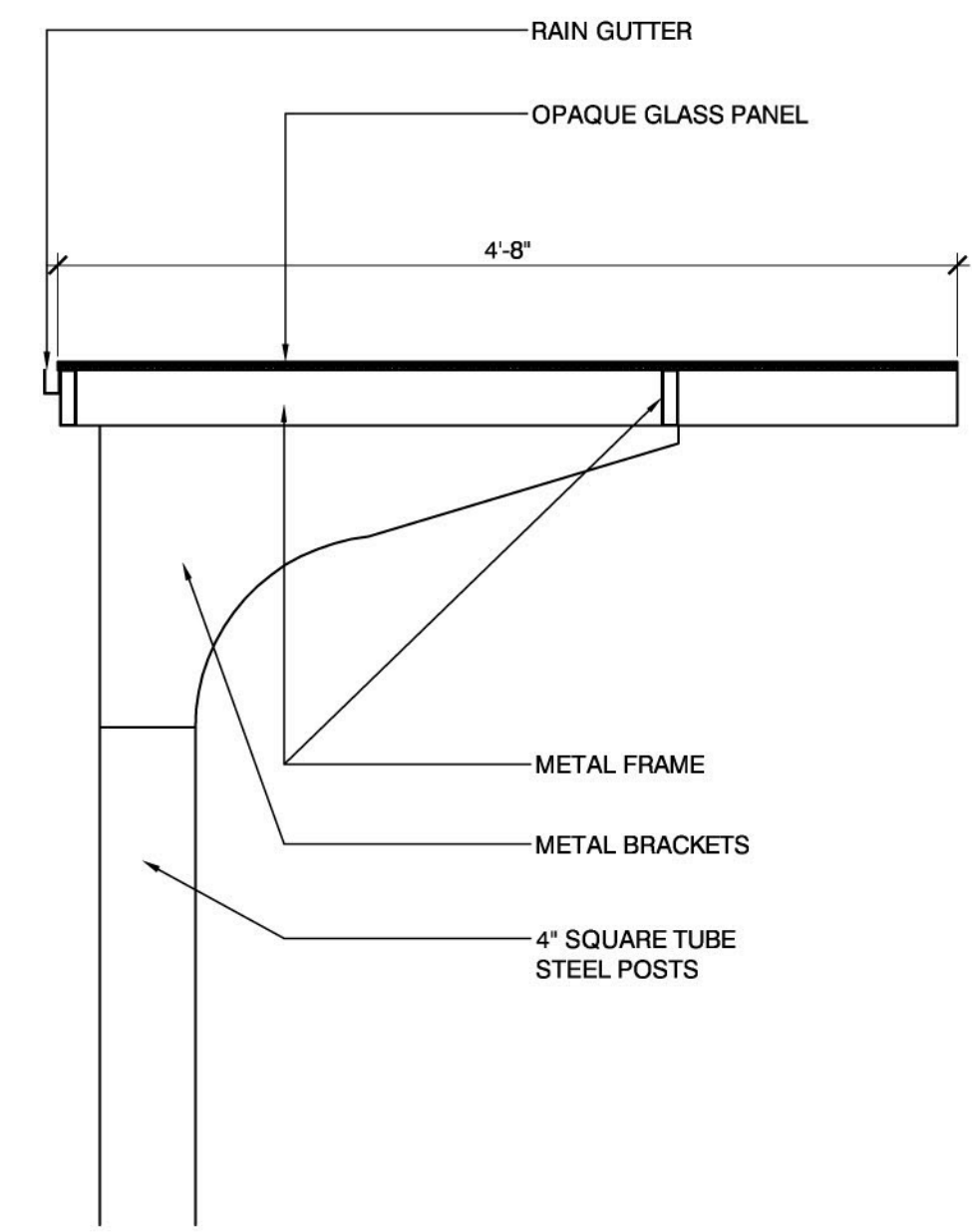
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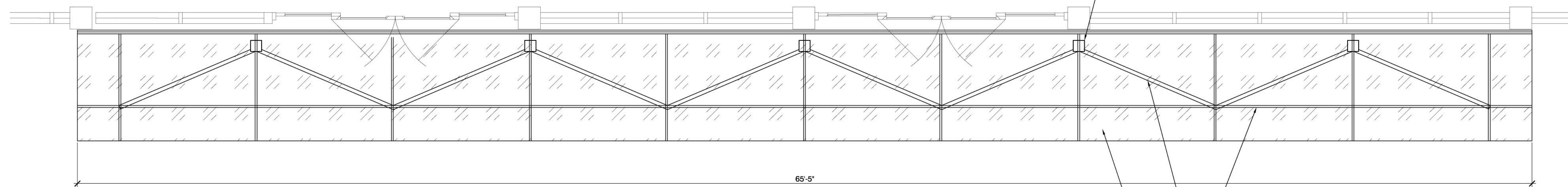
SM



2 CANOPY ELEVATION
SCALE: 3/8"=1'-0"



3 CANOPY DETAIL
SCALE: 1"=1'-0"



1 CANOPY PLAN
SCALE: 3/8"=1'-0"

4" SQUARE STEEL POSTS (QUANTITY: 5)

METAL FRAME
ANGLED METAL BRACKETS
OPAQUE GLASS PANEL

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PROPOSED CANOPY

Scale : AS NOTED

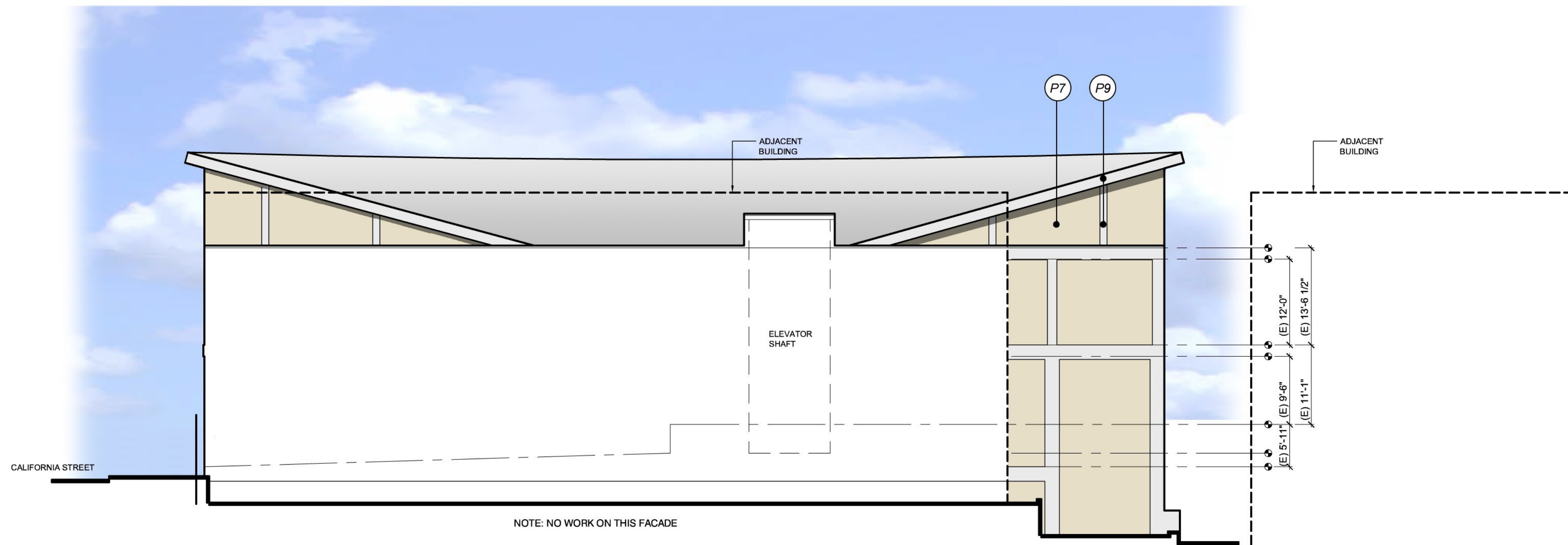


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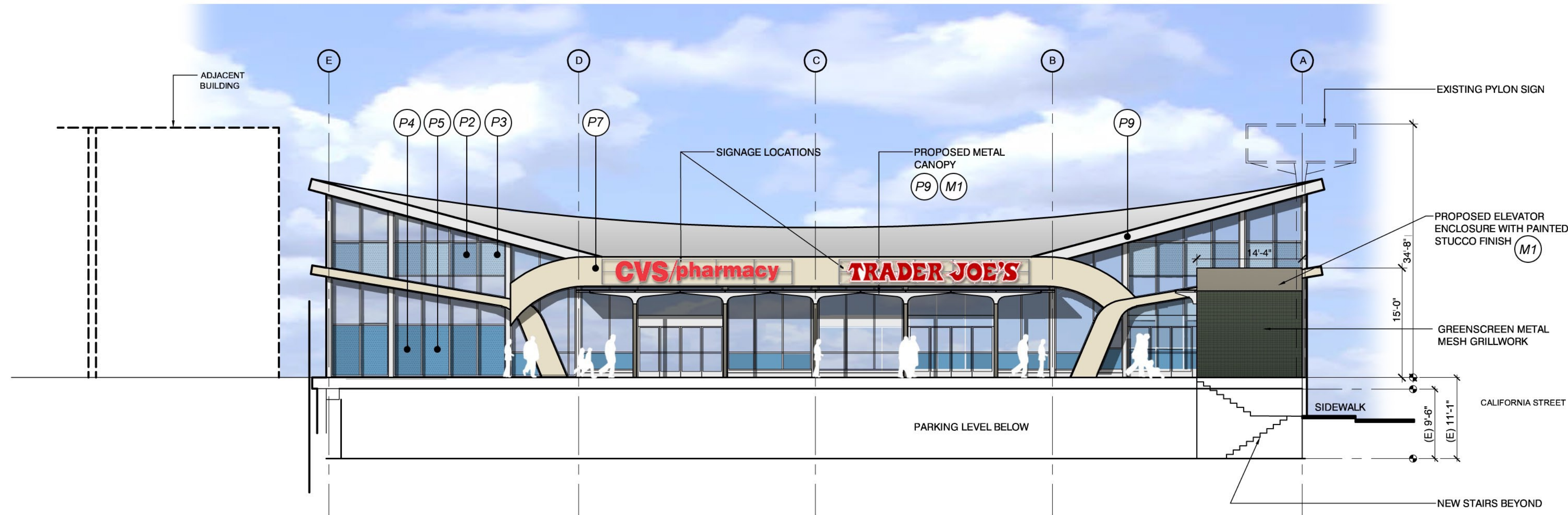
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SM



2 WEST ELEVATION
SCALE: 3/32"=1'-0"



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

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PROPOSED COLORED
ELEVATIONS

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



DATE: OCTOBER 21, 2011
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DATE	REVISIONS

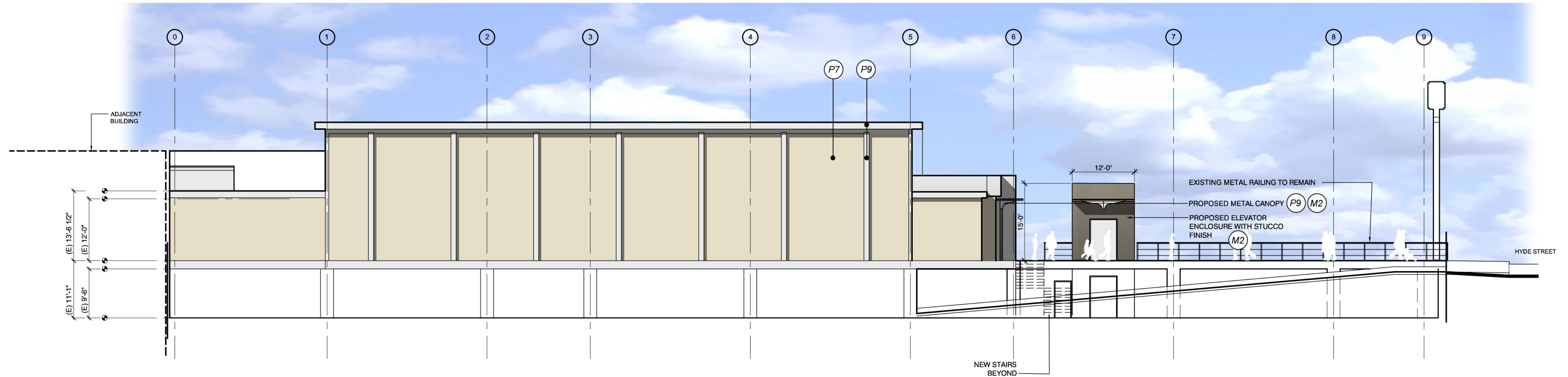
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A10

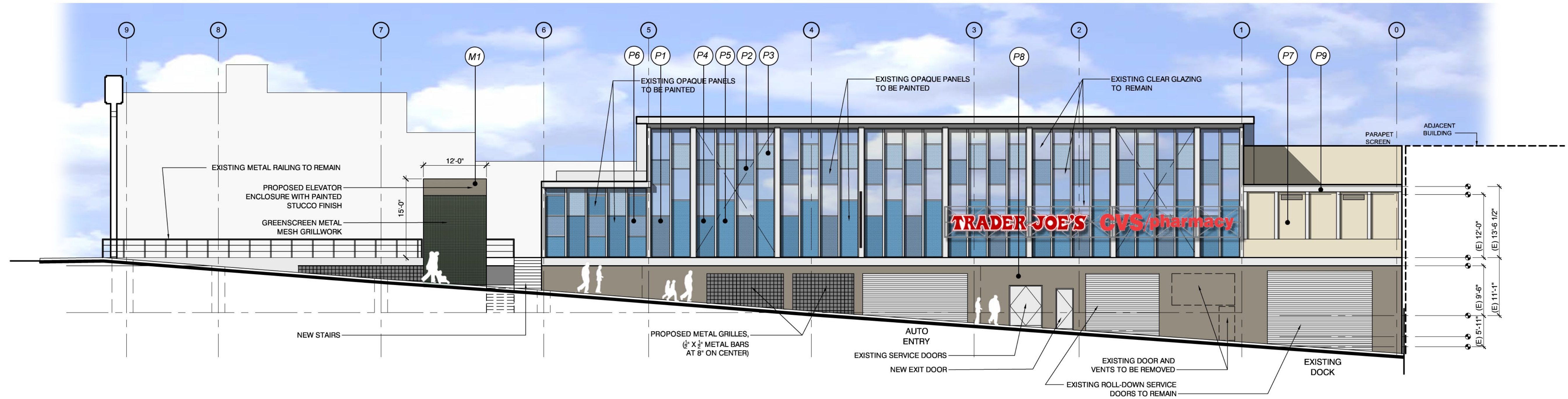
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SM



2 SOUTH ELEVATION
SCALE: 3/32"=1'-0"



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

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PROPOSED COLORED
ELEVATIONS

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

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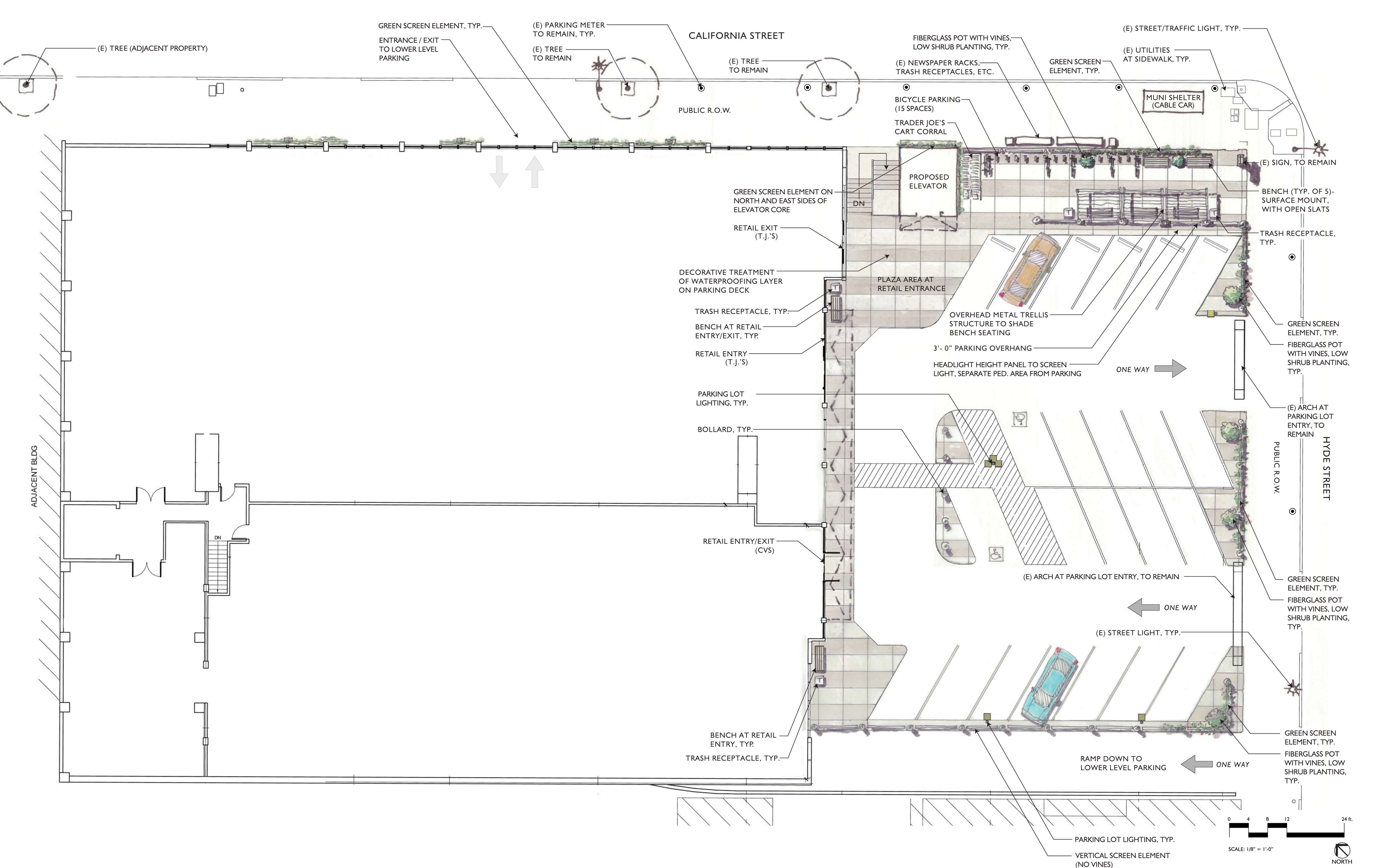
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A11

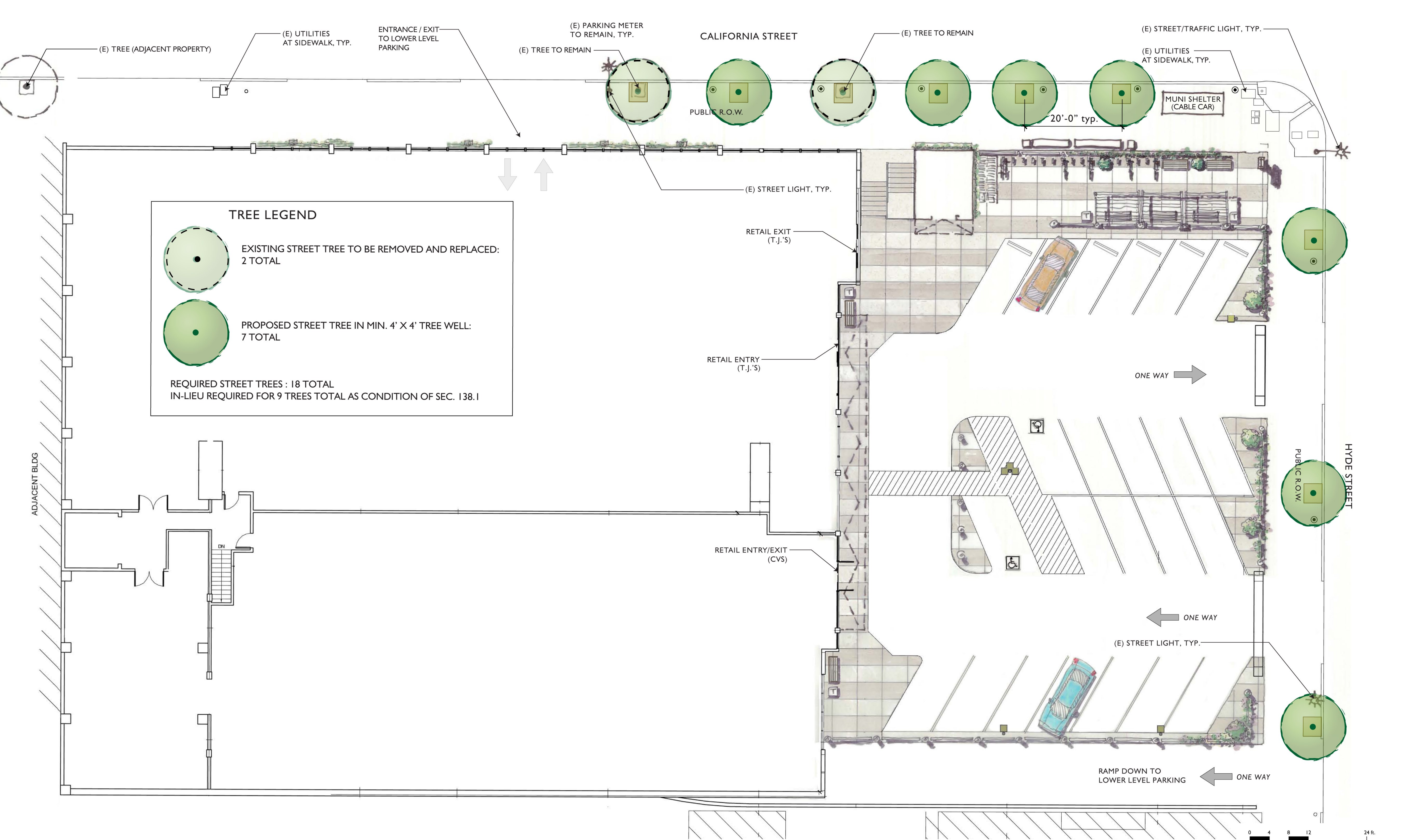
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SM



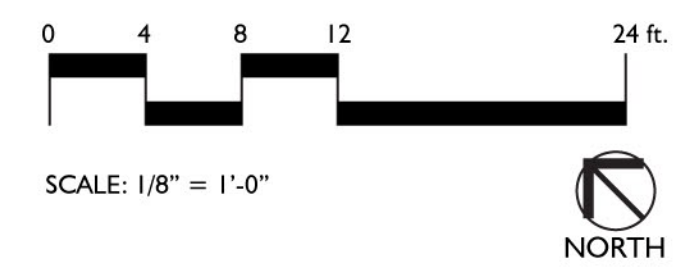
ADJACENT BLDG



ADJACENT BLDG

CALIFORNIA STREET

HYDE STREET





GREEN SCREEN TRELLIS
(FACE OF BUILDING)



SHADE STRUCTURE CONCEPT
(CANTELIEVERED OVERHEAD ELEMENT)



SHADE STRUCTURE CONCEPT
(VERTICAL ELEMENT)



DECORATIVE RAILING ELEMENT
(WITH OR WITHOUT VINES)



POT



DECORATIVE
BOLLARD



BICYCLE RACK

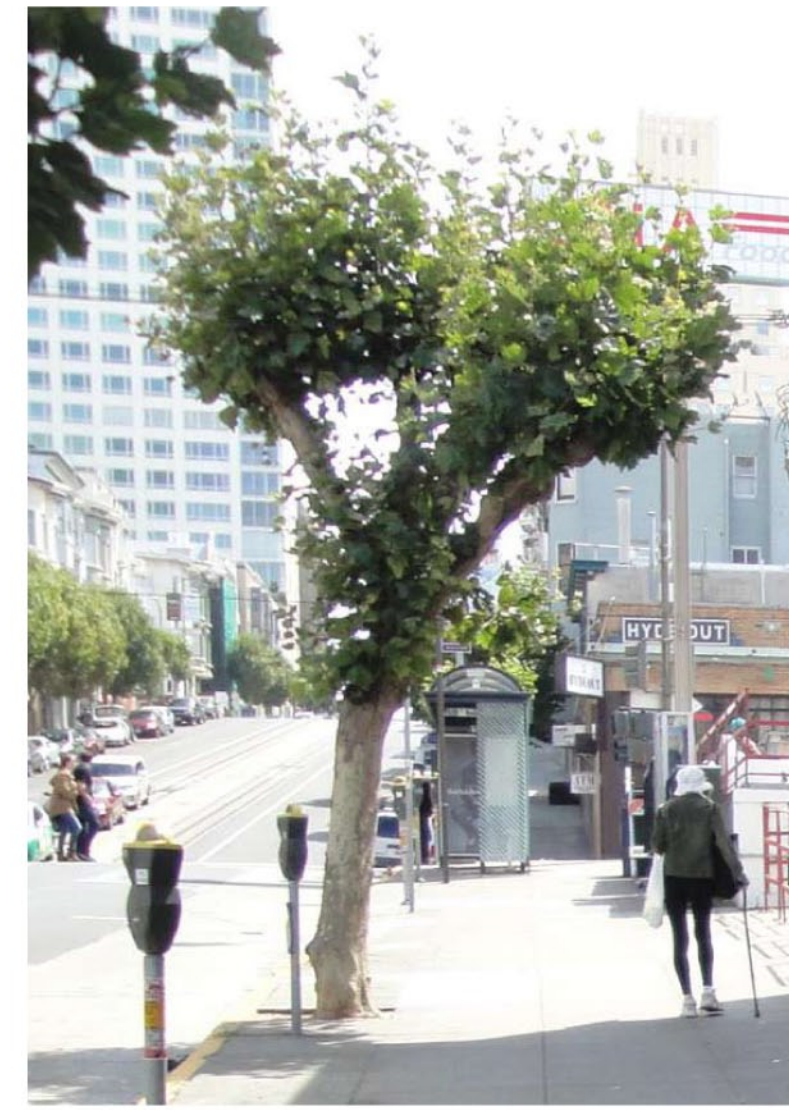


TRASH RECEPTACLE WITH RECYCLING



BENCH (BACKED AND BACKLESS OPTIONS)

SITE FURNISHINGS



PLATANUS X HISPANICA 'YARWOOD'
london plane tree



PYRUS CALLERYANA 'CHANTICLEER'
chanticleer pear

PROPOSED STREET TREES



FICUS PUMILA
creeping fig



MACFADYNA UNGUIS-CATI
yellow trumpet vine



PASSIFLORA CARULEA
passionflower



SOLANUM JASMINOIDES
potato vine

VINES FOR GREEN SCREENS



DIETES BICOLOR
yellow fortnight lily



ERIGERON KARVINSKIANUS
santa barbara daisy



FESTUCA GLAUCA
blue fescue



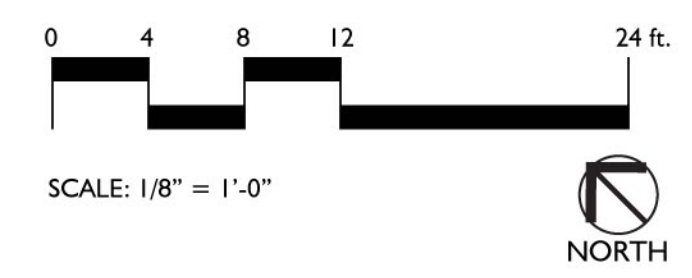
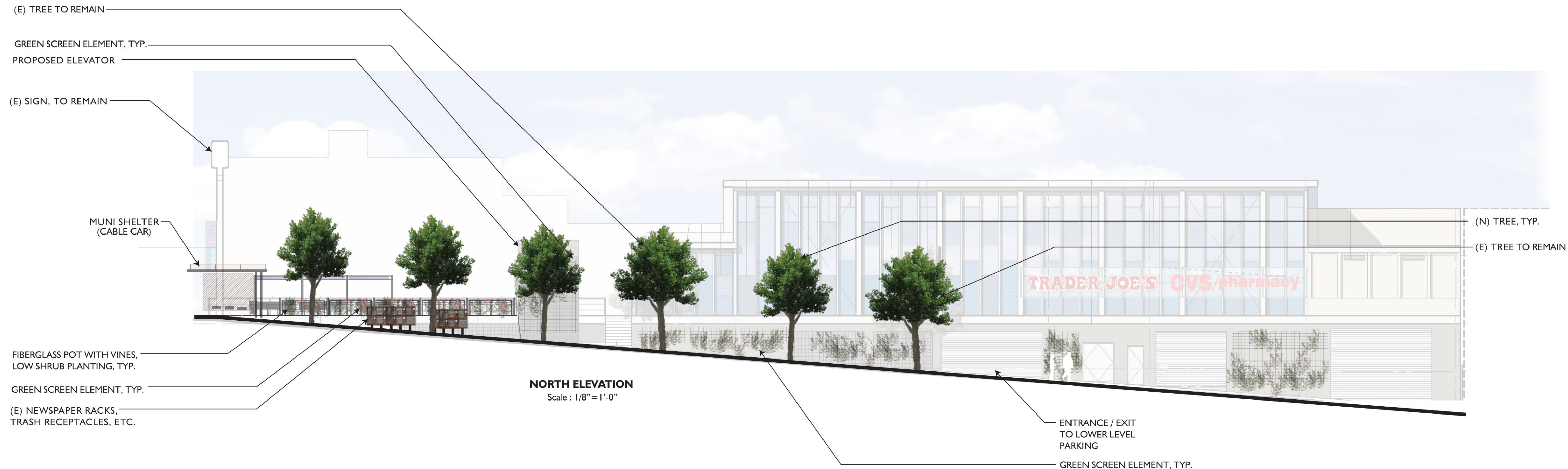
LANTANA MONTEVIDENSIS
trailing lantana

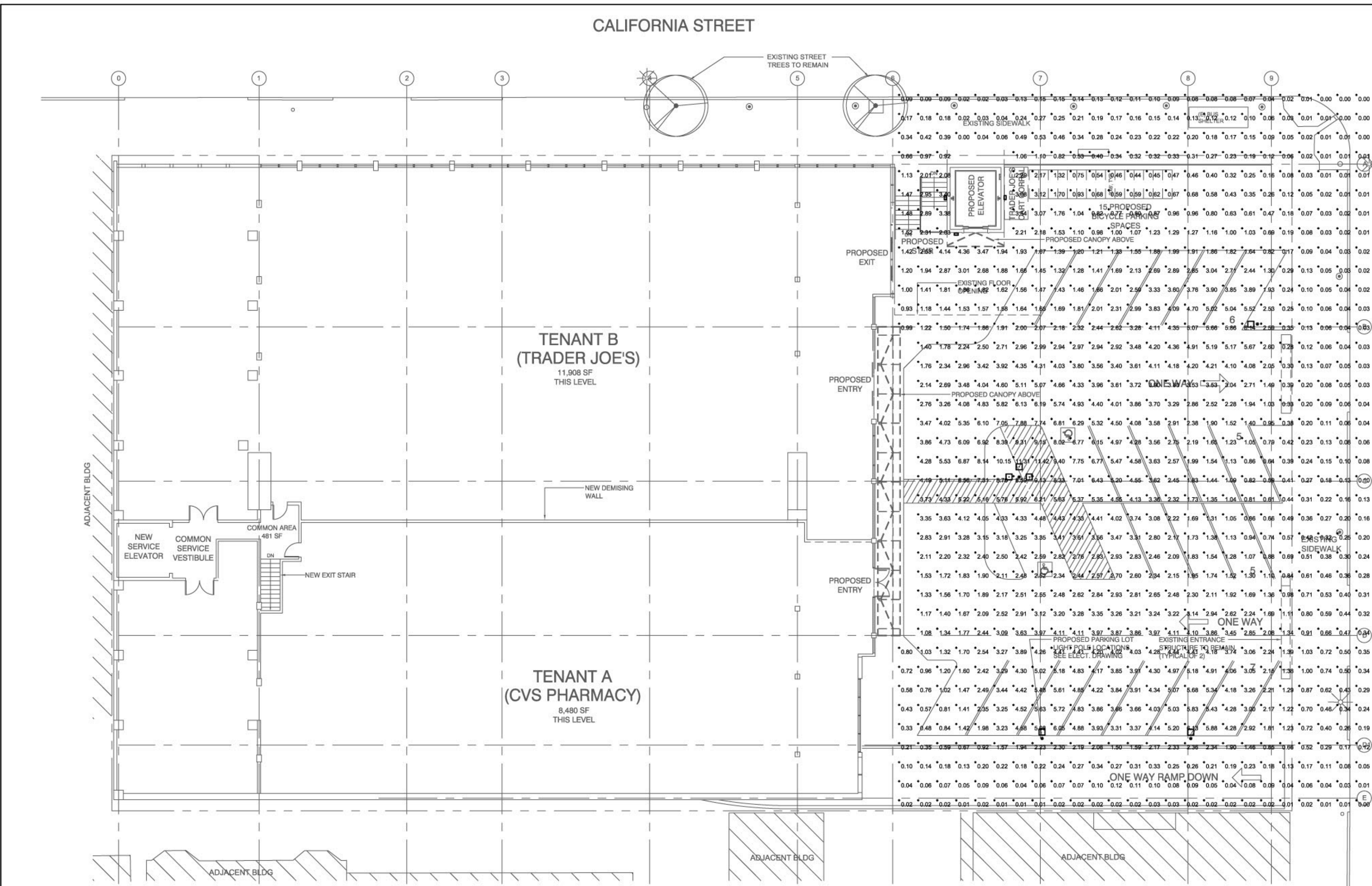


PHORMIUM 'TINY TIGER'
dwarf new zealand flax

LOW SHRUBS/TRAILING GROUNDCOVERS (IN CONTAINERS)

PLANTING PALETTE

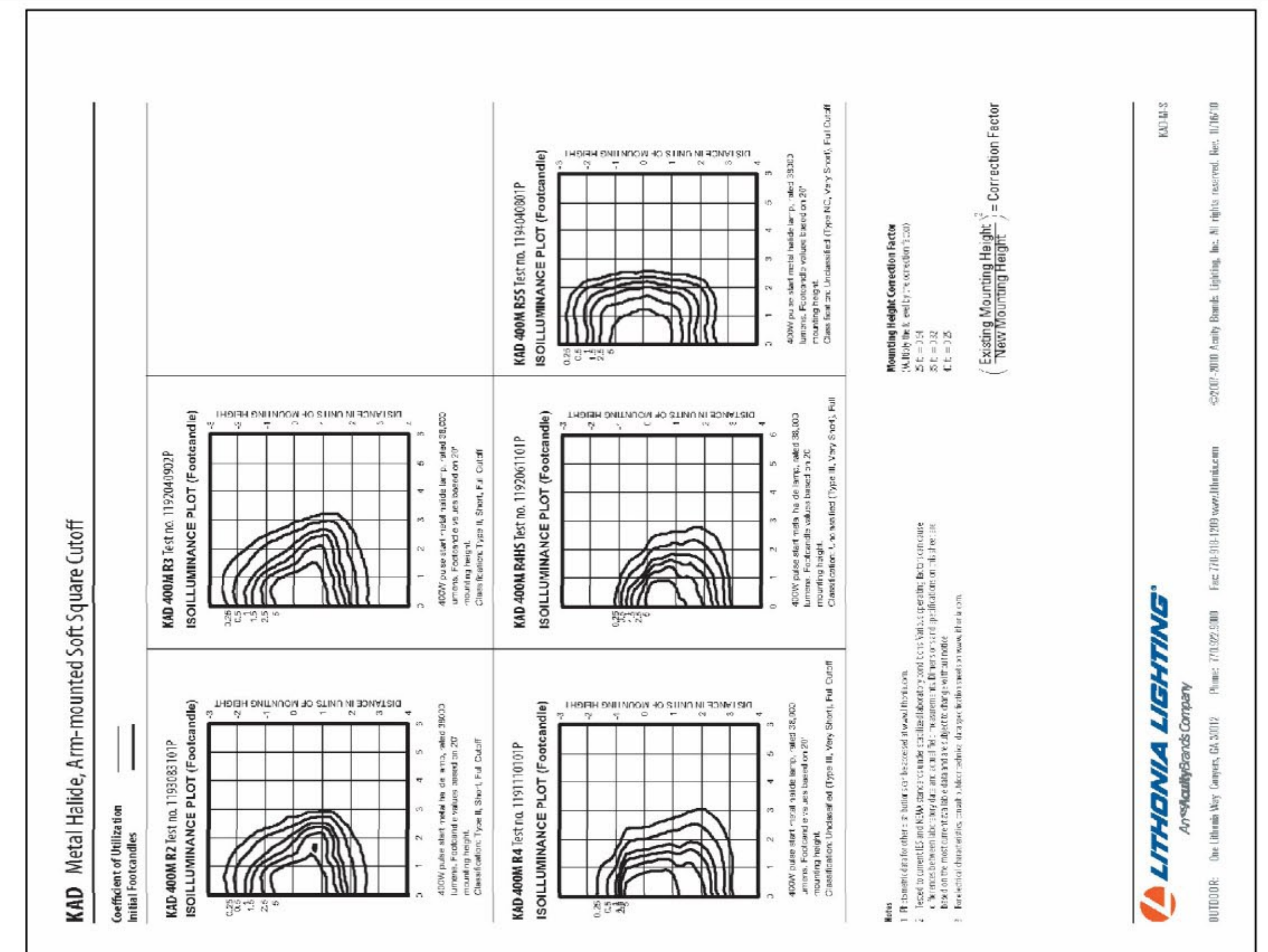




Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
□	A	3	KAD 200M SR4SC	AREA LIGHT WITH HIGH PERFORMANCE SR4SC OPTICS, CLEAR FLAT GLASS.	ONE 200-WATT CLEAR ED-28 METAL HALIDE, HORIZONTAL POSITION.	lt9489.ies	18900	0.75	240
□	C	1	KAD 200M SR4SC	AREA LIGHT WITH HIGH PERFORMANCE SR4SC OPTICS, CLEAR FLAT GLASS.	ONE 200-WATT CLEAR ED-28 METAL HALIDE, HORIZONTAL POSITION.	lt9489.ies	18900	0.75	720
□	B	3	WSTM 32TRT MD	MINIATURE TRAPEZOID ARCHITECTURAL SCORNE, 32-WATT TRIPLE TUBE, MEDIUM DISTRIBUTION, HYDROFORM REFLECTOR, CLEAR, FLAT GLASS LENS.	ONE 32-WATT TRIPLE TUBE COMPACT FLUORESCENT, HORIZONTAL POSITION	WSTM_32TRT_MD.ies	2400	0.81	34

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
PARKING LOT	+	2.01 fc	11.42 fc	0.00 fc	N/A	N/A

- NOTES**
- LUMINAIRE A & C TO BE MOUNTED ON A 12'-0" POLE AND 3'-0" BASE.
 - LUMINAIRE 'B' TO BE MOUNTED AT 10'-0" FROM TOP OF PARKING PAVEMENT.



CONTOUR
Soft-Square Lighting

KAD

MEAL HALIDES 20-400W
HIGH PRESSURE SOLID STATE 20-255 WATTING

20" x 25" MOUNTING

Example: KAD-400M2 (SR4SC) (SR4FL)

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
□	A	3	KAD 200M SR4SC	AREA LIGHT WITH HIGH PERFORMANCE SR4SC OPTICS, CLEAR FLAT GLASS.	ONE 200-WATT CLEAR ED-28 METAL HALIDE, HORIZONTAL POSITION.	lt9489.ies	18900	0.75	240
□	C	1	KAD 200M SR4SC	AREA LIGHT WITH HIGH PERFORMANCE SR4SC OPTICS, CLEAR FLAT GLASS.	ONE 200-WATT CLEAR ED-28 METAL HALIDE, HORIZONTAL POSITION.	lt9489.ies	18900	0.75	720
□	B	3	WSTM 32TRT MD	MINIATURE TRAPEZOID ARCHITECTURAL SCORNE, 32-WATT TRIPLE TUBE, MEDIUM DISTRIBUTION, HYDROFORM REFLECTOR, CLEAR, FLAT GLASS LENS.	ONE 32-WATT TRIPLE TUBE COMPACT FLUORESCENT, HORIZONTAL POSITION	WSTM_32TRT_MD.ies	2400	0.81	34

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PARKING PHOTOMETRIC

Scale : N.T.S.

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