

SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: JULY 11, 2013

Date: Case No.:	July 3, 2013 2013.0242C
Project Address:	711 VAN NESS AVENUE
Zoning:	RC-4 (Residential-Commercial Combined, High-Density) District
	Van Ness Special Use District
	Van Ness Automotive Special Use District
	130-V Height and Bulk District
Block/Lot:	0743/203
Property Owner:	SFOC LLC c/o Jack May
	711 Van Ness Avenue, 5 th floor
	San Francisco, CA 94012
Project Contact:	Steve Wolmark
	SKS Investments
	601 California Street, Suite 1310
	San Francisco, CA 94108
Staff Contact:	Glenn Cabreros – (415) 558-6169
	glenn.cabreros@sfgov.org
Recommendation:	Approval with Conditions

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

> Reception: 415.558.6378

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Planning Information: 415.558.6377

PROJECT DESCRIPTION

The project proposes to change the existing office use above the ground floor (second through fifth floors), approximately 92,000 square feet, to medical service use for use by the nonprofit organization *Pacific Vision Foundation*. The proposed medical service use is to be used as a comprehensive eye care center that includes an expanded community eye clinic, clinical research, an ophthalmology residency program, diagnostic facilities, a specialized eye surgery center and private ophthalmologists in a single location. The project would not increase the existing building envelope or the amount of parking. At the ground floor, the existing bank use is proposed to be retained.

As related to the project, the project sponsor submitted a Parking Reduction application for the Zoning Administrator's consideration. The existing building is legally noncomplying with regard to the required number of parking spaces for the existing office use. The building contains 136 parking spaces at the ground floor and two basement levels. The floor area of the existing office use (99,270 sf) requires 199 spaces at a ratio of 1:500 sf. The change of use would increase the noncompliance of the parking requirement as the medical service use requires a parking ratio of 1:300 sf. Additionally, the project could potentially remove up to 10 existing parking spaces to accommodate an emergency generator and a patient drop-off area within the existing garage.

SITE DESCRIPTION AND PRESENT USE

The project site is located on the west side of Van Ness Avenue between Turk and Larch Streets, Block 0743, Lot 203 with a lot area of 21,980 square feet. The property is located in the RC-4 Zoning District, the Van Ness Special Use District and the 130-V Height and Bulk District. The lot is irregular in shape, with 80 feet of frontage on Van Ness Avenue, 219.75 feet of frontage on Turk Street and 110 feet of frontage on Larch Street. Due to the lateral slope of the lot along Van Ness Avenue, the Turk Street side of the building is considered the ground floor while the Larch Street grade is approximately at the 2nd floor. The existing five-story commercial building, constructed circa 1984, contains approximately 99,270 gross square feet consisting of approximately 92,000 square feet of office uses on the 2nd through 5th floors, and a ground floor tenant space of approximately 7,300 square feet currently occupied by a bank (d.b.a. *East West Bank*).

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located at the northwest corner of the intersection of Van Ness Avenue and Turk Streets. To the west is a two-story garage structure with rooftop tennis courts. To the north, at the corner of Larch Street and Van Ness Avenue is six-story residential building with commercial uses at the ground floor. To the east and directly across Van Ness Avenue is a two-story commercial building. To the south and directly across Turk Street is a 13-story residential tower that is part of the mixed-use development known as Opera Plaza. The surrounding properties aforementioned are also within the RC-4 Zoning District with the exception of one lot directly to the west of the project, which is within the C-2 (Community Business) Zoning District.

ENVIRONMENTAL REVIEW

On June 24, 2013, the project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 1 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this project (Case No. 2013.0242E).

ТҮРЕ	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	June 21, 2013	June 19, 2013	22 days
Posted Notice	20 days	June 21, 2013	June 20, 2013	21 days
Mailed Notice	10 days	July 1, 2013	June 21, 2013	20 days

HEARING NOTIFICATION

PUBLIC COMMENT

• To date, the Department has not received any public comment on the project.

ISSUES AND OTHER CONSIDERATIONS

- The number of off-street parking spaces in the existing commercial building would not satisfy the amount of off-street parking required for the proposed medical service use. Thus, a Parking Reduction Application was submitted for the Zoning Administrator's consideration. On June 28, 2013, the Zoning Administrator reviewed the proposed parking reduction pursuant to the criteria set forth under Planning Code Section 307(i) and authorized administrative approval for the reduction given that the proposed project meets the criteria for the elimination of the requirement to provide up to 133 additional off-street parking spaces.
- Per the Conditional Use Application, *Pacific Vision Foundation* proposes a project that will create a medical service facility that offers comprehensive eye care, bringing together an expanded community eye clinic, clinical research, an ophthalmology residency program, diagnostic facilities, a specialized eye surgery center and private ophthalmologists in a single location. The goal is to create a state-of-the-art facility that incorporates education and services for low-income patients with private practices and related businesses that contribute to the mission-related services and to provide access to medical services in a state-of-the-art, non-institutional facility staffed by some of the most experienced medical professionals in the world. The concept is based on business models used extensively in the developing world, including the Aravind Eye Care System in India. Indeed, Aravind and the Project Sponsor have signed a memorandum of understanding to collaborate on adapting their system of highly efficient outreach and eye care services to the U.S., in conjunction with the Lions Eye Foundation. One of the key features of the proposed project is the Lions Eye Clinic, which will provide services to the general public with an emphasis on providing free or reduced-cost services to uninsured, underinsured or indigent patients.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use authorization to allow the establishment of a medical service use above the ground floor within the RC-4 Zoning District pursuant to Planning Code Section 209.8.

BASIS FOR RECOMMENDATION

- The project is desireable as it would add diversity to existing commercial uses along the Van Ness corridor and the surrounding neighborhoods.
- The project would locate a medical service use along transit and pedestrian friendly Van Ness Avenue, and it will help to assure the continued availability of, and access to, medical services for City residents.
- The project is for a nonprofit organization that would serve the immediate neighborhood and the City at large.
- The project does not propose additional construction or expansion of the existing building; thus, disruptions to tenants of the existing building and surround buildings are minimized.
- The project does not expand the existing parking garage at the subject building; therefore, automobile-pedestrian conflicts and potential vehicular congestion are kept to a minimum.
- The project is compatible with the surrounding neighborhood and complimentary to the surrounding land use patterns/development.

RECOMMENDATION:

Approval with Conditions

Attachments:

Draft Motion Parcel Map Sanborn Map Aerial Photograph Zoning Map Certificate of Determination: Exemption from Environmental Review Zoning Administrator Memo: Off-Street Parking Reduction Project Sponsor Submittal, including: - Site Photographs

- Reduced Plans

Attachment Checklist

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

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

Planner's Initials

GC

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SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

Planning Commission Draft Motion

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	<u>glenn.cabreros@sfgov.org</u>

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 209.8 AND 303 OF THE PLANNING CODE TO ALLOW A MEDICAL SERVICE USE ABOVE THE GROUND FLOOR WITHIN AN EXISTING FIVE-STORY COMMERCIAL BULDING IN THE RC-4 (RESIDENTIAL-COMMERCIAL COMBINED, HIGH-DENSITY) ZONING DISTRICT, THE VAN NESS SPECIAL USE DISTRICT, THE VAN NESS AUTOMOTIVE SPECIAL USE DISTRICT AND THE 130-V HEIGHT AND BULK DISTRICT.

PREAMBLE

On March 14, 2013, Steve Wolmark of SKS Investments on behalf of SFOC, LLC (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 209.8 and 303 to request a change of use from office use to medical service use above the ground floor of an existing five-story commercial building within the RC-4 District.

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

Reception: 415.558.6378

Fax: 415.558.6409

Planning Information: 415.558.6377 On June 24, 2013, the project was determined to be exempt from the California Environmental Quality Act ("CEQA") as a Class 1 Categorical Exemption under CEQA as described in the determination contained in the Planning Department files for this project, Case No. 2013.0242E.

On July 11, 2013, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2013.0242C.

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2013.0242C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

- 1. The above recitals are accurate and constitute findings of this Commission.
- 2. Site Description and Present Use. The project site is located on the west side of Van Ness Avenue between Turk and Larch Streets, Block 0743, Lot 203 with a lot area of 21,980 square feet. The property is located in the RC-4 Zoning District, the Van Ness Special Use District, the Van Ness Automotive Special Use District and the 130-V Height and Bulk District. The lot is irregular in shape, with 80 feet of frontage on Van Ness Avenue, 219.75 feet of frontage on Turk Street and 110 feet of frontage on Larch Street. Due to the lateral slope of the lot along Van Ness Avenue, the Turk Street side of the building is considered the ground floor while the Larch Street grade is approximately at the 2nd floor. The existing five-story commercial building, constructed circa 1984, contains approximately 99,270 gross square feet consisting of approximately 92,000 square feet of office uses on the 2nd through 5th floors, and a ground floor tenant space of approximately 7,300 square feet currently occupied by a bank (d.b.a. *East West Bank*).
- 3. **Surrounding Properties and Neighborhood.** The project site is located at the northwest corner of the intersection of Van Ness Avenue and Turk Streets. To the west is a two-story garage structure with rooftop tennis courts. To the north, at the corner of Larch Street and Van Ness Avenue is six-story residential building with commercial uses at the ground floor. To the east and directly across Van Ness Avenue is a two-story commercial building. To the south and directly across Turk Street is a 13-story residential tower that is part of the mixed-use development known as Opera Plaza. The surrounding properties aforementioned are also within the RC-4 Zoning District with the exception of one lot directly to the west of the project, which is within the C-2 (Community Business) Zoning District.

4. **Project Description.** The project proposes to change the existing office use above the ground floor (second through fifth floors), approximately 92,000 square feet, to medical service use for use by the nonprofit organization *Pacific Vision Foundation*. The proposed medical service use is to be used as a comprehensive eye care center that includes an expanded community eye clinic, clinical research, an ophthalmology residency program, diagnostic facilities, a specialized eye surgery center and private ophthalmologists in a single location. The project would not increase the existing building envelope or the amount of parking. At the ground floor, the existing bank use is proposed to be retained.

As related to the project, the project sponsor submitted a Parking Reduction application for the Zoning Administrator's consideration. The existing building is legally noncomplying with regard to the required number of parking spaces for the existing office use. The building contains 136 parking spaces at the ground floor and two basement levels. The floor area of the existing office use (99,270 sf) requires 199 spaces at a ratio of 1:500 sf. The change of use would increase the noncompliance of the parking requirement as the medical service use requires a parking ratio of 1:300 sf. Additionally, the project could potentially remove up to 10 existing parking spaces to accommodate an emergency generator and a patient drop-off area within the existing garage.

- 5. **Public Comment**. The Department has not received any public comment for 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. **Change of Use.** Planning Code Section 209.8 states that a Conditional Use Authorization is required in the RC-4 District to establish a medical service use above the ground floor.

The project sponsor has submitted an application to request Conditional Use Authorization to change the existing office use above the ground floor of the existing building to medical service use. The proposed change of use would convert approximately 92,000 sf of office space to medical service use.

B. **Parking**. For medical service use, Planning Code Section 151 requires one off-street parking for every 300 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.

The number of existing parking spaces would not satisfy the amount of off-street parking required for the proposed medical service use, thus a Parking Reduction Application was submitted for the Zoning Administrator's consideration. The proposed change of use of approximately 92,000 sf of office use to medical service use represents 93 percent of the total floor area of the building. As such, 126 parking spaces equals 93-percent of the 136 existing parking spaces, and 126 spaces is the amount of parking assumed to be allotted to the proposed change of use. The remaining 10 spaces (of the 136 existing spaces) are considered to be allocated to the existing bank use to be retained at the ground floor. Per the current provisions of the Planning Code under Section 151, 92,000 sf of existing office use requires 184 parking spaces at a ratio 1 space per 500 square feet; thus the existing parking is legal nonconforming with a deficiency of 58 spaces for the 92,000 sf of office use. Under Section 151, medical service use requires 1 parking space per 300 square feet; thus the proposed medical service use requires 307 parking spaces. Since the Planning Code allows existing parking conditions to be credited between commercial uses, the amount of parking required for the change of use to medical service use is 123 parking spaces (307 spaces required for medical service minus 126 existing spaces minus 58 parking space credit = 123 additional spaces required). Furthermore, the project sponsor is proposing to remove two existing parking spaces to accommodate an emergency generator. The project sponsor is also exploring the possibility of providing a patient drop-off area within the interior of the existing garage that may remove up to 8 additional spaces. The proposed change of use proposes to remove up to 10 existing parking spaces. The parking reduction requested is for up to 133 spaces.

- C. **Parking Reduction.** Per Planning Code Section 161, the Zoning Administrator may reduce the off-street parking requirements in RC (Residential-Commercial Combined) Districts pursuant to the procedures and criteria of Planning Code Section 307(i). On June 28, 2013, the Zoning Administrator reviewed the proposed parking reduction pursuant to the criteria set forth under Planning Code Section 307(i) and authorized administrative approval for the reduction given that the proposed project meets the criteria for the elimination of the requirement to provide up to 133 additional off-street parking spaces:
 - i. The reduction in the parking requirement is justified by the reasonable anticipated auto usage by residents of and visitors to the Project.

The project would maintain 136 existing parking spaces for the proposed medical service use. A reduction of up to 133 parking spaces is justified as the project is located in an area that is transitrich. Per the project sponsor, all services provided at the medical facility would be on an outpatient basis only. Also, due to the nature of the proposed medical service use -a vision center, the number of workers and visitors (patients) to the site is projected to be intermittent.

ii. The reduction in the parking requirement will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity.

The elimination of the requirement to provide the additional parking spaces would not be detrimental to the neighborhood, as the project currently contains 136 parking spaces and the neighborhood is well-served by public transit. The existing office building, which is deficient 58 parking spaces for the existing office use, was constructed circa 1984, and the existing deficiency has proved not be detrimental to the persons residing or working in the vicinity. An increase of the building area to provide the required additional parking may be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, as additional parking would most likely require excavation and thus potential disturbances to tenants in the building and surrounding buildings. Additional parking would encourage automobile use in an area well-served by public transit.

iii. The minimization of conflict of vehicular and pedestrian movements.

The conflict of vehicular and pedestrian movements will be minimized as the project does not propose an increase in the number of parking spaces and the access point to the garage will remain in its current location. Patient drop-off areas are proposed to be located within the garage and also along Larch Street, which is a secondary, mid-block street.

iv. The availability of transportation modes other than the automobile.

There is public transit (Muni Lines 5, 16x, 19, 31, 47 and 49 and Golden Gate Transit) that is in close proximity to the project site. The project site is also accessible by walking and biking. The project proposes to retain 4 existing car share spaces and 12 existing bike parking stalls, which complies with the required amount of car share and bike parking spaces per the Planning Code.

v. The pattern of land use and character of development in the vicinity.

The neighborhood features a mix of residential, commercial and governmental uses, many of which include off-street parking. South and east of the project site, the surrounding development can be generalized as commercial and local, state and federal government uses due the proximity of the Federal and State Buildings and Civic Center within three blocks of the project. Stand-alone garage structures associated primarily with nearby governmental uses in the vicinity are accessible for the general public's use. Directly south and across Turk Street from the project is Opera Plaza, a high-density residential development with ground floor commercial uses. North and west of the project site, the land use development patterns are more residential in nature with Cathedral Hill directly northwest of the project. Along Van Ness Avenue, a varied mix of commercial, automotive and residential uses exist along one of the City's major thoroughfares. This portion of Van Ness Avenue, from Mission Street to Lombard Street, is designated as U.S. Highway 101.

vi. Such other criteria as the Zoning Administrator deems appropriate in the circumstances of the particular case.

The requested parking reduction is appropriate and reasonable when taking into account recent Planning efforts, the City's Transit-First Policy and the project's proximity to transit-oriented areas (the Market-Octavia Area and the Van Ness Corridor). Recent Planning efforts to implement the City's Transit-First Policy have resulted in new zoning districts that encourage the use of transit, walking, biking and alternative modes of transportation while reducing automobile use and congestion in areas of the City that have been identified to be reasonably accessible to public transit. Specifically, the Market-Octavia Area Plan and its rezoning efforts were adopted by the Board of Supervisors and the Mayor, which established parking maximums when the area plan became effective on May 31, 2007. The project site is on a block that abuts the northern boundary of the Market-Octavia Area Plan and Assessor's Block 0761 at the southwest corner of the intersection of Franklin and Turk Streets. The entirety of Block 0761 is zoned NCT-3 (Moderate-scale, Neighborhood Commercial Transit District), and the zoning controls for the NCT-3 District do not require parking for commercial uses. By way of example, if the adjacent NCT-3 District's parking controls were applied to the existing subject building, no (zero) additional parking spaces would be required for the project.

- D. **Signage**. Currently, signs for the contemplated medical service use are not proposed as part of the application for Conditional Use Authorization. Any proposed signage will be subject to the review and approval of the Planning Department.
- 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 use and intensity of the project would be desirable, as it would provide diversity to the existing uses found along Van Ness Avenue and in the immediate neighborhood. The project is also desirable as it proposes to consolidate several inter-related vision and ophthalmology uses in one 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 height and bulk of the existing building will remain the same, and the project will not alter the existing appearance or character of the project vicinity. The proposed change of use will not affect the building envelope.

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 would utilize, and would not expand, the existing parking garage. Traffic patterns for persons and vehicles are minimized as the project does not propose additional parking or curb cuts. The users of the medical service use, particularly patients visiting the building, would be intermittent. In addition to a patient drop-off area on Larch Street, a less-used, mid-block street, the project sponsor is exploring the feasibility of creating a patient drop-off area within the garage.

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

Noxious and offensive emissions are typically not associated with medical service uses, particularly vision and ophthalmology uses. The emergency generator proposed within the existing garage will be subject to review by the Department of Building Inspection for conformance with local building and mechanical codes.

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

The project does not propose any exterior changes to the building or existing streetscape. Existing street lighting and street trees will not be affected by the project.

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.

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 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 which has substantial undesirable consequences that cannot be mitigated.

The project will result in positive fiscal and employment benefits for residents of the City by providing a wide range of employment opportunities, especially in the growing health care industry, and by increasing foot traffic to local retail businesses. The Lions Eye Clinic portion of the project will provide a significant community benefit by providing services to underinsured, uninsured and indigent persons.

OBJECTIVE 2:

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

The project will provide a diverse array of employment opportunities, including employment opportunities for receptionists, records clerks, lab technicians, medical assistants, nurses, and doctors.

POLICY 2.1:

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

As the City's population ages and grows, the demand for medical services will continue to increase. Locating a medical services building along transit and pedestrian-friendly Van Ness Avenue will help to assure the continued availability of, and access to, medical services for City residents. In addition, the state-of-the-art nature of the proposed project will attract talented medical professionals to the Bay Area, who, in turn, will be able to provide their highly skilled services to City residents.

OBJECTIVE 3:

PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

POLICY 3.2:

Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

Medical service uses offer numerous entry level job opportunities, including receptionist and file clerk positions. In addition, medical service uses provide opportunities for persons who have obtained medical assistant certifications through programs of study that are popular at local community and technical schools.

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 will provide the residents of the Van Ness Avenue corridor and surrounding neighborhoods with medical services in a modern facility.

OBJECTIVE 7:

ENHANCE SAN FRANCISCO'S POSITION AS A NATIONAL AND REGIONAL CENTER FOR GOVERNMENTAL, HEALTH, AND EDUCATIONAL SERVICES.

POLICY 7.2:

Encourage the extension of needed health and educational services, but manage expansion to avoid or minimize disruption of adjacent residential areas.

POLICY 7.3:

Promote the provision of adequate health and educational services to all geographical districts and cultural groups in the city.

Once completed, per the project sponsor, the project will constitute a world class eye care facility that will have the potential to enhance San Francisco's position as a national, and even global, center for health services. The project may attract some of the most talented eye care doctors in the world. The Lions Eye Clinic, based on a similar clinic in India, will serve as a national model for how to provide eye care services to underinsured, uninsured and indigent persons. Because the project will be located entirely within an existing office building, the project will not disrupt the residential nature of the surrounding area. To the contrary, the project will provide additional, necessary medical services within walking distance of the many residences along and near the Van Ness Avenue corridor. Finally, the Lions Eye Clinic will provide eye care services to patients of all socio-economic backgrounds. Its proximity to the Western Addition and Tenderloin neighborhoods will enhance the availability of eye care services to those neighborhoods, which currently lack a sufficient amount of eye care services.

- 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 does not displace neighborhood-serving retail uses.

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

The existing housing and neighborhood character would be conserved and protected, as the project does not remove any dwelling units. The proposed medical service use would diversify the variety of uses within the neighborhood. Also, the medical service use is proposed to be open during regular business (daytime) hours.

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

No housing is removed by this project.

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

The project is well served by transit. Muni Lines 5, 16x, 19, 31, 47 and 49 and Golden Gate Transit are in close proximity to the project site. The project site is also accessible by walking and biking.

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

The project will not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

The project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code. This proposal will not impact the property's ability to withstand an earthquake.

G. That landmarks and historic buildings be preserved.

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

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

The project will have no negative impact on existing parks and open spaces. The project does not have an impact on open spaces.

- 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. 2013.0242C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated ______, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. ______. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 11, 2013.

Jonas P. Ionin Acting Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 11, 2013

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow a medical service use above the ground floor located at 711 Van Ness Avenue, Assessor's Block 0743, Lot 203 pursuant to Planning Code Sections 209.8 and 303 within the RC-4 (Residential-Commercial Combined, High-Density) District, the Van Ness Special Use District, the Van Ness Automotive Special Use District and a 130-V Height and Bulk District; in general conformance with plans, dated ______, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0242C and subject to conditions of approval reviewed and approved by the Commission on ______ under Motion No ______. 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 ______ under Motion No ______.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

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, <u>www.sf-planning.org</u>

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, <u>www.sf-planning.org</u>

PARKING

Parking Calculations. Subject to this authorization 126 of the 136 existing off-street parking spaces is the amount of parking assumed to be allotted to the proposed medical service use at the second through fifth floors. The remaining 10 spaces of the 136 existing spaces are considered to be allocated to the existing bank use to be retained at the ground floor. Potential future alterations/changes of use to the existing building should consider the amount of parking analyzed as part of this authorization for the purposes of future parking calculations.

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

OPERATION

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, <u>http://sfdpw.org</u>

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, <u>www.sf-planning.org</u>

Parcel Map



Sanborn Map*



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



Conditional Use Hearing Case Number 2013.0242C 711 Van Ness Avenue Hearing Date: July 11, 2013

Aerial Photo





Conditional Use Hearing Case Number 2013.0242C 711 Van Ness Avenue Hearing Date: July 11, 2013

Zoning Map





SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.:	2013.0242E
Project Title:	711 Van Ness Avenue
Zoning:	RC-4 (Residential – Commercial, High Density) District
	Downtown/Civic Center Neighborhood
	Van Ness and Van Ness Automotive Special Use Districts
	130-V Height and Bulk District
Block/Lot:	0743/203
Lot Size:	21,980 square feet
Project Sponsor:	Steve Wolmark, (415) 421-8200
Staff Contact:	Kei Zushi, (415) 575-9036
	<u>kei.zushi@sfgov.org</u>

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

Reception: 415.558.6378

Fax: 415.558.6409

Planning Information: 415.558.6377

PROJECT DESCRIPTION:

The proposed project consists of an interior remodel of the existing 77.3-foot-tall, five-story, 142,538square-foot (sf), commercial building, which was built in 1984. It would entail a change-of-use on the second through fifth floors, totaling 91,989 sf in area, from a general office use to a medical service office. The proposed medical service office would include an ambulatory surgery facility, optical shop, optical diagnostics facility, and physician offices. The ambulatory surgery facility would conduct surgical procedures on an out-patient basis only with no overnight stay. No emergency services would be provided by the proposed medical service office.

(Continued on Second Page.)

EXEMPT STATUS:

Categorical Exemption, Class 1 [State CEQA Guidelines Sections 15301(a) and (c)]

REMARKS:

See next page.

DETERMINATION:

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

Réé SARAH B. JONES /

Acting Environmental Review Officer

cc: Steve Wolmark, Project Contact David Lindsay, NW Quadrant Supervisor London Breed

tone 24, 2013

Date

Historical Preservation List Bulletin Board M.D.F

PROJECT DESCRIPTION (continued):

Steven Wolmark, Project Sponsor's representative, has indicated that of the 91,989 sf on the second through fifth floors proposed to be converted to a medical service office, 36 percent (approximately 33,505 sf) is currently used as office and 64 percent (approximately 58,484 sf) has been vacant since June 2011.¹ The existing building currently contains a bank on the ground floor, approximately 7,281 sf in area,² and a three-level underground parking garage, totaling 43,268 sf in area, providing a total of 122 off-street parking spaces.

The project would also entail: 1) reconfiguration of a portion of the existing parking garage to provide an additional 12 parking spaces, resulting in a total of 134 parking spaces provided in the building; 2) installation of a pedestrian canopy over the ground-floor-level façade along Van Ness Avenue; 3) construction of a new entrance at the second floor level on the Larch Street façade; 4) removal of two existing on-street parking spaces within Larch Street and construction of a new patient drop-off area and a cross walk within Larch Street, adjacent to the proposed Larch Street entrance; and 5) installation of an emergency generator near the southwestern corner of the existing building on the mezzanine level for the ambulatory surgery facility. The proposed generator would be 125kw, diesel- driven, Tier 4 compliant and comply with the applicable air quality standards set by the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (BAAQMD). The final location of the exhaust for the generator has not been determined. The generator would either be exhausted from the garage along the Turk Street façade or from the roof.

The proposed project would not change the total floor area or the height of the existing building. The project would involve no excavation or grading. The existing building is located on a 21,980-sf, irregularly-shaped parcel at the northwest corner of Van Ness Avenue and Turk Street in the Downtown/Civic Center neighborhood of San Francisco. Due to the slope of the lot, the Turk Street side of the building is considered to be the ground floor of the building while the Larch Street side is approximately at the second floor. The building is not considered an historic resource for the purposes of CEQA.

REMARKS (continued):

Traffic

The proposed project would change the use on the second through fifth floors of the building, totaling 91,989 sf in area, from general office to medical service office. It is anticipated that the occupancy load for the proposed medical service office would be similar to that of the current office use. Based on Table 1004.1.1 of the 2007 California Building Code, which addresses occupancy loads for various land uses, the maximum floor area allowances per occupant are 100 sf for both business areas (i.e., offices) and

¹ Steven Wolmark, SKS Investments, Project Sponsor's Representative. *Email to Kei Zushi, San Francisco Planning Department, Existing Office Use: 711 Van Ness Ave.*, June 14, 2013. This email is available for review as part of Case File No. 2013.0242E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

² The EE Application for this project indicates that this 7,281-sf tenant space may continue to be used as the financial service use or be changed to another permitted use such as retail or medical office. Any future changes to the tenant space may require further environmental review and would be subject to subsequent approval by the Planning Department.

institutional areas, outpatient areas. Thus, the traffic volume resulting from the proposed medical service office would be similar to that resulting from the current office use.

In accordance with the Planning Code Section 151, which addresses parking requirements for various land uses, one off-street parking space is required for every 300 sf of the proposed medical service office (307 spaces required for the proposed 91,989-sf medical service office) while one off-street parking space is required for every 500 sf of office use (184 spaces required for the existing 91,989-sf office use). This generally indicates that the medical service use is considered to generate a higher volume of vehicular traffic than does the existing office use. However, this increase in the traffic volume is not considered substantial for the purpose of CEQA.

As the existing building provides only 122 off-street parking spaces, the existing building would not meet the above parking requirements even with the additional 12 parking spaces proposed to be provided as part of this project. Therefore, the proposed change in use would increase the non-conformity relative to the parking requirements. Because of this, the project sponsor seeks approval for a parking reduction concerning the parking requirement shortfall. From the perspective of CEQA, however, regardless of whether or not the parking reduction request is approved, the proposed change in use would not result in a significant impact with respect to parking. If a project continues to fall short of the *Planning Code*required parking spaces, it is generally not considered a significant parking impact for the purposes of CEQA.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial deficit in parking caused by a project creates hazardous conditions or significant could also result in secondary physical environmental impacts (e.g., air quality or noise impacts cause by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternative to auto travels (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking) would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Polices, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e., walking, biking, transit, or taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor.

At this location, the unmet parking demand could be accommodated within existing on-street and offstreet parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. The project area is well-served by local public transit (Muni lines 05, 16A, 16B, 19, 31, 38, 38L, 47, 49, and 90), bicycle lane 25 within Polk Street, and bicycle route 20 within McAllister Street, which provide alternatives to auto travel. Any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays are created.

In summary, the proposed project would not result in a substantial parking deficit and create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians. Therefore, parking impacts would be less than significant.

The proposed project also involves the removal of two existing on-street parking spaces on Larch Street and construction of a new patient drop-off area and a cross walk within Larch Street. Larch Street is a one-lane, one-way westbound alley. This portion of the project would require review and approval by the San Francisco Municipal Transportation Agency (SFMTA) prior to commencement of on-site work. Temporary closure of Larch Street or any necessary rerouting of traffic, if required by SFMTA, would be implemented under the supervision of SFMTA.

In light of the above, the project would not result in a significant transportation impact.

Air Quality Impacts

Operational Impacts

The proposed project would change the use on the second through fifth floors of the building, totaling 91,989 sf in area, from office to a medical service office. It is anticipated that the occupancy load for the proposed medical service office would be similar to that of the current office use. Based on Table 1004.1.1 of the 2007 California Building Code (CBC), which addresses occupancy loads for various land uses, the maximum floor area allowances per occupant are 100 sf for both business areas (i.e., offices) and institutional areas, and outpatient areas. Thus, the traffic volume resulting from the proposed medical service use is required to provide more off-street parking spaces than the existing office use. This generally means that the medical service use is considered to generate a higher volume of vehicular traffic than does the existing office use. However, this level of increase in the traffic volume would not result in a substantial air quality impact.

The proposed project includes installation of a back-up generator, which is considered a new stationary source. The generator would be 125kw, diesel driven, Tier 4 compliant and conforming to CARB and

BAAQMD air quality standards. This back-up generator would be used only in periods of power outages to provide power only to the ambulatory surgery facility.³ Emergency generators are regulated by the BAAQMD through their New Source Review (Regulation 2, Rule 5) permitting process. The project applicant would be required to obtain applicable permits to operate an emergency generator from the BAAQMD. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The BAAQMD limits testing to no more than 50 hours per year. Additionally, as part of the permitting process, the BAAQMD would limit the excess cancer risk from any facility to no more than ten per one million population and requires any source that would result in an excess cancer risk greater than one per one million population to install Best Available Control Technology for Toxics (TBACT). The project site is not within an air quality hot spot.⁴ Based on the above, the proposed back-up generator would not result in a significant operational air quality impact.

In light of this above, the proposed project would not result in a significant operational air quality impact.

Construction Impacts

The proposed work could temporarily raise dust levels in the project vicinity. The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and avoid orders to stop work by the DBI. The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from the DBI. The Director of DBI may waive this requirement for activities on sites less than one half acre that are unlikely to result in any visible wind-blown dust. These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance. In addition, the DBI would also review plans with regard to potential fire hazards. Based on this above, the proposed project would not result in a significant construction air quality impact.

³ Steve Wolmark, Project Sponsor's representative. Email to Kei Zushi, San Francisco Planning Department, Generator: 711 Van Ness Ave., May 16, 2013. This email is available for review as part of Case File No. 2013.0242E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁴ In an effort to identify areas of San Francisco most adversely affected by sources of toxic air contaminants (TACs), the San Francisco Planning Department and the San Francisco Department of Public Health (DPH) have partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed "air quality hot spots" were identified based on two health-protective criteria: 1) excess cancer risk from the contribution of emissions from all modeled sources > 100 per one million population; or 2) cumulative PM₂₅ concentrations > 10 micrograms per cubic meter (µg/m³). Land use projects within these air quality hot spots require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations.

Exempt Status

The proposed project would involve minor interior and exterior alterations to the existing building. CEQA State Guidelines Section 15301(a), or Class 1, provides an exemption for interior and exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances. Therefore, the proposed alterations would be exempt under Class 1.

The proposed project would also involve the removal of two existing on-street parking spaces within Larch Street and construction of a new patient drop-off area and a cross walk within Larch Street. CEQA State Guidelines Section 15301(c), or Class 1, provides an exemption from environmental review for minor alteration of existing public streets. Therefore, the proposed alteration would also be exempt under Class 1.

Conclusion

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The proposed project would not have a significant effect on a historic resource, surrounding historic district, or other buildings in the vicinity. There are no other unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review.



МЕМО

Zoning Administrator Action Memo Administrative Review of Off-Street Parking Reduction

Date:	June 28, 2013
Case No.:	2013.0242C
Project Address:	711 VAN NESS AVENUE
Zoning:	RC-4 (Residential-Commercial Combined, High-Density) District
	Van Ness Special Use District
	Van Ness Automotive Special Use District
	130-V Height and Bulk District
Block/Lot:	0743/203
Property Owner:	SFOC LLC c/o Jack May
	711 Van Ness Avenue, 5 th floor
	San Francisco, CA 94012
Project Contact:	Steve Wolmark
	SKS Investments
	601 California Street, Suite 1310
	San Francisco, CA 94108
Staff Contact:	Glenn Cabreros – (415) 558-6169
	glenn.cabreros@sfgov.org

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

Reception: 415.558.6378

Fax: 415.558.6409

Planning Information: 415.558.6377

PROJECT DESCRIPTION

The proposal is a request for Conditional Use Authorization (filed on March 5, 2013), pursuant to Planning Code Sections 209.8 and 303 to allow medical service use above the ground floor within an existing five-story office building in the RC-4 (Residential-Commercial Combined, High Density) Zoning District, the Van Ness Special Use District, the Van Ness Automotive Special Use District and the 130-V Height and Bulk District.

The legal use of the existing building is commercial; the ground floor is a bank and the upper floors are business offices. The project proposes to change the office use at the second floor and above, approximately 91,989 square feet, to medical service use for use by the nonprofit organization *Pacific Vision Foundation*. Per the project sponsor, Pacific Vision Foundation acquired the subject building to create a comprehensive center for eye care housed in one location. The proposed eye care center would include space for a community eye clinic, clinical research, an ophthalmology residency program, educational/instructional rooms, diagnostic facilities, a specialized eye surgery center and private ophthalmologist offices. The proposal does not increase the existing building envelope or the amount of parking.

The existing building contains 136 parking spaces at the ground floor and two basement levels. The proposed change of use of 91,989 sf of office use to medical service represents 93 percent of the total floor area of the building. As such, 126 parking spaces equal 93 percent of the 136 existing parking spaces, and

126 spaces is the amount of parking assumed to be allotted to the proposed change of use. The remaining 10 spaces (of the 136 existing spaces) are considered to be allocated to the existing bank use to be retained at the ground floor. Per the current provisions of the Planning Code under Section 151, the 91,989 s.f. of existing office use requires 184 parking spaces at a ratio 1 space per 500 square feet; thus the existing parking is legally nonconforming with a deficiency of 58 spaces for the 91,989 s.f. of office use. Under Section 151, medical service use requires 1 parking space per 300 square feet; thus the proposed medical service use requires 307 parking spaces. Since the Planning Code allows existing parking conditions to be credited between commercial uses, the amount of parking required for the change of use to medical service use is 123 parking spaces (307 spaces required for medical service minus 126 existing spaces minus 58 parking space credit = 123 additional spaces required).

As related to the change of use, the project sponsor is proposing to remove 2 existing parking spaces to accommodate an emergency generator. The project sponsor is also exploring the possibility of providing a patient drop-off area within the interior of the existing garage that may remove up to 8 additional spaces. As such, the project proposes removal of up to 10 existing parking spaces, and the requested parking reduction is for up to 133 spaces.

In April 2010, the Board of Supervisors passed Ordinance No. 85-10 (Consistent Street Frontages) effective May 7, 2011, which allows the Zoning Administrator to administratively reduce off-street parking requirements in NC and RC Districts; therefore, a Variance application for the project is no longer required.

ACTION

Planning Code Section 307(i) allows the Zoning Administrator to reduce off-street parking requirements in NC and RC Districts. The Zoning Administrator reviewed the criteria set forth under Planning Code Section 307(i) and has **AUTHORIZED ADMINISTRATIVE APPROVAL** that the proposed project meets the criteria for the elimination of the requirement to provide up to 133 additional off-street parking spaces.

FINDINGS

The Zoning Administrator took the action described above because the proposal meets the six off-street parking criteria outlined in Planning Code Section 307(i) as follows:

1. The reduction in the parking requirement is justified by the reasonable anticipated auto usage by residents of and visitors to the Project.

The project would maintain 136 existing parking spaces for the proposed medical service use. A reduction of up to 133 parking spaces is justified as the project is located in an area that is transit-rich. Per the project sponsor, all services provided at the medical facility would be on an outpatient basis only. Also, due to the nature of the proposed medical service use -a vision center, the number of workers and visitors (patients) to the site is projected to be intermittent.

2. The reduction in the parking requirement will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity.

The elimination of the requirement to provide the additional parking spaces would not be detrimental to the neighborhood, as the project currently contains 136 parking spaces and the neighborhood is well-served by public transit. The existing office building, which is deficient 58 parking spaces for the existing office use, was constructed circa 1984, and the existing deficiency has proved not be detrimental to the persons residing or working in the vicinity. An increase of the building area to provide the required additional parking may be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, as additional parking would most likely require excavation and thus potential disturbances to tenants in the building and surrounding buildings. Additional parking would encourage automobile use in an area well-served by public transit.

3. The minimization of conflict of vehicular and pedestrian movements.

The conflict of vehicular and pedestrian movements will be minimized as the project does not propose an increase in the number of parking spaces and the access point to the garage will remain in its current location. Patient drop-off areas are proposed to be located within the garage and also along Larch Street, which is a secondary, mid-block street.

4. The availability of transportation modes other than the automobile.

There is public transit (Muni Lines 5, 16x, 19, 31, 47 and 49 and Golden Gate Transit) that is in close proximity to the project site. The project site is also accessible by walking and biking. Also, the project proposes to retain 4 existing car share spaces and 12 existing bike parking stalls, which complies with the required amount of car share and bike parking spaces per the Planning Code.

5. The pattern of land use and character of development in the vicinity.

The neighborhood features a mix of residential, commercial and governmental uses, many of which include off-street parking. South and east of the project site, the surrounding development can be generalized as commercial and local, state and federal government uses due the proximity of the Federal and State Buildings and Civic Center within three blocks of the project. Stand-alone garage structures associated primarily with nearby governmental uses in the vicinity are accessible for the general public's use. Directly south and across Turk Street from the project is Opera Plaza, a high-density residential development with ground floor commercial uses. North and west of the project site, the land use development patterns are more residential in nature with Cathedral Hill directly northwest of the project. Along Van Ness Avenue, a varied mix of commercial, automotive and residential uses exist along one of the City's major thoroughfares. This portion of Van Ness Avenue, from Mission Street to Lombard Street, is designated as U.S. Highway 101.

6. Such other criteria as the Zoning Administrator deems appropriate in the circumstances of the particular case.

The requested parking reduction is appropriate and reasonable when taking into account recent Planning efforts, the City's Transit-First Policy and the project's proximity to transit-oriented areas (the Market-Octavia Area and the Van Ness Corridor). Recent Planning efforts to implement the City's Transit-First Policy have resulted in new zoning districts that encourage the use of transit, walking, biking and alternative modes of transportation while reducing automobile use and congestion in areas of the City that have been identified to be reasonably accessible to public transit. Specifically, the Market-Octavia Area Plan and its rezoning efforts were adopted by the Board of Supervisors and the Mayor, which established parking maximums when the area plan became effective on May 31, 2007. The project site is on a block that abuts the northern boundary of the Market-Octavia Area Plan and Assessor's Block 0761 at the southwest corner of the intersection of Franklin and Turk Streets. The entirety of Block 0761 is zoned NCT-3 District do not require parking for commercial uses. By way of example, if the adjacent NCT-3 District's parking controls were applied to the existing subject building, no (zero) additional parking spaces would be required for the project.

The review of an off-street parking reduction requested under Section 307(i) shall be conducted as part of, and incorporated into, a related building permit application or other required project authorizations. The Zoning Administrator's action is not appealable separately from the related Building Permit Application or other required project authorizations associated with the subject project. For more information on those appeal processes, please contact the staff planner listed above.

cc: Zoning Administrator Files

PacificVision Foundation

711 Van Ness Avenue Suite 500 San Francisco, CA 94102 tel 415.393.1225 fax 415.430.9748 pacificvisionfoundation.org

July 1, 2013

San Francisco Planning Commission 1650 Mission Street, Suite 400 San Francisco, CA 94103-2414

Dear Commissioners:

On behalf of the board and staff of the Pacific Vision Foundation, thank you for considering the Conditional Use Permit application for our proposed project at 711 Van Ness Avenue. In order to provide the commission with additional context on this matter, I would like to share the following brief background on our organization and aspirations for the 711 Van Ness project.

The Pacific Vision Foundation

The Pacific Vision Foundation ("PVF") was founded in 1977 as a 501(c)(3) nonprofit organization to support excellence in patient care, to improve eye care education for the public and health care professionals, and to fund innovative clinical research in ophthalmology.

PVF's founders included a group of San Francisco ophthalmologists who believed giving back to the community through volunteer service and education is an integral part of having a successful medical practice. Now, thirty-five years later, this culture of service remains unique in the country and today PVF-affiliated ophthalmologists include some of the most respected doctors in Northern California.

PVF-affiliated doctors work with the Lions Eye Foundation to bring state-of-the-art comprehensive and subspecialty eye care to low-income and uninsured patients in San Francisco, greater Northern California, and Nevada¹. To help foster innovation in the delivery of eye care to the local and regional community, PVF and

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Ex Officio

Susan H. Day, MD Chair Department of Ophthalmology, CPMC

Donald F. Stanaway Executive Director Llons Eye Foundation

Jo Burnett Executive Director Pacific Vision Foundation

Pacific Vision Foundation is a charitable non-profit 501(c)(3) and contributions are tax deductible.

¹ The Lions Eye Foundation, PVF-affiliated physicians and CPMC work in partnership to operate the Lions Eye Clinic. The Lions Eye Clinic operates under CPMC licensure with significant support from the Lions Eye Foundation and PVF and clinic staffing provided by ophthalmology residents and PVF-affiliated volunteer physicians.

some of its physicians have coordinated visits and shared ideas with the Aravind Eye Institute in India - the world's largest eye care provider and an internationally recognized leader in the delivery of healthcare to uninsured and low-income populations.

In addition to their work with the Lions Eye Foundation, PVFaffiliated physicians support health care education by serving as volunteer faculty and instructors in CPMC's Ophthalmology Residency program.

711 Van Ness Avenue Project

PVF acquired 711 Van Ness Avenue in 2011 with the vision of creating a comprehensive center for eye care that will bring together an expanded community eye clinic, clinical research, an ophthalmology residency program, diagnostic facilities, a specialized eye surgery center and private ophthalmologists into a single location. In 2007, PVF received a matching grant from the Robert Wood Johnson Foundation to study the feasibility of a new comprehensive eye center based on a unique business model that incorporates education and low income services with private practices and related businesses that contribute to the missionrelated services. The concept is based on business models used extensively in the developing world, including the Aravind Eye Care System in India. Aravind and PVF have signed a memorandum of understanding to collaborate on adapting their system of highly efficient outreach and eye care services to the U.S. in conjunction with the Lions Eye Foundation. Anticipated funding sources for this project include a program-related investment by the Robert Wood Johnson Foundation, the Lions Eye Foundation, other private foundations and individual philanthropic support and physician investment in the building and other eve-related programs located in the building.

711 Van Ness Avenue is an existing five-story 94,134 SF office building located at the corner of Van Ness Avenue and Turk Street that includes approximately 88,000 RSF of office and commercial space and a 123 stall parking garage. PVF seeks to obtain the required approvals to allow for the occupancy of a community eye clinic, an eye surgery center, resident education support space, PVF administrative offices, private physician offices and other uses associated with its mission. It is also anticipated that existing and new commercial office tenants will occupy parts of the building for the foreseeable future. PVF contemplates that future growth of its programs will eventually lead to the conversion of all space in the building to medical-related uses. PVF does not intend to increase the size of 711 Van Ness Avenue or to make any significant exterior modifications to the building as part of this project.

The proposed project culminates a Pacific Vision Foundation aspiration to build a world class center for eye care in San Francisco and to increase access to the highest quality of vision care for all of the city's residents.

Thank you for your consideration.

Sincerely, man Bruce E. Spivey, MD

Chairman

cc: London Breed, Supervisor District 5

PACIFIC VISION FOUNDATION ENVIRONMENTAL EVALUATION, CU AND VARIANCE APPLICATION : MAY 31ST 2013

EXTERIOR IMAGE

DRAWING LIST

SITE LOCATION

G.000 G.100 G.200	COVER SHEET PROJECT INFORMATION PLOT PLAN	
EXISTING EA.101 EA.102 EA.103 EA.104 EA.105 EA.106 EA.107 EA.108 EA.109	ARCHITECTURAL FLOOR PLANS EXISTING SUB BASEMENT PARKING GARAGE EXISTING BASEMENT PARKING GARAGE EXISTING GROUND FLOOR PLAN EXISTING MEZZANINE PARKING GARAGE EXISTING SECOND FLOOR PLAN EXISTING THIRD FLOOR PLAN EXISTING FOURTH FLOOR PLAN EXISTING FIFTH FLOOR PLAN EXISTING ROOF/PENTHOUSE FLOOR PLAN	ARCHIT A.100 A.101 A.102 A.103 A.104 A.105 A.106 A.107 A.108 A.109 A.110

A.121

A.122

VIEW LOCATING SITE




PacificVision Foundation

711 Van Ness Avenue Project **Revised 5/22/13**

The Pacific Vision Foundation

The Pacific Vision Foundation ("PVF") was founded in 1977 as a 501(c)(3) nonprofit organization to support excellence in patient care, to improve eye care education for the public and health care professionals, and to fund innovative clinical research in ophthalmology.

PVF's founders included a group of San Francisco ophthalmologists who believed giving back to the community through volunteer service and education is an integral part of having a successful medical practice. Now, thirty-five years later, this culture of service remains unique in the country and today PVF-affiliated ophthalmologists include some of the most respected doctors in Northern California.

PVF-affiliated doctors work with the Lions Eye Foundation to bring state-of-the-art comprehensive and subspecialty eye care to low-income and uninsured patients in San Francisco, greater Northern California, and Nevada¹. To help foster innovation in the delivery of eve care to the local and regional community, PVF and some of its physicians have coordinated visits and shared ideas with the Aravind Eye Institute in India - the world's largest eye care provider and an internationally recognized leader in the delivery of healthcare to uninsured and low-income populations.

In addition to their work with the Lions Eye Foundation, PVF-affiliated physicians support health care education by serving as volunteer faculty and instructors in CPMC's Ophthalmology Residency program.

711 Van Ness Avenue Project

PVF acquired 711 Van Ness Avenue in 2011 with the vision of creating a comprehensive center for eye care that will bring together an expanded community eye clinic, clinical research, an ophthalmology residency program, diagnostic facilities, a specialized eye surgery center and private ophthalmologists into a single location. In 2007, PVF received a matching grant from the Robert Wood Johnson Foundation to study the feasibility of a new comprehensive eye center based on a unique business model that incorporates education and low income services with private practices and related businesses that contribute to the mission-related services. The concept is based on business models used extensively in the developing world, including the Aravind Eye Care System in India. Aravind and PVF have signed a memorandum of understanding to collaborate on adapting their system of highly efficient outreach and eye care services to the U.S. in conjunction with the Lions Eye Foundation. Anticipated funding sources for this project include a program-related investment by the Robert Wood Johnson Foundation, the Lions Eye Foundation, other private foundations and individual philanthropic support and physician investment in the building and other eye-related programs located in the building. The proposed project culminates a Pacific Vision Foundation aspiration to build a world class center for eye care in San Francisco and to increase access to the highest quality of vision care for all of the city's residents.

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711 Va Ness A 123 sta comm offices attache parts of eventu. intend buildir

Van Ness A Avenue ar tall parking nunity eye es, private of the buil ually lead d to increas	Avenue is an existing five-story 94,134 SF office building loc and Turk Street that includes approximately 88,000 RSF of off g garage. PVF seeks to obtain the required approvals to allor clinic, an eye surgery center, resident education support space physician offices and other uses associated with its mission (erence). It is also anticipated that existing and new commerci ding for the foreseeable future. PVF contemplates that future to the conversion of all space in the building to medical-relat se the size of 711 Van Ness Avenue or to make any exterior of this project.	Tice and retail space and an w for the occupancy of a ce, PVF administrative a detailed program is al office tenants will occupy e growth of its programs will ced uses. PVF does not	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
DETAIL F	PROGRAM BY FLOOR		
<u>F</u>	<u>Tenant/Use</u>	<u>Sq.Ft.</u>	
5	3rd Party Medical Services and/or Office Tenants	19,465	
4	3rd Party Medical Services Tenants and/or Office Tenants	19,404	No. Description Date
3	3rd Party Medical Services Tenants	17,847	1 Planning Application 03/ 05/13
3	PVF	950	2 Planning Application 05/ 31/13
3	Diagnostic Lab	2,000	
2	Breakroom	1,000	
2+3	Residency/Education	5,000	
2	Optical Shop	1,500	
2	Ambulatory Surgery Center	9,000	
2	Lions Eye Clinic	3,100	
2	Refractive/Lasik Suite	1,504	
1	East West Bank/Future Expansion and/or 3rd Party Medical Services	7,281	
	Total	88,051	
	RY PROGRAM BY FLOOR		
<u>F1</u>	<u>Tenant/Use</u>	<u>Sq.Ft.</u>	PACIFIC
5	Private physician and/or commercial offices	19,465	
4	Private physician and/or commercial offices	19,404	FOUNDATION
3	Private physician offices, diagnostic services, PVF office	20,797	711 VAN NESS
2	Lions Eye Clinic, ASC, PVF office, residency/education, breakroom	21,104	ENVIRONMENTAL
1	Bank, future expansion and/or physician offices	7,281	EVALUATION
	Total	88,051	CU & VARIANCE
Final nuc	ramming not complete and locations may change		APPLICATION
r mai progi	ramming not complete, and locations may change		
			PROJECT INFORMATION
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venue and Turk Street that l parking garage. PVF see nity eye clinic, an eye surg private physician offices a d for reference). It is also a the building for the forese lly lead to the conversion o o increase the size of 711 Y g as part of this project. DETAIL PROGRAM BY FLO FI Tenant/Use 5 3rd Party Medical Ser 3 3rd Party Medical Ser 3 Diagnostic Lab 2 Breakroom 2+3 Residency/Education 2 Optical Shop 2 Lions Eye Clinic 2 Refractive/Lasik Suite	ng five-story 94,134 SF office building located includes approximately 88,000 RSF of office a eks to obtain the required approvals to allow fo gery center, resident education support space, P and other uses associated with its mission (a de anticipated that existing and new commercial of beable future. PVF contemplates that future gro of all space in the building to medical-related u Van Ness Avenue or to make any exterior mod	and retail space and an or the occupancy of a PVF administrative etailed program is ffice tenants will occupy owth of its programs will uses. PVF does not	No. Description Date
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FITenant/Use53rd Party Medical Ser43rd Party Medical Ser33rd Party Medical Ser3PVF3Diagnostic Lab2Breakroom2+3Residency/Education2Optical Shop2Lions Eye Clinic2Refractive/Lasik Suite1East West Bank/FuturTotal	rvices and/or Office Tenants rvices Tenants and/or Office Tenants	19,465 19,404 17,847	
FITenant/Use53rd Party Medical Ser43rd Party Medical Ser33rd Party Medical Ser3PVF3Diagnostic Lab2Breakroom2+3Residency/Education2Optical Shop2Lions Eye Clinic2Refractive/Lasik Suite1East West Bank/FuturTotal	rvices and/or Office Tenants rvices Tenants and/or Office Tenants	19,465 19,404 17,847	
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 4 3rd Party Medical Ser 3 3rd Party Medical Ser 3 9VF 3 Diagnostic Lab 2 Breakroom 2+3 Residency/Education 2 Optical Shop 2 Ambulatory Surgery O 2 Lions Eye Clinic 2 Refractive/Lasik Suite 1 East West Bank/Futur 	rvices Tenants and/or Office Tenants	19,404 17,847	
 3 3rd Party Medical Ser 3 PVF 3 Diagnostic Lab 2 Breakroom 2+3 Residency/Education 2 Optical Shop 2 Ambulatory Surgery O 2 Lions Eye Clinic 2 Refractive/Lasik Suite 1 East West Bank/Futur 		17,847	
 3 PVF 3 Diagnostic Lab 2 Breakroom 2+3 Residency/Education 2 Optical Shop 2 Ambulatory Surgery O 2 Lions Eye Clinic 2 Refractive/Lasik Suite 1 East West Bank/Futur Total		,	1 Planning Application 03/ 05/13
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2+3 Residency/Education 2 Optical Shop 2 Ambulatory Surgery O 2 Lions Eye Clinic 2 Refractive/Lasik Suite 1 East West Bank/Futur Total		1,000	
2 Optical Shop 2 Ambulatory Surgery O 2 Lions Eye Clinic 2 Refractive/Lasik Suite 1 East West Bank/Futur Total			
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2 Lions Eye Clinic 2 Refractive/Lasik Suite 1 East West Bank/Futur Total		1,500	
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1 East West Bank/Futur Total		3,100	
Total	3	1,504	
	re Expansion and/or 3rd Party Medical Services	7,281	
SUMMARY PROGRAM BY F		88,051	
UMMARY PROGRAM BY F			
	LOOR		
<u>Fl Tenant/Use</u>		<u>Sq.Ft.</u>	PACIFIC
	nd/or commercial offices	19,465	VISION
	nd/or commercial offices	19,404	FOUNDATION
	fices, diagnostic services, PVF office	20,797	711 VAN NESS
	SC, PVF office, residency/education, breakroom	21,104	
-	sion and/or physician offices	7,281	ENVIRONMENTAL
Total	ton ana/or physician offices	88,051	EVALUATION
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inal programming not complete,	, and tocations may change		
			PROJECT
			INFORMATION
			G.100

¹ The Lions Eye Foundation, PVF-affiliated physicians and CPMC work in partnership to operate the Lions Eye Clinic. The Lions Eye Clinic operates under CPMC licensure with significant support from the Lions Eye Foundation and PVF and clinic staffing provided by ophthalmology residents and PVF-affiliated volunteer physicians.



	G.200
DIF CALIFORNIA 10/ 111 MARTIN M. RON ASSOCIATES SURV. JD DES. DRV. JP 1 LAND SURVEYORS DRV. JP 1 B59 HARNISON STREET, SUITE 200 SAN FRANCISCO, CA 84107 DRV. JP 1 CHK. BR CHK. BR 1 CHK. BR DRV. JP 1 SAN FRANCISCO, CA 84107 CHK. BR 1 CHU JPAS4600 CHK. BR	CU & VARIANCE APPLICATION PLOT PLAN
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BENJAMIN B. ROH PROFESSIONAL LAND SURVEYOR NO. 5015	PACIFIC
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Ŕ	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
	1



EXISTING SUB-BASEMENT PARKING GARAGE 1" = 20'-0" (1)

	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.377 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM PacificVision Foundation
	No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13
	PACIFIC VISION FOUNDATION 711 VAN NESS
NORTH	ENVIRONMENTAL EVALUATION CU & VARIANCE APPLICATION EXISTING SUB- BASEMENT PARKING GARAGE EA.101

VAN NESS AVENUE



EXISTING BASEMENT PARKING GARAGE. 1

1" = 20'-0"

		Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.377 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
VAN NESS AVENUE		No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13 - - - <
	NORTH	PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL EVALUATION CU & VARIANCE
		APPLICATION EXISTING BASEMENT PARKING GARAGE EA.102 Scale 1" = 20'-0"



EXISTING GROUND FLOOR PLAN 1) <u>EXISTING</u> 1" = 20'-0"

		Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
VAN NESS AVENUE		No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13
	NORTH	PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL EVALUATION CU & VARIANCE APPLICATION
		EXISTING GROUND FLOOR EA.103



EXISTING MEZZANINE FLOOR PLAN (1)

1" = 20'-0"





TURK STREET

 $\bigcirc \underbrace{1 \text{ EXISTING SECOND FLOOR PLAN}}_{1" = 20'-0"}$

		Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
VAN NESS AVENUE		No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13
	NORTH	PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL EVALUATION CU & VARIANCE APPLICATION EXISTING SECOND FLOOR PLAN EA.105

LARCH STREET



TURK STREET

1 = 20'-0"

Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13
PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL
EVALUATION CU & VARIANCE APPLICATION EXISTING
THIRD FLOOR PLAN EA.106

NORTH

LARCH STREET



TURK STREET

1 EXISTING FOURTH FLOOR 1" = 20'-0"

Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
No. Description Date 1 Planning Application 03/05/13 2 Planning Application 05/31/13 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL EVALUATION CU & VARIANCE APPLICATION EXISTING FOURTH FLOOR PLAN

VAN NESS AVENUE



 $1 \frac{\text{EXISTING FIFTH FLOOR}}{1" = 20'-0"}$

	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM	
	PacificVision Foundation	
	No. Description Date	
	1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13	
	PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL	
NORTH	EVALUATION CU & VARIANCE APPLICATION	
	EXISTING FIFTH FLOOR PLAN	
	EA.108	





1 EXISTING ROOF/PENTHOUSE PLAN 1" = 20'-0"

	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.377 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
NORTH	No. Description Date 1 Planning Application 03' 05'13 2 Planning Application 05' 31/13 2 Planning Application 05' 31/13 4 4 4 5 5
	Scale 1" = 20'-0"









A.122

PARKING GARAGE. NOTE : SEE A.101 FOR PARKING STALL COUNT (1)

1" = 20'-0"











1 A.122

1 <u>THIRD FLOOR</u> 1" = 20'-0"

	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
1 A.120	
	No. Description Date 1 Planning Application 03/05/13 2 Planning Application 05/31/13
NORTH	PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL EVALUATION CU & VARIANCE
	APPLICATION THIRD FLOOR A.106





1 <u>FOURTH FLOOR</u> 1" = 20'-0"







1 FIFTH FLOOR 1" = 20'-0"

	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
1 A.120	No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13
NORTH	PACIFIC VISION FOUNDATION 711 VAN NESS ENVIRONMENTAL EVALUATION CU & VARIANCE APPLICATION FIFTH FLOOR A.108







1 <u>PENTHOUSE ROOF</u> 1" = 20'-0"





1 East 1" = 20'-0"





1 North

	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
 8-PENTHOUSE PARAPET 89'- 5' 7-PENTHOUSE ROOF 84'-8 15/16"	Pacific Vision Foundation
<u>- 6-ROOF</u> 72'- 3"	
5 <u>-FIFTH FLOOR</u> ① 59'-9"	
4-F <u>OURTH FLOOR</u> 47'- 3"	
3 <u>-THIRD FLOOR</u> 34'- 9'	
2-SECOND FLOOR 22'- 3"	
 MEZZANINE 10'- 1"	 No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13
1-GROUND FLOOR 0' - 0"	
0.5-BASEMENT -9' - 10" 0-SUB-BASEMENT -18' - 11"	
	PACIFIC VISION FOUNDATION 711 VAN NESS
	ENVIRONMENTAL EVALUATION CU & VARIANCE APPLICATION
	ELEVATIONS
	A.121





1 West

•	Design Partnership Architects and Planners 1412 Van Ness Avenue, Second Floor San Francisco, California 94109 Phone: 415.777.3737 Fax: 415.777.3476 E-MAIL: INFO@DPSF.COM
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• •	No. Description Date 1 Planning Application 03/ 05/13 2 Planning Application 05/ 31/13
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	PACIFIC VISION FOUNDATION 711 VAN NESS
	ENVIRONMENTAL EVALUATION CU & VARIANCE APPLICATION
	ELEVATIONS
	A.123



